

Approved and Adopted

Siouxland Regional Transportation Planning Association - Pending Approval

SIMPCO Metropolitan Planning Organization

Transportation Advisory Group

May 22, 2014

April 24, 2014

April 22, 2014

Siouxland Interstate Metropolitan Planning Council (SIMPCO)

2015 - 2019

Passenger Transportation Plan

Prepared for the
SIMPCO Metropolitan Planning Organization
and the
Siouxland Regional Transportation
Planning Association

Final May 2014

Table of Contents

I.	Introduction & Process Discussion.....	1
A.	Introduction.....	1
B.	The Planning Region.....	3
C.	PTP Participation Process.....	6
II.	Inventory and Area Profile.....	21
A.	Inventory.....	21
B.	Area Profile.....	34
1.	Demographics.....	34
	Sioux City Metropolitan Statistical Area.....	34
	Regional Planning Area.....	36
2.	Limited English Proficiency.....	38
	Sioux City Metropolitan Area.....	38
	Regional Planning Area.....	41
C.	Essential Community Services.....	43
1.	Metropolitan Planning Organization.....	43
2.	Regional Planning Area.....	43
III.	Coordination Issues.....	57
A.	Service, Management, Fleet and Facility Needs.....	57
1.	Service.....	57
2.	Management Needs.....	59
3.	Existing Fleet Needs.....	61
4.	Facility Needs.....	61
B.	Status of Previously Recommended Priorities and Strategies.....	62
C.	Coordination Issues Updates.....	66
	Previous Coordination Projects:.....	66
1.	Sioux City Transit System and Sioux City Community Schools.....	66
2.	Sioux City Transit System and Siouxland Senior Center.....	66
3.	Sioux City Transit System and New Perspectives, Inc.	66
4.	Sioux City Transit System and HUD Grant Support.....	66
5.	Sioux City Transit System and New Freedoms Grant (Various Agencies).....	67
6.	Siouxland Regional Transit System and Sioux City Transit System.....	67
7.	Sioux City Transit System and Alorica.....	67
	Current Coordination Projects:.....	67
1.	Sioux City Transit System and Sioux City Community Schools.....	67
2.	Sioux City Transit System and New Perspectives, Inc.	68
3.	Sioux City Transit System and New Freedoms Grant (Various Agencies).....	68
4.	Siouxland Regional Transit System and Sioux City Transit System.....	68
D.	Public Input Received Concerning Needs and/or Coordination Issues.....	69

IV. Priorities and Strategies	72
V. Funding	81
A. Federal Funding	81
B. State Programs	84
C. Local Funding	87
D. Health and Human Service Programs	88
Appendix A.....	91
TAG Mailing and Survey Mailing List.....	91
Appendix B.....	106
2013 Transportation Needs Analysis and Inventory.....	106
Summary Reports.....	106

I. Introduction & Process Discussion

A. Introduction

The human services transportation provisions of the federal Moving Ahead for Progress in the 21st Century (MAP-21) are to improve transportation services for persons with disabilities, older adults and individuals with lower incomes by ensuring communities coordinate transportation resources provided through multiple federal programs (see *Funding* section). Coordination will enhance transportation access, minimize duplication of services, and facilitate the most appropriate cost effective transportation possible with available resources. To express these goals, the Siouxland Interstate Metropolitan Planning Council (SIMPCO) Metropolitan Planning Organization (MPO) and the Siouxland Regional Transportation Planning Association (SRTPA) is required to publish a locally developed *Coordinated Public Transit-Human Services Transportation Plan*.

MAP-21 requires the *Coordinated Public Transit-Human Services Transportation Plan* identify an approved program of projects prior to the distribution of funds from Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities).

This Passenger Transportation Plan (PTP) serves as the *Coordinated Public Transit-Human Services Transportation Plan* for the SIMPCO MPO and SRTPA planning area.

The goals of the plan are:

- Improve transportation services to the SIMPCO MPO and SRTPA planning area
- 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; and
- Save dollars and eliminate overlapping services

The 2015 – 2018 Passenger Transportation Plan for the SIMPCO MPO and the SRTPA is organized into the following sections:

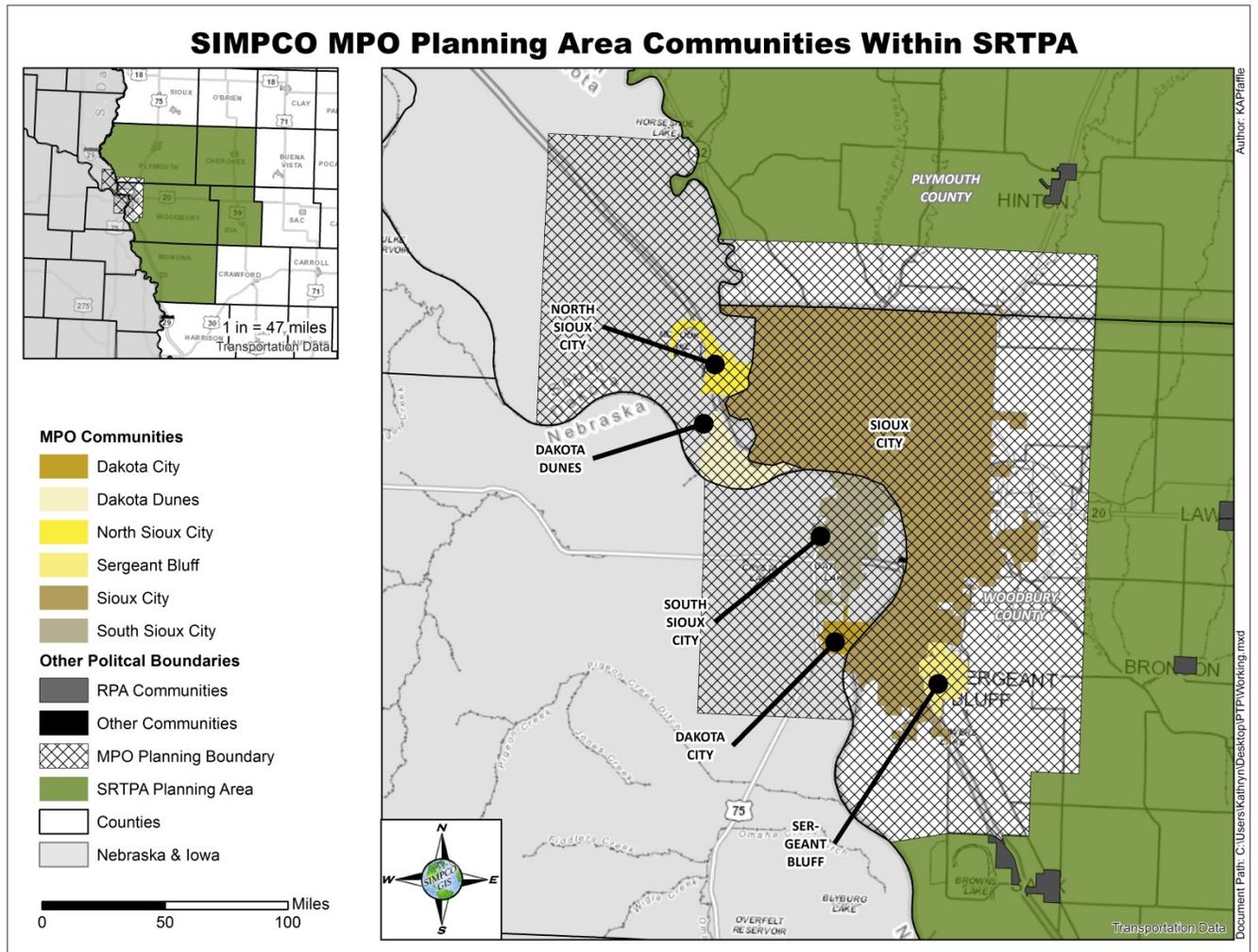
- I. Introduction and Process Discussion** – This section will briefly discuss the process that was undertaken to complete the PTP. Including documentation from Transportation Advisory Group (TAG) meetings, public input and a summary of input received during the development of the plan and a listing of all participants.
- II. Inventory and Area Profile** – This section will include an inventory of each private and public transportation provider within the MPO and SRTPA that provided information during the development of the PTP. The inventory will include the types of services available, eligibility, times/days of service, and information on vehicles in fleet. This section will also discuss the demographic characteristics of the SIMPCO MPO and SRTPA planning area and how these characteristics impact passenger needs. Data on limited English proficient (LEP) population will also be identified. Activity centers within the MPO and SRTPA area will be identified and how their distribution impacts transportation needs.
- III. Coordination Issues** – This section discusses the coordination issues within the planning area including, a general assessment of service, management, fleet and facility needs; status of previously recommended priorities and strategies; recent developments affecting coordination issues; and public input received concerning needs and/or challenges.
- IV. Priorities and Strategies** – This section describes the proposed passenger transportation investments 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.
- V. Funding** - This section includes a brief overview of funding opportunities and expectations.

B. The Planning Region

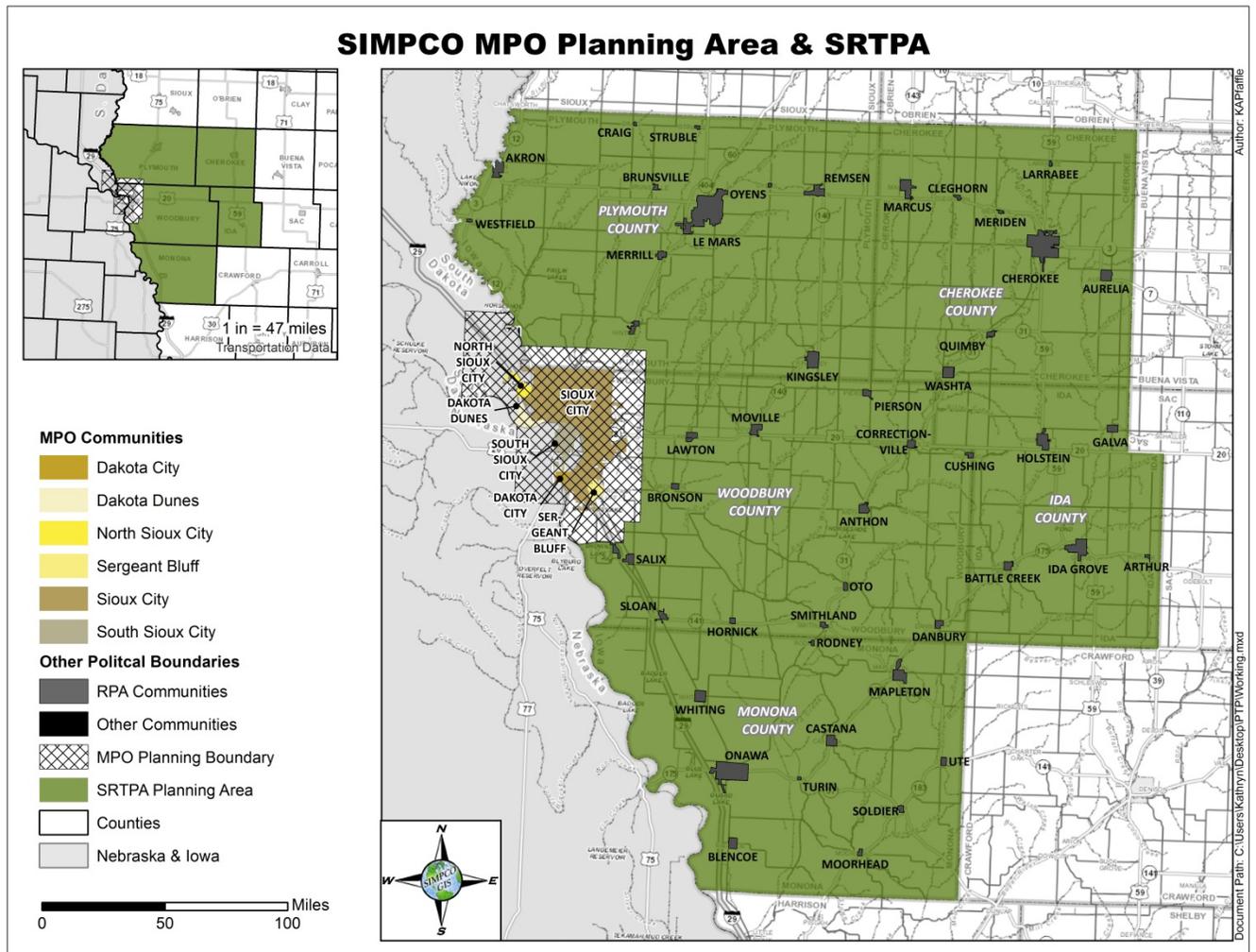
The Siouxland Interstate Metropolitan Planning Council (SIMPCO) Metropolitan Planning Organization (MPO) Metropolitan Statistical Area consists of the cities of Sioux City and Sergeant Bluff, Iowa; Dakota City and South Sioux City, Nebraska; North Sioux City and Dakota Dunes Community Improvement District, South Dakota; the unincorporated portions of Woodbury and Plymouth County, Iowa; Dakota County, Nebraska and Union County, South Dakota within the planning boundary. The SIMPCO MPO operates with direction from the MPO Policy Board, the MPO Transportation Technical Committee, Federal Highway Administration, Federal Transit Administration, Iowa Department of Transportation (Iowa DOT), Nebraska Department of Roads (NDOR), and South Dakota Department of Transportation (SDDOT).

The Siouxland Interstate Metropolitan Planning Council (SIMPCO) Siouxland Regional Transportation Planning Association (SRTPA) Regional Planning Area consists of Plymouth, Cherokee, Woodbury (does not include Metropolitan Statistical Area), Ida and Monona Counties in Iowa. The SIMPCO SRTPA operates with direction from the SRTPA Policy Board, SRTPA Transportation Technical Committee, Federal Highway Administration, Federal Transit Administration, and the Iowa Department of Transportation (Iowa DOT).

Map I-1: SIMPCO MPO Planning Area



Map I-2: Siouxland Regional Planning Association Planning Area



C. PTP Participation Process

MAP-21 requires the *Coordinated Public Transit-Human Service Transportation Plan* be developed through a local process including representatives from public and private transportation providers, human service agencies, interested parties and the public.

The Iowa DOT began the public participation with a series of Mobility Action Plan (MAP) workshops that were held around the state. The SIMPCO workshop took place on May 16, 2006 at the Sioux City Convention Center. The workshops served as a “kick-off” for the *Coordinated Public Transit – Human Service Transportation Plan* and the *Passenger Transportation Development Plan* by bringing together a diverse group of stakeholders to discuss transportation services. Participants involved in the MAP workshop include Sioux City Transit System, Siouxland Regional Transit System, the Iowa DOT, the Crittenton Center, Mary Elizabeth Day Care, Center for Siouxland, Community Action Agency of Siouxland, Countryside Senior Living, Siouxland Aging Services, Plains Area Mental Health, Opportunities Unlimited, City of Sioux City, Siouxland Community Health Center, and Shepherd of Peace Lutheran Churches and Preschools.

Based on the information gathered at the MAP workshops, SIMPCO transportation staff developed a list of potential representatives as stakeholders. From this list of representatives a database has been assembled. These individuals were invited to participate in the Coordinated Transportation Issues Committee (CTIC) now referred to as the Transportation Advisory Group (TAG). The committee has contributed in the *Passenger Transportation Plan* and continues as a viable group working for enhanced transportation in Siouxland.

The TAG group has been meeting regularly since June of 2006. Below is a list of notes from each of the meetings and the participants since the last annual update of this document in May 2013.

May 28, 2013 – TAG meeting notes:

Dawn Kimmel, Mobility Manager, updated the group with items she has been working on. Ms. Kimmel has been regularly attending monthly and bi-monthly meetings at Siouxland Strong, Sioux City Transit, SIMPCO, and Siouxland Aging. Ms. Kimmel has made new contacts with the Onawa Meal Site and asked the group for any additional contact information with groups or organizations that would benefit from information regarding mobility. Ms. Kimmel briefly mentioned that she assisted with the I-WALK assessment in Ida Grove regarding how to get kids safely to school by walking or biking. Ms. Kimmel has been working on gathering senior center contacts to give presentations to clients on how to use transit and Siouxland Aging services.

Michelle Bostinelos, SIMPCO, mentioned that at past meetings, most of the discussion revolved around transit and what activities they were doing. Ms. Bostinelos informed the group that the TAG was going to have a reoccurring agenda item that focused on an organization/agency and what their clients' transportation needs were. The first agency to present to the group was Recover Health.

Recover Health is a home health agency that is Medicaid and Medicare certified and has been around for 17 years (4 years as Recover Health). A year ago, Angel Wings, was looking to sell their vehicles so Recover Health added transportation to their services. They currently have 4 vehicles with over 200,000 miles on them and hoping to replace a couple. The addition of transportation services has been a good fit for the services that they provided to the community. Recover Health mentioned that their prices for the clients reflect the true costs of transportation as they are looking to breakeven but not make a profit on rides. They operate 24 hours per day but general hours are 5 a.m. to 7 p.m. to leave rides open in evening hours to meet medical needs in after hours. Not only do they provide medical runs but also day to day needs and events. Staff will assist client with all needs whether it is going into the house to help them to vehicle or assist during activities at the grocery store, airport, post office, etc. Recover Health is not a government funded program but they do receive voucher funds for transportation.

One TAG member asked “What is the distance you travel?” Recover Health mentioned that they make runs to Omaha frequently, they are making a run to Cedar Rapids for the first time this week. They make occasional runs to Sioux Falls and once to central Iowa. They mentioned that they try not to limit themselves or their services to the clients.

Ms. Bostinelos noted that since the group started meeting in 2006, the dynamic has been shifting and changing since its inception. Currently the group is set up as a roundtable for discussion. Ms. Bostinelos facilitated discussion on suggestions or different ways that the group could be more inclusive or educational for the attendees.

During the last TAG meeting, there was discussion regarding making a database of contact information but the discussion turned to the 211 services. Ms. Kimmel mentioned that she had contacted the coordinator for 211 in our area, Tammy Jacobs. Iowa State is administering the 211 program through their extension offices. They are currently updating information for the area and it may be a while before that is completed. A question was asked by the group if there was another name for 211. A couple of TAG members have received emails from Iowa Compass which is trying to gather contact information and is not user friendly. Ms. Kimmel mentioned that the organizations/agencies should Google 211 and go specifically to their site to see information that is currently available and make sure it is correct. Ms. Kimmel mentioned that Tammy will be here in September and is willing to speak to the group. Ms. Kimmel noted that she will email the TAG members Tammy’s contact information.

Ms. Kimmel met with WITCC officials at the end of last month to discuss the survey. At that time, it was too late to send out the survey to students as they were nearing finals week. The survey is ready and will be distributed in the fall at the beginning of the new semester.

Ms. Kimmel and Ms. Bostinelos are currently working on a survey that will be distributed. The Passenger Transportation Plan (PTP) requires a full update every five years in Iowa. Ms. Bostinelos with assistance from Ms. Kimmel will be starting to draft a full update shortly. During the last full update, there was a very low response rate to

the survey. They have started work on revisions to the survey and are preparing a mailing list. The survey has been sent out to South Dakota agencies and organizations as the South Dakota Department of Transportation (DOT) is requiring a separate plan. The draft deadline for the South Dakota plan is due by July 1st. The group should see the results of the survey and draft plan by next meeting. The South Dakota survey was sent out on Monday, May 20th and there have been 3 respondents thus far.

One of the goals on Ms. Kimmel's list is to find all services available to clients and would like to discuss the referral process and funding sources available from the health and human services agencies. Ms. Kimmel is looking to collect information on funding sources available, eligibility requirements, what types of services, among other information.

Ms. Kimmel noted that she has participated in a lot of webinars and had a chance to travel to Nashville for training. She brought back a brochure that local transit agencies can fill in relevant information. It was easy to use for transit and potential transit users as an education tool. The information and training was available through Easter Seals. A question was asked if there was a cost to get the brochures. Ms. Kimmel mentioned that some of the materials were free and some available for a reasonable cost. There is material available online for download.

A few topics were briefly mentioned but not in full detail:

- Flooding on US 75 north of town (near Merrill) so there is re-routing;
- SCTS every three years completes a comprehensive Title VI report. They are looking at the TAG to solicit information from agencies regarding any Title VI complaints; and
- SCTS has a program "Kids Ride Free" where kids ages 5-18 can ride from 9:30 a.m. to 3:30 p.m. for the entire months of June and July up to school start in August.

Participants included representatives from the following agencies: Siouxland Community Health Center, Mobility Manager, DHS IA, Recover Health, Community Action Agency, Iowa Works, Sioux City Public Transit, Siouxland Regional Transit System and SIMPCO.

July 30, 2013 – TAG meeting notes:

Dawn Kimmel, Mobility Manager, updated the group with items she has been working on. She has been meeting with Workforce Development regarding the Disability Employment Initiative (DEI), attending meeting regarding a centralized campus of service agencies, participating in webinars through Easter Seals project action group on ADA sensitivity issues, and visiting meal sites to talk with seniors in Mapleton, Marcus, and Cherokee. Ms. Kimmel has been putting together and working with Sioux City Transit and Western Iowa Tech Community College (WITCC) on a survey to administer regarding public transportation use. Ms. Kimmel noted that the area's 211 database is still under development and her hope was to have Tammy Jacobs attend the next TAG meeting to give an update on 211. Ms. Kimmel also made a note that Siouxland Strong is changing to Siouxland SUX.

Michelle Bostinelos, SIMPCO, introduced Cara Conrad with Siouxland Community Health Center as the second organization/agency spot light presentation. Ms. Conrad mentioned that Siouxland Community Health Center provides a variety of services ranging from medical care, mental health care, and dental care. They have an onsite pharmacy, laboratory, and radiology available to patients. Most of their transportation issues are dealt with under Iowa Cares. Siouxland Community Health Center has roughly 2800 patients assigned their care and the average one way trip for patients is approximately 70 miles. Through Affordable Care Act funds, they have undergone an expansion project worth 1.3 million and are looking to hire two outreach and enrollment workers to get people enrolled who are currently uninsured.

Dawn Kimmel, Mobility Manager, mentioned that she is involved with the Iowa Mobility Management Network in which frequent meetings around the state are held. Ms. Kimmel noted that she participated in a mini-conference in Des Moines regarding volunteer

programs to meet additional transportation needs. This platform has provided good discussions about what other Mobility Managers across the state are doing in their areas. One idea that Ms. Kimmel felt would be good to implement in the Sioux City metropolitan and regional area was to develop a Rider Advisory Group to discuss issues and needs. She noted that it may be more difficult to do across the entire SRTS ridership area but that a group could be set up per county.

Michelle Bostinelos, SIMPCO, and Dawn Kimmel, Mobility Manager, presented the draft South Dakota Coordinated Plan to the group. The plan focuses on SRTS coverage in South Dakota outside of the metropolitan area. The plan follows similar ideas that were laid out in the Passenger Transportation Plan (PTP). They started by trying to collect data from a survey that was sent out to health and human service agencies in the area. Ninety-four surveys were sent out and 10-11 came back. It was noted that a focus should be made on educating on what SRTS is and why it is necessary to South Dakota clientele.

Dawn Kimmel presented a copy of the FY 2014 work plan for the Mobility Manager. Initially a work plan was developed by the TAG members in which Ms. Kimmel updated. The funding source for the Mobility manager has changed from New Freedoms to JARC through SRTS. These JARC funds are leftover funding in which the focus is to get people to and from work. The funding is only guaranteed for two years.

Jeff Harcum, Sioux City Transit, mentioned that he had a few things to share. SCTS had some inquiries about the New Freedoms voucher program in which those that are eligible to ride paratransit are able to receive vouchers to help purchase transportation for needs outside of SCTS operating hours. The program is funded through June 2014. When the funding is over, SCTS board will have to decide on funding locally.

Sioux City Transit's JARC program has funds allocated through FFY in September. At that point, they will have to make a decision on the status of program when the funding is gone.

Sioux City Transit is replace four of the oldest buses in their fleet with newer used buses from California in which they should be receiving them this week. Sioux City Transit is also receiving four new cut-away vans for paratransit that will be coming soon. They may have some leftover capital funds that they can use to acquire more paratransit vans or a large bus. It takes around 14-18 months to receive new buses.

Sioux City Transit is currently looking to fill a position for Driver Supervisor as well as 2-3 part time drivers.

Sioux City Transit will provide a shuttle for ArtSplash out to Riverside this year.

Recover Health mentioned they have two newer vans that they have acquired.

Participants included representatives from the following agencies: Mobility Manager, Recover Health, Opportunities Unlimited, Siouxland Community Health Center, Connections AAA, DHS IA, Community Action Agency, WITCC, Sioux City Public Transit, Iowa Works, Siouxland Regional Transit System and SIMPCO.

September 24, 2013 – TAG meeting notes:

Dawn Kimmel, Mobility Manager, updated the group with items she has been working on. Ms. Kimmel has continued to address rural needs in the area and has noticed that communication of services and information has been the biggest factor in trying to increase awareness of services already out there. She has been meeting with Workforce Development regarding the Disability Employment Initiative (DEI), Siouxland District Health Department's Healthy Siouxland Initiative, Together Siouxland, Connections, and Sioux City Transit board. Ms. Kimmel has also attended two Iowa Mobility Manager Network meetings, one held in Kansas City to discuss national movements in mobility management and the second in Dubuque to discuss funding and working with agencies

Tammy Jacobs joined the meeting via conference call and Adobe connect to present the status of the Iowa 211 program. The 211 program is a national program that anybody can call 24/7 and get assistance with information on Health and Human Service Agencies.

There are seven districts in the State of Iowa that service the 211 program and host call centers. ISU extension has taken over the Northwest Iowa service area this summer to host the 211 center. They are currently working on getting information updated in their database. Ms. Jacobs requested from the group that each agency reviews information if their organization is currently part of 211 and update or to sign up as a provider for those not registered on the site. Those updating information should be able to make updates through “add my agency” or email Tammy (trjacobs@iastate.edu) with the changes. Clients can access the 211 website to see what services are available in their area. There are three different search options: by service; by agency; and by site/location. People can access the website at: <http://65.166.193.134/IFTWSQL4prod/iowa/public.aspx> or by searching Iowa 211.

A follow up question was asked about forms that have been sent out to agencies to update information in the past and if they were going to do that again. Ms. Jacobs responded that they will be sending out the forms as has been done in the past, although the organizations don't have to wait for the forms, but can email updates. Their goal is to update information every year.

A second question was asked of Ms. Jacobs if 211 tracks the usage of the program. Ms. Jacobs responded that they do a monthly report of phone calls coming in for the total of all areas serviced. If this area/county wants a specific report, notify Ms. Jacobs of the request and they can process a separate report (currently being done for Story County per their request).

A third question was asked about service for those with an out-of-state phone number. The out-of-state number will most likely access the 211 for that area code as opposed to caller's current location.

Dawn Kimmel presented a beta format rideshare link on the Iowa DOT's website for those interested in trip planning. The resource is being developed for possible solutions outside of public transit hours or jurisdictions. The website can be accessed by following: <https://www.erideshare.com/carpool.php?dstate=IA>

The scope of the grant for the Mobility Manager's position has changed slightly and there is now a larger focus on regional access for job access. Ms. Kimmel noted that she has been trying to make contacts out in the county and get more involved.

One of the original elements of the Mobility Manager's work plan was to organize transit training. Ms. Kimmel asked the group if they or they know of organizations interested in training, then Ms. Kimmel would work with them and SCTS and/or SRTS to provide that for either clientele or staff

Michelle Bostinelos passed around a handout on the PTP requirements for the MPOs and RPAs to follow while developing the documents. The next PTP update is due to the Iowa DOT in 2014. The first step in updating the plan is to put together a draft survey and send out to the group for review before collecting information to make sure wording is understandable from a health and human service agency standpoint.

