

REGION 3 RPA

Northwest Iowa Planning and Development Commission



2016-2020 Passenger Transportation Plan



Prepared by

Northwest Iowa Planning &
Development Commission

Table of Contents

Northwest Iowa Planning and Development Commission Technical Committee.....	1
Transportation Advisory Group.....	2
Northwest Iowa Planning and Development Commission-RPA 3 Staff.....	2
Chapter 1: Introduction and Process.....	3
Planning Partners.....	6
Goals For the PTP Identified by the TAG Group:	7
Chapter 2: Inventory and Area Profile	8
Inventory.....	8
RTA/RIDES.....	8
Table 1: Fleet Utilization Analysis	11
School Districts.....	15
Table 2: Annual Transportation Data for Iowa Public Schools.....	17
Table 3: School District Vehicle Count and Number of ADA School Buses.....	19
St. Luke’s Lutheran Home	20
Village Northwest.....	20
Hope Haven.....	20
ECHO Plus.....	21
Genesis Development	21
Horizons Unlimited	21
Spencer Cab Company	22
Storm Lake Cab Company	22
Map of Location of Medical Services in NWIPDC Region	24
Map Location of Essential Community Facilities in NWIPDC Region.....	25
Area Profile	26
Population Characteristics	26
Age Distribution	29
Table 4: Population by Age Group and Percentage of the Total Population.....	30
Table 5: Median Age by County.....	31
Table 6: Percentage of Population Over Age 65.....	31
Table 7: Disability Status Percentage Breakdown by County in RPA 3.....	32

Employment.....	32
Table 8: Employment by Industry for Buena Vista County.....	32
Table 9: Employment by Industry for Clay County.....	33
Table 10: Employment by Industry for Dickinson County.....	34
Table 11: Employment by Industry for Emmet County.....	34
Table 12: Employment by Industry for Lyon County.....	35
Table 13: Employment by Industry for O’Brien County.....	36
Table 14: Employment by Industry for Osceola County.....	36
Table 15: Employment by Industry for Palo Alto County.....	37
Table 16: Employment by Industry for Sioux County.....	38
Limited English Proficiency Analysis.....	49
Table 17: Language Spoken at Home.....	49
Table 18: Languages Spoken.....	50
Chapter 3: Coordination Issues.....	52
Service Needs.....	52
Management Needs.....	53
Fleet Needs.....	53
Facility Needs.....	53
Previously Recommended Priorities/Projects.....	53
Review of Public Input.....	57
Chapter 4: Priorities and Strategies.....	58
Strategies.....	58
Chapter 5: Funding.....	61
State Transit Assistance.....	61
Statewide Planning Program (Section 5303, 5304, 5305).....	62
Non-urbanized Area Formula Program (Section 5311).....	62
Transit Capital Program (Section 5339).....	62
State of Good Repair (Section 5337).....	63
Iowa Clean Air Attainment Program (ICAAP).....	63
Surface Transportation Projects (STP).....	64
State Transit Assistance (STA).....	64
STA Special Projects.....	64
Public Transit Infrastructure Grants.....	64

Local Funding 65
Appendix A: Health and Human Service Agency Survey 66
Appendix B-TAG Meeting Agendas and Minutes68

Northwest Iowa Planning and Development Commission Policy Council

Buena Vista County

Dale Arends (County)
Jon Kruse (City)

Clay County

Linda Swanson (County)
George Moriarty (City)
Kristi Gross (Econ. Dev.)

Emmet County

Tim Schumacher (County)-Board Vice
Chair
Penny Clayton (City)-Board Chair
James Jenson (Econ. Dev.)

Dickinson County

W.C. Leupold (County)
Ron Walker (City)
Clark Reekers (Econ. Dev.)

Lyon County

Merle Koedam (County)

Jordan Kordahl (City)
Steve Simons (Econ. Dev.)

O'Brien County

John Steensma (County)
Jim Zeutenhorst (City)
Marjean Westerman (Econ. Dev.)

Osceola County

Mike Schulte (County)
Glenn Anderson (City)

Palo Alto County

Edward Noonan (County)
John Bird (City)

Sioux County

Al Bloemendaal (County)
Duane Feekes (City)
Don Schreur (Econ. Dev.)

Northwest Iowa Planning and Development Commission Technical Committee

Jon Ites, Buena Vista County Engineer
Jim Patrick, Storm Lake City Administrator
Scott Rinehart, Clay County Engineer
Mark White, Spencer Public Works
Director
Dan Eckert, Dickinson County Engineer
Gregg Owens, Spirit Lake City
Administrator
Emmett County Engineer
Penny Clayton, Estherville City
Administrator
Laura Sievers, Lyon County Engineer
Jordan Kordahl, Rock Rapids City
Administrator

Tom Snyder, O'Brien County Engineer
Scott Wynja, Sheldon City Administrator
Duane Feekes, Orange City City
Administrator
Charlie Bechtold, Osceola County
Engineer
Glenn Anderson, Sibley City Manager
Joel Fantz, Palo Alto County Engineer
Bill Dickey, Emmetsburg Public Works
Director
Doug Julius, Sioux County Engineer
Murray Hulstein, Sioux Center Public
Works Director
Hugh Lively, RIDES Director

Transportation Advisory Group

Ann Vandeharr, Sunshine Services
Sandy Pingle, Genesis
Deb Davis, Horizons Unlimited
Roger Kempema, Hope Haven
Phil Grove, Village Northwest
Nancy Dykstra, Greater Sioux

Dawn Mentzer, Buena Vista County CPC
Kim Wilson, Clay County CPC
Shane Walter, Sioux County CPC
Bonnie Taggert, Storm Lake Cab
Mona Boyd, Spencer City Cab
Hugh Lively, RIDES Executive Director

Northwest Iowa Planning and Development Commission-RPA 3 Staff

Executive Director-Ted Kourousis

Cara Elbert

Finance Officer/Administrative-Jackie
Huckfelt

Carol Keizer (Housing)
Sherry Zinn (Housing)

SHIELD Safety Director-Michael Raner

Training Director-Val Bonney

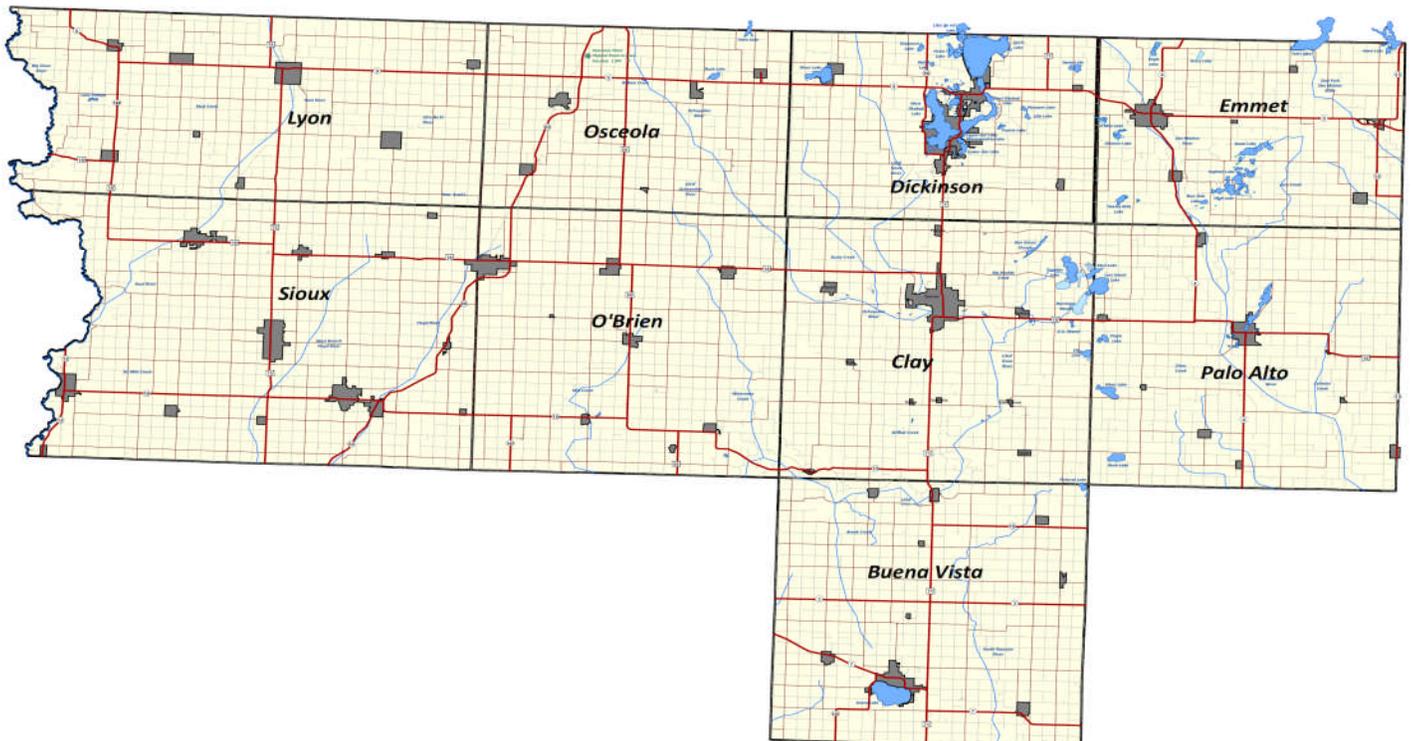
Planning Director-Steve Hallgren

Employment & Training Specialists

Planners

Tammie Galles
Staci Kleinhesselink
Amber Nelson

Darren Bumgarner



Chapter 1: Introduction and Process

The Northwest Iowa Planning and Development Commission is the transportation planning authority for Buena Vista, Clay, Dickinson, Emmet, Lyon, O'Brien, Osceola, Palo Alto and Sioux Counties in northwest Iowa. NWIPDC was formed by a 28E agreement in 1973 as designated in the Iowa Code and whose mission is to provide community and economic development and job training services for a nine county area. The agency's full time, professional staff assists the member counties and municipalities in such areas as community planning and zoning, federal and state grant preparation and administration, economic development planning activities, general governmental technical assistance, Workforce Investment Act/Workforce Development and a SHIELD safety program. In effect, the NWIPDC staff functions as an extension of member governments' staffs, providing the specialized services and technical assistance that would not be financially feasible for each governmental entity to provide on its own.

The Passenger Transportation Plan (PTP) process is designed to promote joint, coordinated passenger transportation planning programs that further the development of the local and regional public transportation systems. Public transportation systems in Iowa include the 35 public transit systems PLUS a wide array of human service and private transportation providers.

The goals are:

- Improve transportation services to Iowans
- Increase passenger transportation coordination
- Create awareness of unmet needs
- Develop new working partnerships
- Assist decision-makers, advocates, and consumers in understanding the range of transportation options available
- Develop justification for future passenger transportation investments
- Save dollars and eliminate overlapping of services

The PTPs are an Iowa creation, providing needs-based justification for passenger transportation projects and as well as incorporating federal requirements for coordinated planning. The PTP will cover a five year period, from 2016 to 2020, and provide further justification for passenger transportation projects. The format of the PTP is as follows:

1. Introduction and Process Discussion

Briefly, discuss the process that was undertaken to complete the PTP. Include documentation from advisory group meetings and related public input, including a summary of input received and a listing of all participants.

2. Inventory and Area Profile

Include a discussion of the existing passenger transportation operations (human service providers, private providers, school districts, and public transit systems) within the planning area. This information needs to be gathered from all providers of public and human service transportation, using the most effective means of communicating with these agencies. Also includes discussion of the demographic (socio/economic) characteristics within your area, and specifically how these characteristics directly impact your passenger transportation needs assessment. Include an analysis of the region's limited English proficient (LEP) population, i.e. concentrated areas where LEP persons live, work, attend school, etc. Identify the LEP population's needs to ensure meaningful access to passenger transportation programs and activities. Examples of needs include printing of schedules and brochures in languages other than English, providing an interpreter at public hearings or public input meetings, or hiring a bi-lingual dispatcher to assist with ride scheduling. Describe the layout of the study area including activity centers such as employers, banks, health care facilities, groceries, etc. and population's access to services and how this impacts transportation needs.

3. Coordination Issues

Discuss coordination issues within your planning area. This discussion should consider:

- General assessment of service, management, fleet, and facility needs

- Status of previously recommended priorities and strategies
- Any other recent developments affecting coordination issues
- Public input received concerning needs and/or coordination issues

4. Priorities and Strategies

Describe proposed passenger transportation investment strategies for the next five years, as identified by the TAG. The purpose of this section is to focus on identifying meaningful priorities and strategies that could meet identified needs and could eventually lead to projects.

If your area receives Section 5310 formula grants (Enhanced Mobility for Seniors and Individuals with Disabilities): In addition to identifying priorities and strategies, all 5310-funded projects must be *specifically* included in the PTP. Projects that are included should specify the federal fiscal year and estimated amount of funding for which the project is programmed. Please include projects for all five fiscal years that the plan covers and which issue/strategy these projects will help address.

5. Funding

This section should include a brief overview of funding opportunities and expectations. The Iowa DOT will provide state and federal financial projections for formula funds annually as they are provided by Federal Transit Administration (FTA).

Amendments to the PTP

For areas receiving Section 5310 formula grants, any change in the proposed 5310-funded projects will require an amendment to the PTP. The amendment should be reviewed with the TAG and follow the public input process outlined in the agency's Public Participation Plan.

Planning Partners

The Region 3 RPA – Northwest Iowa Planning and Development Commission and the Regional Transit Authority/aka RIDES, along with the Region 3 Transit Advisory Group (TAG) were the primary partners on the development of the 2016-2020 Region 3 PTP.

The Northwest Iowa Planning and Development Commission (Region 3) is the regional planning authority (RPA) for Lyon, Sioux, Osceola, O'Brien, Dickinson, Clay, Buena Vista, Emmet and Palo Alto Counties in extreme northwest Iowa.

The Regional Transit Authority is the single administrative agency (private non-profit) for public transportation in the region. The RTA policy board consists of ten members, one representative from each of the nine county boards of supervisors and one ex-officio member from Northwest Iowa Planning and Development Commission. The county board representatives to the policy committee are selected by each of the nine county boards of supervisors.

The RTA administrative office is located in Spencer, Iowa. RTA provides the majority of its services directly. In several instances RTA does contract for some services by leasing vehicles to cities or agencies for general transportation within their communities. These services are strictly contractual, with each of the providers supplying drivers and paying operating and maintenance expenses. RTA retains policy control over use of the leased vehicles.

The RTA has become responsible for the administration and overhead support services for the overall regional transit system with the designation by the Boards of Supervisors as the Regional Transit provider. This consolidation of transit services into one agency has been mutually agreed upon by the nine county boards of supervisors.

The Transit Advisory Group (TAG) is a volunteer group representing local municipalities, county government, health and human service agencies, private/public transportation providers, school districts, health care and private industry. The group is an integral part of the overall planning

process because from within their ranks comes the majority of the information used to formulate needs, identify gaps in transportation service and develop goals or programs to address the gaps. The final task for the TAG is to recommend the final draft of the PTP to the regional policy council for adoption.

During this planning process the TAG met three (3) times: 6-23-2014, 7-31-2014, 11-18-2014. The specifics of the meetings and minutes of each are attached to this document, however the culmination has been summarized and is found listed below as the goals.

Goals For the PTP Identified by the TAG Group:

- To continue expanded hours (weekends and evenings) of service for HHS agencies that have shown utilization of this program over the last two years.
- Expand scope of service for elderly, particularly low-income that can't afford transportation. The Aging association was adamant that these services continue as they are just now seeing the effects of the poor economy on this age group within Region III. This will be the first year Regional Transportation Authority (RTA) /RIDES will not be able to meet their contractual obligations due to senior's insufficient use because of funding issues.
- Continue with services that assist client's transportation to health centers, shopping trips, etc. These services are ongoing and need to potentially expand where possible.
- Need for better information and more available information on the RTA services. Last year the Regional Transportation Authority (RTA) /RIDES initiated an alternative language program and this year efforts to upgrade their website and develop a new bilingual brochure will be undertaken. This effort hopefully pays off in a better understanding of what RTA services are available, how to access those services, which ultimately leads to more riders.
- Need for continued government subsidy of transportation programs. This goal is always an issue with the TAG group and will continue to be so. With government programs being ever changing, continue to seek new funding options for operations and vehicle replacement for RTA.
- Potentially add new public transportation services. Continue to adapt with the changing transit needs. Work with other agencies and disability providers in Region III to determine what the needs are and look into expanding services and keep them involved in the planning process.

- Focus on Limited English Persons using public transportation services. Growth is anticipated in this area and there is a need to publish materials in both English and Spanish and to get drivers and dispatchers trained in other languages to accommodate those people who do not speak English.

Chapter 2: Inventory and Area Profile

Inventory

Northwest Iowa Planning and Development Commission mailed out information sheets to all known providers within the region. Unfortunately, there was no feedback from school districts or county veteran departments. For their inventory, previous data was used and assumed to be current. Providers such as the Regional Transit Authority/RIDES, several health and human service agencies and cab companies did reply with inventory information to be included in this PTP.

The following is the information which was obtained from providers within the Region 3 RPA. All information that was available and provided is written in the plan.

RTA/RIDES

RIDES is the main public transportation provider in Region 3. They provide fixed route, and demand responsive service programs to individuals. The type of transit service offered by the RTA is a demand-response or subscription service, meaning that rides must be scheduled by contacting the provider in advance of the needed ride. RIDES, like all other demand responsive services, offers door to door services and is flexible with scheduling to meet the needs of its riders. RIDES provides general transportation services as well as special medical trips. Like many rural regional transit providers, RIDES has seen the change in the primary use of its vehicles from nearly all elderly service in the late 1970's to a key component in the everyday movement of people from schools, day cares, sheltered workshops, hospitals, nursing homes, shuttle services

and other general public rides. RIDES hours of operation vary depending on the service being provided, but some of RIDES programs are available 24 hours a day 7 days a week. Listed below is the fare structure for the different areas RIDES serves.

