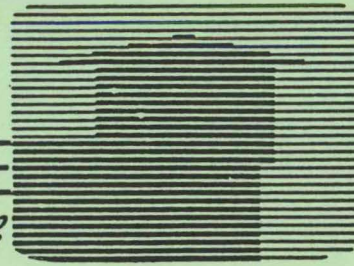
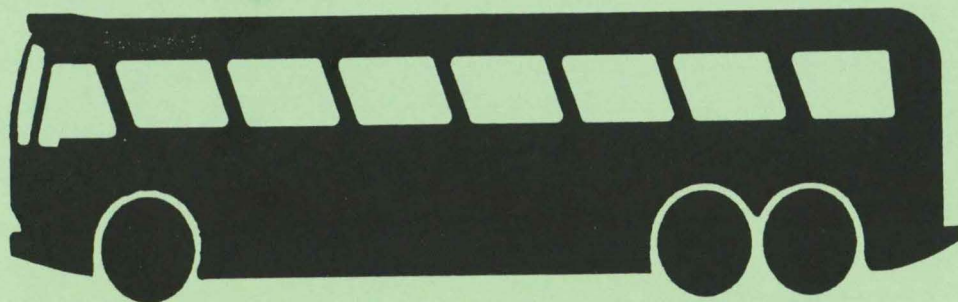


MAY 05 1993

FORT DODGE
frontier of the future



**City of Fort Dodge
FY 1994 to FY 1998 Five Year
Transit
Development Plan**



November, 1992

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ABSTRACT

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

DISCLAIMER

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

STATEMENT OF FUNDING

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



RESOLUTION OF ADOPTION

RESOLUTION NUMBER 93-1-2

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Fort Dodge, Iowa that the FY 1994-1998 Transit Development Plan is adopted and that the Transit Department is authorized to submit the Transit Development Plan to the Iowa Department of Transportation. Be it further resolved that the Transit Department shall prepare for City Council review applications to IDOT for state and federal assistance to implement the recommendations of the TDP.

PASSED AND APPROVED by the City Council this 4th day of January 1993

Aye Tarbell, Hickey, Burleson, Salvatore, Boekelman

Nay None

Other _____

Sharon Hickey
Mayor PRO TEM

ATTEST:

Kenneth W. Milekuk
City Clerk

Jan 5, 1993

Date of Attest

CITY OF FORT DODGE

William W. Patterson, Mayor
City Council

Buck Boekelman
Jane Burleson
Richard Tarbell
Sharon Hickey

Charles Doyle
Tom Salvatore
Ronald Campbell

Transit Manager

John Brandal

Transportation Advisory Committee

Maggie Bice
Larry Jessen
Bob Wood *
Quentin Weidner

Buck Boekelman
Rick Thompson *
Kay Brown
Rick Piper

*Denotes Private Sector Participant

TDP Planners

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

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SECTION I

INTRODUCTION

I. INTRODUCTION

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

TRANSIT IMPLEMENTATION FOR FORT DODGE

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

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

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

PRINCIPAL PARTICIPANTS/PROVIDERS

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

TRANSIT DEVELOPMENT PLANNING/DECISION-MAKING PROCESS

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

PRIVATE SECTOR INITIATIVE

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

OVERVIEW OF THE TDP

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

II. TRANSIT CONDITIONS

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

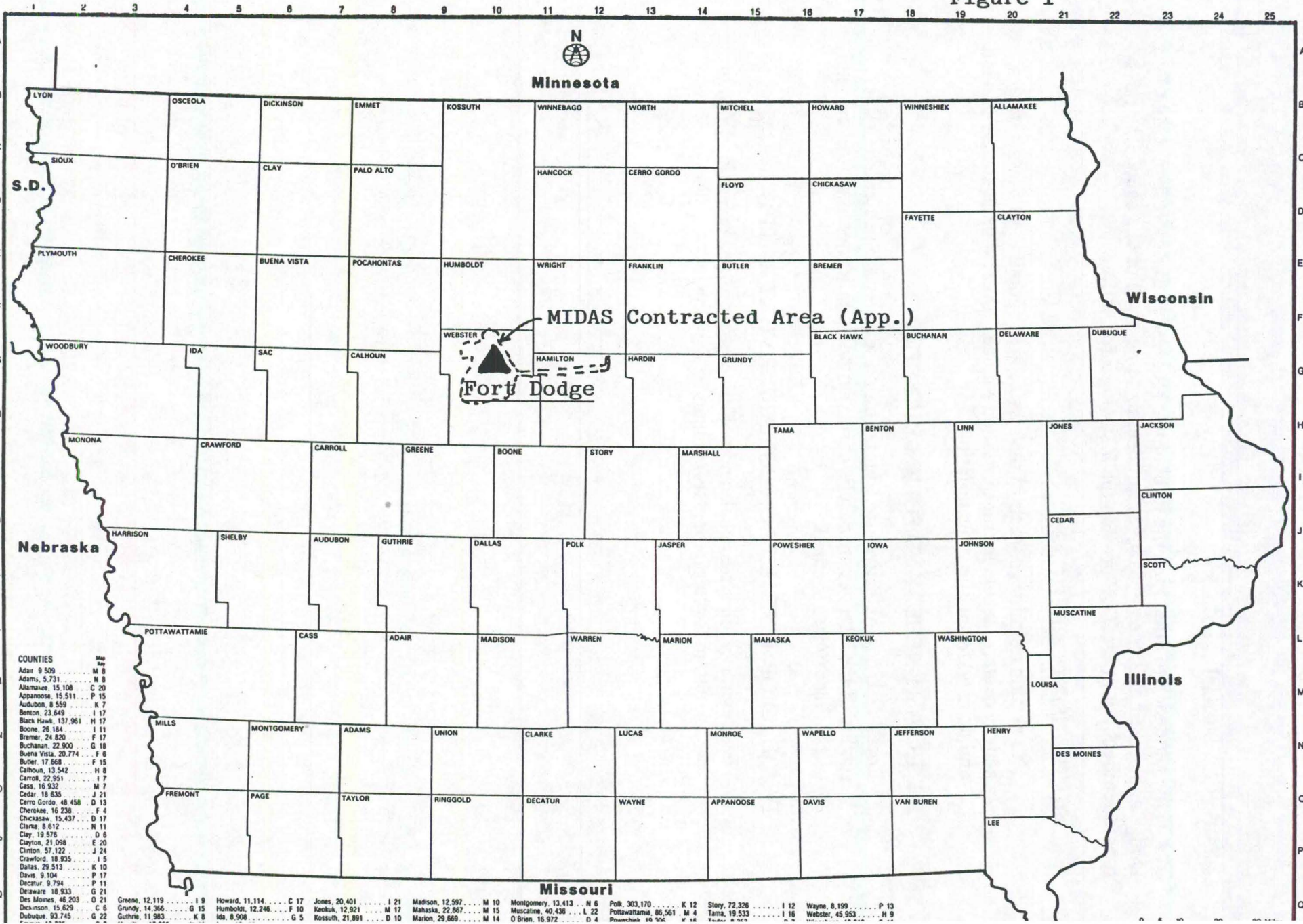
III. TRANSIT NEEDS AND POLICY DIRECTION

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

IV. DEVELOPMENTAL STRATEGY AND FIVE-YEAR PROGRAM

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

Figure 1



N
Minnesota

MIDAS Contracted Area (App.)
Fort Dodge

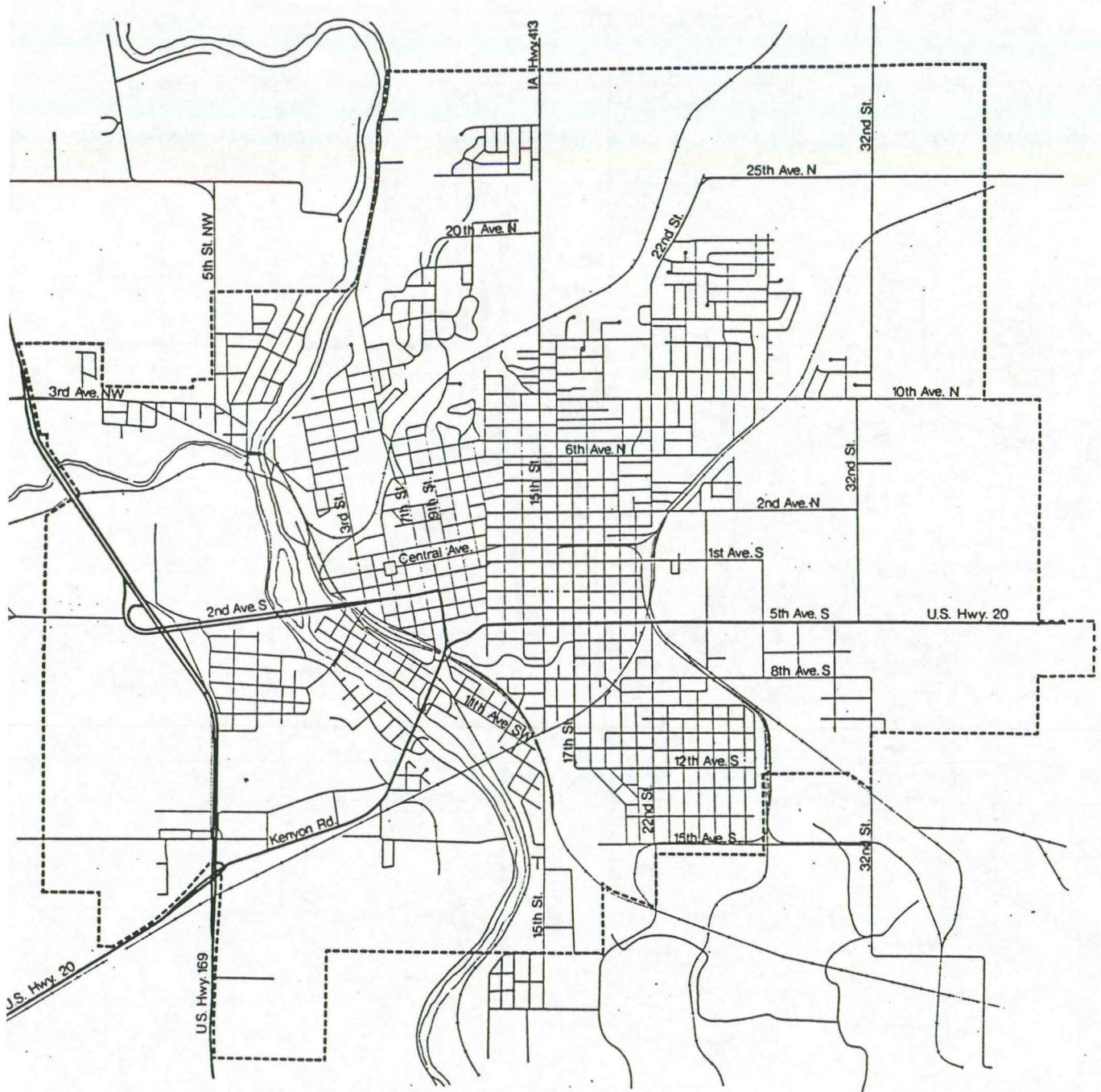
COUNTIES

Adair	9,509	M 8
Adams	5,731	N 8
Allamakee	15,108	C 20
Appanoose	15,511	P 15
Audubon	8,559	K 7
Benton	23,848	I 17
Black Hawk	137,961	H 17
Boone	25,164	I 11
Bremner	24,820	F 17
Buchanan	22,800	G 18
Buena Vista	20,774	F 6
Butler	17,668	F 15
Calhoun	13,542	H 8
Carron	22,951	I 7
Cass	16,932	M 7
Cedar	18,635	J 21
Cerro Gordo	46,458	D 13
Cherokee	18,238	F 4
Chickasaw	15,437	D 17
Clarke	8,612	N 11
Clay	19,575	D 8
Clayton	21,098	E 20
Clinton	57,122	J 24
Crawford	18,935	I 5
Dallas	29,513	K 10
Davis	9,104	P 17
Decatur	9,794	P 11
Delaware	18,933	G 21
Des Moines	48,203	O 21
Dickinson	15,628	C 6
Dubuque	93,745	G 22
Greene	12,119	I 9
Grundy	14,356	G 15
Guthrie	11,983	K 8
Howard	11,114	C 17
Humboldt	12,246	F 10
Ia	8,908	G 5
Jones	20,401	I 21
Kochuk	12,921	M 17
Kossuth	21,891	D 10
Madison	12,597	M 10
Marion	29,869	M 14
Marquette	22,867	M 15
Marshall	10,900	F 12
Monroe	10,900	F 12
Montgomery	13,413	N 6
Muscatine	40,438	L 22
O'Brien	16,972	D 4
Pottawattamie	86,561	M 4
Poweshiek	19,900	F 12
Story	72,328	I 12
Tama	19,533	I 16
Webster	45,953	H 9
Wayne	8,199	P 13

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

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Figure 2



FORT DODGE, IOWA

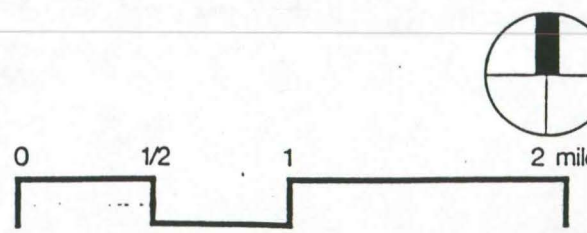
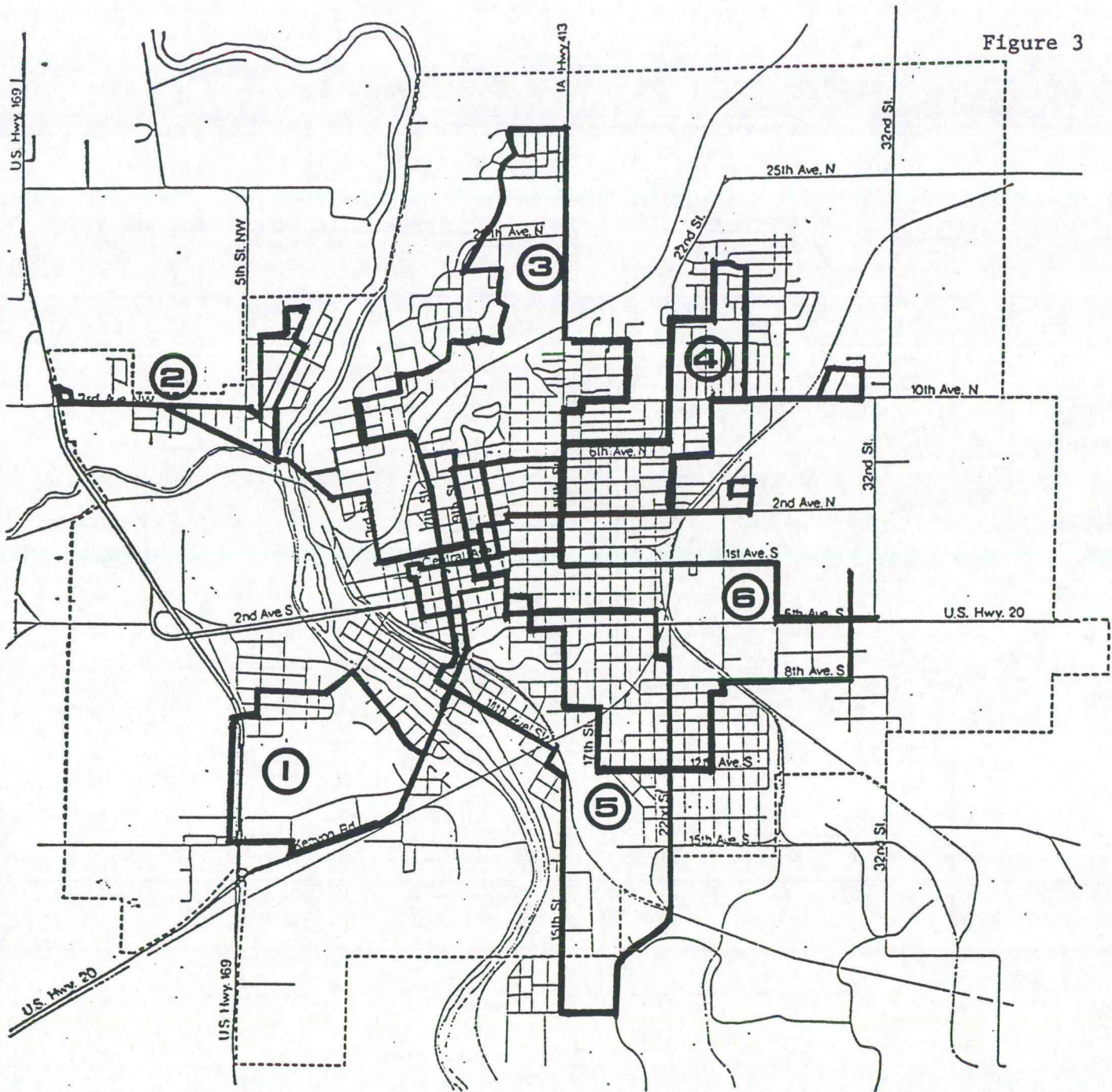
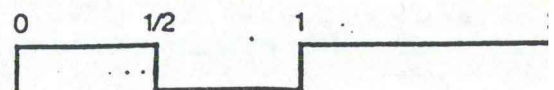


Figure 3



FORT DODGE

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



SECTION II

TRANSIT

CONDITIONS

II. TRANSIT CONDITIONS

A. Service Area Characteristics:

Demographics:

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

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

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

Activity Centers and Common Trip Destinations

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

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

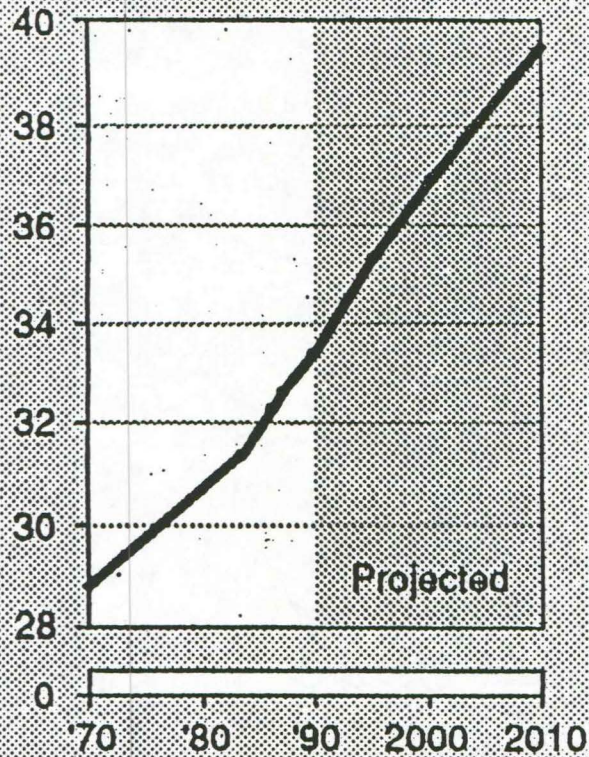
In the fall of 1983, MIDAS contacted Fort Dodge care centers to determine how each meets the transportation needs of its clients. This survey revealed that a variety of transportation forms are being utilized, including cars, station wagons, vans, buses, and, in a few cases, public transportation. Since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

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

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

Median age of Iowans

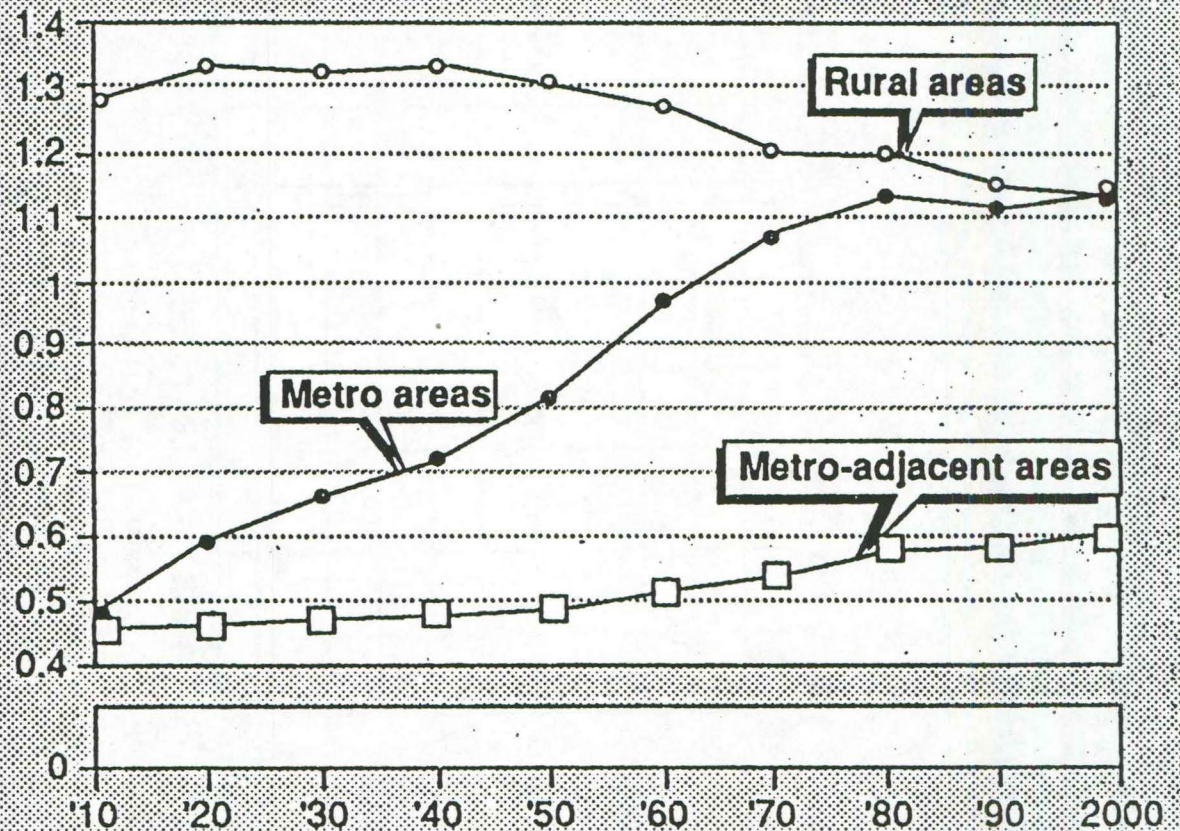
Actual and projected from 1970 through 2010



SOURCE: Iowa Department of Management report

Long-term population trends

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



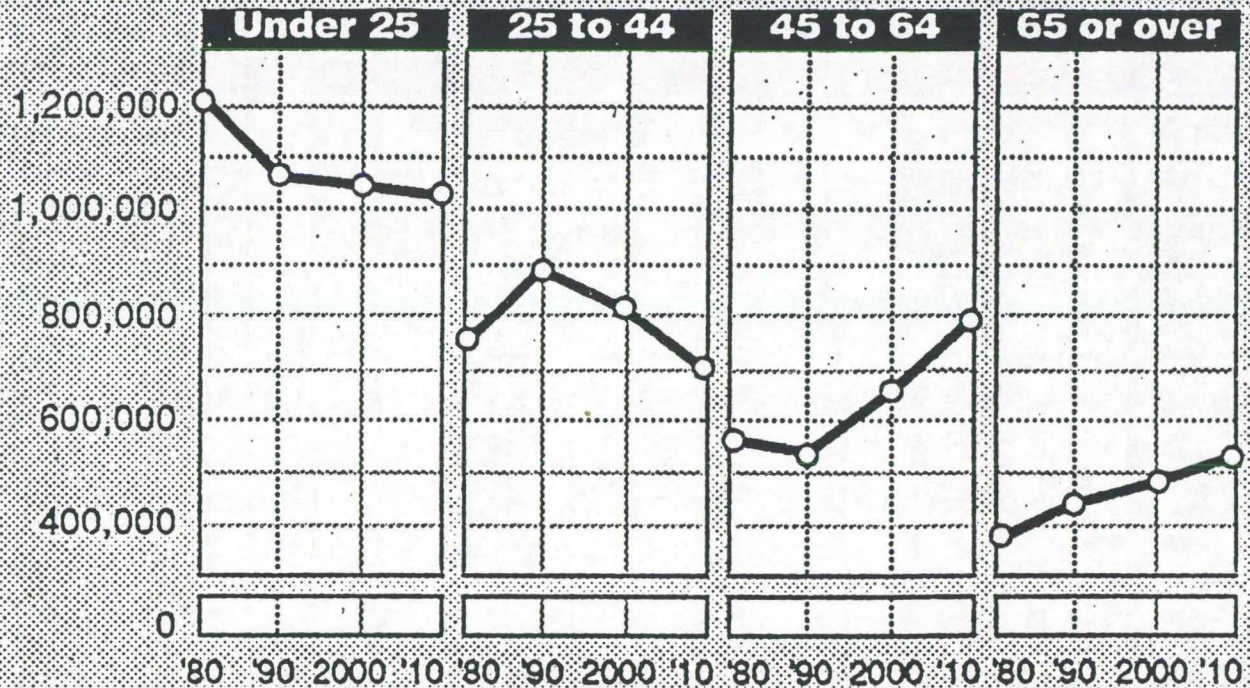
SOURCE: Iowa Department of Management report

Figure 4

II-3

Aging in Iowa

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



SOURCE: Iowa Department of Management report

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

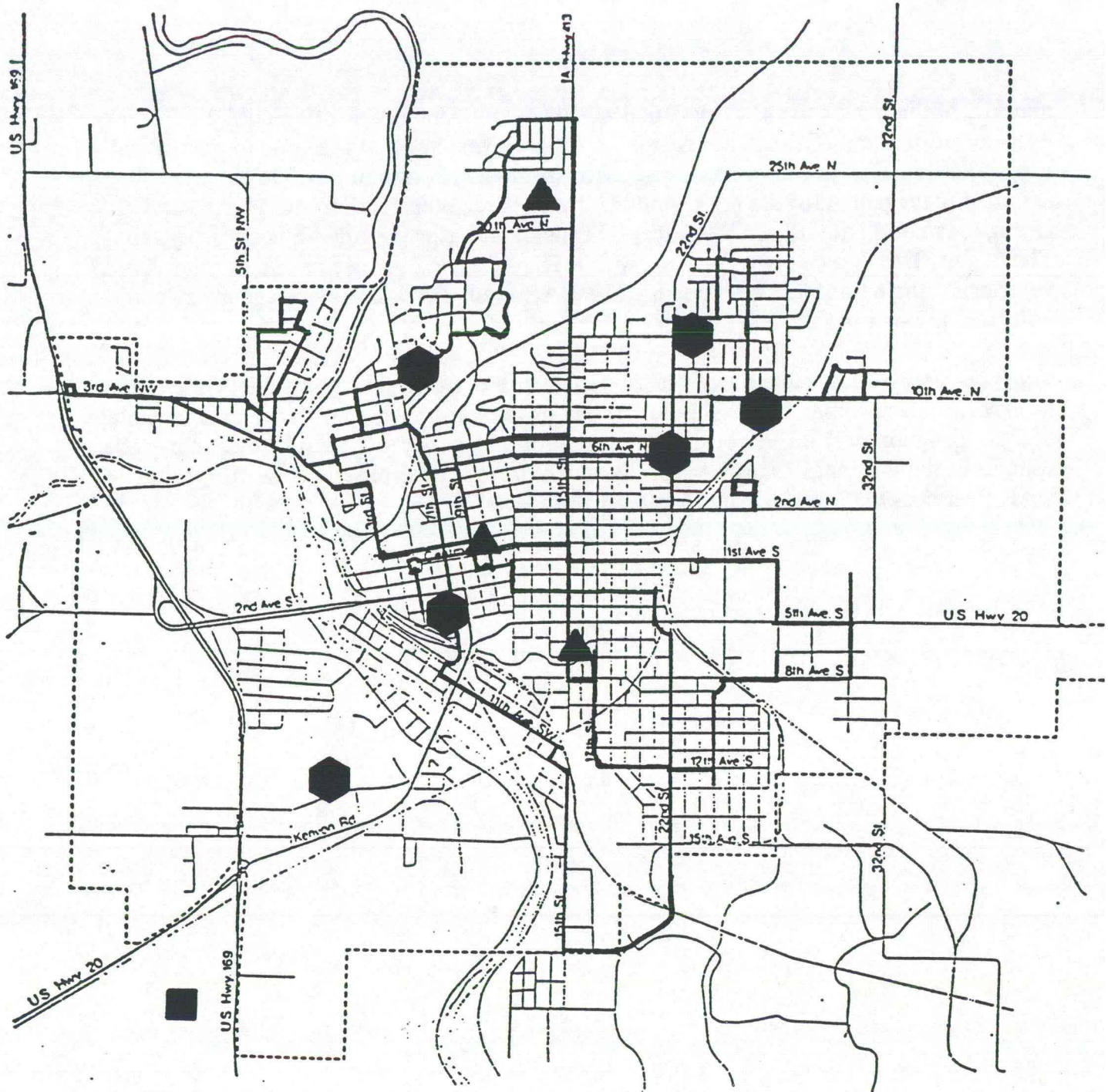
- The median age of Iowans is projected to continue a recent trend of increase;
- The population of Iowa is projected to stabilize, but rural areas will continue to experience a declining population;
- The number of youth is decreasing and the number of middle aged and elderly is projected to increase.




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

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

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

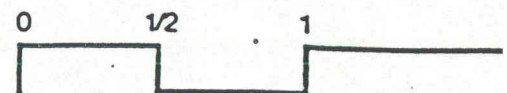
Figure 6



-  NURSING HOMES
-  COUNTY HOME
-  GROUP HOMES

FORT DODGE

CARE FACILITIES



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

The Fort Dodge economy was hit hard by major plant closings in the early 1980's, but recent industrial development recruitment has begun to reverse those set backs. The following table presents a brief outline of the local labor force.

MANUFACTURING JOBS IN WEBSTER COUNTY

YEAR	WORK FORCE
1980	4,206
1982	3,419
1983	2,778
1984	2,902
1985	2,863
1986	2,574
1988	2,820
1989	2,820
1991	3,000
1992	2,770

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

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

Figure 7

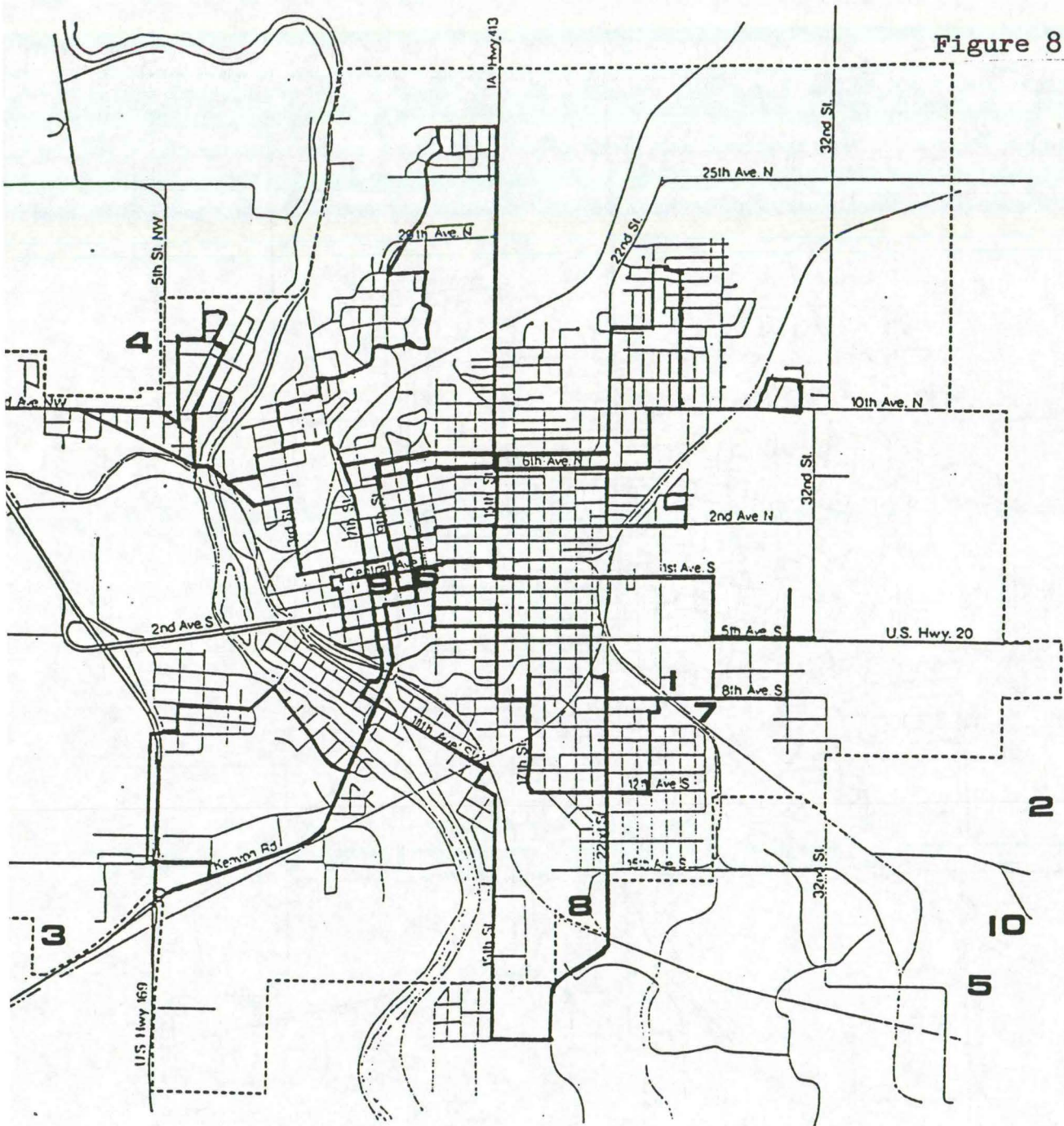
PRINCIPAL MODE OF TRAVEL FOR JOURNEY-TO-WORK TRIPS IN REGION 5

Category:	Calhoun	Hamilton	Humboldt	Pocahontas	Webster	Wright
Total Workers over 16 years	6,023	9,033	5,696	5,074	21,341	7,860
Use of car, truck or van						
total	3,775	6,430	3,811	3,093	16,188	5,432
drive alone	3,332	5,548	3,374	2,781	14,407	4,796
% driving alone	88.3%	86.3%	88.5%	89.9%	88.9%	88.3%
% alone in 1980	81.7%	79.1%	85.0%	82.1%	83.3%	80.5%
Carpool	443	882	437	312	1,781	636
Use Public Transportation	3	17	8	0	128	4
Walked only	290	386	266	318	658	482
Other Means	29	40	29	16	41	28
Worked at Home	621	713	463	639	812	505

In 1980 172 individuals reported that they traveled to work on public transportation. In 1990 that number had decreased to 160. However, in 1960 public transportation was not reported for Calhoun, Pocahontas, or Wright Counties. In 1990 all counties except Pocahontas reported public transit journey to work trips. Perhaps more important, is the increase in the percentage of persons driving to work alone.