Michelle Bostinelos told the group that SIMPCO is working on getting out more information on social media platforms. There are tabs for SIMPCO's Facebook, Twitter, and Flickr on www.simpco.org. Ms. Bostinelos asked members to click on the links and follow us if they are currently using Facebook or Twitter.

Dwight Lang mentioned that SRTS is finally getting away from paper schedules and upgrading to software that will be able to send out schedules on tablets to make it more efficient and cost effective for drivers. They will be updating to this software for the paratransit system as well. Implementation is expected to happen this fall.

Jeff Harcum, Sioux City Transit, mentioned that they are working on Limited English Proficiency (LEP) as part of their compliance with FTA. Mr. Harcum asked the group or anyone to please provide information to SCTS with any instance with participants in any program from health and human service agencies that may require information other than English to understand brochures or other available resources.

Mr. Harcum also mentioned that the city of Sioux City budget going into the next fiscal year looked stable to maintain the system; however, on the federal side, this will be the last year of MAP-21. He noted that SCTS were getting four new cutaway vans for paratransit, they acquired four used buses from California that are primarily used for the school tripper routes, the vehicles are now all painted the same. Mr. Harcum mentioned that they have hired a new Drivers Supervisor, Stan Eilers.

Meeting frequency was discussed and the group decided instead of the six times per year, to meet three times a year with the option to meet more as necessary. Information would be provided on a more frequent basis with an eNewsletter sent out monthly.

Participants included representatives from Connections AAA, Iowa Works, Western Iowa Tech, IVRS, Community Action Agency, Sioux City Public Transit, Siouxland Regional Transit System and SIMPCO.

January 21, 2014

Dawn Kimmel, Mobility Manager, updated the group with items she has been working on. Ms. Kimmel has been having meetings and conversations regarding Non-Emergency Medical Transportation (NEMT). Medicaid subscribers may have access to transportation funding by contacting TMS to determine eligibility for transportation.

A survey was sent out to WITCC students and faculty to assess transportation needs and to gather information regarding what is known by this population about current transportation options in place. The survey garnered 70 responses and mostly focused on the lack of communication available regarding what modes are available to the population, the need for transportation support, and the perception on walkability.

Dawn Kimmel presented a mock-up of a TAG newsletter to keep the group informed of transportation information to be sent out monthly. Discussion followed on if the newsletter should be mailed or emailed and how to keep the information concise and informative. Any newsletter items that groups/organizations would like to be added can be sent to Dawn for inclusion in the newsletter.

Michelle Bostinelos passed out a rough draft of the PTP. The draft is due to the Iowa DOT on February 1st. Ms. Bostinelos explained to the group that the document's goal is to link HHS with transit coordination needs and that Sioux City Transit has to list their 5310 projects in the document in order to receive federal funding under that program. The document lists goals for the group to work on. The draft of this plan has included a Mobility Manager section (page 15) with a Mobility Manager Outreach section (page 17). Ms. Bostinelos and Ms. Kimmel put together surveys for organizations, businesses, and public/private transportation providers to gather a profile of transportation services and needs in the area. The surveys garnered an 8.6% response rate. Discussion of the draft document followed and more detailed descriptions highlighted in the following sections: demographics; Limited English Proficiency (LEP); Essential Community Services; Coordination Issues; SRTS and Sioux City Transit needs; Coordination Issue Updates/Current Coordination Projects; Public Input; and Priorities and Strategies.

Jennifer Roberts, new Transportation Planner with the Iowa DOT Systems Planning, was introduced to the group. Ms. Roberts shared that the Iowa DOT is currently working on a Statewide Park and Ride Location Plan and within that a Statewide Rideshare Program. She mentioned that the Iowa DOT is also developing a Statewide Bike and Pedestrian Plan. The Iowa DOT is also looking into developing a statewide resource directory similar to 211/Compass and will first be looking at developing as a call in program and then eventually making the directory into a web-based program as well.

Jeff Harcum, Sioux City Transit, mentioned that they had just had a MLK commemorative ceremony at the MLK Jr. Ground Transportation Center. He noted that during the budget process, there are no changes planned in the services provided by Sioux City Transit. Mr. Harcum noted that there is interest from CF Industries to use the MLK Jr. Ground Transportation Center open office space to hire new workers. Sioux City Transit is still interested in housing a bike hub at the transportation center as well. Sioux City Transit is currently looking to purchase a new bus which is more difficult than has been in the past due to changes in how to purchase a bus. Rules now dictate that an RFP must be sent out in order to buy even one new bus.

A question from the group was posed to Mr. Harcum regarding what a School Tripper Route is. The School Tripper route is a slight deviation from the normal transit route to provide transit options for students and is contracted out with the Sioux City Community School District. Typically, Sioux City Transit provides eight routes; however, with the reconstruction of Washington and students displaced to a school further away, a couple additional routes are being used to accommodate those needs. The students must be signed up for a route and will be assigned by the school.

Terry Brewer, Siouxland Regional Transit System, noted that they are trying to access more people in communities by increasing communication regarding services and that the Mobility Manager has been successful in helping bridge that communication gap.

Participants included representatives from: Connections AAA, Mobility Manager, Care-a-Van, City of Sioux City Housing Authority, Iowa DOT, Crossroads of Western Iowa, IWD/Vets, Sioux City Public Transit, SRTS, and SIMPCO.

April 22, 2014

Stoney Brook Suites (SBS) is an assisted living home, which is one step before a nursing home. They provide meals, laundry, cleaning, and transportation via SRTS to doctor appointments for their 23 residents. They have a nurse on their campus. They are currently having their transportation needs met. They inquired about trips to Sioux Falls via SRTS, and there was discussion over a new service to Winnebago.

Dawn Kimmel, Mobility Manager, updated the group with items she has been working on. Ms. Kimmel has been attending meetings in Akron, Cherokee, and Kinglsey, to discuss their transportation needs. She also attended the Coffee with Council. Often communities are doing fine, but want to know what their options are for backup service. Dawn attended Leg Day/Siouxland Chamber Day at the Capitol in Des Moines, Iowa, on January 29th. They were there to meet with legislators and informed them that the west side of the state needs attention as much as other regions. It was suggested that Dawn to investigate if there are businesses who are incentivizing riding transit in lieu of driving cars and parking downtown. Dawn also visited with the Dana Evans, director of

Veterans' Affairs in Cherokee to see if she had concerns, which she does. Dawn will be reaching out to her equals in other counties.

Dawn will be attending a mobility conference in Detroit, as well as a Transportation summit, both in the month of May.

The Iowa Senate bill for the Iowa Employment Ride Initiative is stalled, and is still only on the house side. At the federal level, they are looking at Complete Streets Policies

Dawn Kimmel and Michelle Bostinelos are planning a Transit Training Day for the month of October in 2014. They plan to invite health and human services agencies to hear about Sioux City Transit and Siouxland Regional Transit System, and how to ride the bus systems and get their tickets, among other things. The next planning steps are to set a date and draft a plan and send it out to the group.

Michelle Bostinelos passed out the final draft of the PTP. She reviewed the document and highlighted the notes from last meetings, information on current demographics, the essential services maps, needs of transit agencies, coordination efforts between agencies and businesses, priorities and strategies of the document and group, funding sources, and survey details and responses.

Janet Gris, of Western Iowa Technical Community College, informed that there will be 50-100 new international students on living on campus this next school year. They will be working on strategies to get them places on the weekends. Sioux City Transit is to meet with them to discuss this matter.

Jeff Harcum, Sioux City Transit, has been visiting with CFIndustries, Saber Industries, and Western Iowa Tech to expand their service hours for those who work and go to school in the evenings. The main issue is fiduciary workings of this.

Participants included representatives from: IA DHS, Stoney Brook Suites, Care-a-Van Transportation, Sioux City Transit, New Perspectives Inc., SIMPCO, SRTS, WITCC, Connections AAA, Senator Grassley's Office.

Mobility Manager Outreach

In addition to the TAG meetings as noted above, the Mobility Manager attended several meetings and provided outreach to several groups and organizations since the last annual update of the PTP in May 2013. Below is a listing of meetings attended by the Mobility Manager:

- Congregate Meal Site Visit in Ute 5.13.13
- Sioux City Transit Advisory Board meeting 5.15.13
- Siouxland Strong meeting 5.21.13
- Healthy Siouxland Initiative meeting 5.23.13
- Together Siouxland Committee meeting 5.29.13
- Together Siouxland Luncheon 6.12.13
- Congregate Meal Site Visit – Marcus 6.17.13
- Siouxland Strong 6.18.13
- Congregate Meal Site Visit – Cherokee 6.19.13
- Ida County Community Alliance – Horn Memorial Hospital, Ida Grove
- SRTS Board meeting 6.27.13
- Access SUX meeting 7.13.13
- Connections AAA Advisory Council 7.18.13
- Sioux City Transit Advisory Board joint City Council 8.13.13
- Together Siouxland Committee meeting 8.15.13
- Rural drop in visits with Willow Dale Wellness Village, Battle Creek; Danbury; Smithland; Mapleton, Onawa, Char-Mac Assisted Living facility, Lawton; Kingsley, Pierson, and Quimby 8.26.13 – 8.27.13
- SRTS 9.3.13
- Ida County Community Alliance 9.12.13
- Access SUX 9.17.13
- Transit Advisory Board 9.18.13
- SRTS Board Meeting 9.19.13
- Continuum of Care/Siouxland Coalition to End Homelessness 9.25.13
- HSI/Comprehensive Strategies meeting 9.26.13
- Western Iowa Tech Community College 9.26.13

- Disability Advisory Council 9.27.13
- Plymouth County Health Planning Meeting 9.27.13
- Together Siouland Committee 10.1.13
- Service Provider contact 10.2 – 10.3.13
- Iowa Department of Aging 10.3.13
- Coffee with Sioux City Council 10.13.13
- Ida County Community Alliance 10.13.13
- Access SUX 10.15.13
- Transit Advisory Board meeting 10.16.13
- Cherokee County Planning Council 10.17.13
- HSI 10.24.13
- Human Rights Department Forum 10.24.13
- Plymouth County Health Planning Council 10.25.13
- CAAA Policy Board Meeting 10.31.13
- Recover Health 11.13.13
- Ida County Community Alliance 11.14.13
- SRTS Board meeting 11.26.13
- CAAA meeting 11.26.13
- Akron Mercy Health Clinic meeting 12.9.13
- Fairmount Congregate Meal Site 12.10.13
- Sergeant Bluff Congregate Meal Site 12.10.13
- Sergeant Bluff Community Center 12.10.13
- SIMPCO Board meeting 12.13.13
- Access SUX 12.17.13
- Transit Advisory Board 12.18.13
- Cherokee Planning Council 12.19.13
- Cherokee County Public Health 12.19.13

II. Inventory and Area Profile

A. Inventory

The information below lists both public transit providers and health/human service organizations which provide transportation to the general public or to clients of specific organizations.

Two inventory surveys (see Appendix) were used to collect information from health/human service agencies, public transit and private transportation providers.

Survey A was conducted in May 2013 – June 2013 with the focus on the South Dakota portion of the MPO and the area within Union County, South Dakota which is serviced by SRTS. Survey A was mailed or emailed to 90 agencies. Eleven (11) or 12% responded to the survey.

Survey B was conducted in October – November 2013 for the Iowa and Nebraska portion of the MPO as well as for Woodbury, Cherokee, Plymouth, Ida and Monona Counties and was sent to health/human service providers, private transportation providers. Survey B was mailed or emailed to 568 agencies. Forty-nine (49) or 8.6% responded to the survey.

Below is a brief summary of those organizations/agencies/businesses that responded to the surveys. It is important to note that data provided may not be consistent between organizations. A full summary of all available health/ human service agencies, transit agencies, government agencies and private transportation providers within the SIMPCO MPO and SRTPA is provided in the Appendix. SIMPCO staff continues to seek input from all agencies located within the MPO/RPA planning area.

Northeast Nebraska Community Action Partnership (NENCAP)

NENCAP is a private, non-profit that serves income-eligible population in a 14-county area of Northeast Nebraska. Programs under NENCAP include Head Start, weatherization, job training, housing, food pantry, energy assistance, and financial education. NENCAP is open from the hours of 8:00 a.m. to 4:30 p.m. Monday – Friday. NENCAP indicated that transportation is provided to clients/staff, through an agency owned van. The van is not ADA accessible. They also reimburse employees for mileage if using their own vehicle.

Saint Paul's Lutheran Church – Sioux City

Saint Paul's Lutheran Church indicated that business hours are Monday through Friday from 8:00 a.m. to 5:00 p.m. They do not own any vehicles nor do they offer transportation services.

Unity Point Health – St. Luke's – Sioux City

Unity Point Health – St. Luke's is one of two major medical hospitals/clinics within Sioux City. They do not provide transportation to patients or employees nor do they have any vehicles. However, St. Luke's did note that if a patient does not have funds, they will pay for rides. They also indicated that they do coordinate with nursing homes to pick up patients needing a ride. St. Luke's noted that they would love to share van/rides with other agencies in a co-agreement. If other agency vans are ideal, using them for rides for discharged patients.

Maple Valley-Anthon Oto Community School

Maple Valley – Anthon Oto Community Schools is a consolidated K-12 school district serving Mapleton, Anthon and Oto. Business hours are Monday – Friday from 7:00 a.m. to 5:00 p.m. All students K – 12 are eligible for transportation services. The school district indicated that they own 5 or more Buses 40' or great, five (5) or more vans, five (5) or more sedans as well as other vehicles. They also indicated that one of the vehicles is ADA accessible. They currently coordinate transportation services with Danbury Catholic Schools.

Akron Care Center, Inc. – Akron

Akron Care Center is a skilled care and intermediate care facility. They also offer independent living units for citizens over 50, outpatient physical, occupational and speech therapy. The Care Center does offer transportation to residents residing in the care center. They own two (2) vans that are ADA accessible. In addition, the Care Center noted that their program participants utilize Siouxland Regional Transit System.

Yasha Ministries – Sioux City

Yasha Ministries does counseling, education and a religious organization located in Sioux City. They do not provide transportation not do they own vehicles.

Siouxland Pace – Sioux City

Siouxland Pace offers care for frail individuals 55 years and older. Hours of operation are Monday – Friday 8:00 a.m. to 4:30 p.m. All persons enrolled in PACE are eligible for medial transportation. They contract with Siouxland Paramedics and Care-a-Van for transportation. They also use prepaid vouches/passes for public transit. In addition, Siouxland Pace owns two (2) Buses 20’ – 29.9’ and four (4) vans. Four vehicles are ADA accessible.

Holy Spirit Retirement Home – Sioux City

Holy Spirit Retirement Community is a nonprofit organization that provides independent apartments, assisted living, and medical supervision housing for seniors. The community owns four (4) vans two of which are ADA accessible and all have driver/dispatch communication system. Clients or residents of the community are eligible for transportation services.

Center for Siouxland – Sioux City

The Center for Siouxland offers programs to help people and families find, manage and grow resources. They offer community assistance to meet basic needs and transitional housing for homeless. The Center also provides certified credit counseling, representative payee program, HUD certified comprehensive housing counseling as well as manages the Siouxland Volunteer Center and the RSVP program. Staff is present at

the Center from 8:30 a.m. to 5:30 p.m. and two or three evenings from 3:00 p.m. to 9:00 p.m. during the weekdays and every other weekend day. Residents live at the shelter full time for up to 24 months. The Center contracts with the Salvation Army for HUD transportation or Siouxland Taxi and Kids for Care services. Those eligible for transportation are residents of the transitional homeless shelter and residents doing follow-up services.

Women Aware – Sioux City

Women Aware provides counseling services to their clients. Business hours are Monday – Thursday 8:30 a.m. to 4:30 p.m. Women Aware does not own transportation vehicles but does provide transportation to clients in the form of prepaid vouchers/passes for transit provider and contract with a transportation provider, as well as fixed amount fuel cards.

Haven House – South Sioux City

Haven House offers free and confidential services for survivors of domestic violence and sexual assault. Business hours are 8:30 a.m. to 5:00 p.m. Monday – Friday. They do offer transportation to clients through contracts with transportation provider and through mileage reimbursement.

West Monona Community School District

West Monona Community School District is K-12 within Monona County. The school district owns five (5) or more Buses 30'-39.9', four (4) vans, and one (1) sedan. One of the vehicles is ADA accessible. Students PK-12 are eligible to use the school district's transportation.

Maple Heights Nursing Home – Mapleton

Maple Heights Nursing Home is a nursing home facility that provides extended-stay nursing care to seniors with varying levels of disabilities. The nursing home owns one (1) 20'-29.9' bus as well as one (1) van. Both vehicles are ADA accessible. Residents residing in the facility are eligible for transportation services.

Lawton-Bronson Community School

Lawton Bronson Community School is a K-12 within Woodbury County. The school district owns one (1) bus 40' or greater, five (5) or more 30'-39.9 buses, and five or more vans. The buses are equipped with a driver/dispatch communication system but do not have wheelchair lifts/ramps.

First Church of Christ – Akron

The First Church of Christ is a church located in Akron, IA. They own one (1) van that is not ADA accessible. Those individuals connected to the church on an as-needed basis and when the vehicle and drivers are available are eligible for transportation services from the church. They also indicated that they use prepaid/voucher passes for transit provider for transportation.

Girl's Inc. – Sioux City

Girls Inc's primary service is to provide after school activities for girls ages six (6) to eighteen (18). They have three vans which include a driver/dispatcher communication system but are not ADA accessible. Transportation services are available to girls in the program from school to the facility. Girl's Inc. also noted that they contract to other transportation providers as well.

VT Industries – Holstein

VT Industries is a professional manufacturer of quality commercial wood doors, laminate countertops, and stone surfaces. They do not own any vehicles for employee transportation nor do they offer transportation services.

Department of Human Services

The mission of DHS is to help individuals and families achieve safe, stable, self-sufficient and health lives, thereby contributing to the economic growth of the state. The local DHS agency own one (1) sedan. Child welfare consumers or juvenile justice system clients are eligible for transportation services DHS. However they did indicate that they offer mileage reimbursement and fixed mount fuel cards for transportation as well.

Camp High Hopes – Sioux City

Camp High Hopes is a year-round respite care and recreational facility for individuals of all ages with disabilities. The camp owns one (1) 30'-39.9' bus and one (1) van. One of which is ADA accessible. Campers using the facility are eligible for transportation services through the camp.

Central Baptist Church – Sioux City

Central Baptist Church in Sioux City does not offer transportation services nor do they own vehicles.

Augustana Lutheran Church – Sioux City

Augustana Lutheran Church in Sioux City indicated that they own one (1) van that is ADA accessible. They note that anyone is eligible for their transportation services. They also noted that they utilize taxi for transportation services.

Sioux City Community School District

The Sioux City Community School District provides transportation for the public schools within the city of Sioux City. The school district has a large fleet of vehicles including five (5) or more 40' or greater buses, five (5) or more 30'-39.9' buses, five (5) or more 20' – 29.9' buses, four (4) sedans, and five or more “other” types of vehicles. Vehicles are ADA accessible and have a driver/dispatch communication system.

Ida County Board of Health

The Ida County Board of Health located in Ida Grove does not provide transportation to program participants, patrons or employees. Nor do they own any vehicles.

Grace Lutheran Church – Le Mars

Grace Lutheran Church in Le Mars does not provide transportation services nor do they own vehicles.

River Valley Community School District – Woodbury County

The River Valley Community School District provides K-12 public school for the cities of Correctionville, Cushing, Quimby and Washta. They own five (5) or more 30' – 39.9' buses, one (1) 20'-29.9' bus, three (3) vans and four (4) other vehicles. One (1) vehicle has a wheelchair lift/ramp and five (5) or more include a driver/dispatcher communication system. All school aged students are eligible for the transportation services through the school district.

Mid-Step Services – Sioux City

Mid-Step Services is a non-profit agency that assists individuals with a range of intellectual disabilities to work, play, learn, and live to their highest potential. Mid-Step Services provides transportation to clients from their homes to destinations for work, medical care, shopping and recreation. They provide services to the Sioux City area and Cherokee. Hours of operation are Monday – Friday 8:00 a.m. to 4:00 p.m. The agency owns two (2) 30' – 39.9' buses and five (5) or more vans. Two (2) vehicles are ADA accessible. All clients to Mid-Step Services are eligible for transportation.

Veterans Affairs – Sioux City

The Veterans Affairs office located in Sioux City is open Monday – Friday from 8:00 a.m. to 4:30 p.m. They do not own vehicles but noted that they provide transportation through prepaid vouchers/passes for transit provider, mileage reimbursement, and fixed amount of fuel cards.

Monona County Public Health

The Monona County Public Health located in Onawa is open from 8:00 a.m. to 4:30 p.m. Monday – Friday. They do not own any vehicles nor do they provide transportation to program participants, patrons, or employees.

Horn Memorial Hospital Public Health – Ida Grove

The Horn Memorial Hospital in Ida Grove is a health facility they also offer education, senior services, and public health services. Hours of operation are Monday – Friday from 8:00 a.m. to 4:30 p.m. They do not own vehicles and do not provide transportation.

Mid-Sioux Opportunity, Inc. – Remsen

Mid-Sioux Opportunity, Inc. is a non-for-profit Community Action Agency established to fight poverty at a local level by assisting low-income families in Northwest Iowa to become self-sufficient. Hours of operation are 8:00 a.m. to 4:30 p.m. Monday – Friday. They do not own vehicles or offer transportation services.

Hinton Community School

The Hinton Community School District offers K-12 public education in Hinton, IA. They indicated that they own five (5) or more 40' or greater buses, three (3) vans and three (3) sedans. Five (5) or more of the vehicles have a driver/dispatcher communication system but are not ADA accessible. Transportation services are provided to students of the school district.

Iowa State University Extension and Outreach

ISU Extension and Outreach has several offices located throughout the SIMPCO area their core purpose is to engage citizens through research-based educational programs across the state. Offices are open Monday – Friday 8:00 a.m. to 4:30 p.m. They did not indicate that they own vehicles nor provide transportation services.

Connections Area Agency on Aging – Sioux City

Connections Area Agency on Aging (CAAA) is part of a national network of over 650 agencies on aging. CAAA is one of six (6) area agencies on aging serving Iowa. The service area includes all five counties with the SRTPA planning area. Hours of operation are Monday – Friday from 8:00 a.m. to 4:30 p.m. CAAA does not own vehicles for transportation services, but does provide prepaid vouchers/passes for transit provider and contracts to other transportation providers.

Crossroads of Western Iowa – Onawa and Sioux City

Crossroads of Western Iowa serves individuals with developmental disabilities, intellectual disabilities, chronic mental illness and brain injury. Onawa offices are open from 7:30 a.m. to 4:00 p.m. Monday – Friday and Sioux City offices are open 8:00 a.m. to 4:30 p.m. Monday – Friday. They did note that they own five (5) or more vehicles

with wheelchair lifts/ramps. Clients are eligible for transportation services based on case management funding. Crossroads of Western Iowa also indicates that they contract to other transportation providers, use mileage reimbursement and establish fee-for-services rates for transportation.

Iowa Vocational Rehabilitation Services – Sioux City

The Iowa Vocational Rehabilitation Services (IVRS) mission is to work for and with individuals with disabilities to achieve their employment, independence, and economic goals. Hours of operation are Monday – Friday from 8:00 a.m. to 4:30 p.m. They do not own their own vehicles, but do offer transportation services in the form of prepaid vouchers/passes for transit provider and mileage reimbursement.

Plains Area Mental Health – Le Mars, Cherokee, Ida Grove

The Plains Area Mental Health Center provides services to individuals of all ages, couples, and families focusing on treatment related to issues of stress, depression, anxiety, trauma, abuse, and loss. Hours of operation are Monday 8:00 a.m. to 7:00 p.m., Tuesday from 8:00 a.m. to 8:00 p.m. and Wednesday – Friday from 8:00 a.m. to 5:00 p.m. They do not provide transportation services and do not own vehicles.

Siouxland District Health Department – Sioux City

The Siouxland District Health Department works to build a healthier community through improved access to health services, educational and disease prevention. Hours of operation are Monday from 8:00 a.m. to 6:00 p.m. and Tuesday – Friday from 8:00 a.m. to 4:30 p.m. Siouxland District Health does not own vehicles but did indicate that they use prepaid vouchers/passes for transit provider.

Floyd Valley Community Health – Le Mars

The Floyd Valley Community Health offers home visitation for children and home health care. Hours of operation are Monday – Friday from 8:00 a.m. to 4:30 p.m. They do not own any vehicles for transportation services but did indicate that they use prepaid vouchers/passes for transit provider and established fee-for-service rates.

Good Samaritan Society – Holstein

The Good Samaritan Society provides services to seniors. The agency owns one (1) 20' – 29.9' bus and three (3) vans. Three of the vehicles have a wheelchair lift/ramp and have driver/dispatch communication system. They also indicated that they utilize mileage reimbursement and established fee-for-service rates.

IowaWORKS of Greater Siouxland – Sioux City

IowaWORKS offers employment and veteran services. Hours of operation are 8:00 a.m. to 4:30 p.m. Monday – Friday. They do not own vehicles for transportation services but do utilize prepaid vouchers/passes for transit provider.

Recover Health Sioux City

Recover Health offers client transportation as well as skilled nursing, mental health services, private duty nursing services, therapy services, personal care services, homemaker services and independent living services. Office hours are Monday – Friday 8:00 a.m. to 5:00 p.m. with on call nurse and driver, 24 hours a day, 7 days a week, including holidays. Recover Health owns and operates four (4) vans, three (3) have wheelchair lifts/ramps and all have a driver/dispatch communication system. Transportation services are open to anyone, primarily individuals with need of a wheelchair. There is a fee for transportation services.

CAB's Inc. – Sioux City

CAB's Inc. is a taxi company located in Sioux City. Hours of operation are seven (7) days a week, twenty-four (24) hours a day. The taxi company owns five (5) or more sedans, none are ADA accessible but they do have a driver/dispatch communication system. The general public is eligible for transportation services and there is a fee involved.

StoneyBrook Suites Assisted Living

StoneyBrook Suites Assisted Living provides health and wellness approach to respond to the needs of those require assistance with activities of daily living. They do not own

vehicles but utilize SRTS or contract to other transportation providers. Transportation services are offered to residents of the facility.

Family Health Care of Siouxland Dakota Dunes Clinic

Family Health Care is medical clinic in Dakota Dunes. The clinic did indicate that they own five (5) or more vans with wheelchair lifts/ramps and with dispatcher/driver communication systems. However, they also indicated that clients provide their own transportation.

Blessed Teresa of Calcutta Catholic Church – Dakota Dunes

Blessed Teresa of Calutta Church in Sioux City does not offer transportation services nor do they own vehicles.

Mid States School Bus

Mid States School Bus offers transportation to students in the Dakota Valley School District in South Dakota. They have five (5) or more buses with a driver/dispatcher system. Transportation services are eligible for students only. Mid States indicated that none of the vehicles are ADA accessible.