Buena Vista County- Storm Lake-\$4.00

Clay County- Spencer-\$4.00

Dickinson County- Spirit Lake-\$2.50

Okoboji-\$2.50

Arnolds Park-\$2.50

Milford-\$2.50

Emmet County- Estherville-\$2.50

Lyon County- Rock Rapids-\$3.00

O'Brien County- Sheldon-\$3.00

Osceola County- Sibley-\$1.50

Palo Alto County- Emmetsburg-\$2.50

Sioux County- Orange City-\$1.00,

Sioux Center-\$2.00

Hawarden-\$2.00

In 2014, RIDES provided a total of 293,825 trips generated from contracts and services to the general public. Elderly RTA comprised 43,670 of the total and 131,915 disabled individuals were figured in to the total as well. The total vehicle miles for the nine county operations were 1,110,107 with 938,577 revenue miles and 75,744 revenue hours. Total operating costs were \$2,603,145 for the year. Passenger revenue comprised \$423,507, contract revenue for

operations was \$706,070, other revenue for operations was \$171,387, \$129,143 local funds and \$49,101 in local capital revenue. FTA for operations was \$644,601 and STA for operations was \$370,938. The following table provides the listing of the Regional Transit Authority's Fleet Utilization Analysis for 2014.

Table 1: Fleet Utilization Analysis

Transportation Provider:		Regional Transit Authority-RIDES January 2015								
Vehicle: Model Year/Body Manufacturer and Model	Fleet ID	# of veh.	No. of Seats/ Wheelchairs	Base Location (Where is it housed?)	What type of service is it performing?	No. of Hours Per Week Used	Is it Used Evg/Wknd?	Vehicle Equipment (see codes below)	Mileage as of 11-2014	Year for Replacement
2009 Ford Eldorado E450 Aerotech 176"	0901	1	18 / 3	Clay	All 9 counties	Varies	Y	L; MR; MDT	69,902	2018
2009 Ford Eldorado E450 Aerotech 176"	0902	2	18 / 3	Clay	All 9 counties	Varies	Y	L; MR; MDT	63,554	2018
2010 Eldo Aerotech 158"	0903	3	14 / 4	Clay	All 9 counties	Varies	Y	L,MR,MTD ,SC	67,191	2018
2010 Eldo Aerotech 158"	0904	4	14 / 4	Clay	All 9 counties	Varies	Y	L,MR,MTD ,SC	52,850	2018
2010 Eldo Aerotech 158"	0905	5	14 / 4	Clay	All 9 counties	Varies	Y	L,MR,MTD ,SC	63,495	2018
2010 Eldo Aerotech 158"	0906	6	14 / 4	Clay	All 9 counties	Varies	Y	L,MR,MTD ,SC	66,903	2018
2010 Eldo Aerotech 158"	0907	7	14 / 4	Clay	All 9 counties	Varies	Y	L,MR,MTD ,SC	66,617	2018
2010 Dodge Caravan	0908	8	5 / 2	Clay	All 9 counties	Varies	Y	R,MR,MTD	75188	2018
2010 Dodge Caravan	0909	9	5 / 2	Clay	All 9 counties	Varies	Y	R,MR,MTD	105,069	2018
2010 Dodge Caravan	0910	10	5 / 2	Clay	All 9 counties	Varies	Y	R,MR,MTD	84,662	2018
2010 Dodge Caravan	0911	11	5 / 2	Clay	All 9 counties	Varies	Y	R,MR,MTD	100,978	2018
2010 Dodge Caravan	0912	12	5 / 2	Clay	All 9 counties	Varies	Y	R,MR,MTD	79,547	2018
2010 Dodge Caravan	0913	13	5 / 2	Clay	All 9 counties	Varies	Y	R,MR,MTD	87,222	2018
2010 Ford Eldo E450/Aerotech 176"	0914	14	18 / 3	Clay	All 9 counties	Varies	Y	L; MR; MDT; SC	72,119	2018
2010 Ford Eldo E450/Aerotech 176"	0915	15	18 / 3	Clay	All 9 counties	Varies	Y	L; MR; MDT; SC	54,452	2018

2010 Ford Eldo E450/Aerotech 176"	0916	16	18 / 3	Clay	All 9 counties	Varies	Y	L; MR; MDT; SC	66,140	2018
2010 Ford Eldo E450/Aerotech 176"	0917	17	18 / 3	Clay	All 9 counties	Varies	Y	L; MR; MDT; SC	54,553	2018
2010 Ford Eldo Aerotech 138"	0918	18	8 / 3	Clay	All 9 counties	Varies	Y	L; MR; MDT; SC	67,098	2018
2010 Ford Eldo Aerotech 138"	0919	19	8 / 3	Clay	All 9 counties	Varies	Y	L; MR; MDT; SC	61,492	2018
2010 Ford Eldo Aerotech 138"	0920	20	8 / 3	Clay	All 9 counties	Varies	Y	L; MR; MDT; SC	74,464	2018
2010 Ford Eldo Aerotech 138"	0921	21	8 / 3	Clay	All 9 counties	Varies	Y	L; MR; MDT; SC	70,516	2018
2010 Ford Aero 138"	0922	22	8 / 3	Clay	All 9 counties	Varies	Y	L; MR; MDT; SC	67,618	2018
2010 Ford Eldo Aerotech 138"	0923	23	8 / 3	Clay	All 9 counties	Varies	Y	L; MR; MDT; SC	82,365	2018
2010 Ford Eldo Aerotech 158"	0924	24	16 / 2	Clay	All 9 counties	Varies	Y	L; MR; MDT; SC	58,403	2018
2010 Ford Eldo Aerotech 158"	0925	25	16 / 2	Clay	All 9 counties	Varies	Y	L; MR; MDT; SC	62,434	2018
2010 Ford Eldo Aerotech 158"	0926	26	16 / 2	Clay	All 9 counties	Varies	Y	L; MR; MDT; SC	56,053	2018
2010 Ford Eldo Aerotech 158"	0927	27	16 / 2	Clay	All 9 counties	Varies	Y	L; MR; MDT; SC	65,696	2018
2010 Ford Eldo Aerotech 158"	0928	28	16 / 2	Clay	All 9 counties	Varies	Y	L; MR; MDT;	57,397	2018
2010 Ford Eldo Aerotech 158"	0929	29	16 / 2	Clay	All 9 counties	Varies	Y	L; MR; MDT; SC	61,815	2018
2010 Ford Eldo Aerotech 158"	0930	30	16 / 2	Clay	All 9 counties	Varies	Y	L; MR; MDT; SC	65,244	2018
2010 Ford Eldo Aerotech 158"	0931	31	16 / 2	Clay	All 9 counties	Varies	Y	L; MR; MDT; SC	52,806	2018
2010 Ford Eldo E450/Aerotech 176"	0932	32	18 / 3	Clay	All 9 counties	Varies	Y	L; MR; MDT; SC	60,660	2018
2007 Ford El Dorado 176	1041	33	22 / 4	Clay	all 9 counties	Varies	Y	L; MR; MDT; SC	106,065	2017
2001 Ford Supreme 158	1405	34	16 / 4	Dickinson	all 9 counties	Varies	Y	L; MR; MDT	201,052	2015
2003 Champion 176	1480	35	20 / 2	Emmet	all 9 counties	Varies	Y	L; MR; MDT	164,190	2016
2003 Champion 158	1511	36	16 / 2	Dickinson	all 9 counties	Varies	Y	L; MR; MDT	160,307	2016

2005 Chevy Braun Entervan MV	1793	37	3 / 1	BV County	all 9 counties	Varies	Y	R	201,520	2015
2001 Ford El Dorado 176	1894	38	20 / 4	Hope Haven	all 9 counties	Varies	Y	L & MR	182,706	2015
2005 Ford Supreme 158	1900	39	16 / 4	Dickinson	all 9 counties	Varies	Y	L; MR; MDT	118,592	2017
2003 Champion 176	2482	40	20 / 2	Hope Haven	all 9 counties	Varies	Y	L & MR	150,625	2016
2005 Chevy Braun Entervan MV	2560	41	3 / 1	Orange City	all 9 counties	Varies	Y	R	114,488	2016
2005 Ford Supreme 158	2901	42	16 / 4	Dickinson	all 9 counties	Varies	Y	L; MR; MDT; SC	127,599	2017
2007 Ford El Dorado 176	3043	43	20 / 2	Buena Vista	all 9 counties	Varies	Y	L; MR; MDT; SC	93,229	2018
2007 Ford El Dorado 176	4044	44	16 / 2	Clay	all 9 counties	Varies	Y	L; MR; MDT; SC	109,870	2018
2003 Activan MV	4539	45	5 / 2	Emmet	all 9 counties	Varies	Y	R	120,002	2017
2001 Ford Supreme 158	4541	46	16 / 4	Lyon	all 9 counties	Varies	Y	L; MR; MDT	169,029	2016
2001 Ford El Dorado 138	4895	47	18 / 4	O'Brien	all 9 counties	Varies	Y	L; MR; MDT	176,662	2015
2006 Ford Supreme 176	5280	48	20 / 4	O'Brien	all 9 counties	Varies	Y	L; MR; MDT; SC	90,520	2017
2001 Ford El Dorado 176	5897	49	20 /	Emmet	all 9 Counties	Varies	Y	L, MR, MDT	170019	2015
2006 Ford Supreme 158	6506	50	20 / 4	Dickinson	all 9 counties	Varies	Y	L; MR; MDT; SC	110,616	2017
2005 Ford Supreme 158	6902	51	14 / 4	Dickinson	all 9 counties	Varies	Y	L; MR; MDT; SC	124,536	2017
2006 Ford Supreme 176	7281	52	20 / 4	Clay	all 9 counties	Varies	Y	L; MR; MDT; SC	107,118	2018
2006 Ford Supreme 176	7507	53	20 / 4	Clay	all 9 counties	Varies	Y	L; MR; MDT; SC	87,314	2018
2001 Ford El Dorado 176	7896	54	20 / 4	Buena Vista	all 9 counties	Varies	Y	L; MR; MDT	163,818	2016
2001 Ford Supreme 158	8205	55	9 / 2	Clay	all 9 counties	Varies	Y	L; MR; MDT; SC	110,885	2017
2006 Ford Supreme 176	8508	56	20 / 4	Palo Alto	all 9 counties	Varies	Y	L; MR; MDT; SC	104,878	2017

2003 Champion 158	9962	57	16 / 2	Sibley	all 9 counties	Varies	Y	L; MR; MDT; SC	148,092	2017
2003 Champion 158	9964	58	16 / 2	Spirit lake	all 9 counties	Varies	Y	L; MR; MDT; SC	142,726	2016
1998 Goshen Coach 176	3300	59	16 / 2	Hope Haven	all 9 counties	Varies	Y	L; MR; MDT	204,495	2014
1992 Ford B60 Sch Bus	2826	60	50 / 0	Buena Vista	All 9 counties	Varies	Y	None	126228	2016
2001 FORD El dorado 176	5513	61	20 / 4	Clay	all 9 counties	Varies	Y	L & MR	210,258	2014
1998 FORD El dorado Med Duty	2587	62	31 / 2	Dickinson	All 9 counties	Varies	Y	L; MR; MDT; SC	134,583	2016
1992 International Sch Bus	5643	63	50 / 0	Clay	all 9 counties	Varies	Y	None	178,699	2015
2012 Dodge Grand Caravan MV	1201	64	5 / 2	Clay	All 9 counties	Varies	Y	R, MR, MDT	51,874	2019

Source: RIDES

Service Type: HS = Head Start

Equipment Code: L = Wheelchair Lift; R = Wheelchair Ramp; MR = Mobile Radio; F = Farebox; MDT = Mobile Data Terminal/Computer; SC = Security Camera

Additionally, the fleet of RTA vehicles contains 62 with lifts or ramps, 64 of the 64 total vehicles comply with ADA standards

RIDES employs 16 full time and 55 part time staff with most of the part time workers being drivers. The Regional Transit Authority is the single administrative agency (private non-profit) for public transportation in the region. The policy board of RTA adopted by-laws and submitted articles of incorporation to the Secretary of State in October, 1979. On July 1, 1980, RTA became a free-standing agency separate from the Iowa Lakes Area Agency on Aging.

The RTA administrative office is located in Spencer, Iowa. RTA provides the majority of its services directly. In several instances RTA does contract for some services by leasing vehicles to cities or agencies for general transportation within their communities. These services are strictly contractual, with each of the providers supplying drivers and paying operating and maintenance expenses. RTA retains policy control over use of these vehicles.

The RTA has become responsible for the administration and overhead support services for the overall regional transit system with the designation by the Boards of Supervisors as the Regional Transit Provider. This consolidation of transit services into one agency has been mutually agreed upon by the nine county boards of supervisors.

School Districts

There are 29 public school districts within region 3. They are as follows:

Albert City-Truesdale, Alta-Aurelia, Armstrong-Ringsted, Boyden-Hull, Central Lyon, Clay Central Everly, Emmetsburg, Estherville Lincoln, George-Little Rock, Graettinger-Terril, Harris-Lake Park, Hartley-Melvin-Sanborn, Laurens-Marathon, MOC-Floyd Valley, Newell-Fonda, Okoboji, Rock Valley, Ruthven-Ayrshire, Sheldon, Sibley-Ocheyedan, Sioux Center, Sioux Central, South O'Brien, Spencer, Spirit Lake, Storm Lake, West Bend-Mallard, West Lyon and West Sioux.

School Districts provide transportation to and from school, field trips, athletic events and special school related outings. Districts may provide other types of services

West Sioux School District and the community of Hawarden have a cooperative program whereby West Sioux transportation vehicles are made available to various groups within the city.

Hawarden has a youth recreation program that provides activities for students on days when there are no classes due to Teacher Development Days and during the summer months. West Sioux buses are used to transport students to these activities. The city pays the cost of the driver, but the school does not charge for fuel or mileage.

The city activity program also plans events for senior citizens. For these events, school vans are supplied. They supply their own driver and there is no charge for fuel or mileage assessed by the school district.

Churches, also, have used West Sioux vehicles with the same arrangement – pay for the driver, but no charge for fuel or mileage. The district also indicated that this cooperative effort has worked well for both the school and citizens of the community. School transportation is established to serve primarily students and school staff during school hours.

Table 2: Annual Transportation Data for Iowa Public Schools

<i>Revised 12/3/13</i>		Enrollment (less shared time stds)	Route Miles	Non- Route Miles	Net Operating Cost	Ave # Students Transported	Ave Cost Per Pupil Transported	Ave Cost Per Pupil Enrolled	Ave Cost Per Mile	District Square Miles
Dist. #	District Name									
72	Albert City-Truesdale	213.0	46522	6085	\$169,059.65	102	\$1,657.45	\$793.71	\$3.63	116
171	Alta-Aurelia	502.8	56147	18113	\$185,013.28	255.1	\$725.26	\$367.97	\$3.30	124
333	Armstrong-Ringsted	298.2	82523	11546	\$207,357.60	241	\$860.40	\$695.36	\$2.51	182
747	Boyden-Hull	628.1	69223	32132	\$193,743.30	366	\$529.35	\$308.46	\$2.80	110
1095	Central Lyon	696.5	53751	27297	\$231,857.82	278	\$834.02	\$332.89	\$4.31	164
1218	Clay Central-Everly	345.0	78974	13184	\$201,589.43	169	\$1,192.84	\$584.32	\$2.55	214
2088	Emmetsburg	665.5	153786	19878	\$280,187.63	252.7	\$1,108.78	\$421.02	\$1.82	279
2124	Estherville Lincoln	1,351.0	110753	20898	\$251,934.40	428	\$588.63	\$186.48	\$2.27	220
2457	George-Little Rock	456.0	84351	16407	\$206,754.92	165	\$1,253.06	\$453.41	\$2.45	176
2556	Graettinger-Terril	350.0	64418	16732	\$209,150.80	151	\$1,385.10	\$597.57	\$3.25	99
2846	Harris-Lake Park	324.4	53054	12911	\$119,430.18	167	\$715.15	\$368.16	\$2.25	140
2862	Hartley-Melvin-Sanborn	632.3	82776	16051	\$216,246.27	468.9	\$461.18	\$342.00	\$2.61	249
3537	Laurens-Marathon	321.0	47222	6788	\$148,230.02	119	\$1,245.63	\$461.78	\$3.14	138
4149	MOC-Floyd Valley	1,336.5	125127	39115	\$340,709.19	759.7	\$448.48	\$254.93	\$2.72	231
4644	Newell-Fonda	456.2	72527	33403	\$184,320.84	211	\$873.56	\$404.04	\$2.54	186
4890	Okoboji	941.4	79168	30282	\$285,623.27	602	\$474.46	\$303.40	\$3.61	123
5607	Rock Valley	686.8	59304	8927	\$140,942.87	235.6	\$598.23	\$205.22	\$2.38	125

5724	Ruthven-Ayrshire	244.0	26139	9896	\$102,698.82	99	\$1,037.36	\$420.90	\$3.93	102
5949	Sheldon	979.3	90473	52930	\$234,716.59	292	\$803.82	\$239.68	\$2.60	187
5994	Sibley-Ocheyedan	755.1	93575	27477	\$270,517.31	321.2	\$842.21	\$358.25	\$2.89	239
6030	Sioux Center	1,061.6	82987	27209	\$315,867.88	913.4	\$345.82	\$297.54	\$3.81	107
6035	Sioux Central	483.1	111084	41251	\$241,864.48	656.9	\$368.19	\$500.65	\$2.18	194
6099	South O'Brien	653.3	95860	25890	\$279,416.37	522.1	\$535.18	\$427.70	\$2.92	303
6102	Spencer	1,925.7	71019	61989	\$287,215.44	2659	\$108.02	\$149.15	\$4.04	105
6120	Spirit Lake	1,167.1	61937	33781	\$236,945.77	444	\$533.66	\$203.02	\$3.83	99
6219	Storm Lake	2,162.2	93736	47248	\$386,874.06	1053	\$367.40	\$178.93	\$4.13	85
6921	West Bend-Mallard	312.0	65596	8363	\$201,159.70	123.7	\$1,626.19	\$644.74	\$3.07	202
6983	West Lyon	859.0	149040	25890	\$374,748.52	901.8	\$415.56	\$436.26	\$2.51	248
6990	West Sioux	738.1	61715	17460	\$185,650.97	214	\$867.53	\$251.53	\$3.01	154

Source: Iowa Department of Education, 2013

The table below shows, a total of 370 vehicles are operated by the 33 districts. The numbers of vehicles range from a high of 22 in the South O'Brien District to a low of 5 in Aurelia District.