Source: 1980 and 1990 Census of the Population

Figure 8



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

FORT DODGE

EMPLOYMENT CENTERS

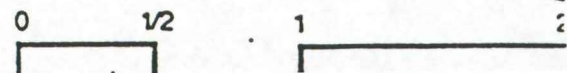
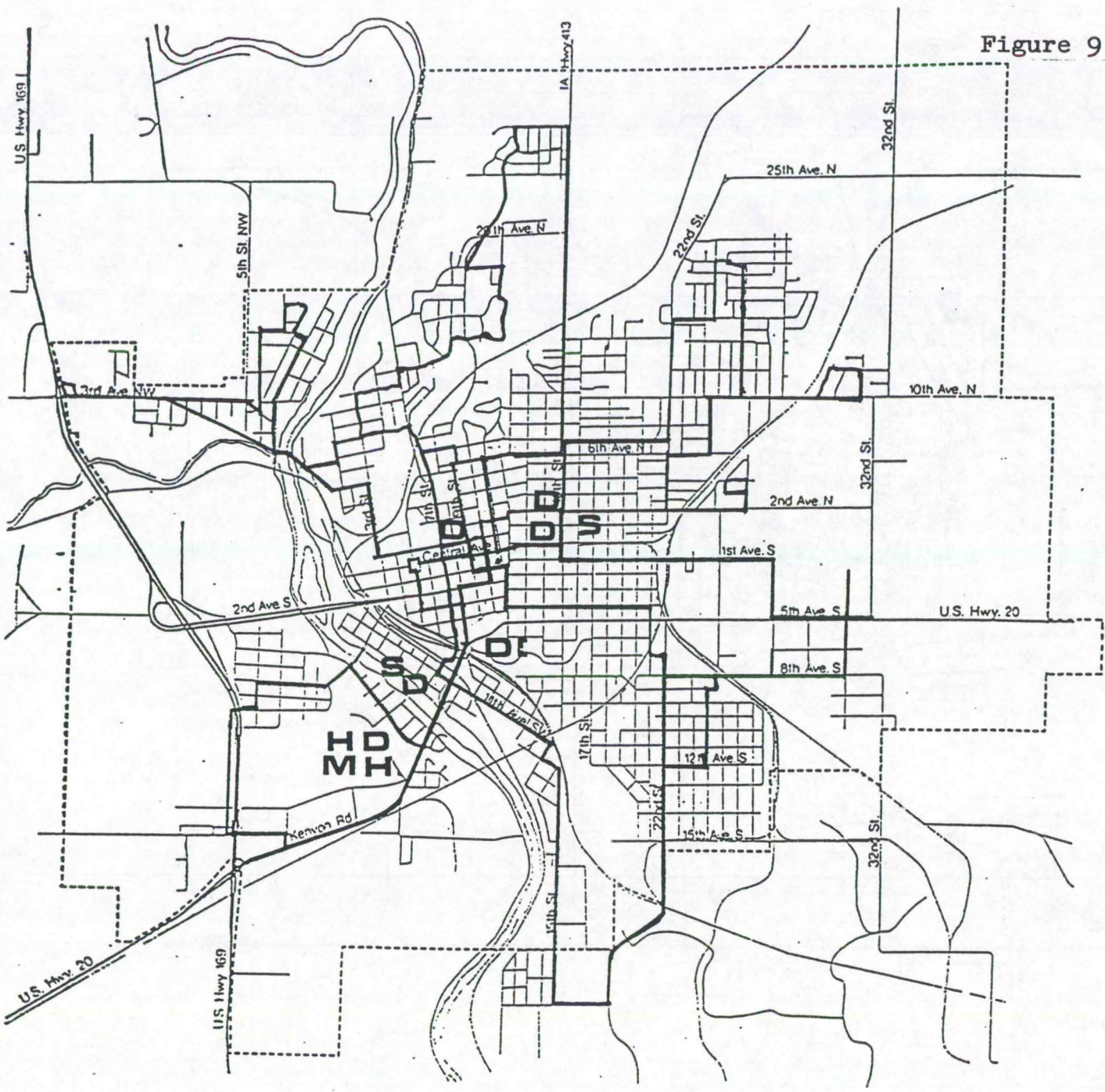


Figure 9

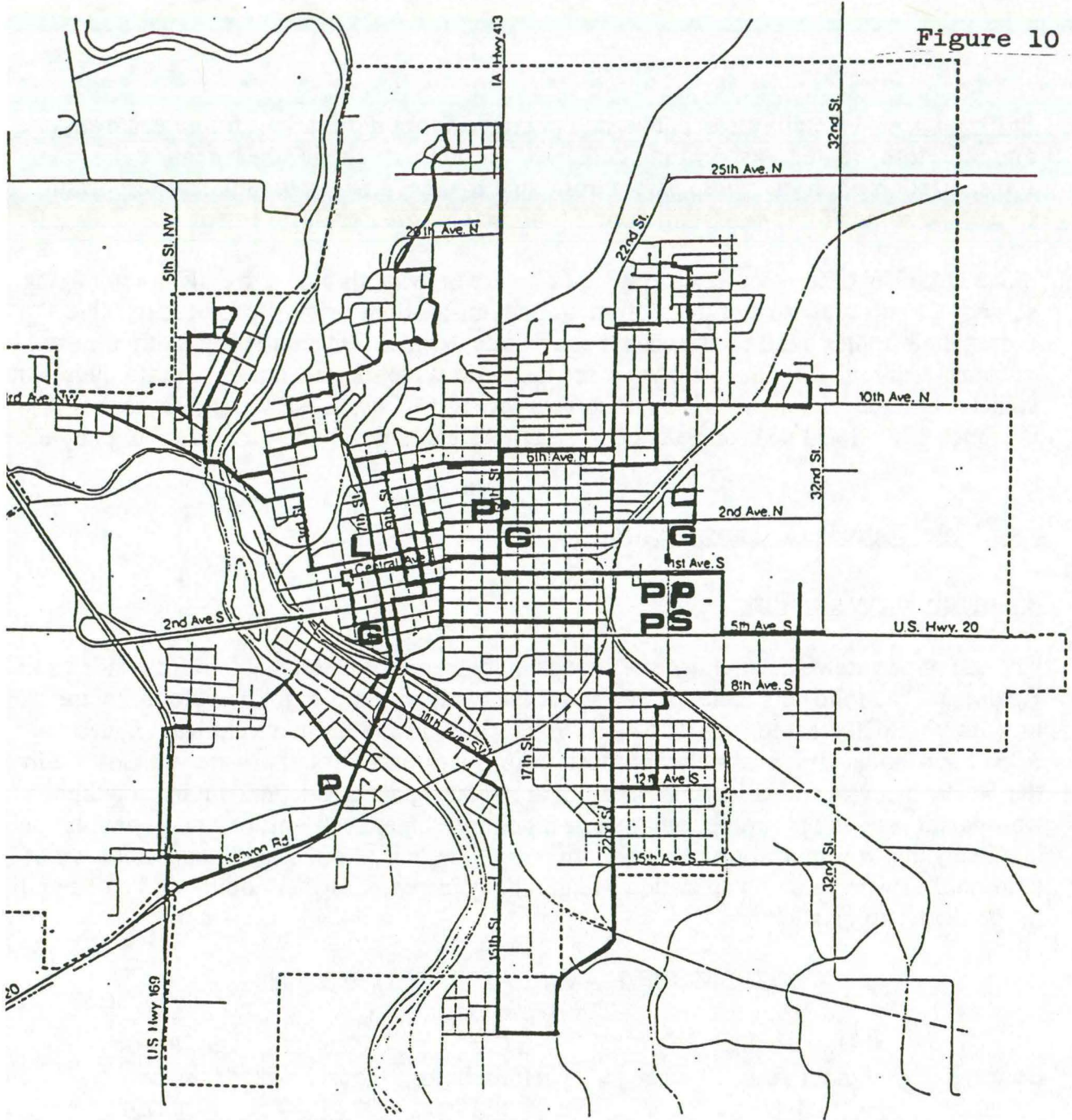


- D Dentists and Doctors
- H Hospitals
- MH Mental Health
- S Specialists

FORT DOC MEDICAL FACILI



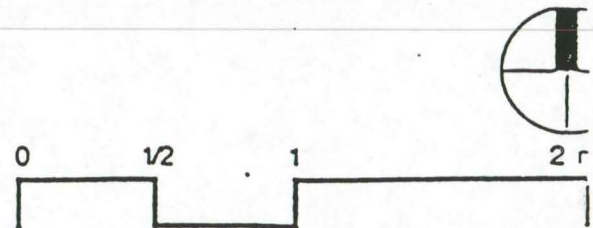
Figure 10



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

FORT DODGE

SERVICE CENTERS



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

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

Available Sources of Transportation

Automobile Availability:

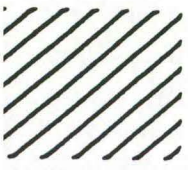
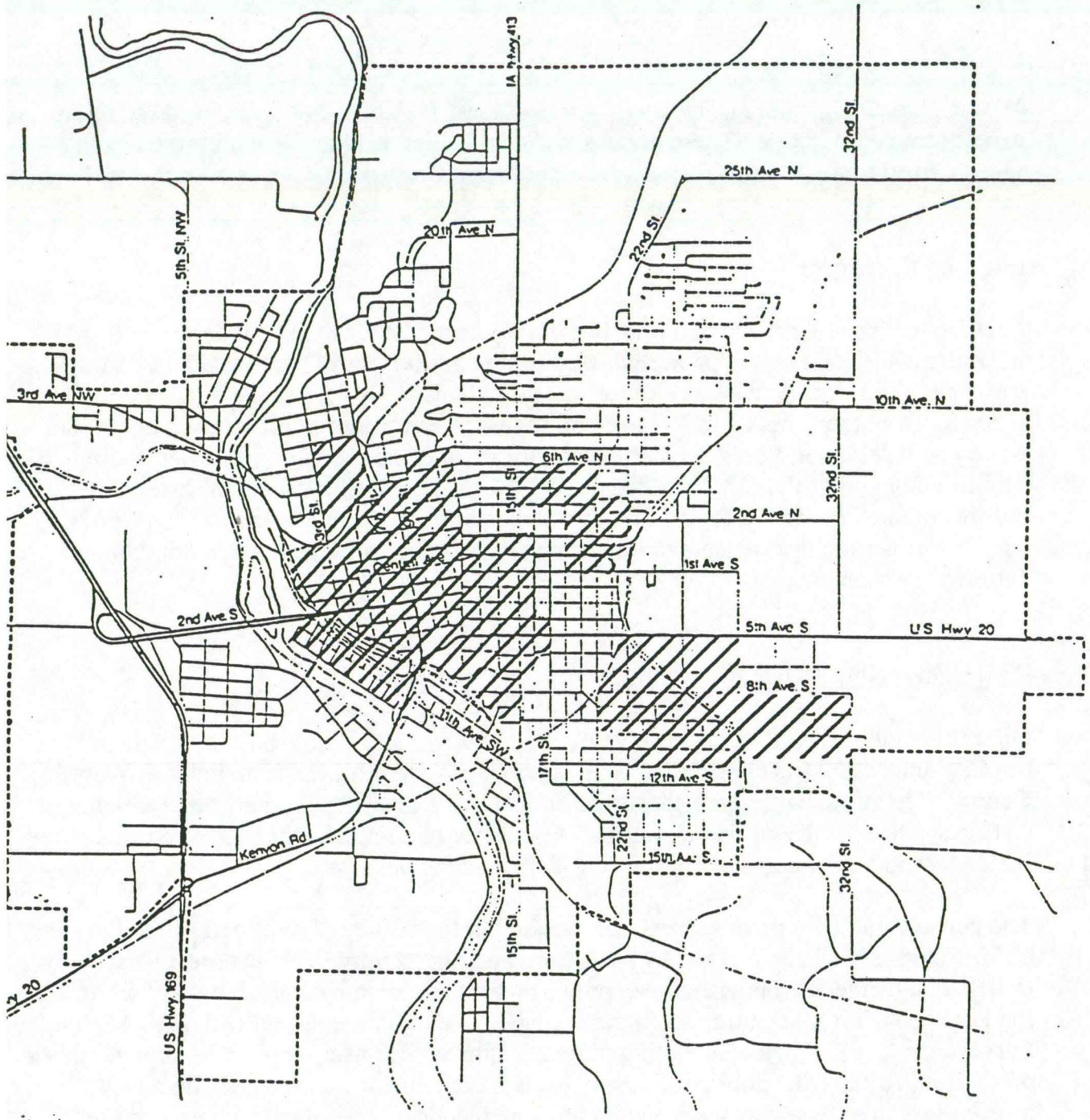
The use of private vehicles constitutes the primary means of transportation for residents of Region 5. The following table indicates that the number of households without the use of an automobile decreased from 10.5% in 1970 to 7.7% in 1980, still a significant figure at 3,352 households. It is assumed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

AUTOMOBILE AVAILABILITY 1970 & 1980

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

SOURCE: 1970 and 1980 Census of the Population (1990 Census varied reporting form)

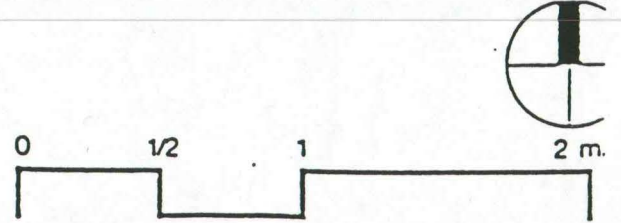
Figure 11



Areas in which more than 10% of occupied dwelling units are without automobiles

FORT DODGE

AUTO AVAILABILITY



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

Intercity Carriers:

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

Designated Small Urban Provider

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

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

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

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

In 1986 an ill-advised fare increase for students dropped ridership from 180,000 to 140,000. With considerable marketing efforts ridership in the past five years has increased tremendously as shown in Figures 12 and 13 (from 139,370 in 1987 to 288,601 in 1992 - a 107% increase).

STATUS OF PUBLIC TRANSIT PROVIDER COORDINATION

Date of Survey: October, 1992

County: Webster

	PROGRAM NAME	COORDINATION STATUS	PUBLIC FUNDS	COMMENTS
1.	Iowa Central Industries	Partially	Yes	DART and Co-City provide service
2.	T&T Taxi	None	No	
3.	YOUR Inc.	Fully	Yes	Uses DART and HARIDES
4.	Urban Ministry	Partially	Yes	Uses DART and volunteers
5.	Foster Grandparents	Fully	Yes	Uses DART
6.	Webster County Care Facility	Partially	Yes	Uses own vehicles and DART Contract
7.	Rabiners Boys Ranch	None	Yes	Uses own vehicles and VolunTERS
8.	Shelter Care	None	Yes	Uses own vehicles
9.	Northwood Living	Fully	Yes	Use DART
10.	Fort Dodge Group Home	Fully	Yes	Uses Co-City and DART
11.	Friendship Haven	Partially	Yes	Uses DART, but owns two vehicles.

NOTES to Status of Public Transit Provider Coordination:

1. Iowa Central Industries operates two vehicles for incidental transportation. DART and Co-City of Humboldt provide the bulk of the agency's transportation needs.
2. Webster County Health Care owns and operates two vehicles that are used for incidental service. One vehicle provides back-up and incidental service to a DART contract at the Webster County Home. The second vehicle provides back-up and incidental service to Northwood Living in conjunction with a DART contract.
3. Youth Shelter Care of Northwest Iowa operates two vans. Coordination talks have proven unsatisfactory because of an agency desire not to use public transportation as a means to preserve the confidentiality of its clients.

TRANSIT SYSTEM FACT SHEET

Data Current as of October 20, 1992

1. System Name: DART of Fort Dodge
Provider: City of Fort Dodge
Address: 2105 First Avenue North, Fort Dodge, Iowa 50501
Contact Person: John Brandal (515) 573-8145

2. General Description of Transit Operations:
 - A. Type of Service(s) F, M-F, S, AND D

 - B. Groups Served: E, G, H, CHS

 - C. Service Area: City of Fort Dodge and Selected Areas Within Rural Webster County. Includes a commuter fixed route between Fort Dodge and Williams, Iowa (Interlining project with Jefferson Bus Lines)

 - D. Service Hours and Days of Operation:
Monday Through Friday: 6:30 A.M. to 6:30 P.M.
Saturday: 10:00 A.M. TO 5:00 P.M. (one route that generally combines Routes 1 and 6)
Sunday: Special trips as needed
After Hours on Weekdays: Permissible special contract trips as requested

 - E. Number of Employees:

	Full-Time	Part-time	Volunteers
Administrative	2	1	
Maintenance		1	
Drivers		20	

 - F. Are any Employee Groups Covered Under Collective Bargaining Agreements?
Yes X No ___
Union Local No. 605-2

 - G. Receive Public Money: Yes X No ___

3. Fare Structure
\$20.00 Per Hour For Contracts
Fixed Route - Adults \$0.75
Students \$0.50
Para Transit- \$1.50 per trip

4. Vehicle Fleet:
Number of Vehicles:

Buses: 16 Vans: 2 Trucks:
Station Sedans:1 Other:
Wagons:

Wheelchair Spaces: 16

Number of Vehicles With:
Wheelchair Lifts/Ramps: 6
Two-Way Radios/Phones: 18

5. Performance:

	(LAST YEAR) FY 92 ACTUAL	(CURRENT YEAR) FY 93 PROJECTED
<u>Operating</u>		
Passengers	276,313	280,000
Wheel Chair Lift Op.	20,578	25,000
Revenue Miles	295,749	310,000
Revenue Hours	22,002	23,000
Passenger/Revenue Mile	0.93	0.90
Passenger/Revenue Hour	12.56	12.17
Average # Passengers Carried	886	897
<u>Financial</u>		
Operating Expense	\$378,690	\$390,000
Operating Revenue	\$378,690	\$390,000
Capital Expense	\$16,120.94	\$ 761,506
Cost/Revenue Mile	\$ 1.28	\$ 1.26
Revenue/Revenue Mile	\$ 1.28	\$ 1.26
Cost/Passenger Trip	\$ 1.37	\$ 1.35
Revenue/Passenger Trip	\$ 1.37	\$ 1.35
Cost/Revenue Hour	\$ 17.21	\$ 16.96
Revenue/Revenue Hour	\$ 17.21	\$ 16.96
Average Passenger Fare/Trip	\$ 0.70	\$ 0.70

Covers the Period from 7/1/91 TO 6/30/93

6. Other Information:

Analysis of DART Ridership:

HISTORICAL TRENDS

Item	1992	1991	1990	1989	1988
Ridership	276,313	256,261	217,316	191,590	139,316
Expenditures	\$378,690	\$418,000	\$293,461	\$259,568	\$192,633
Revenue Miles	295,749	309,274	279,799	232,761	196,869
Cost per Revenue Mile	\$1.28	\$1.35	\$1.05	\$1.12	\$0.98
Cost per Rider	1.37	\$1.63	\$1.35	\$1.35	\$1.38

The most important theme of the above chart is the substantial increase in ridership and miles between 1988 and 1992. Ridership increased 98% and the cost per rider remained relatively constant. The stability of the "cost per ride" is excellent given an approximate 12% increase in the consumer price index over a similar period. Figure 12 graphically shows the yearly increase in ridership of the DART system. In only a few cases did ridership totals not meet or exceed those of a counterpart month in the previous year. It should also be noted that during the 1988 to 1992 time frame DART actively implemented special contract service, such service now comprising approximately 25 to 35 % of its total ridership. Rapid expansion is largely responsible for the failure to contain costs in 1991, a problem that was rectified in 1992 and beyond.

Figure 13 indicates an interesting trend of the DART program in that beginning in FY1989 the overall composition of DART ridership took a very noticeable shift from an adult/senior/student composition to one heavy with handicapped and student riders. Handicapped ridership increased from approximately 12,000 in 1989 to over 62,000 in 1992. Although a fairly stable handicapped ridership existed between 1991 and 1992 increased handicapped are expected as DART implements the ADA Para-transit service. Students, seniors, and adults also increased, but not at the rate shown for handicapped. The 1991 to 1992 gain for adults reflects a marketing strategy.

Paratransit service has dramatically increased every year since 1987, with the most noticeable increases occurring since 1990. In September, 1992 the Paratransit ridership was 860, a 309% increase over 1990.

The Jefferson Shuttle has steadily increased in ridership since its January 1990 beginnings (but a ridership decline between May to August of 1992 must be watched to determine if declines become a long-term trend). The ridership decrease may be attributable to a national intercity bus fare increase. Recently, ridership has begun to rebound. DART can do little to adjust its rates to encourage ridership in light of national increases.

The ridership growth shows the general public's support for the service and justifies the City Council's participation in the Public/Private partnership.

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

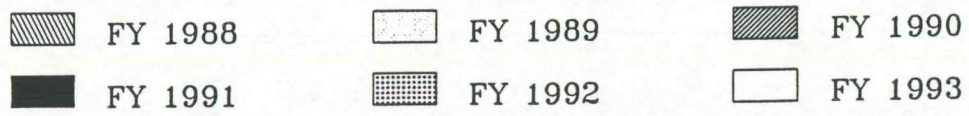
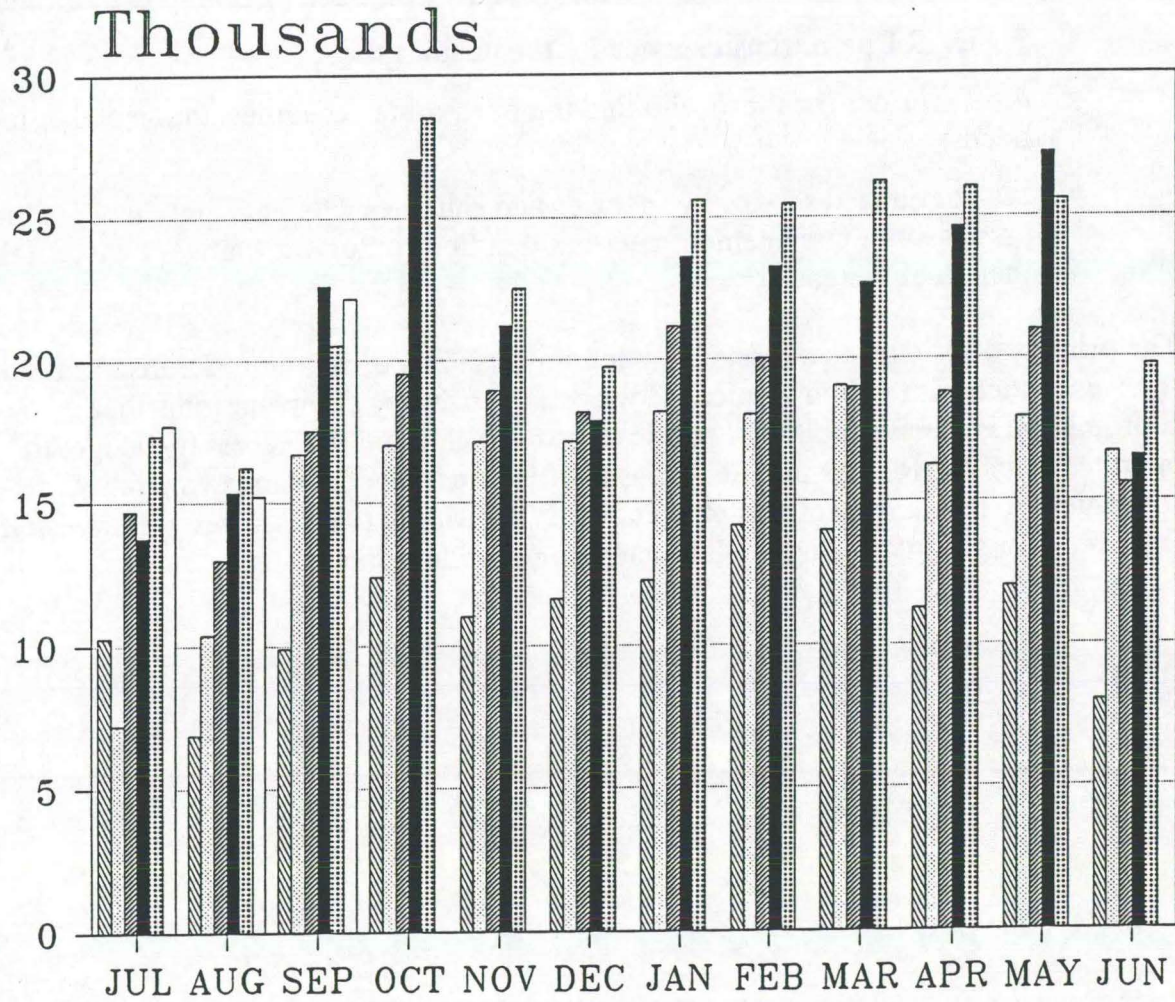
- 1. Use of private automobiles for a majority of all trips;
- 2. DART fixed route service for a majority of those unable to use automobiles;
- 3. DART para transit service for the handicapped;
- 4. Taxi rides for those who find the fixed route schedules unacceptable for their needs;
- 5. Specialized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

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

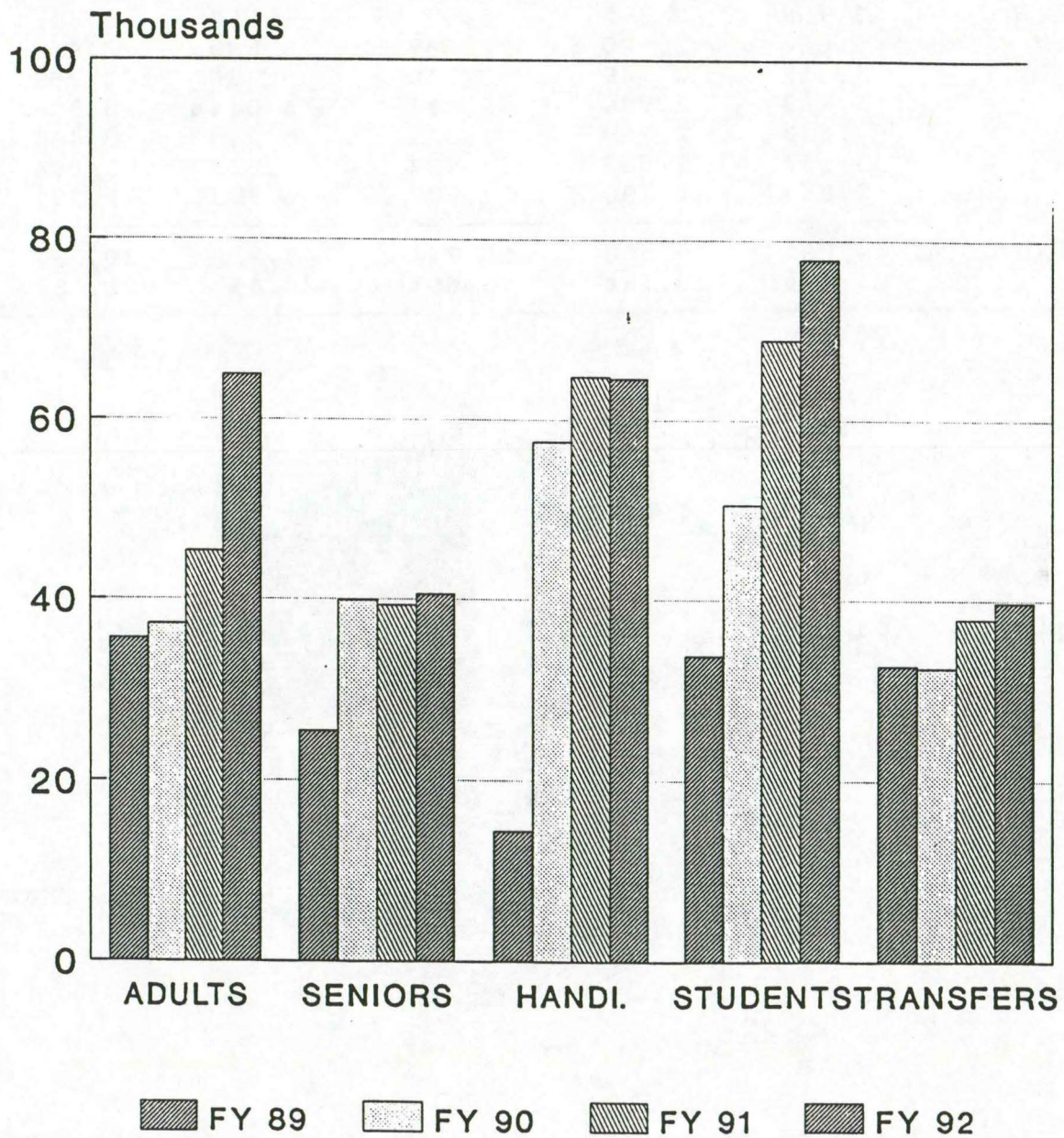
Figure 12

D.A.R.T RIDERSHIP

FY 88 - FY 93



D.A.R.T. RIDERSHIP BREAKDOWN



Total System

D.A.R.T. FIXED ROUTE RIDERS

TOTAL FIXED ROUTE RIDES	ADULT	ELDERLY	HANDICAPPED	STUDENT	TRANSFER	TOTAL
JULY	3,388	2,219	1,934	517	2,637	10,600
AUGUST	3,338	2,353	2,007	1,349	2,756	11,800
SEPTEMBER	3,450	2,422	1,792	4,183	3,274	15,100
OCTOBER	4,241	2,953	2,737	5,393	4,077	19,400
NOVEMBER	3,829	2,279	2,278	4,409	3,579	16,300
DECEMBER	3,708	2,332	1,873	3,589	3,411	14,900
JANUARY	4,024	2,925	2,567	5,888	3,958	19,300
FEBRUARY	4,017	2,749	2,210	5,736	3,759	18,400
MARCH	3,768	2,830	2,411	6,044	3,589	18,600
APRIL	3,633	2,769	2,341	5,248	3,483	17,400
MAY	3,552	2,567	1,993	5,020	3,084	16,200
JUNE	3,854	2,190	1,598	853	2,280	10,700
YEAR END TOTAL	44,802 23.67%	30,588 16.16%	25,741 13.60%	48,229 25.49%	39,887 21.08%	189,200

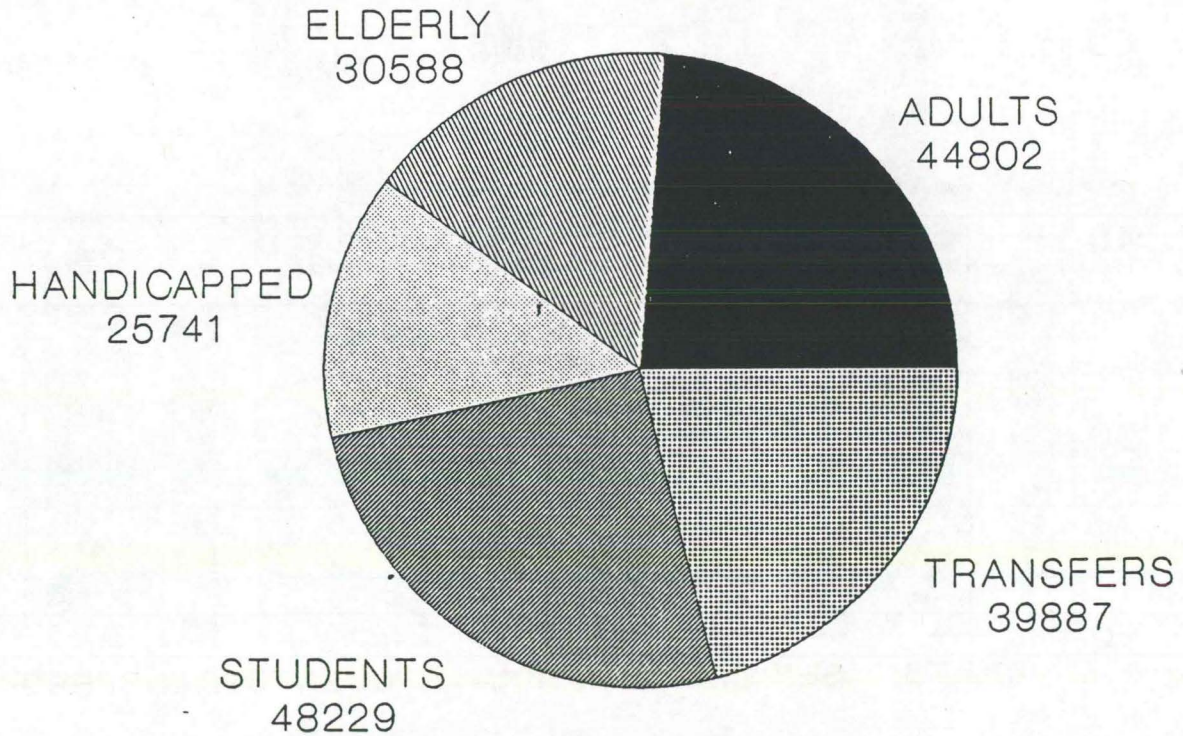
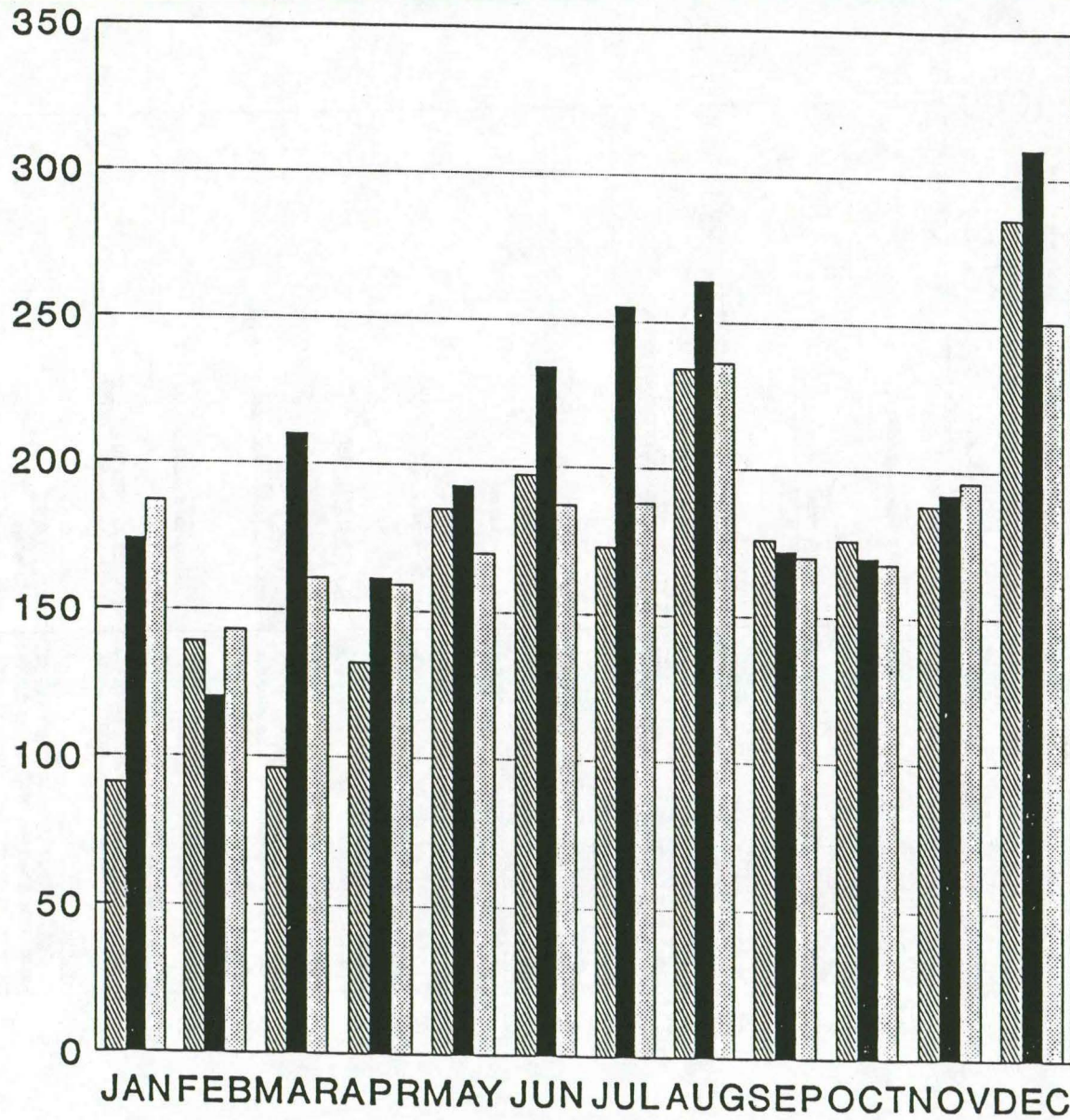