Sioux City Transit System – Fixed Route System

The Sioux City Transit System (SCTS) fixed route fleet consists of twenty-six (26) active fixed-route vehicles and seven (7) active paratransit vehicles. The SCTS service area includes Sioux City, Iowa, South Sioux City, Nebraska, and North Sioux City, South Dakota. Basic service on all fixed routes is Americans with Disabilities Act (ADA) accessible. SCTS hours of operation are from 6:00 a.m. to 6:00 p.m., Monday through Friday, and Saturdays from 7:00 a.m. to 6:00 p.m., with no service on Sundays or major holidays. SCTS maintains a variable fare structure for the fixed routes. Discounts are available for students, seniors, disabled, and for children. The types of fares include cash, paper token, monthly pass, or by a ten-ride punch. One transfer per ride is free if used within two hours. The transfer hub is the Martin Luther King, Jr. Transportation Center. Table II-1 below, shows the current fare structure:

TABLE II-1: Sioux City Transit Fare System

CATEGORY	FARE:
Adult Cash Fare	\$1.80
Adult Monthly Pass	\$48.00
Tokens (20 per roll)	\$31.00
Senior Citizen & Disabled Monthly Pass	\$42.00
Senior Citizen (10 Ride Punch Ticket)	\$9.00
Disabled (10 Ride Punch Ticket)	\$9.00
Senior Citizen & Disabled cash fare	\$0.90
Ten punch Ticket	\$18.00
Student (10 Ride Punch Ticket)	\$15.50
Youth Cash Fare	\$1.55
Children under 5 years of age	Free, accompanied by an adult
	EFFECTIVE 7-1-2010

Sioux City Transit System – Paratransit Service

Paratransit service is provided to meet the requirements of the ADA. Individuals who cannot access or use the fixed route bus services can use the paratransit service. The paratransit service is provided by the Sioux City Transit System and a contract with the Siouxland Regional Transit System (SRTS). Customers must obtain certification through an application process with SCTS. Reservations can be made one to fourteen days prior to the trip. The basic cash fare for paratransit is \$3.60 for curb-to-curb per one-way trip.

Siouxland Regional Transportation System (SRTS)

Established on June 2, 1980, SRTS serves as the regional transit authority of northwest Iowa by cooperating with government officials, providers of services, transit organizations, and individuals in establishing programs to improve transportation services in planning and to promote an efficient and effective coordination and consolidation of transportation services. SRTS services the counties of Cherokee, Ida, Monona, Plymouth, and Woodbury in Iowa. It also provides service to southern Union County in South Dakota.

Currently SRTS provides demand responsive service to the general public using ADA accessible buses. Hours of service are 5:30 a.m. to 7:00 p.m. Monday through Saturday

Fares are \$4.00 for curb-to-curb service (one-way trip) and \$7.00 door-to-door in all five counties within city limits (excluding Le Mars and Sioux City). Outside of city limits curb-to-curb service is \$4.00 plus \$0.50 per mile and door-to-door service is \$7.00 plus \$0.50 per mile. In Le Mars, curb-to-curb service is \$3.50 and door-to-door services is \$6.00. In Sioux City, curb-to-curb service is \$4.00 plus \$0.50 per mile and door-to-door is \$7.00 plus \$0.50 per mile. SRTS also provides service to Southern Union County, South Dakota. Days and hours of service are Monday through Saturday 5:30 a.m. to 7:00 p.m. Fares are \$4.00 plus \$0.50 per mile.

Drivers are instructed to assist passengers as needed. Assistance may include walking support or maneuvering of wheelchair. Assistance with small packages that the passenger is unable to handle is allowed for boarding and de-boarding the vehicle. Any additional assistance should be provided by a personal care attendant.

Inventory of Private Transportation Providers

A number of private transportation operators provide service in the Siouxland Area.

Taxi Services:

- Action Taxi/Siouxland Taxi – cars/vans
- Cabs Inc., – cars
- Taxi Xpress – cars/vans
- Mr. Good – cars/vans
- Get N Go Taxi – mini vans

Currently, none of the taxi services provide ADA accessible vehicles.

Limo Services:

- Travel Plus Limo
- Prince and Princess Limo
- Royalty Limousines

Charter Buses:

- Jefferson Lines
- Royal Charters

ADA Accessible Transportation Services:

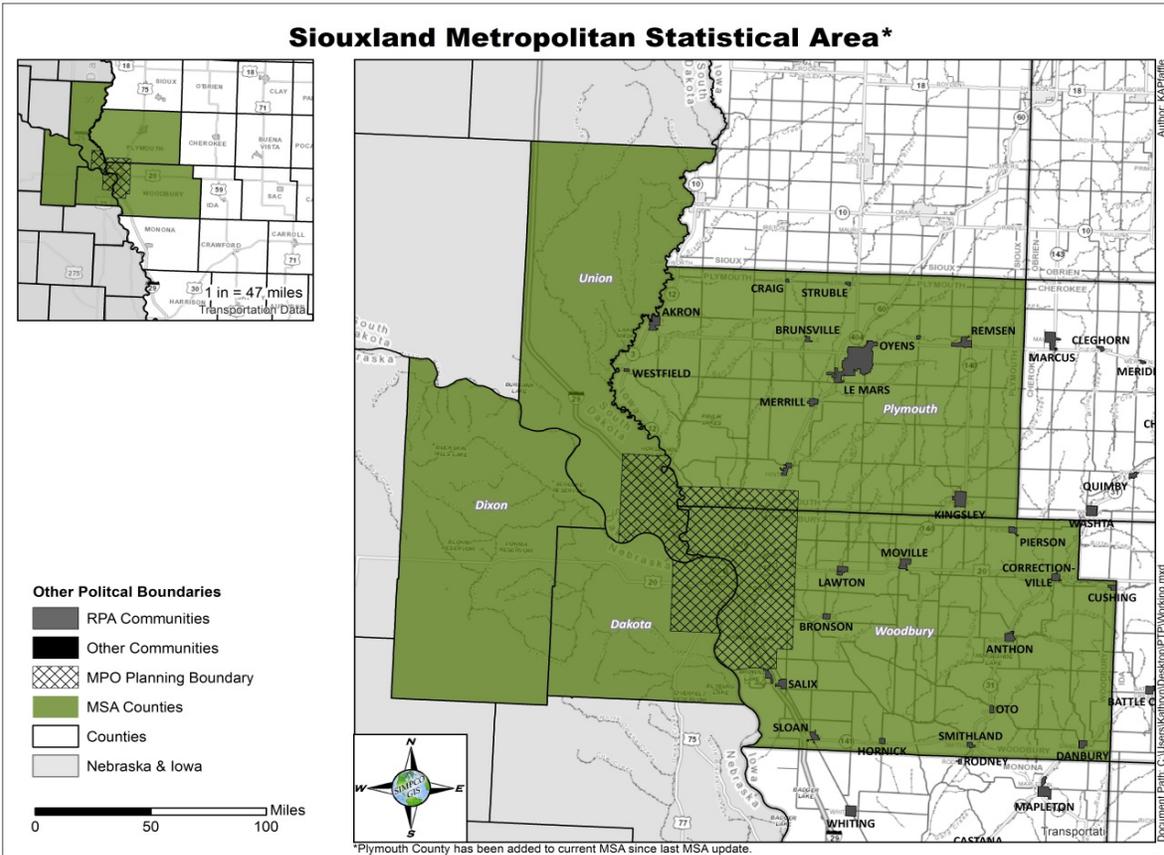
- Wheels LLC
- Recover Health
- Care-A-Van

B. Area Profile

1. Demographics

Sioux City Metropolitan Statistical Area

Map II-1:



The following table shows estimates from the U.S. Census Bureau. Table II-2 shows the population estimate (2010), the percentage of population change from 2007-2010, the percentage of population that is 65 and older (2010), the median household income (2010), the per capita personal income (2006-2010), the percentage of persons with a disability (2008-2012), the percentage of families below the poverty level (2006 - 2010), and the percentage of individuals below the poverty level (2010).

Table II-2: Metropolitan Statistical Area Demographics

	U.S.	State of Iowa	Metropolitan Statistical Area
Pop. Estimates (2010)	308,745,538	3,046,355	168,563
% of Pop. Change from 2007-2010	2.36%	1.95%	18.92%
% of Pop. 65+ (2010)	12.5%	14.7%	13.5%
Median Household Income (2010)	\$51,914	\$48,872	\$44,343
Per Capita Personal Income (2006-2010)	\$27,334	\$25,335	\$22,069
% of Persons with a disability (2008-2012)	12.02%	11.35%	11.02%
% of families below poverty level (2006-2010)	10.01%	7.43%	10.23%
% of individuals below poverty level (2010)	13.82%	11.60%	14.01%

Source: U.S. Census Bureau

The Metropolitan Statistical Area's estimated population for the year of 2010 was 168,563 which was an 18.9% increase from the year 2007. The Metropolitan Statistical Area population increased as compared to the U.S and State of Iowa due to the fact that the MSA area expanded to include Plymouth County, Iowa. The percentage of population 65 and older was slightly above the average United States population and under the State of Iowa's population. Both median household income and per capita personal income for the Metropolitan Statistical Area were less than the State of Iowa and the United States. The percentage of persons with a disability for the Metropolitan Statistical Area is at 11.02% which is larger than the national but slightly less than the state average.

The mobility of the elderly, disabled and low-income continues to be a growing concern within the Metropolitan Planning Area. For much of the elderly, disabled and low-income population the public transit system may be their only source of transportation. Coordination of the public transit system with health and human service agencies aims at improving the transportation accessibility to these targeted populations.

Regional Planning Area

Table II-3 on page 34 shows estimates from the U.S. Census Bureau for the year of 2012 in the United States, the State of Iowa, and for in the counties within the RPA planning area. The table shows the population estimate (2012), the percentage of population change from 2000-2010, the percentage of population that is 65 and older (2010), the median household income (2010), the per capita personal income (2010), the percentage of persons with a disability (2012), the percentage of families below the poverty level (2010), and the percentage of individuals below the poverty level (2010).

Except for in the county of Plymouth, the populations within the counties are declining. The region is largely rural, with the exception of Woodbury County, with forty (47) small communities. According to the 2010 Census, cities with a population over 5,000 people include Le Mars, and Cherokee. There are eleven (11) communities that have a population that exceeds 1,000 persons: Onawa (2,998), Akron (1,486), Remsen (1,663), Kingsley (1,411), Marcus (1,117), Aurelia (1,036), and Holstein (1,396), Ida Grove (2,142), Merville (1,618), and Mapleton (1,224).

With the exception of Woodbury County which includes the Metropolitan Planning Area, the counties within the Regional Planning Area have an older population than the rest of the state. However, all five of the counties have an older population compared to the U.S population as a whole.

The region continues to remain below the state and nation in per capita income according to the Bureau of Economic Analysis, U.S Department of Commerce. Iowa ranked 20th in the U.S in per capita income in 2012. The county of Plymouth ranked 6th in the state,

with the counties of Cherokee at 30th in the state, Ida County at 40th in the state, Woodbury at 76th in the state, and Monona at 62th in the state for per capita income.

Transportation continues to grow as concern as the population of the Regional Planning Area continues to grow older. Transportation is also a major concern of those with disabilities. With the exception of Plymouth County, the counties within the Regional Planning Area have a higher percentage of disabled population compared to the state, while all of the counties have a higher percentage of disable population when compared to the U.S. population. The growing elderly population, and the proportionately large disabled population and the low-income segments of the Siouxland Regional Planning Association’s population have limited means of mobility, have been affected by rising transportation costs, and have incurred the greatest need for public transportation.

Table III-3: Regional Planning Area Demographics

	U.S.	State of Iowa	Plymouth County	Woodbury County	Cherokee County	Ida County	Monona County
Pop. Estimates (2012)	309,138,711	3,047,646	24,911	101,948	12,011	7,113	9,242
% of Pop. Change from 2000-2010	2.36%	4.10%	0.60%	-1.60%	-7.40%	-9.50%	-7.80%
% of Pop. 65+ (2010)	12.75%	14.81%	16.49%	12.92%	21.87%	20.79%	23.52%
Median Household Income (2010)	\$51,914	\$48,872	\$56,379	\$44,343	\$44,635	\$44,521	\$41,398
Per Capita Personal Income (2010)	\$27,334	\$25,335	\$28,060	\$22,069	\$25,507	\$23,841	\$22,774
% of Persons with a disability (2012)	12.00%	11.40%	9.50%	11.00%	11.60%	13.50%	14.10%
% of Families below poverty level (2010)	10.10%	7.40%	2.80%	10.20%	2.80%	7.50%	6.80%
% of Individuals below poverty level (2010)	13.80%	11.60%	4.80%	14.00%	5.10%	10.50%	11.50%

Source: U.S. Census Bureau

2. Limited English Proficiency

Sioux City Metropolitan Area

Based on the 2012 Limited English Proficiency Plan (LEP) by Sioux City Transit System the current number of non-English languages spoken in the Sioux City Metropolitan Area:

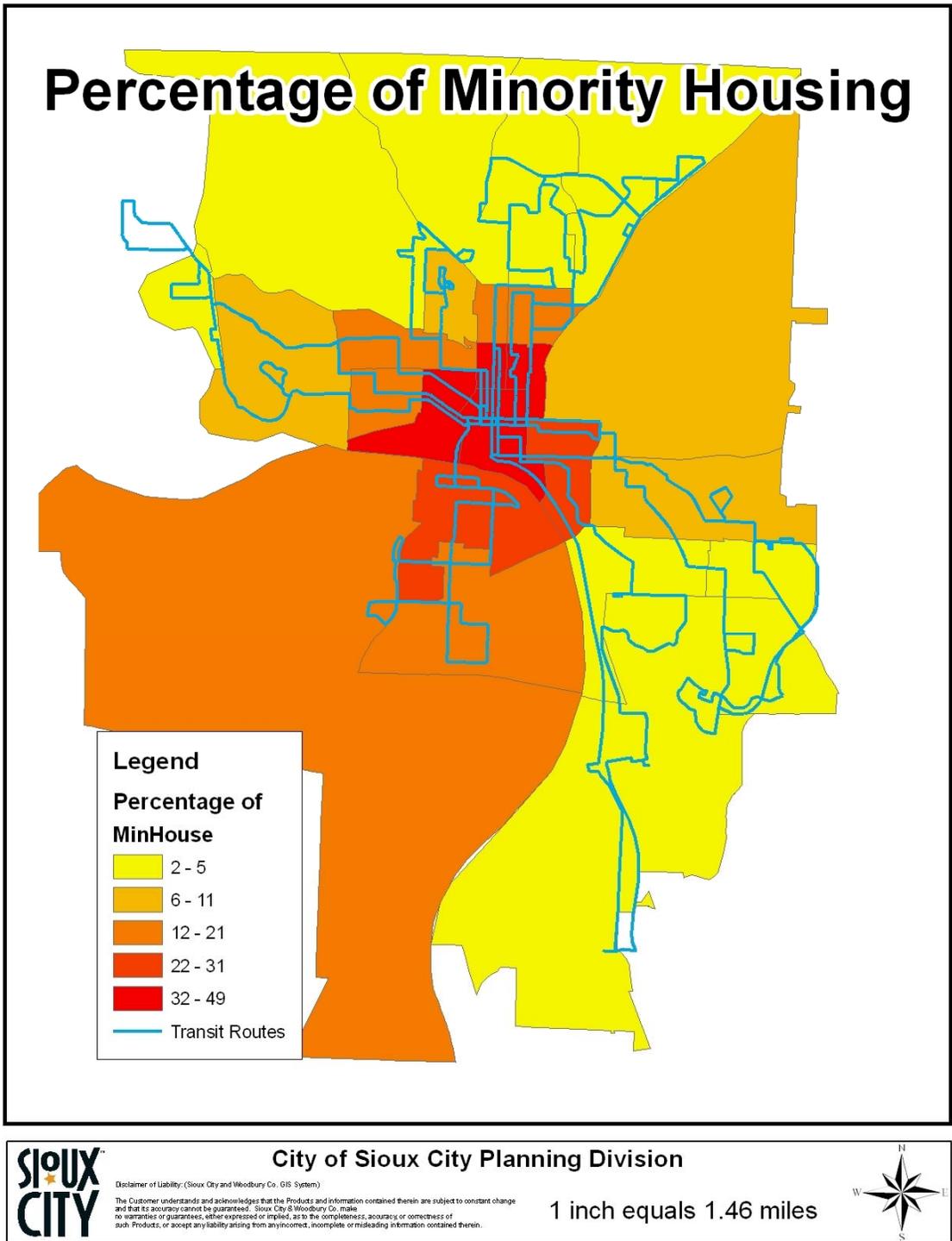
- Hispanic households: 16.4%
- Asian: 2.7% (primarily Vietnamese and Laotian)
- Non-English Language spoken in the home: 14.8%
- Foreign born: 8.2%

**based on 2010 Census Data*

The Sioux City fixed routes of South Sioux City, Riverside, Council Oaks, Pierce-Jackson and Indian Hills serves the densest concentrations of non-English speaking households. The neighborhoods with the highest number of non-English speaking houses are found within the near North Side and West Side of Sioux City. The greatest concentration of Hispanic speaking households is found with the City of South Sioux City, Nebraska. A fixed bus stop is within five blocks for 95% of these residents. Routes schedules and maps are available in the Spanish Language.

Below is a LEP sign which is posted in each SCTS bus, and the procedure to use the Language Line which is the primary procedure for a question from a non-English speaker that cannot be answered in house.

English	'If you need an interpreter, we provide free interpreter services on request to help you with your Sioux City Transit bus route questions. Please call us first so that someone who speaks your language will be available to help you. Call 712 - 279 - 6404.'
Spanish Latin America	'Si necesita un intérprete, ofrecemos servicios gratuitos de interpretación a petición para ayudarle con sus preguntas relacionadas con las rutas de los autobuses de Sioux City Transit. Por favor, llámenos primero para que alguien que hable su idioma pueda estar disponible para ayudarle. Llame al 712 - 279 - 6404.'
Laotian	'ຖ້າທ່ານຕ້ອງການລ່າມແປພາສາ, ພວກເຮົາສະໜອງບໍລິການລ່າມແປພາສາບໍ່ເສຍຄ່າໃຫ້ຕາມຄໍາຮ້ອງຂໍ ເພື່ອຊ່ວຍເຫຼືອທ່ານໃນເລື່ອງຄໍາຖາມກ່ຽວກັບເສັ້ນທາງລົດເມຜ່ານເມືອງ Sioux City. ກະລຸນາ ໂທຫາພວກເຮົາກ່ອນ ເພື່ອໃຫ້ໃຜຜູ້ໜຶ່ງທີ່ເວົ້າພາສາຂອງທ່ານກຽມພ້ອມຊ່ວຍເຫຼືອທ່ານ. ໂທຫາເບີ 712 - 279 - 6404. '
Vietnamese	'Nếu quý vị cần một người phiên dịch, chúng tôi cung cấp các dịch vụ phiên dịch miễn phí theo yêu cầu để giúp đỡ quý vị với các câu hỏi về tuyến xe buýt thuộc hệ thống Vận tải Sioux City. Vui lòng gọi cho chúng tôi trước tiên để có ai đó biết nói ngôn ngữ của quý vị sẽ sẵn sàng giúp đỡ quý vị. Hãy gọi số 712 - 279 - 6404.'



Sioux City Transit translates notices of public hearings in other languages, primarily in Spanish. Notices are posted where LEP will see them. These locations include the New Iowan Office in Iowa Workforce Development, grocery store bulletin boards, radio ads, churches,

community centers, non-English newspapers, and the Sioux City Transit Web site. The notice may provide the option of oral or written translation services if notified ten or more days in advance of the event or public meeting date.

Sioux City Transit System solicits feedback from passengers, public hearings, the New Iowan Center at Iowa Workforce Development, Sioux City neighborhood meetings, on bus surveys, and requests from Human Service Agency representative(s). Since 2007, there have been no requests for additional language information about Sioux City Public Transit. The New Iowan Center indicates that the Hispanic community is well informed about public transit services and how to access it. The Hispanic Community is very bi-lingual. Because of the experience with outreach and negligible contact for language assistance from all sectors, Sioux City Transit believes that all LEP communities in the service region are bi-lingual or they do not need or want additional services.

Regional Planning Area

SRTS reviewed the U.S. Census Bureau, *2006-2010 American Community Survey 5-Year Estimate*, to determine the number of LEP persons within the Iowa regional planning area (Plymouth, Cherokee, Woodbury, Ida, and Monona Counties). Because the service area is not identical to the geographic boundaries of the five county planning area since it excludes the metropolitan planning area, census tracts were used that corresponded to the area SRTS is authorized to serve in the regional area. LEP was defined as persons who speak English less than “very well”. Based on the data from the American Community Survey, which include information for all five counties within the regional planning area, we determined that across the planning area 0.93 percent of the population is LEP persons.

Table III-4: LEP data in SRTPA Planning Area

	Plymouth	Cherokee	Woodbury	Ida	Monona	Total
Total Population	23,350	11,468	11,787	6,694	8,824	62,123
Speak only English	22,628	11,216	11,613	6,484	8,565	60,506
Speak another language, but speak English "very well"	402	143	127	174	193	1039
Speak another language and speak English less than "very well"	320	109	47	36	66	578
Percent that speak another language and speak English less than "very well"	1.37%	0.95%	0.40%	0.54%	0.75%	0.93%

SRTS current language assistive services focus on providing language interpreters, as needed, for LEP persons. SRTS currently employs a dispatcher who is fluent in Spanish, collaborates with the local school district which employs an interpreter that is available for SRTS use, and SRTS is in the process of signing up for Language Service Associate's INTERPRETALK[®], an interpreting by telephone service that provides language interpretation for over 200 languages, 24 hours a day, 365 days a year. Costs to SRTS for these services are not well defined, because these services are not used on a regular basis. The cost of the bilingual dispatcher is part of the operational costs, and the INTERPRETALK[®] service costs \$1.95 per minute of use. Currently, little staff time is associated with providing language assistance.

The American Community Survey data shows that only 0.93 percent of the regional planning area population serviced by SRTS is LEP persons. SRTS staff has not received any requests for information to be translated into additional languages or for additional written or oral language services. SRTS has not been notified that existing language assistance services need to be made more widely available.

C. Essential Community Services

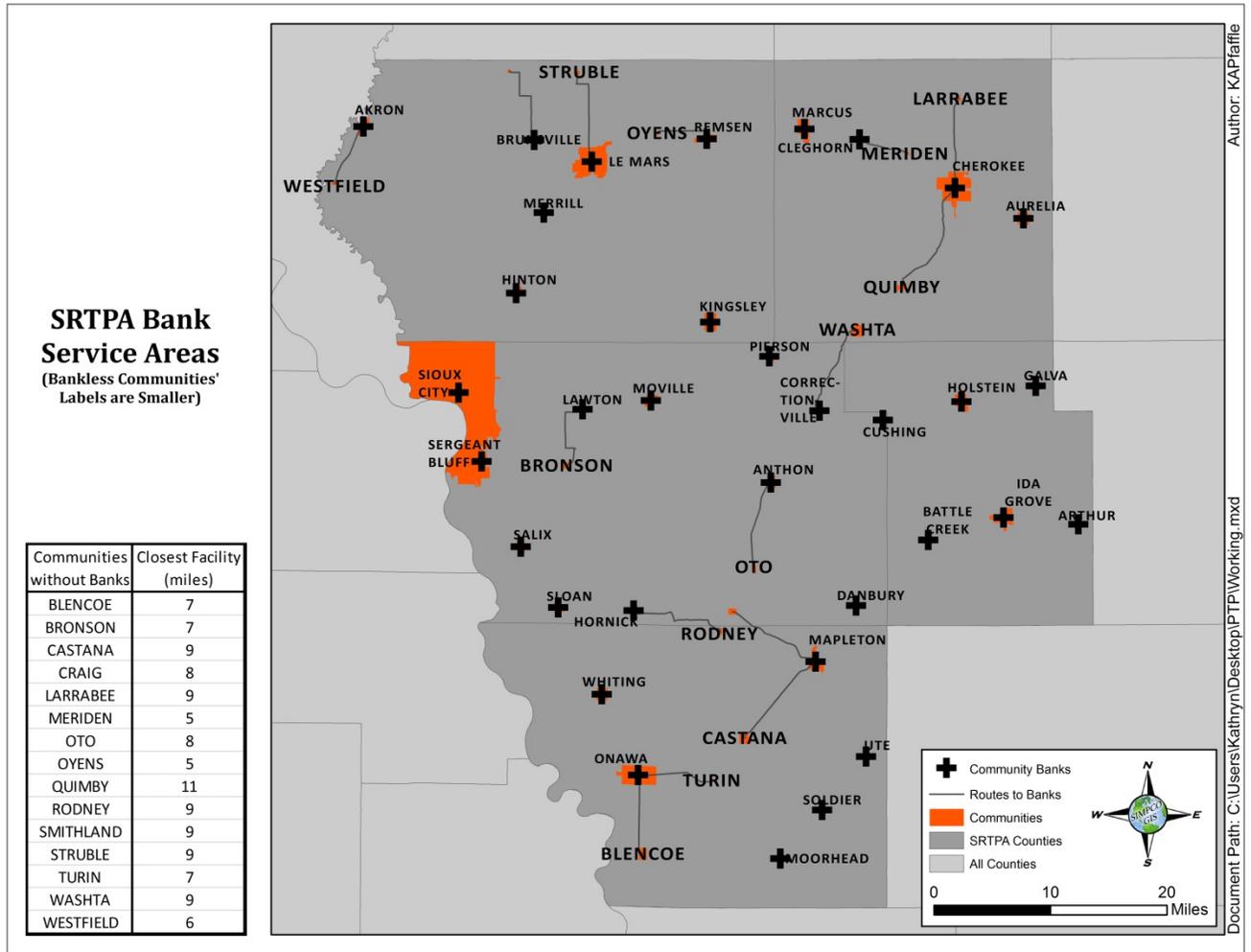
1. Metropolitan Planning Organization

The Sioux City Metropolitan Planning Area serves as the regional commercial and medical hub of the Siouxland area. The Sioux City Metropolitan Area provides numerous restaurants, post offices, banks, retail stores, elderly care facilities, long-term care facilities, daycares, schools, hospitals, and non-profit organizations which are expected in a metropolitan area. Even with all the essential services and medical care facilities located within the metropolitan area, transit services for the elderly, the disabled and low-income individuals can still prove to be a challenge. Due to the size and the geographical layout, covering three states of the metropolitan area, those individuals who are transit dependent or have no other means of transportation may find it nearly impossible to access essential services or medical facilities which are located within the metropolitan area.