Table 3: School District Vehicle Count and Number of ADA School Buses		
District Name	Total School Buses	Number of ADA School Buses
Albert City-Truesdale	8	1
Alta-Aurelia	16	1
Armstrong-Ringsted	10	0
Boyden-Hull	11	1
Central Lyon	10	1
Clay Central-Everly	9	0
Emmetsburg	15	0
Estherville-Lincoln	15	1
George-Little Rock	10	0
Graettinger-Terril	17	0
Harris-Lake Park	7	0
Hartley-Melvin-Sanborn	12	0
Laurens-Marathon	8	0
MOC-Floyd Valley	14	2
Newell-Fonda	12	1
Okoboji	14	0
Rock Valley	6	0
Ruthven-Ayrshire	7	0
Sheldon	15	1
Sibley-Ocheyedan	12	2
Sioux Center	14	1
Sioux Central	16	1
South O'Brien	22	1
Spencer	20	3
Spirit Lake	13	1
Storm Lake	19	2
West Bend-Mallard	10	0
West Lyon	6	0

West Sioux	9	0
Totals	370	20

Source: Iowa Department of Education

St. Luke’s Lutheran Home

St. Luke’s is a senior care provider that provides transportation for group activity to its residents only. These are mostly trips for residents to medical appointments throughout the area. St. Luke’s indicated that their vehicles operate Monday through Friday from approximately 7:30 a.m. to 4:00 p.m. but on occasion they will run on a weekend. St. Luke’s does not track information about total annual mileage or trip numbers.

St. Luke’s owns two vans with ramps. One van is used only as a backup when the primary one is used or broken. St. Luke’s has one full time driver, and one full time maintenance staff. St. Luke’s does not receive public funding and does not earn revenue for the service provided.

Village Northwest

Village Northwest is a non-profit community organization. Village Northwest provides general transportation for its clients only. They also cover medical appointments, shopping (both in and out of town), recreational outings to ballgames, concerts, etc. Village Northwest doesn’t receive revenue for the services it provides for its residents.

Hope Haven

Hope Haven is a nonprofit community based organization that provides transformational services for residents. Hope Haven provides transportation for their clients to medical appointments, worksites and community work sites. RIDES has taken over transportation services for Hope Haven as of the summer of 2014. Hope Haven doesn’t receive revenue for the services it provides for its residents.

ECHO Plus

Echo Plus Inc. is a sheltered workshop that provides supported community living programs to its clients. Echo vehicles are used for the residents only at their waiver homes. The minivans allow the 3 to 5 people who live in each house to do normal household activities. The remaining minivans utilized in the supported community living program for the 55 people they support and teach in their own apartments. The Echo staff drives the vehicles to provide access to groceries, medical appointments and prescriptions, shopping, church, recreation and other normal activities. The vehicles operate primarily Monday through Friday. Echo doesn't track trips or mileage, and doesn't receive revenues for their services provided.

Genesis Development

Genesis is an agency that helps persons with disabilities located in Storm Lake, IA. They provide transportation services for their residents only. They make work trips for residents, as well as medical trips for residents as well. The work vans operate Monday through Friday while their other three vehicles operate seven days a week. Genesis didn't provide mileage as its not tracked, but mentioned that primarily their trips are within Buena Vista County. Genesis has five vehicles including a 15 and 12 passenger work vans, a minivan, a car, and a wheelchair accessible van. Genesis has no full time drivers and uses on hand staff to make the needed trips. They do not track operating expenses and do not receive revenues for the services provided.

Horizons Unlimited

Horizons Unlimited is a life care home in Emmetsburg that provides some transportation to its residents. They make trips for residents only and these consist of work trips into the community as well as medical appointments, and other miscellaneous trips for the residents. The community work trips are only five days a week and all the other transit services are offered all seven days. Horizons doesn't track miles or trips but said that most trips are completed within Palo Alto County. They own 8 vans and 1 car and utilize on-hand staff to make the trips. Horizons also does not receive revenue for the services they provide to residents.

Spencer Cab Company

The Spencer Cab Company is a privately owned cab company in Spencer that offers demand responsive service to anyone in Spencer. The cab operates Monday through Saturday during the week with Sunday as an off day. The Spencer Cab Company did not have trips and miles available. The owner did say that they average about 40 to 60 calls a day and that they will make trips all over Spencer and Clay County. Spencer Cab only has one vehicle and the owner does all of the driving. The Spencer Cab Company did not provide any operating expenses or revenue information for the plan.

Storm Lake Cab Company

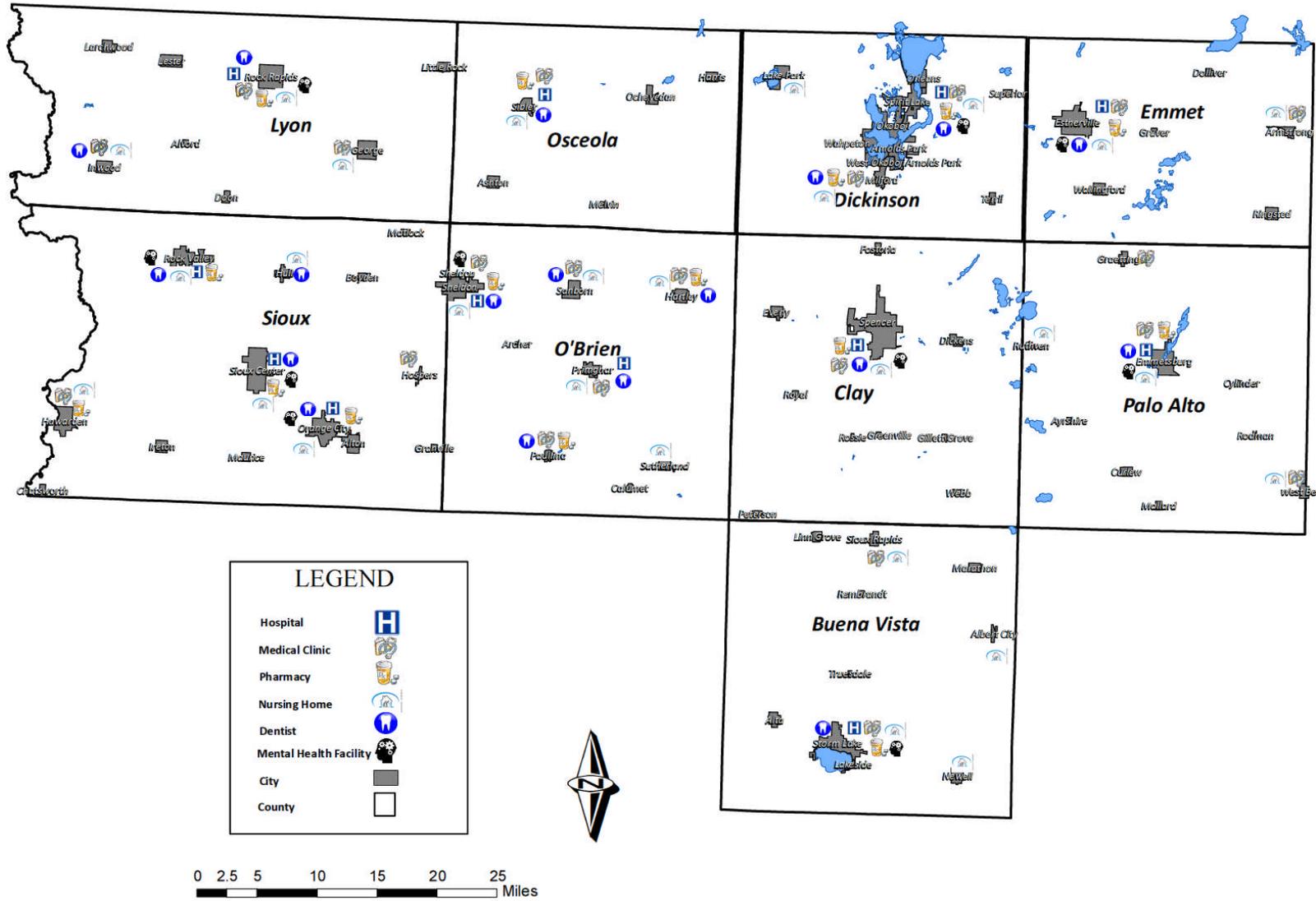
The Storm Lake Cab Company is a privately owned cab company in Storm Lake Iowa that provides a variety of services. They predominantly do demand responsive service, but also run a shuttle to the Omaha airport for Buena Vista University. Anyone is available to use the demand responsive services, and Buena Vista Students are able to use the shuttle. The Storm Lake Cab Company is open seven days a week. They do not have numbers for actual trips or rides provided but the owner indicated they receive at least 100 calls a day. They will go anywhere, but indicated that 90% of trips are within Buena Vista County or up to Spencer. Storm Lake Cab Company is privately owned and therefore did not release any operating or revenue information.

The following maps provide the locations of medical facilities that include hospitals, clinics, pharmacies, nursing homes, dental, and mental health facilities and essential community services that include banks, postal, libraries, grocery, large employment centers, elementary schools, middle/high schools, community action agencies, persons with disability employers, group homes, low-income housing, and congregate meal sites.

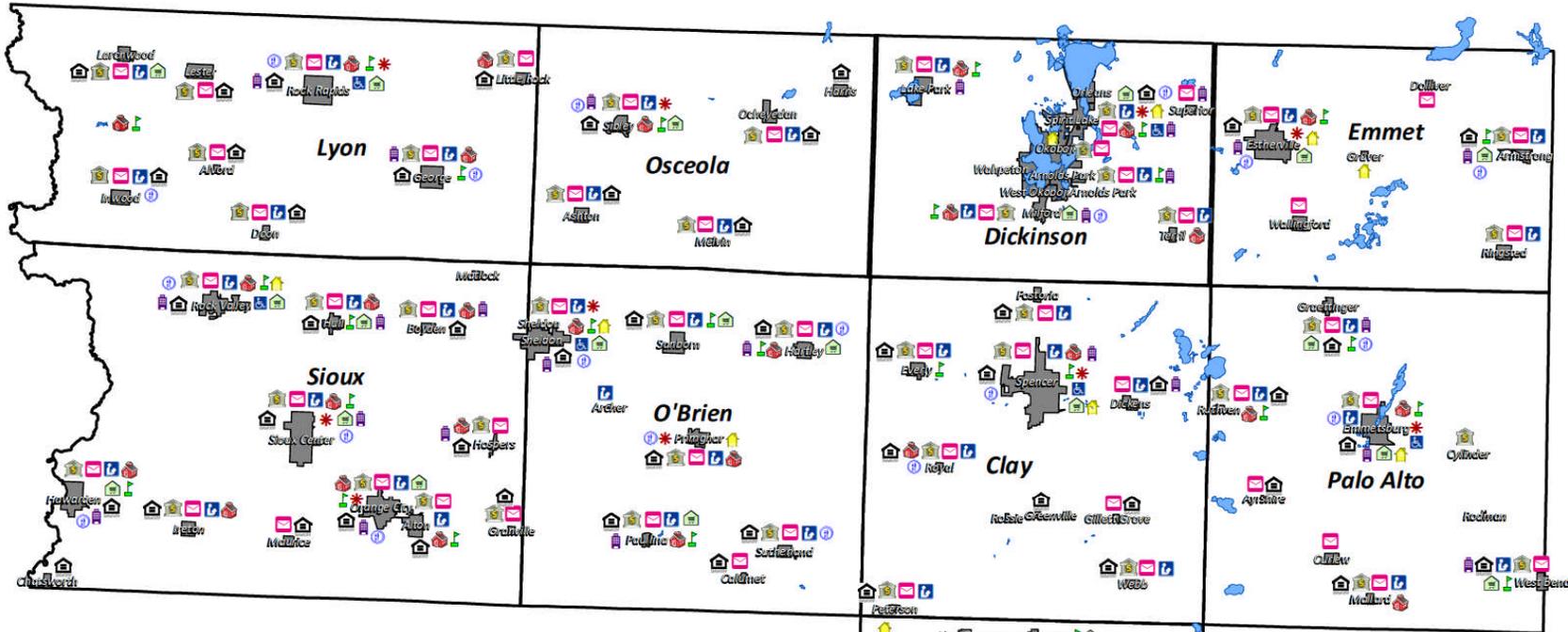
While no specific transit program is applicable to provide access to these aforementioned facilities, the RTA does currently contract with persons with disability employers and group homes to fulfill their transportation needs. In addition, transit programs to employment centers

have been tried in the past but no current programs exist. However, all of these facilities would be accessible via transit through the on-demand service that is currently provided.

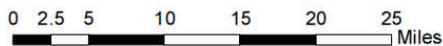
Locations of Medical Services in NWIPDC Region



Locations of Essential Community Facilities in NWIPDC Region



LEGEND			
Bank/Financial		Community Action Agency	
Post Office		Disability Employers	
Library		Group Home	
Grocery Store		Low Income Housing	
Large Employer		Congregate Meal Site	
Elementary School		City	
Middle/High School		County	



Area Profile

Population Characteristics

Population statistics help to show the bigger picture of what is going on in the RPA 3. As a whole, the region lost 0.98% population. This isn't significant, but it is continuing to be the trend in rural Iowa. "Dave Peters, an Iowa State University sociologist, said the loss of manufacturing and agricultural jobs in rural areas continues to drive people into the state's larger cities"

Buena Vista County

Buena Vista County population saw a slight decline in population from 2000 to 2010. According to the 2010 Census, the population was 20,260, a decrease from 20,411 in 2000. This makes up a -0.7% difference in population. The Cities of Alta, Lakeside, Sioux Rapids and Storm Lake all grew in population, while the rest of the cities and the rural county all lost population. Storm Lake, which is the county seat, had the largest change in population with an increase of 524 people or 5.2%.

Clay County

Clay County population saw a slight decline in population from 2000 to 2010. According to the 2010 Census, the population was 16,667, dropping from 17,372 in 2000. This makes up a 4.1% difference in population. The Cities of Fostoria and Rossie's populations grew, while the rest of the cities and the rural county all lost population. Rossie, a small city in Clay County, had the largest percentage increase in population with an increase of 12 people or 20.7%; whereas, the City of Greenville decreased 18 persons or -19.4%.

Dickinson County

Dickinson County saw a slight increase in population from 2000 to 2010. According to the 2010 Census, the population was 16,667, increasing from 16,424 in 2000. This makes up a 1.5% difference. The Cities of Lake Park, Milford, Orleans and Spirit Lake all grew in population, while the rest of the cities and the rural county all lost population. Milford is the second largest city in Dickinson County and had the largest percentage increase in population with 424 people or 17.1%.

Emmet County

Emmet County was the only county in RPA 3 where the rural county and all cities within the county. According to the 2010 Census, the population was 10,302, decreasing from 11,027 in 2000. The largest population decline in the county was in the city of Dolliver. Their population was 66 in 2010, down from 77 in 2000. This makes up a population decline of 11 or 14.3%. Rural Emmet County also had a population decline of 326 persons or -12.7% during this same period.

Lyon County

Lyon County decreased 182 persons or -1.5% from 11,763 to 11,581 persons for the period of 2000 to 2010. Only 3 of the 8 cities in the county lost population; however, the decline in population of the three cities (Inwood, Little Rock & Rock Rapids) combined with the rural county's losses accounted for the County's population decline. Rock Rapids, the County seat, decreased in population from 2,573 to 2,549 persons or -0.9%.

O'Brien County

O'Brien County saw a slight decrease in population from 2000 to 2010. According to the 2010 Census, the population was 14,398, decreasing from 15,102 in 2000. This makes up a -4.7% difference. The cities of Archer, Primghar, Sanborn and Sheldon all grew in population, while the

rest of the cities and the rural county all lost population. Sheldon is the largest city in O'Brien County, and had the largest change in population with 274 people or 5.6%.