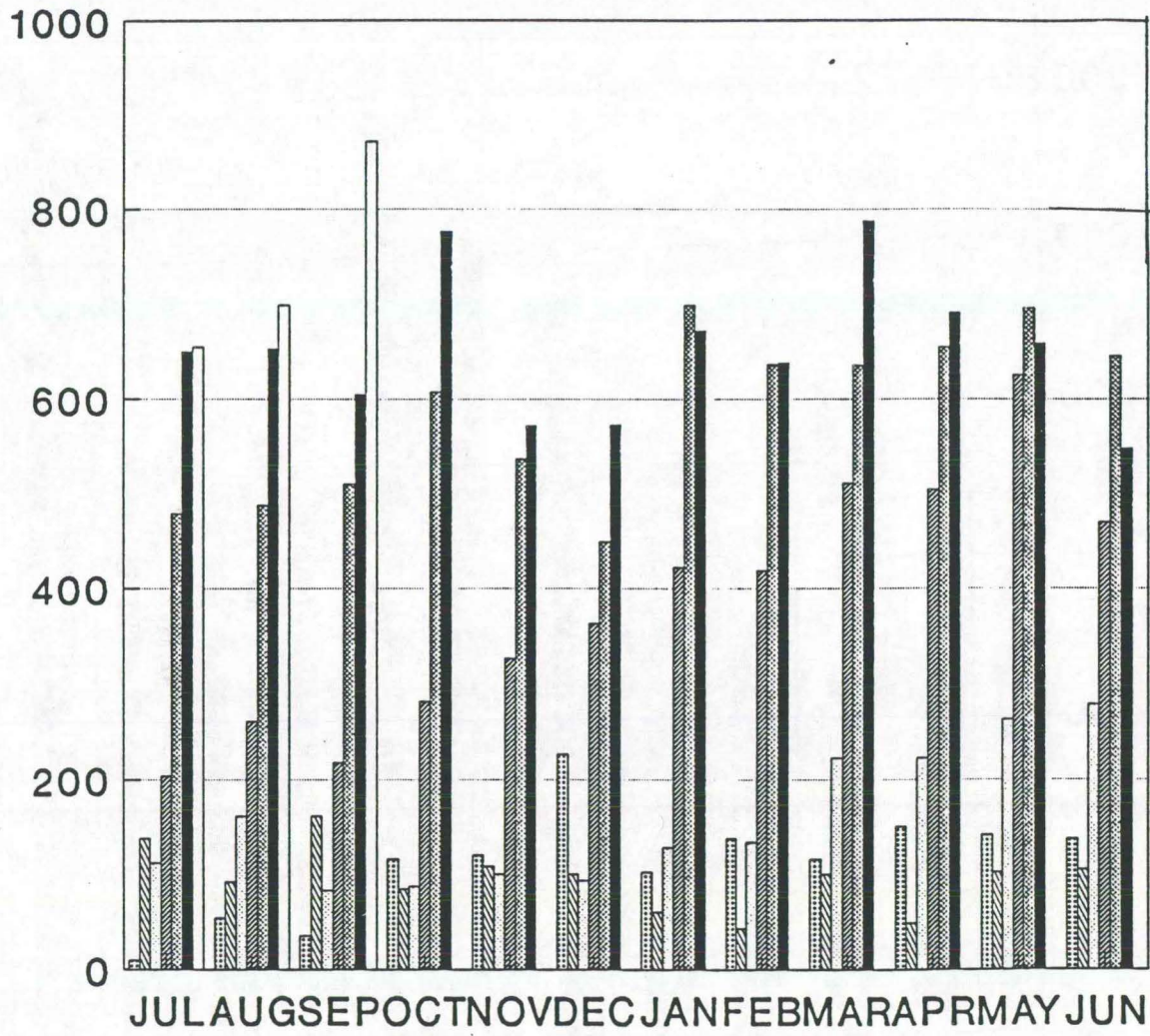
Figure 15

JEFFERSON SERVICE



1990 1991 1992

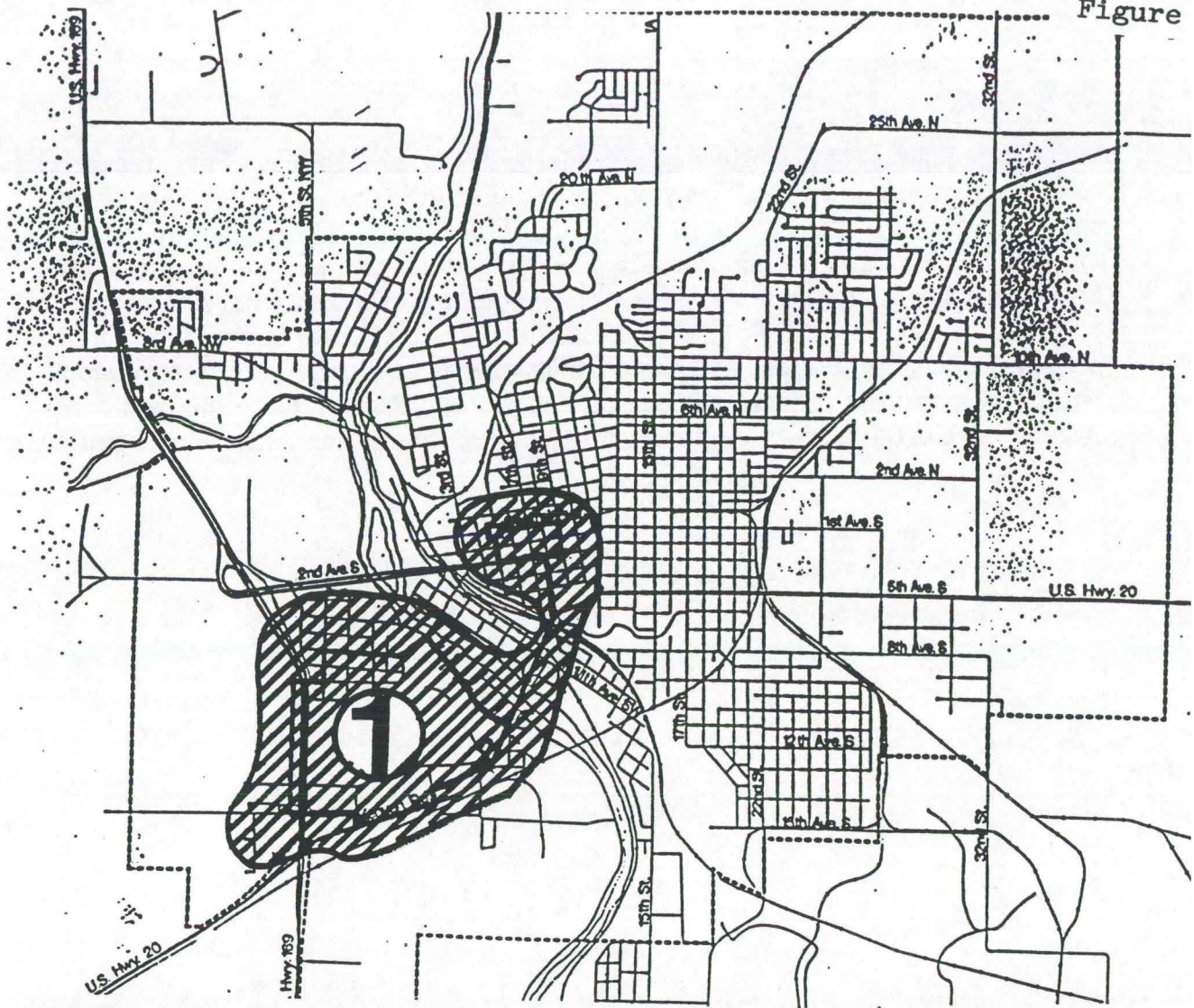
D.A.R.T. PARATRANSIT SERVICES



FY 87
 FY 88
 FY 89
 FY 90
 FY 91
 FY 92
 FY 93

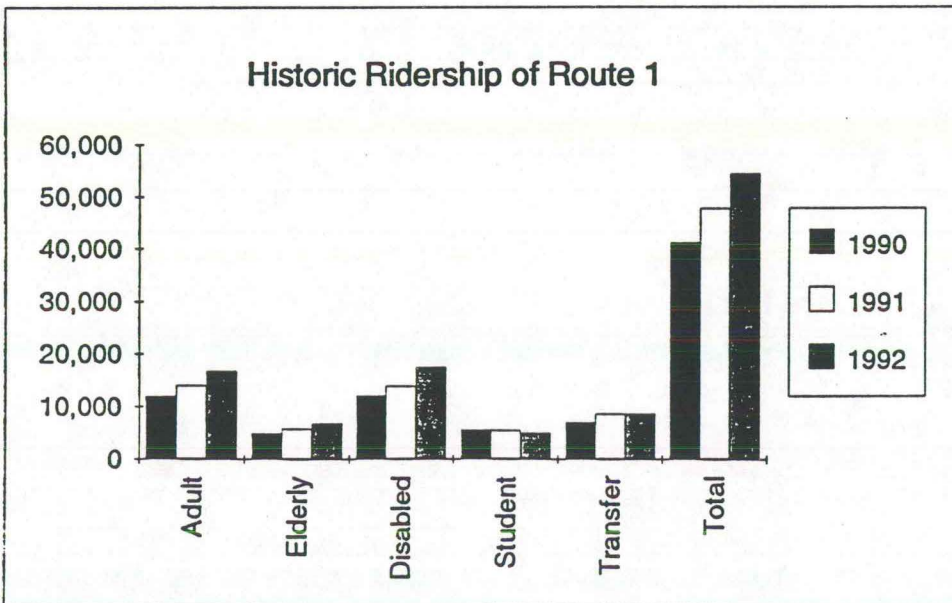
The next six figures (15-20) provide the reader with a graphic display of the areas served by the six fixed routes of the DART system and a table indicating yearly ridership of the individual routes. Route 1 is the most popular of the system, closely followed by Route 6. This fact is expected as the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

Figure



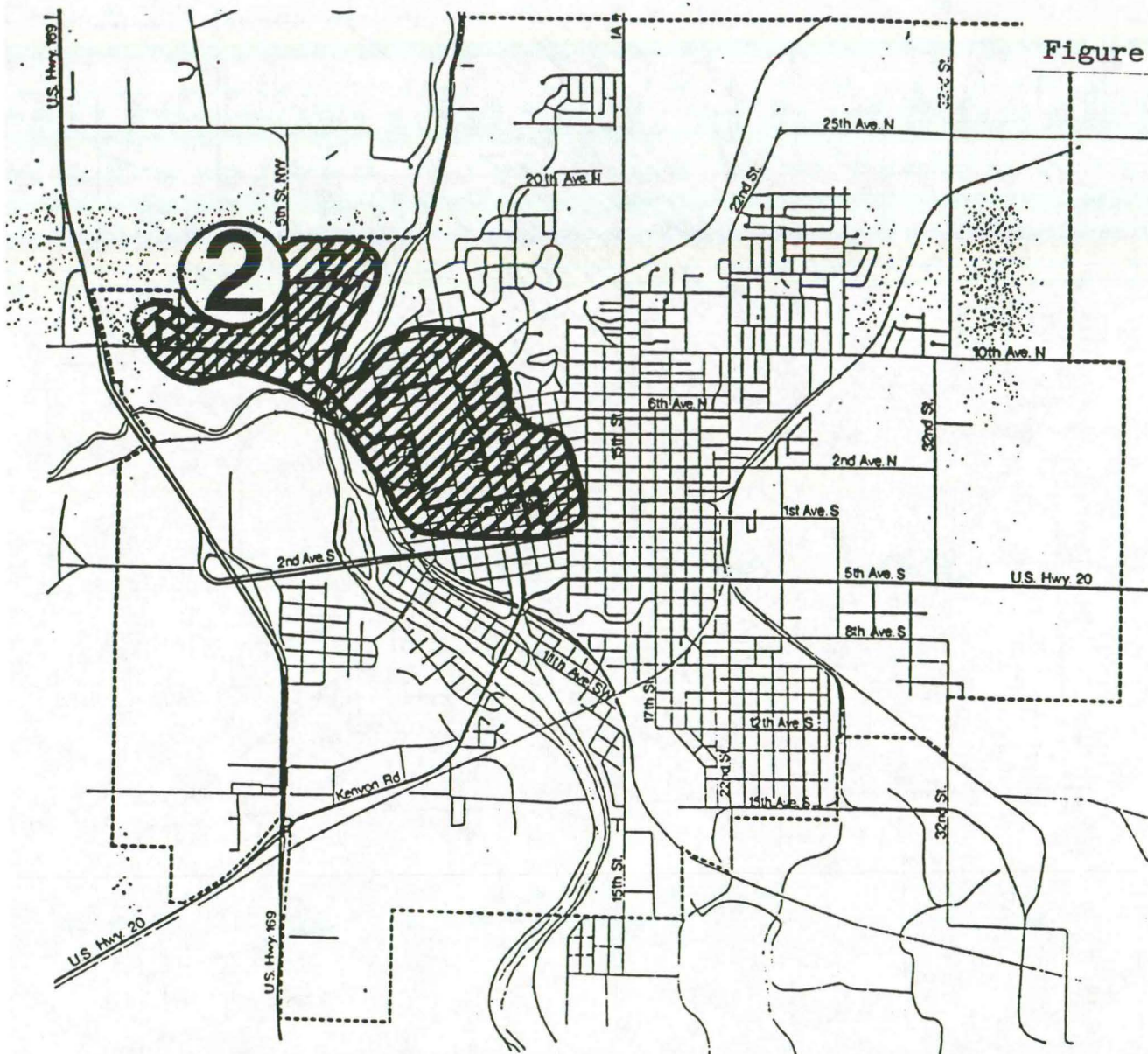
ROUTE # 1 HOSPITAL, COMMUNITY COLLEGE, SW FORT DODGE

Fiscal Year	Adult	Elderly	Disabled	Student	Transfer	Total
1990	11,957	4,870	12,011	5,508	7,000	41,346
1991	13,988	5,791	13,956	5,418	8,615	47,768
1992	16,681	6,804	17,504	4,926	8,547	54,462



During the last fiscal year this route has a considerable increase in ridership. The growth has occurred in the Adult, Elderly, and Disabled categories, primarily because of the 1/2 hour headways. It is believed that this is reflected in the primary service points: Downtown Fort Dodge, Friendship, Holy Trinity Central Community College, Iowa Central Community College, Trinity Regional Hospital, North Central Health Service Center, and Wahkonas. The decline in students may be because of changing patterns of school children. With the development of Fair Oaks Middle School, children from SW Fort Dodge now walk

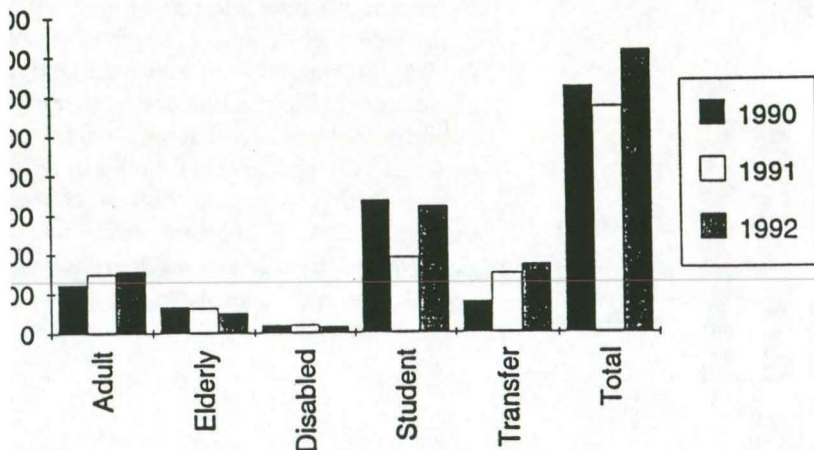
Figure 18



ROUTE # 2 NORTHWEST FORT DODGE, SCHOOL ROUTE

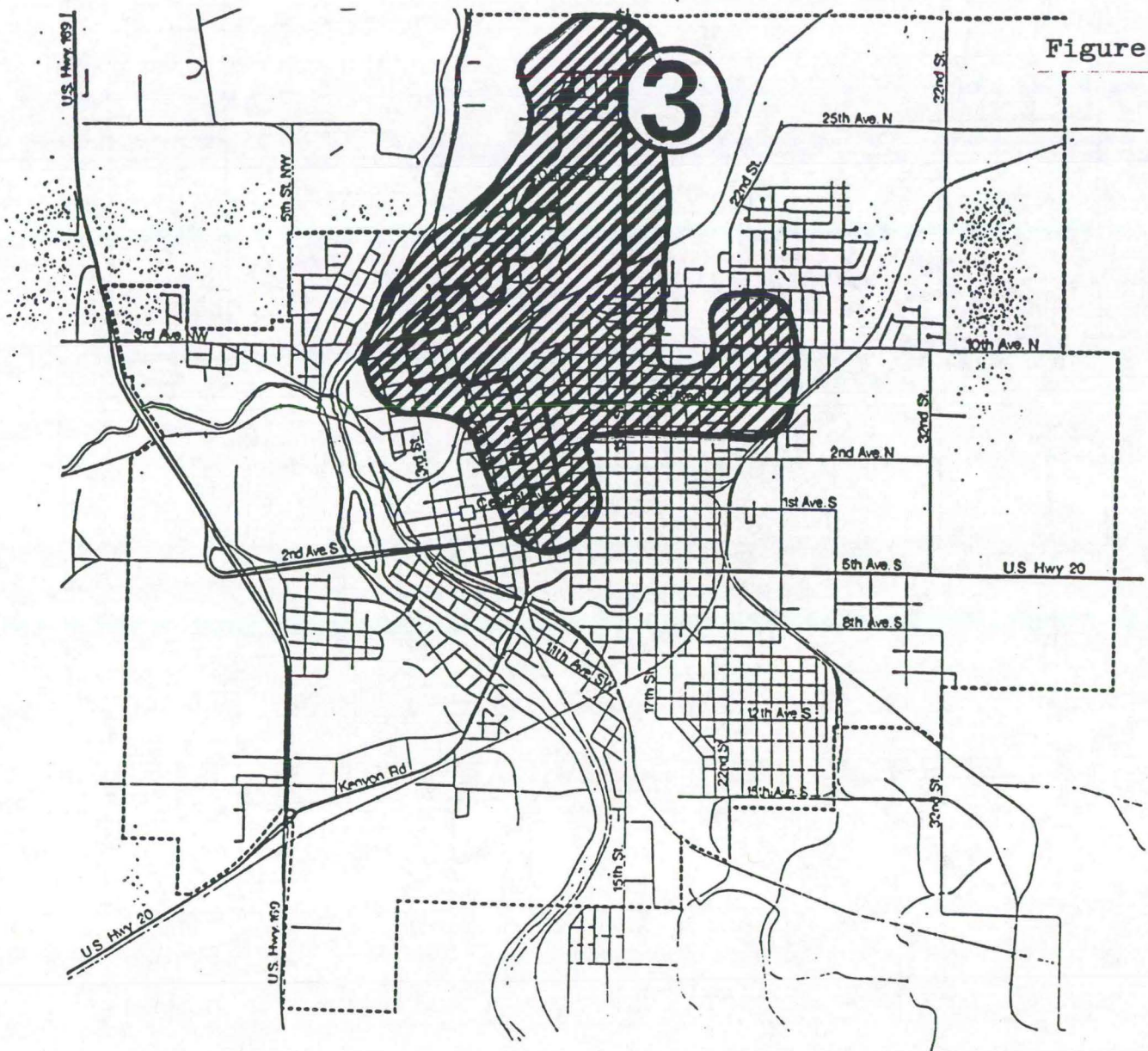
Year	Adult	Elderly	Disabled	Student	Transfer	Total
1990	2,476	1,327	370	6,718	1,550	12,441
1991	2,993	1,276	399	3,799	2,982	11,449
1992	3,129	1,014	295	6,391	3,448	14,277

Historic Ridership of Route 2



After a declining ridership in 1991 Route 2 showed a substantial increase in 1992. The growth is primarily attributable to an increased student ridership in a direct response to changing school patterns. Route 2 has never had substantial ridership, and the increase experienced in 1992 is a welcome development. At one time thought was given to revising this route or decreasing its headways, but for continuity the route has remained relatively unchanged. Within the next year thought should be given to extending this route to Exp Swimming Pool, which would then provide two fixed routes to the pool, with one-half hour headways.

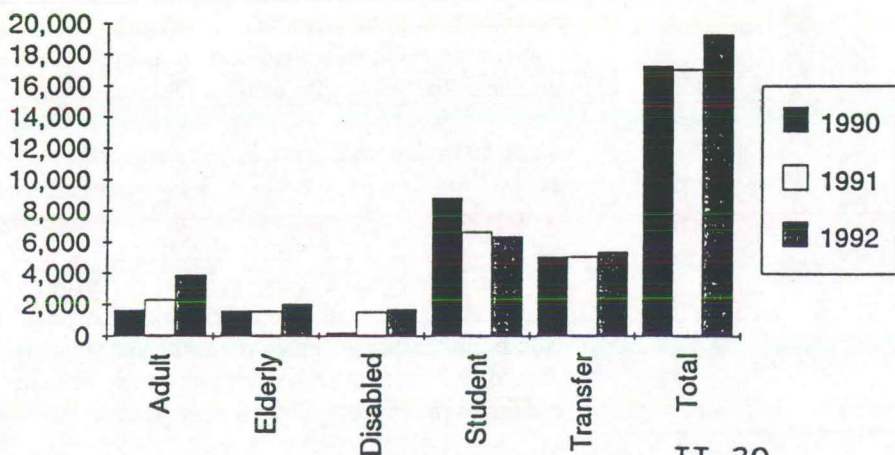
Located on Route 2 is the largest industrial employer in the Fort Dodge area - Fort Dodge Laboratories. Two plants, one located on fifth Street NW and the second located at the old Hormel Site along the Des Moines River, provides an excellent opportunity for public transportation. Currently, few, if any employees ride public transit. The contact with the industry should be made from the viewpoint of income tax credits to purchased public transit passes.



ROUTE # 3 NORTH FORT DODGE, HIGH SCHOOL ROUTE

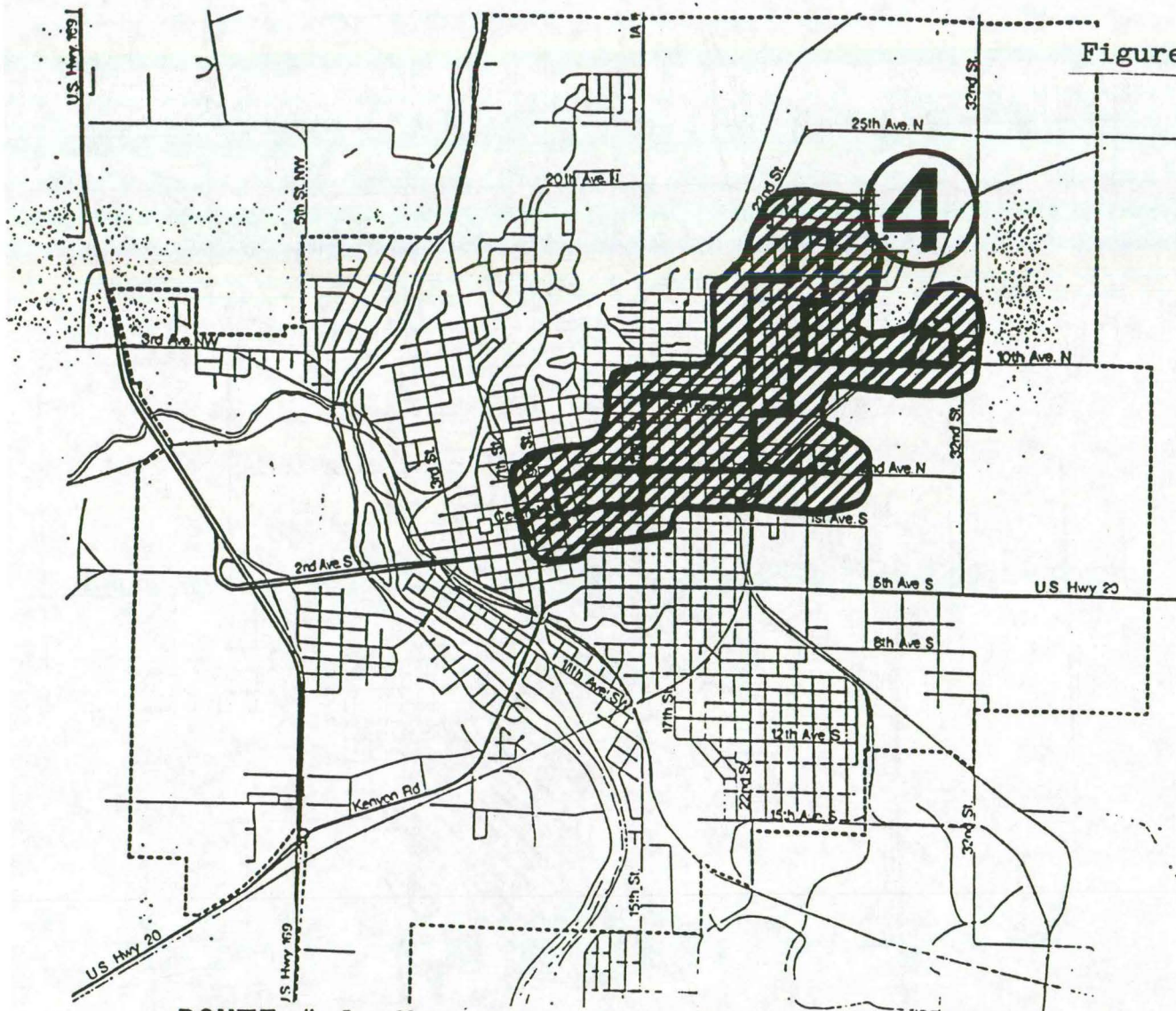
Fiscal Year	Adult	Elderly	Disabled	Student	Transfer	Total
1990	1,626	1,602	211	8,827	5,048	17,314
1991	2,298	1,539	1,531	6,629	5,072	17,069
1992	3,887	2,026	1,674	6,353	5,348	19,288

Historic Ridership of Route 3



Extension of Route 3 to serve the overflow to the local high schools has proven very successful. In 1990 this route served a substantial number of grade school children that are now transported by the public school system. A substantial increase in ridership between 1991 and 1992 is found primarily in the adult category. A second route adjustment (made in the fiscal year by the DART Manager) takes advantage of usable driver time to extend the route into North Fort Dodge in the Floral Avenue area.

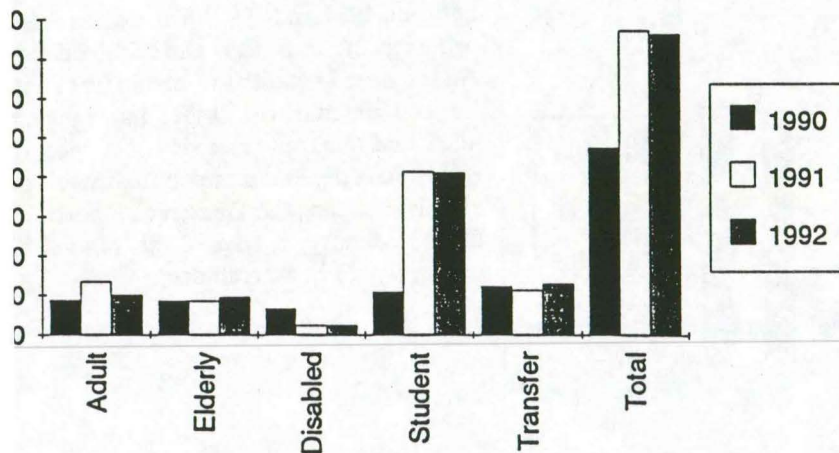
Figure 20



ROUTE # 4 NORTHEAST FORT DODGE, HIGH SCHOOL ROUTE

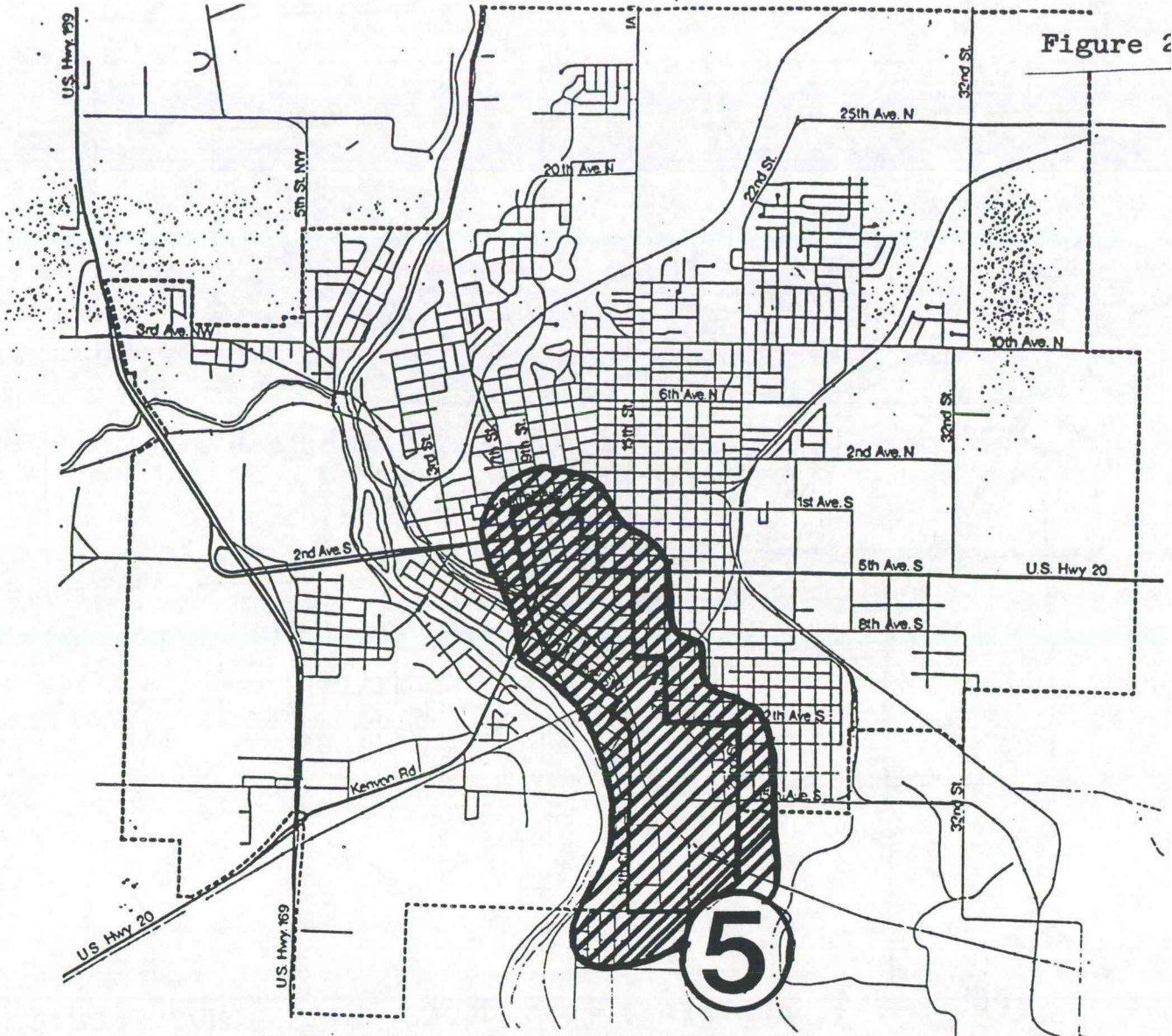
Year	Adult	Elderly	Disabled	Student	Transfer	Total
1990	4,390	4,331	3,332	5,441	6,184	23,678
1991	6,725	4,266	1,175	20,726	5,673	38,565
1992	5,043	4,798	1,219	20,491	6,461	38,012

Historic Ridership of Route 4



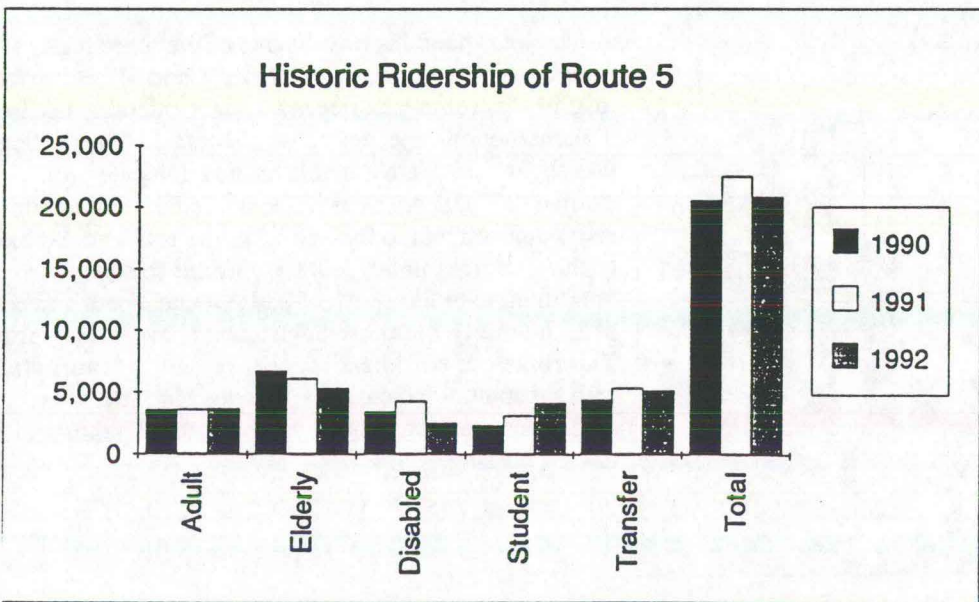
Route 4 has been historically one of the three most popular of the system (with Routes 1 and 6). However in 1992 this route experienced a slight ridership decline a phenomenon experienced with Route 5. The decline was slight, and is attributable to the adult category. The DART Manager has implemented several minor route adjustments to further make the route accessible to the General Public (route extensions to serve an apartment complex north of 2nd Avenue North and east of 25th Street), but those adjustments have not yet proven. This route has become a very important student route, with substantial increases experienced in 1991. This student increase is caused by public school philosophies toward bussing.