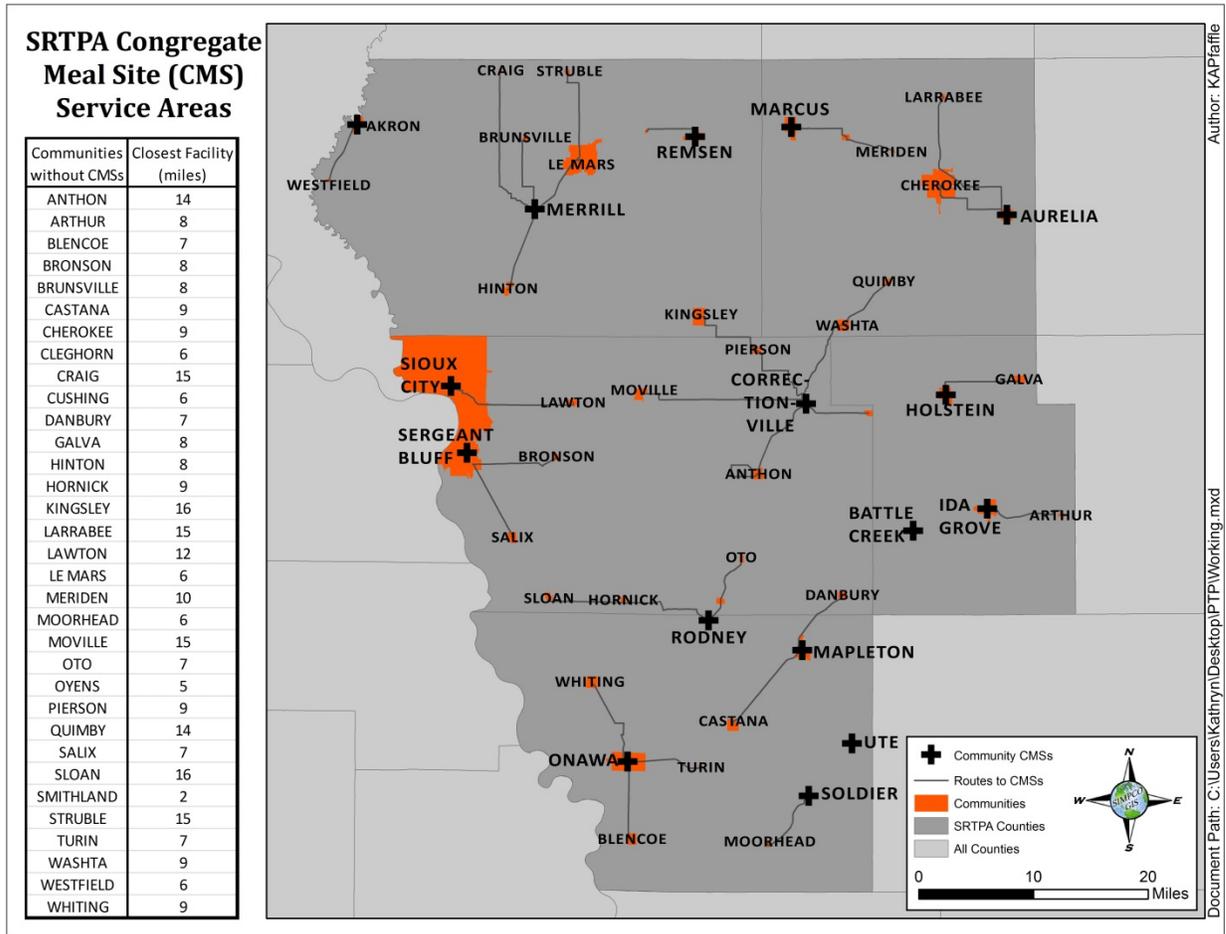
2. Regional Planning Area

The Siouxland Regional Planning Association contains numerous small towns in which only a few contain the essential services and medical care needed for residents. Banks, grocery stores, libraries, pharmacies, hospitals, and medical clinics are mostly located in the larger towns such as Le Mars, Cherokee, Ida Grove, and Onawa. Residents living in small communities must travel to either the county seats or to the Sioux City Metropolitan Area to find essential services and/or medical care facilities. Transit services for the residents of these smaller communities to travel to locations of essential services and medical care is becoming increasingly important. Maps III-3 to III-15 reflect the locations of medical services and the locations of essential community services within the region make it evident that these services are not available in most of the very small towns but are clustered in the larger, service-oriented population centers.

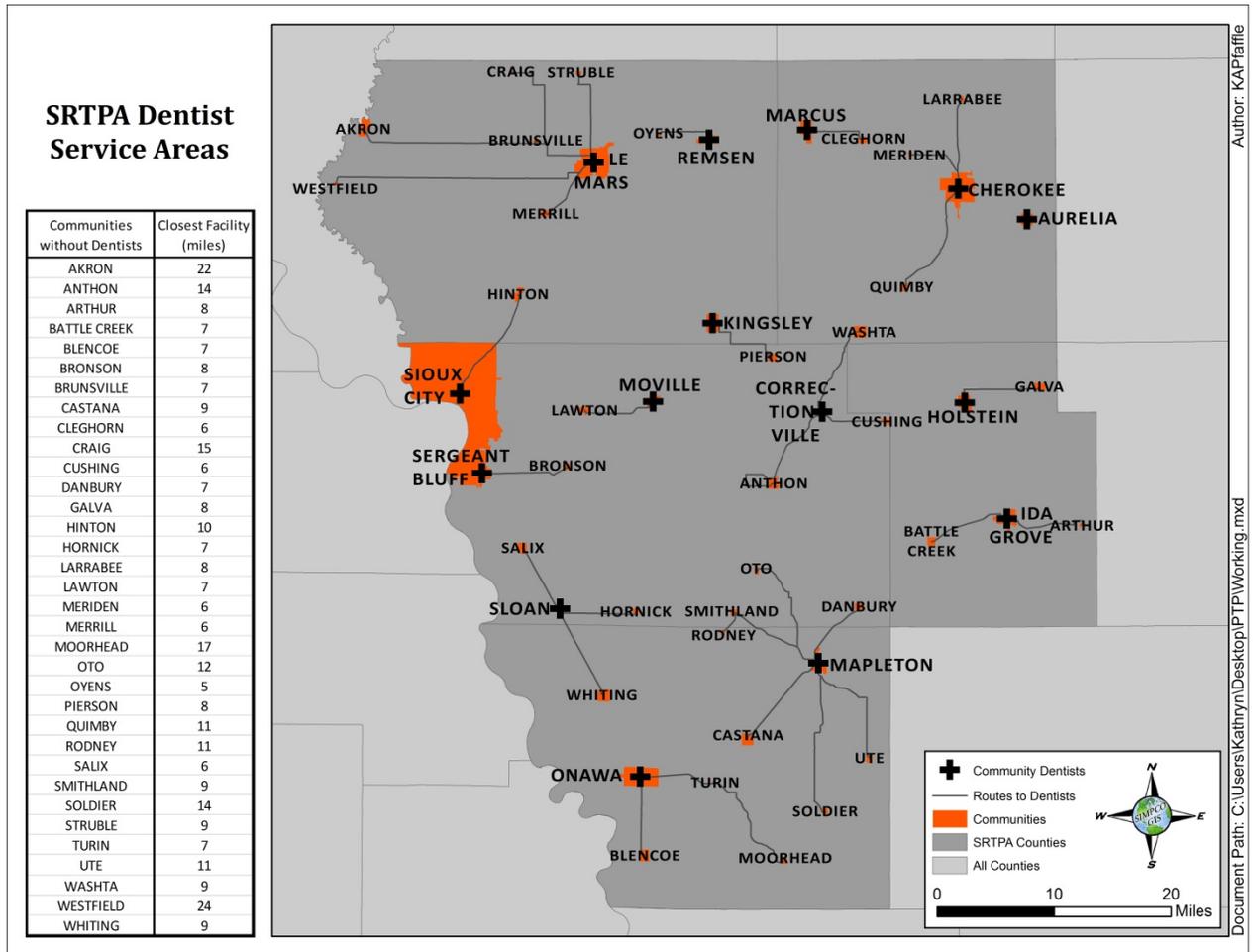
Map II-3: Location of Banks within RPA 4.



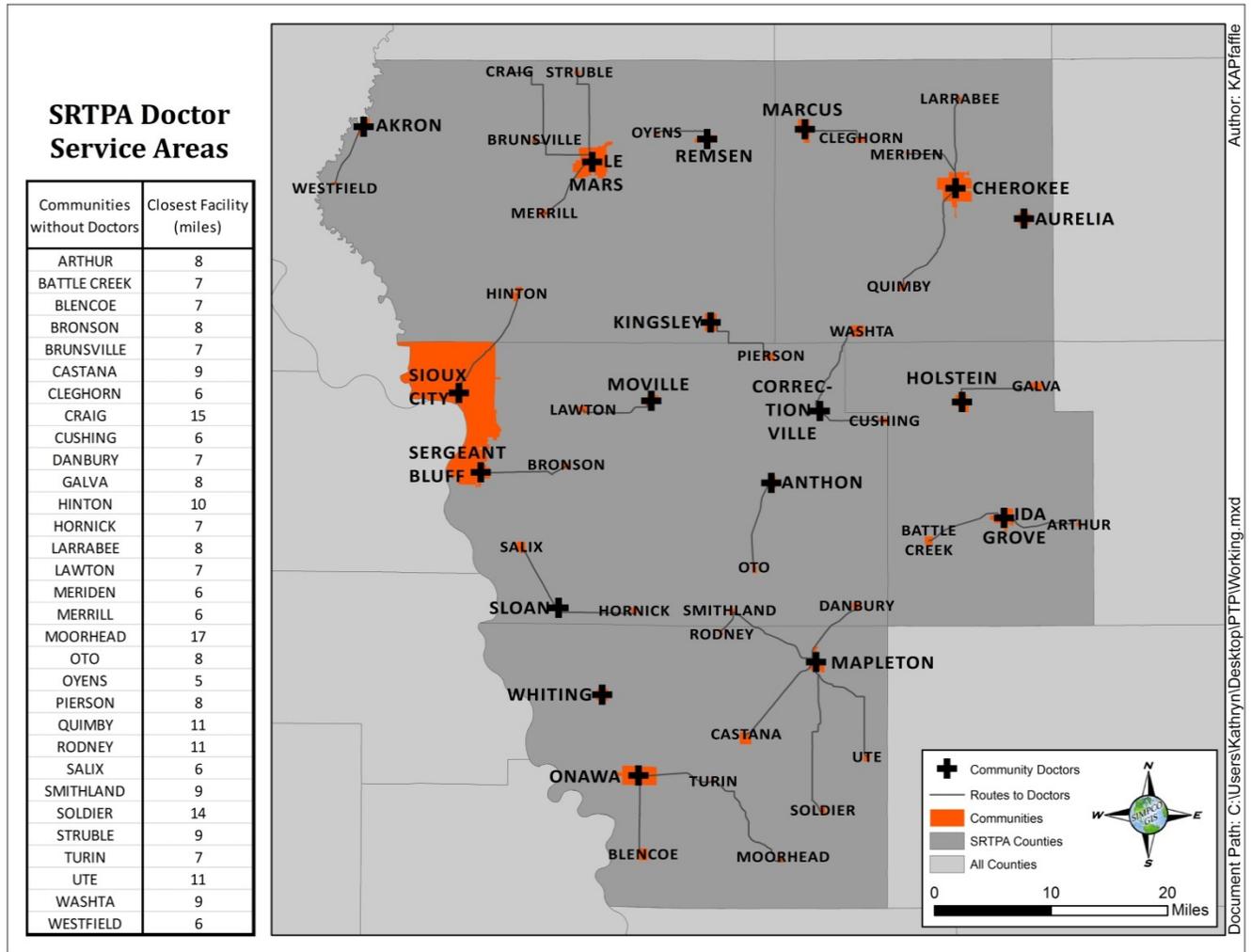
Map II-4: Location of Congregate Meal Sites within RPA 4.



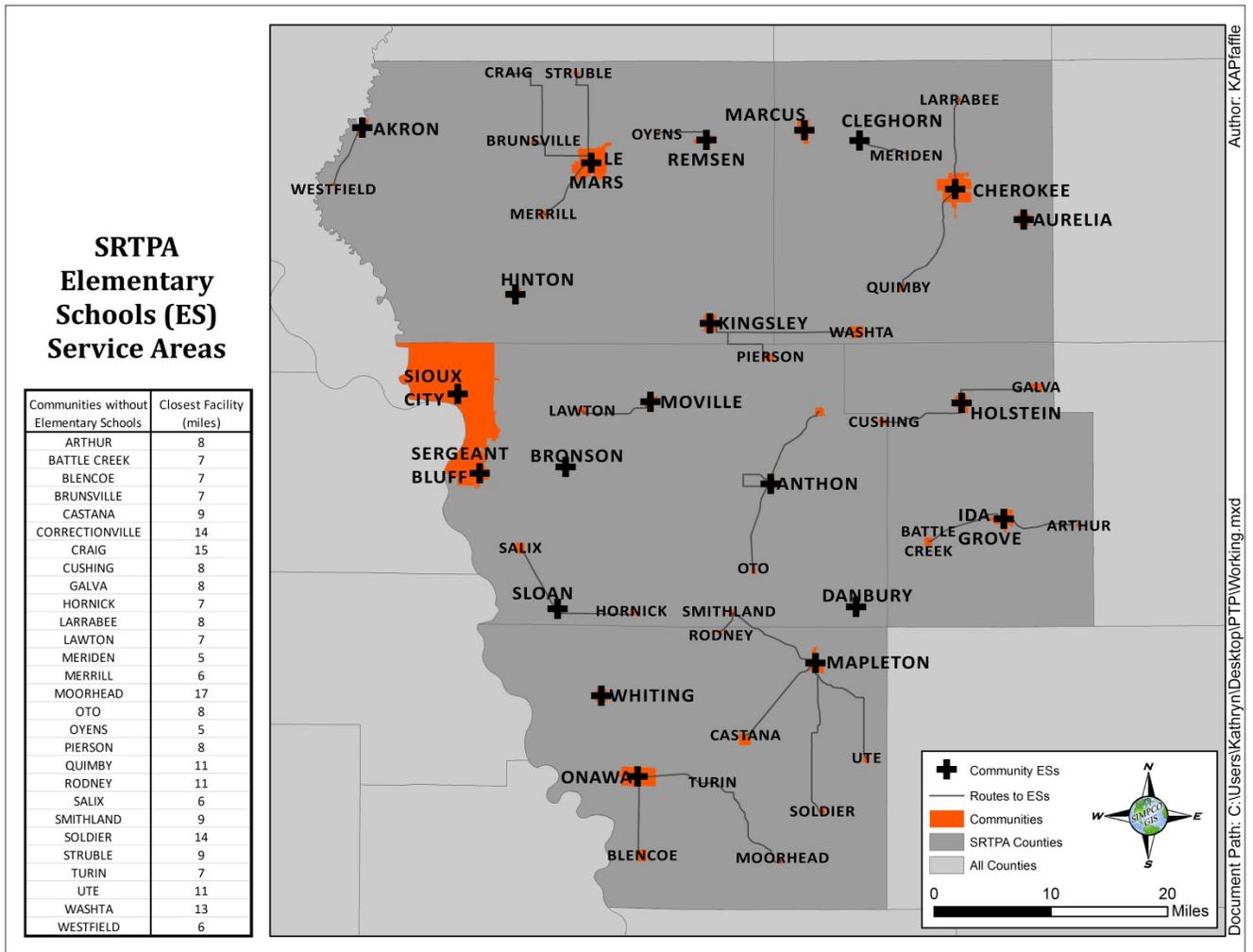
Map II-5: Location of Dentist within RPA 4



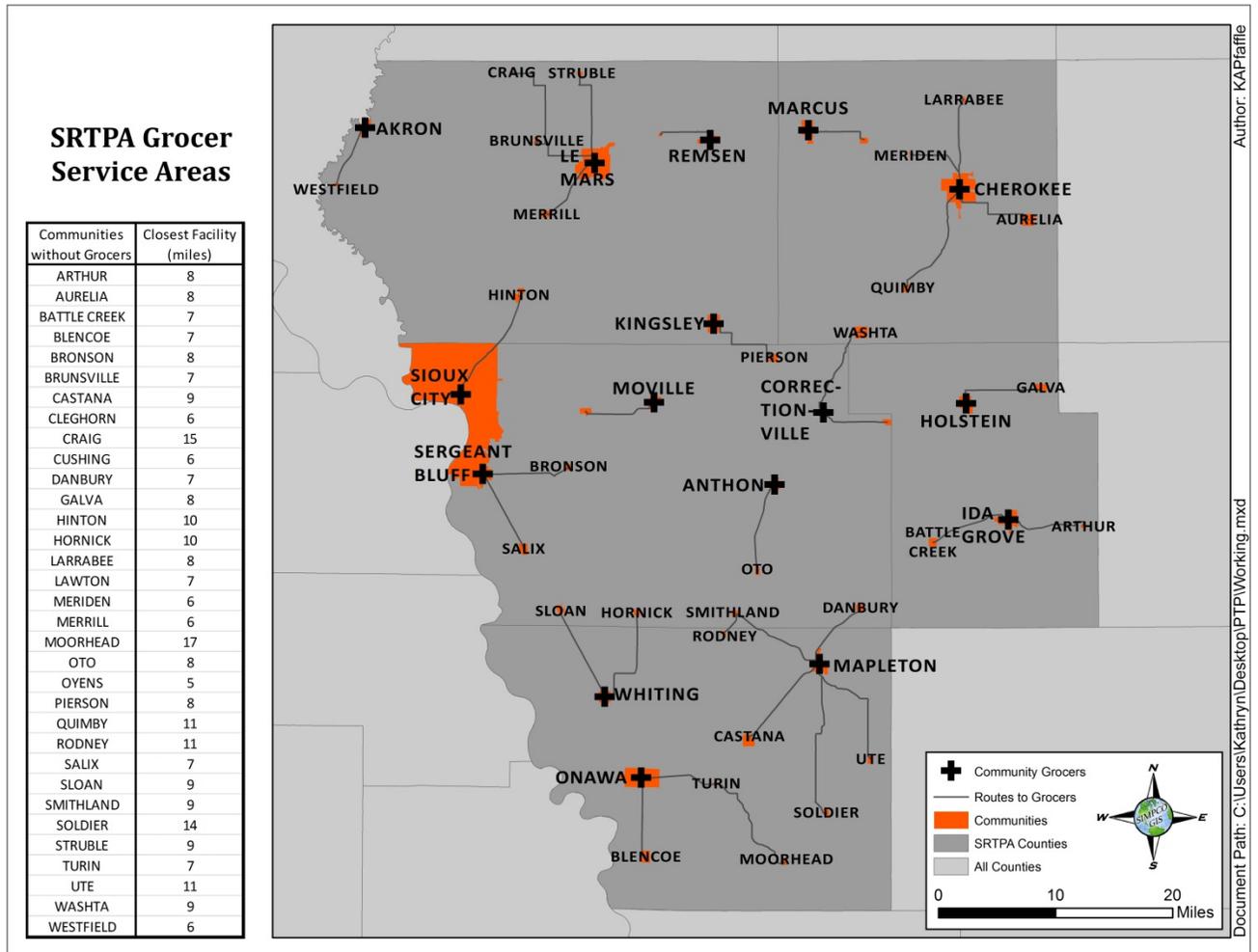
Map II-6: Location of Doctors within RPA 4



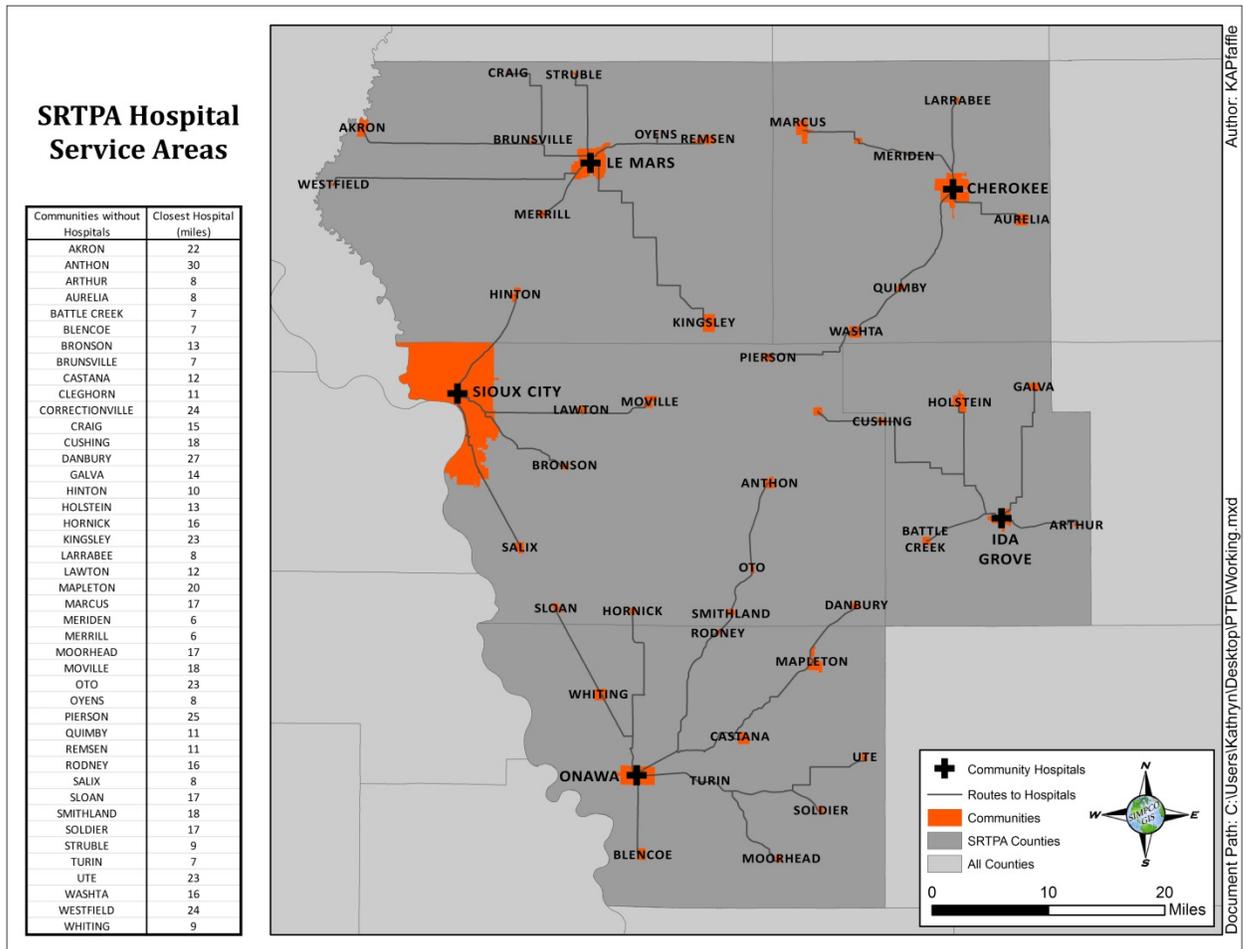
Map II-7: Location of Elementary Schools within RPA 4



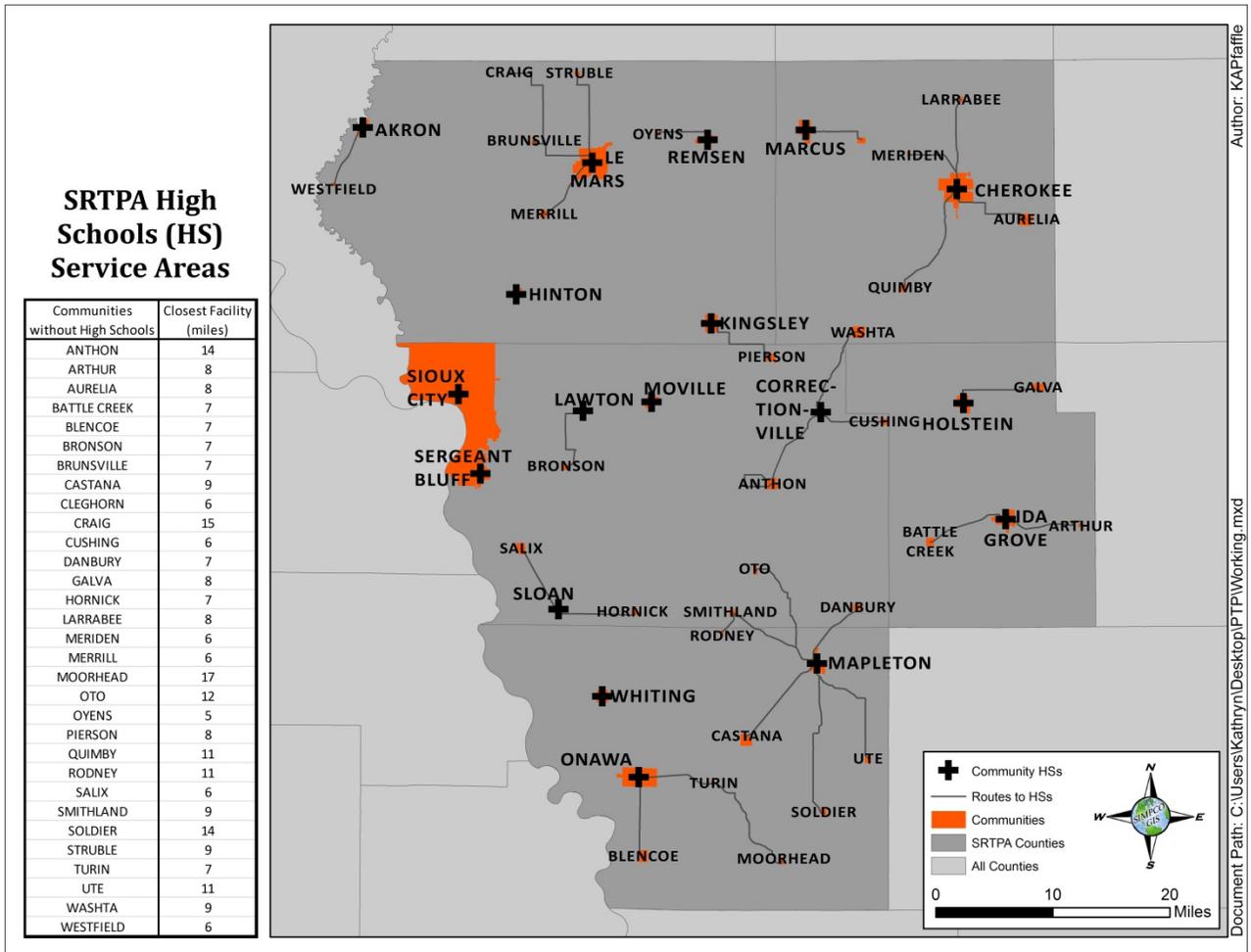
Map II-8: Location of Grocers within RPA 4



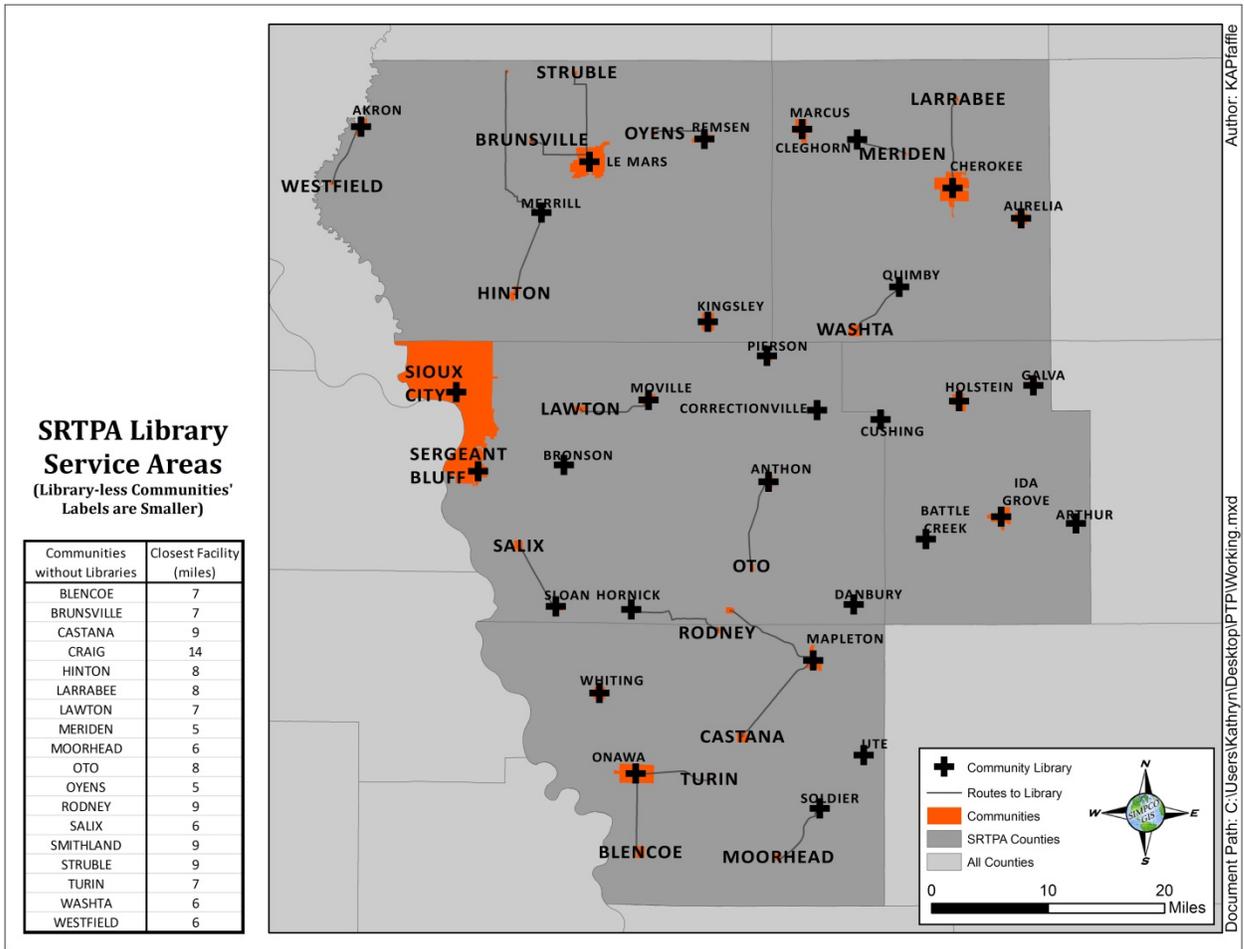
Map II-9: Location of Hospital Service Areas within RPA 4