Osceola County

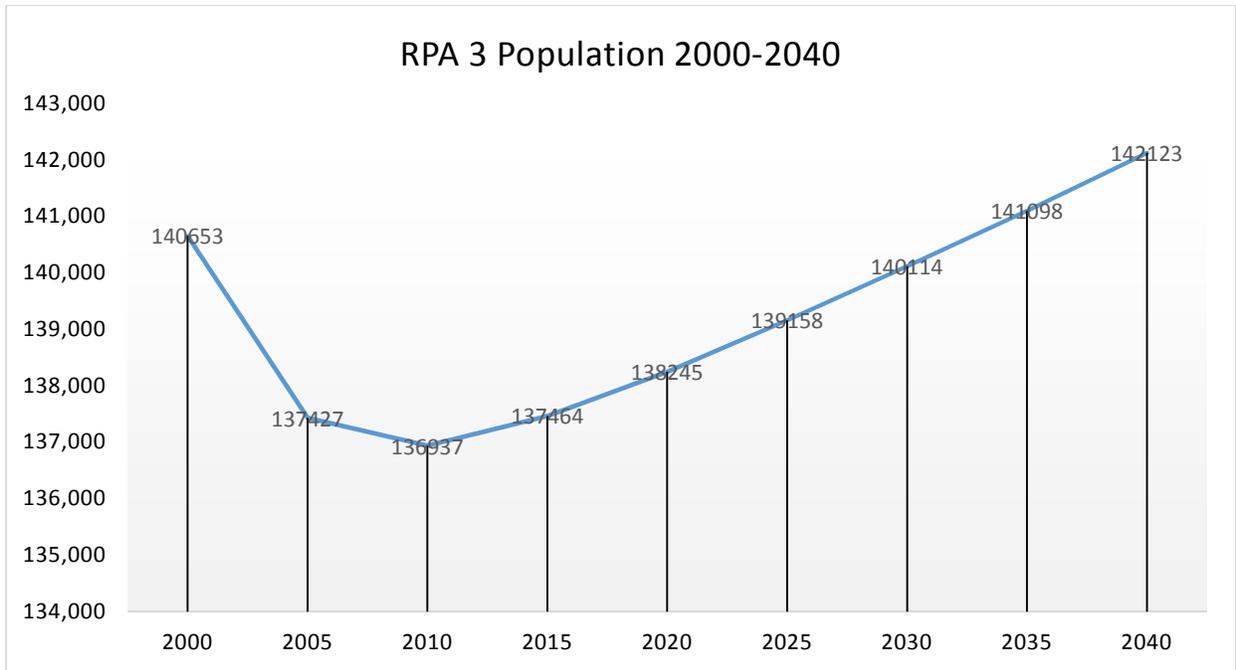
Osceola County saw a slight decrease in population from 2000 to 2010. According to the 2010 Census, the population was 6,462, decreasing from 7,003 in 2000. This makes up a -7.7% difference. The City of Sibley, which is the county seat ~~all~~ grew in population by 2 persons or 0.1%, while the rest of the cities and the rural county all lost population. Rural Osceola County exhibited the largest population decline of 435 persons or -15.7

Palo Alto County

Palo Alto County decreased by 726 persons in from 10,147 to 9,421 persons or -7.2%. Rural Palo Alto County and 8 of the 9 county cities declined in population. The City of Ruthven was the exception to population decline and increased in population from 711 to 737 persons or 3.7% during this period. Emmetsburg is the county's largest city and is also the county seat and during this period it declined 54 persons or -1.4% from 3,958 to 3,904.

Sioux County

Sioux County saw an increase in population from 2000 to 2010. According to the 2010 Census, the population was 33,704, increasing from 31,589 in 2000 or 6.7%. All cities except for Chatsworth, Granville and the rural grew in population. Rock Valley is the third largest city in Sioux County, and had the largest change in population with 652 people or 24.1%.



Source: Woods and Pool, Inc.

The previous paragraphs show that the population has declined from 2000 to the 2010, according to the US Census. The picture the data paints a common theme in rural Iowa. However, according to Woods and Poole data the population in RPA 3 is projected to increase in population until 2040. Some counties in the region will steadily lose population, while others steadily gain thus the region will gain population as a whole.

Age Distribution

Another factor that impacts the population that has declined in RPA recently, is the increasing number of elderly citizens. The following table shows the breakdown by age of the total population per county and the percentage that represents. The overall trend that can be seen in the table below is that the largest group of in the population are the baby boomers ages 51-69 and school aged children-5-24. These are the groups that are going to heavily rely on public transportation and who the public transit system continues to focus on.

Age Group	Buena Vista	Clay	Dickinson	Emmet	Lyon	O'Brien	Osceola	Palo Alto	Sioux
Under 5	1,449/7.2%	1,078/6.5%	817/4.9%	660/6.4%	929/8.0%	922/6.4%	4.1/6.2%	583/6.2%	2,639/7.8%
5-9 Years	1,345/6.6%	1,042/6.3%	929/5.6%	642/6.2%	916/7.9%	937/6.5%	405/6.3%	598/6.3%	2,555/7.6%
10-14 Years	1,317/6.5%	1,047/6.3%	914/5.5%	602/5.8%	846/7.3%	948/6.6%	409/6.3%	535/5.7%	2,385/7.1%
15-19 Years	1,737/8.6%	1,039/6.2%	849/5.1%	876/8.5%	779/6.7%	887/6.2%	419/6.5%	665/7.1%	3,090/9.2%
20-24 Years	1,578/7.8%	801/4.8%	639/3.8%	61/5.9%	500/4.3%	656/4.6%	307/4.8%	536/5.7%	2,985/8.9%
25-29 Years	1,205/5.9%	988/5.9%	835/5.0%	574/5.6%	625/5.4%	800/5.6%	316/4.9%	513/5.4%	2,084/6.2%
30-34 Years	1,049/5.2%	985/5.9%	894/5.4%	555/5.4%	723/6.2%	786/5.5%	353/5.5%	469/5.0%	1,961/5.8%
35-39 Years	1,059/5.2%	898/5.4%	839/5.0%	523/5.1%	629/5.4%	691/4.8%	335/5.2%	469/5.0%	1,700/5.0%
40-44 Years	1,131/5.6%	932/5.6%	944/5.7%	519/5.0%	677/5.8%	783/5.4%	387/6.0%	434/4.6%	1,729/5.1%
45-49 Years	1,377/6.8%	1,189/7.1%	1,203/7.2%	677/6.6%	776/6.7%	1,013/7.0%	473/7.3%	660/7.0%	2,062/6.1%
50-54 Years	1,587/7.8%	1,344/8.1%	1,334/8.0%	782/7.6%	819/7.1%	1,168/8.1%	597/9.2%	735/7.8%	2,243/6.7%
55-59 Years	1,397/6.9%	1,262/7.6%	1,459/8.8%	753/7.3%	790/6.8%	1,082/7.5%	444/6.9%	652/6.9%	2,011/6.0%
60-64 Years	977/4.8%	996/6.0%	1,299/7.8%	589/5.7%	624/5.4%	788/5.5%	340/5.3%	560/5.9%	1,452/4.3%
65-69 Years	681/3.4%	731/4.4%	980/5.9%	455/4.4%	412/3.6%	616/4.3%	316/4.9%	449/4.8%	1,166/3.5%
70-74 Years	582/2.9%	633/3.8%	854/5.1%	415/4.0%	421/3.6%	562/3.9%	276/4.3%	400/4.2%	1,029/3.1%
75-79 Years	564/2.8%	567/3.4%	723/4.3%	352/3.4%	422/3.6%	625/4.3%	255/3.9%	421/4.5%	914/2.7%
80-84 Years	569/2.8%	536/3.2%	575/3.4%	327/3.2%	331/2.9%	554/3.8%	204/3.2%	341/3.6%	828/2.5%
85 Years and Over	659/3.3%	599/3.6%	580/3.5%	390/3.8%	362/3.1%	580/4.0%	225/3.5%	398/4.2%	871/2.6%

Source: US Census, 2010

Also, as seen in the table below, median ages in RPA 3 range from 33-48 years of age. The youngest median age is Sioux County with 32.7 years of age and the oldest median age is Dickinson County. In general, Sioux County has a large amount of school aged children, thus bringing the entire county median average down. There are a lot of young professionals in this county, keeping the median population down. In Dickinson County, it is considered a retirement area with the Iowa Great Lakes as the backdrop. Many of those in the baby boomer generator choose to move to places like Dickinson County to slow down and enjoy their retirement, thus bringing the median age higher.

Buena Vista	37.1
Clay	42.5
Dickinson	48.1
Emmet	41.0
Lyon	38.7
O'Brien	43.6
Osceola	43.5
Palo Alto	43.9
Sioux	32.7

Source: US Census, 2010

Another important factor to look at is the population over 65 years of age. This population tends to give up driving as they age and rely heavily on public transportation. From ~~As seen on~~ the table below, on average 1/5 of the total population is over 65 years of age. This is not isolated just to RPA 3 in northwest Iowa though. The State of Iowa has 15.6% of its population over the age of 65. As the younger groups age, this number as well as the median age will continue to steadily rise.

Buena Vista	15.1%
Clay	18.4%
Dickinson	22.3%
Emmet	18.8%
Lyon	16.8%
O'Brien	20.4%
Osceola	19.7%
Palo Alto	21.3%
Sioux	14.3%

Source: US Census, 2010

As previously stated, elderly and the disabled are the two largest users of the public transportation system. On the table below, there is a breakdown by county of the civilized noninstitutionalized population that has a disability. As the table below shows, on average 11% of the population is disabled.

	Total Civilian Noninstitutionalized Population	Number with a Disability	Percentage
Buena Vista	20,028	1,944	9.7%
Clay	16,348	1,974	12.1%
Dickinson	16,588	2,223	13.4%
Emmet	9,827	1,014	10.3%
Lyon	11,491	1,221	10.6%
O'Brien	13,949	1,670	12.0%
Osceola	6,230	723	11.6%
Palo Alto	9,131	1,171	12.8%
Sioux	33,636	2,346	7.0%

Source: 2009-2013 American Community Survey

Employment

Employment information is very important to help paint the picture of what types of industry people work in, what the median income is and how commuting affects the entire big picture. Below will be a few tables that detail this information, as well as some maps from Iowa Workforce Development detailing commuting patterns.

	Estimate	Percentage
Agriculture, forestry, fishing and hunting and mining	885	8.4%
Construction	535	5.1%

Manufacturing	2,836	26.8%
Wholesale trade	326	3.1%
Retail trade	1,275	12.0%
Transportation and warehousing, and utilities	213	2.0%
Information	104	1.0%
Finance and insurance, and real estate and rental leasing	296	2.8%
Professional, scientific, and management, and administrative and waste management	327	3.1%
Educational services, and health care and social assistance	2,434	23.0%
Arts, entertainment, and recreation and accommodation and food services	654	6.2%
Other services, except public administration	464	4.4%
Public Administration	233	2.2%

Source: 2009-2013 American Community Survey

	Estimate	Percentage
Agriculture, forestry, fishing and hunting and mining	524	6.2%
Construction	580	6.8%
Manufacturing	1,235	14.5%
Wholesale trade	363	4.3%
Retail trade	1,428	16.8%
Transportation and warehousing, and utilities	385	4.5%
Information	274	3.2%
Finance and insurance, and real estate and rental leasing	410	4.8%
Professional, scientific, and management, and administrative and waste management	439	5.2%
Educational services, and health care and social assistance	1,895	22.3%

Arts, entertainment, and recreation and accommodation and food services	500	5.9%
Other services, except public administration	298	3.5%
Public Administration	169	2.0%

Source: 2009-2013 American Community Survey

Table 10: Employment by Industry for Dickinson County		
	Estimate	Percentage
Agriculture, forestry, fishing and hunting and mining	394	4.4%
Construction	741	8.4%
Manufacturing	1,520	17.1%
Wholesale trade	370	4.2%
Retail trade	1,154	13.0%
Transportation and warehousing, and utilities	442	5.0%
Information	114	1.3%
Finance and insurance, and real estate and rental leasing	419	4.7%
Professional, scientific, and management, and administrative and waste management	467	5.3%
Educational services, and health care and social assistance	1,656	18.7%
Arts, entertainment, and recreation and accommodation and food services	871	9.8%
Other services, except public administration	423	4.8%
Public Administration	300	3.4%

Source: 2009-2013 American Community Survey

Table 11: Employment by Industry for Emmet County		
	Estimate	Percentage
Agriculture, forestry, fishing and hunting and mining	426	8.2%
Construction	287	5.5%
Manufacturing	1,194	22.9%

Wholesale trade	137	2.6%
Retail trade	685	13.2%
Transportation and warehousing, and utilities	229	4.4%
Information	88	1.7%
Finance and insurance, and real estate and rental leasing	197	3.8%
Professional, scientific, and management, and administrative and waste management	178	3.4%
Educational services, and health care and social assistance	922	17.7%
Arts, entertainment, and recreation and accommodation and food services	470	9.0%
Other services, except public administration	254	4.9%
Public Administration	140	2.7%

Source: 2009-2013 American Community Survey

Table 12: Employment by Industry for Lyon County		
	Estimate	Percentage
Agriculture, forestry, fishing and hunting and mining	754	12.8%
Construction	303	5.2%
Manufacturing	919	15.6%
Wholesale trade	221	3.8%
Retail trade	501	8.5%
Transportation and warehousing, and utilities	311	5.3%
Information	182	3.1%
Finance and insurance, and real estate and rental leasing	367	6.2%
Professional, scientific, and management, and administrative and waste management	281	4.8%
Educational services, and health care and social assistance	1,285	21.9%
Arts, entertainment, and recreation and accommodation and food services	302	5.1%

Other services, except public administration	229	3.9%
Public Administration	225	3.8%

Source: 2009-2013 American Community Survey

Table 13: Employment by Industry for O'Brien County		
	Estimate	Percentage
Agriculture, forestry, fishing and hunting and mining	597	8.1%
Construction	460	6.3%
Manufacturing	1,455	19.9%
Wholesale trade	266	3.6%
Retail trade	912	12.4%
Transportation and warehousing, and utilities	247	3.4%
Information	143	2.0%
Finance and insurance, and real estate and rental leasing	311	4.2%
Professional, scientific, and management, and administrative and waste management	255	3.5%
Educational services, and health care and social assistance	1,738	23.7%
Arts, entertainment, and recreation and accommodation and food services	441	6.0%
Other services, except public administration	288	3.9%
Public Administration	214	2.9%

Source: 2009-2013 American Community Survey

Table 14: Employment by Industry for Osceola County		
	Estimate	Percentage
Agriculture, forestry, fishing and hunting and mining	524	15.5%
Construction	210	6.2%
Manufacturing	680	20.1%
Wholesale trade	84	2.5%
Retail trade	308	9.1%

Transportation and warehousing, and utilities	129	3.8%
Information	58	1.7%
Finance and insurance, and real estate and rental leasing	135	4.0%
Professional, scientific, and management, and administrative and waste management	157	4.6%
Educational services, and health care and social assistance	725	21.5%
Arts, entertainment, and recreation and accommodation and food services	147	4.4%
Other services, except public administration	134	4.0%
Public Administration	88	2.6%

Source: 2009-2013 American Community Survey

Table 15: Employment by Industry for Palo Alto County		
	Estimate	Percentage
Agriculture, forestry, fishing and hunting and mining	418	9.1%
Construction	308	6.7%
Manufacturing	738	16.0%
Wholesale trade	111	2.4%
Retail trade	440	9.6%
Transportation and warehousing, and utilities	284	6.2%
Information	69	1.5%
Finance and insurance, and real estate and rental leasing	193	4.2%
Professional, scientific, and management, and administrative and waste management	114	2.5%
Educational services, and health care and social assistance	1,089	23.7%
Arts, entertainment, and recreation and accommodation and food services	464	10.1%
Other services, except public administration	166	3.6%
Public Administration	205	4.5%