Figure 2

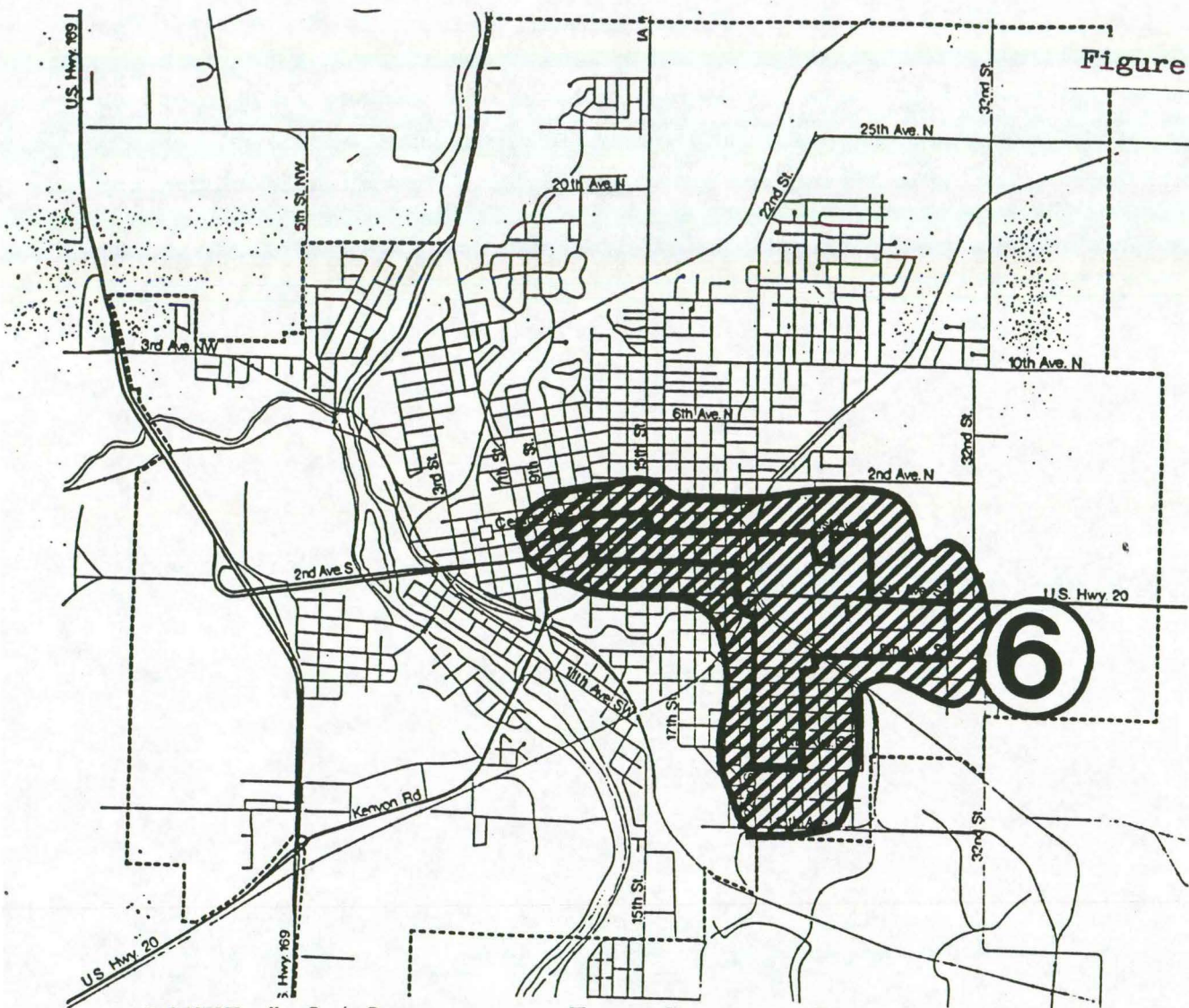


ROUTE # 5 SOUTHWEST FORT DODGE

Fiscal Year	Adult	Elderly	Disabled	Student	Transfer	Total
1990	3,607	6,707	3,463	2,368	4,467	20,612
1991	3,623	6,125	4,283	3,127	5,387	22,545
1992	3,681	5,337	2,528	4,111	5,195	20,852



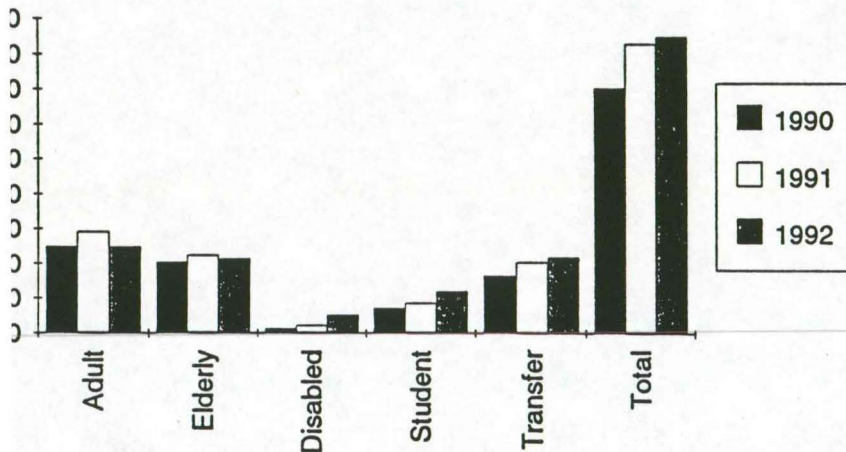
Route 5 was one of two fixed routes that between 1991 and 1992. The decrease is primarily in the Elderly and Disabled categories. An increase in student ridership was shown and was welcomed by the DART management as this route was marketed as a school service. Future ridership is dependent upon the route's proximity to the elderly complex, the Deercreek Apartments. The DART Manager is advised that marketing a facility would be warranted.



ROUTE # 6 SOUTHEAST FORT DODGE, SHOPPING CENTER

Year	Adult	Elderly	Disabled	Student	Transfer	Total
1990	12,485	10,176	633	3,558	8,227	35,079
1991	14,601	11,174	1,058	4,328	10,144	41,305
1992	12,381	10,609	2,521	5,957	10,888	42,356

Historic Ridership of Route 6



With Route 1, Route 6 forms the backbone of the DART fixed route program. This route had an increase in ridership between 1991 and 1992, but not as large as that for 1990 to 1991. The latest increase in with the Disabled, Student, and Transfer categories. The decrease for Adult and Elderly riders may be potentially troublesome for the future. It would appear that the marketing aimed toward student ridership was successful, but the adult decrease must be reviewed closely.

SECTION III

TRANSIT NEEDS

AND

POLICY

DIRECTION

III. TRANSIT NEEDS AND POLICY DIRECTION

Transportation systems develop in response to public opinion and the service needs of clients. In the formation of policy decisions the physical capabilities of transit systems and their financial limitations must be correlated with service requests. This coordinated program will result in comprehensive approaches to development of individual systems rather than simply allowing financial constraints to dictate policy.

A. Review of Recent Years' Efforts

A brief review of statistics for 1988 to 1992 shows improvement in the coordination of transportation services within Fort Dodge, Webster County, and Region V. This improvement is the direct result of policies aimed toward efficiency and the avoidance of service duplication. Two primary indicators of system efficiency are cost per ride and cost per mile over an historical period. Ridership increased 98% between 1988 and 1992 while the cost per ride remained stable. The stability in cost per ride can be traced to an increase in ridership and a decrease in system miles (\$1.37 in 1992, \$1.38 in 1988, and \$1.35 in 1989 and 1990 - the exception to this stability was a \$1.63 recorded for FY 1991.) Cost per mile statistics also show stability from a low of \$0.98 in 1988 to a high of \$1.35 in 1992, an increase of approximately 6% per year, which closely mirrors the rate of inflation. In addition to inflationary increases for items such as labor, DART has been faced with greater than inflation increases for fuel and maintenance caused by operation of an aging fleet of vehicles. Cost containment is believed to have substantially stabilized the financial problems of FYs 1991 and 1992. In summary, these positive statistics are in direct response to the system's ability to increase service, add vehicles, but maintain overhead and operating costs.

Within the last Fiscal Year DART has exhibited the following improvements and accomplishments:

- DART completed an ADA Accessibility Plan that was accepted by the Federal Transit Administration. The Plan was subjected to several public hearing, with the following accessibility features considered: large print versions upon request, audio tapes upon request, publication of notices in local media, planned purchase of a TDD, greater involvement of the TAC, and participation in the meetings of the Webster County Human Service Providers.

- **Management:** By using in-house promotions the City replaced a Transit Manager, an action that saved the City approximately \$15,000. DART also receives in-kind assistance from the Administrative Assistant to develop grant applications and to assist in overall grant managements techniques, and from the Department of Planning and Community Development to implement the grant for the new maintenance/office complex.
- **Jefferson Shuttle:** Policy officials questioned the feasibility of continuing the Jefferson Shuttle service to Williams. To assess the financial stability the following statistics are presented for a 7/1/91 to 12/31/91 and 1/1/92 to 6/30/92 period:

	7/1/91 to 12/31/91	1/1/92 to 6/31/92
Ridership	1,363	1,007
NOTE: Ridership averaged 6.5 passengers per day		
Revenues		
Sale of tickets as an agent	\$41,057	\$33,614
Bus transfer pool	\$ 5,514	\$ 9,004
Less transfer revenues paid to bus pool	\$32,684	\$27,932
NET PROFIT	\$13,887	\$14,686
Expenses	\$12,155	\$13,488
Overall Financial Status	+\$1,732	+\$1,198

NOTE: The assumption is a break even service
Not included above is MIDAS Section 18 and STA
to operate the program.

- **Fixed Route Adjustments:** A fixed route adjustment to Route #3 was implemented in the North 15th street area between Floral Avenue and 10th Avenue North. This adjustment enables DART to offer fixed route service to an area previously more than four blocks from a fixed route. Approximately eight blocks were added to the length of Route #3, which could be accommodated within the current timing schedule for the route.
- **System Fare Adjustments:** The City implemented Fixed Route and Paratransit rate adjustments. A 25% fixed route fare increase (\$0.60 to \$0.75 for adults and \$0.40 to \$0.50 for students) was implemented in February, 1992. Paratransit rates were adjusted to twice the fixed-route fare in compliance with ADA. Initially, fixed-route ridership dropped by approximately 10 to 15%, but in the later part of 1992 ridership was beginning to increase, but not to pre increase levels. Therefore, it is believed that current fluctuating monthly ridership is more dependent upon factors such as weather and reduced advertising.

Contract services were being provided at a fare of \$13.00 per hour, which was approximately 30% below the current system cost per hour of \$17.25. Therefore, the City adjusted this rate to \$20.00 per hour (reduced to \$17.50 for not-for-profit agencies).

The City fully implemented the paratransit rate of "double the normal fixed route fare" in compliance with the ADA legislation (to \$1.50 from \$1.25). Other adjustments regarding charges for an accompanying rider for handicapped assistance were brought into line with ADA requirements.

- **Equipment:** DART acquired program funding for the following items:
 - * Telephone dictation device
 - * One 21-passenger diesel bus (FD23) (later amended to a ramp equipped minivan to replace vehicle FD20)
 - * Newer staff car (FD27) owned by the City of Fort Dodge
 - * Six public address systems
 - * Two 31-passenger ADA diesel medium-duty buses (FD27 and FD28)
 - * Three 25-passenger ADA light-duty diesel buses (FD24, FD25, and FD26)
 - * One large capacity wheelchair capacity bus (primarily for Northwood Living Contracts (FD21)
 - * Computer and computer software (Maintenance oriented software)
 - * New maintenance/office complex
 - * Assorted shop equipment
- Ongoing management activities include implementation of CDL, Drug Testing, Insurance Bidding, ADA, and policy input for citizens.
- Marketing is a key component of the Manager's job description, with successes including placement of fixed route sign markers throughout the City, expansion of the exterior bus advertising program (revenues generated approximate \$11,000 per year), and development of innovative radio, newspaper, and video promotions. However, within the past six months marketing has been deemphasized.
- The service contracts with Northwood Living and Webster Health Care appear to be operating well and to the mutual benefit of all parties, but the availability of old equipment is creating difficulties as frequent breakdowns are encountered. New equipment recently received and on order will alleviate this issue.
- The DART Manager will begin to utilize the TAC for major mid-year policy decisions review and comment.
- Driver education has been reestablished through the initial activity of a Passenger Assistance Training for a majority of the current DART drivers.

- During the Fiscal Year DART management removed the Area Agency on Aging elderly ride subsidy from the City's private cab company. The tickets sold to cab riders were (after a survey of tickets used) primarily from upper income areas of the community and from areas where fixed route bus service was readily available. The use of the cab was deemed to be a luxury rather than a necessity. The Elderbridge Agency on Aging supported MIDAS and DART in this decision. An issue that surfaced was in regard to those elderly not able to walk to a fixed route bus stop. To meet this issue, disabled elderly are being certified under the ADA regulations for paratransit service - a workable solution.

B. Public Input

1. Methodology

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

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

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

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

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

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

Two other things can be interpreted from this data. First, if individuals ride more than once, one would not expect many different riders. Consequently, marketing can be used to increase awareness and keep the system within the public's view. Confusion as to how one goes about making use of public transit has prevented a higher level of ridership, and many are uncertain whether they are eligible to use available services. The second conclusion is that DART has become very important to those who use it. It would seem they have no other means of transportation, which is the case for over 40% of the riders.

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

C. Identified Needs

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

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

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

- a. DART staff to provide coordination of the program and to package state and federal grant programs to provide assistance funding.

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

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

- a. Continue regular meetings of the Transit Advisory Committee (TAC)
- b. Provide opportunities for private sector participation.
- c. Encourage open dialogue between transit providers and consumers.
- d. Initiate a new transit needs survey during FY 1993 and 1994.

Goal 3: Continue to implement marketing techniques:

- a. Use techniques that will increase transit visibility to the general public.
- b. Continue the current identification logo for vehicles.
- c. Continue the on-vehicle marketing effort.
- d. Implement a marketing program targeted toward adults on the fixed route program. A specific example may include discounted fares for non-peak hours and routes.

Goal 4: Improve communications.

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

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

- a. Provide a fleet that optimizes opportunities for handicapped clients. Begin to implement the requirements of the Americans with Disabilities Act.
- b. Monitor fleet utilization and program rehabilitations and replacements as needed. Compile a yearly capital improvements plan outlining a projected

five-year vehicle needs schedule. In completing the vehicle plan utilize rehabilitation until the vehicle is no longer feasible to maintain.

D. Management Needs

Driver Assistance: The DART program will continue to offer a variety of driver training aids. Training must be provided to drivers and staff that will educate them on many of the new ideas and techniques that will make them better employees. Courses include defensive driving, first aid, and passenger assistance training. DART also intends to implement the requirements of "A Drug Free Workplace" for public transit. DART is extremely interested and encouraged by the IPTA/IDOT joint partnership for training programs. The use of part time drivers has been a stable policy of DART, but this decision must be reviewed. It would appear that DART must either pay more per hour or offer more hours to attract new "quality drivers."

New Office: Within FY 1994 DART will have substantially completed its new office and maintenance facility. The new structure will require the staff to revise current working arrangements, particularly the need to provide a dedicated office for the Manager and Transit Clerk. The "clean environment" will enable DART to purchase the second computer system and place more of the maintenance records on computer. Office equipment and furnishings must be found at local expense as the Section 3 or 18 program will not purchase office fixtures.

Manager: The former mechanic assumed the duties as Transit Manager during the current Fiscal Year. The program hired a second mechanic and the Transit Clerk assumed greater responsibilities in regard to statistics and record keeping under the new title of Assistant Transit Manager. This arrangement was made permanent in October, 1993 by Mayoral proclamation.

E. Private Enterprise Analysis

As required by federal regulations, DART held an open meeting (See Appendix "C") at which private providers of transportation services were free to make proposals for delivery of alternative services that would be equivalent to those provided by DART.

F. Vehicle Needs

Capital improvements during the current fiscal year (FY 1993)

FD21 - ADA vehicle to be used in a service contract with Northwood Living (5/5)
(Delivered in fall of 1992)

- FD27 - ADA vehicle to be used in fixed-route service (22 + /2) (specifications being developed)
- FD28 - ADA vehicle to be used in fixed-route service (22 + /2) (specifications being developed)
- FD24 - ADA vehicle to be used in fixed-roue service (19/2) (purchase order stage)
- FD25 - ADA vehicle to be used in fixed-roue service (19/2) (purchase order stage)
- FD26 - ADA vehicle to be used in fixed-roue service (19/2) (purchase order stage)
- FD23 - ADA minivan for paratransit service (2/2) (purchase order stage)
- FD22 - A used lift equipped back-up vehicle for paratransit service (Non ADA) was acquired to replace FD12. This vehicle must be replaced as soon as possible as it is old and not in good condition
- FD16 - Rehabilitate this unit to preserve its useful life.
- FD1, FD2, FD4, FD6, FD7, FD12, and FD20 to be disposed of after new vehicles arrive.

With the acquisition of two large capacity and three smaller capacity ADA fixed route buses (current program) DART will substantially meet its ADA Plan targets for acquisition of accessible buses. The DART Manager proposes to retrofit vehicle FD14 to meet most ADA standards and use it as the 6th fixed route vehicle to operate six fixed routes until larger vehicles can be secured. However, the three smaller ADA vehicles with a passenger arrangement of 19/2 will not be large enough for long-term fixed route service. Therefore, in FY 1994 DART proposes to request funding to replace the four smaller ADA fixed route buses with larger capacity vehicles similar to FD23 and FD24. The smaller capacity ADA vehicles would then be delegated to the DART contract service to enable that program to be ADA accessible.

Vehicle Needs for FY 1994 (Year 1 of five year program)

Fixed Route Service - The vehicles secured during FY 1993 will greatly assist in meeting the targets of the City's ADA Plan. However, to fully comply with its plan DART must secure additional vehicles, which will result in federal and state funding applications to replace four current fixed route buses with larger capacity ADA accessible fleet vehicles. DART has operated 21 passenger buses on its fixed routes, but to maintain the 21 passenger capacity, larger 30 passenger vehicles must be secured to enable the two required wheelchair positions. Therefore, DART (within the next three years as programmed according to an IDOT/IPTA Section 3 application) desires to replace FD3, FD8, FD9, FD14, FD18, and FD19 with 31 (design capacity less two wheelchair positions) medium duty buses. Also, the vehicles to be replaced have been rehabilitated at least one, or else their body structure will not justify an initial rehabilitation. Therefore, DART desires to replace its entire fleet within the five year planning period.

Key replacement statistics for each vehicle targeted for replacement as part of a three year Section 3 Application replacement program is as follows: (See also Chart later in this section)

Vehicle #	Compliance miles as of 6/30/93	Comments on Compliance Miles
FD3	71,694	Meets replacement thresholds
FD8	69,836	Meets replacement thresholds
FD9	52,381	Will have over 60,000 miles by 6/30/94
FD14	195,174	Meets replacement thresholds
FD18	122,884	Meets replacement thresholds
FD19	103,899	Meets replacement thresholds

NOTES: FD 18 and FD 19 are older model Goshen Coaches transferred to DART through a state-wide acquisition of used vehicles from the Fort Wayne transit system. Both vehicles are not suited for rehabilitation. FD19 has a split body above the driver compartment that makes its repair not cost effective.

Paratransit/Contract Service - Vehicle FD15 is a lift equipped non ADA vehicle that is slated for replacement by a light duty cut-a-way van chassis modified bus body vehicle with an approximate capacity of 12/2. As of 6/30/93 vehicle FD15 is projected to have achieved 249,486 miles and is not structurally suited to another rehabilitation. Vehicle FD22 is an older vehicle that was transferred to DART to fill a vehicle void when FD12 became inoperable. FD22 is projected to have 199,814 miles as of 6/30/93 and is not structurally sound for a second rehabilitation. Therefore, dart proposes a replacement with a light duty bus with a 8/2 seating arrangement.

G. Evaluation of Transit Services

While progress has been made within the past year there is room for improvement. Overall transit coordination has been achieved to the point of feasibility and the large ridership increases of the past can not be duplicated by further coordination. Therefore, one of the great needs for the DART system lies in the area of marketing of the fixed route program. A recent marketing study shows that while the public is aware that public transit exists, there is considerable confusion as to just what these services are designed for and who is eligible. Also, the number of adult and elderly riders on the fixed route program appears to have declined during the last year.

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

1. Evaluate paratransit client needs and determine which clients could utilize the fixed route program.
2. Emphasize after hour availability by allowable contracts.
3. Whenever possible, encourage human service clients to utilize the fixed route program rather than demand specialized service.
4. Continue to emphasize trips in association with the local school systems
5. Serve existing clients well before expanding into new areas.
6. Market the fixed route program to adults and the elderly.
7. Improve overall driver quality.
8. Research improved service to and ridership from Fort Dodge Laboratories.
9. Research service to and design possible alternative for service to four gypsum mills and the urban area of Coalville.
10. Promote employee ride subsidies by businesses.

H. Operating Policies

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

General Policies

1. There is to be no food, drink, or smoking on DART vehicles, a policy which is posted and enforced to the greatest extent possible.
2. DART will enter into Sale of Service Contracts and include within said contracts appropriate references to the responsibilities of both parties to include the following:
 - a. Method of service,
 - b. Method of payment,
 - c. Conduct of passengers and provisions for expulsion from service.
 - d. The use of adult helpers for large numbers of children (i.e. Head Start program).
 - e. Guidelines for waiting for tardy passengers and assuring delivered passengers are in a secure location.
3. DART drivers are not to dispense or supervise the transportation of medications.

I. Handicapped Accessibility

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

J. CDL

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

K. Drug Free Workplace

DART will implement the requirements for a Drug Free Workplace upon instruction of the Federal Transit Administration (FTA). Overall policies have been developed and the services of a Laboratory and Medical Review Officer have been reviewed, with an MRO found to be within Fort Dodge. Once the program has been initiated by FTA DART will initiate drug testing for pre employment, post accident, and for cause.

L. Additional Capital Needs

The recently approved Section 3 Special Appropriation will provide DART with funding to construct a Maintenance Facility/Office Complex, purchase a second computer, purchase shop equipment, and purchase three additional passenger shelters. The computer system will provide the Transit Manager and Assistant Manager with capabilities to fully integrate the maintenance and statistics programs of the system. The shop equipment will include a floor jack, engine stand, transmission jack, 10 ton vehicle lift, waste oil drain, truck stands, wheel balancer, tire changer, Freon capture/reuse system, engine scope, and drill press. With existing equipment it is felt that sufficient furnishings of the new building will be available. However, during construction it will be found that additional equipment will be needed. Therefore, this fact will be addressed during preparation of the FY 1995 TDP.

M. Special Project Funding through the STA Fund

A special project is proposed by DART, with a description and cost estimate found in Appendix "D."

N. Planning

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

O. Funding from Tax Sources

By law, Iowa communities may designate (by City Council action) a special transit levy of up to \$0.95 per \$1,000 assessed value to support public transportation. The City of Fort Dodge currently provides in-kind general fund assistance to DART in the form of insurance payments and trust and agency funds for employee fringe benefits. During the current fiscal year that amount of contributions approximated \$40,000. By using the transit levy the City would be able to provide an internal shifting of funds from the General Fund to a dedicated levy. However, the current state initiated municipal tax freeze may prohibit the City from implementing this levy.

P. Future Needs

The Fort Dodge Public School System is considering its options for the in-town transportation of school age children and as one of those options, DART has been contacted. DART is considering this proposal, but must review federal regulations regarding the status of existing employees prior to discussing service provision with the school system. The DART system is capable of absorbing into the fixed route program school children currently being transported by school buses. To provide this service the DART program will utilize the new larger capacity fixed route buses and the "doubling-up" of fixed route buses by using available back-up equipment. DART desires to use the double-up approach to adding route seats rather than purchasing larger and more traditional transit coaches. The ridership will peak during two hours per day and it is not felt that operating large transit type coaches the remaining ten hours would be cost effective as using two vehicles on the routes twice a day for two hours total.

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

Citizens have requested service level adjustments and expansions in two areas: First, service has been requested to be provided to the industrial areas southeast of Fort Dodge. This service could be incorporated into a commuter fixed route to also include the small communities of Kale, Coalville, and Otho. Second, extension of routes 5 or 6 has been requested to provide service to the Perkins Corner in eastern Fort Dodge. At the current time extension of an existing fixed route is not possible because of time available. However, the Perkins area could be served in association with the industrial service proposed above.

Q. Current Budgeting Issues

It would appear that the rate and service adjustments made after FY 1992 have brought the DART budget more into line with accepted Council/Mayor policy. The City's contribution to DART for FY 1992 was \$40,000, which closely approximated the amount originally intended to be provided.

Utilization of DART Transit Vehicles for Current Fiscal Year

	FD 1 1984 Ford Eldorado	FD 2 1984 Ford Eldorado	FD 3 1984 Ford Eldorado	FD 4 1983 Ford Eldorado	FD 6 1983 Ford Eldorado	FD 7 1983 Ford Eldorado	FD 8 1986 Ford Eldorado	FD 9 1986 Ford Eldorado	FD 10 1985 Ford Van	FD 29 Staff Car	FD 12 1981 Ford Collins
6:30 A.M.			Fixed-route backup and contract services	To be disposed of after new buses arrive	To be disposed of after new buses arrive	To be disposed of after new buses arrive	Fixed-route backup and contract services	Fixed-route backup and contract services	Para Transit Service		To be disposed of after new buses arrive
7:00	To be disposed of after new buses arrive	To be disposed of after new buses arrive	"				"	"	"	Staff Car	
7:30			"				"	"	"	"	
8:00			"				"	"	"	"	
8:30			"				"	"	"	"	
9:00			"				"	"	"	"	
9:30			"				"	"	"	"	
10:00			"				"	"	"	"	
10:30			"				"	"	"	"	
11:00	Replace With FD24	Replace With FD25	"	Replace With FD26	Replace With FD27	Replace With FD28	"	"	"	"	
11:30			"				"	"	"	"	
12:00			"				"	"	"	"	
12:30			"				"	"	"	"	
1:00			"				"	"	"	"	
1:30			"				"	"	"	"	
2:00			"				"	"	"	"	
2:30			"				"	"	"	"	
3:00			"				"	"	"	"	
3:30			"				"	"	"	"	
4:00			"				"	"	"	"	
4:30			"				"	"	"	"	
5:00			"				"	"	"	"	
5:30			"				"	"	"	"	
6:00			"				"	"	"	"	
6:30 P.M.			"				"	"	"	"	
Actual Mileage on 1/1/93			209,553				221,454	187,132	98,855		
Mileage at Last Rehab			132,471				143,000	129,297	0		
Contract Compliance Mileage			77,082				78,454	57,835	98,855		
Recommendation			Replace In 94 Program				Replace In 94 Program	Replace In 94 Program	Replace In 96 Program		

FD 14	FD 15	FD 16	FD 17	FD 18	FD 19	FD 20	FD 22	FD 21	FD 27	FD 28	FD 24	FD 25	FD 26	FD 23
1986 Ford Eldorado	980 Chevrol Wayne	1984 Ford Eldorado	1984 Ford Eldorado	1987 Ford Goshen	1987 Ford Goshen	1985 Dodge Minivan	1983 Ford Van	1992 Ford Eldorado	1-Pass Mediu Duty Bus	31-Pass Medium Duty Bus	25-Pass Medium Duty Bus	25-Pass Medium Duty Bus	25-Pass Medium Duty Bus	4 Pass Minivan
Fixed Route	Para Transit Service	Fixed-route backup and contract services	Fixed-route backup and contract services	Fixed-route backup and contract services	In town special shuttle bus and back-up to FD 18 on Jefferson Shuttle	To be disposed of after new buses arrive	Northwood Living	Northwood Living	1993 Sect. 3	1993 Sect. 3	1993 Sect. 3	1993 Sect. 3	1993 Sect. 3	1993 Sect. 18
Fixed Route	"	"	"	"	"	"	"	"	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route
Fixed Route	Back-up Vehicle	"	"	"	"	"	Contract Service	Contract Service	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route
Fixed Route	"	"	"	"	"	"	"	"	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route
Fixed Route	"	"	"	"	"	"	"	"	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route
Fixed Route	"	"	"	Jefferson Shuttle to Boondocks	"	"	"	"	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route
Fixed Route	"	"	"	"	"	"	"	"	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route
Fixed Route	"	"	"	"	"	Replace With FD23	"	"	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route
Fixed Route	"	"	"	"	"	"	"	"	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route
Fixed Route	"	"	"	"	"	"	"	"	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route
Fixed Route	"	"	"	"	"	"	"	"	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route
Fixed Route	"	"	"	Fixed-route backup and contract services	"	"	"	"	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route
Fixed Route	"	"	"	"	"	"	After Hour Exclusive Service	After Hours Exclusive Service	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route
Fixed Route	"	"	"	"	"	"	"	"	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route
Fixed Route	"	"	"	"	"	"	"	"	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route	Fixed Route
203,063	255,527	247,253	212,534	117,580	87,202				192,319					
0	0	225,000	169,760	0	0				123,600					
203,063	255,527	22,253	42,774	117,580	87,202				68,719					
Replace In 94 Program	Replace In 94 Program	Replace In 96 Program	Replace In 96 Program	Replace In 94 Program	Replace In 94 Program				Replace In 94 Program					

FLEET UTILIZATION ANALYSIS

TRANSIT SYSTEM: DART OF FORT DODGE
 ALL NEW VEHICLES THROUGH 10/15/92 INCLUDED

DATE PREPARED: OCTOBER, 1992

FLTID	YEAR/ MODEL	SEATS/ WHCH	BASE LOCATION	ASSIGNMENTS	HRS/ WEEK	EVENING WEEKEND	FY 1993 ESTIMATED ANNUAL MILEAGE	F ES A M
1	1984 Ford Eldorado	20/	Ft. Dodge	DISPOSE				
2	1984 Ford Eldorado	20/	Ft. Dodge	DISPOSE				
3	1984 Ford Eldorado	20/	Ft. Dodge	F/R CON	30	NO	22,500	
4	1983 Ford Eldorado	20/	Ft. Dodge	DISPOSE				
6	1983 Ford Eldorado	20/	Ft. Dodge	DISPOSE				
7	1983 Ford Eldorado	20/	Ft. Dodge	DISPOSE				
8	1986 Ford Eldorado	20/	Ft. Dodge	F/R CON	30	YES	22,500	
9	1986 Ford Eldorado	20/	Ft. Dodge	F/R CON	30	YES	22,500	
10	1984 Ford 350 Van	10/2	Ft. Dodge	PARA TRANSIT	60	NO	20,000	
29	1989 Chevy Staff Car	5/0	Ft. Dodge	STAFF				
- 12	1981 Ford Collins	5/4	Ft. Dodge	DISPOSE				
14	1986 Ford Eldorado	25/	Ft. Dodge	F/R	30	NO	15,000	
15	1980 Chevrolet Wayne	4/4	Ft. Dodge	PARA TRANSIT	25	NO	15,000	
16	1984 Ford Eldorado	20/	Ft. Dodge	F/R CON	50	NO	22,500	
17	1984 Ford Eldorado	13/2	Ft. Dodge	F/R	40	YES	20,000	
18	1987 Ford Goshen	31/	Ft. Dodge	F/R SHUTTLE	60	YES	22,500	
19	1987 Ford Goshen	27/1	Ft. Dodge	CON SHUTTLE	60	YES	22,500	
20	Mlnivan	3/2	Ft. Dodge	DISPOSE				
21	New Bus in FY 1992	5/5	Ft. Dodge	CON H	60	YES	0	
27	New Bus in FY 1993	22/2	Ft. Dodge	F/R	60	NO	0	
28	New Bus in FY 1993	22/2	Ft. Dodge	F/R	60	NO	0	
24	New Bus in FY 1993	19/2	Ft. Dodge	F/R	60	NO	0	
25	New Bus in FY 1993	19/2	Ft. Dodge	F/R	60	NO	0	
26	New Bus in FY 1993	19/2	Ft. Dodge	F/R	60	NO	0	
23	New Bus in FY 1993	2/2	Ft. Dodge	F/R	60	NO	0	
22	Transferred in FY 1993	10/1	Ft. Dodge	PARA TRANSIT	60	NO	0	

LEGEND:

F/R Fixed Route
 CON Contract
 H Handicapped

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

DART FLEET REPLACEMENT/REHABILITATION SCHEDULE

YEAR/ MODEL	SEATS/ WHCH	VEHIC EQUIP	6-30-82 MILEAGE	6-30-81 MILEAGE	ACTUAL	FY 1993	FY 1994-8	MILEAGE AT REHAB	MILEAGE	MILEAGE	MILEAGE	MILEAGE	MILEAGE	MILEAGE
					MILEAGE FY 92	ESTIMATE ANNUAL MILEAGE	ESTIMATED ANNUAL MILEAGE		EST. 6-30-93 FY 1993	EST. 6-30-94 FY 1994	EST. 6-30-95 FY 1995	EST. 6-30-96 FY 1996	EST. 6-30-97 FY 1997	EST. 6-30-98 FY 1998
1984 Ford Eldorado	20/	MR	195,603	170,334	25,269	22,500	0	125,008	DISPOSAL					
1984 Ford Eldorado	20/	MR	174,215	141,841	32,374	22,500	0	110,997	DISPOSAL					
1984 Ford Eldorado	20/	MR	194,165	162,937	31,228	22,500	10,000	132,471	REPLACE					
1983 Ford Eldorado	20/	MR	184,995	174,628	10,367	22,500	0	143,921	DISPOSAL					
1983 Ford Eldorado	20/	MR	250,023	219,919	30,104	10,000	0		DISPOSAL					
1983 Ford Eldorado	20/	MR	212,413	186,833	25,580	8,000	0		DISPOSAL					
1986 Ford Eldorado	20/	MR	202,836	167,502	35,334	22,500	10,000	143,000	REPLACE					
1986 Ford Eldorado	20/	MR	171,678	148,234	23,444	22,500	10,000	129,297	REPLACE					
1984 Ford 350 Van	10/2	L/MR	78,855	66,160	12,695	20,000	20,000		98,855	118,855	138,855	REPLACE		
1989 Chevy Staff Car	5/0	MR												
1981 Ford Collins	5/4	L/MR	176,938	170,379	6,559	15,000	10,000		DISPOSAL					
1986 Ford Eldorado	25/	MR	190,174	174,386	15,788	15,000	5,000		REPLACE					
1980 Chevrolet Wayne	4/4	L/MR	244,486	237,421	7,065	15,000	5,000		REPLACE					
1984 Ford Eldorado	20/	MR	227,253	219,127	8,126	22,500	20,000	225,000-EST	247,253	287,253	287,253	REPLACE		
1984 Ford Eldorado	13/2	L/MR	197,534	183,932	13,602	20,000	15,000	169,760	212,534	227,534	242,534	REPLACE		
1987 Ford Goshen	31/	MR	102,884	74,569	28,315	22,500	20,000		REPLACE					
1987 Ford Goshen	27/1	L/MR	81,399	66,577	14,822	22,500	22,500		REPLACE					
Minivan	3/2	L/MR	196,335	190,620	5,715	22,500	22,500		DISPOSAL					
New Bus in FY 1992	5/5	L/MR	0	0	0	0	22,500		PURCHASE	22,500	45,000	67,500	90,000	112,500
New Bus in FY 1993	22+2	L/MR	0	0	0	0	22,500		PURCHASE	22,500	45,000	67,500	90,000	112,500
New Bus in FY 1993	22+2	L/MR	0	0	0	0	22,500		PURCHASE	22,500	45,000	67,500	90,000	112,500
New Bus in FY 1993	19+2	L/MR	0	0	0	0	22,500		PURCHASE	22,500	45,000	67,500	90,000	112,500
New Bus in FY 1993	19+2	L/MR	0	0	0	0	22,500		PURCHASE	22,500	45,000	67,500	90,000	112,500
New Bus in FY 1993	19+2	L/MR	0	0	0	0	22,500		PURCHASE	22,500	45,000	67,500	90,000	112,500
New Bus in FY 1993	2/2	R/MR	0	0	0	0	20,000		PURCHASE	20,000	40,000	60,000	80,000	100,000
1983 FORD	10+1/1	L/MR	189,814	189,814	0	7,500	10,000		REPLACE					
					335,500	335,000								

CEMENT VEHICLES

REPLACE 22	8/2	L MR				25,000				PURCHASE	25,000	50,000	75,000	100,000
REPLACE 19	22/2	L MR				25,000				PURCHASE	25,000	50,000	75,000	100,000
REPLACE 15	12/2	L MR				25,000				PURCHASE	25,000	50,000	75,000	100,000
REPLACE 18	22/2	L MR				25,000				PURCHASE	25,000	50,000	75,000	100,000
REPLACE 14	22/2	L MR				25,000				PURCHASE	25,000	50,000	75,000	100,000
REPLACE 3	22/2	L MR				25,000				PURCHASE	25,000	50,000	75,000	100,000
REPLACE 8	22/2	L MR				25,000				PURCHASE	25,000	50,000	75,000	100,000
REPLACE 9	22/2	L MR				25,000				PURCHASE	25,000	50,000	75,000	100,000
REPLACE 10	19/2	L MR				25,000						PURCHASE	25,000	50,000
REPLACE 16	22/2	L MR				25,000						PURCHASE	25,000	50,000
REPLACE 17	22/2	L MR				25,000						PURCHASE	25,000	50,000

ID

BODY ON VAN CHASIS

MOBILE RADIO/TELEPHONE

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

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

orm 3(a)

DART FLEET REPLACEMENT/REHABILITATION SCHEDULE

REGION 5 MILEAGE				CURRENT					
FLTID	YEAR/ MODEL	SEATS/ WHCH	VEHIC EQUIP	YEAR PROGRAM	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998
1	1984 Ford Eldorado	20/	MR	DISPOSAL					
2	1984 Ford Eldorado	20/	MR	DISPOSAL					
3	1984 Ford Eldorado	20/	MR		REPLACE				
4	1983 Ford Eldorado	20/	MR	DISPOSAL					
6	1983 Ford Eldorado	20/	MR	DISPOSAL					
7	1983 Ford Eldorado	20/	MR	DISPOSAL					
8	1986 Ford Eldorado	20/	MR		REPLACE				
9	1986 Ford Eldorado	20/	MR		REPLACE				
10	1984 Ford 350 Van	10/2	L/MR				REPLACE		
29	1989 Chevy Staff Car	5/0	MR						
12	1981 Ford Collins	5/4	L/MR	DISPOSAL					
14	1986 Ford Eldorado	25/	MR		REPLACE				
15	1980 Chevrolet Wayne	4/4	L/MR		REPLACE				
16	1984 Ford Eldorado	20/	MR				REPLACE		
17	1984 Ford Eldorado	13/2	L/MR				REPLACE		
18	1987 Ford Goshen	31/	MR		REPLACE				
19	1987 Ford Goshen	27/1	L/MR		REPLACE				
20	Minivan	3/2	L/MR	DISPOSAL					
21	New Bus in FY 1992	5/5	L/MR	PURCHASE					
27	New Bus in FY 1993	22+2	L/MR	PURCHASE					
28	New Bus in FY 1993	22+2	L/MR	PURCHASE					
24	New Bus in FY 1993	19+2	L/MR	PURCHASE					
25	New Bus in FY 1993	19+2	L/MR	PURCHASE					
26	New Bus in FY 1993	19+2	L/MR	PURCHASE					
23	New Bus in FY 1993	2/2	R/MR	PURCHASE					
22	1983 FORD	10+1	L/MR		REPLACE				

REPLACEMENT VEHICLES

FD29	REPLACE 22	8/2	L MR	PURCHASE					
FD30	REPLACE 19	22/2	L MR	PURCHASE					
FD31	REPLACE 15	12/2	L MR	PURCHASE					
FD32	REPLACE 18	22/2	L MR	PURCHASE					
FD33	REPLACE 14	22/2	L MR	PURCHASE					
FD34	REPLACE 3	22/2	L MR	PURCHASE					
FD35	REPLACE 8	22/2	L MR	PURCHASE					
FD36	REPLACE 9	22/2	L MR	PURCHASE					
FD37	REPLACE 10	19/2	L MR				PURCHASE		
FD38	REPLACE 16	22/2	L MR				PURCHASE		
FD39	REPLACE 17	22/2	L MR				PURCHASE		

LEGEND

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

SECTION IV

DEVELOPMENTAL

STRATEGY

AND

FIVE YEAR

PROGRAM

IV. DEVELOPMENTAL STRATEGY AND FIVE-YEAR PROGRAM

Section IV of the TDP presents future developmental programs for the DART system. Year One (FY 1994) is discussed in detail whereas Year Two (FY 1995) is generalized. Years Three through Five are sketched to provide an overview of the probable direction of the program. Narratives for Years One and Two are accompanied by Biennial Element Program Summary forms which provide quick overviews of strategies. The three year sketch plan narrative is appropriately brief and is also presented in TDP Form 5. Capital items are outlined in TDP Form 6.

A. First Year Program (FY 1994)

Within the next five years DART desires to develop a viable, sound, and cost-effective transportation program. To accomplish this goal the system will build upon its past success, but the substantial growth of the past five years is not expected to be continued. An expansion mentality must be replaced by one of system refinement. The DART program has achieved public acceptance and its longevity is supported by candidates for public office. Therefore, the planning assumption for the next five years is one of maintaining a quality system by assuring cost effective service in a limited growth mode. Planning assumptions for the initial year of this five year program are:

- System ridership will continue to increase, but not at the large rates (nearly 100%) experienced over the past five years. The fixed route program will gain riders, but its market share may have been saturated given the automobile as the primary choice of transportation for the average citizen. The paratransit service is still developing, but vehicle limitations will place a limit on its growth within the near future. Contract service is a very important segment of the DART program, but contracts are documented with most of the available entities with which to coordinate.
- The one incident that could greatly influence DART ridership is the potential decision of the Fort Dodge Community Schools to discontinue in-town busing of school children. It is anticipated that the school system will eventually discontinue bussing as an economy measure and DART has programmed a "game plan" to accommodate the anticipated increased student ridership. DART is actively attempting to secure at least six large capacity medium duty buses (22+ /2) as the basic fixed route vehicle. Two are currently being purchased and four are subject to an application in the spring of 1993. DART would utilize the large buses as its basic fixed route vehicle and would tandem

primary school routes with the smaller (3 buses with 19/2 seating) ADA vehicles to be secured in FY 1993. Tandem units are preferred because of a large peak ridership packaged with a smaller rest of day ridership. During peak school hours a large urban type coach would be required (30 to 50 rider capacity). The purchase and operating costs of smaller vehicles would be more cost effective than one large urban coach to be operated all day.

- DART will continue the cost containment program of the past two years. Specifically, the DART Manager has been charged with reviewing annual performance standards and recommending changes to the Mayor's Office.
- Maintain a management staff to include a Transit Manager, Transit Clerk, and Mechanic.
- Provide minor adjustments to the fixed route program to accommodate a continually changing cliental. In particular, coordination with the local schools is important as attendance centers change and innovative route scheduling is required to accommodate student riders.
- Provide continued opportunities for coordination of services. In particular, DART is urged to continue its contractual arrangement with MIDAS to provide service to Webster Health Care and the Jefferson Shuttle.
- Review adding evening hours to the fixed route program, but at this time evening hour service would appear to not be advisable because of a limited number of requests. Rather, contract service can be provided for those agencies requesting such service.
- Consideration for expanding fixed route peak hour service to 5:30 P.M. should be given. This extension would allow fixed route clients who work until 5:00 P.M. to have better service as a home bound commuter through one-half hour headways on all routes. The additional cost would be approximately \$2,500, which must be considered against the potential ridership (determined through public surveys and meetings). The prospective clients generally do not ride the fixed route program in the morning as they can not conveniently return home in the evening.
- Continue Saturday service as provided on two fixed routes (1 and 6). DART uses modifications of the two routes to provide service between its two major traffic generating points, the Crossroads Shopping Center and the Friendship Haven/Hospital complex. Expansion is not suggested.
- Research solutions to attaining more stable drivers.
- Research service alternatives to Fort Dodge Laboratories.
- Research service alternatives to a rural industrial and residential area southeast of Fort Dodge.

- Para transit service has become a very important component of the DART Program and will continue to do so as the system implements the ADA requirements. Specifically included will be:
 - a. Encourage the use of paratransit service offered through the use of three vans. Implement a special project received in FY 1993 to target handicapped riders to health institutions. In this regard, marketing brochures and eligibility cards have been developed and service hours have been extended.
 - b. Review billing methods used in paratransit service to assure that individuals or agencies that abuse driver and vehicle time pay their corresponding share.
- During the current fiscal year DART will be implementing a special funding project to construct a new maintenance and office complex and to provide shop equipment. This activity will yield reduced costs through improved maintenance and the use of in-house labor.
- Another major component in the substantial increase in DART statistics has been its willingness to contract with human service and not for profit organizations for allowable charter services. These, often after peak hour trips, provide a substantial part of the total DART program.
- Sunday church service may be considered as a future service level, but only if sufficient revenues are available. The system is encouraged to discuss with the Fort Dodge Ministerial Association the potential for that organization to underwrite free church service.

1. Planning

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

2. Special Project Funding Using State Transit Assistance Funds

See Appendix "D" for special project narrative.

3. Capital Needs

Because of efforts by IDOT/IPTA to secure a large three-year Section 3 appropriation for Iowa transit capital needs, DART proposes the following capital equipment projects for FY 1994 that in reality incorporates Years 1 and 2 of the standard programming process into a combined Year 1 Program of Projects:

- Through the combined 1994 and 1995 capital program of projects submitted by DART to IDOT/IPTA for inclusion within a master Iowa Section 3 application, the following vehicles are scheduled for replacement: FD3, FD8, FD9, FD14, FD18, and FD19. All of the vehicles, with the exception of FD9, are projected to have accumulated the required compliance mileages for replacement as of 6/30/93. FD9 is projected to meet the mileage requirements by 6/30/94, the second year of the two-year appropriation from Section 3 funds. DART proposes to replace six of the referenced vehicles (FD3, FD8, FD9, FD14, FD18, and FD19) with a medium duty bus style of a base 30 passenger capacity. The other two vehicles (FD15 and FD22) will be replaced with smaller, light duty cut-a-way van chassis vehicles, designed primarily for paratransit service (17 to 21 base passengers). The larger capacity is required to accommodate the same ridership in lieu of the loss of space with the two wheelchair positions being added to each vehicle. A summary of compliance mileage is:

Vehicle #	Mileage on 1/1/93	Mileage on 6/30/93	Mileage on 6/30/94	Mileage After Purchase/Rehab as of 1/1/93
FD3	209,553	214,165	224,165	77,082
FD8	221,454	227,836	237,836	78,454
FD9	187,132	191,678	201,678	57,835 (1)
FD14	203,063	210,174	220,174	203,069
FD18	117,580	122,884	132,884	117,580
FD19	87,202	103,899	113,899	87,202 (1)
FD15	255,527	260,000	260,000	255,527 (2)
FD22	192,319	200,000	205,000	68,657

NOTE: FD9 and FD19 are projected to accumulate the required compliance mileage by 6/30/93. A change in odometers has led to limited confusion on the actual mileage of this vehicle.

Initially, DART had intended to rehabilitate vehicles FD18 and FD19, which are Goshen Coaches imported from the Fort Wayne Transit System. However, that strategy was abandoned when FD19's roof split over the driver's compartment and statewide, numerous reports were being circulated regarding the structural integrity of the Goshen transfers.

4. Additional Capital Needs

DART proposes the following non vehicle capital acquisitions:

- In FY 1993 DART received funding to purchase six public address systems. As new vehicles are purchased, additional units must be purchased, or quick transfers must be provided to allow for shifting of equipment between vehicles.
- At local expense DART placed a lift (used and on-hand) in vehicle FD14 and provided other ADA accommodations.
- Once the new maintenance/office complex is completed DART will determine needs for office equipment and additional shop equipment.

B. Second Year Program

Fiscal Year 1995 is projected to be a year of service refinement. The following policy assumptions are made:

- A contact with the Fort Dodge Ministerial Association could lead to improved Sunday Church service, with costs being born by the Ministerial Association.
- The paratransit service will become stable in regard to the ability of employees to match requests for service with available vehicles. Issues such as excessive waiting for clients will have been reduced.
- The Office/Maintenance Complex should be completed and DART will begin to experience the expected financial, visibility, and image rewards. Coordination with the MIDAS regional system to provide maintenance work on the rural vehicles may be achieved as a mutually beneficial arrangement.
- With the approval of the City Council DART will begin to receive a dedicated transit levy to provide alternative funding to provide the capital match necessary to acquire larger buses to comply with the ADA handicapped accessibility requirements. Also, larger buses will be needed as the older 20 passenger buses will no longer be large enough to accommodate the projected fixed route peak hour ridership.
- Equipment needs will include any of the vehicle replacement targets not funded for FY 1994.
- Coordination with the Fort Dodge Community School District will be a major work element as that entity ponders whether to terminate in-city transportation of school age children.
- Coordinate with the MIDAS regional systems to provide an interlining point with the fixed route program. Provide interlining passengers from the MIDAS regional system a reduced fare fixed route ticket.

C. Three Year Sketch Plan

Fiscal Years 1996, 1997 and 1998 are expected to show continued ridership increases, but continuing the refinement mode of the previous two years. The importance of contracts and permissible charter service will remain important to the overall viability of the program. Paratransit service will continue to increase, but its cost will become a continuing issue with policy makers as fares are equalized between the paratransit and fixed route

services in compliance with the ADA regulations. DART will continue to acquire the large wheelchair accessible buses to comply with ADA. During the planning period DART will replace eleven vehicles.

D. Transit in Fort Dodge Five Years From Now

Five years from now maintenance of the established program is expected to be the primary course of action. By the end of fiscal year 1998, DART will be providing ever more important services to its riders and should have reached near optimal levels of coordination within the community. Potential issues are:

- As neighboring small towns continue to lose residents and services, the need for public transportation to Fort Dodge and other communities will increase, and the areas growing elderly population will also add to the demands made on public transit; therefore, continued coordination with the MIDAS program is urged.
- If costs of operating private automobiles should rise markedly during this period there may well be considerable demand for journey-to-work public transit services, particularly between the region's small and large communities. It will become necessary for the small urban system in Fort Dodge to coordinate with the small rural systems located throughout the region. This coordination will not have any adverse effects on any player but will allow all participants the opportunity to offer additional services to their riders.
- By making Fort Dodge the hub of a potential regional network of buses, an individual will be able to travel throughout the region by transferring to the necessary vehicle in Fort Dodge.
- There will thus be a continued need for careful monitoring of the public's needs and preferences for transportation services as changes occur in the region.

TDP FORM 4

DART Year 1

Category	TOTAL	

A.		
Operating Expenses		
Veh Ops	\$262,000	
Veh Main	\$68,000	
NonVeh Main	\$5,000	
Gen Admin	\$90,000	
TOTAL EXPENSES		\$425,000
Operating Revenues		
Fares	70,000	
Contracts	70,000	
Local Cash	51,985	
State STA Grants	118,015	
STA Sp. Prj.	15,000	
Fed Sec18 Grants	45,000	
Elderbridge	22,000	
Other	33,000	
TOTAL FUNDING		425,000

B.		
Capital Expenditures		
Vehicle	587,400	
Other	0	
TOTAL EXPENSES		587,400
Capital Revenues		
Local	113,080	
State	0	
Federal	474,320	
Other	0	
TOTAL FUNDING		587,400

C.		
Planning Expenses		
TDP	0	
Spec Proj	0	
Other	0	
TOTAL EXPENSES		0
Planning Revenues		
Local	0	
State	0	
Federal	0	
Other	0	
TOTAL FUNDING		0
TOTAL EXPENSES (A+B+C)		\$1,012,400
		=====
TOTAL FUNDING (A+B+C)		\$1,012,400
		=====

BIENNIAL ELEMENT PROGRAM SUMMARY

TRANSIT SYSTEM: DART (City of Fort Dodge)

PROGRAM YEAR: 1ST XX 2ND_

FISCAL YEAR: FY 1994

Ref. No.	Priority	Type of Work	Ridership	Revenue	Activity Description	Goal/Objective	Proj. Justification	Costs
		O-Operating C-Capital P-Planning		Mileage			TDP Page Numbers	
1	1	O	298,000	314,200	General Operations/Maintenance/Admin.	1, 2, 3, 4, 5	All of TDP	\$395,000
2	2	O	2,000	20,800	Special Project	5	III-7/IV-4	\$30,000
3	3	C			Replace 6 MDB-D Buses (1)	5	III-8/IV-4	\$495,000
4	4	C			Replace 1 LDB-B Bus (Vehicle FD15)	5	III-8/IV-4	\$47,300
5	5	C			Replace 1 LDB-A Bus (Vehicle FD22)	5	III-8/IV-4	\$45,100
							TOTAL BUDGET	\$1,012,400

(1) FD3, FD8, FD9, FD14, FD18, and FD19

IV-8(a)

BIENNIAL ELEMENT PROGRAM SUMMARY

TRANSIT SYSTEM: DART (City of Fort Dodge)

PROGRAM YEAR: 1ST XX 2ND_

FISCAL YEAR: FY 1994

Ref. No.	State Transit Assistance		U.S. DOT				Local/User		Local Tax	Other	Total
	Formula	Special Proj	Sect. 3	Sect. 8	Sec 16(b)2	Sect. 18	Farebox	Contracts			
1	\$118,015					\$45,000	\$70,000	\$65,000	\$45,000	\$51,985	\$395,000
2		\$15,000						\$5,000		\$10,000	\$30,000
3			\$399,300						\$95,700		\$495,000
4			\$38,390						\$8,910		\$47,300
5			\$36,630						\$8,470		\$45,100
6											
7											
8											
9											
10											
	\$118,015	\$15,000	\$474,320	\$0	\$0	\$45,000	\$70,000	\$70,000	\$158,080	\$61,985	\$1,012,400
TOTAL BUDGET											\$1,012,400

IV-8(b)

TDP FORM 4

DART Year 2

Category	TOTAL	
A.		
Operating Expenses		
Veh Ops	\$329,600	
Veh Main	\$70,040	
NonVeh Main	\$5,150	
Gen Admin	\$32,960	
TOTAL EXPENSES		\$437,750
Operating Revenues		
Fares	\$87,670	
Contracts	\$72,100	
Local Cash	\$51,990	
State STA Grants	\$125,000	
STA Sp. Prj.	\$0	
Fed Sec18 Grants	\$45,000	
Elderbridge	\$22,000	
Other	\$33,990	
TOTAL FUNDING		\$437,750
B.		
Capital Expenditures		
Vehicle	\$0	
Other	\$0	
TOTAL EXPENSES		0
Capital Revenues		
Local	\$0	
State	\$0	
Federal	\$0	
Other	\$0	
TOTAL FUNDING		0
C.		
Planning Expenses		
TDP	\$0	
Spec Proj	\$0	
Other	\$0	
TOTAL EXPENSES		0
Planning Revenues		
Local	\$0	
State	\$0	
Federal	\$0	
Other	\$0	
TOTAL FUNDING		0
TOTAL EXPENSES (A+B+C)		\$437,750
TOTAL FUNDING (A+B+C)		\$437,750

BIENNIAL ELEMENT PROGRAM SUMMARY

TRANSIT SYSTEM: DART (City of Fort Dodge)

PROGRAM YEAR: 1ST 2ND XX

FISCAL YEAR: FY 1995

Ref. No.	Priority	Type of Work O-Operating C-Capital P-Planning	Ridership	Revenue Mileage	Activity Description	Goal/Objective	Proj. Justification TDP Page Numbers	Costs
1	1	O	335,000	550,000	General Operations/Maintenance/Admin.	1, 2, 3, 4, 5	All of TDP	\$437,750
TOTAL BUDGET								\$437,750

IV-10(a)

BIENNIAL ELEMENT PROGRAM SUMMARY

TRANSIT SYSTEM: DART (City of Fort Dodge)

PROGRAM YEAR: 1ST 2ND XX

FISCAL YEAR: FY 1995

Ref. No.	State Transit Assistance		U.S. DOT				Local/User		Local Tax	Other	Total
	Formula	Special Proj	Sect. 3	Sect. 8	Sec 16(b)2	Sect. 18	Farebox	Contracts			
1	\$125,000					\$45,000	\$87,670	\$72,100	\$51,990	\$55,990	\$437,750
2											
3											
4											
5											
6											
7											
8											
9											
10											
	\$125,000	\$0	\$0	\$0	\$0	\$45,000	\$87,670	\$72,100	\$51,990	\$55,990	
TOTAL BUDGET											\$437,750

IV-10(b)

**Three Year Sketch Plan for
Fiscal Years 1996-1998**

**Transit System: DART of Fort Dodge
Date Prepared: October 26, 1992**

Priority	Type	Proposed Program Description	Goals	Objectives	Project Implementation Year		
					FY 1996	FY 1997	FY 1998
1	0	Continue to provide quality administration of program	1	All	X	X	X
2	0	Continue a process of citizen input	2	All	X	X	X
3	0	Continue marketing programs	3	All	X	X	X
4	0	Provide dialogue with consumers	4	All	X	X	X
5	C	Maintain a fleet sufficient to meet needs	5	All	X	X	X
6	0	Maintain the fixed route program as DART's base service level	1-5	All	X	X	X
7	0	Provide handicapped service in accordance with ADA requirements	1-5	All	X	X	X
8	0	Provide contract service when requested	1-5	All	X	X	X

Category	Program Budgets		
	FY 1996	FY 1997	FY 1998
Operations	\$450,000	\$460,000	\$470,000
Capital	\$209,900	\$	\$
Planning	\$	\$	\$
TOTALS	\$659,900	\$460,000	\$470,000

Comments

Planning to be included within MIDAS application to IDOT.

CAPITAL IMPROVEMENT PROGRAM

System: City of Fort Dodge (DART)

Seats/ WHCH	Vehicle Equipment	Type Purchase	Needs Reference	Current Year/93	FY94	FY95	FY96	FY97	FY98
-C 5 / 5	L MR	PURCHASE	FD21	37,000					
-D 22 / 2	L MR	PURCHASE	FD27	74,000					
-D 22 / 2	L MR	PURCHASE	FD28	74,000					
-C 19 / 2	L MR	PURCHASE	FD24	43,000					
-C 19 / 2	L MR	PURCHASE	FD25	43,000					
-C 19 / 2	L MR	PURCHASE	FD26	43,000					
2 / 2	R MR	PURCHASE	FD23	30,000					
-D 22 / 2	L MR	REPLACE	FD3		82,500				
-D 22 / 2	L MR	REPLACE	FD8		82,500				
-D 22 / 2	L MR	REPLACE	FD9		82,500				
-D 22 / 2	L MR	REPLACE	FD14		82,500				
-B 12 / 2	L MR	REPLACE	FD15		47,300				
-D 22 / 2	L MR	REPLACE	FD18		82,500				
-D 22 / 2	L MR	REPLACE	FD19		82,500				
-A 8 / 2	L MR	REPLACE	FD22		45,100				
-A 8 / 2	L MR	REPLACE	FD10				44,900		
-D 22 / 2	L MR	REPLACE	FD16				82,500		
-C 19 / 2	L MR	REPLACE	FD17				82,500		
TOTAL				\$344,000	\$587,400	\$0	\$209,900	\$0	\$0

Vehicle Types: REPLACEMENT = Replacement Vehicle

REHAB = Vehicle to be Rehabilitated

EXP = Expansion Vehicle

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

B. Vehicle Related Equipment

Description	Needs Reference	Current Year/93	Acquisition Year/Programmed Costs				
			FY94	FY95	FY96	FY97	FY98
Radios		1,400					
TOTALS		1,400	0	0	0	0	0

CAPITAL IMPROVEMENT PROGRAM

C. Non-Vehicle Equipment, Real Property, and Other						
Description	Type Purchase	Acquisition Year/Programmed Cost				
		FY94	FY95	FY96	FY97	FY98
Shop Equipment			?	?		
TOTALS		\$0	\$0	\$0	\$0	\$0

D. Annual Budget Summaries						
Capital Expenses	FY94	FY95	FY96	FY97	FY98	
1. Vehicles, Related Equipment	\$587,400	\$0	\$209,900	\$0	\$0	
2. Non-Vehicle Equip.	\$0	\$0	\$0	\$0	\$0	
3. Non-Vehicle Equipment, Real Property, and Other	\$0	\$0	\$0	\$0	\$0	
TOTALS		\$587,400	\$0	\$209,900	\$0	\$0

APPENDIX "A"

BUDGETS

FISCAL YEAR 1994

DART BUDGET

Category	TOTAL	SPECIAL PROJECT
Operating Expenses		
Veh Ops	\$262,000	
Veh Main	68,000	
NonVeh Main	5,000	
Gen Admin	90,000	
TOTAL EXPENSES	\$425,000	30,000
Operating Revenues		
Fares	70,000	5,000
Contracts	70,000	5,000
Local	51,985	5,000
State STA	118,015	
STA Sp. Prj.	15,000	15,000
Fed Sec18	45,000	
Elderbridge/MIDAS	22,000	
Jefferson Profits/Advertising	33,000	
TOTAL FUNDING	425,000	30,000
Capital Expenditures		
Vehicle	587,400	
Other	0	
TOTAL EXPENSES	587,400	
Capital Revenues		
Local Grants	113,080	
State Grants	0	
Federal Grants	474,320	
Other	0	
TOTAL FUNDING	587,400	
Planning Expenses		
TDP	0	
Spec Proj	0	
Other	0	
TOTAL	0	
Planning Revenues		
Local	0	
State	0	
Federal	0	
Other	0	
TOTAL	0	
Miles	335,000	20,800
Rides	300,000	2,000
Performance Targets		
Passengers	300,000	
Wheel chr. ops	30,000	
Revenue Miles	335,000	
Revenue hours	24,520	520
Pass/Rev.mile	0.90	
Pass/Rev.Hour	12.23	
Ave#Daily Rides	821.92	
Financial		
Operating Exp.	425,000	
Operating Rev	425,000	
Capital Exp.	587,400	
Cost/Rev.Mile	1.27	
Rev/Rev.Mile	1.27	
Cost/Pass.Trip	1.42	
Rev/Pass.Trip	1.42	
Cost/Rev.Hour	17.33	
Rev/Rev.Hour	17.33	
Ave.Passfare/Trip	1.42	

APPENDIX "B"

EQUIPMENT INVENTORY

Programming Guidance for Section 3 Projects

NEW ACCESSIBLE VEHICLES:	FEDERAL PARTICIPATION
1. Minivan (MV)	80% of \$35,200 +\$1,320 (10% of \$13,200)
2. Conversion Van (CV) (includes raised-roof and extended doors)	80% of \$35,200* +\$550 (10% of \$5,500)
3. Light Duty Bus (LDB)	
A. 17 Passenger Body Size	80% of \$42,900* +\$550 (10% of \$5,500)
B. 21 Passenger Body Size	80% of \$45,100* +\$550 (10% of \$5,500)
C. 25 Passenger Body Size	80% of \$47,300* +\$550 (10% of \$5,500)
4. Medium Duty Bus (MDB)	
A. 19 Passenger Body Size	80% of \$60,500 +\$550 (10% of \$5,500)
B. 23 Passenger Body Size	80% of \$66,000 +\$550 (10% of \$5,500)
C. 26 Passenger Body Size	80% of \$77,000 +\$550 (10% of \$5,500)
D. 31 Passenger Body Size	80% of \$82,500 +\$550 (10% of \$5,500)
5. Heavy Duty Bus (HDB)	
A. 27 ft.	80% of \$170,500 +\$2,750 (10% of \$27,500)
B. 30 ft.	80% of \$192,500 +\$2,750 (10% of \$27,500)
C. 35 ft.	80% of \$214,500 +\$2,750 (10% of \$27,500)
D. 40 ft.	80% of \$225,500 +\$2,750 (10% of \$27,500)

NEW NONACCESSIBLE VEHICLES:

Deduct ADA feature cost (2nd Line) from programmed total for any vehicle above. Standard vans should be programmed at 80% of \$22,000*.

* Add 30% of \$2,200 for diesel engine on vans or light-duty buses.

Section 3 Program Guidance Continued

OTHER ITEMS:	FEDERAL PARTICIPATION
A. Lift Retrofit for ADA	80% of \$1,320
B. New ADA lift for retrofit	80% of \$3,850
C. New ADA securement for retrofit	80% of \$330
D. Telephone Device for the Deaf(TTD)	80% of \$550
E. 25-40 Watt Mobile Radio/Phone	80% of \$770
F. 100 Watt Mobile Radio	80% of \$1,980
G. Radio Base Station (mobile w/AC pwr)	80% of \$2,200
H. Radio Base Station w/Repeater	80% of \$6,600
I. Radio Base Antenna	**
J. Destination Signs (set of 2)	
Manual screen-type	80% of \$990
Motorized screen-type	80% of \$1,320
Electronic display type	80% of \$2,860
K. Farebox	
Manual	80% of \$770
Electronic	**
L. Computer Hardware/Software	
Specify items to be included	**

APPENDIX "C"

PUBLIC HEARING

PRIVATIZATION

Affidavit of Publication

STATE OF IOWA, Webster County, ss.

LEGAL PUBLICATION :
NOTIFICATION OF PUBLIC HEARING
Dodger Area Rapid Transit (DART); Fort Dodge, will conduct a public hearing on November 16, 1992 at 7 P.M. in the Council Chambers at City Hall, Fort Dodge, Iowa. The purpose of this meeting is to solicit proposals from the private sector for the operation of all or part of the transportation services as provided by the DART Transit System for the fiscal year beginning July 1, 1992. Services to include the fixed route system, paratransit services and the shuttle services to Interstate 35. Interested individuals or companies are encouraged to contact John Brandal at (515)573-8145. Written inquiries can be directed to DART, 2105 1st Avenue North, Fort Dodge, Iowa 50501. Interested parties are also encouraged to attend the transit advisory committee. DART has established a transit advisory committee for publicly funded public transit, whose membership is open to any private provider.
City of Fort Dodge
D.W. Milechik, City Clerk

I, Verda Johnson being duly sworn, do depose and say that I am Owner 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 17th day of October, 1992, 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

Five and 00/100 Dollars (\$ 4.00)
Verda Johnson

Sworn and subscribed to by Verda Johnson
before me this 19th day of October, A.D. 1992.

Judy A. Konecne
Notary Public for Webster County, Iowa.

My Commission expires June 26 1995.