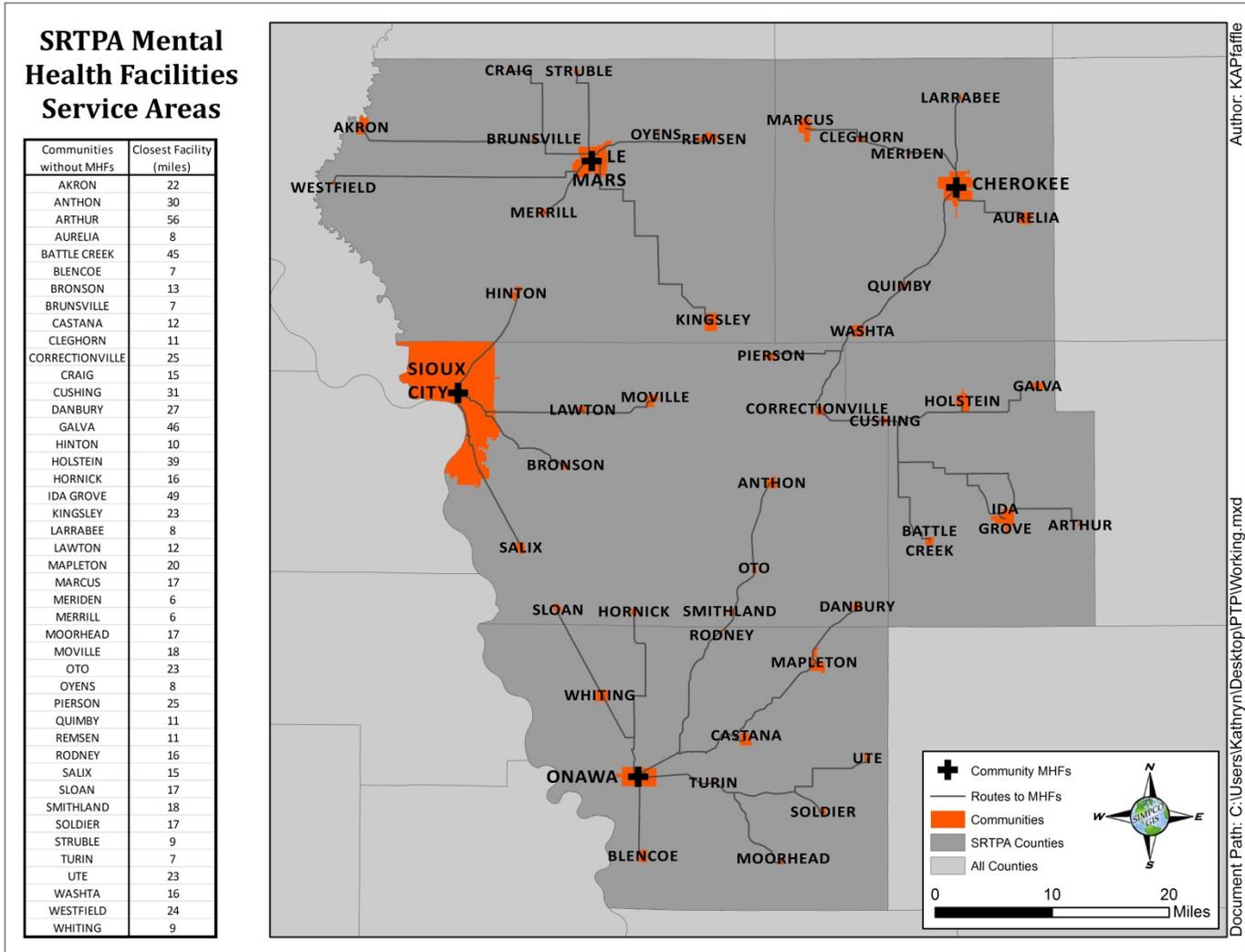
Map II-10: Location of High Schools within RPA 4



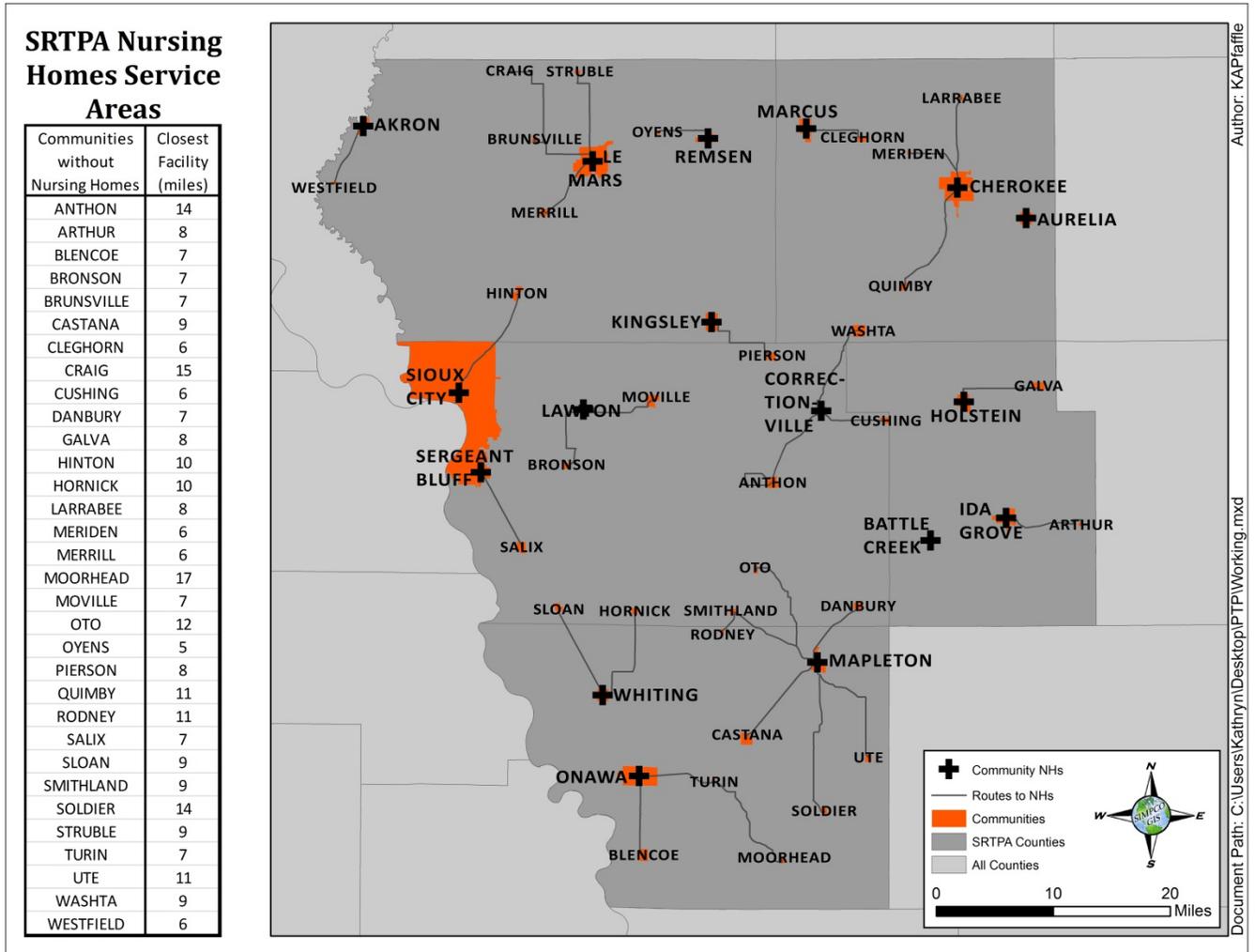
Map II-11: Location of Libraries within RPA 4



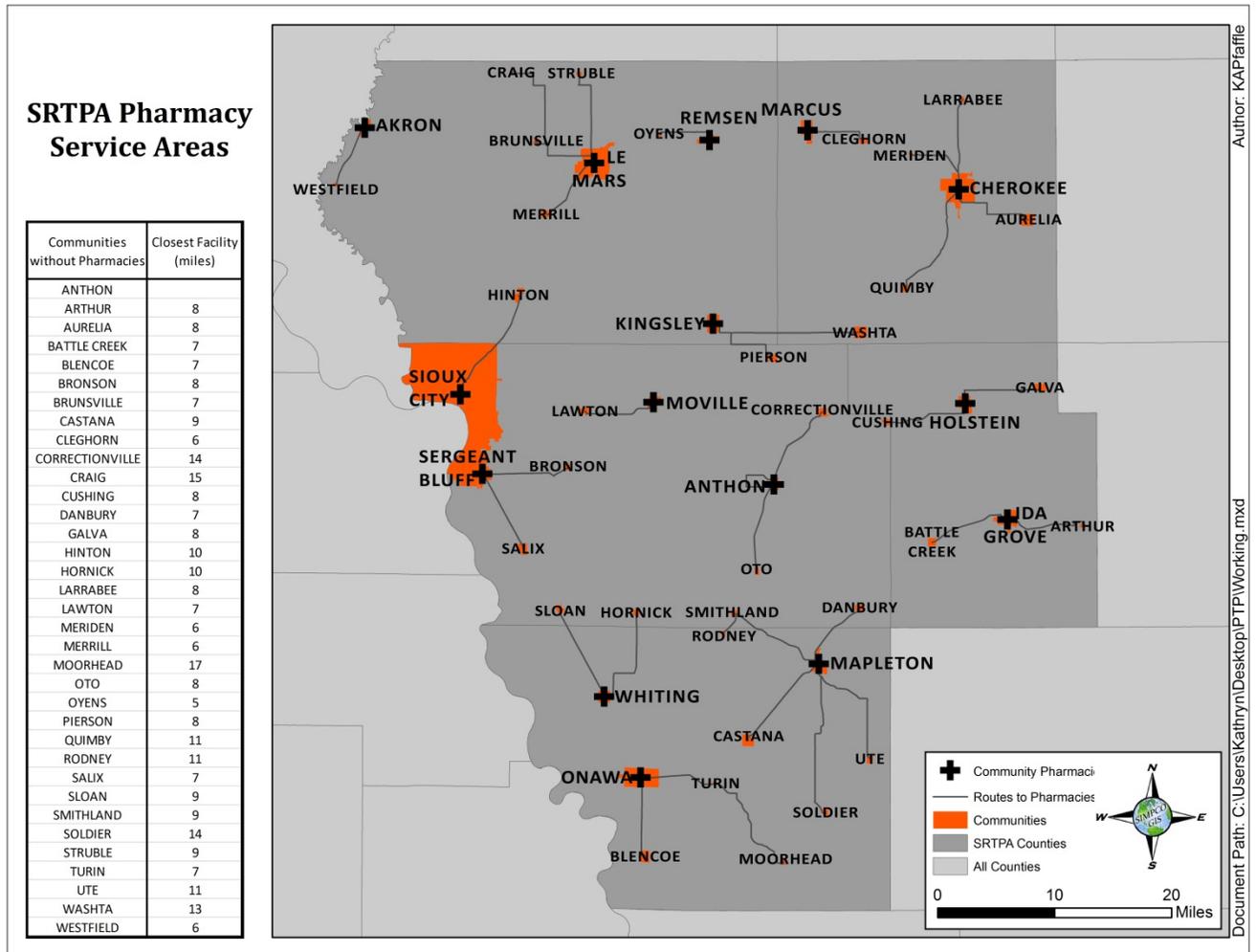
Map II-12: Location of Mental Health Facilities within RPA 4



Map II-13: Location of Nursing Homes within RPA 4



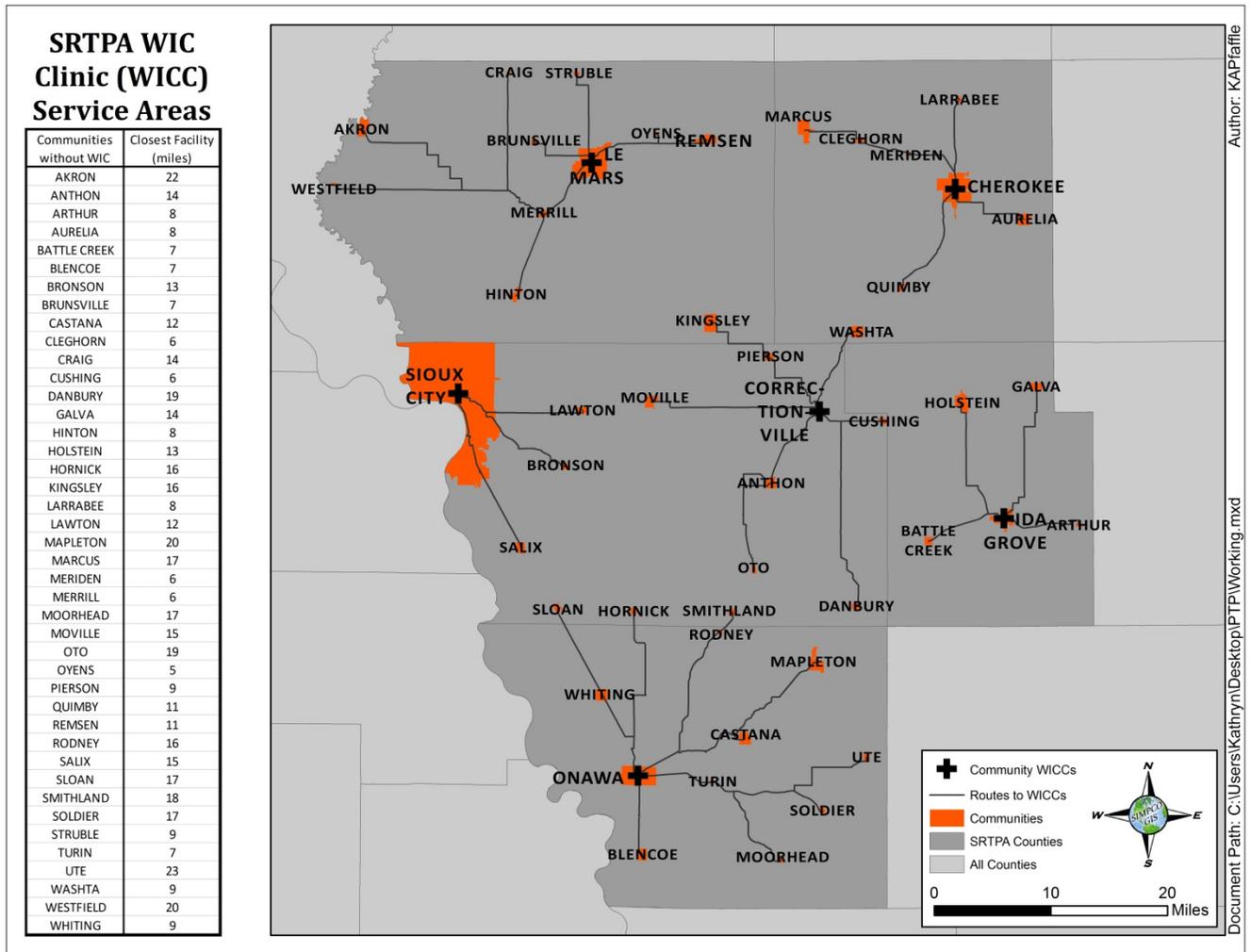
Map II-14: Location of Pharmacies within RPA 4



Author: KAPraffle

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Map II-15: Location of WIC Clinic within RPA 4



III. Coordination Issues

A. Service, Management, Fleet and Facility needs

1. Service

Sioux City Transit System:

The Sioux City Transit System (SCTS) fixed route service was changed significantly in 2010 as a result of consultant recommendations from a 2008 comprehensive transit system analysis project. Ten basic routes were established using one-hour headway; fixed bus stops replaced “flagging” down the bus at any corner; and a “Hub & Spoke” system provided convergence at the central distribution point, the Martin Luther King Jr. Ground Transportation Center (MLK). The existing fare structure was set as of July 1, 2010. There are twelve hours of service up to 6:00 PM Monday through Friday and eleven on Saturday. Subject to continued federal and state funding levels, transit capital & operating budgets have been hindered and remain stagnant. Bus replacement capital has shrunk considerably in rural states like Iowa. The ability to evaluate and to experiment with service alternatives and to employ technology improvements is significantly constrained by funding.

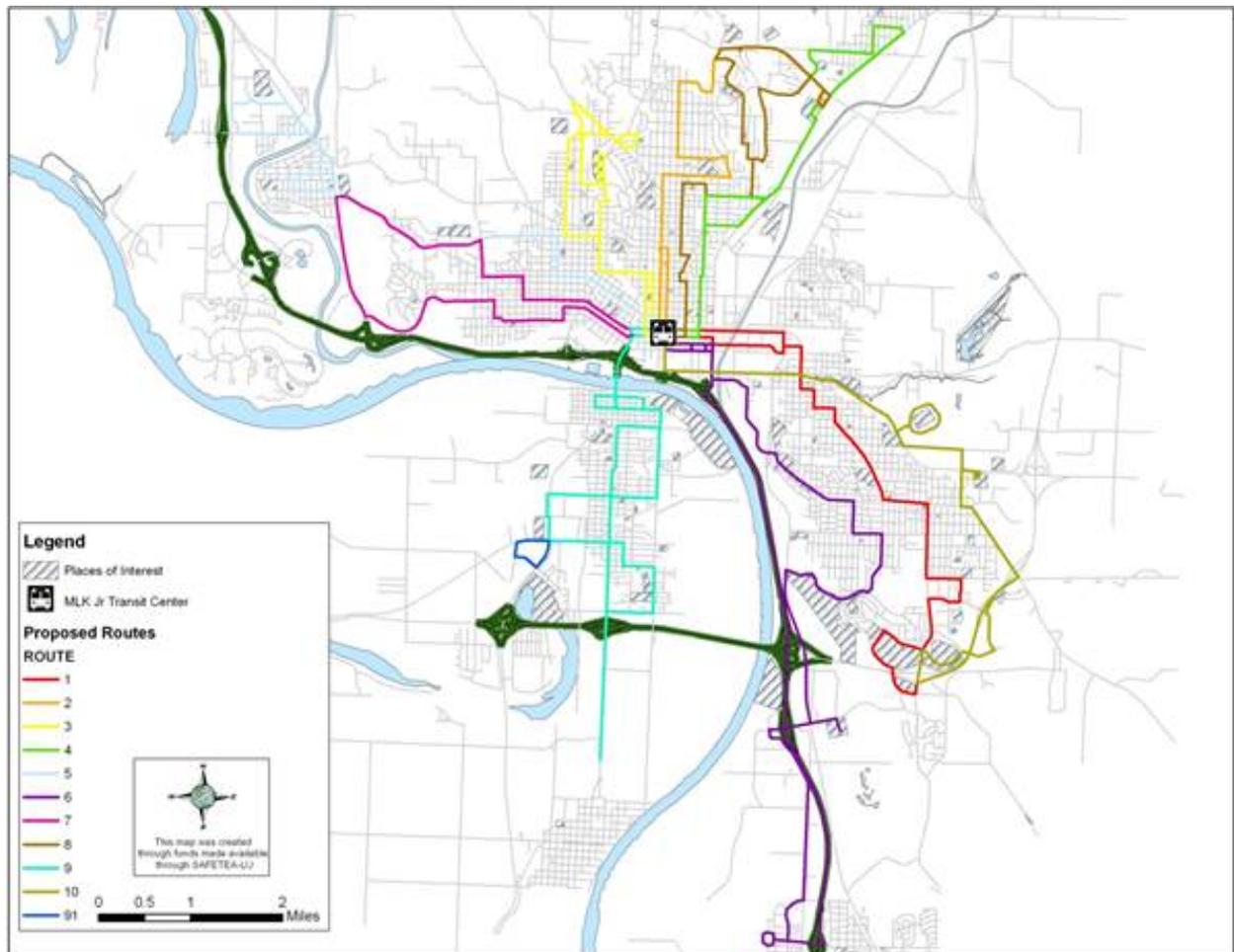
Potential service alternatives, in no particular order of priority, to make the public transit system more responsive to regular passenger needs and for better efficiency include the following: a) Expand the run time on selective routes to 9:00 PM or later to better serve shift workers and others; b) Create private sector business partnerships for work commute shuttles for their employees; c) Create specific circulator routes that would not stop at the MLK, but would serve major destinations on regular time schedule in a shorter headway time; d) Streamline routes by elimination of bus stops that are unused or little used – yet keeping a convenient standard walking distance; e) Invest in amenities for bus stops including shelters, benches, and concrete surfaces; f) Support half-hour headways with additional buses on the busiest primary routes during peak morning and afternoon periods; g) Adapt the fixed routes to fit changing destination choices as the system users grow older, due to financial operating results, and as economic development broadens requirements – for example: service expansion south into the Bridgewater Development area.

Service needs will include the implementation of new technology to improve the overall efficiency of the transit system to add reliability and convenience. Communication is an essential component of transportation. The two-way radio system will be updated to an 800 MHz standard along with new portable radios. The narrower band with adjustment has been made. The broadcasting infrastructure will change from a third party vendor to the Woodbury County & City system. Bus security systems in every vehicle and transit facility include video cameras, computer hardware, and the software required to operate them. A security system is essential for the safety of buses & drivers, to investigate accidents and incidents, and for liability loss prevention. Security systems ensure the safety of both passengers and Motor Coach Operators. ITS projects that enhance efficient transportation operations include a geographic positioning system (GPS), electronic fare collection system, automatic passenger counters, and mobile data units that capture statistics for planning analysis and for mandatory NTD reporting.

New and expanded transit services are planned to accommodate businesses locating on the outer edges of the City's urbanized areas. Identifying efficient work commuting modes to transport employees to and from these businesses continues to be a need for the community. Building financial partnerships with regional businesses is essential for adding these types of expanded services.

The demand for mobility services for the elderly and for individuals with disabilities continues to increase. A large challenge is to educate the large segment of low income individuals about their mobility options and the potential financial programs that may help pay for them. The present gaps in these services relate to nights and weekends when public transit is not available. Collaboration and coordination with private transportation services such as taxi companies, with businesses, and with institutions like health systems will be critical for the success in meeting these needs.

Map III-1: SCTS Fixed Route



Siouxland Regional Transit System

Currently SRTS provides demand responsive service to the general public using ADA accessible buses. While SRTS provides a different type of service as compared to SCTS it faces many of the same issues as identified above by SCTS. Continual shortfall of funding at the state and federal level limit the expansion of the system or improvements that could be made to improve the efficiency of the current system. Service expansion could include partnering with business or organizations to provide transportation to clients and/or employees. While SRTS is currently implementing ITS technology in buses (security camera/tablets for bus drives with route information, scheduled stops, etc.) there is still a need for technology improvements including: geographic positioning system (GPS), electronic fare collection system, automatic passenger counters, and mobile data units that capture statistics for planning

analysis. Challenges in educating individuals with little to no mobility options continue for SRTS. As well as collaborating and coordinating with private transportation provides to fill in gaps in transportation services when public transportation is not available.

2. Management Needs

Sioux City Transit System:

Improved Transit participation and input for the physical design of new developments and the layout of public streets would enhance safety, access and services. Inclusion of transit turn-outs & safe bus stop sites for existing & new development should be essential, even codified.

Reliable and predicable funding sources for bus replacement would ensure an efficient level public transit services. Greater public participation by users and regional agencies is necessary for comprehensive understanding of future transit needs. Elected officials must understand the important role that public transportation plays with regard to health, safety, quality of life, and economic development. Transit planning is significantly improved with reliable data and agreement among the segments of the community who rely upon it. Investment in an automated fare system is needed to obtain the key statistics that answer evaluation questions such as who rides public transit, when, where, and how often. The wise and efficient deployment of assets and personnel can then be maximized.

Employing computer assisted dispatching software would make para transit scheduling more efficient. GPS technology would provide the riding public with the capability to access applications like the Google Transit Partner Program that uses Google Maps. Providing transit updates in real-time to users greatly enhances their experience with SCTS services. Providing up-to-date information about current arrival and departure times allows passengers better control of their time and to plan trips more smoothly. In case of delays or a problem, a rider would be relieved to know that the bus was not missed. Other management challenges continue to be education for and communication with potential transit beneficiaries. Public and private collaboration efforts to leverage & secure new funding sources will be very important. More frequent marketing of transit services is necessary through face to face presentations, meeting attendance, newsletters, websites, and through press releases.

Siouxland Regional Transit System

Again, SRTS faces similar issues as SCTS as stated above. Especially in terms of consistent and reliable funding, greater public participation, support from elected officials and collecting reliable and accurate data. SRTS would also benefit from GPS technology that provides up-to-date information to the passenger and back to SRTS dispatcher services. SRTS continually works towards improving marketing, presentation and meeting attendance and other ways to publicize services as staff time allows.

3. Existing Fleet Needs

Sioux City Transit System:

The biggest challenge is to maintain the existing fleet of vehicles. One third of buses are past the useful life age of 12 years. The correlation between vehicle age and expense is significant. Dependable electric battery technology is being applied to transit vehicles. All-Electric public transit buses are now available which will eliminate health and environmental hazards. These vehicles make riding much quieter and maintenance is quite different requiring new equipment and training. However, the cost of this bus (over \$800,000) and the payback (as measured in terms of the number of years of useful life) presently preclude SCTS from committing.

Siouxland Regional Transit System:

Since 2009, SRTS has recently replaced twenty-three (23) vehicles in the fleet with 2010 models or newer buses. And while the current fleet is newer, there is always a continual need to upgrade the buses as they age and to find more efficient vehicles to replace the current fleet.

4. Facility Needs

Sioux City Transit:

The Transit Maintenance and Storage Facility has been in service for 35 years. Serious constraints hamper its functional utility such as indoor storage area and high Utilities expense. A project to build a new combined field services / transit facility along Outer Belt Drive was not adopted in 2012. As a result, over a half million dollars had to be invested in the building to revitalize the building shell's roof, the HVAC system, and the total replacement of the bus wash. Additional worn-out or inefficient systems such as lighting, plumbing, insulation, ADA

accessibility to rest rooms, and replacement concrete will need to be addressed in the next few years.

The Martin Luther King Jr. Ground Transportation Center (MLK) requires continuing maintenance to the structure's concrete surfaces including sealing and caulking. A major lighting retrofit with LED bulbs and motion sensors is planned throughout the parking areas and bus lanes.