Source: 2009-2013 American Community Survey

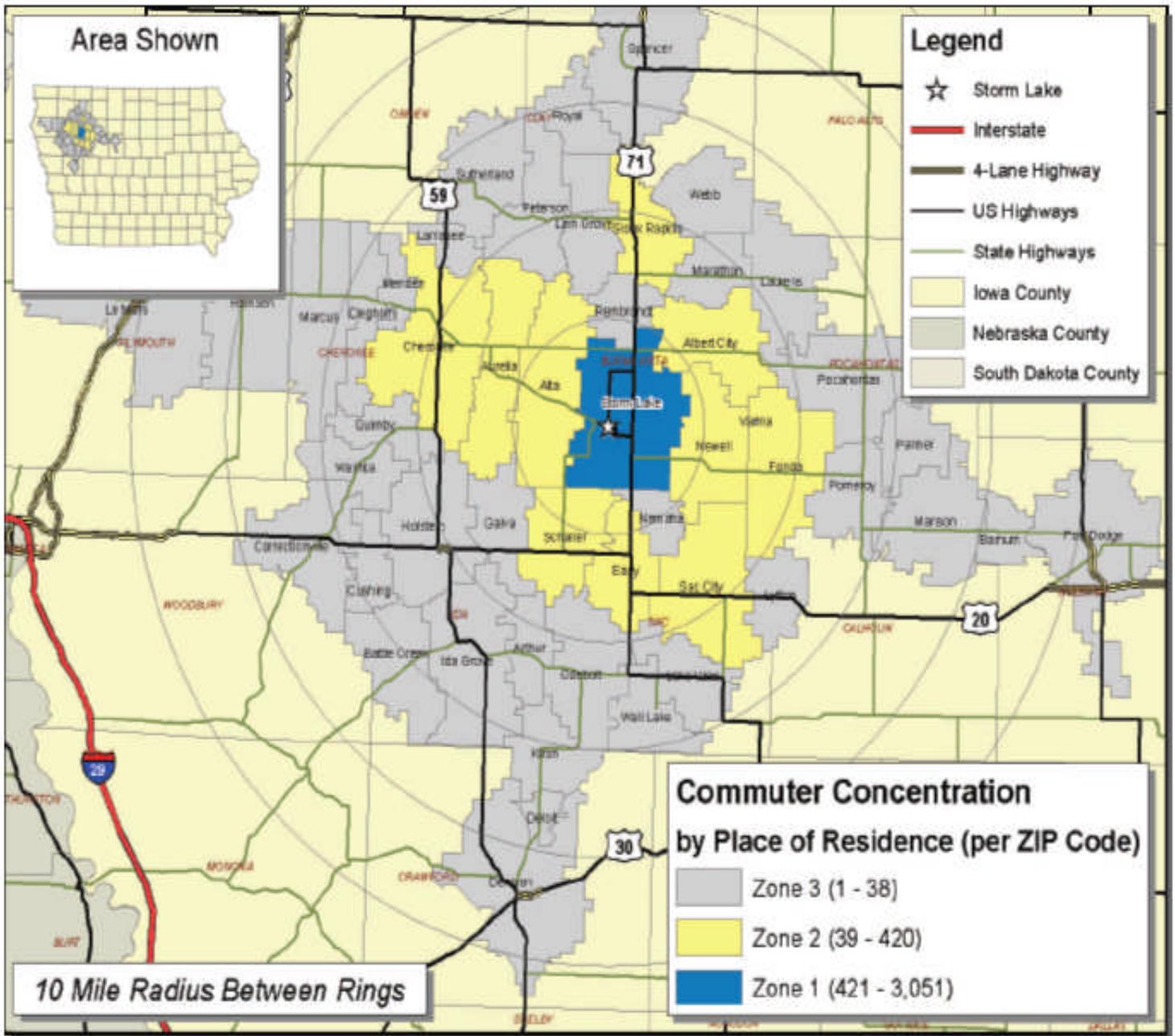
Table 16: Employment by Industry for Sioux County		
	Estimate	Percentage
Agriculture, forestry, fishing and hunting and mining	1,988	10.7%
Construction	1,078	5.8%
Manufacturing	3,062	16.4%
Wholesale trade	488	2.6%
Retail trade	2,039	11.0%
Transportation and warehousing, and utilities	714	3.8%
Information	211	1.1%
Finance and insurance, and real estate and rental leasing	794	4.3%
Professional, scientific, and management, and administrative and waste management	960	5.2%
Educational services, and health care and social assistance	4,718	25.3%
Arts, entertainment, and recreation and accommodation and food services	1,279	6.9%
Other services, except public administration	978	5.3%
Public Administration	309	1.7%

Source: 2009-2013 American Community Survey

When looking at the above tables, it can be seen there is a common trend among the counties in RPA 3. The top industries are manufacturing, retail trade, educational services, health care and social assistance and agriculture. In Palo Alto County, one of their top three industries is arts, entertainment, and recreation and accommodation and food service. This is because the Wild Rose Casino is located in Emmetsburg and creates these industry type jobs within the county. An important factor to look at also when looking at industry employment is commute times. The average commute time for all nine counties in the region is 16.15 minutes. This shows that people are willing to drive a small distance to get to a good job. Below are commuter concentration

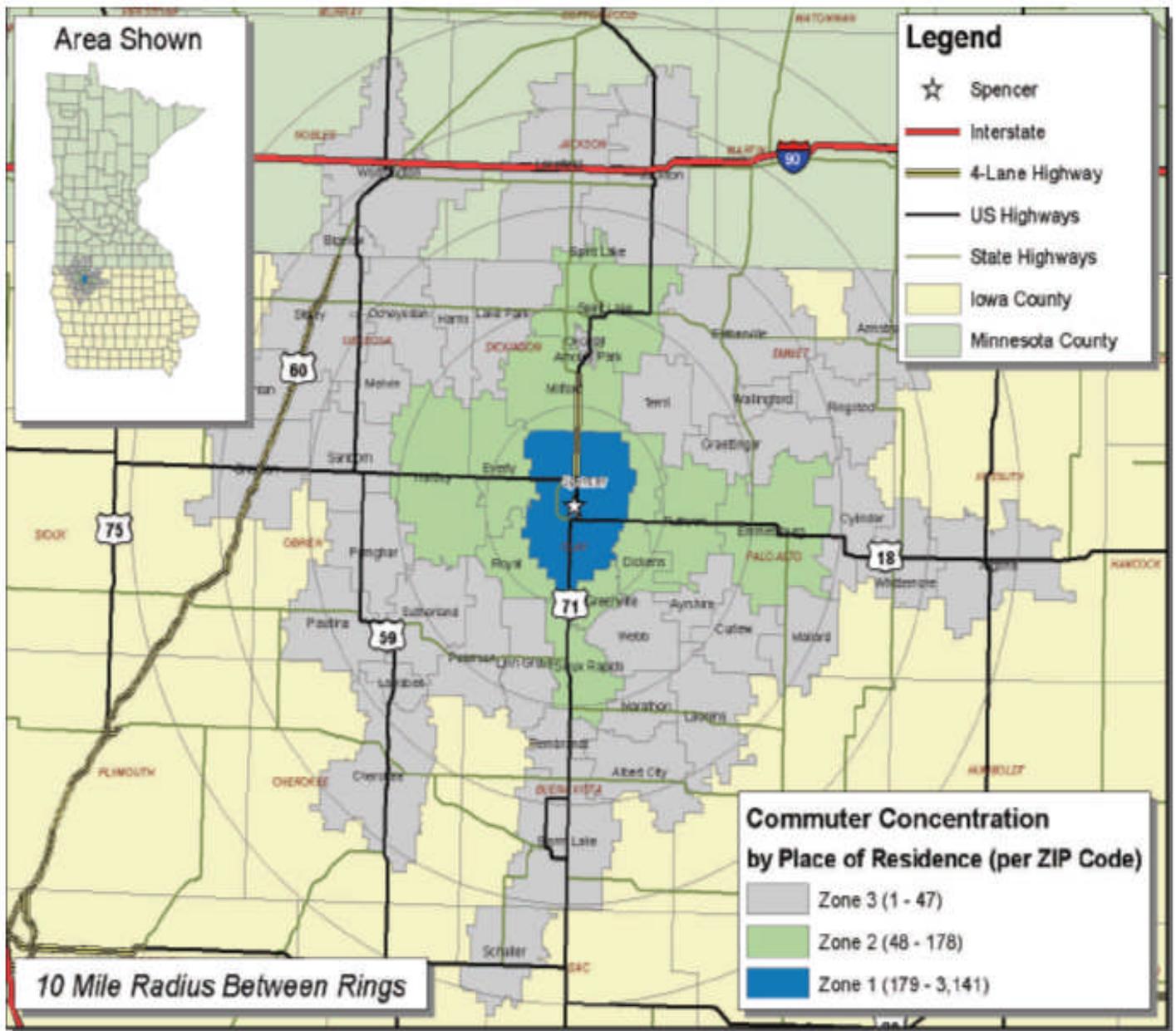
maps developed by Iowa Workforce Development and help to show where people live and how they commute.

The map below shows Buena Vista County commuter concentration. It shows that the majority of the population in the county live around the city of Storm Lake, which is also where a majority of the jobs are located. It also shows that people commute from essentially all directions around the city of Storm Lake for employment. The average commute time in Buena Vista County is 13.7 minutes.



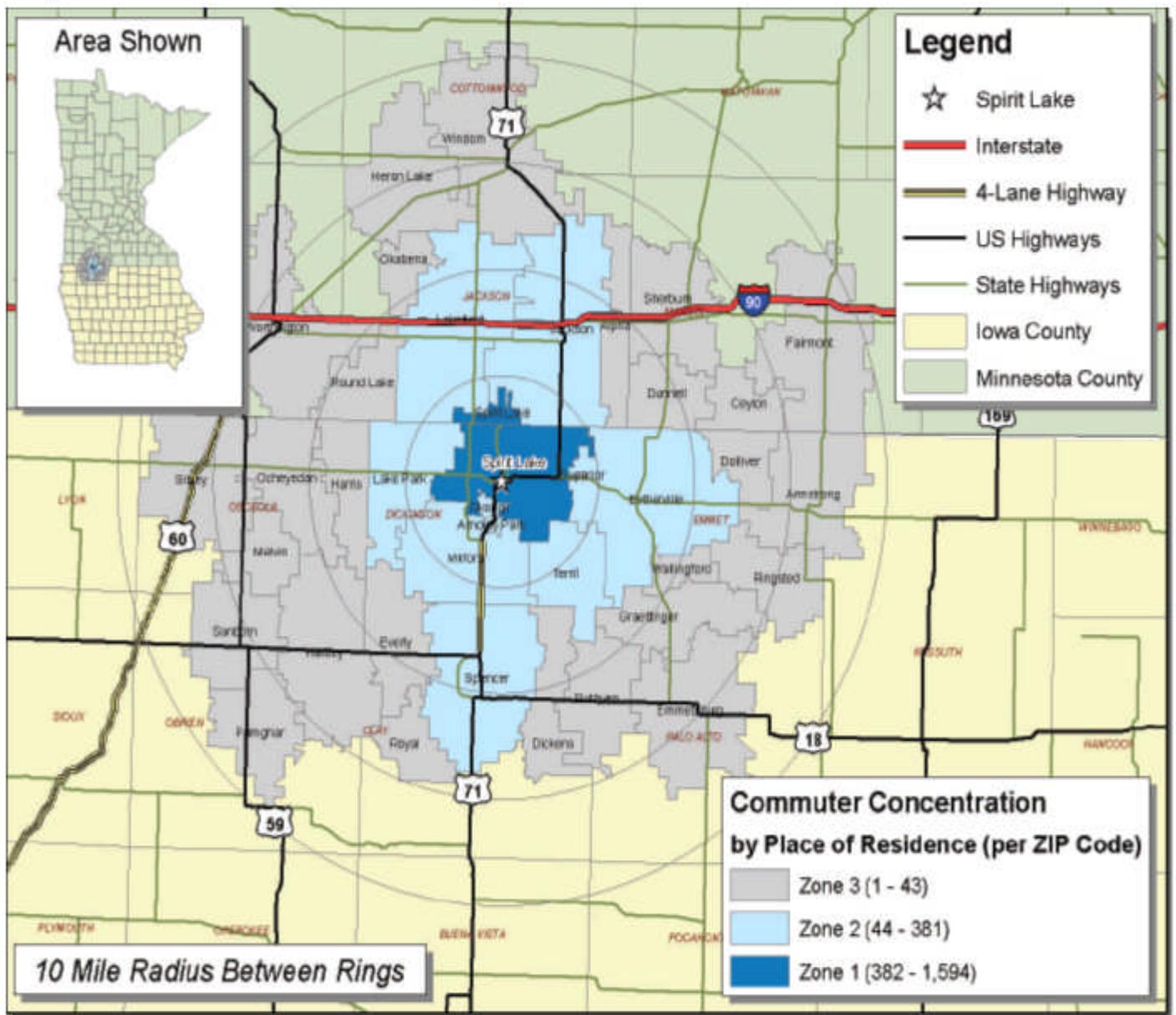
Source: Iowa Workforce Development

The map below shows Clay County commuter concentration. It shows that the majority of the population in the county live around the city of Spencer, which is also where a majority of the jobs are located. It also shows that people commute from essentially all directions around the city of Spencer for employment. The average commute time in Clay County is 15.2 minutes.



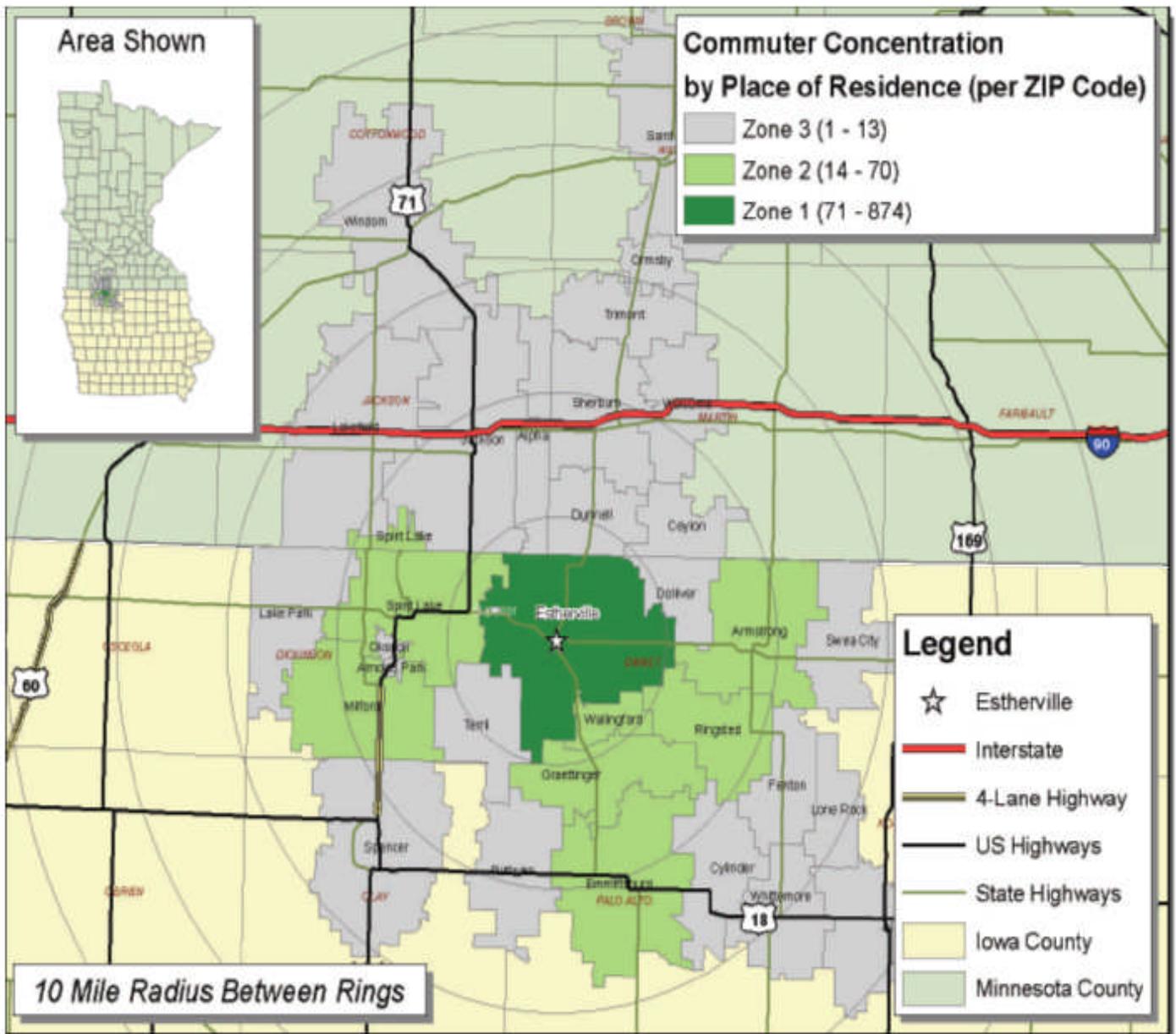
Source: Iowa Workforce Development

The map below shows Dickinson County commuter concentration. It shows that the majority of the population in the county live around the city of Spirit Lake, which is also where a majority of the jobs are located. It also shows that people commute from essentially all directions around the city of Spirit Lake for employment. The average commute time in Dickinson County is 16.7 minutes.



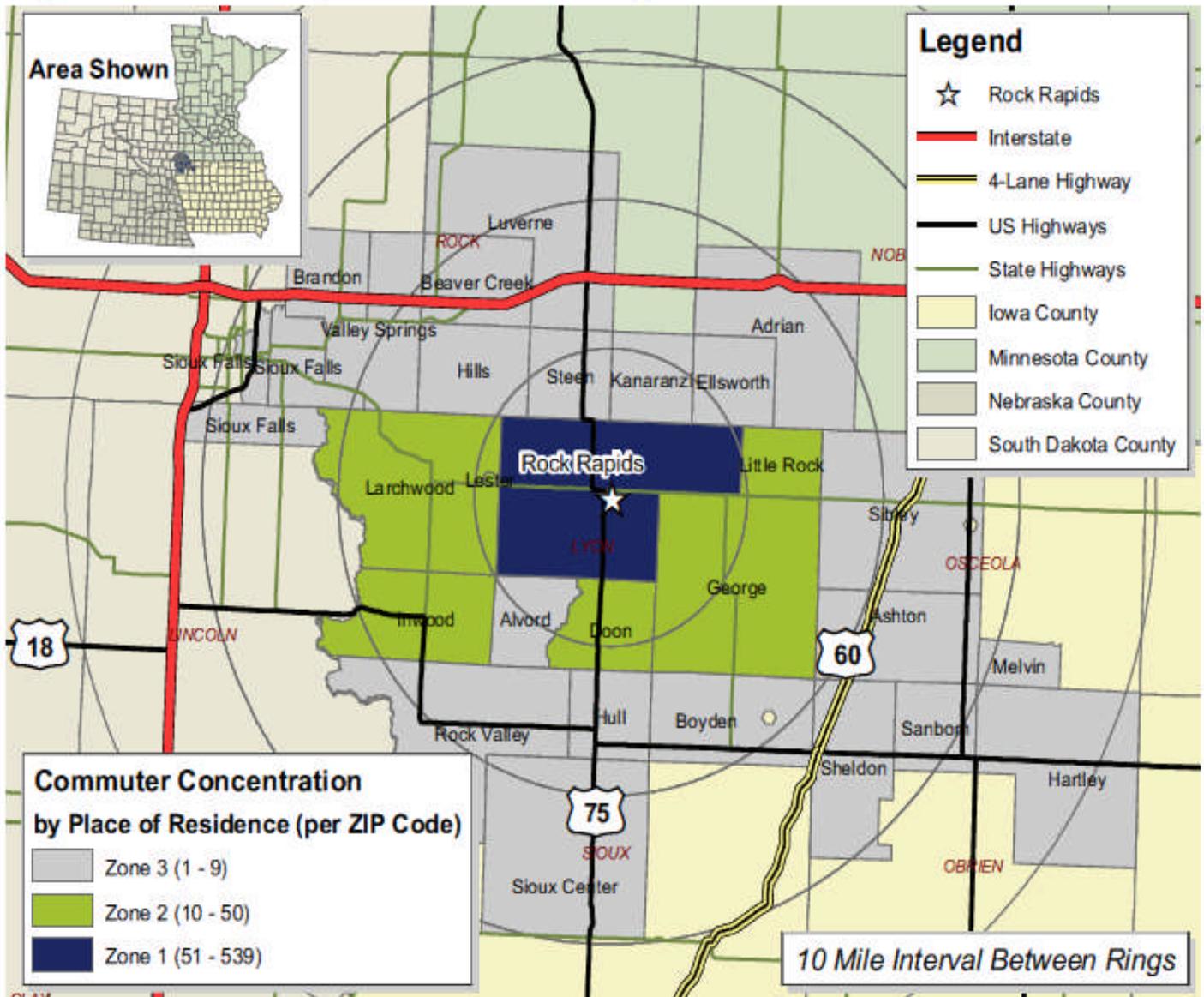
Source: Iowa Workforce Development

The map below shows Emmet County commuter concentration. It shows that the majority of the population in the county live around the city of Estherville, which is also where a majority of the jobs are located. It also shows that people commute from the south, east and west to the city of Estherville for employment. The average commute time in Emmet County is 16.4 minutes.