JUDY A. KONECNE
MY COMMISSION EXPIRES
6-26-95

- CALL TO ORDER Mayor Pro tem Hickey called meeting to order at 7:00 p.m. Present: Mayor Pro tem Hickey, Council Members: Tarbell, Burleson, Salvatore, Boekelman. Absent: None.
- Agenda Approved Moved by Boekelman to approve agenda for this meeting. Motion seconded by Tarbell. Aye: 5. Nay: 0. Motion carried.
- Approval
12/21 & 23/92
Minutes Moved by Burleson to approve minutes of the Council Meeting held December 21 and December 23, 1992. Motion seconded by Salvatore. Aye: 5. Nay: 0. Motion carried.
- Applications
for Licenses
and Permits Applications for licenses and permits were received as follows:
Class C Liquor - Woody's Place, 1239 South Second Street
Auctioneer's License - Richard Chinburg, Dayton, Iowa
Sign Hanger License - Ace Sign Displays, Sioux City, Iowa
Moved by Salvatore to approve applications for licenses and permits and forward to proper issuing agency. Motion seconded by Tarbell. On roll call the vote was: Aye: Tarbell, Burleson, Hickey, Salvatore, Boekelman. Nay: 0. Motion carried.
- Forestry Dept.
to store trees **Committee and Department Reports:**
Council Member Boekelman asked Mayor Pro Tem Hickey to look into the possibility of the Forestry Department storing trees and limbs they remove for citizens to cut up and use for fire wood.
- DART Manager
report on buses Council Member Burleson asked for report from DART Manager on maintenance and repair of buses. Mr. Brandel responded that the buses are in better repair now due to revised maintenance schedule.
- Northwest League
of Iowa Municipi-
palities Council Member Boekelman reported that the Northwest League of Iowa Municipalities will hold their monthly meeting in Fort Dodge in April.
- Citizens asked
to use "Merry
Mulch" Mayor Pro Tem Hickey and Council Member Salvatore encouraged citizens to use "Merry Mulch" to dispose of the Christmas trees and also noted that the city will not pick up trees placed on the parking. Anyone who has yard waste bags to dispose of should call the Solid Waste Pickup Department for disposal of the same.
- Travel
request Travel request for Steve Mattke to attend MARC/EPAC Users Group in Davenport, Iowa on January 13-14, 1993 was approved.
- Reappointment of
Peg Rodenborn to
Board of Animal
Appeals Council Member Burleson reported that the Boards & Subcommittee concurred with the reappointment of Peg Rodenborn to the Board of Animal Appeals for a three year term to expire December 31, 1995 and moved for confirmation of appointment. Motion seconded by Tarbell. Aye: 5 Nay: 0. Motion carried.
- S. L. Nektivinda
appointed to
Board of
Appeals Mayor Pro Tem Hickey appointed Stephen L. Nektivinda to the Board of Appeals to fill the unexpired term of John Packwood. The term would expire September 1, 1994. Appointment was forwarded to the Boards and Commissions Subcommittee for their study and recommendation.
End of Reports
- Resolution
93-1-1 Mayor Pro Tem Hickey introduced Resolution 93-1-1, Resolution Setting a Public Hearing Date on the Status of Activities funded under the CDBG Economic Development Set-Aside Program, Department of Economic Development, State of Iowa. Moved by Boekelman to adopt Resolution 93-1-1. Motion seconded by Salvatore. On roll call the vote was: Aye: Tarbell, Burleson, Hickey, Salvatore, Boekelman. Nay: 0. Resolution No. 93-1-1 adopted this 4th day of January, 1993. Public Hearing will be held January 11, 1993.
- Adopted

Resolution 93-1-2 Mayor Pro Tem Hickey introduced Resolution No. 93-1-2, Resolution Authorizing the Adoption of a Transit Development Plan and Submission of the Plan to the Iowa Department of Transportation. Moved by Boekelman to adopt Resolution No. 93-1-2. Motion seconded by Burleson. On roll call the vote was: Aye: Tarbell, Burleson, Hickey, Salvatore, Boekelman. Nay: 0. Resolution No. 93-1-2 adopted this 4th day of January, 1993.

Agreement #93-TS-013 Moved by Boekelman to approve Agreement No. #93-TS-013 between the City of Fort Dodge and the Iowa Department of Transportation to improve traffic safety equipment at the intersection of Kenyon Road and Avenue "E". Motion seconded by Salvatore. The Agreement appropriates a maximum of \$20,000 dollars for equipment and materials to improve the traffic control at this intersection. The labor to install the new equipment and materials will be furnished by the Traffic Safety Division of Public Works. On roll call on the motion the vote was: Aye: Tarbell, Burleson, Hickey, Salvatore, Boekelman. Nay: 0. Motion carried.

Approved

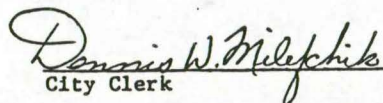
ABF Tower Pumps Communication from Public Works Director/City Engineer Frank Farmer informed the Council that at the present time two of the five ABF Tower pumps at the Water Pollution Control Facility are not functional and need to be replaced as soon as possible. Consulting Engineer Tim O'Connor, Veenstra and Kimm, Inc. reviewed various quotations and recommended that two hydromatic pumps be purchased from Tristate Pump and Control, Inc. of Des Moines for a quoted price of \$16,748 each. Council Member Tarbell noted that the total purchase price was over the amount allowed in the Ordinance for the City to purchase without taking sealed bids. Due to the emergency situation and the type of pump recommended by the Consulting Engineer, Council Member Tarbell moved to waive the rules and to purchase two pumps from Tristate Pump and Control, Inc. for a total of \$33,496. Motion seconded by Salvatore. On roll call the vote was: Aye: Tarbell, Burleson, Hickey, Salvatore, Boekelman. Nay: 0. Motion carried.

Approval to purchase

Adjournment There being no further business to come before the Council, Council Member Burleson moved for adjournment. Motion seconded by Salvatore. Meeting adjourned 7:15 p.m.

Dennis W. Milefchik
City Clerk

This is to certify that the above is a true and correct copy of Minutes of the City Council Meeting held on January 4, 1993 by the City Council of the City of Fort Dodge, Iowa.

 1-5-93
City Clerk Date

APPENDIX "D"

SPECIAL PROJECT FOR STA FUNDING

Overall Goal:

Since the conception of the DART fixed route program managers, planners, and policy officials have been asked to extend service to an industrial area southeast of Fort Dodge. The attached map graphically shows one alternative for providing the service. Special traffic generating points on this route are: A residential area on 32nd Street east of K-Mart; K-Mart; Decker Truck Lines; Perkins; Dodger Bowl; Smithway Truck Lines; Wermack; Celotex; Georgia Pacific; National Gypsum; Gold Bond; and the unincorporated community of Coalville. The four gypsum plants employ an estimated 600 and the trucking firms employ another 200 to 300.

This area of the community falls outside of the immediate built-up area of the community and was not a high priority until the City had developed an operational history with the core program. Also, it was initially felt that most of the targeted employees would choose to drive their own vehicle, creating a low projected ridership. Therefore, existing service ends at K-Mart on 5th Avenue South and does not extend beyond much southeast from the National Gypsum plant at South 22nd Street and 15th Avenue South. It is virtually impossible to extend existing route 6 because of time constraints to maintain a 30-minute headway. If service is to be provided to southeast Fort Dodge, a new service must be established.

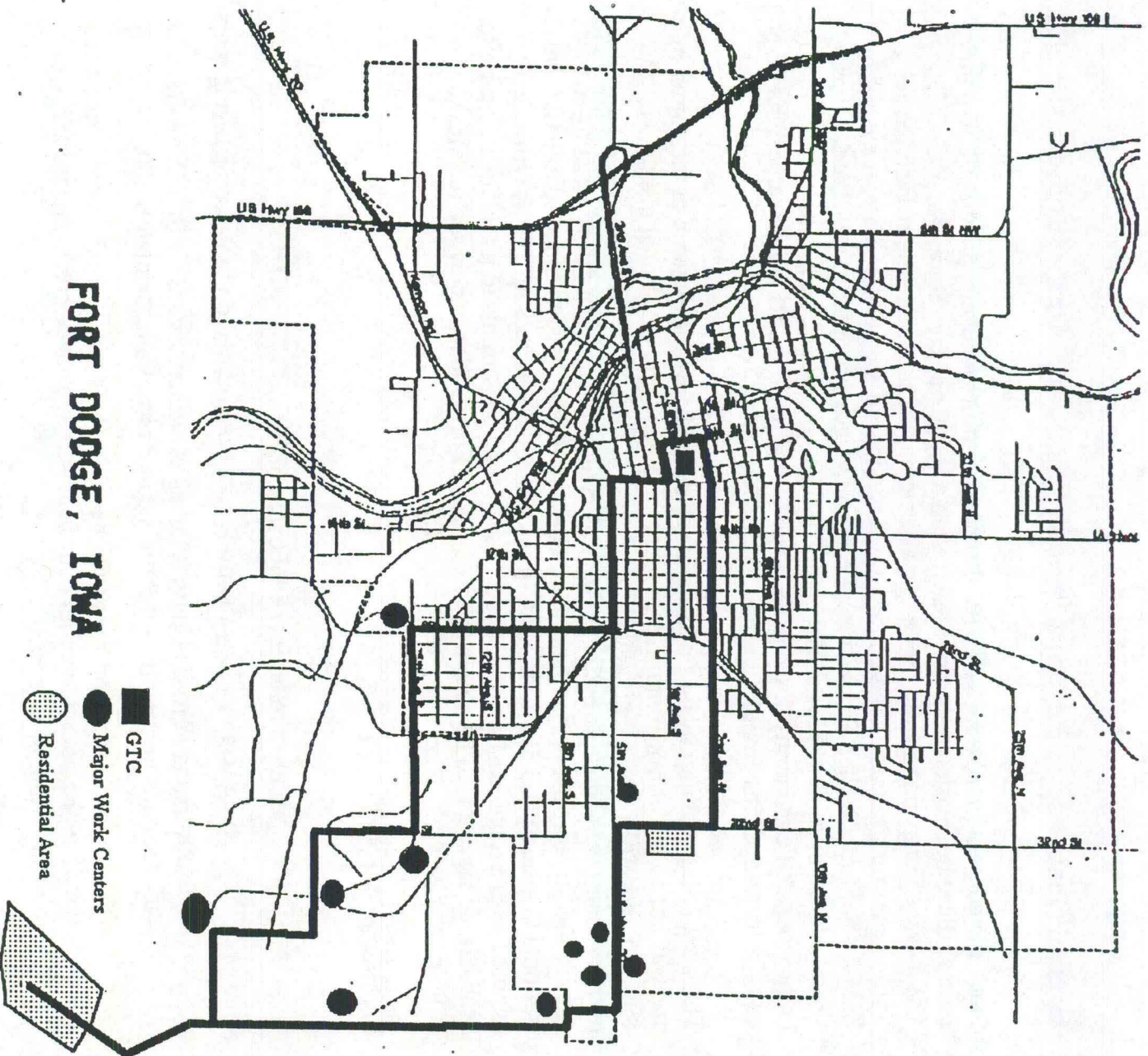
Proposed Service:

- DART proposes to offer the following service:
- Fixed-route service along the basic route as outlined on the accompanying map.
- The approximate route length is 20 miles, with an extension into Coalville to offer service to an unincorporated community of approximately 200.
- The approximate headway would be 40 to 45 minutes, which would suggest that the route be operated on an hour headway to provide convenience in interpretation of schedules.
- As an initial service, it is suggested that the route be operated only four times a day, two times in the morning journey-to-work period, and twice in the journey-to-work afternoon period.

Implementation Steps:

To assist DART in evaluating the proposed start-up the following steps are suggested:

1. A survey of the major employment centers must be conducted. The primary ingredient of the route schedule must be convenience to the work shifts of the employees. It may be found that the two morning and two afternoon routes may



FORT DODGE, IOWA

- GTC
- Major Work Centers
- Residential Area

not need to be run consecutively. Also, the need may exist for another route in the morning.

2. The DART manager must meet with each plant manager to discuss the following items: A) Ability for DART buses to enter beyond the entrance gates and to drop passengers at the plant's "front door;" B) The current tax legislation that provides incentives for employers to purchase bus passes for their employees; C) basic work shifts and history of overtime potential; D) Any potential to adjust shifts slightly; and E) Willingness of the companies to assist DART in conducting the employee survey. (MIDAS has model surveys that could be utilized by DART.)
3. Survey Coalville residents to determine whether potential riders could be justified by the extension of the route.
4. Analyze survey data and determine whether the route is justified as a demonstration.
5. Discuss with MIDAS permission to provide the route within the unincorporated area of Webster County. A current contract with MIDAS would indicate support for the service, with the possible provision of federal and state assistance funding.
6. Conduct a public hearing to receive public comments on the proposed service.
7. Discuss with City Council the feasibility of the service.
8. DART staff believe that sufficient vehicles are available to operate this service.

Approximate Costs:

- Approximately 20 miles per route, four routes per day, 260 days of operation equals 20,800 miles per year.
- Current cost of DART service is \$1.35 per mile. Therefore, by driving 20,800 miles the approximate cost of the service for one year will be \$30,000 (rounded).

Proposed Funding:

The planning suggestion is for the City of Fort Dodge not to fund a substantial portion of the new service. The feasibility of the service can not be determine until survey results are returned, but the following is a possible funding scenario:

Source	Amount
IDOT (STA Special Project)	\$15,000
Employer Contributions	5,000 (10 @ \$500 each)
Farebox	5,000
City	1,000
MIDAS	4,000 (Current STA and Section 18 assistance funds now received for the Jefferson Shuttle, but no longer required as that service is self-supporting)
TOTAL	\$30,000

APPENDIX "E"

ADA ACCESSIBILITY PLAN



CITY of FORT DODGE

819 1st Avenue South

Fort Dodge, Iowa 50501

LEGAL PUBLICATION NOTIFICATION OF PUBLIC HEARING

Notice is hereby given that a public hearing will be held on February 1, 1993 by the Dodger Area Rapid Transit (D.A.R.T.) at 7:00 P.M. in the council chambers at city hall in Fort Dodge, Iowa. The purpose of the hearing is to review the annual update of the Americans with Disabilities act, which will be submitted to the Federal Transit Administration.

Any interested person or agency is encouraged to contact John Brandal at (515) 573-8145. Written comments can be directed to D.A.R.T., 2105 1st Ave. No., Fort Dodge, Iowa 50501. Interested parties are also urged to attend the Transit Advisory Committee Meeting. Persons with disabilities needing assistance should contact D.A.R.T. at 573-8145. For the hearing impaired the TDD at City Hall Number is 573-5751.

TDD PHONE
NUMBER FOR
DART IS:

573-2819

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

*DEVELOPED IN COMPLIANCE WITH THE
AMERICANS WITH DISABILITIES ACT*

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

Description of the DART Program

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

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

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

Hours of Operation

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

Fare Structure

Fixed Route:

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

Para Transit:

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

Population Served

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

Rolling Stock

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

Inventory of Existing Paratransit Service

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

Inventory of Proposed Service

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

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

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

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

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

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

Other Capital Needs

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

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

Audio Address Systems for Buses

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

Fare Structure

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

Public Meeting Access

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

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

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

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

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

Access to Dispatch and Information

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

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

Access to Ticket/Pass Outlets

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

Access for Employees

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

Paratransit Service Budget:

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

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

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

1993 - \$105,000

1994 - \$110,250

1995 - \$115,762

1996 - \$121,550

1997 - \$127,628

b. Equipment Costs (Paratransit and Fixed Route):

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

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

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

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

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

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

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

Efforts to Coordinate the Paratransit Services of Others

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

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

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

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

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

Contact Person

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

Request for Waiver Based Upon Undue Financial Burden

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

Timetable for Implementation:

January 26, 1992:

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

July to December, 1992:

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

July, 1993:

Beginning of construction on new office (handicapped accessible).

Planning Process

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

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

RESOLUTION NUMBER _____

RESOLUTION OF ADOPTION

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

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

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

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

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

Aye _____

Nay _____

Other _____

DATED THIS _____ DAY OF _____, 1992.

Michael D. McCarville, Mayor

ATTEST:

Dennis W. Milefchik, City Clerk

TRANSIT DISABILITY CERTIFICATION

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

Name: _____

Address: _____

Distance to nearest fixed-route bus stop: _____

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

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

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

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

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

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

This disability is permanent or temporary (circle one).

If temporary, how long? _____

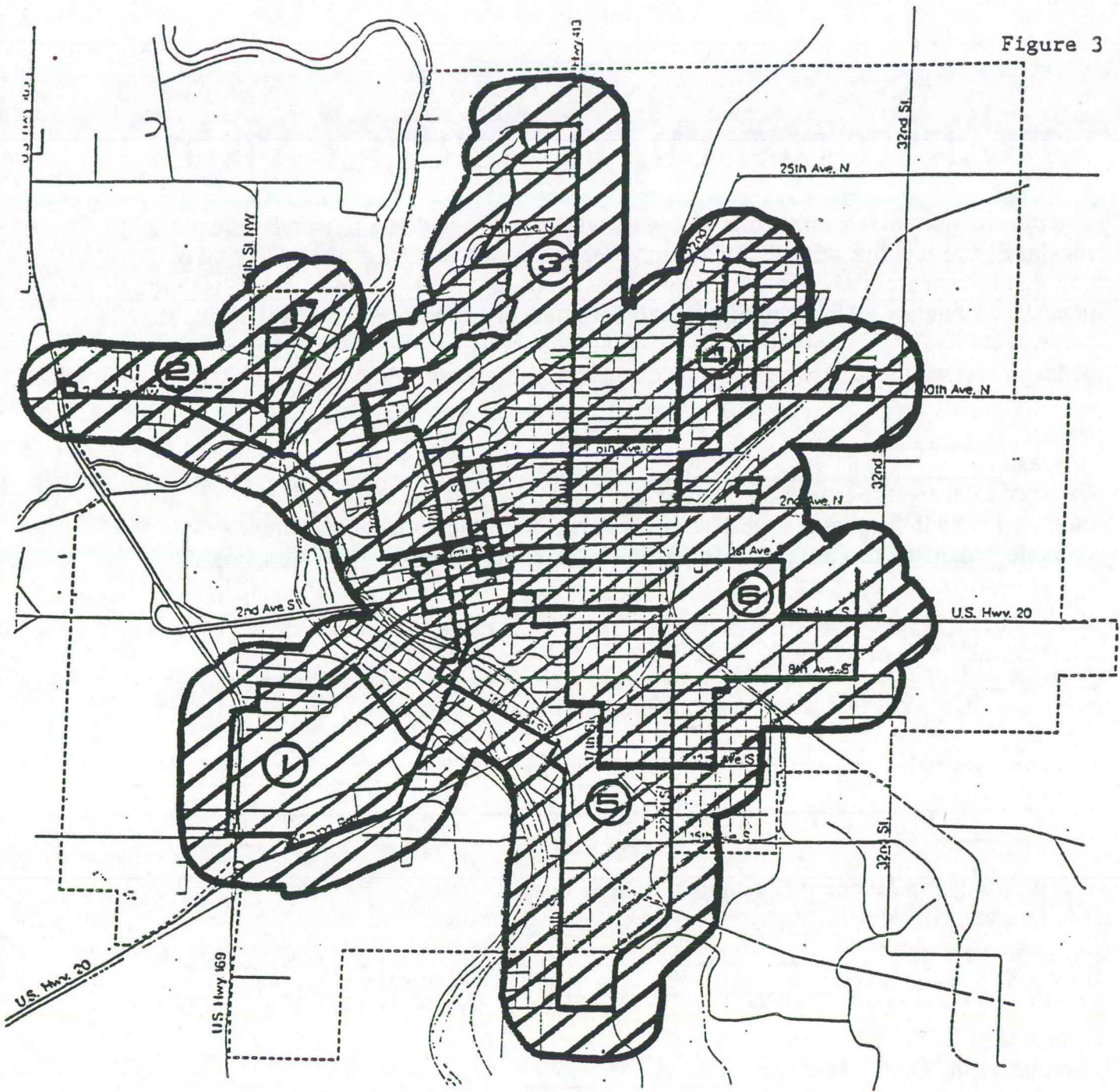
Physician's signature _____ Date _____

Case Workers signature _____ Agency _____

Approval by DART Manager _____

Disapproval by DART Manager _____

Figure 3



FORT DODGE

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



Affidavit of Publication

STATE OF IOWA, Webster County, ss.

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

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

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

Sworn and subscribed to by Dennis Johnson
before me this 16 day of Aug, A.D. 1991.

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

My Commission expires 7/27 1992.

MELISSA J. ANDERSON
MY COMMISSION EXPIRES
7-27-92

ADDENDUM #1

February 26, 1992

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

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

ADDENDUM #2

March 27, 1992

Introduction:

- In the early fall of 1991 DART management personnel and MIDAS planners (MIDAS involvement was an informal request for technical assistance on the part of the DART management team) began to create an ADA compliance plan for the DART fixed route and paratransit programs. This task was deemed to be easier than originally expected because of the presence of an existing and viable paratransit program operated by DART. A draft plan was prepared and submitted to the Fort Dodge City Council prior to January 26, 1992. The Plan was adopted by the City Council on February 3, 1992, the next available council meeting date. On February 26, 1992 Addendum #1 was attached to the Plan, such addendum clarifying an extension of DART service, but not modifying policy outlined in the original document. On March 25, 1992 a letter of transmittal was received from IDOT requesting additional information and suggesting possible areas of deficiencies. Therefore, the following Addendum #2 narrative is provided for supporting or clarifying purposes. The information was taken from background materials, discussion meetings, and a completed and published Transit Development Plan. The narrative is not meant to revise policy of the original document, which it is prohibited from doing. If deficiencies exist after this Addendum, such deficiencies must be negotiated between FTA and DART at a later date. The DART management team will be willing to discuss further policy issues with IDOT/FTA.

Identification of the transit system submitting the plan:

City of Fort Dodge
dba DART
2105 1st Avenue North
Fort Dodge, Iowa 50501
John Brandal, Manager

Description of the fixed-route service as of 1/26/92:

- Route Structure:

Operating under IDOT administrative rules DART is a Small Urban Transit System for the City. DART is subsidized by the FTA, IDOT, and the City of Fort Dodge and is available to all residents of the City. Six buses operate on six fixed routes during weekdays, from 6:30 a.m. to 8:30 a.m. and from 2:30 p.m. to 4:30 p.m. with half hour head-ways. From 8:30 a.m. to 2:30 p.m. and 4:30 p.m. to 6:30 p.m. two buses operate with one hour head-ways and two

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

A route map is attached as Figure 1.

- Total number of vehicles operated in fixed route service.

The chart attached (Figure 2) indicates that DART utilizes 12 current and four projected vehicles within its fixed route service. Because it is a small system DART is very effective in shifting its vehicles to where the current need is. Approximately 13 existing and proposed vehicles are used for contract services.

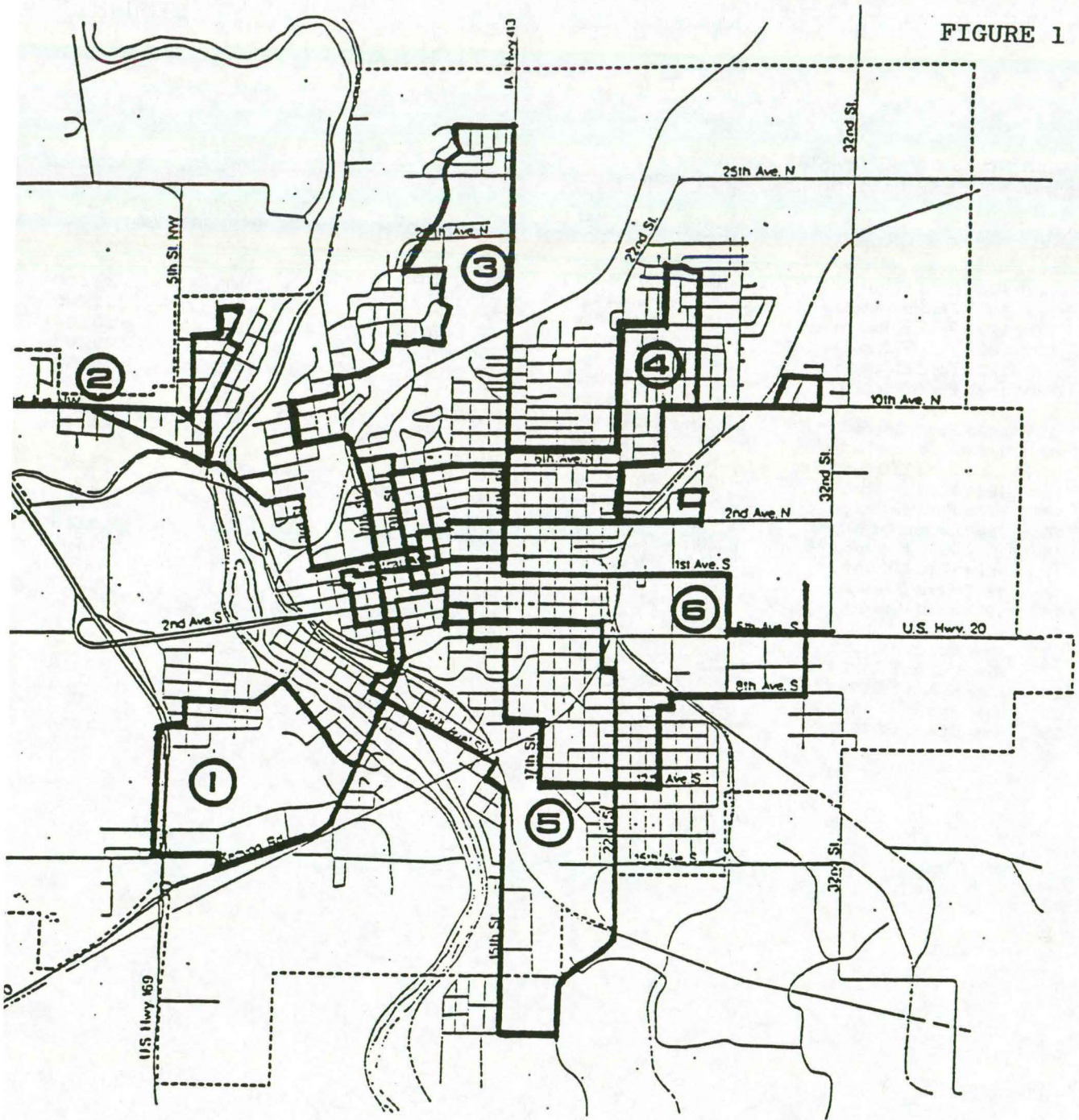
- Percentage of accessible vehicles:

DART currently operates six vehicles that are lift or ramp equipped, but none are ADA accessible. Within the next year DART will add (funds committed and contracts pending) five new vehicles, all of which will be ADA accessible. Four of the new vehicles will provide fixed route service and one will provide para transit and contract service.

	# of Vehicles	With Lift/Ramp	ADA Accessible	% ADA Accessible
Current Fixed Route	12	1	0	0%
With New Vehicles	14	6	4	29%
Current Paratransit	3	3	0	0
With New Vehicles	4	4	1	25

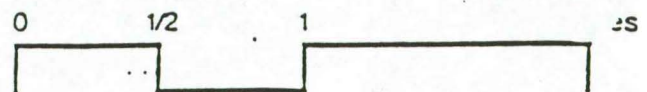
- Percentage of routes accessible to and usable by persons with disabilities, including persons who use wheelchairs.

FIGURE 1



FORT DODGE

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



FLEET UTILIZATION ANALYSIS

TRANSIT SYSTEM: DART OF FORT DODGE
ALL NEW VEHICLES THROUGH 12/6/91 INCLUDED

DATE PREPARED: OCTOBER, 1991

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

LEGEND:

F/R Fixed Route
CON Contract
H Handicapped

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

DART FLEET REPLACEMENT/REHABILITATION SCHEDULE

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

REPLACEMENT VEHICLES

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

LEGEND

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

At the current time (1/26/92) none of the six routes are served with ADA accessible vehicles. With the arrival of four new buses within an approximate one year time period, four of the busiest routes will be served with ADA Accessible vehicles. The two remaining routes will be served with lift equipped vehicles (#18 #19, and #17) that do not fully meet ADA accessibility guidelines. DART will rotate vehicles to serve a specific ADA need, if the presence of an ADA customer is found on one of the two routes not programmed to be served with ADA equipment. For the long-term accessibility requirements DART has targeted vehicles 17, 18, and 19 for replacement in FY 1998 (See Figure 3).

Description of Paratransit services (prior to 1/26/92):

- Inventory of paratransit service currently provided by the public entity submitting the plan.

DART has historically provided paratransit service through two formats: First, DART attempts to provide service to clients who call the DART office for reservations. DART encourages advanced reservations, but also attempts to accommodate each caller as quickly as possible within the same day. This service has increased from approximately 50 trips per month in 1987 to nearly 650 trips per month in 1991. The charge for this service was (prior to January 26, 1992) \$2.00 one way. Second, DART offered to clients contract paratransit service for the handicapped. This format provided approximately 50,000 riders in 1991. The charge for DART contracted handicapped service was \$13.00 per hour.

For its same day paratransit service DART utilized vehicles 10, 15, 17, and 20. For contract service DART used vehicles 1, 2, 3, 4, 6, 7, 8, 9, 12, 14, 16, 17, 18, and 19. The later listed vehicles were interchanged with the fixed route program as the need arose. Not all handicapped service required the use of a lift equipped vehicle.

In summary, the mobility impaired ridership of DART increased from approximately 12,000 in 1989 to over 63,000 in 1991. Students, senior, and adults also increased in ridership during this time period, but handicapped service has become the system's fastest growing service area.

- Inventory of paratransit service provided by other agencies or organizations which may in whole or in part be used to meet the requirement for complementary paratransit service.

As part of the TDP preparation process the DART Manager and the MIDAS planner (MIDAS is the regional service provider for a six county service area around Fort Dodge) conducted a survey of existing data of paratransit services provided by area providers. The individuals also use telephone

STATUS OF PUBLIC TRANSIT PROVIDER COORDINATION

Date of Survey: September 30, 1991

County: Webster

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

NOTES to Status of Public Transit Provider Coordination:

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

verification to determine whether some of the data was correct. The following is a summary of that survey:

1. Twelve agencies (plus DART and MIDAS) provide client specific or general public transportation within Fort Dodge. Of those agencies, only two, Friendship Haven and Iowa Central Industries, have lift equipped vehicles. However, none of the lift equipped vehicles are ADA accessible. The remaining agencies provide a variety of non lift equipped vehicles to transport agency clients for a variety of proposes and functions.
2. None of the agencies surveyed had desires to provide paratransit service for other than their own clients. Most, when informed of the ADA legislation, expressed an interest in the services to be provided by DART.
3. DART must be aware that additional demands for paratransit service will be forthcoming as other agencies begin to comply with ADA in transportation of their clients now being transported in agency owned vehicles.
4. A primary reason for the large increase in DART paratransit ridership is the use of the service by area care centers. Most area care centers have staff vehicles, but generally rely upon the DART paratransit service for transportation of mobility impaired clients.
5. The only provider of public transportation for citizens of the city other than DART is T and T Taxi. This private corporation operates cars and has not to date informed DART of an intent to secure ADA accessible vehicles. T and T Taxi will transport wheelchair bound passengers by transferring them into a seat and then transporting the wheelchair as cargo.

I, Stephen F. Hoesel, Executive Director of MIDAS, and preparer of the DART TDP hereby certify that a survey of transit providers was prepared in conjunction with the annual TDP. The results of that survey are presented in FIGURE 3. Signed *Stephen F. Hoesel* Date 3/29/92

- A comparison of the available paratransit services, as described, to the ADA paratransit requirements in terms of:

As DART is the only provider of paratransit services to the general public within the corporate limits of Fort Dodge for Fort Dodge clients. Therefore, the following table will compare the current DART service with that proposed to meet ADA requirements:

Item of Comparison	Current	Proposed
Eligibility	Citizen of Fort Dodge	Same
Service Area	Corporate Limits of City	Same
Response Time	Same Day Service	Same
Fares	\$2.00	\$1.20
Restrictions on Trip		

Purpose	None	None
Hours of Service	6:30 A.M. to 6:30 P.M.	Same
Days of Service	M-F	Same
	Sat and Sun Contracts	
Capacity Constraints	Seat Availability	Same

Description of the plan to provide comparable paratransit:

- Estimate of the number of paratransit trips needs by ADA eligible individuals and a brief description of the demand estimation methodology used.

During the DART public hearing held on September 4, 1991 an attempt was made to estimate the number and frequency of paratransit ridership. DART staff outlined the recent growth in paratransit service from 50 per month in 1987 to over 650 per month in 1991. General comments in regard to projected ridership were:

1. DART is currently providing service to most, if not all, of the area care centers. Several of the care centers have vehicles, but they are generally used for staff purposes and the transportation of mobile clients. Mobility impaired clients are generally transported by DART. Therefore, it is doubted that significant numbers of additional clients will come from these sources.
2. It is known that some mobility impaired people live within the Community and would take advantage of accessible fixed route service, but that number is not felt to be great. Several people in wheelchairs and several severely impaired and using walkers, etc., were discussed. However, it was felt that with improved visibility and publicity DART paratransit would pick-up additional ridership.
3. One area in which some additional ridership would be achieved in that of medical trips. Trinity Regional Hospital is becoming more aggressive in dialysis and cancer treatment, a potential source of DART paratransit ridership.

Therefore, the general consensus of the members was that DART will experience a steady growth in paratransit ridership, but should not expect a tremendous increase because DART is already serving many of the clients that ADA targets.

Description of the planned comparable paratransit service as it relates to:

- Service Area:

Corporate limits of the City of Fort Dodge. Through contracts with MIDAS limited service can be provided to a rural service area within an approximate

two to three mile area from the corporate limits (in particular to the Webster County Home and the Otho/Coalville area).

- Response Time (guarantee for reservations by close of prior day; including Sundays, and holidays).

DART paratransit service is provided on a seat available basis. Clients are encouraged to contact the DART office 24 hours in advance of desiring service, but DART will accommodate to the greatest degree possible any service request received if seats are available to provide such service. DART utilizes a telephone answering system to enable clients to place requests for information when the office is closed for the evening and on weekends. TDD service will also be made available. (NOTE: Several time discrepancies exist within the base ADA document and the above is provided for clarification of DART policy and intent.)

- Fares:

DART will charge paratransit clients a \$1.20 per trip fare, but in addition to the base fare a \$0.22 cent per minute driver down time will be charged for excessive client forced waiting. Upon arriving for a client pickup the driver will initiate the following procedure:

1. Notify the client that the vehicle has arrived (through driver/client contact)
2. Engage a stop watch from the time of first client contact.
3. If the client is not available for loading within a five minute period the driver is to clock the additional minutes required for waiting.
4. The Driver is to record on his/her trip log the additional minutes.
5. The DART billing clerk will assess the appropriate charge.

- Lack of Capacity Constraints:

For those vehicles assigned to paratransit service, DART will assure that more than 50% of total seat capacity is preserved for paratransit clients. Generally, DART uses other vehicles for contract services and a conflict with paratransit riders should generally not occur.

- Timetable and milestones for implementing comparable paratransit service with a specific date when the planned service will be completely operational:

1/26/92 - Fare restructuring; same day call-ins for service; charge for excessive client waiting; accessibility to clients with certified passes from other transit systems.

Within a one-year period - Placement of a TDD unit.

FY 1993 - Replace Vehicle #15

FY 1994 - Replace Vehicle #11

FY 1995 - Replace Vehicle #20

- Budget for comparable paratransit service, including capital and operating expenditures over five years.

Capital budget targets - 80% federal assistance; 20% local tax and system revenues

Operating budget targets - Approximately 40% state and federal assistance and 60% local tax and system revenues.

Description of the process used to certify individuals with disabilities as ADA paratransit eligible:

- How information about the process and application materials will be made available in accessible formats:

Upon request to DART accessible format publications of maps, schedules, certification forms, business cards, phone numbers, council minutes, TAC minutes, etc. will be made available. DART employees will discuss with the requesting client the specific type of request and then provide accessible format materials.

- The system and timetable for processing applications:

DART will assist clients complete the application if they so request. Assistance is specifically targeted for the blind and deaf.

DART will process paratransit certifications within one week after receipt of the completed application. Generally, the certifications will be processed within the same day.

Renewal of paratransit certifications will be conducted in the same manner as with the initial application. DART does not intend to limit certifications to a specific period of time.