Siouxland Regional Transit System:

SRTS is in need of a better facility to include inside storage and maintenance of buses not only at the main office in Sioux City, but inside storage of buses in Cherokee, Ida, Monona and Plymouth Counties

B. Status of previously recommended priorities and strategies

The last full update of the PTP listed the following priorities and strategies with a status of each.

Priority:

A. Continue to support capital needs of coordinated human service/public transportation providers including providing safe and reliable transportation services to clients.

o **Strategy**

- Capital expense to support the expansion of existing fleet to meet the special needs of older adults, people with disabilities and people of lower incomes.

Status: While replacement of both SRTS and SCTS took place the expansion of the existing fleet did not occur.

- Capital expenses to replace aging fleet which is inefficient, unreliable and unsafe.

Status: Both SCTS and SRTS have been proactive in replacing aging fleet. SRTS has twenty-three (23) vehicles that are 2010 models or newer.

- Capital needs to support the coordination programs among transportation providers, human service agencies and employers providing transportation.
Status: The existing fleet goes to assist coordination programs.
- Capital/Operating needs to support the creation of fixed route systems in smaller communities.
Status: While a fixed route system was run a trial bases in the city of Le Mars, it did not remain a fixed route system at SRTS.

Priority:

B. Build coordination among existing public transportation and human service transportation providers.

○ **Strategy**

- Continue to organize and hold TAG committee meetings finding ways to keep people involved and get more agencies involved.
Status: The SIMPCO TAG has met regularly since 2006 to present.
- Implement voucher program though which human service agencies are reimbursed for trips provided for another agency based on pre-determined rates or contractual arrangements.
Status: SCTS did this through their New Freedoms grant program. This program will not be available after New Freedom funds have been exhausted unless additional funding from a different source is secured. Currently looking into using 5307 funds the local share coming from donations.
- Implement a Mobility Manager Coordinator that would provide greater access to funding, create a more cost-effective use of resources, reduce duplication and overlap in human service agency transportation services; fill service gaps within the community & geographic service area; serve additional individuals within existing budgets; and provide centralized professional management of existing resources.
Status: Mobility Manager hired in October 2012.

Priority:

C. Build awareness of the existing public transportation systems through education and marketing.

○ **Strategy**

- Weekly emails with information about transit “Transportation Tidbits”

Status: Not completed, but information does go out via social media.

- Survey agencies to see what they know about transit

Status: Survey completed in November 2013.

- Set up a Transit/Senior Ambassador Program/Buddy Program

Status: Not completed.

- TAG meetings centered around education/training of the existing transportation system. Including group discussions and an open forum between health/human service agencies and transit agencies.

Status: Completed. Each meeting has an opportunity for both health/human service agencies and transit to have an open dialogue about transportation issues.

- Implement a Mobility Manager Coordinator that would provide greater access to funding, create a more cost-effective use of resources, reduce duplication and overlap in human service agency transportation services; fill service gaps within the community and geographic service area; serve additional individuals within existing budgets; and provide centralized professional management of existing resources.

Status: Mobility Manager hired in October 2012.

Priority:

D. Expand the availability of demand-response, and specialized transportation services, for older adults, people with disabilities, and people with lower incomes.

○ **Strategy:**

- Expand-demand response service beyond ADA-required service are at needed times.

Status: Completed through SCTS New Freedoms program. This additional service will not be available after New Freedom funds have been exhausted, unless additional funding from a different source is secured. Currently looking into using 5307 funds the local share coming from donations.

- Expand demand –response and specialized transportation services to medical facilities.

Status: Completed through SCTS New Freedoms program. This additional service will not be available after New Freedom funds have been exhausted, unless additional funding from a different source is secured. Currently looking into using 5307 funds the local share coming from donations.

Priority:

E. Lower the overall cost of public transportation and increase the efficiency of public transportation by utilizing the most current technology available.

○ **Strategy:**

- Utilize ITS for fare collection, passenger counts, and other data collection.

Status: Both SCTS and SRTS have installed ITS in buses including cameras, and mobile tablets.

- Provide the latest in technology on buses and on public transit property in terms of security.

Status: Both SCTS and SRTS have cameras on buses.

- Implement a Mobility Manager Coordinator that would provide greater access to funding, create a more cost-effective use of resources, reduce duplication and overlap in human service agency transportation services; fill service gaps within the community & geographic service area; serve additional individuals within existing budgets; and provide centralized professional management of existing resources.

Status: Mobility Manager hired in October 2012.

C. Coordination Issues Updates

Previous Coordination Projects:

1. Sioux City Transit System and Sioux City Community Schools

Since 2006 academic year, Sioux City Transit System has provided two school trippers which run in the morning and afternoon (open to general public).

Project Status: Continued Coordination.

2. Sioux City Transit System and Siouxland Senior Center

SCTS has also established coordination with the Siouxland Senior Center. SCTS has a vehicle use agreement for elderly transportation service to and from the center facility. The Senior Center pays an annual fee, plus fuel, insurance, maintenance, and vehicle washing costs. The Senior Center then tracks statistics for trips such as miles and passengers and financial accounting information. This service is open to the general public as well.

Project Status: Coordination no longer in place. Siouxland Pace does contract with Siouxland Paramedics and Care-a-Van for transportation Services.

3. Sioux City Transit System and New Perspectives, Inc.

SCTS provides three (3) fixed route vehicles (open to general public) twice per day, in the morning and afternoon, Monday through Friday for the transportation provision of New Perspective clients to and from their facility. All SCTS vehicles are ADA compliant and accessible and all New Perspectives clients are ADA passengers.

Project Status: Continued Coordination.

4. Sioux City Transit System and HUD Grant Support

Clients of the Housing and Urban Development (HUD) support program coordinate transportation services through SCTS. Grant funding comes under the HUD Supportive Housing Program to assist homeless individuals with transportation services. The service consists of two (2) vehicles for eight (8) hours per day, Monday through Friday. Services include dispatching for demand response relationship. The HUD grant budget covers dispatcher wages/benefits, driver's wages/benefits, vehicle insurance for three (3) buses, and for annual telephone expense.

Project Status: Not a continued program. The Salvation Army currently coordinates with HUD for transportation services

5. Sioux City Transit System and New Freedoms Grant (Various Agencies)

The scope of service expands transportation days and hours to eligible individuals with a disability. Access to transportation is available after six (6) pm and on weekend through a voucher which discounts the cost of a ride by forty percent (40%). Private sector transportation vendors provide direct services and invoice SCTS for each ride.

Project Status: Coordination continues. Federal funding (approximately two more years) is available. Sioux City Transit System currently has a balance of New Freedom funds from both the Iowa DOT and Nebraska NDOR.

6. Siouxland Regional Transit System and Sioux City Transit System

SRTS, through a contract with SCTS, provide paratransit service to residents living within the metropolitan area. Customers must obtain certification through an application process with SCTS. In FY 2008 SCTS utilized Section 5310 funds to help pay for these services and will be applying for additional funding in FY 2009.

Project Status: Coordination continues.

7. Sioux City Transit System and Alorica

Sioux City Transit System coordination with Alorica in North Sioux City, SD includes a combination of the following new services plus an extension of the fixed Riverside Route. Funding for this program will be through JARC. New services to Alorica include a SRTS shuttle for the second shift employees after 6 pm. The project provisions include Alorica providing a monthly pass cost for employees, or a combination of employer/employee purchase of the public transit passes.

Project Status: Coordination was not continued.

Current Coordination Projects:

1. Sioux City Transit System and Sioux City Community Schools

Sioux City Transit System renewed school tripper routes with the school system in 2006. The number of routes has grown from two to eight. School Tripper routes are existing fixed routes open to the general public that run on a different headway (an extra bus running at a different

time with slight deviations to serve school buildings) in the morning and afternoon for students during the academic year. Minimal route deviations allow students to be dropped off and picked up at selected community elementary, middle, and high schools. Future growth in enrollments coupled with new consolidated school locations may open new opportunities for additional school tripper services.

2. Sioux City Transit System and New Perspectives, Inc.

SCTS provides three (3) fixed route vehicles twice per day, in the morning and afternoon, Monday through Friday for the transportation provision of New Perspective Inc. clients to and from their sheltered business workshop. All SCTS vehicles are ADA compliant. All New Perspectives Inc. clients are Certified ADA passengers.

3. Sioux City Transit System and New Freedoms Grant (Various Agencies)

The New Freedom “Nights & Weekends” program uses a voucher to discount the cost of a ride by sixty-six percent (66%). Several private sector transportation vendors provide demand/response origin to destination services after 6:00 PM and on Sundays. The full cost of each ride given is invoiced to SCTS. The current voucher cost is \$8.50 for an ambulatory passenger and \$10.50 for a wheelchair user. The federal New Freedom grant program was eliminated under MAP-21.

SCTS secured carry-over funding. Based upon current program demand for rides, there are approximately four more years of federal funding available. The fifty percent matching cost for discounted rides is met through the SCTS operating budget. Local match donations are continuously sought to ensure the program will continue.

4. Siouxland Regional Transit System and Sioux City Transit System

Siouxland Regional Transit System (SRTS) resumed its role as the para transit contractor on August 1, 2011 when the low bidder, Helping Hands LLC, gave notice to end its contract. Para Transit demand response service is an FTA requirement for those individuals with mental or physical disabilities that prevent them from riding fixed route buses. The operational time frame and service areas match the fixed route schedule. The current contract can run through June 30, 2016.

D. Public Input Received Concerning Needs and/or Coordination Issues

In 2013, the TAG re-evaluated the needs, challenges, and solutions regarding mobility of those individuals with disabilities, the elderly and low income populations within the Sioux City metropolitan area and the SRTPA planning area. The following information was collected as part of those surveys.

Transportation needs throughout the SIMPCO and SRTPA planning area:

- Information on available transportation options
- Affordable transportation
- Service expansion to more areas
- Expanded schedule of availability
- Coordination between agencies
- Accessible vehicles for people with physical limitations or disabilities
- Availability of non-emergency medical transportation to/from local facilities and to/from facilities outside of the immediate area.

Transportation barriers identified:

- Access to information on available transportation services
- Limited resources of transportation providers
- Too many disconnects between districts/agencies
- State and Federal regulation
- Limited or no funding for internal transportation programs
- Lack of appropriate modes (i.e. wheelchair accommodation)
- Demand greater than services available
- No service available at origin/destination address
- Riders and/or transportation providers have inflexible schedules
- The cost of fuel

When asked to identify public transportation and their relative merit, survey respondents indicated the following as having either a significant impact or highly significant impact:

- Education/marketing services
- One-stop information resource

- Increased efforts to attain federal funding
- Improved coordination with community needs
- Combining of resources to fill gaps
- Ensured accessibility of all passengers at all times
- Re-evaluation of current transit routes
- Continued replacement/improvement of public transit fleet

Other comments and input on transportation/coordination needs in Sioux City Metropolitan area:

- We would love to share vans/rides with some agencies in a co-agreement. If there are vans idle, we could possibly use them for rides for our discharged patients.
- It would be nice if they ran later in the day and on Sundays for people who work late and for people who go to church on Sunday.
- I would like to have adequate transportation for residents for various shifts of employment.
- Only that those employers who have late night shifts should be part of the conversation about how to mobilize potential employees instead of it just being the employee's problem.
- Limited schedules. Rules change without much education on the matter. Need more employment based transportation assistance.
- There is a distant disconnect that is going to take a cultural change to have an impact. We have been reliant upon personal transportation and have an unwillingness to use public transportation.

Comments regarding transportation/coordination in Woodbury, Plymouth, Monona, Ida or Cherokee counties:

- Time schedules of buses running in Ida County
- Transportation is so necessary, but so difficult to make available equally across the board – not sure how to elevate to the point that private and public concerns come together over it, but that is what it would take!
- I believe it is difficult for people in small towns in Monona County to have access to public transportation. I know Siouxland Regional Transit does provide transportation for residents in Onawa and Mapleton, but to my knowledge, the other towns in the county don't have the option to access the services available.
- I would like to know who represents Ida County on the SIMPCO TAG

- I believe there is a need for low cost transportation for low income and special needs in Plymouth and Cherokee counties
- Yes, we are all for reaching out of the metro area into the suburbs

Comments regarding transportation/coordination in Dakota County, Nebraska:

- I had clients walk to be picked up even though there is a bus stop closer by. I talked to a gentleman that was waiting for a bus over ½ hour from time scheduled he was given.
- Need federal/state/local funding for SRTS to provide service

Comments regarding transportation/coordination in southern Union County, South Dakota:

- Need to market the service!
- We are so grateful to utilize SRTS! We would like to be invoiced for our bus passes
- Our employees often run into conflicts between when the buses run and when our shifts begin/end. It would be great to have more stop times available when needed but I also understand the limitations necessary since we're not in a highly populated area.

IV. Priorities and Strategies

Based on the unmet transportation needs identified at TAG meetings, the 2013 surveys, the unmet needs of transit agencies/local jurisdictions, through the examination of essential services and medical care facilities as well as the gaps between the current services the following priorities to meet these needs in the SIMPCO MPO and SRTPA planning areas have been identified:

- A. Continue to support capital needs of coordinated human service/public transportation providers including providing safe and reliable transportation services to clients.**
- B. Build coordination among existing public transportation and human service transportation providers.**
- C. Build awareness of the existing public transportation systems through education and marketing.**
- D. Expand the availability of demand-response, and specialized transportation services, for older adults, people with disabilities, and people with lower incomes.**
- E. Lower the overall cost of public transportation and increase the efficiency of public transportation by utilizing the most current technology available.**

Listed below is each of the priorities in greater detail, including the unmet need/issue addressed, potential funding sources, and potential projects. It is important to note that this list of projects is not comprehensive, and other projects that meet the priority and address the unmet need or issue will also be considered.

A. Continue to support capital needs of coordinated human service/public transportation providers including providing safe and reliable transportation services to clients.

The on-going support of the PTP is tied directly to the maintenance, and at times expansion of the capital infrastructure in the MPO and SRTPA planning area. Before the MPO and SRTPA can think about strategies for improving mobility for older adults, people with disabilities and people with lower incomes, it must ensure that the foundation of services are in place which requires a sufficient capital network. Maintaining a basic capital infrastructure via vehicle

replacement, vehicle rehabilitation, vehicle equipment improvements, and new vehicles would be the primary expense to ensure a successful level of assistance.

Unmet need/barrier this priority could address:

- Affordable transportation
- Accessible vehicles for people with physical limitations or disabilities
- State and Federal regulation
- Lack of appropriate modes (i.e. wheelchair accommodation)
- Demand greater than services available
- The cost of fuel
- Continued replacement/improvement of public transit fleet

Potential Projects:

- Capital expense to support the expansion of existing fleet to meet the special needs of older adults, people with disabilities and people of lower incomes.
- Capital expenses to replace aging fleet which is inefficient, unreliable and unsafe.
- Capital needs to support the coordination programs among transportation providers, human service agencies and employers providing transportation.
- Capital/Operating needs to support the creation of fixed route systems in smaller communities.

Possible Funding Sources:

- Urbanized Area Formula Program – Section 5307
- Enhanced Mobility of Senior and Individuals with Disabilities – Section 5310
- Non-urbanized Area Formula Program – Section 5311
- Iowa Clean Air Attainment Program (ICAAP)
- Surface Transportation Program (STP)
- Bus and Bus Facilities formula grants – Section 5339

B. Build coordination among existing public transportation and human service transportation providers.

Since the development of the TAG in 2006, the SIMPCO and SRTPA planning area have been striving to building coordination among existing public transportation and human service transportation providers. While great strides have been taking, including the hiring of a Mobility Manager in 2012, additional work to reach additional coordination is still needed. There are always more opportunities to improve coordination between public transit providers and agencies that serve older adults, people with disabilities and people with lower incomes and to improve coordination among human service transportation providers are apparent.

Unmet need/barrier this priority could address:

- Information on available transportation options
- Affordable transportation
- Service expansion to more areas
- Expanded schedule of availability
- Coordination between agencies
- Accessible vehicles for people with physical limitations or disabilities
- Availability of non-emergency medical transportation to/from local facilities and to/from facilities outside of the immediate area.
- Limited resources of transportation providers
- Too many disconnects between districts/agencies
- Limited or no funding for internal transportation programs
- Lack of appropriate modes (i.e. wheelchair accommodation)
- Demand greater than services available
- No service available at origin/destination address
- Riders and/or transportation providers have inflexible schedules
- The cost of fuel
- Education/marketing services
- One-stop information resource
- Increased efforts to attain federal funding

- Improved coordination with community needs
- Combining of resources to fill gaps
- Ensured accessibility of all passengers at all times

Potential Projects:

- Continue to organize and hold TAG committee meetings finding ways to keep people involved and get more agencies involved
- Continue to find funding for the Mobility Manager whose goal is to provide greater access to funding, create a more cost-effective use of resources, reduce duplication and overlap in human service agency transportation services; fill service gaps within the community & geographic service area; serve additional individuals within existing budgets; and provide centralized professional management of existing resources

Possible Funding Sources:

- Urbanized Area Formula Program – Section 5307
- Enhanced Mobility of Senior and Individuals with Disabilities – Section 5310
- Formula Grants for Rural Areas – Section 5311

C. Build awareness of the existing public transportation systems through education and marketing

In addition to the coordinating actual services, greater emphasis can be placed on outreach and information sharing to ensure people with limited mobility, their family, agency staff and others are aware of the transportation services available in both the MPO and SRTPA planning areas.

Unmet need/barrier this priority could address:

- Information on available transportation options
- Coordination between agencies
- Accessible vehicles for people with physical limitations or disabilities

- Availability of non-emergency medical transportation to/from local facilities and to/from facilities outside of the immediate area.
- Too many disconnects between districts/agencies
- Limited or no funding for internal transportation programs
- Lack of appropriate modes (i.e. wheelchair accommodation)
- Demand greater than services available
- No service available at origin/destination address
- Riders and/or transportation providers have inflexible schedules
- Education/marketing services
- One-stop information resource
- Improved coordination with community needs
- Combining of resources to fill gaps
- Ensured accessibility of all passengers at all times

Potential Projects:

- TAG Newsletter
- Survey agencies to see what they know about transit
- Set up a Transit/Senior Ambassador Program/Buddy Program
- Continue TAG meetings centered around education/training of the existing transportation system. Including group discussions and an open forum between health/human service agencies and transit agencies.
- Continue to fund a Mobility Manager that will provide greater access to funding, create a more cost-effective use of resources, reduce duplication and overlap in human service agency transportation services; fill service gaps within the community & geographic service area; serve additional individuals within existing budgets; and provide centralized professional management of existing resources.

Possible Funding Sources:

- Urbanized Area Formula Program – Section 5307
- Enhanced Mobility of Senior and Individuals with Disabilities – Section 5310
- Surface Transportation Program (STP)

D. Expand the availability of demand-response, and specialized transportation services, for older adults, people with disabilities, and people with lower incomes.

While the areas of the MPO and SRTPA region are served by public transit include ADA-required paratransit services, service is not available at night or on Sundays. In addition, in some areas there are limited transportation options to access needed community services or employment locations. The expansion of current-demand response service, and specialized transportation operation in the MPO and SRTPA area is a logical strategy for improving mobility for older adults, people with disabilities and people with lower incomes. This strategy would meet multiple unmet needs and issues while taking advantage of existing organizational structures. Operating costs (driver salaries, fuel, vehicle maintenance, etc.) would be the primary expense for expanding demand-response service, through additional vehicles may be necessary for providing expanded same-day and door-to-door transportation services

Unmet need/barrier this priority could address:

- Affordable transportation
- Service expansion to more areas
- Expanded schedule of availability
- Coordination between agencies
- Accessible vehicles for people with physical limitations or disabilities
- Availability of non-emergency medical transportation to/from local facilities and to/from facilities outside of the immediate area.
- Limited or no funding for internal transportation programs
- Lack of appropriate modes (i.e. wheelchair accommodation)
- Demand greater than services available
- No service available at origin/destination address

Potential Projects:

- Expand-demand response service beyond ADA-required service are at needed times.
- Expand demand –response and specialized transportation services to medical facilities.

Possible Funding Sources:

- Urbanized Area Formula Program – Section 5307
- Enhanced Mobility of Senior and Individuals with Disabilities – Section 5310

E. Lower the overall cost of public transportation and increase the efficiency of public transportation by utilizing the most current technology available.

The cost of transportation continues to be an area of concern when talking to health/human service providers. Utilizing Intelligent Transportation Systems (ITS) and other new technology can improve the efficiency of transit system which can overall lower the cost to riders.

Unmet need/barrier this priority could address:

- Information on available transportation options
- Affordable transportation
- Too many disconnects between districts/agencies
- Demand greater than services available
- The cost of fuel

Potential Projects:

- Utilize ITS for fare collection, passenger counts, and other data collection.
- Provide the latest in technology on buses and on public transit property in terms of security
- Continue to fund the Mobility Manager that would provide greater access to funding, create a more cost-effective use of resources, reduce duplication and overlap in human service agency transportation services; fill service gaps within the community & geographic service area; serve additional individuals within existing budgets; and provide centralized professional management of existing resources

Possible Funding Sources:

- Urbanized Area Formula Program – Section 5307
- Enhanced Mobility of Senior and Individuals with Disabilities – Section 5310
- Formula for Rural Areas – Section 5311
- Bus and Bus Facilities formula grants – Section 5339

Proposed Projects – Sioux City Transit System

Section 5310 FY 2015 – 2019

Project Title/Description: Purchase of contract services for paratransit for elderly/disabled passengers – continuation of existing services.

Justification: This would allow SCTS to purchase services for elderly/disable passengers through SRTS. This funding allows for better service for the elderly and disabled users of the transit system.

Total Project Cost/Funding Source/Year: \$102,868 for FY 2015/\$102,868 for FY 2016/\$102,868 for FY 2017/\$102,868 for FY 2018/\$102,868 for FY 2019

JARC 2015 – 2016

Project Title/Description: JARC Route Extension – Stream Global Services, Inc.

Justification: This project sustains a one mile extension of the #6 Airport Fixed Route which supports valuable economic activity for both the employer and the City which now shares equally in the direct support of the cost, \$6,400. A Guaranteed Ride Home (GRH) component needs to be added. Low income job applicants and employees are documented through referrals from Iowa Workforce Development. The Stream Global Services pay schedule lends additional documentation for an eligible low-income household. The project targets benefit to low-income individuals as identified by the employer

Total Project Cost/Funding Source/Year: \$43,582/ Section 5316, Sgt. Bluff, & Stream / FY 2015 & 2016

New Freedoms 2015 – 2016

Project Title/Description: New Freedom; Enhanced ADA Services – Extended Hours/ Nights and Weekends

Justification: This project would allow handicapped and elderly passengers that currently qualify for paratransit service to purchase discounted coupons for purchasing ADA transportation for nights and weekends when paratransit service is not available. The project would allow for better service on nights and weekends.

Total Project Cost/Funding Source/Year: \$34,938/5317/FY 2015 & 2016

V. Funding

A. *Federal Funding**

*source: www.fta.dot.gov & www.iowa.dot.gov

Metropolitan Planning Program (Section 5303, 5304, 5305)

These programs provide funding and procedural requirements for multimodal transportation planning in metropolitan areas and States that is cooperative, continuous, and comprehensive in long-range plans and short-range programs of transportation priorities. The planning programs are jointly administered by FTA and FHWA, which also provides additional funding.

Urbanized Area Formula Program (Section 5307)

Section 5307 funds are available to urbanized areas (population 50,000 or more) to support public transportation. Funding is distributed by formula based on the level of transit service provision, population and other factors. Activities eligible under the Job Access Reverse Commute (JARC) (5316) are now eligible under the 5307 program. This includes projects/programs which focus on providing services to low-income individuals to access jobs. This includes operating assistance with a 50 percent local match for job access and reverse commute activities. In addition, the urbanized area formula for distributing funds now includes the number of low-income individuals as a factor. There is no floor or ceiling on the amount of funds that can be spent on job access commute activities. In addition, MAP-21 expanded the eligibility for using 5307 funds for operating expenses. Transit systems in urbanized areas over 200,000 can use 5307 funds for operating expenses if they operate no more than 100 buses. Systems operating between 76 – 100 buses in fixed route service during peak service hours may use up to 50 percent of their “attributable share” of funding for operating expenses. System operating 75 or fewer buses in fixed-route service during peak hours may use up to 75 percent of their “attributed share” of funding for operating expenses.

Enhanced Mobility of Seniors and Individuals with Disabilities (5310)

The 5310 program provides formula funding to increase the mobility of seniors and persons with disabilities. Funds are apportioned based on each State’s share of the transportation populations and are not apportioned to both States and large urban areas. This program now

includes the former New Freedom (5317) program. Activities eligible under New Freedom including grants for services for individuals with disabilities that went above and beyond the requirements of the ADA, are now eligible under the 5310 program. Projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan.

Non-urbanized Area Formula Program (5311)

The 5311 program provides capital, planning and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. Funding is based on a formula that uses land area, population and transit services. Activities under the former JARC program are now eligible under 5311 program.

Rural Transit Assistance Program (RTAP) Section 5311(b)(3)

Use for Local Transportation Service – A State may use an amount apportioned under this section for a project included in a program under subsection (b) of this section and eligible for assistance under this chapter if the project will provide local transportation service, as defined by the Secretary of Transportation, in a rural area

Use for Administration, Planning and Technical Assistance 5311(e)

The Secretary may allow a State to use not more than 10 percent of the amount apportioned under this section to administer this section and provide technical assistance to a subrecipient, including project planning, program and management development, coordination of public transportation programs, and research the State considers appropriate to promote effective delivery of public transportation to a rural area.

Intercity Bus Assistance Program Section 5311(f)

Also allowable under Section 5311 projects is planning, development, and promotion of intercity bus transportation. MAP-21 requires that a State shall expend at least 15 percent of the amount made available in each fiscal year to carry out a program to develop and support intercity bus transportation. Eligible activities under the program include:

- planning and marketing for intercity bus transportation;

- capital grants for intercity bus facilities;
- joint-use facilities;
- operating grants through purchase-of-service agreements, user-side subsidies, and demonstration projects; and
- coordinating rural connections between small public transportation operations and intercity bus carriers.

Iowa Clean Air Attainment Program (ICAAP)

This program is one of the five core funding programs of the Federal Highway Administration (FHWA) that can be flexed between highway, transit or bicycle/pedestrian uses. Nationally, the Congestion Mitigation/Air Quality (CMAQ) program is intended to fund transportation projects to assist metropolitan areas in violation of Clean Air Act standards. In those states with areas in violation, much or all of the CMAQ monies must be spent in the affected areas for projects conforming to a state air quality implementation plan. Because Iowa does not have any area in violation of transportation-related federal clean air standards, the state receives a minimum allocation of CMAQ funding that can be used anywhere in the state for any purpose for which STP funds can be used on the same eighty percent (80%) federal, twenty percent (20%) non-federal basis.

In Iowa funds are programmed for highway or transit projects through a statewide application process based on the project's anticipated air quality or congestion relief benefits. Applications are due the first business day of October for projects to begin the following federal fiscal year. Project selections are determined in February. When ICAAP funds are programmed for transit projects, funding is transferred from FHWA to FTA for administration through the statewide grant under either the 5307 or 5311 programs depending on whether the projects are in urbanized or non-urbanized areas.