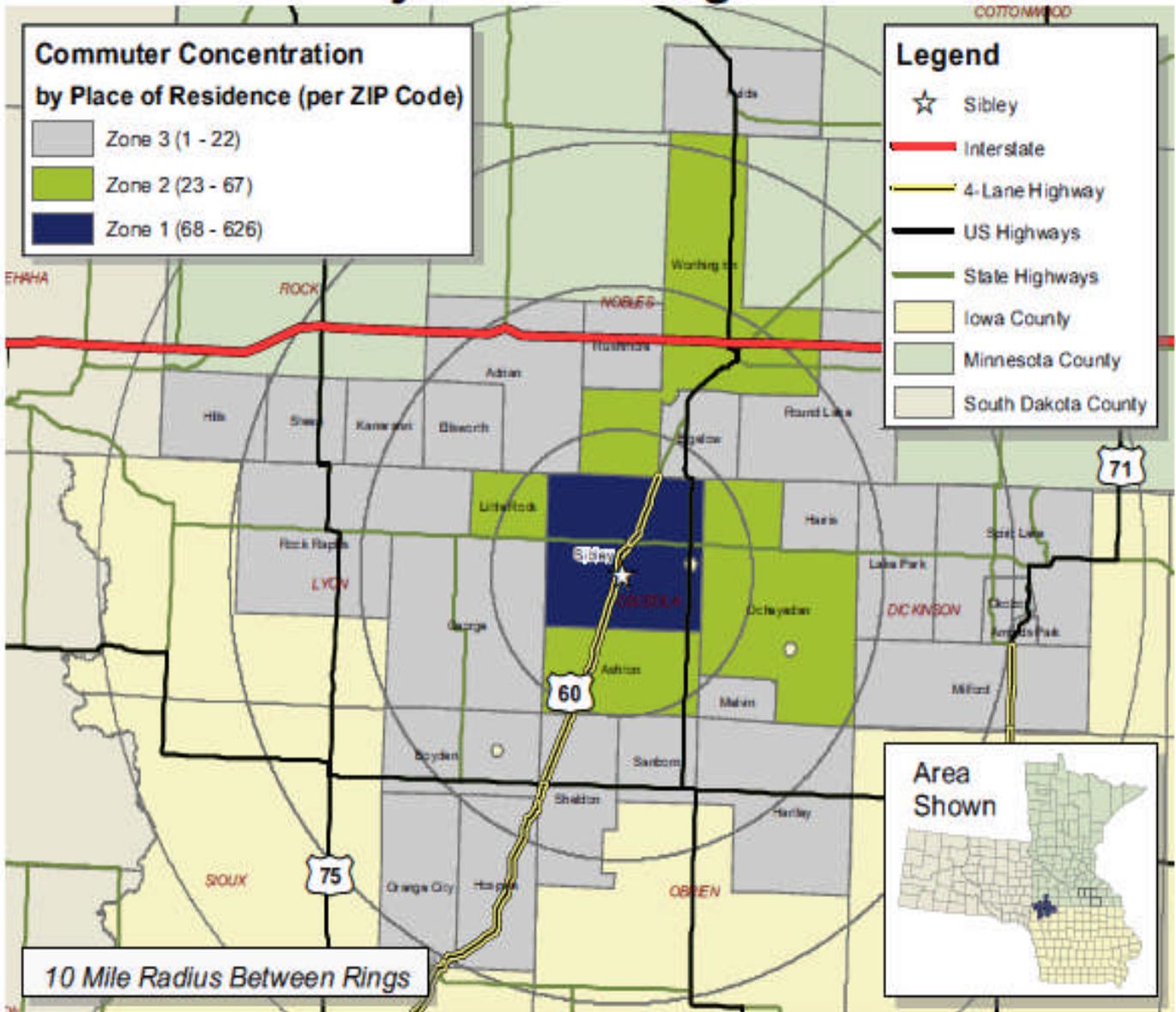
Source: Iowa Workforce Development

The map below shows Lyon County commuter concentration. It shows that the majority of the population in the county live around the city of Rock Rapids, which is also where a majority of the jobs are located. It also shows that people commute from the south, east and west of the city of Rock Rapids for employment. The average commute time in Lyon County is 18.1 minutes.



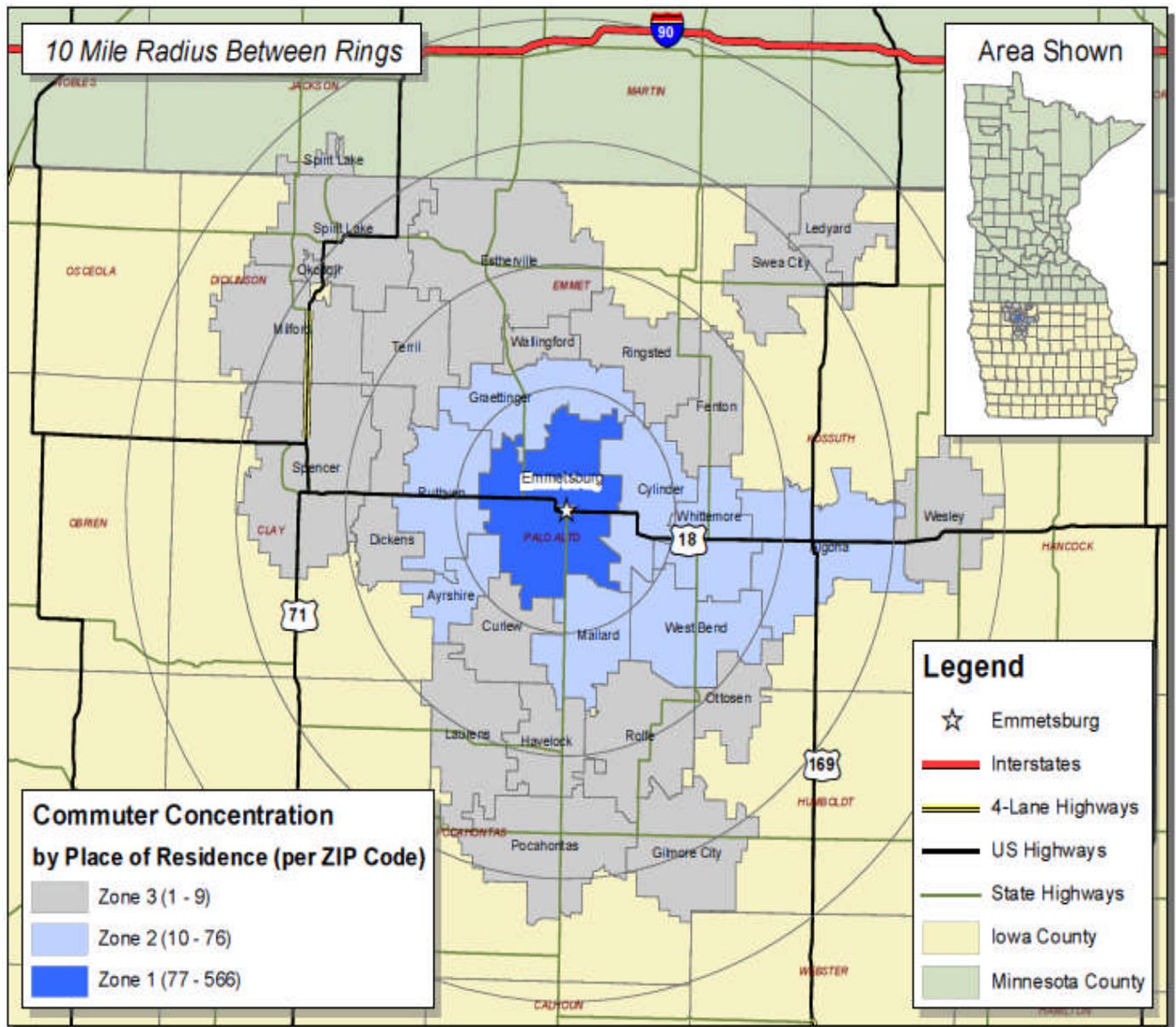
Source: Iowa Workforce Development

The map below shows O’Brien County commuter concentration. It shows that the majority of the population in the county live around the city of Sheldon, which is also where a majority of the jobs are located. It also shows that people commute from essentially all directions around the city of Sheldon for employment. The average commute time in O’Brien County is 16.7 minutes.



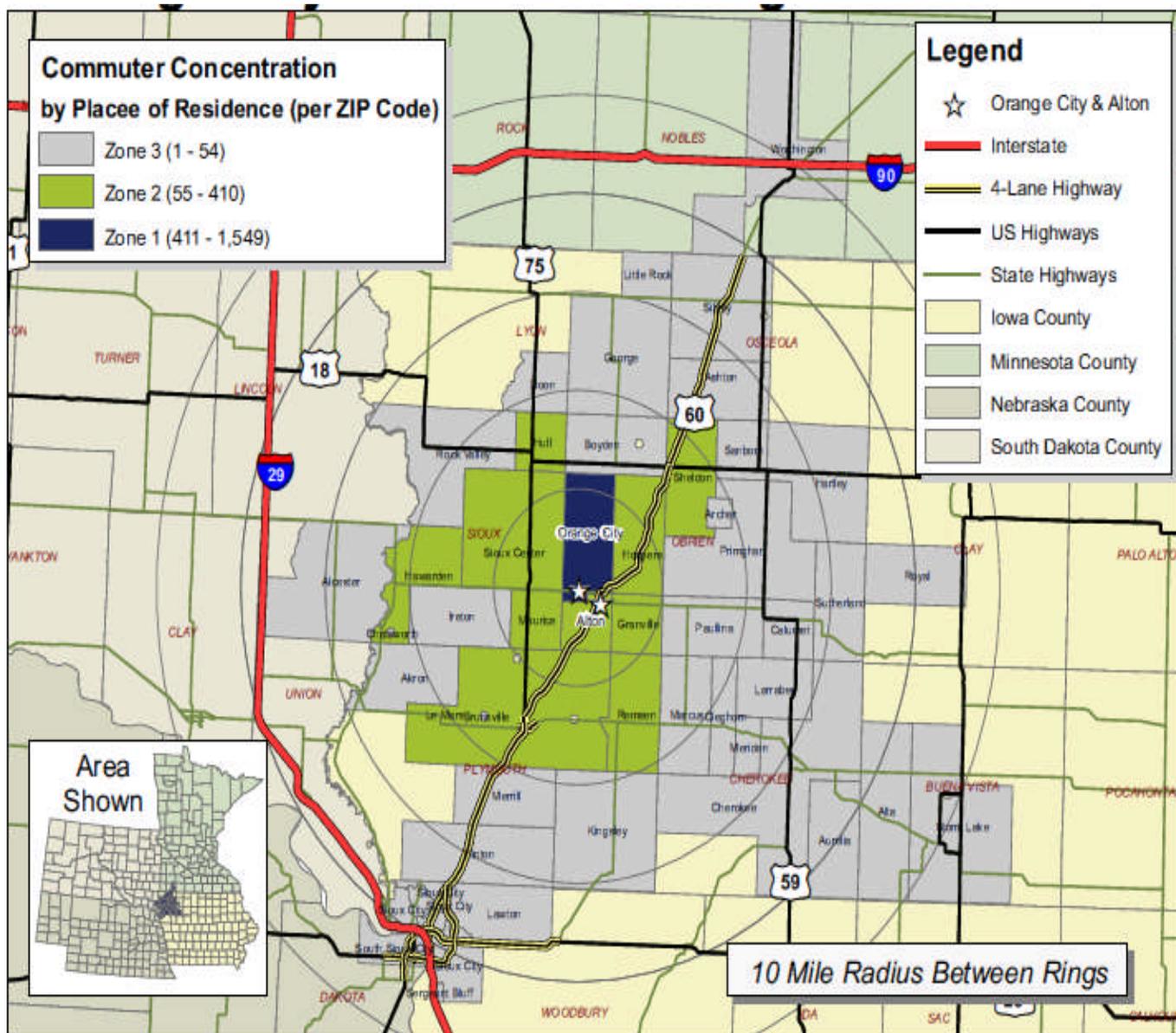
Source: Iowa Workforce Development

The map below shows Palo Alto County commuter concentration. It shows that the majority of the population in the county live around the city of Emmetsburg, which is also where a majority of the jobs are located. It also shows that people commute from essentially all directions around the city of Emmetsburg for employment. The average commute time in Palo Alto County is 16.9 minutes.



Source: Iowa Workforce Development

The map below shows Sioux County commuter concentration. It shows that the majority of the population in the county live around the city of Orange City/Alton, which is also where a majority of the jobs are located. It also shows that people commute from essentially all directions around the city of Orange City for employment and also commute south to Sioux City. The average commute time in Sioux County is 12.8 minutes.



Source: Iowa Workforce Development

Limited English Proficiency Analysis

The purpose of this Limited English Proficiency analysis (LEP) is to outline how to identify persons who may need language assistance, the ways in which assistance may be provided, staff training that may be required, and how to notify LEP persons that assistance is available. As defined in Executive Order 13166, a LEP person or those who do not speak English as their primary language and have limited ability to read, speak, write or understand English. Regional Transit Authority (RIDES) always worked informally to meet the needs of LEP individuals. The following analysis gives a more detailed view of the LEP population in the region and ways to assist that population.

	Total Population (5 Years and Over)	Speak only English	Speak language other than English	Speak other languages, and speak English “very well”	Speak other languages, and speak English less than “very well”
Buena Vista	18,874	13,306	5,568	10,418	8,456
Clay	15,595	15,018	577	15,595	0
Dickinson	15,963	15,660	303	15,963	0
Emmet	9,563	8,798	765	Unknown	Unknown
Lyon	10,727	10,512	215	Unknown	Unknown
O’Brien	13,383	12,781	602	13,383	0
Osceola	5,932	5,552	380	3,957	1,975
Palo Alto	8,768	8,584	184	8,768	0
Sioux	31,453	28,465	2,988	7,549	904
Total	130,258	118,676	11,582	75,633	11,335

Source: 2009-2013 American Community Survey

2010 U.S. Census Bureau data was utilized to determine what percentage of the area’s population is considered LEP. For the purposes of this analysis, people who speak another language and speak English less than “very well” are considered to be LEP persons. The table below shows the number of people for each county that speak another language and do not speak English well.

The percentage of LEP persons is spread out throughout the region. The highest concentration of LEP persons is in Buena Vista County. The City of Storm Lake has 63% of the population speak a language other than English and speak English less than “very well”. Lakeside has 60.4% of their population considered LEP. This is the highest concentration of LEP persons in the region, although there are those that are considered LEP all over Region 3.

The table below shows languages other than English that are spoken in the region as well as the number of those persons for each language that speak English “very well”, and less than “very well”.

Table 18: Languages Spoken			
	People that Speak Spanish or Creole	People that Speak Other “Indo-European Languages”	Asian and Pacific Islander Languages
Buena Vista	4,171	132	1,208
Clay	374	93	109
Dickinson	208	64	16
Emmet	717	38	19
Lyon	129	75	11
O’Brien	455	94	54
Osceola	332	24	18
Palo Alto	178	109	0
Sioux	2,359	377	126
Total	8,923	1,006	1,561

Source: 2009-2013 American Community Survey

As shown in the table above, Spanish is the predominant language spoken in Region 3. The other languages spoken are a combination Indo-European Languages, Asian and Pacific Islander.

Although there is a large number of LEP population throughout Region 3, the Regional Transit Authority (RIDES) stated that much of the services they provide do not go to the LEP population.

The frequency with which LEP people come in contact with public transportation programs,

services and activities is low. There is no hard data about the amount of services the Regional Transit Authority provides, but the majority of services RIDES provides to LEP population are located in Storm Lake and Sioux Center. There is no data about the percentage of LEP customers that RIDES provides services to, but from discussion with RIDES staff, that percentage would be very low.

The Regional Transit Authority provides few services to LEP persons. RIDES is planning to completely update their website over the course of the next year with enhancements to user friendly features and research into developing direct customer scheduling of rides through their system. RIDES will also be developing new brochures with Spanish translation that will be available first in areas of higher Hispanic concentrations, but eventually throughout the entire region. The effectiveness of available resources made for LEP persons will be evaluated and it other resources will be considered. Currently, the resources that are available are sufficiently meeting the needs of LEP persons.