- Allowance of presumptive eligibility (if no timely decisions):

A client desiring presumptive eligibility will be accommodated on a seat available basis while his/her application for certification is being processed.

Eligibility cards from other transit systems will be honored. Visitors or new residents have up to 21 days to apply for certification if their stay is to be longer than this duration. For initial trips, presumptive eligibility will be granted while certification is in process.

- Notification of eligibility to client:

Client eligibility decisions will be provided to the client either through direct contact, over the telephone, or etc. In all cases a written response will be provided to the last given address.

- Documentation given to eligible individuals:

DART will provide eligibility cards (or other type of certification notification) that will be mailed to clients (or other designated address by client) upon preparation by DART staff.

- Administrative appeals process for individuals denied eligibility:

Appeals to certification issues must be made as follows:

1. In writing to the DART Manager
2. The DART Manager will forward the appeal request to the Disability Screening Committee within five days of receipt.
3. The Disability Screening Committee must schedule a meeting within 10 days of receipt of appeal request. A decision must be provided within 5 days of the hearing date.
4. The client may appear before the Disability Screening Committee and any disability aids will be provided.
5. During the appeal process the client will be eligible for service.

- Policy for Visitors:

Visitors will be eligible for 21 days of service without filing a certification request. The 21 days need not be consecutive.

Description of the public participation process:

- Outreach Efforts:

Much has been completed by DART and MIDAS in regard to outreach after the submittal of the initial Plan. A summary is:

1. MIDAS planners attended a January meeting of the Webster County Human Services Providers and discussed with various agency staff the

requirements of ADA and how DART was attempting to meet them. A representative of the Association for the Blind offered relevant comments and the potential of future contacts.

2. MIDAS held its March TAC meeting in Fort Dodge and had as its guest a blind councilperson from the City of Humboldt. This individual offered several very relevant comments as to methods to serve the blind. Examples were the need for braille cards with names and telephone numbers, simplified braille and large print brochures, and the need to be able to contact a person over the telephone and receive system information. This later need is probably the most important.

3. DART management was to attend a meeting of the Fort Dodge Association for the Blind, but due to staff changes and scheduling conflicts, this meeting has not been held.

4. MIDAS has secured the name of a person within Humboldt that is qualified as a signer for deaf persons.

- Second public hearing:

As a direct violation to the ADA requirements, DART did not conduct a second public hearing on the ADA Plan once it was completed. This public hearing should be held within the next sixty days. When it is, DART will provide large print versions of the plan (8 1/2 X 11 inch sheets enlarged to 11 X 17 inch on a photocopier), will notify the public within the public hearing notice that a signer or interpreter will be made available if requested by a citizen, and the DART management team will discuss in person with sight impaired persons the contents of the plan.

Endorsements or certifications:

- Adopting resolutions (See attached Resolution and Council Minutes)
- Certification of survey of existing paratransit services

Certification attached within this Addendum.

RESOLUTION NO. 92-2-14

A RESOLUTION TO SET THE FEE FOR THE PARA TRANSIT SYSTEM PROVIDED BY THE DART TRANSIT SYSTEM.

WHEREAS, the City of Fort Dodge operates a bus system for the residents of the City of Fort Dodge; and,

WHEREAS, the D.A.R.T. System must be operated in compliance with Federal rules and regulations, one of which is the Americans with Disabilities Act; and,

WHEREAS, one of the requirements of the Americans with Disabilities Act requires that the Para Transit System have a fee of no more than twice the normal fare for riders in the regular route system.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Fort Dodge that the fares for the Para Transit service be exactly twice the fare for an adult on the fixed route system as may be changed by the City Council from time to time. In addition to twice the adult fare, an additional charge of \$.22 per minute will be charged for any time that the driver must wait over a three minute period.

Be it further resolved that these fares are effective upon the passage of this resolution.

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

Aye Crimmins, Tarbell, Snyder, Burleson, Hickey, Salvatore, Boekelman
Nay None
Other None

Michael D. McCarville
MICHAEL D. MCCARVILLE, MAYOR

ATTEST:

Dennis W. Milefchik
DENNIS W. MILEFCHIK, CITY CLERK

levy of annual taxes in connection therewith be passed on second consideration. The Mayor put the question on the motion and the roll being called, the following named Council Members voted: Ayes: Crimmins, Tarbell, Snyder, Burleson, Hickey, Salvatore, Boekelman. Nay: None. Whereupon, the Mayor declared the motion duly carried and declared that said ordinance No. 1810 passed on second consideration.

RESOLUTION NO.
92-1-12

Mayor McCarville introduced Resolution No. 92-2-12, Resolution Approving the DART Paratransit Implementation Plan. Moved by Snyder to adopt Resolution No. 92-2-12. Motion seconded by Boekelman. On roll call the vote was: Aye: Crimmins, Tarbell, Snyder, Burleson, Hickey, Salvatore, Boekelman. Nay: None. Resolution No. 92-2-12 adopted this 3rd day of February, 1992.

Adopted

RESOLUTION NO.
92-2-13

Mayor McCarville introduced Resolution No. 92-2-13, Resolution Authorizing the Adoption of a Transit Development Plan and Submission of the Plan to the Iowa Department of Transportation. Moved by Snyder to adopt Resolution No. 92-2-13. Motion seconded by Boekelman. On roll call the vote was: Aye: Crimmins, Tarbell, Snyder, Burleson, Hickey, Salvatore, Boekelman. Nay: None. Resolution No. 92-2-13 adopted this 3rd day of February, 1992.

Adopted

RESOLUTION NO.
92-2-14

Mayor McCarville introduced Resolution No. 92-2-14, Resolution to Set the Fee for the Paratransit System Provided by the DART Transit System. Moved by Snyder to adopt Resolution No. 92-2-14. Motion seconded by Boekelman. On roll call the vote was: Aye: Crimmins, Tarbell, Snyder, Burleson, Hickey, Salvatore, Boekelman. Nay: None. Resolution No. 92-2-14 adopted this 3rd day of February, 1992.

Adopted

RESOLUTION NO.
92-2-15

Mayor McCarville introduced Resolution No. 92-2-15, Resolution Proposing Consideration of a Zoning Amendment Ordinance - To rezone from 3-RM (multi-family residential) to AC (arterial commercial) Lot, 13, Block 4 of Oakland Addition to Fort Dodge, Iowa - (Casey's General Store) setting February 24, 7:00 P.M. as date and time for public hearing. Moved by Snyder to adopt Resolution No. 92-2-15 and refer request for rezoning back to Plan and Zoning Commission for further study and recommendation to be received by the City Council before public hearing date. Motion seconded by Boekelman. On roll call the vote was: Aye: Crimmins, Tarbell, Snyder, Burleson, Hickey, Salvatore, Boekelman. Nay: None. Resolution No. 92-2-15 adopted this 3rd day of February, 1992.

Public Hearing:
Feb. 24
Refer: P & Z

Adopted

RESOLUTION NO.
92-2-16

Mayor McCarville introduced Resolution No. 92-2-16, Resolution Proposing Consideration of a Zoning Amendment Ordinance - to rezone from 3-RM to OC (Office Commercial) Lots 1 and 2 of Block 1, Carpenter, Morrison and Vincent's Addition to Fort Dodge, Iowa - (Citizen's Credit Union) setting February 24, 7:00 P.M. as date and time for public hearing. Moved by Snyder to adopt Resolution No. 92-2-16 and refer request for rezoning back to Plan and Zoning Commission for further study and recommendation to be received by the City Council before public hearing date. Motion seconded by Boekelman. On roll call the vote was: Aye: Tarbell, Snyder, Burleson, Hickey, Salvatore, Boekelman. Nay: None. Abstain: Crimmins - conflict of interest. Resolution No. 92-2-16 adopted this 3rd day of February, 1992.

Public Hearing:
Feb. 24

Refer: P & Z

Adopted

RESOLUTION NO.
92-2-17

Mayor McCarville introduced Resolution No. 92-2-17, Resolution Proposing Consideration of a Zoning Amendment Ordinance - to rezone from 3-RM to OC (Office Commercial) the E. 15' x 93' x 72' x 100' in the N.E. Pt. of Lot 1, Block 7, North Fort Dodge Addition - (Heart to Heart Crafts) setting February 24, 1992, 7:00 P.M. as date and time for public hearing. Moved by Snyder to adopt Resolution No. 92-2-17 and refer request for rezoning back to Plan and Zoning Commission for further study and recommendation to be received by

Public Hearing:
Feb. 24
Refer: P & Z

ADDENDUM #3

July 14, 1992

(In response to review of ADA Plan by The Federal Transit Administration's Kansas City Office)

Introduction:

In late June The City of Fort Dodge, dba DART received review comments from the U.S. Department of Transportation, Federal Transit Administration regarding the ADA Accessibility Plan DART had previously submitted to the Iowa Department of Transportation. An item by item response by DART follows:

Description of Existing Fixed Route Service:

1. Please provide additional population figures.

Relevant sections of the DART Transit Development Plan regarding demographics is attached as Exhibit 1.

2. Discrepancy of the Number of Fixed Route and Paratransit Buses.

Attached as Exhibit 2 is a revised table of vehicles (including vehicles recently approved for funding by IDOT).

Description of Existing Paratransit Service:

3. Capacity constraints with existing paratransit service:

DART does not currently encounter passenger constraints with its paratransit service, and within the immediate planning period DART does not expect significant constraints to be encountered.

Description of Proposed Complementary Paratransit Service:

4. Verify the intent of the City of Fort Dodge to meet the requirement of a 3/4 mile service area.

A 3/4 mile service radius map is included in Exhibit 3. Please note that the 3/4 mile service area extends beyond the Corporate Limits in several areas. DART has a contract for services with MIDAS, the Regional Transit System for Webster County, to provide transit service within the immediate urban area adjacent to Fort Dodge. This contract will include service to Otho, Coalville, Sheeker Addition, Savage Addition, Lakewood Addition, an area north of Fort Dodge Laboratories, and all areas of the 3/4 mile service area extending beyond the corporate limits of Fort Dodge.

5. Time criterion for complementary paratransit service.

In preparing the original submittal of an ADA plan, DART attempted to consider the concept of a 24-hour advance call in requirement for scheduling paratransit service. After that submittal, DART has reconsidered that philosophy and has implemented the following: DART will provide to the greatest degree possible same day service. DART also will encourage clients to call the day prior in requesting service to better enable scheduling, but will not mandate this request.

6. Clarify that DART will comply with ADA fare restrictions for paratransit service.

DART has had difficulties with agencies not having clients prepared for service at the time requested, the wait sometimes being as much as 30 minutes after arrival of vehicle. Therefore, DART will: For contract clients - initiate a time penalty for delays in timely delivery of patient(s) as outlined in the original drafts of the ADA plan, a fact that will be specified in contracts between DART and its client agencies. For general public paratransit clients - DART will charge only the allowed fare of \$1.50. Upon arriving at a client's location the DART driver will attempt to contact the client. If the client does not respond or is unable to respond for service, the driver will contact the DART office for instruction. The Office Manager will either authorize a delay for the driver, or reschedule service with the client.

7. Clarify fare policy for personal care attendants.

DART will provide service for personal care attendants for the general public paratransit service at no additional fees to the client. Additional passengers will be charged a regular paratransit fare.

8. Clarify DART hours of service on Saturdays.

After submittal of the original ADA draft narrative, DART initiated general public paratransit service on Saturdays during the hours when the Saturday fixed route service is operated.

9. Capacity constraint requirement for paratransit service.

DART, with the number of vehicles and seats available, has not experienced a substantial number of trip denials, missed trips, untimely pickups, or excessive trip lengths. The DART Manager will monitor the relationship between time of desired trip and actual pick-ups by the drivers. If delays begun to occur, the Manager will discuss with Planning the feasibility of revisions in service to include more hours, or to initiate additional vehicles.

Description of Eligibility Determination Process.

10. Provide a copy of eligibility identification cards.

A copy of the DART eligibility identification card is enclosed in Exhibit 4.

Description of the Public Participation Process.

11. Notice of public hearing held on the draft plan.

A public hearing on development of the plan was held in September of 1991. A second public hearing was to be held on February 3rd, 1992, but through a communications failure the public hearing notice was not placed in the local newspaper. The Council conducted a public hearing, but no proof of publication appeared.

To rectify this oversight, DART proposes to conduct a second public hearing on the revised ADA plan in early August, 1992. The meeting will be advertised as follows:

1. Public notice in the Fort Dodge Messenger
2. Public service announcements over local radio stations
3. Advertisement over local cable TV community service access channels
4. Large print versions will be produced
5. Advertisements will notify the public that by contacting the DART office special arrangements will be discussed and made available. Accommodations can include the services of a reader or signer.
6. Within the next six months DART will purchase a TDD machine, but the unit will not be available for this meeting.

12. Date of Public Hearing.

Initial meeting as indicated in #11 above - February 3, 1992

Supplemental public hearing - Early August, 1992

13. Indicate is the plan was available in accessible formats.

For the February 3rd meeting limited formats were available. DART did not receive any special requests for specialized assistance services. The response for item #11 above lists the accommodations that will be offered for the August public hearing.

14. List the approach used to consult with persons with disabilities.

As listed in the ADA plan DART has discussed paratransit needs with the handicapped community, including the Blind Association of Fort Dodge, the Webster County Human Service Providers, and others. DART has a

wheelchair bound individual serving on its current TAC. Doctors have also been an excellent source of input regarding special client transportation needs.

15. Ongoing mechanism for participation by individuals with disabilities.

DART will utilize large print information, newspaper and audio media advertisements, braille printing (upon request), a TDD machine, and input of the DART TAC, whose membership includes a handicapped person. A blind councilperson that serves on the Regional TAC has also provided useful information.

Coordination with Other Public Entities.

16. Verify that there are no other public entities subject to the complementary paratransit requirements which have overlapping or contiguous service areas or jurisdictions.

DART is the only entity within the Fort Dodge community that offers fixed route federally subsidized transit service. Therefore, DART is the only entity required to offer a complimentary paratransit service.

Outside of the corporate limits of Fort Dodge, the MIDAS Regional Transportation System provides service. For areas adjacent to Fort Dodge, MIDAS contracts with DART for service. MIDAS operates a demand-response subscription service format, with no fixed routes being offered.

Endorsements or Certifications.

17. Please submit a signed resolution authorizing adoption of ADA Plan.

See Exhibit 5 for a copy of the required resolution.

18. Signed certification that a survey of existing paratransit service was conducted.

See Exhibit 6 for a copy of the required documentation by a DART official.

Informational Comments.

19. DART policies in violation of ADA regulations.

DART recognizes the requirement for fixed route drivers to assist handicapped passengers onto and off the bus. DART drivers will provide this service.

20. Requirement of an "escort."

DART will not require an escort.

21. Companion charges.

DART recognizes the ability to charge companions the same ADA fare of \$1.50 as charged the handicapped client.

22. Suspension policy for missed trips.

DART recognizes the suggestion of a policy of suspension for missed or delayed trips. The DART Manager will monitor the paratransit service, and in association with the TAC policy board, may recommend a suspension policy if system abuse is noted for specific passengers.

EXHIBIT "1"

**Demographic Materials from Transit Development
Plan**

II. TRANSIT CONDITIONS

A. Service Area Characteristics:

Demographics:

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

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

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

Activity Centers and Common Trip Destinations

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

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

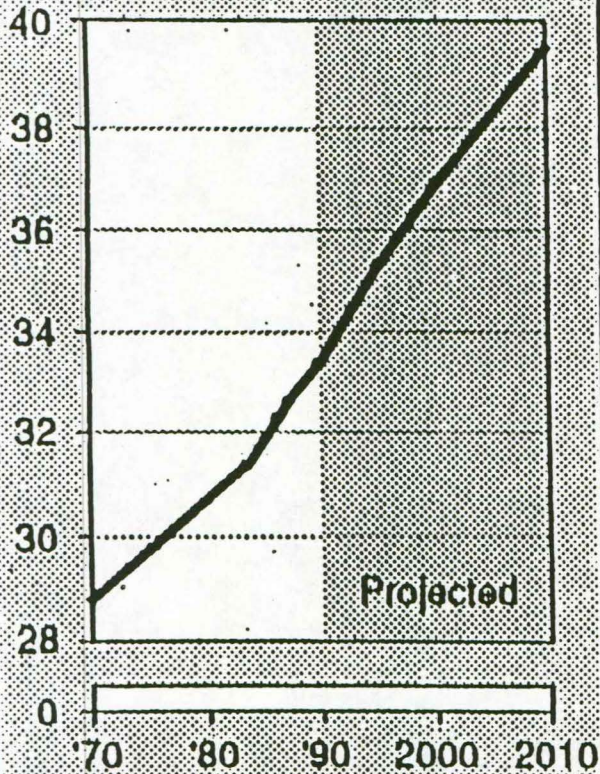
In the fall of 1983, MIDAS contacted Fort Dodge care centers to determine how each meets the transportation needs of its clients. This old survey (a new survey should be considered within the near future) revealed that a variety of transportation forms are being utilized, including cars, station wagons,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

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

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

Median age of Iowans

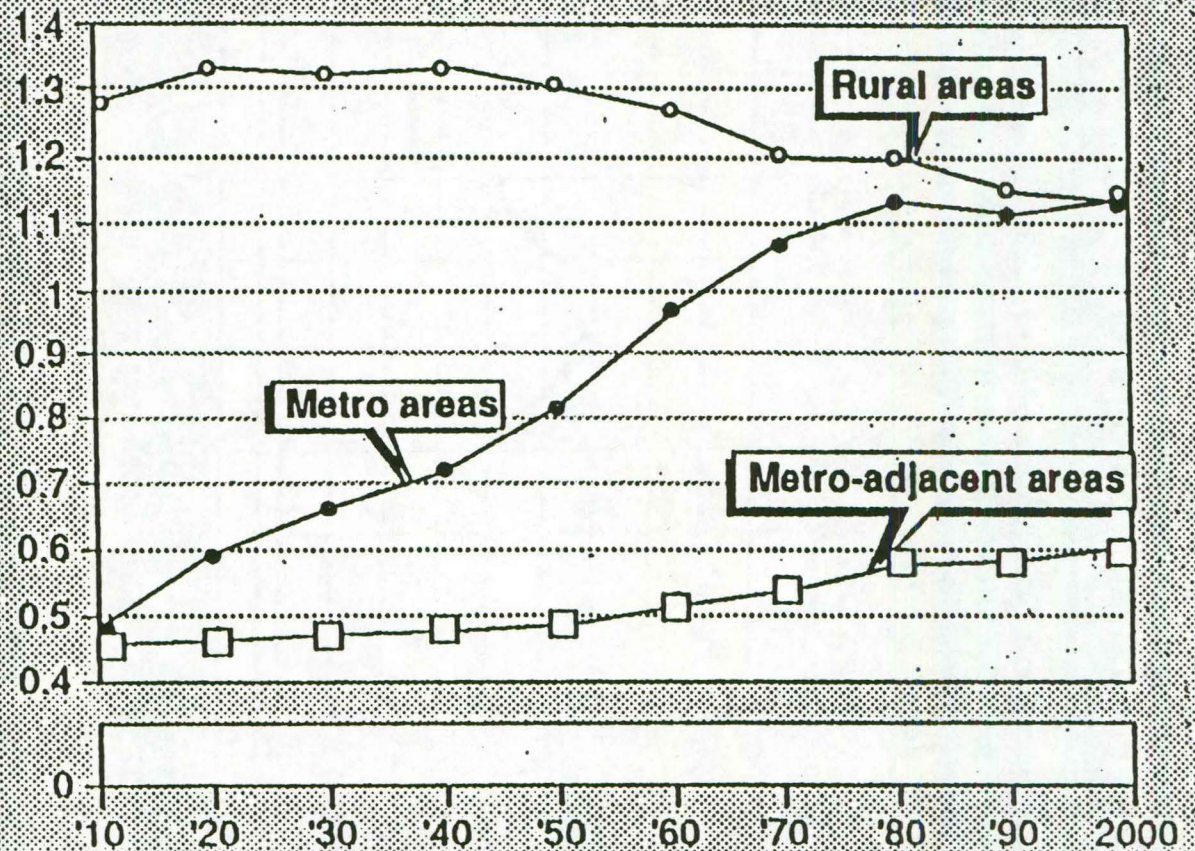
Actual and projected from 1970 through 2010



SOURCE: Iowa Department of Management report

Long-term population trends

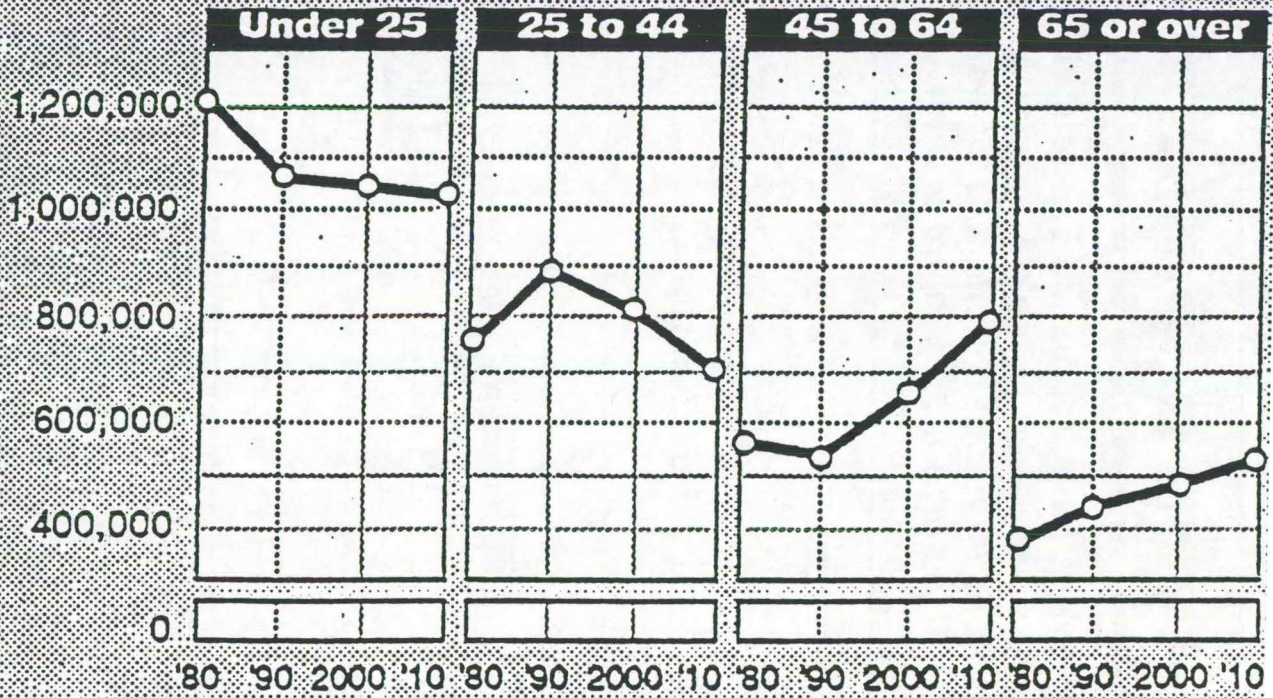
Iowa's rural areas have decreased in population, while urban population has increased. Here's a comparison. (Metro areas include counties with urban centers, metro-adjacent areas include counties surrounding metro areas.)



SOURCE: Iowa Department of Management report

Aging in Iowa

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



SOURCE: Iowa Department of Management report

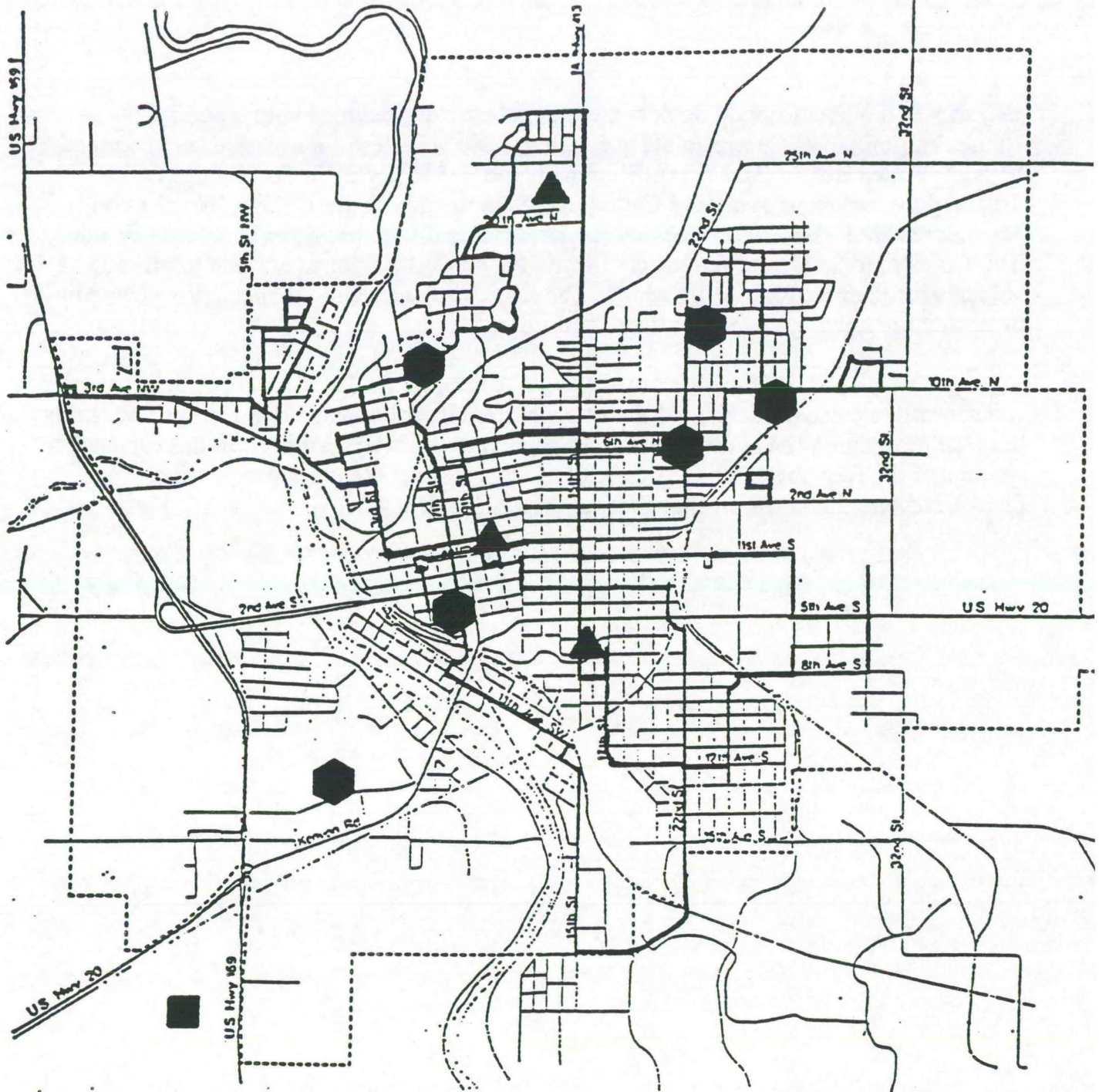
Figures 4 and 5 exhibit statistics for the State of Iowa, but are valuable to planning in Fort Dodge. The assumptions made from the data presented are:




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

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

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

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



-  NURSING HOMES
-  COUNTY HOME
-  GROUP HOMES

FORT DOC

CARE FACILITIES



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

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

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

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

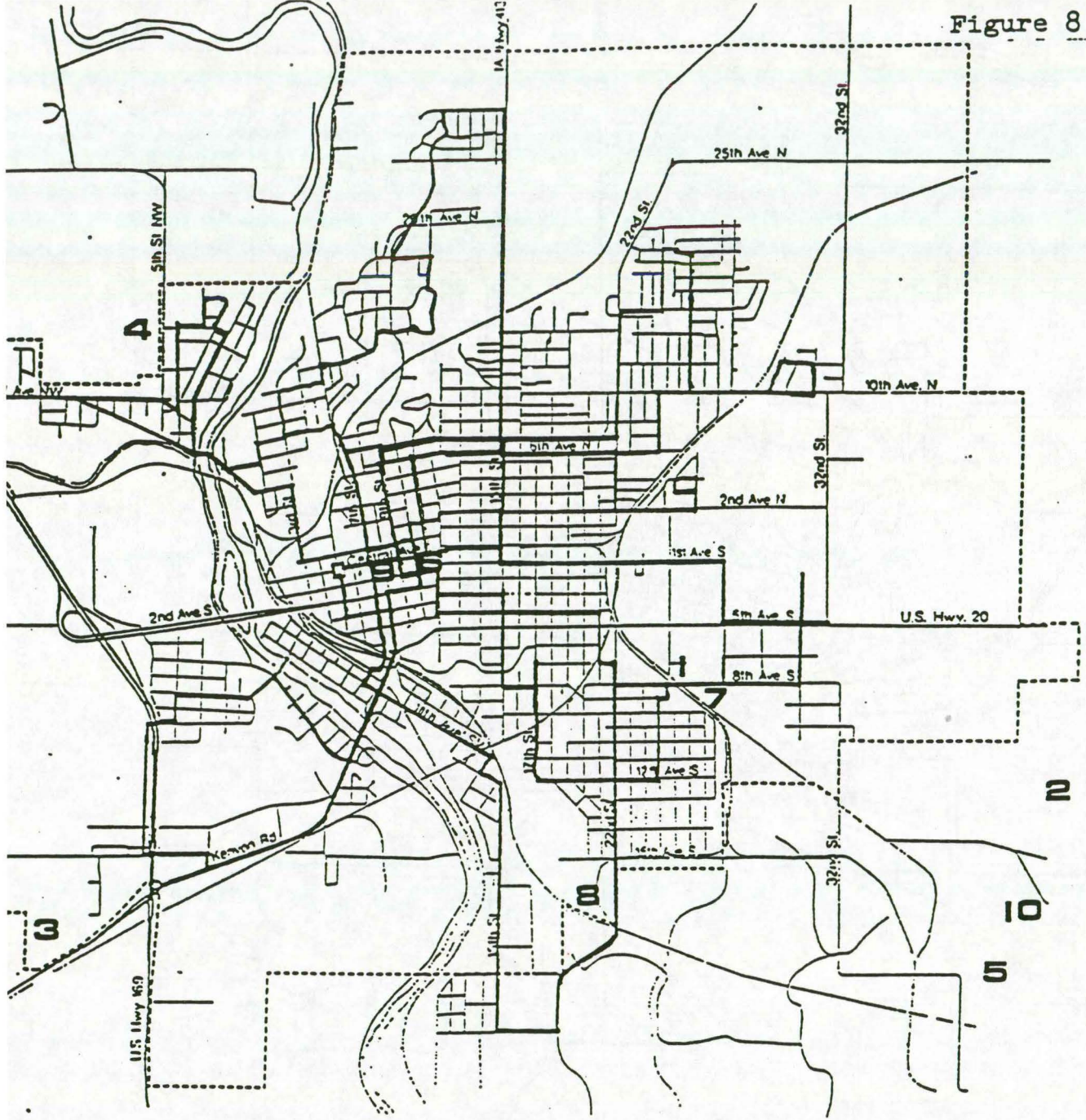
Medical Services -- Medical facilities are scattered throughout the City with the major facility, Trinity Regional Hospital and its associated Medical Office Complexes, located in Southwest Fort Dodge. Most major facilities are within one block walking distance to DART fixed routes, and DART paratransit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

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

COUNTY:	<u>CALHOUN</u>	<u>HAMILTON</u>	<u>INNBOLDT</u>	<u>POCAHONTAS</u>	<u>WEBSTER</u>	<u>WRIGHT</u>
Category:						
Total Workers, 16 yrs. and older:	5,101	7,858	5,038	4,434	20,255	6,685
Use of car truck or van:						
-total:	3,596	6,181	3,084	2,945	17,206	4,821
-drive alone:	2,939	4,890	3,302	2,417	14,422	3,883
-carpool:	657	1,291	582	528	2,864	938
Used Public Transportation:	2	28	7	0	135	0
Walked only:	611	719	420	656	1,469	892
Other means:	81	164	66	109	303	213
Worked at home:	891	766	661	724	1,062	759
Persons per vehicle:	1.11	1.13	1.09	1.11	1.10	1.12

Data Supported by the 1980 Census Report

Figure 8



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

FORT DODGE

EMPLOYMENT CENTERS

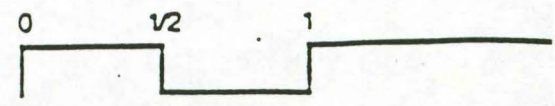
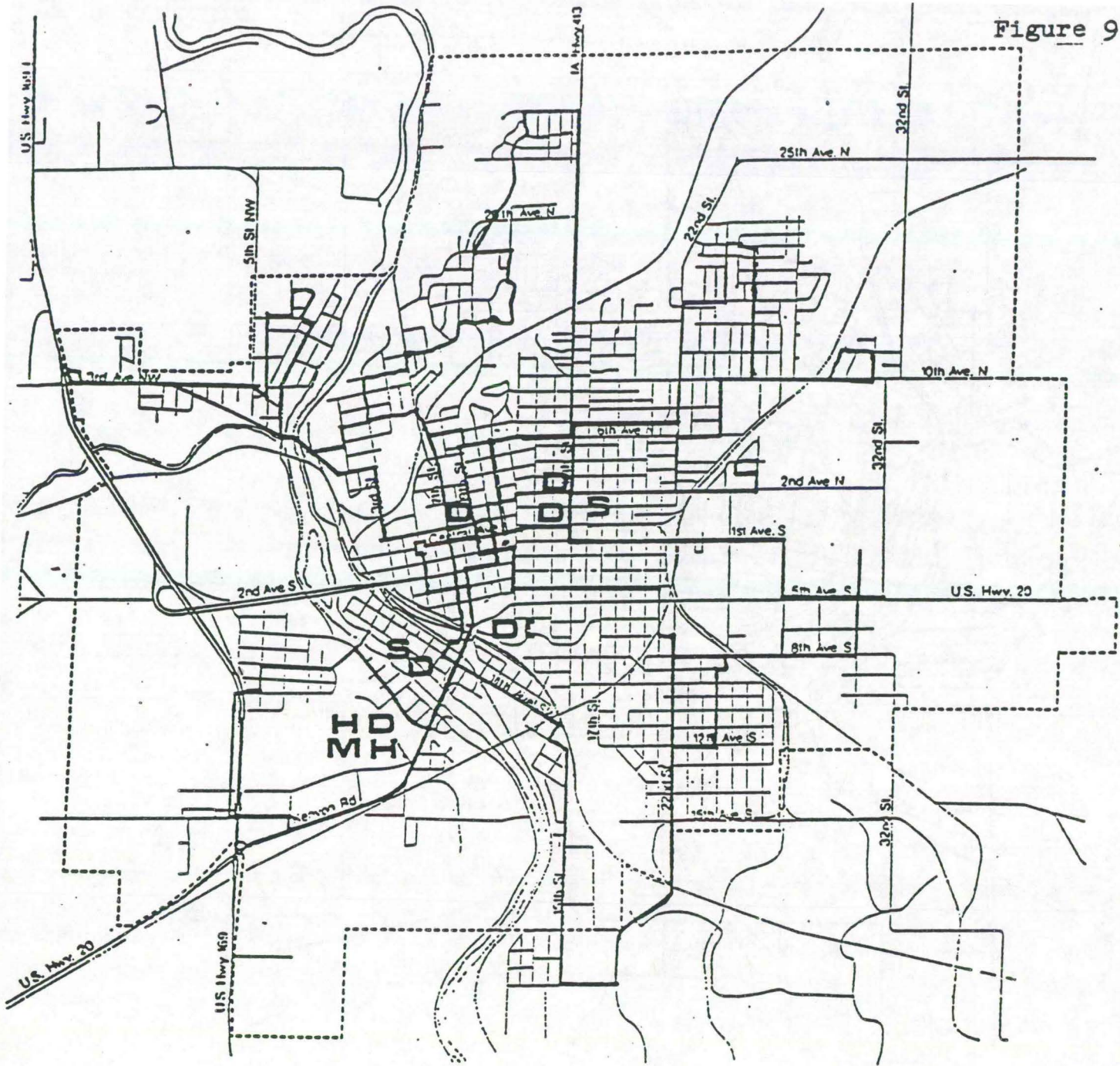