Surface Transportation Program (STP)

This is another of FHWA's core programs. These funds come to the state based on a number of factors including vehicle miles of travel, highway lane miles and the number and size of bridges. The funds can be used for roadway, transit capital projects, pedestrian/bikeway

projects, or intermodal planning projects on an eighty (80%) federal, (20%) local basis. In Iowa, a portion of these funds is programmed by local governments acting through metropolitan or regional planning agencies. STP funds are allocated directly through the State in Nebraska and South Dakota. Nearly all of Iowa RPAs and some MPOs fund a portion of their intermodal transportation planning activities from STP funds. Most transit systems have also been successful in receiving STP funding from their local MPO or RPA. When programmed for transit or planning projects, these funds are transferred from FHWA to FTA for administration, either through a direct 5307 grant for large urban transit systems, through a statewide 5311 grant for small urban or regional systems, or through the statewide consolidated planning grant for planning projects. OPT administers the statewide grant for individual small urban and regional transit systems. The Office of Systems Planning administers the planning grant.

Safety (5329)

MAP-21 grants FTA the authority to establish and enforce a new comprehensive framework to oversee the safety of public transportation throughout the United States. FTA will implement the new law in consultation with the transit community and the U.S. DOT Transit Rail Advisory Committee for Safety (TRACS).

Section 5339

Bus and Bus Facilities - Section 5339 funds provide capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. This program replaces the Section 5309 program. Funds are eligible to be transferred by the state to supplement urban and rural formula grant programs.

B. State Programs

State Transit Assistance (STA)

All public transit systems are eligible for funding under the STA program, which began in 1976. 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 Formula Program - The majority of the state transit assistance funds received in a fiscal year are distributed to individual transit systems on the basis of a formula using performance statistics from the most recent available year. Each month, the dollars received in the fund during the prior month are allocated to the transit agencies. These funds can be used by the public transit system for operating, capital or planning expenses related to the provision of open-to-the-public passenger transportation.

The STA formula funds are first split between urban and regional systems on the basis of total revenue miles of service provided by each group. The funds are then split among individual systems in each category, fifty percent (50%) on the basis of locally determined income (LDI), twenty-five percent (25%) on the basis of rides per dollar of expense, and twenty-five percent (25%) on the basis of revenue miles per dollar of expenditure. OPT calculates LDI by subtracting FTA and STA formula funds from the system's operating expenses.

STA Special Projects

Each year 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 in Iowa through such means as technical training for transit system or planning agency personnel, statewide marketing campaigns, etc.

The Coordination Special Projects are considered an “immediate opportunity” program by the Iowa DOT, meaning that these funds can be applied for at any time of the year as an opportunity arises, provided that funding is still available. Projects are intended to assist with start-up of new services that have been identified as needs by health, employment or human service agencies participating in the Passenger Transportation Development Planning process. Most projects are small in scope and typically will fall within the \$5,000-\$25,000 range. Operating projects may be for up to two-year duration, with maximum STA participation of 80% of net project cost in the first year and 50% of net project cost in the second year. Capital

project may have maximum 80% STA share. Priority is given to projects which include a contribution from human service agencies as well.

A major component of the state-wide Special Projects is a program of transit training fellowships that parallels the RTAP fellowship program described previously. The STA fellowship program focuses on training costs for Iowa's large urban transit systems and metropolitan planning organizations that are not eligible under RTAP.

Public Transit Infrastructure Grants

In 2006, the Iowa Legislature established a new program to fund some of the vertical infrastructure needs of Iowa's transit systems. Applications are accepted as part of the annual Consolidated Transit Funding Program. Projects can involve new construction, reconstruction or remodeling, but must include a vertical component to qualify. They are evaluated based on the anticipated benefits to transit, as well as the ability to have projects completed quickly. The infrastructure program participation in the cost of transit-related elements of a facility project is limited to eighty percent (80%) and cannot, in combination with federal funding, exceed that number. Also no single system can receive more than forty percent (40%) of the available infrastructure funding in a given year.

Capital Match Revolving Loan Fund (AMOCO Loan)

The capital match revolving loan fund was created by the Iowa Legislature in the early 1980's with funds from Iowa's share of the federal government's petroleum overcharge settlement against the American Oil Company (Amoco.) The loan program is subject to an intergovernmental agreement between the Iowa DOT and the Iowa Department of Natural Resources (DNR). All public transit systems are eligible for loans under this program. The intent of the program is to increase the inherent energy conservation benefits of public transit by expediting the implementation of transit capital projects. The program allows "no interest" loans to transit systems, which the transit system uses towards the required local match on a federally-funded capital project, paying it back over a negotiated time period as local funds become available. The loan can be used to temporarily fund the entire local match on capital equipment projects or fifty percent (50%) of the required non-federal match on facility projects. Loan recipients may be required to report project energy savings annually to OPT

until the loan is repaid. A project is eligible if it is a transit capital project that is approved for federal funding. The project should be targeted at energy savings.

C. Local Funding

Passenger Revenues

Fees paid by the passengers are one of the most common sources of local support. This can include monies collected on-board the transit vehicle (usually called “farebox receipts”), as well as prepaid fares from sale of passes or tickets, or fares billed to the passenger after the fact. FTA requires that all passenger revenues be subtracted from the total cost of operating transit service to identify a net operating cost, before eligibility for federal financial support of operations can be calculated.

Contract Revenue

Human service agencies, local communities, as well as private businesses are often willing to pay a part or all of the cost for certain types of rides provided as part of the open to the public transit operation. Such subsidies are classified as contract revenues and can count toward the required local match on federal projects.

Municipal Transit Levy

Iowa law authorizes municipalities to levy up to 95 cents per \$1,000 assessed valuation to support the cost of a public transit system. Most of Iowa’s larger communities levy for support of their urban transit systems. A number of smaller communities use this authority to generate funding used to support services contracted from their designated regional transit system.

General Fund Levy

The cost of supporting transit services is an eligible use of general fund revenues for all Iowa governments and is the primary source of funding to support transit for counties who don’t have the option of a transit levy, as well as for cities which chose not to use the transit levy.

Trust and Agency Levy

The Trust and Agency Levy can be used by cities and counties to support employee benefit plans. As such, it can be used to help support the cost of a city operated transit system.

Student Fees

Mandatory student fees established by a college or university are similar to a tax levy in that all members of the particular community contribute.

Advertising Revenues

Sale of on-board advertising or advertising space in brochures, etc., can provide some additional revenues to the transit program.

D. Health and Human Service Programs

It may be possible to use other funding sources besides Department of Transportation/Federal Transit programs to fund transportation projects. Other federal programs allow funds to be used for transportation services. These may include:

Department of Education

- Assistance for Education of All Children with Disabilities

Department of Health and Human Services – Administration for Children and Families

- Community Services Block Grant Program
- Head Start
- Social Services Block Grants
- State Councils on Development Disabilities and Protection & Advocacy Systems
- Temporary Assistance for Needy Families
- Promoting Safe and Stable Families Program
- Development Disabilities Project of National Significance
- Refugee and Entrant Assistance Discretionary Grants
- Refugee and Entrant Assistance State Administered Programs
- Refugee and Entrant Assistance Targeted Assistance
- Refugee and Entrant Assistance Voluntary Agency Program

Administration on Aging

- Grants for Supportive Services and Senior Centers
- Programs for American Indian, Alaskan Native, and Native Hawaiian Elders

Centers for Medicare and Medicaid

- Medicaid
- State Children's Health Insurance Program

Health Resources and Services Administration

- Community Health Centers
- Healthy Communities Program
- HIV Care Formula
- Rural Health Care Network
- Rural Health Care Outreach Program
- Healthy Start Initiative
- Maternal and Child Services Grants
- Ryan White CARE Act Program

Substance Abuse Mental Health Service Administration

- Community Mental Health Service Block Grant

Department of Housing and Urban Development Office of Community Planning and Development

- Community Development Block Grant
- Housing Opportunities for Persons with AIDS
- Supportive Housing Program

Other Programs:

- United Way
- Easter Seals

It is currently unknown how much funding is available for transportation from any of the health and human service programs listed above. The federal agency would need to be contacted to determine not only what funds are available but whether the transportation service would be an allowable use of funds.

Appendix A

TAG Mailing and Survey Mailing List

**TAG participant*

Childcare/Schools/Youth

- Angle House Daycare – Sioux City
- Guardian Angel Preschool and Daycare – Le Mars
- Kids Care Children Center, Inc – Sergeant Bluff
- Mary Elizabeth Daycare – Sioux City
- Apple Tree Preschool and Learning Center – Sioux City
- Aspenwood Christian School and Learning Center – Sioux City
- Beyond the Bell – Sioux City
- Bishop Heelan Catholic Schools – Sioux City
- Briar Cliff University – Sioux City
- Building Blocks Daycare – Sioux City and Sergeant Bluff
- Building Futures Child Care and Preschool – Sioux City
- First Congregational United Church of Christ – Nursery School – Sioux City
- Flexible Learning Center – Sergeant Bluff
- Happy Tot Spot – Sergeant Bluff
- Helping Hands Preschool and Child Care – Sioux City
- Kebecca Educational Service Inc. – Sergeant Bluff
- Little Lambs Preschool and Child Care – Sergeant Bluff
- Mary Elizabeth Day Care – Sioux City
- Morningside College – Sioux City
- Native American Child Care Center – Sioux City
- Sergeant Bluff-Luton Schools – Sergeant Bluff
- Sergeant Bluff Senior Center – Sergeant Bluff
- Sioux City Community School District – Sioux City
- Siouxland Community Christian School and Children Center – Sioux City
- Tinee Tones – Sioux City
- Trospers-Hoyte Alternative High School – Sioux City
- Yellow Brick Road Preschool – Sioux City
- At the Corner Preschool – Sloan
- A to Z Preschool – Kingsley

- Akron Children's Center - Akron
- MJ's Den, LLC – Hinton
- Bright Beginnings Child Care – Kingsley
- Christopher Robin Preschool – Kingsley
- Guardian Angel Preschool and Day Care – Le Mars
- Le Mars Day Care and Small Wonders Preschool – Le Mars
- Life Skills Training Center Inc – Le Mars
- Western Iowa Tech – Le Mars
- Mapleton Head Start – Mapleton
- Onawa Headstart Center – Onawa
- ISU Extension Service – Onawa
- Whiting Community School District – Whiting
- Gingerbread Program – Ida Grove
- Marcus Meriden Cleghorn School District - Marcus
- Aurelia Day Care Center – Aurelia
- Mustard Seed Preschool – Aurelia
- Cubby Care Campus Preschool – South Sioux City
- Little Tykes Preschool and Child Care, LLC – South Sioux City
- Northeast Community College – South Sioux City
- St. Michael's School – South Sioux City
- South Sioux City Community Schools – South Sioux City
- Oneighty Youth Center - Sioux City
- Siouxland CARES – Sioux City
- White Tiger Martial Arts – Sioux City
- The Asylum – Le Mars
- The Dwelling – Kingsley
- Lil' Britches Daycare - Kingsley
- Dakota Valley School District - North Sioux City
- Gehlen Catholic Schools – Le Mars
- Hinton Community School District
- Lawton – Bronson Community School District – Lawton
- Sioux City Community School District – Sioux City
- South Sioux City Community Schools – South Sioux City
- Transitional Alliance Program (TAP) East High School – Sioux City
- Boost – Sioux City

- The Children's School – Sioux City
- Akron Westfield Community Schools
- River Valley Community Schools
- MVAO School District
- Hinton Community Schools
- Westwood Community School District – Sloan
- Kingsley-Pierson Community School District - Kingsley
- Battle Creek-Ida Grove Community School District – Ida Grove
- Lawton- Bronson Community Schools – Lawton
- Le Mars Community Schools
- West Monona CSD – Onawa
- Galva-Holstein Community Schools – Holstein
- Cherokee Community School District – Cherokee
- Storytime Preschool and Child Care - North Sioux City
- Dakota Valley School District – Jefferson
- Little Scholars Christian Preschool – North Sioux City
- Western Iowa Tech Community College* - Sioux City

Staffing/Employment Services:

- All in a Day Staffing – Sioux City
- Adventure Staffing and Professional Services – Sioux City
- Diversified Staffing Services – Sioux City
- Elite Staffing – Sioux City
- Labor Read – Sioux City
- Manpower – Sioux City
- Short Staffed – Sioux City
- J&L Staffing and Recruiting – Sioux City

Senior Services

- Alzheimer's Association – Sioux City
- Bickford Cottage – Sioux City
- Correctionville Nursing and Rehabilitation - Correctionville
- Elmwood Care Center/Premier Estates Assisted Living – Onawa
- Indian Hills Nursing and Rehab – Sioux City
- Morningside Nursing and Rehabilitation – Sioux City

- Northern Hills Retirement Community – Sioux City
- Park Place Estates – Le Mars
- Four Season Countryside Estates – Sioux City
- Regency Square – South Sioux City
- Connections Area Agency on Aging* – Sioux City
- Willow Dale Wellness Village – Battle Creek
- Countryside Nursing – Sioux City
- Countryside Retirement Home – Sioux City
- Countryside Senior Living – Sioux City
- Floyd House Assisted Living – Sioux City
- Hallmark Care Center – Sioux City
- Holy Spirit Retirement Home – Sioux City
- HomeInstead Senior Care – Sioux City
- NorthPark Senior Living Community
- Prime Assisted Living – Sioux City, Le Mars
- Siouxland Adult Day Services – Sioux City
- Siouxland PACE – Sioux City
- Sunrise Retirement Community – Sioux City
- Touchstone Living Center – Sioux City
- Westwood Nursing and Rehab Center – Sioux City
- Whispering Creek Active Retirement Community – Sioux City
- Correctionville Nursing and Rehab Center – Correctionville
- Akron Senior Citizens Center - Akron
- Bavarian Meadows Assisted Living – Remsen
- Kingsley Nursing and Rehab – Kingsley
- Plymouth Manor Care Center – Le Mars
- Pleasant View Care Center and Assisted Living – Whiting
- Northeast Nebraska Senior Center – South Sioux City
- Regency Square Care Center – South Sioux City
- Park Place Estates Assisted Living – Le Mars
- Maple Heights – Mapleton
- North Sioux City Senior Center – North Sioux City

Social/Community Services

- Boys and Girls Home – Sioux City
- Casa de Paz – Sioux City
- Center for Siouxland – Sioux City
- Cherokee County Community Services – Cherokee
- Community Action Agency of Siouxland* – Sioux City
- Council on Sexual Assault and Domestic Violence – Sioux City
- Girls Inc. of Sioux City
- Holstein Good Samaritan Community – Holstein
- Iowa Legal Aid – Sioux City
- Iowa Department of Human Services - Woodbury County
- Iowa Vocational Rehabilitation Services* – Sioux City
- Job Training Partners/Promise Jobs – Sioux City
- Mary Treglia Community House
- Planned Parenthood of Greater Iowa – Sioux City
- Salvation Army – Sioux City
- Sanford Community Center – Sioux City
- Shesler Hall – Sioux City
- Sioux City Gospel Mission Women & Children’s Center – Sioux City
- Siouxland Family Center – Sioux City
- Siouxland Human Investment Partnership – Woodbury County
- Woman Aware – Sioux City
- Mid-Sioux Opportunity Inc – Plymouth, Cherokee, Ida Counties
- Human Services – Monona County
- Social Services – South Sioux City
- Haven House – South Sioux City
- Big Brothers/Big Sisters of Siouxland – Sioux City
- Boys Club of Sioux City – Sioux City
- Boys Town – Sioux City
- Bridges West – Sioux City
- Child Connect – Sioux City
- Crittenton Center – Sioux City
- Family Services, Inc. – Sioux City
- Foster Grandparent Program – Sioux City
- Four Directions Community Center – Sioux City

- Friendship House – Sioux City
- Family Solutions Services – Sioux City
- Girl’s Inc – Sioux City
- Mary’s Choice – Sioux City
- Sanford Center – Sioux City
- The Underground – Sioux City
- Women and Children’s Center – Sioux City
- Center on Sexual Assault and Domestic Violence – Sioux City
- Merville Family Medical Clinic – Sioux City
- Monona County Outreach Center – Onawa
- The Open Cupboard – Mapleton
- Better Living Counseling Services – South Sioux City
- Christian Needs Center – Le Mars
- Northeast Nebraska Community Action Partnership – South Sioux City
- Monona County Community Alliance
- Iowa DHS*
- Iowa Workforce Development
- Lutheran Social Services
- Iowa Works*

Disability Services

- Crossroads of Western Iowa* – Onawa
- Mid-Step Service, Inc.
- New Perspectives, Inc – Sioux City
- Opportunities Unlimited* – Sioux City
- Siouxland Special Athletes Booster Club
- Three Rivers Independent Living Corp – Sioux City
- Camp High Hopes – Sioux City
- Courage Homes – Sioux City
- Gigi’s Playhouse – Sioux City
- Goodwill Industries – Sioux City and South Sioux City
- Camp Goodwill Achievement Center – South Sioux City

Public Transit

- Sioux City Transit System* – Sioux City
- Siouxland Regional Transit System*

Private Transportation

- Action Taxi – Sioux City
- Cab's Inc. – Sioux City
- Taxi Xpress – Sioux City
- Mr. Good Cab – Sioux City
- Travel Plus Limousine – Sioux City
- Siouxland Taxi and Limousine – Sioux City
- Jefferson Lines – Sioux City
- Arrow State Line – Sioux City
- Royal Charters – Le Mars
- Royalty Limousines – Sioux City
- A-1 Tax & Transportation
- Get N Go Limo and Taxi Co
- Recover Health* – Sioux City
- Care-A-Van* – Sioux City
- Siouxland Paramedic – Sioux City

Clubs and Organizations

- National Federation of the Blind – Sioux City

Native American Services

- Winnebago Tribal Jet Program – Sioux City

Health Care Services

- Burgess Home Health/Hospice – Onawa
- Siouxland Community Health Center* – Sioux City
- Siouxland District Health Department - Sioux City
- Woodbury County Mental Health Services – Sioux City
- Health Nurse – South Sioux City
- Ablekids Pediatrics – Sioux City
- Abue Bekr Shriners – Sioux City
- The Alpha Center – Sioux City

- American Home Health Care Co – Sioux City
- American Home Patient – Sioux City
- American Red Cross Siouxland Area Chapter – Sioux City
- Apria Healthcare – Sioux City
- Associates for Psychiatric Services – Sioux City
- Associates for Psychological and Therapy Services – Sioux City
- Assurant Health – Sioux City
- Birthright of Siouxland – Sioux City
- Continue Care – Sioux City
- Embassy Rehab and Care Center – Sergeant Bluff
- Mercy Behavioral Care – Sioux City
- Family Health Care of Siouxland – Sioux City
- Family Medicine Center – Sioux City
- FMC Dialysis - Sioux City
- June E. Nylén Cancer Center – Sioux City
- Mental Health Associates – Sioux City
- Mercy Singing Hills Family Medicine – Sioux City
- Open Arms Psychological Services – Services
- Siouxland Mental Health – Sioux City
- Anton Mercy Medical Center
- Correctionville Mercy Medical Center
- Akron Care Center
- Kingsley Mercy Medical Clinic
- Family Medicine Clinic – Le Mars
- Jackson Recovery Centers – Region-wide
- Plains Area Mental Health – Le Mars
- Horn Physicians Clinic – Mapleton
- Burgess Family Clinic – Mapleton
- Mercy Medical Clinic – South Sioux City
- Akron Mercy Medical Center – Akron
- Heights Home Health, Inc – Mapleton
- American Cancer Society
- American Heart Association
- Meridian Clinical Research – Dakota Dunes
- Bruening Eye Specialists – Dakota Dunes

- Family Healthcare Imaging Center – Dakota Dunes
- CNOS – Dakota Dunes
- Family Health Care of Siouxland – Dakota Dunes
- CT,X-Ray & MRI – Dakota Dunes
- General Surgery & Diagnostics, P.C. – Dakota Dunes
- Digestive & Liver Disorders – Dakota Dunes
- Heartland Chiropractic Associates – Dakota Dunes
- Dunes Dental 4 Kids – Dakota Dunes
- Holland Dental – Dakota Dunes
- Dunes Eye Consultants – Dakota Dunes
- Mercy Breast Care Center – Dakota Dunes
- Dunes Lasik Center – Dakota Dunes
- Midlands Clinic, P.C. – Dakota Dunes
- Dunes Medical Laboratories – Dakota Dunes
- Midwest Pain Clinic – Dakota Dunes
- Ear, Nose & Throat Consultants – Dakota Dunes
- Oral Surgery Associates PC – Dakota Dunes
- Plastic Surgery Associates of South Dakota, LTD – Dakota Dunes
- Siouxland Surgery Center – Dakota Dunes
- River’s Edge Optical – Dakota Dunes
- Siouxland Surgery Radiology – Dakota Dunes
- Setliff Sinus Institute – Dakota Dunes
- Siouxland Urology Associates, P.C. – Dakota Dunes

Veteran’s Services:

- Veteran’s Outreach Clinic – Sioux City
- VA Outpatient Clinic – Sioux City
- Veterans Affairs – Monona County
- Veteran’s Service Officer – South Sioux City
- Disabled AM Veterans – Sioux City

Government:

- Ida County Board of Health
- Iowa DOT*
- City of Sioux City*

- City of Sergeant Bluff
- SIMPCO*

Churches/Religious Organizations:

- Apostolic Faith Tabernacle – Sioux City
- Bethany Lutheran Church – Sioux City
- Buchanan Avenue Baptist Church – Sioux City
- Calvary Episcopal Church – Sioux City
- Central Assembly of God – Sioux City
- Christian Science Church and Reading Room – Sioux City
- Church of Christ – Sioux City
- Church of Jesus Christ of Latter Day Saints – Sioux City
- Club Genesis – Sioux City
- Community Bible Chapel – Sioux City
- Community of Christ – Sioux City
- Community United Methodist Church – Sergeant Bluff
- Cornerstone World Outreach – Sioux City
- Crosspoint Church – Sioux City
- First Assembly of God – Sioux City
- First Christian Church – Sioux City
- First Lutheran Church ELCA – Sioux City
- First Unitarian Church – Sioux City
- Friendship Community Church – Sergeant Bluff
- Glendale Baptist Church ABC – Sioux City
- Good News Baptist Church – Sioux City
- Grace Lutheran Church – Sioux City
- Holy Trinity Greek Orthodox Church – Sioux City
- Immaculate Conception Church – Sioux City
- Immanuel Lutheran Church ELCA – Sioux City
- Jehovah’s Witness North – Sioux City
- Jehovah’s Witness West – Sioux City
- Landmark Baptist Church – Sioux City
- Independent Baptist Church – Sioux City
- Loving Faith Fellowship – Sioux City
- Mayflower Congregational Church – Sioux City

- Monte Sinai Baptist Church – Sioux City
- Morningside Assembly of God – Sioux City
- Mount Zion Baptist Church – Sioux City
- New Home Wesleyan Church – Sioux City
- New Life Community Church – Sioux City
- New Life Christ Church – Sioux City
- New Life Lutheran Church – Sergeant Bluff
- Open Door United Church of Christ – Sioux City
- Peace Reformed Church – Sioux City
- Riverside United Methodist Church – Sioux City
- RiverzEDGE Church – Sioux City
- Scared Heart Church – Sioux City
- S. Boniface Church – Sioux City
- St. Casimir Church – Sioux City
- St. James United Methodist Church – Sioux City
- St. Joseph Church – Sioux City
- St. Luke Lutheran Church – Sioux City
- St. Mark Lutheran Church ELCA- Sioux City
- St. Michael Church – Sioux City
- St. Paul’s Indian Mission – Sioux City
- St. Stephen-the-Martyr Anglican Church – Sioux City
- St. Thomas’ Episcopal Church – Sioux City
- St. Thomas Orthodox Church – Sioux City
- Shepard of Peace Lutheran Church – Sioux City
- Sioux City Baptist Church – Sioux City
- Sioux City Nazarene Church – Sioux City
- Southern Hills Baptist Church – Sioux City
- Sunnybrook Community Church – Sioux City
- Trimble United Methodist Church – Sioux City
- Trinity Lutheran Church ELCA – Sioux City
- Washington Heights Chapel – Sioux City
- Wesley United Methodist Church – Sioux City
- Westlawn Presbyterian Church – Sioux City
- Whitfield United Methodist Church – Sioux City
- World of Life Ministries – Sioux City

- Yasha Ministries – Sioux City
- Assembly of God – Correctionville
- Bethel Lutheran Church – Lawton
- Church of Nazarene – Climbing Hill
- Community Church of Christ – Sloan
- Community Presbyterian Church – Lawton
- Evangelical Covenant Church – Sloan
- Church of Christ – Anthon
- St. Joseph’s Catholic Church – Anthon
- Trinity Lutheran Church – Anthon
- Assembly of God – Correctionville
- Church of Christ – Correctionville
- Grace United Methodist Church – Correctionville
- Grace Lutheran – Correctionville
- United Methodist Church – Danbury
- Holly Springs Bible Fellowship – Hornick
- Evangelical Church – Merville
- Immaculate Conception Church – Merville
- Trinity Lutheran Church – Merville
- United Methodist Church – Merville
- St. Joseph’s Catholic Church – Salix
- Skien Lutheran Church – Sloan
- Covenant Church – Sloan
- Westfield United Congregational Church of Christ
- Adaville United Methodist Church – Merrill
- Calvin Christian Reformed Church – Le Mars
- St. John’s Lutheran Church – Le Mars
- Congregational United Church of Christ – Kingsley
- First Baptist Church – Akron
- First Church of Christ – Akron
- First Plymouth Presbyterian- Le Mars
- New Horizons United Church of Christ – Akron
- St. Joseph- Ellendale Church – Merrill
- St. Patrick’s Catholic Church – Akron
- Union Creek Lutheran Church – Akron

- Westfield Congregational UCC – Westfield
- Grace Evangelical Church – Hinton
- United Methodist Church – Hinton
- Melbourne United Methodist – Merrill
- Trinity Lutheran Church – Hinton
- Church of Brethren – Kingsley
- First Lutheran Church – Kingsley
- New Life Baptist Church – Kingsley
- St. Michael’s Catholic Church – Kingsley
- United Methodist Church – Kingsley
- Assembly of God – Dan Krause
- Church of the Nazarene – Le Mars
- Christ Lutheran – Le Mars
- First Baptist - Le Mars
- Good Samaritan Society – Le Mars
- Le Mars Bible Church – Le Mars
- Le Mars Church of Christ - Le Mars
- Presbyterian United Church of Christ – Le Mars
- The Potter’s House Church of Christian Fellowship – Le Mars
- Rejoice Community Church – Le Mars
- St. George’s Episcopal – Le Mars
- Third Street Church of Christ – Le Mars
- United Methodist Church – Le Mars
- St. Catherine Church – Remsen
- Monona Baptist Church – Onawa
- Bethesda Lutheran Church – Moorhead
- Castana Community Church – Castana
- Christian Church – Moorhead
- County Church – Soldier
- Faith Bible Church – Mapleton
- St. John’s United Methodist Church – Mapleton
- St. Mary’s Catholic Church – Mapleton
- St. Mathew’s Lutheran Church – Mapleton
- St. Peter’s United Church of Christ – Mapleton
- Christian Church – Moorhead

- Community of Christ Church – Onawa
- Congregational Church of Onawa – Onawa
- Faith Lutheran Church ELCA – Onawa
- Onawa Evangelical Free Church – Onawa
- United Pentecostal Church – Onawa
- St. John’s Catholic Church – Onawa
- Onawa United Methodist Church – Onawa
- First Christian Church of Onawa – Onawa
- Jehovah’s Witnesses – Onawa
- Whiting Congregational UCC – Whiting
- St. John’s Lutheran Church – Battle Creek
- Bread of Life Faith Center – Ida Grove
- Faith Community Church – Ida Grove
- Heartland Baptist Chapel – Ida Grove
- Sacred Heart Catholic Church and Hall – Ida Grove
- St. Paul’s Lutheran Church – Ida Grove
- Westminster Presbyterian Church – Ida Grove
- First Lutheran Church- South Sioux City
- First Presbyterian Church – South Sioux City
- Living Water Evangelical Free Church – South Sioux City
- Primera Iglesia Bautist Hispana – South Sioux City
- River Hills Church – South Sioux City
- St. Michael’s Church – South Sioux City
- St. Paul’s United Methodist Church – South Sioux City
- Siouxland Community Bible Church – South Sioux City
- Tri-State Christian Church – South Sioux City
- Catholic Charities – Sioux City
- Child Evangelism Fellowship – Sioux City
- The Jewish Federation of Sioux City – Sioux City
- Siouxland Youth for Christ – Sioux City
- Mission of the Messiah – Sioux City
- Glad Tidings Lighthouse – South Sioux City
- Wesley United Methodist Church - Akron
- Trinity Lutheran Church – Akron
- Immanuel Lutheran Church – Akron