Chapter 3: Coordination Issues

In discussions with the TAG, there were several service, management, fleet and facility needs that were identified. The text below details these needs:

Service Needs

Expanding service hours where specifically requested, continues to be a gap/need for transportation services. There is a need to have earlier and later service times as the clientele and their needs continue to expand. This is difficult for RIDES to do based on their budget and currently is only done on a case by case basis. The TAG would like to see this expanded upon in the future.

Expanded elderly service continues to be a very valid gap/need as this segment of the population is the largest cohort in many counties within the region and comes with specific needs and challenges that can currently only be met through public transit options. Health care and patient transportation was something that was again identified by the TAG. This is a service that will be continued and expanded in the region as it has much success in the past.

Additionally, the TAG addressed the need to review development of employer/employee transportation programs to deal with workforce issues. Regional employers have indicated that they cannot find adequate workers to meet specific needs in certain manufacturing sectors. In the future RTA, RPA 3, and county economic developers will coordinate meetings with regional employment to better ascertain the problem and work to develop transportation pilot programs to deal with the specific issues.

Other service needs that were identified were lack of funding and coordination of service. Lack of funding continues to be an issue with public transportation systems because of cuts on the state and federal level. Coordinating services is something the RTA strives to improve. This is a service need that can continue to be improved upon.

Management Needs

The TAG indicated no major changes to this specific needs group, but only recommended an enhancement of the advertising and marketing of available transportation programs, specifically those of the RTA through multi-lingual approaches and enhancement of online services. In regards to multi-lingual or barriers to non-English speaking persons, the Regional Transit Authority continues to utilize the services of a private company, SpectraCorp/Cyra Com International, to provide immediate interpretive services to non-English speaking persons who utilize the phone to gain access to regional transportation services. RTA has updated their brochure this year for publication in Spanish, and Braille. Larger print and audio of the brochure is also available. Also RTA has made available a sign language interpreter during public meetings if requested.

Fleet Needs

Replacement of vehicles is something that continues to be done annually as the need arises. RTA recently updated their technology in their fleet to have tablets, instead of the older system that was used to track ridership.

Facility Needs

A need for enclosed vehicle storage has been a need that has been previously identified. RTA's plans to do a feasibility study are beginning to be developed and this project is still a long range goal.

Previously Recommended Priorities/Projects

In the 2013 PTP Update, several projects were identified for funding. The text below details the status of these projects.

O'Brien County, City of Sheldon/Village Northwest

This is a continued service that RTA has been providing for over four years and the TAG is very supportive of. This project helps meet the need for expanded hours of service plus fulfill a management need through the publicity and marketing. RTA will continue to provide nighttime ADA service to the general public and Village Northwest residents in Sheldon Iowa from 5 p.m. to 9 p.m. Monday, Wednesday and Fridays. Although there will not be New Freedoms funding in the future, this project will continue and find another funding source. Although New Freedoms funding will be eliminated due to new MAP-21 regulations, RTA will be able to operate and support this program with other funds.

*We have discontinued the nighttime service due to a lack of usage and driver shortage.

Special Medical Transportation

RTA will work with the management of Greater Sioux Community Health Center, Inc. in Sioux Center to develop a pilot transportation program from several local towns within the County to the Medical Center for individuals. This project will utilize special transportation funding.

*This didn't materialize due to RIDES not having enough operational funding to start a new project.

Buena Vista County Employment Route

RTA is working with major employers in Buena Vista County to develop an employment route. This service would pick up residents at fixed cities in the county that are to be determined and provide transportation to and from their place of work. This project will potentially use non-urbanized formula funding.

*This didn't materialize due to RIDES not having enough operational funding to start a new project.

Recent Developments Affecting Coordination Issues

There have been several challenges that have arisen recently due to some changes within the health and human service sectors/mental health and how services are provided. Some of the unmet needs that have been identified by the TAG are:

- Focus on how to address issues arising in the new mental health reorganization. No longer using fixed “school bus routes” and moving towards on demand services with customized employment goals.
- Costs need to be brought down for agencies, but other funding would need to come in to help the RTA break even.
- RTA being more flexible, thus being able to meet more of the specific needs that are new in the region.
- Expanding to early and late services. Agencies might have to look for other resources other than RTA to provide that service, unless they can provide more funding to offset the cost.
- Getting services more in line with the funding that is available to “break even”.
- More wants/needs on the RTA for services, but the RTA doesn’t want to pass the additional costs for these onto the agencies using the service.
- Be creative with partnerships to help split costs for users/groups.
- Add some major employers to the TAG, and see if there is a future for developing employment transportation. Needs to be incentivized to companies.
- Pursue STA special projects funding.
- Regional mental health services set group rates instead of each agency.
- To continue expanded hours (weekends and evenings) of service for HHS agencies that have shown utilization of this program over the last two years.
- Expand scope of service for elderly, particularly low-income that can’t afford transportation. The Aging association was adamant that these services continue as they are just now seeing the effects of the bad economy on this age group within

Region III. This will be the first year that they will not be able to meet their contractual obligations due to senior's insufficient use because of funding issues.

- Continue with services that assist client's transportation to health centers, shopping trips, etc. These services are ongoing and need to potentially expand where possible.
- Need for better information and more available information on the RTA services. Last year the RTA initiated an alternative language program and this year efforts to upgrade their website and develop a new bilingual brochure will be undertaken. This effort hopefully pays off in a better understanding of what RTA services are available, how to access those services, which ultimately leads to more riders.
- Need for continued government subsidy of transportation programs. This goal is always an issue with the TAG group and will continue to be so. With government programs being ever changing, continue to seek new funding options for operations and vehicle replacement for RTA.
- Potentially add new public transportation services. Continue to adapt with the changing transit needs. Work with other agencies and disability providers in Region III to determine what the needs are and look into expanding services and keep them involved in the planning process.
- Focus on Limited English Persons using public transportation services. Growth is anticipated in this area and there is a need to publish materials in both English and Spanish and to get drivers and dispatchers trained in other languages to accommodate those people who do not speak English.
- Maintaining a good and reliable drive pool.

These unmet needs are very common amongst all of Iowa, but these issues seem to come up regularly at TAG meetings. The TAG group is planning on having another brainstorming session in 2015 to be able to come up feasible and realistic solutions to the unmet needs of the region.

Review of Public Input

To gain public input on public transit in Region III, NWIPDC sent out the transportation fact provider sheets to all public transportation providers. This sheet was used as a guide to gain input in several areas including: the type of service, groups served, service area, service hours and days of operation, number of employees and employee information, fare structure, vehicle fleet, performance, and several other areas analyzing the vehicle fleets.

Sending out transportation provider fact sheets was done in lieu of public meetings. This process began in 2010 as an effort to receive more meaningful input on passenger transportation within the region. This input and the three TAG meetings were used as the basis for the 2016-2020 PTP. The transportation provider fact sheets were sent out in the second quarter of State Fiscal Year 2015 to all regional providers/TAG members. They were contacted concerning transportation as it related to the information asked for on the provider fact sheet. This planning effort needs to be reviewed and changed for future PTP's to gain more meaningful input from public transportation providers other than RTA, who always gives meaningful feedback.

In November 2014, a meeting of the TAG was held to review the provided information and to discuss the previous year's plan and its goals and highlighted projects. All members of the TAG were invited, which includes: RTA/RTA, 33 school districts in the region, St. Lukes Lutheran Home, Village Northwest, Hope Haven, ECHO Plus, Genesis Development, Horizons Unlimited, Spencer Cab Company, Storm Lake Cab Company, Clay County Veterans and Dickinson County Veterans. All TAG members that attended the meeting held at the RTA office in Spencer were asked to assess the listing of previous goals as shown within the 2013 PTP update and explain if they felt they were still valid and if they believed any new goals needed to be added to the listing.

Chapter 4: Priorities and Strategies

The RPA 3 TAG finalized a list of priorities and strategies in the November 2014 meeting. These will help guide what goals the TAG has for the upcoming years and will be updated at future updates. All priorities listed below are important and are not ranked in any particular way. The priorities are:

- Continue to pursue new funding opportunities from other transportation programs not currently being utilized and legislate for more funding on the federal, state and local levels.
- Continue to improve existing partnerships and build new partnerships.
- Expand services as funding allows.
- Increase driver compensation to keep a good driver pool.
- Focus on maintenance of vehicles and replacement when needed.
- Seek out new opportunities for services not currently being delivered.
- After hour hospital discharges coordinated with nursing homes.
- Having flexible, non-routine hours to accommodate changing needs of riders.

Strategies

The TAG meetings and surveys distributed have helped to identify needs and challenges that the RPA 3 area are facing. The needs of health and human service groups, disabled individuals, the elderly population and the general public that utilize public transportation have been focused on by the TAG group. The biggest challenge that is facing public transportation according to the TAG group was funding and ways to deal with providing new and more services without passing that cost along to riders. There is a lack of funding on the federal and state level and this is a huge issue that need to be addressed. There are three main strategies that need to be addressed and have been discussed heavily by the RPA 3 TAG. Those strategies are service expansion, fares and vehicle replacement.

Service Expansion

The TAG wants to continue to monitor service gaps and the needs for expanded evening and/or weekend service within the region. It is also important to the PTP identify areas within the region where service trials might be undertaken or where more coordination of services might be needed. Expansion of night and weekend service continues to be something that is looked at, but a lack of funding to provide for this kind of service continues to be a barrier. Coordination of resources among the different healthcare and human service organizations and public transit in the region could result in cost savings and should continue to be explored. Several of these organizations provide their own transportation services to residents or clients who need it. Lastly, there has been a need presented in the area for transportation services for out of town medical appointments and hospital discharges. Currently, these services are provided as needed, but RIDES would like to add more availability of these to be able to better serve their clients.

Fares

The TAG does not want to pass on costs to its riders as the funding that RPA receives from different resources starts to get tighter. Keeping fares affordable through any cost saving measures and coordinating services with different organizations can help to make this a reality. Continuing to seek different funding sources and make the most of the funding that is available is priority in RPA 3.

Vehicle Replacement

In recent years, RIDES has not had any of their vehicles programmed or applied to the RPA 3 Technical Committee for funding consideration in the annual TIP. This would be another funding option in the future in order to keep up with the need for the replacement of aging, high mileage vehicles. RIDES has a replacement schedule and replaces their vehicles currently with the funds they have in their maintenance pot of funds and as other state or federal funding becomes

available. Currently RIDES depends almost solely on federal grant funds to cover the costs associated with updating their fleet. RIDES does utilize 5339 funding based on the Public Transit Management System (PTMS) points system also provide for need-based funding for replacement vehicles, as have State of Good Repair funds.

Based on the priorities and strategies that have been identified there are a few recommended projects that the TAG wanted to have included in the PTP.

Recommended Projects – Years 1 to 5

Projects Recommended as candidates for FTA or STA funding:

Provider Name	Project Description	Type*	Total Estimated Cost	Estimated Year	Recommended Funding Source(s)**
RTA	Lyon County/Sioux Falls Connector	O	\$20,000	2017	STA-S
RTA	STA Special Project-Sioux County-HSP Transportation	O	\$25,000	2016-2017	STA-S
RTA	Clay/Dickinson County Employment Route	O	\$50,000	2017-2018	STA-S

Projects Recommended as candidates for human services or other funding:

Provider Name	Project Description	Type	Estimated Cost	Year*	Recommended Funding Source(s)
RTA	Enclosed Storage Facility-Spencer	C	\$1,000,000	2018-2019	PTIG
RTA	Updating Brochures-Large print, Braille and Alt. Language.	O	\$2000	2016-2017	Local Funding

* Type Codes: O = Operations, C= Capital, P = Planning

** Funding Source Codes: FTA Programs: 5307 = Urbanized Formula, 5309 = Capital Investment Grants, 5310 = Special Needs, 5311 = Non-Urbanized Formula, 5316 = Job Access/Reverse Commute, 5317 = New Freedom, 5339 = Alternative Analysis Funding. ICCAP = Iowa’s Clean Air Attainment. STA Programs: STA-F = State Transit Formula, STA-S= State Transit Special Projects, PTIG = Public Transit Infrastructure Grant. STP = Surface Transportation Program (flex funds). HHS Programs: HS = Head Start, OAA = Oder Americans Act, WTF = Welfare to Work. DHS = Dept. of Homeland Security.

Chapter 5: Funding

Transportation costs continue to increase and public transportation systems continue to seek out new funding to be able to cover operational costs. Several of the organizations involved in the TAG have stated concerns about being able to afford transportation services for their clients based on future funding projections. The cost of public transportation often becomes something seen as a luxury to those that are low income, which is a group that is in great need of these services. Affordability of public transportation services is something that doesn't not only affect individuals utilizing the system, but for the different health and human services agencies that set up transportation services through the public transportation system.

Funding available to public transportation agencies is composed of several federal, state and local sources. The Iowa DOT has a more detailed list of the federal and state funding opportunities and options in their Guide to Transportation Funding Programs on the Systems Planning website. Below details the programs that are available to public transportation systems.

State Transit Assistance

Qualifications for funding

- Projects must be in an approved Transportation Improvement Program.
- Approximately 97 percent of funding is distributed among eligible transit systems using a performance-based distribution formula calculated on prior year statistics for rides, miles, operating cost, and local support. There is no local match requirement for formula funds.
- At least \$300,000 is reserved for special projects each year. These can include individual special projects for new services needed to support human services coordination, statewide transit training needs (including transit training fellowships), and emergency projects. Coordination projects will normally have an 80/20 match ratio for the first year and a 50/50 match ratio for the second year. By the third year the project should be self-sustaining. Fellowships require a local match of 20 percent. Emergency project match requirements vary with the nature of the project.

This program provides state funding assistance to support and improve locally sponsored public transit programs.

Statewide Planning Program (Section 5303, 5304, 5305)

Qualifications for funding

- Develop transportation plans and improvement programs
- Establish performance targets
- Produce a System Performance Report
- Projects must be included in an approved Transportation Improvement Program (TIP).
- Projects must be included in an approved transportation planning work program (TPWP).

This program provides funding and procedural requirements for multimodal transportation planning. (Jointly administered by FTA and the Federal Highway Administration)

Non-urbanized Area Formula Program (Section 5311)

Qualifications for funding

- Only designated recipients and states may apply for funding.
- RPA planning and intercity bus assistance funding is off-the-top. Remaining funds are distributed among all eligible transit systems using a performance-based distribution formula based on prior year statistics (may be used for operating support, preventive maintenance, capital, job access and reverse commute projects or planning).
- Projects must be in an approved State Transportation Improvement Plan (STIP).

This program provides federal funding for support of transit activities in rural areas and in urban areas of less than 50,000 in population (operating, capital, planning, and job access and reverse commute assistance).

Transit Capital Program (Section 5339)

Qualifications for funding

- Projects must be in an approved Statewide Transportation Improvement Program.
- Projects must be included in an Asset Management Plan.

Non-federal matching funds required:

- 20 percent of net project cost other than those that are compliant with the requirements of the Americans with Disabilities Act of 1990 (ADA) and the Clean Air Act Amendment (CAAA)
- (15 percent of net project cost for vehicles that are compliant with ADA/CAAA (funding is allocated by formula))

This program provides federal assistance to replaced, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

State of Good Repair (Section 5337)

Qualifications for funding

- Projects must be in an approved Statewide Transportation Improvement Program.
- Projects must be included in a Transit Asset Management Plan.
- Projects are limited to replacement and rehabilitation or capital projects required to maintain public transportation systems in a state of good repair.

Non-federal matching funds required

- Twenty percent of net project cost for projects other than those that are compliant with the requirements of the Americans with Disabilities Act of 1990 (ADA) and the Clean Air Act Amendment (CAAA).

This program provides federal assistance dedicated to repairing and upgrading rail transit systems along with high-intensity bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). (Replaced the Fixed Guideway Modernization Formula program).

Iowa Clean Air Attainment Program (ICAAP)

Qualifications for funding

- A local match of at least 20 percent is required.
- Eligible projects will fall into one of the following categories:
 - those which reduce emissions via traffic flow improvements and provide a direct benefit to air quality by addressing ozone, carbon monoxide, or particulate matter PM-2.5 or PM-10 (all of these pollutant emissions must be addressed, and a reduction calculation must be provided by the applicant for all types of projects listed);
 - those which reduce vehicle miles of travel;
 - those which reduce single-occupant vehicle trips; or
 - other transportation improvement projects to improve air quality or reduce congestion.

Net operating costs of new transit services are eligible for up to three years (at 80 percent federal/20 percent local participation).

This program funds highway/street, transit, bicycle/pedestrian, or freight projects or programs that help maintain Iowa's clean air quality by reducing transportation-related emissions. Eligible

highway/street projects must be on the federal-aid system, which includes all federal functional class routes except local and rural minor collectors.

Surface Transportation Projects (STP)

Qualifications for funding

- Approval by Regional Planning Affiliation or Metropolitan Planning Organization (RPA/MPO)

This funding is from Federal Highway Administration (FHWA) program provides flexible funding that may be used for transit projects. The funds can be used for roadway, transit capital projects, pedestrian/bikeway projects, or intermodal planning projects on an 80% federal, 20% local basis. The State of Iowa currently offers 6 programs providing financial assistance to public transit systems.

State Transit Assistance (STA)

All public transit systems are eligible for funding under the STA program. Since 1984, STA funding has been derived from a dedicated portion (currently 1/20th) of the first four cents of the state “use tax” imposed on the sale of motor vehicles and accessory equipment. STA funds are provided to support public transit services and may be used for either operating or capital projects.