Figure 9



D Dentists and Doctors

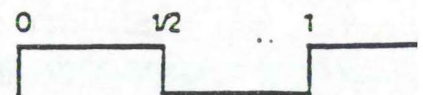
H Hospitals

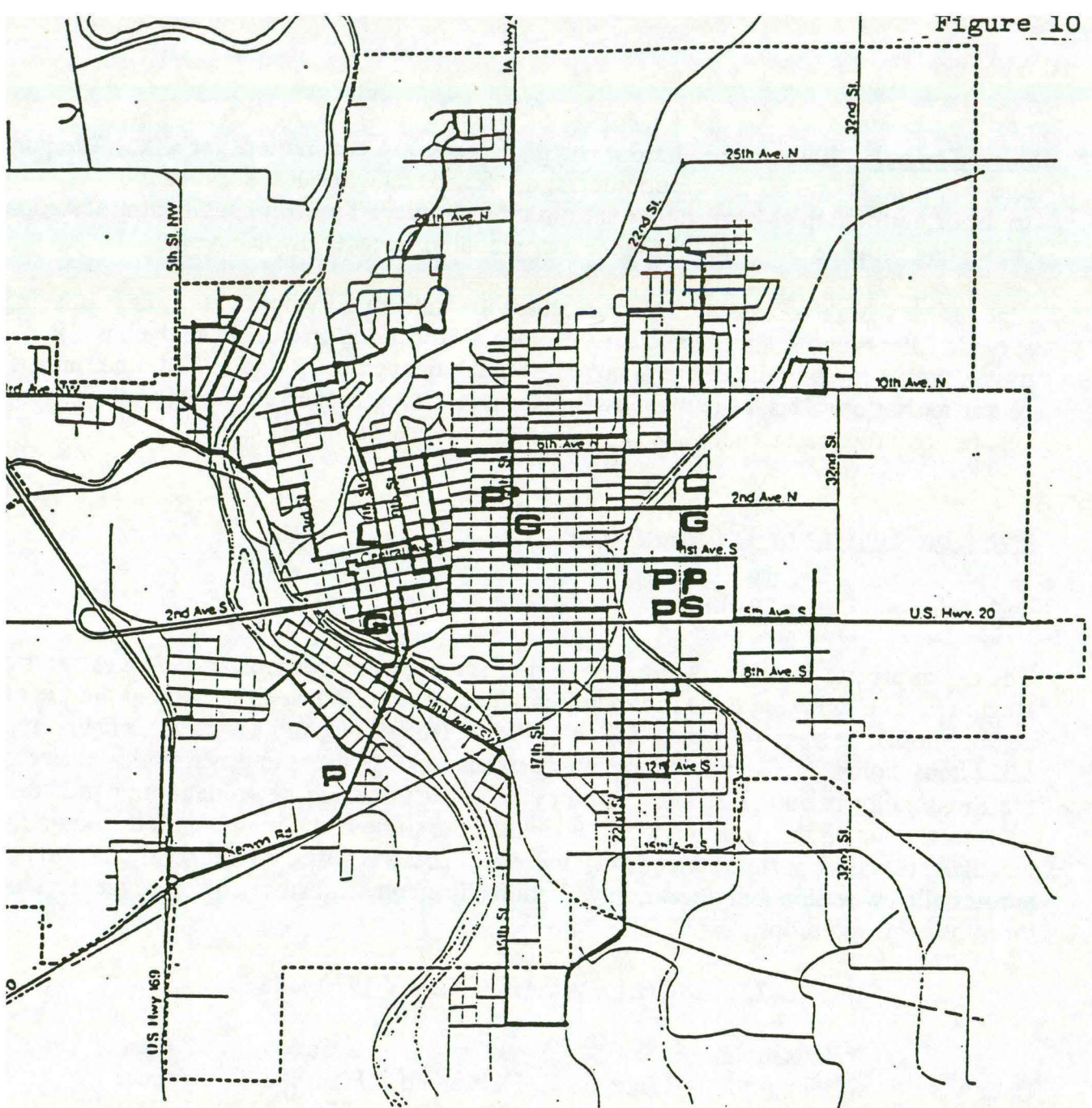
MH Mental Health

S Specialists

FORT DO

MEDICAL FACI

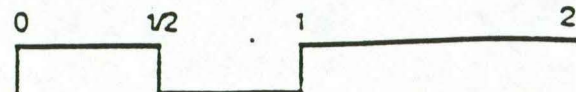




- B BANK
- G GROCERY STORE
- L LIBRARY
- P PHARMACY
- S SAVINGS & LOAN

FORT DODGE

SERVICE CENTERS



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

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

Available Sources of Transportation

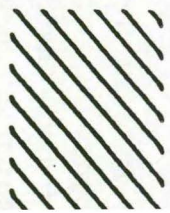
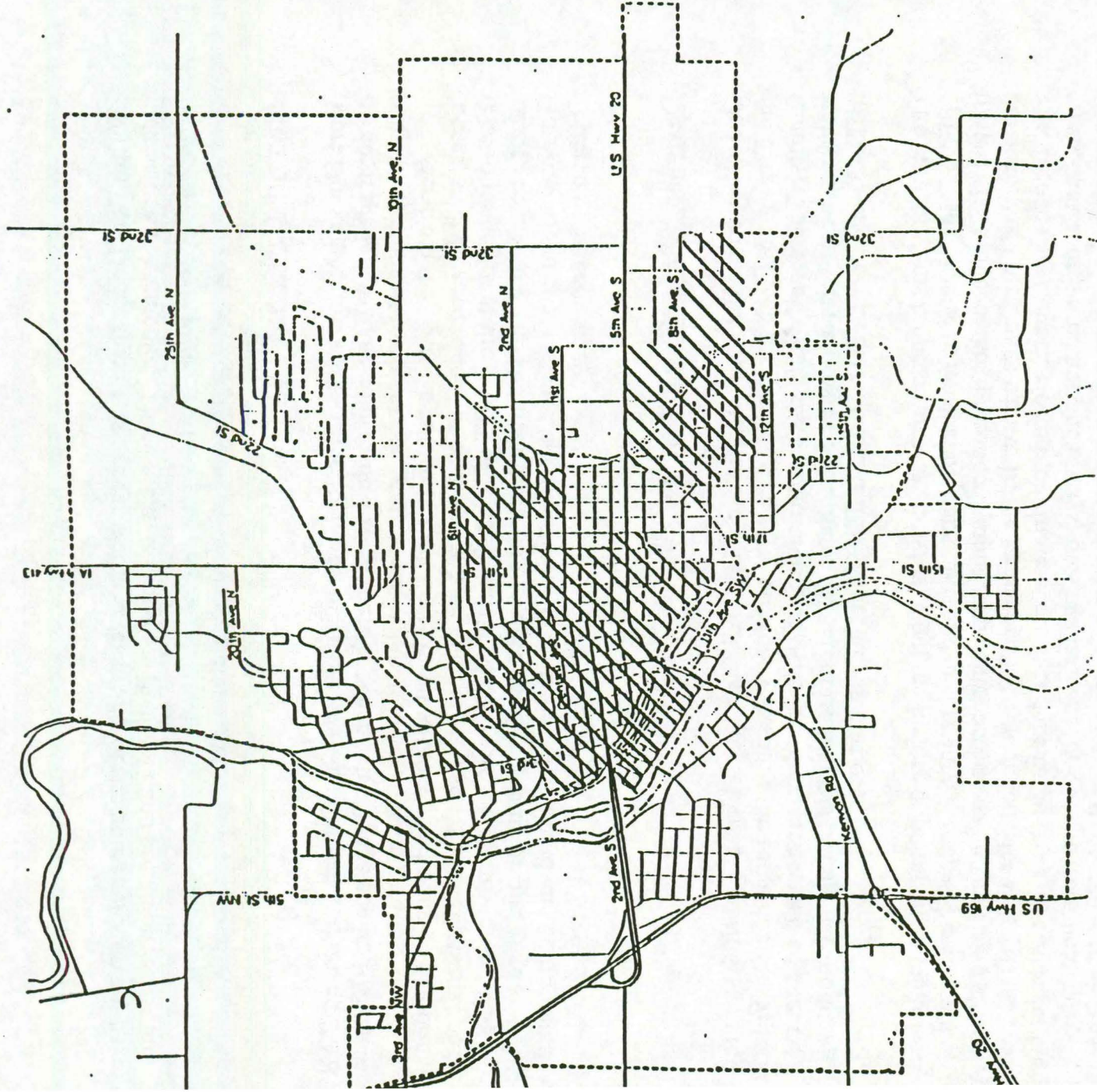
Automobile Availability:

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

AUTOMOBILE AVAILABILITY 1970 & 1980

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

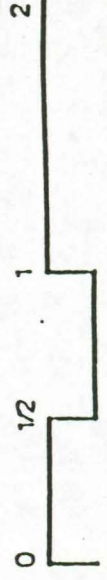
SOURCE: 1970 and 1980 Census of the Population



Areas in which more than
10% of occupied dwelling
units are without auto-
mobiles

FORT DODGE

AUTO AVAILABILITY



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

Intercity Carriers:

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

Designated Small Urban Provider

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

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

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

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

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

EXHIBIT "2"

Inventory of DART Vehicles

Percentage of accessible vehicles:

DART currently operates six vehicles that are lift or ramp equipped, but none are ADA accessible. Within the next year DART will add (funds committed and contracts pending) five new vehicles, all of which will be ADA accessible. Four of the new vehicles will provide fixed route service and one will provide para transit and contract service.

	# of Vehicles	With Lift/Ramp	ADA Accessible	% ADA Accessible
Current Fixed Route	12	3	0	0%
With New Vehicles	14	6	4	29%
% of routes to be operated with ADA accessible vehicles - 67%				
Current Paratransit	5	5	0	0
With New Vehicles	6	6	3	50

Fixed Route Vehicles - Current: 1, 2, 3, 4, 6, 7, 8, 9, 14, 16, 17, and 19
 Vehicles 14, 17, and 19 have lifts, but are not consistently operated as fixed-route vehicles.

Para Transit Vehicles - Current: 15, 10, 20, 12, 17

New Vehicles:]

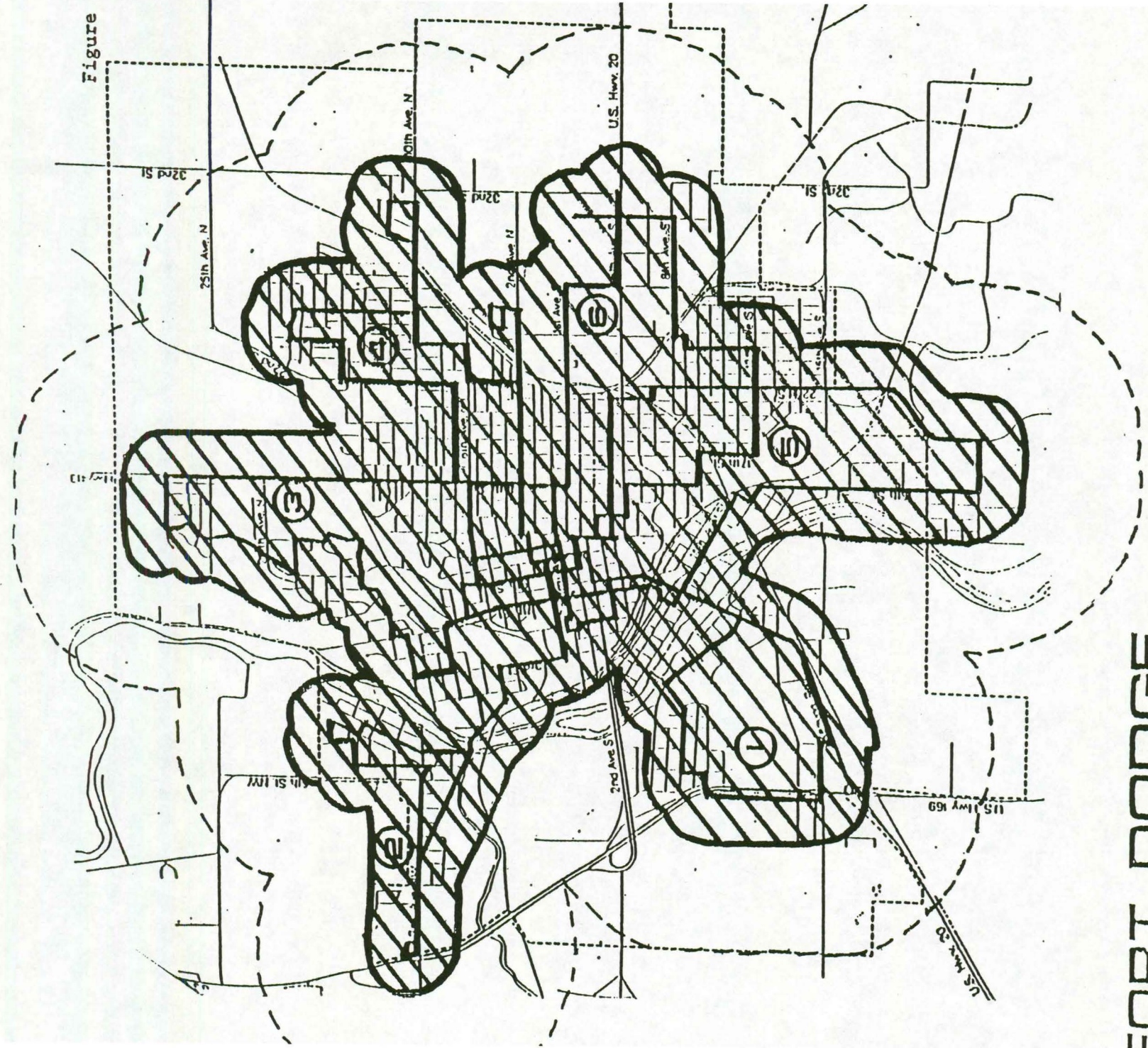
Fixed Route - Four ADA vehicles to be received in mid 1993 (Old vehicle #14 may be retrofitted to ADA standards)

Para Transit - One ADA vehicle (expansion) to be received mid to late 1992 and two vehicles to be received in 1994 (both replacements)

EXHIBIT "3"

1/4 and 3/4 Mile Service Areas

Figure



FORT DODGE

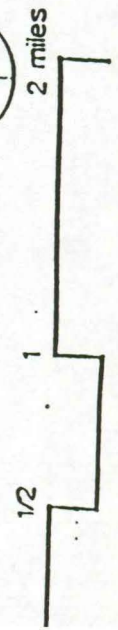


EXHIBIT "4"

Certification Card for Paratransit Clients

THIS CERTIFIES THAT

IS QUALIFIED FOR PARA TRANSIT
UNDER THE AMERICANS WITH
DISABILITIES ACT BY,

John J. Brandal
Transit Manager

EXHIBIT "5"

**Resolution of ADA Plan Adoption by
Fort Dodge City Council**

RESOLUTION NUMBER 92-2-12

RESOLUTION OF ADOPTION

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

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

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

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

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

Aye Crimmins, Tarbell, Snyder, Burleson, Hickey, Salvatore, Boekelman
Nay None
Other None

DATED THIS 3rd DAY OF February, 1992.

Michael D. McCarville
Michael D. McCarville, Mayor

ATTEST:

Dennis W. Milefchik
Dennis W. Milefchik, City Clerk

EXHIBIT "6"

Certification of Completion of a Paratransit Survey

Certificate of Paratransit Service Providers

The only provider of public transportation for citizens of the city other than DART is T and T Taxi. This private corporation operates cars and has not to date informed DART of an intent to secure ADA accessible vehicles. T and T Taxi will transport wheelchair bound passengers by transferring them into a seat and then transporting the wheelchair as cargo.

I, John Brandal, Acting DART Manager hereby certifies that a survey of transit providers was prepared in conjunction with the annual TDP. The results of that survey are attached.

Signed _____

Date _____

STATUS OF PUBLIC TRANSIT PROVIDER COORDINATION

Date of Survey: September 30, 1991

County: Webster

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

NOTES to Status of Public Transit Provider Coordination:

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

EXHIBIT "7"

**Federal Transit Administration
Letter of Comment**



U.S. Department
of Transportation
**Federal Transit
Administration**

Midwestern Area Office

6301 Rockhill Road
Suite 303
Kansas City, Missouri 64131

June 18, 1992

Mr. John Brandal
Acting Manager
Dodger Area Rapid Transit (DART)
2105 First Avenue North
Fort Dodge, Iowa 50501

Re: ADA Paratransit Plan


Dear Mr. Brandal:

The Federal Transit Administration (FTA) has finished its initial review of the comparable complementary paratransit plan which you submitted in response to the requirements of the Americans with Disabilities Act of 1990 (ADA) and the Department of Transportation implementing regulation, 49 CFR Part 37. Based on our review, the additional information described in the enclosed attachment is needed before we can complete our review of the plan. Please provide the additional information within 30 days of receipt of this letter.

Be advised that the ADA definition of "discrimination" includes failure to submit, or commence implementation of a plan (ADA) Section 223(e). Failure to submit the requested information to complete the review of your plan could jeopardize your continued eligibility to receive Federal financial assistance from the FTA.

The FTA appreciates your diligence and cooperation. If you have any questions with regard to the completion of the submission of your plan, please contact Chuck Donald at (816) 926-5053.

Sincerely,


Lee Waddleton
Midwestern Area Director

Enclosure

City of Fort Dodge

Below are sections of the ADA Complementary Paratransit Plan that either need clarification or additional information before FTA can complete its review. Please submit the following:

Description of Existing Fixed Route Service

1. Please provide the latest population figures for those residing the DART service area.
2. Please clarify the number of fixed route vehicles, the number accessible, and the number ADA accessible. The DART response to the question from the State of Iowa on this subject indicates there are currently 6 lift or ramp equipped vehicles, yet the table shows 1 current fixed route vehicle and 3 current paratransit vehicles with lifts or ramps. After adding 4 new accessible fixed route vehicles, the table shows a total of 6 fixed route vehicles which will be lift or ramp equipped. Where did the additional accessible fixed route vehicle come from?

Description of Existing Paratransit Service

3. Please discuss whether there are capacity constraints with the existing paratransit service.

Description of Proposed Complementary Paratransit Service

4. Please verify that DART will meet the service area criterion for complementary paratransit service. The ADA regulations require that complementary paratransit service be provided for trip origins and destinations within a 3/4 mile corridor of the fixed route service, even where that corridor crosses political boundaries. DART can not be relieved of that obligation unless there is a "legal bar" that prohibits the entity from crossing the boundary. Such a "legal bar" might be found where the DART's charter prohibits crossing the boundary or where it is otherwise not legally advisable to do so.
5. Please verify that DART will meet the response time criterion for complementary paratransit service. The ADA regulations require that individuals be able to request service any time during regular office hours on the day prior to service. If these requests cannot be accommodated without "substantial numbers of trip denials," then DART would be in conflict with the capacity constraint criterion. The addendum to DART's plan indicates DART will encourage 24 hours advance notice, but DART should have the capacity and capability to schedule any trip request received by the end of the business day such that a 24 hour advance notice will not be necessary. If DART wants to phase in day in advance scheduling, a milestone should be established for doing so.

6. Please verify that DART will meet the fare criterion for complementary paratransit service. The ADA regulations specify that the fare on the paratransit system cannot exceed twice the fare on the fixed route system. The wait time charge for ADA complementary paratransit services is not allowable. If the trip is for an agency client, the agency could be charged a wait fee. If the trip is not for an agency client, and the delay exceeds some standard established through a public process, the trip could be counted as a missed trip, and sanctions imposed according a policy for missed trips.
7. Please clarify the fare policy for personal care attendants (PCAs). Page 2 of the plan indicates accompanying riders will be charged \$0.50, whereas page 5 indicates that "escorts" will not be charged. Note that PCAs are supposed to be carried free of charge.
8. Please verify that DART will meet the hours and days of service criterion for complementary paratransit service. The fixed route service operates 6:30 am to 6:30 pm Monday through Friday, and 10:00 am to 5:00 pm on Saturday. DART's paratransit hours are shown as 6:30 am to 6:30 pm on weekdays, but no regular Saturday service is provided. Saturday service must be provided between 10:00 am and 5:00 pm to match the fixed route service.
9. Please verify that DART will meet the capacity constraint requirement for complementary paratransit service. Note that the requirement means that there cannot be substantial numbers of trip denials, missed trips, untimely pickups, or excessive trip lengths. This requirement is different from a "seat capacity" requirement, since normally paratransit systems serving individuals have adequate seat capacity, but are limited by schedule capacity. How will DART know if it has a capacity constraint problem?

Description of Eligibility Determination Process

10. Please describe the documentation that will be provided to ADA eligible persons. What information will be on the eligibility identification cards?

Description of the Public Participation Process

11. Please submit documentation of the public notice provided for a public hearing held on the draft plan. Note this would be required even though a hearing was held in September of 1991 before the plan was required.
12. Please indicate the date of the public hearing on the draft plan.
13. Please indicate if the plan was available in accessible formats.

14. Please indicate the approach used to consult with persons with disabilities.
15. Please describe an ongoing mechanism for participation by individuals with disabilities.

Coordination with Other Public Entities

16. Please verify that there are no other public entities subject to the complementary paratransit requirements which have overlapping or contiguous service areas or jurisdictions.

Endorsements or Certifications

17. Please submit a signed resolution by the Mayor or other authorized individual adopting the plan. Evidence of the vote by the City Council is provided, but a signed resolution is still needed.
18. Please provide a signed certification that a survey of existing paratransit service was conducted. Note that this certification should be signed by an authorized DART official, such as the Mayor.

Informational Comments

19. Please note that the following comment (DART plan, page 4) is in violation of the ADA regulations:

DART does not intend to provide any special client loading or unloading conveniences at the traditional bus stops... DART drivers will lower and raise the wheelchair lift from the driver's seat through the aid of mirrors. The passenger will be responsible for accessing the lift platform and negotiating the wheelchair into the securement device and affixing straps."

§37.165 (f) of the ADA regulations states that "where necessary or upon request, the entity's personnel shall assist individuals with disabilities with the use of securement systems, ramps and lifts. If it is necessary for the personnel to leave their seats to provide this assistance, they shall do so."

20. Please note that the following DART policy (DART plan, page 5) is contrary to ADA regulations:

It is the policy of DART to require an "escort" to accompany any seriously handicapped person not in control of his/her functional needs.

§37.5(e) states that "An entity shall not require that an individual with disabilities be accompanied by an attendant." DART can encourage the use of an attendant, but cannot require one.

21. Note that companions other than PCAs may be charged the regular paratransit fare of \$1.20.
22. DART is not proposing a suspension policy for missed trips, however, such a policy might be a way to handle problems of excessive passenger delays in the paratransit service. Such a policy must be developed with clear rules and must provide for a similar appeal process as the eligibility appeal process. Also, such a policy must be developed with public participation.

1993 DART PARATRANSIT PLAN UPDATE

I - IDENTIFICATION OF SUBMITTING ENTITY

Operating Entity - City of Fort Dodge dba DART

Phone Number - (515) 573-8145

Contact Persons - John Brandal, Transit Manager
Melissa McCarville, Administrative Assistant

Address - City of Fort Dodge
819 First Avenue South
Fort Dodge, Iowa 50501

II - PROGRESS REPORT ON MILESTONES

On February 1st a public hearing will be conducted by DART to present to the public its achievements and difficulties in becoming ADA accessible. Some key items to be highlighted at this meeting are:

Employment Practices

The City of Fort Dodge Personnel Director completed a comprehensive survey of its employment practices. This survey has outlined changes in job descriptions and employment forms that will bring the city into compliance with ADA procedures.

Public Meeting Strategy

For FY 1992 DART completed an initial ADA Compliance Plan and a public hearing was held to present its recommendations to the public. For future meetings, all meeting locations shall be in ADA accessible locations. Actions before the City Council are televised over the City's cable TV network, audio tapes are prepared and distributed for those requesting visual/access impairments. As of this writing the City has decided not to prepare braille publications for the visual impaired. The reason for this decision is that discussions with the blind community revealed that most desired the use of audio tapes and the need for a telephone number at which information could be received. If Fort Dodge should later choose to pursue braille publications options will be the Iowa Commission for the Blind, or the City of Humboldt, which has purchased a braille printer that operates on a standard personal computer.

It was determined that the purchase of a TDD would be appropriate for the needs of the deaf. Therefore, the City has purchased TDD units, with one at the disposal of DART. Its telephone number is (515) 573-2819.

Large print media is another method to assist the visual impaired. Therefore, large print public hearing notices are now being posted at the DART garage, City Hall, Drug-Town, Fareway, Randall's, Public Library, Deer Creek Apartments, Hy-Vee, and many nursing homes. Large print route maps are being prepared and will be available for publication by March, 1993. An audio tape is also being prepared listing the city's routes, major stops and approximate service times. The audio tape will be available by mid March, 1993.

DART utilizes the services of a Transit Advisory Committee (TAC). The TAC's membership now includes a handicapped individual and several individuals whose job is service to handicapped agencies. Perhaps, the biggest adjustment in the function of the TAC is a change from yearly to by-monthly meetings. The additional meetings were added to provide a better method of policy input into the DART program.

Networking has become a major work activity of the DART Manager's work program. The Manager has identified the following forums and agencies in which his participation is required: Webster County Human Service Providers; Fort Dodge Blind Association; The Department of Human Services; Urban Ministries; Fort Dodge Ministerial Association; the Salvation Army; and Heritage Cablevision. Participation with these groups has and will yield valuable information as to service to the handicapped community.

Public Address Systems on Fixed Route Buses

DART recognizes the requirement for stop announcements on all of its fixed route buses. DART has one fixed route bus equipped with a Public Address system and stops are announced. Rather than retrofit the remaining fixed route buses, the City has chosen to provide the public address systems at the time the fixed route buses are replaced.

Implementation of Paratransit Service

DART operates a paratransit service using the following vehicles: FD10; FD12; FD15; FD20; FD21; and FD22. FD22 is a used vehicle that was secured to replace FD12, which has been junked. Existing vehicles have been determined to be sufficient for demand, but replacements are necessary as most of those listed are near the end of their useful life. FD21 is a new vehicle that was acquired during the fiscal year. A new ADA minivan, FD23 has been bid, and an order will be placed in early February. This vehicle will replace vehicle FD20.

In regard to operational issues, DART initiated (in early 1992) a fare structure for its paratransit service in accordance with ADA requirements. The revised fare was set at \$1.50, which is double that of the \$0.75 fixed route fare, and within the ADA acceptable limit. DART provides its paratransit service to the corporate limits of the City and within a small area adjacent to the corporate boundaries, but in rural Webster County. In early 1992 DART developed and implemented an identified card for qualifying paratransit users. A laminated card is given to all qualifying paratransit riders, which will also identify them to other transit programs. Same day service was initiated, without any advance call-in. First-come-first-serve procedures have been implemented. DART has had no difficulty in providing service to all those requesting same.

Fixed Route Compliance

During the fiscal year DART was to secure five new fixed-route vehicles and retrofit one existing vehicle to be ADA accessible. This acquisition was to provide the system with one ADA accessible vehicle for each of its six fixed-routes. Three medium sized vehicles (16 ambulatory and 2 wheelchair positions) have been bid with a consortium of other Iowa transit properties, but that bid is being held pending completion of pre-award requirements as placed by IDOT. Delivery is not expected until early in FY 1994. Two large capacity buses (25 ambulatory and 2 wheelchair positions) have been bid, but the bids were rejected because the vehicle bid did not meet specifications. Unfortunately, rebidding is not possible at this time because no market unit is available that has been tested at the Altoona Bus Testing Facility. Therefore, DART and other Iowa transit properties are working with vendors to secure an acceptable chassis. Delivery will be well into FY 1994. The existing vehicle to be retrofitted has been completed.

Public address systems and route maps

Please refer to previous discussion on route maps, public address systems, and accessibility of public meeting media.

Maintenance Garage/Office Complex

DART received Federal Section 3 grant funds to build a new maintenance facility and office complex. As of this writing the implementation of this program is underway. Difficulties encountered in regard to historic structures on the site to be cleared for the new construction has delayed implementation. The new facility will contain ADA restrooms, an ADA accessible meeting room, and adequate waiting space for clients.

III - DEMAND ESTIMATE

ADA PARATRANSIT BUDGET ESTIMATES 5-YEAR DEMAND AND VEHICLE ESTIMATE

Jan 93	Actual						5-Year Total
	1992	1993	1994	1995	1996	1997	92-97

Note: circle the year you plan is targeted to be in compliance

Est. ADA PARATRANSIT DEMAND

# of ADA Paratransit Trips/Year	<u> </u>	<u> </u>	<u>3000</u>	<u>4500</u>	<u>4700</u>	<u>5000</u>	<u>17200</u>
# of Total Paratransit Trips/Year	<u>3232</u>	<u>3890</u>	<u>1200</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>8322</u>
# of ADA Paratransit Trips DENIED each year because of capacity constraints/other	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
# of Paratransit Vehicles - Vans	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>
# of Paratransit Vehicles - Buses	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>
# of Total ADA Vehicles	<u>4</u>	<u>9</u>	<u>13</u>	<u>14</u>	<u>15</u>	<u>16</u>	<u>16</u>
# of Vehicle to be Achieved during Year	<u>1</u>	<u>6</u>	<u>4</u>	<u>1</u>	<u>1</u>	<u>1</u>	

IV - BUDGET

TOTAL SYSTEM BUDGET ESTIMATES 5-YEAR CAPITAL & OPERATING BUDGET SUMMARY (in thousands of 1992 dollars)

	Actual						5-Year
	1992	1993	1994	1995	1996	1997	Total 92-97
TOTAL SYSTEM EXPENSES							
Capital Expenses	<u>45</u>	<u>844</u>	<u>75</u>	<u>120</u>	<u>75</u>	<u>221</u>	<u>1380</u>
Operating Expenses	<u>378</u>	<u>390</u>	<u>482</u>	<u>466</u>	<u>475</u>	<u>485</u>	<u>2676</u>
TOTAL SYSTEM EXPENSES	<u>423</u>	<u>1234</u>	<u>557</u>	<u>586</u>	<u>550</u>	<u>706</u>	<u>4056</u>
TOTAL SYSTEM REVENUE							
Total System Revenues	<u>423</u>	<u>1234</u>	<u>557</u>	<u>586</u>	<u>550</u>	<u>706</u>	<u>4056</u>
Est. Bdget Surplus/Deficit)	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL ADA PARATRANSIT EXPENSES	<u>43</u>	<u>39</u>	<u>48</u>	<u>49</u>	<u>50</u>	<u>51</u>	<u>0</u>

V - PUBLIC PARTICIPATION

Public Meeting Strategy

On February 1st a public hearing will be conducted by DART to present to the public its achievements and difficulties in becoming ADA accessible. Points expected to be raised are:

- For FY 1992 DART completed an initial ADA Compliance Plan and a public hearing was held on the same. All public meetings of the City of Fort Dodge are conducted in ADA accessible locations. Actions before the City Council are televised over the City's cable TV network, audio tapes are prepared and distributed for those requesting same. As of this writing the City has not prepared braille publications as the chosen method of communication with the deaf has been printed material.
- The City has purchased TDD units, with one at the disposal of DART. Its telephone number is (515) 573-2819.
- Large print public hearing notices are posted at the DART garage, City Hall, Drug-Town, Fareway, Randall's, Public Library, Deer Creek Apartments, Hy-Vee, and many nursing homes.
- DART utilizes the services of a Transit Advisory Committee (TAC). The TAC's membership now includes a handicapped individual and several individuals whose job is service to handicapped agencies. Perhaps, the biggest adjustment in the function of the TAC is a change from yearly to by-monthly meetings. The additional meetings were added to provide a better method of policy input into the DART program.
- Large print route maps are being prepared and will be available for publication by March, 1993. An audio tape is also being prepared listing the city's routes, major stops and approximate service times. The audio tape will be available by mid March, 1993.
- Finally, the DART manager has identified the following forums and agencies in which his participation is required: Webster County Human Service Providers; Fort Dodge Blind Association; The Department of Human Services; Urban Ministries; Fort Dodge Ministerial Association; the Salvation Army; and Heritage Cablevision. Participation with these groups has and will yield valuable information as to service to the handicapped community.

VI - UNRESOLVED ISSUES

1. The first issue is the delay in construction of the central DART maintenance facility/office complex. Hopefully, this issue will be resolved early in 1993 and construction can be completed in 1994.
2. Difficulties in securing large capacity buses have been encountered because none of the available manufacturers has as yet tested their models at the Altoona facility. Purchase of these units (2) in current year will be delayed until the vendors can certify

the Altoona test results. The issue is expected to be resolved in late 1993 to early 1994 when the two buss will be delivered.

3. Funding for the remaining capital purchases is a question mark.

VII - OTHER ISSUES

The following statements are made relative to the abilities of DART to implement its ADA Plan:

1. DART has attempted to meet the intent of the ADA legislation to its maximum abilities. Paratransit service is offered s a compliment to its fixed-route program. The paratransit service is operated very successfully and is well publicized and used by the citizens.
2. An attempt has been made to secure all capital for which funding was received in the past year. One paratransit vehicle has been secured; three medium capacity buses should be received within the near future; and one minivan should be received shortly. The acquisition of two large capacity buses and the construction of the office complex will take longer, primarily because of federal regulations that have hindered the process.
3. Paratransit certification has been put in place.
4. To complete the ADA vehicle replacement schedule sufficient funds will be required. The City has cooperated with IDOT to develop a Section 3 request for the remaining funds to complete its ADA vehicle compliance listing.