- First Presbyterian Church – Battle Creek
- Christ Lutheran Church – Remsen
- Seventh Day Adventist – Sioux City
- United Methodist Church – Ida Grove
- St. James Catholic – Le Mars
- Grace Lutheran Church – Le Mars
- First United Methodist Church – Aurelia
- St. Paul Lutheran – Aurelia
- First Church of Christ – Cherokee
- Grace Baptist Church – Cherokee
- Meriden Evangelical Free Church – Meriden
- Augustana Lutheran Church – Sioux City
- Congregational Beth Shalom – Sioux City
- Calvary Lutheran Church – Sioux City
- Concordia Lutheran Church – Sioux City
- Faith Lutheran Church - Sioux City
- Hope Lutheran Church – South Sioux City
- Redeemer Lutheran Church – Sioux City
- St. John Lutheran Church – Climbing Hall
- St. Paul Lutheran Church – Sioux City
- Central Baptist Church – Sioux City
- Christ Resurrection Evangelical Orthodox Church – Sioux City
- Crescent Park United Methodist Church – Sioux City
- Family Worship Center – Sioux City
- First Congregational United Church of Christ – Sioux City
- First Covenant Church – Sioux City
- First Evangelical Free Church – Sioux City
- Frist Presbyterian Church – Sioux City
- First United Methodist Church – Sioux City
- Grace United Methodist Church – Sioux City
- Morningside Baptist Church – Sioux City
- Morningside Bible Church – Sioux City
- Morningside Lutheran Church – Sioux City
- Morningside Presbyterian Church – Sioux City
- Nativity Church – Sioux City

Appendix B

2013 Transportation Needs Analysis and Inventory

Summary Reports

1. Your Organization Name:

Response
Count

43

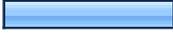
answered question

43

skipped question

6

2. What services do you provide? Please check all that apply.

		Response Percent	Response Count
Client transportation		30.2%	13
Community development		2.3%	1
Counseling		20.9%	9
Disability services		18.6%	8
Economic development		4.7%	2
Education		39.5%	17
Emergency Crisis Assistance		7.0%	3
Employment service		9.3%	4
Food and/or clothing		16.3%	7
Government services		14.0%	6
Homeless Shelter		2.3%	1
Home Visitation for Children		9.3%	4
Housing		11.6%	5
Legal Services		0.0%	0
Manufacturing		2.3%	1
Medical/Dental services		18.6%	8
Recreation/fitness		11.6%	5
Religious		25.6%	11
Senior services		23.3%	10
Veterans' Services		9.3%	4
Other (please specify)		32.6%	14
answered question			43

skipped question

6

3. What are your business hours and days of operation?

Response
Count

42

answered question

42

skipped question

7

4. Please indicate transit/transportation needs identified through your services in Siouxland.

	Don't know	Not a need	Needed	Great need	Rating Average	Rating Count
Information on what is available	14.0% (6)	14.0% (6)	51.2% (22)	20.9% (9)	1.72	43
Different services for each need (no coordination between agencies)	23.8% (10)	19.0% (8)	50.0% (21)	7.1% (3)	1.05	42
Affordable transportation	11.6% (5)	7.0% (3)	53.5% (23)	27.9% (12)	2.07	43
Service expansion to more areas	22.7% (10)	13.6% (6)	36.4% (16)	27.3% (12)	1.59	44
Expanded schedule of availability	16.3% (7)	11.6% (5)	44.2% (19)	27.9% (12)	1.84	43
Exceptions in vehicle usage restrictions (i.e. special activities)	40.5% (17)	19.0% (8)	33.3% (14)	7.1% (3)	0.55	42
Accessible vehicles for people with physical limitations or disabilities	18.2% (8)	13.6% (6)	45.5% (20)	22.7% (10)	1.64	44
Improved efficiency standards of replacement vehicles	45.2% (19)	23.8% (10)	31.0% (13)	0.0% (0)	0.17	42
Established safety/security procedures	39.0% (16)	34.1% (14)	24.4% (10)	2.4% (1)	0.20	41
Availability of non-emergency medical transportation to/from local facilities	14.3% (6)	11.9% (5)	35.7% (15)	38.1% (16)	2.10	42
Availability of non-emergency medical transportation to/from facilities outside of immediate area	14.0% (6)	16.3% (7)	39.5% (17)	30.2% (13)	1.86	43
				Other (please specify)		2
					answered question	44
					skipped question	5

5. For Agencies and Health/Human Services Providers, please rate the significance of the following barriers to meeting your patrons' or program participants' transportation needs as identified through your services.

	Strongly Disagree	Disagree	Agree	Strongly Agree	n/a	Rating Average	Rating Count
Access to information on what is available	0.0% (0)	2.6% (1)	51.3% (20)	25.6% (10)	20.5% (8)	2.52	39
Limited resources of transportation provider	0.0% (0)	7.7% (3)	43.6% (17)	33.3% (13)	15.4% (6)	2.42	39
Too many disconnects between districts/agencies	2.6% (1)	7.7% (3)	41.0% (16)	23.1% (9)	25.6% (10)	2.00	39
State and Federal regulations	2.7% (1)	10.8% (4)	40.5% (15)	18.9% (7)	27.0% (10)	1.70	37
Limited or no funding for internal transportation program	2.6% (1)	7.9% (3)	44.7% (17)	26.3% (10)	18.4% (7)	2.06	38
Lack of appropriate modes (i.e. wheelchair accommodation)	2.6% (1)	18.4% (7)	34.2% (13)	15.8% (6)	28.9% (11)	1.19	38
Lack of reliable, competent, available drivers	2.6% (1)	28.9% (11)	23.7% (9)	13.2% (5)	31.6% (12)	0.46	38
Demand greater than services available	0.0% (0)	12.8% (5)	38.5% (15)	25.6% (10)	23.1% (9)	2.00	39
Stigma related to riding the bus	0.0% (0)	39.5% (15)	18.4% (7)	21.1% (8)	21.1% (8)	0.53	38
No service available @ origin/destination address	5.3% (2)	21.1% (8)	26.3% (10)	26.3% (10)	21.1% (8)	1.20	38
Riders and/or transportation providers have inflexible schedules	0.0% (0)	22.5% (9)	32.5% (13)	22.5% (9)	22.5% (9)	1.42	40
Safety/security concerns for driver/rider	2.6% (1)	35.9% (14)	23.1% (9)	10.3% (4)	28.2% (11)	0.07	39
The safety of vehicles	2.8% (1)	47.2% (17)	16.7% (6)	2.8% (1)	30.6% (11)	-0.88	36
The cost of fuel	2.7% (1)	10.8% (4)	45.9% (17)	18.9% (7)	21.6% (8)	1.72	37

answered question 40

skipped question 9

6. According to experiences within your field, please consider the following public transportation factors and their relative merit:

	Not at all likely to have an impact	Almost no impact	Some impact	Has significant impact	Highly significant	n/a	Rating Average	Rating Count
Newer/better public transit vehicles	0.0% (0)	18.6% (8)	48.8% (21)	20.9% (9)	0.0% (0)	11.6% (5)	2.26	4:
Education/marketing of services	4.7% (2)	4.7% (2)	30.2% (13)	32.6% (14)	20.9% (9)	7.0% (3)	3.45	4:
One-stop informational resource	2.3% (1)	9.3% (4)	25.6% (11)	27.9% (12)	27.9% (12)	7.0% (3)	3.65	4:
Increased efforts to attain federal funding	0.0% (0)	16.3% (7)	18.6% (8)	18.6% (8)	32.6% (14)	14.0% (6)	3.76	4:
Enhanced transit technology such as: electronic fare card, real-time schedules, GPS, Wi-Fi	9.5% (4)	7.1% (3)	33.3% (14)	28.6% (12)	9.5% (4)	11.9% (5)	2.78	4:
Re-evaluation of current transit routes	7.0% (3)	4.7% (2)	27.9% (12)	23.3% (10)	20.9% (9)	16.3% (7)	3.33	4:
Improved coordination with community needs	0.0% (0)	0.0% (0)	27.3% (12)	29.5% (13)	34.1% (15)	9.1% (4)	4.15	4:
Combining of resources to fill in gaps	4.7% (2)	4.7% (2)	18.6% (8)	27.9% (12)	37.2% (16)	7.0% (3)	4.05	4:
Ensured accessibility for all passengers at all times	0.0% (0)	2.3% (1)	29.5% (13)	18.2% (8)	38.6% (17)	11.4% (5)	4.13	4:

Other (please specify)

1

answered question 4

skipped question

7. What type(s) of transportation do your program participants, patrons or employees use?

		Response Percent	Response Count
No transportation provided		35.7%	15
Agency/Organization-owned vehicle transportation		47.6%	20
Prepaid vouchers/passes for transit provider		26.2%	11
Contract to other transportation provider		26.2%	11
Mileage reimbursement		28.6%	12
Fixed amount fuel cards		9.5%	4
Established Fee-for-Service rates		11.9%	5
Other (please specify)		9.5%	4
answered question			42
skipped question			7

8. If you indicated use of Agency/Organization-owned vehicles, or if you are a transportation provider, please indicate the number of vehicles under each category. If you indicated "no transportation provided", please check "n/a" for each option. Please note, this information is collected just for informational reasons and will be used to help in the coordination of transportation options and potential funding in the future.

	n/a	0	1	2	3	4	5 or more	Rating Count
Buses 40' or greater	76.9% (20)	7.7% (2)	3.8% (1)	0.0% (0)	0.0% (0)	0.0% (0)	11.5% (3)	26
Buses 30' - 39.9'	70.0% (21)	10.0% (3)	3.3% (1)	3.3% (1)	0.0% (0)	0.0% (0)	13.3% (4)	30
Buses 20' - 29.9'	72.4% (21)	10.3% (3)	10.3% (3)	3.4% (1)	0.0% (0)	0.0% (0)	3.4% (1)	29
Vans	47.1% (16)	2.9% (1)	14.7% (5)	5.9% (2)	8.8% (3)	8.8% (3)	11.8% (4)	34
Station Wagons	91.3% (21)	8.7% (2)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	23
Sedans	76.9% (20)	3.8% (1)	7.7% (2)	0.0% (0)	3.8% (1)	3.8% (1)	3.8% (1)	26
Other	84.6% (22)	3.8% (1)	3.8% (1)	0.0% (0)	0.0% (0)	3.8% (1)	7.7% (2)	26

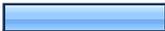
Please provide detail for "other" 3

answered question	35
skipped question	14

9. If you indicated use of Agency/Organization-owned vehicles, or if you are a transportation provider, please identify the number of vehicles with these listed options. If you indicated "no transportation provided", please check "n/a" for each option.

	n/a	0	1	2	3	4	5 or more	Rating Count
Wheelchair lifts/ramps	50.0% (18)	13.9% (5)	13.9% (5)	11.1% (4)	2.8% (1)	2.8% (1)	5.6% (2)	36
Driver/Dispatch communication system	58.3% (21)	19.4% (7)	2.8% (1)	0.0% (0)	5.6% (2)	2.8% (1)	11.1% (4)	36
answered question								36
skipped question								13

10. If you indicated use of Agency/Organization-owned vehicles, or if you are a transportation provider, do you receive Governmental funds to support transportation?

		Response Percent	Response Count
Yes		29.7%	11
No		24.3%	9
n/a		45.9%	17
answered question			37
skipped question			12

11. If your Agency/Organization provides prepaid vouchers/passes for transit provider, contract to other transportation provider, mileage reimbursement, fixed amount fuel cards or other transportation supplement, is this subsidized by Governmental funds?

		Response Percent	Response Count
Yes		25.0%	10
No		27.5%	11
n/a		47.5%	19
answered question			40
skipped question			9

12. If provided, do you charge a fee for your transportation services?

		Response Percent	Response Count
Yes		12.8%	5
No		38.5%	15
n/a		48.7%	19
answered question			39
skipped question			10

13. If providing transportation, who is eligible for this service?

	Response Count
	24
answered question	24
skipped question	25

14. Do you coordinate transportation with any other agency or have joint use of facilities relevant to your transportation service?

	Response Count
	23
answered question	23
skipped question	26

15. Have you attended any SIMPCO Transportation Advisory Group (TAG) meetings? If not, why?

		Response Percent	Response Count
Yes		11.4%	5
No, not interested		4.5%	2
No, no time/staff		25.0%	11
No, unsure of purpose/goal		11.4%	5
No, other conflicts		13.6%	6
What is the Transportation Advisory Group?		27.3%	12
Other (please specify)		6.8%	3
	answered question		44
	skipped question		5

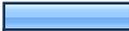
16. Identify your choice of primary goals for SIMPCO TAG.

	Highly significant	Requires attention	Not too important	Don't know	Rating Average	Rating Count
Transportation/transit education for public at large	34.1% (14)	48.8% (20)	2.4% (1)	14.6% (6)	3.02	41
Goal-oriented forum to present, discuss & resolve transportation issues	42.5% (17)	32.5% (13)	10.0% (4)	15.0% (6)	3.03	40
Communication and coordination of health/human service agencies with transit providers	47.5% (19)	32.5% (13)	5.0% (2)	15.0% (6)	3.13	40
Collectively apply for Federal transportation funds	30.8% (12)	38.5% (15)	7.7% (3)	23.1% (9)	2.77	39
				Other (please specify)		1
answered question						41
skipped question						8

17. What topics would you like to see addressed at future SIMPCO TAG meetings?

	Necessary topic requiring resolution	Worth discussing	Not familiar with issue	Not interested in this topic	Don't know	Rating Average	Rating Count
Transportation/Transit Education for public at large	29.7% (11)	51.4% (19)	2.7% (1)	0.0% (0)	16.2% (6)	3.78	37
Communication and coordination of health/human service agencies with transit providers	39.5% (15)	39.5% (15)	5.3% (2)	2.6% (1)	13.2% (5)	3.89	38
Collective application for Federal transportation funds	18.9% (7)	48.6% (18)	5.4% (2)	2.7% (1)	24.3% (9)	3.35	37
Goal-oriented forums	13.9% (5)	55.6% (20)	2.8% (1)	8.3% (3)	19.4% (7)	3.36	36
					Other (please specify)		1
answered question							38
skipped question							11

18. Would your agency/organization be willing to assist with a local match to federal dollars if it meant improving public transportation options in your community?

		Response Percent	Response Count
Yes		2.4%	1
My agency is already providing a match		4.8%	2
I do not have the authority to commit to funding		42.9%	18
No, funding per business structure is not available		26.2%	11
No, not interested		19.0%	8
Is another contact available to discuss partnering options? Please provide details.		4.8%	2
answered question			42
skipped question			7

19. Would you like to be added to the SIMPCO TAG mailing list? Please provide your name, address, phone number and email below.

	Response Count
	14
answered question	14
skipped question	35

20. Do you have other comments regarding access to public transit/transportation in the Metropolitan Sioux City area?

	Response Count
	9
answered question	9
skipped question	40

21. Do you have other comments regarding access to public transit/transportation in Woodbury, Plymouth, Monona, Ida or Cherokee counties in Iowa?

	Response Count
	8
answered question	8
skipped question	41

22. Do you have other comments regarding access to public transit/transportation in Dakota County, NE?

	Response Count
	5
answered question	5
skipped question	44

23. Do you have other comments regarding access to public transit/transportation in southern Union County, SD?

	Response Count
	4
answered question	4
skipped question	45

Transportation Assessment: Southern Union County, South Dakota



1. Your Organization Name:

	Response Count
	11
answered question	11
skipped question	0

2. What services do you provide? Please check all that apply.

		Response Percent	Response Count
Senior services	<input checked="" type="checkbox"/>	10.0%	1
Medical services	<input checked="" type="checkbox"/>	20.0%	2
Disability services	<input checked="" type="checkbox"/>	10.0%	1
Employment service	<input checked="" type="checkbox"/>	10.0%	1
Counseling	<input checked="" type="checkbox"/>	20.0%	2
Food and/or clothing	<input checked="" type="checkbox"/>	10.0%	1
Client transportation	<input checked="" type="checkbox"/>	10.0%	1
Government services	<input type="checkbox"/>	0.0%	0
Housing	<input checked="" type="checkbox"/>	10.0%	1
Education	<input checked="" type="checkbox"/>	10.0%	1
Recreation/fitness	<input checked="" type="checkbox"/>	10.0%	1
Legal Services	<input type="checkbox"/>	0.0%	0
Economic development	<input type="checkbox"/>	0.0%	0
Community development	<input checked="" type="checkbox"/>	10.0%	1
Religious	<input checked="" type="checkbox"/>	20.0%	2
Other	<input checked="" type="checkbox"/>	10.0%	1
Other (please specify)	<input checked="" type="checkbox"/>	60.0%	6
		answered question	10
		skipped question	1

3. Please indicate transit/transportation needs identified through your services in southern Union County, SD and Siouxland.

	Not a need	Indifferent	Need	Great need	Rating Average	Rating Count
Information on what is available	20.0% (2)	10.0% (1)	50.0% (5)	20.0% (2)	2.70	10
Different services for each need (no coordination between agencies)	50.0% (4)	12.5% (1)	37.5% (3)	0.0% (0)	1.88	8
Affordable transportation	22.2% (2)	22.2% (2)	33.3% (3)	22.2% (2)	2.56	9
Service expansion to more areas	22.2% (2)	22.2% (2)	33.3% (3)	22.2% (2)	2.56	9
Expanded schedule of availability	22.2% (2)	22.2% (2)	33.3% (3)	22.2% (2)	2.56	9
Exceptions in vehicle usage restrictions (i.e. special activities)	50.0% (4)	25.0% (2)	25.0% (2)	0.0% (0)	1.75	8
Accessible vehicles for people with physical limitations or disabilities	22.2% (2)	44.4% (4)	11.1% (1)	22.2% (2)	2.33	9
Improved efficiency standards of replacement vehicles	37.5% (3)	37.5% (3)	25.0% (2)	0.0% (0)	1.88	8
Established safety/security procedures	37.5% (3)	37.5% (3)	12.5% (1)	12.5% (1)	2.00	8
				Other (please specify)		0
				answered question		10
				skipped question		1

4. Please rate the significance of the following barriers to meeting clients' transportation needs as identified through your services.

	Strongly Disagree	Disagree	Indifferent	Agree	Strongly Agree	Rating Average	Rating Count
Access to information on what is available	0.0% (0)	11.1% (1)	33.3% (3)	44.4% (4)	11.1% (1)	3.56	9
Limited resources of transportation provider	0.0% (0)	0.0% (0)	55.6% (5)	22.2% (2)	22.2% (2)	3.67	9
Too many disconnects between districts/agencies	0.0% (0)	0.0% (0)	62.5% (5)	37.5% (3)	0.0% (0)	3.38	8
State and Federal regulations	0.0% (0)	12.5% (1)	62.5% (5)	25.0% (2)	0.0% (0)	3.13	8
Limited or no funding for internal transportation program	0.0% (0)	0.0% (0)	62.5% (5)	37.5% (3)	0.0% (0)	3.38	8
Lack of appropriate modes (i.e. wheelchair accommodation)	0.0% (0)	0.0% (0)	75.0% (6)	25.0% (2)	0.0% (0)	3.25	8
Lack of reliable, competent, available drivers	0.0% (0)	12.5% (1)	62.5% (5)	12.5% (1)	12.5% (1)	3.25	8
Demand greater than services available	0.0% (0)	0.0% (0)	71.4% (5)	14.3% (1)	14.3% (1)	3.43	7
Stigma related to riding the bus	0.0% (0)	0.0% (0)	71.4% (5)	28.6% (2)	0.0% (0)	3.29	7
No service available @ origin/destination address	0.0% (0)	0.0% (0)	66.7% (6)	22.2% (2)	11.1% (1)	3.44	9
Riders and/or transportation providers have inflexible schedules	0.0% (0)	11.1% (1)	44.4% (4)	33.3% (3)	11.1% (1)	3.44	9
Safety/security concerns for driver/rider	0.0% (0)	25.0% (2)	62.5% (5)	12.5% (1)	0.0% (0)	2.88	8
The safety of vehicles	0.0% (0)	12.5% (1)	62.5% (5)	25.0% (2)	0.0% (0)	3.13	8
The cost of fuel	0.0% (0)	0.0% (0)	62.5% (5)	25.0% (2)	12.5% (1)	3.50	8
					Other (please specify)		0

answered question 10

skipped question 1

5. According to experiences within your agency, please consider the following solutions and their relative merit:

	Not at all important	Almost no impact	Indifferent	Has significant impact	Highly significant	Rating Average	Rating Count
Continued replacement/improvement of public transit fleet	25.0% (2)	12.5% (1)	12.5% (1)	37.5% (3)	12.5% (1)	3.00	8
Improved education/marketing of services	11.1% (1)	0.0% (0)	22.2% (2)	55.6% (5)	11.1% (1)	3.56	9
One-stop informational resource to provide all options available including hours of service & contact info for all transportation providers	11.1% (1)	0.0% (0)	22.2% (2)	55.6% (5)	11.1% (1)	3.56	9
Increased efforts to attain federal funding	12.5% (1)	0.0% (0)	50.0% (4)	12.5% (1)	25.0% (2)	3.38	8
Upgrade/update transit technology as available to include: electronic fare card options, radio/communication systems, GPS, cameras	12.5% (1)	0.0% (0)	50.0% (4)	25.0% (2)	12.5% (1)	3.25	8
Re-evaluation of current transit routes	10.0% (1)	0.0% (0)	30.0% (3)	50.0% (5)	10.0% (1)	3.50	10
Improved coordination between health/human services & transit	11.1% (1)	0.0% (0)	44.4% (4)	33.3% (3)	11.1% (1)	3.33	9
Combine of resources to fill in gaps	11.1% (1)	0.0% (0)	44.4% (4)	33.3% (3)	11.1% (1)	3.33	9
Ensured accessibility for all passengers at all times	11.1% (1)	0.0% (0)	33.3% (3)	33.3% (3)	22.2% (2)	3.56	9
					Other (please specify)		0
answered question							10

6. Have you attended any SIMPCO Transportation Advisory Group (TAG) meetings? If not, why?

		Response Percent	Response Count
Yes		0.0%	0
No, not interested		30.0%	3
No, no time/staff		60.0%	6
No, unsure of purpose/goal		0.0%	0
No, other conflicts		0.0%	0
What is the Transportation Advisory Group?		10.0%	1
Other (please specify)		0.0%	0
answered question			10
skipped question			1

7. Identify your choice of primary goals for SIMPCO TAG.

	Highly significant	Requires attention	Not too important	Don't know	Rating Average	Rating Count
Transportation/transit education for public at large	20.0% (2)	30.0% (3)	10.0% (1)	40.0% (4)	2.30	10
Goal-oriented forum to present, discuss & resolve transportation issues	25.0% (2)	0.0% (0)	25.0% (2)	50.0% (4)	2.00	8
Communication and coordination of health/human service agencies with transit providers	12.5% (1)	25.0% (2)	12.5% (1)	50.0% (4)	2.00	8
Collectively apply for Federal transportation funds	37.5% (3)	12.5% (1)	12.5% (1)	37.5% (3)	2.50	8
				Other (please specify)		0
				answered question		10
				skipped question		1

8. What topics would you like to see addressed at future SIMPCO TAG meetings?

	Necessary topic requiring resolution	Worth discussing	Not familiar with issue	Not interested in this topic	Don't know	Rating Average	Rating Count
Transportation/Transit Education for public at large	20.0% (2)	30.0% (3)	10.0% (1)	10.0% (1)	30.0% (3)	3.00	10
Communication and coordination of health/human service agencies with transit providers	0.0% (0)	37.5% (3)	12.5% (1)	12.5% (1)	37.5% (3)	2.50	8
Collective application for Federal transportation funds	25.0% (2)	12.5% (1)	12.5% (1)	12.5% (1)	37.5% (3)	2.75	8
Goal-oriented forums	22.2% (2)	11.1% (1)	11.1% (1)	22.2% (2)	33.3% (3)	2.67	9
					Other (please specify)		0
					answered question		10
					skipped question		1

9. Would your agency/organization be willing to assist with a local match to federal dollars if it meant improving transportation for your clients?

		Response Percent	Response Count
Yes		0.0%	0
My agency is already providing a match		0.0%	0
I do not have the authority to commit to funding		40.0%	4
No, funding per business structure is not available		30.0%	3
No, not interested		30.0%	3
Is another contact available to discuss partnering options? Please provide details.			0
answered question			10
skipped question			1

10. What type of transportation do you utilize for your clients?

		Response Percent	Response Count
Clients provide own transportation		75.0%	6
Agency-owned vehicle transportation		12.5%	1
Sioux City Transit System		0.0%	0
Siouxland Regional Transit System		12.5%	1
Contract to other transportation provider		25.0%	2
	Other (please specify)		2
		answered question	8
		skipped question	3

11. Please indicate the best description of agency-owned vehicles used to transport your clients

	n/a	0	1	2	3	4	5 or more	Rating Count
Buses	40.0% (2)	40.0% (2)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	20.0% (1)	5
Vans	40.0% (2)	40.0% (2)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	20.0% (1)	5
Station Wagons	50.0% (2)	50.0% (2)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	4
Sedans	40.0% (2)	40.0% (2)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	20.0% (1)	5
Other	66.7% (2)	33.3% (1)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	3

Please provide detail for "other"

1

answered question

7

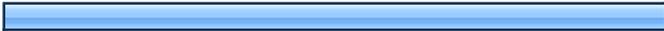
skipped question

4

12. Number of vehicles with:

	n/a	0	1	2	3	4	5 or more	Rating Count
Wheelchair lifts/ramps	50.0% (4)	37.5% (3)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	12.5% (1)	8
Two-way radio/phone/communication system	50.0% (4)	25.0% (2)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	25.0% (2)	8
answered question								8
skipped question								3

13. Do you receive governmental funds for your transportation?

		Response Percent	Response Count
Yes		0.0%	0
No		100.0%	9
answered question			9
skipped question			2

14. Do you receive governmental funds to provide vouchers or other transportation assistance for your clients?

		Response Percent	Response Count
Yes		0.0%	0
No		100.0%	9
answered question			9
skipped question			2

15. What are the hours and days you provide service?

	Response Count
	7
answered question	7
skipped question	4

16. Do you charge a fee for your transportation?

		Response Percent	Response Count
Yes		11.1%	1
No		11.1%	1
N/A		77.8%	7
answered question			9
skipped question			2

17. Who is eligible for your transportation services?

	Response Count
	5
answered question	5
skipped question	6

18. Do you coordinate transportation with any other agency or have joint use of facilities relevant to your transportation service?

	Response Count
	5
answered question	5
skipped question	6

19. Do you have other comments regarding access to public transit/transportation in southern Union County, SD or the SIMPCO TAG?

**Response
Count**

6

answered question

6

skipped question

5

20. Would you like to be added to the SIMPCO TAG mailing list? Please provide your name, address, phone number and email below.

**Response
Count**

6

answered question

6

skipped question

5