STA Special Projects

Up to \$300,000 of the total STA funds are set aside to fund special projects. These can include grants to individual systems to support transit services which are developed in conjunction with human service agencies, or statewide projects to improve public transit.

Public Transit Infrastructure Grants

The Iowa Legislature established a new program to fund some of the vertical infrastructure needs of Iowa’s transit systems in 2006.

Local Funding

The majority of transit funding comes from local sources, particularly for operating. Local funding typically includes passenger revenue/fees, contract revenue and local taxes.

Other Funding

Through discussions with the TAG and Regional Transit, other funding sources were identified. These included:

Medicaid funding through TMS and DHS, which has been the fastest area of growth recently and has been assisting greatly with transportation for persons with disabilities across the entire region.

County/Community Foundation Funds, in those regional counties without a casino, have a wide variety of options open for potential funding. While these have never been accessed before for any transit needs, future efforts will include looking into the respective grant programs for possible program development where transportation needs lie and subsequent funding.

Casino funding is also available to entities within Lyon and Palo Alto Counties along the same lines as the county/community foundation funds as they have a variety of options that focus specifically on assisting with community service needs. These funds will also be explored in future years to determine potential eligibility for transportation related programs.

Appendix A: Health and Human Service Agency Survey

HEALTH & HUMAN SERVICE AGENCY SURVEY

Please complete and return your survey by December 15th, 2014 or as soon thereafter as possible to:

Cara Elbert c/o Northwest Iowa Planning and Development Commission

PO Box 1493

Spencer, IA 51301

Contact Information

Agency Name _____

Agency Address _____

City _____ State _____ Zip _____

Contact Name _____ Title _____

Phone _____ Email _____

Transportation Coordination Survey

1. Which best describes your type of agency/organization/business?

- A. Human Services Agency
- B. Medical Services
- C. Disabled Services
- D. Elderly Services
- E. Education System
- F. Other:

2. Do you provide transportation services?

- A. Yes-continue with question 3
- B. No- skip to question 8

3. How do you provide services?

- A. Your own vehicles
- B. Contract
- C. Lease Vehicles
- D. Other

4. If you provide transportation, how are the rides scheduled?

- A. Regularly Scheduled Route
- B. As needed
- C. Other:

5. If you own vehicles, are there usage restrictions?

- A. Yes
- B. No

If yes, what are the restrictions?

- A. Only our clients

- B. Only in our town
- C. Other

If no, would you be interested in transporting others on your regular routes/trips with or without a fee?

- A. Yes, with a fee
- B. Yes, either with or without a fee
- C. Yes, without a fee
- D. No

6. If you own transportation vehicles, how are they funded? Circle all that apply

- A. 100% by our company
- B. DHS assistance
- C. County assistance
- D. IDOT assistance
- E. Veterans Affairs assistance
- F. City assistance
- G. Other

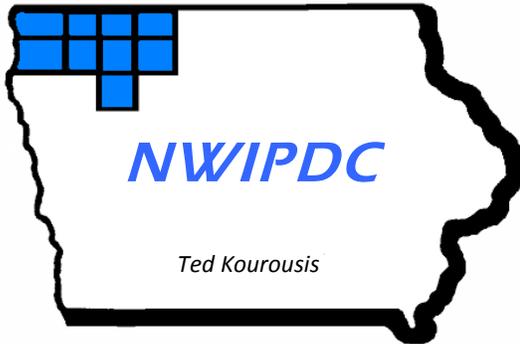
7. Please attach the following information about your fleet of vehicles.

8. What areas of transportation service coordination would be of interest to your agency?

Circle all that apply

- A. Joining a network of service providers
- B. Sharing vehicles with other agencies
- C. Cooperatively purchasing vehicles
- D. Contract to purchase services
- E. Centralized scheduling
- F. Pooling financial resources
- G. Shared routes
- H. Contract to provide services
- I. Joint driver training program
- J. Other:

9. Thinking of your agency or community, what transportation needs are not being met adequately? Please be as specific as you can.



NORTHWEST IOWA PLANNING & DEVELOPMENT COMMISSION

217 West 5th Street • Box 1493

Governmental Services Center • Spencer, Iowa 51301

712/ 262-7225- Planning & SHIELD Division • 712/ 262-7662- Job Training Division

Toll Free: 1-800-798-7224 • Fax: 712/ 262-7665

www.nwipdc.org

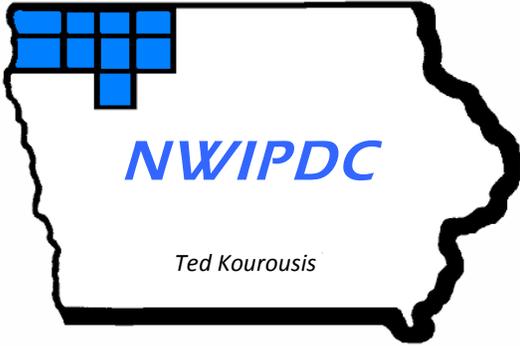
AGENDA

REGION 3 TAC MEETING

Monday, June 23rd, 2014; 10am

Conference Call

- I. Call to order, review of agenda and introductions
- II. Old business
 - a. Comments on previous planning effort
- III. New business
 - a. Challenges and Goals Discussion
 - b. Open discussion/comments
- IV. Set next meeting date and adjournment



NORTHWEST IOWA PLANNING & DEVELOPMENT COMMISSION

217 West 5th Street • Box 1493

Governmental Services Center • Spencer, Iowa 51301

712/ 262-7225- Planning & SHIELD Division • 712/ 262-7662- Job Training Division

Toll Free: 1-855-262-7225 • Fax: 712/ 262-7665

www.nwipdc.org

Transportation Advisory Group Meeting Minutes June 23, 2014, 10am

I. Called to Order by Cara Elbert, NWIPDC and Introductions

Attendance:

Cara Elbert-NWIPDC

Hugh Lively-RIDES-Executive Director

Ann Vandeharr-Sunshine

Sandy Pingle-Genesis

Deb Davis-Horizons

Roger Kempema-Hope Haven

Nancy Dykstra-Promise Community Health Center

II. Old Business

a. Comments on Previous Planning Effort

Elbert went through the goals that were listed in the 2013 PTP Update. Those goals were:

- To continue expanded hours (weekends and evenings) of service for HHS agencies that have shown utilization of this program over the last two years.
- Expand scope of service for elderly, particularly low-income that can't afford transportation. The Aging association was adamant that these services continue as they are just now seeing the effects of the bad economy on this age group within Region III. This will be the first year that they will not be able to meet their contractual obligations due to senior's insufficient use because of funding issues.
- Continue with services that assist client's transportation to health centers, shopping trips, etc. These services are ongoing and need to potentially expand where possible.
- Need for better information and more available information on the RTA services. Last year the RTA initiated an alternative language program and this year efforts to upgrade their website and develop a new bilingual brochure will be undertaken. This effort hopefully pays off in a better understanding of what RTA services are available, how to access those services, which ultimately leads to more riders.

- Need for continued government subsidy of transportation programs. This goal is always an issue with the TAG group and will continue to be so. With government programs being ever changing, continue to seek new funding options for operations and vehicle replacement for RTA.
- Potentially add new public transportation services. Continue to adapt with the changing transit needs. Work with other agencies and disability providers in Region III to determine what the needs are and look into expanding services and keep them involved in the planning process.
- Focus on Limited English Persons using public transportation services. Growth is anticipated in this area and there is a need to publish materials in both English and Spanish and to get drivers and dispatchers trained in other languages to accommodate those people who do not speak English.

III. New Business

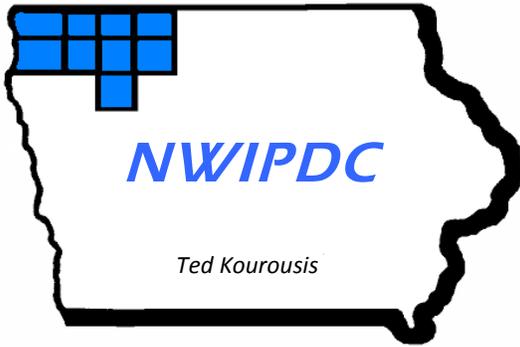
a. Challenges/Goals Discussion

Those participating in the meeting discussed what issues they are facing with passenger transportation planning. Those challenges were:

- Transporting clients that live in outlying communities to the centers.
- Availability and amount of drivers→shortage.
- Affordability for both the clients and the agency.
- Clients having different hours and providing natural support for those positions. Also reliability of drivers transporting those with varying hours.
- Scheduling rides from employment.
- Mental health reorganization.
- Competitive employment/travel options with limited resources.
- Expanding hours to support more clients and stretch resources.
- Funding is steady or declining and there are higher demands.
- Identifying new funding to be more creative with the programs that are offered and to be able to start new programs.

IV. Setting next meeting date and adjournment

Elbert stated there would a follow up meeting in early July to brainstorm solutions for the issues that were discussed today. Conference call ended at 10:45am.



NORTHWEST IOWA PLANNING & DEVELOPMENT COMMISSION

217 West 5th Street • Box 1493

Governmental Services Center • Spencer, Iowa 51301

712/ 262-7225- Planning & SHIELD Division • 712/ 262-7662- Job Training Division

Toll Free: 1-800-798-7224 • Fax: 712/ 262-7665

www.nwipdc.org

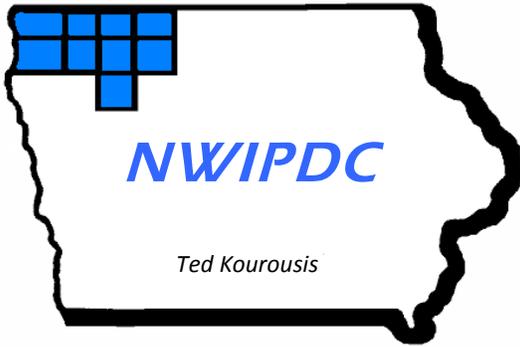
AGENDA

REGION 3 TAG MEETING

Thursday, July 31, 2014, 1pm

RIDES Conference Room

- I. Call to order, review of agenda and introductions
- II. Old business
 - b. Brainstorming discussion on how to solve issues discussed at previous meeting
- III. New business
 - c. Update for the PTP Planning process-from DOT guidance
 - d. DD/ID Transportation Services-Hope Haven
 - e. ID Wavier Transportation-Funding Codes
 - f. Late Night Hospital Discharges
 - g. Open discussion/comments
- V. Set next meeting date and adjournment



NORTHWEST IOWA PLANNING & DEVELOPMENT COMMISSION

217 West 5th Street • Box 1493

Governmental Services Center • Spencer, Iowa 51301

712/ 262-7225- Planning & SHIELD Division • 712/ 262-7662- Job Training Division

Toll Free: 1-855-262-7225 • Fax: 712/ 262-7665

www.nwipdc.org

Transportation Advisory Group Meeting Minutes

July 31st, 2014, 1:00pm

I. Called to Order by Cara Elbert, NWIPDC and Introductions

Attendance:

Sandy Pingle-Genesis
Sam Johnson-RIDES
Janet Tankersley-RIDES
Sharon Manwarren-Horizons Unlimited
Kathy Jackson-Horizons Unlimited
Ann Vandeharr-Sunshine Services
Kim Wilson-NW IA Care Connections and Clay County
Hugh Lively-RIDES-Executive Director
Cara Elbert-NWIPDC

II. Old Business

a) Brainstorming discussion on how to solve issues discussed at previous meeting:

- Focus on how to address issues arising in the new mental health reorganization. No long using fixed “school bus routes” and moving towards on demand services with customized employment goals.
- Costs needs to be brought down for agencies, but other funding would need to come in to help the RTA break even.
- RTA being more flexible, thus being able to meet more of the specific needs that are new in the region.
- Expanding to early and late services. Agencies might have to look for other resources other than RTA to provide that service, unless they can provide more funding to offset the cost.
- Getting services more in line with the funding that is available to “break even”.

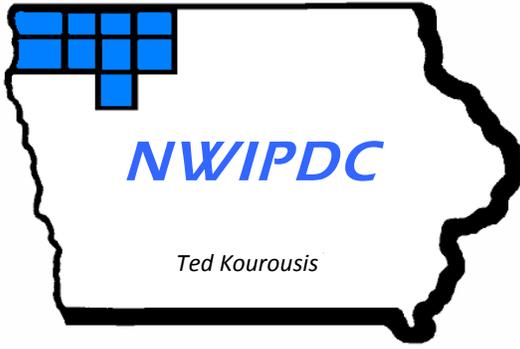
- Big issue is that there are more wants/needs on the RTA for services, but the RTA doesn't want to pass the additional costs for these onto the agencies using the service.
- Be creative with partnerships to help split costs for users/groups.
- Add some major employers to the TAG, and see if there is a future for developing employment transportation. Needs to be incentivized to companies.
- STA special projects funding?
- Regional mental health services set group rates instead of each agency.

III. New Business

- b. Update for the PTP Planning-from the DOT guidance
 - i. Elbert briefly went what items need to be covered in the document and how the TAG could be improved.
- c. DD/ID Transportation Services-Hope Haven
 - i. Lively discussed taking over Hope Haven's transportation services and the issues with the transition.
- d. ID Waiver Transportation-Funding Codes
 - i. Lively briefly discussed waivers and how those worked in reference to funding codes.
- e. Late Night Hospital Discharges
 - i. This issues was tabled until the next meeting.
- f. Open Discussion/Comments
 - i. Everyone agreed that as a TAG, there are improvements that can be made and be more reflective. Elbert suggested quarterly meetings to discuss the issues and the group like that.

IV. Setting next meeting date and adjournment

Elbert stated the next TAG meeting would be sometime in October and would email it out to everyone. Meeting was adjourned at 2:45 pm.



NORTHWEST IOWA PLANNING & DEVELOPMENT COMMISSION

217 West 5th Street • Box 1493

Governmental Services Center • Spencer, Iowa 51301

712/ 262-7225- Planning & SHIELD Division • 712/ 262-7662- Job Training Division

Toll Free: 1-800-798-7224 • Fax: 712/ 262-7665

www.nwipdc.org

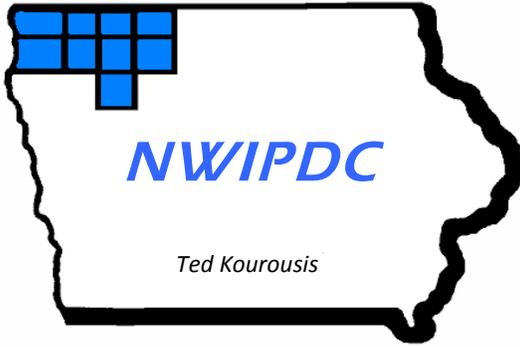
AGENDA

REGION 3 TAG MEETING

Tuesday, November 18, 2014

NWIPDC Conference Room

- I. Call to order, review of agenda and introductions
- II. Old business
 - c. Recap of items discussed at June/July TAG Meetings
- III. New business
 - h. Issues that need to be covered in the PTP
 - i. Proposed Projects
 - j. Funding Options
 - k. Health and Human Service Agency Survey
 - l. Priorities/Strategies Discussion
 - m. Open discussion/comments
- IV. Set next meeting date and adjournment



NORTHWEST IOWA PLANNING & DEVELOPMENT COMMISSION

217 West 5th Street • Box 1493

Governmental Services Center • Spencer, Iowa 51301

712/ 262-7225- Planning & SHIELD Division • 712/ 262-7662- Job Training Division

Toll Free: 1-855-262-7225 • Fax: 712/ 262-7665

www.nwipdc.org

Transportation Advisory Group Meeting Minutes November 18, 2014, 1:00pm

I. Called to Order by Cara Elbert, NWIPDC and Introductions

Attendance:

Deb Davis-Horizons
Ann Vandeharr-Sunshine Services
Sandy Pingle-Genesis
Roger Kempema-Hope Haven
Janet Tankersley-RIDES
Hugh Lively-RIDES-Executive Director
Cara Elbert-NWIPDC

II. Old Business

a. Recap of items discussed at the June/July TAG Meeting

The group went over many of the challenges and needs that had been previously discussed. Elbert stated that these items would be included in the new PTP that is being drafted.

III. New Business

g. Issues that need to be covered in the PTP

Elbert went over several items in the PTP that needed to be included and got feedback from the group. Services and the needs of many of the organizations were discussed.

h. Proposed Projects

The proposed projects to be included in the PTP are: a Lyon County/Sioux Falls Connector Route, STA Special Project funding for a Sioux County Project, an employment connector route in Clay/Dickinson Counties, enclosed storage facility and updating the RIDES brochures with braille and other languages.

i. Funding Options

Lively discussed the funding that RIDES operates on annually. The group discussed pursuing other funding options and including that in the PTP.

j. Health and Human Service Agency Survey

Elbert discussed the survey and gave the group the feedback that she received. This information will also be put into the PTP

k. Priorities and Strategies

The group formulated priorities that were important to the TAG. Those were:

- Continue to pursue new funding opportunities from other transportation programs not currently being utilized and legislate for more funding on the federal, state and local levels.
- Continue to improve existing partnerships and build new partnerships.
- Expand services as funding allows.
- Increase driver compensation to keep a good driver pool.
- Focus on maintenance of vehicles and replacement when needed.
- Seek out new opportunities for services not currently being delivered.
- After hour hospital discharges coordinated with nursing homes.
- Having flexible, non-routine hours to accommodate changing needs of riders.
-

l. Open discussion/comments

IV. Setting next meeting date and adjournment

Elbert said they would have a next meetings as need in 2015 and will send out the dates to the group.