

SIouxLAND INTERSTATE METROPOLITAN PLANNING COUNCIL

# PASSENGER TRANSPORTATION PLAN

## 2025-2029

Prepared for SIMPCO's

METROPOLITAN PLANNING ORGANIZATION &  
SIouxLAND REGIONAL TRANSPORTATION PLANNING ASSOCIATION



This plan was prepared by SIMPCO using Iowa Transportation Planning Funds and meets requirements as set forth by the Iowa DOT. As a Tri-State MPO with Iowa-based transportation services extending to our full region encompassing Iowa, Nebraska, and South Dakota, the content of this Plan further serves to satisfy Coordinated Public Transit Human Services Plan requirements pertaining to available transit services and funding eligibility, particularly Section 5310 funds, in South Dakota. Planning funds as allocated through Nebraska and South Dakota's respective departments of transportation were also used for the NE- and SD-relevant portions of this plan. Current transit provisions are in place providing service to all points in the MPO and SRTPA as contracted through Iowa-based systems including Sioux City Transit System and Siouxland Regional Transit System.

# Resolutions Adopting Plan

**SIMPCO MPO**

May 1, 2024



Item X

## SIMPCO MPO Resolution 2024 - 16

### APPROVAL OF SIMPCO FY 2025-2029 PASSENGER TRANSPORTATION PLAN

**WHEREAS**, the Siouxland Interstate Metropolitan Planning Council (SIMPCO) is designated as the Metropolitan Planning Organization (MPO) in cooperation with local elected officials; authorized to carry out the continuing, cooperative, and comprehensive transportation planning process resulting in plans and programs that consider all transportation modes; and

**WHEREAS**, 49 U.S.C Chapter 5310 requires each grant recipient of FTA 5310 funding to adopt a locally developed, coordinated public transit-human services transportation plan; and

**WHEREAS**, the *FY 2025 -2029 Passenger Transportation Plan* was developed through public outreach process, which included government agencies, local transit agencies, non-profit organizations, local public committees, and partnership with the Siouxland Regional Planning Association (SRTPA – RPA 4) and the SIMPCO Transportation Advisory Group (TAG); and

**NOW, THEREFORE BE IT RESOLVED**, the SIMPCO MPO hereby adopts the *FY 2025-2029 Passenger Transportation Plan*.

Approved by the SIMPCO MPO and signed this 2<sup>nd</sup> day of May, 2024.

Ken Beaulieu  
SIMPCO MPO Policy Board Chairperson

ATTEST

Michelle Bostinelos  
SIMPCO Executive Director

**S RTPA**

May 23, 2024

Item VIII

**S RTPA Resolution 2024 - 5**

APPROVAL OF SIMPCO FY 2025-2029 PASSENGER TRANSPORTATION PLAN

**WHEREAS**, the Siouxland Regional Transportation Planning Association (S RTPA – RPA 4) is designated as the Regional Planning Affiliation in cooperation with local elected officials; authorized to carry out the continuing, cooperative, and comprehensive transportation planning process resulting in plans and programs that consider all transportation modes; and

**WHEREAS**, 49 U.S.C Chapter 5310 requires each grant recipient of FTA 5310 funding to adopt a locally developed, coordinated public transit-human services transportation plan; and

**WHEREAS**, the *FY 2025 -2029 Passenger Transportation Plan* was developed through public outreach process, which included government agencies, local transit agencies, non-profit organizations, local public committees, and partnership with the Siouxland Interstate Metropolitan Planning Council (SIMPCO) Metropolitan Planning Organization (MPO) and the SIMPCO Transportation Advisory Group (TAG); and

**NOW, THEREFORE BE IT RESOLVED**, the S RTPA hereby adopts the *FY 2025-2029 Passenger Transportation Plan*.

Approved by S RTPA and signed this 23<sup>rd</sup> day of May, 2024.



Gary Horton  
S RTPA Policy Board Chairperson

ATTEST



Michelle Bostinelos  
SIMPCO Executive Director

# Contents

SECTION ONE: Introduction, Process, & Documentation.....	1
1.1    Introduction .....	1
1.2    The Planning Region .....	3
1.3    Participation Process.....	6
SECTION TWO: Inventory and Area Profile.....	27
2.1    Inventory.....	27
2.1.01    Responding Agencies and Organizations.....	27
2.1.02    Public Transit.....	41
2.1.03    Inventory of Private Transportation Providers.....	44
2.2    Area Profile .....	47
2.2.01    Demographics .....	48
2.2.02    Limited English Proficiency .....	49
2.2.03    Essential Community Services .....	56
SECTION THREE: Coordination Issues.....	63
3.1    Service, Management, Fleet, & Facility Needs .....	63
3.1.01    Service Needs.....	63
3.1.02    Management.....	68
3.1.03    Fleet .....	70
3.1.04    Facility Needs .....	73
3.2    Status of previously recommended priorities and strategies .....	74
A.    Support Capital Needs. ....	74
B.    Enhance Coordination. ....	75
C.    Increase Awareness. ....	76
D.    Expand Availability.....	76
E.    Lower Costs and Increase Efficiency.....	77
3.3    Any other recent developments affecting coordination issues .....	78
3.4    Public input received concerning needs and/or coordination issues.....	80

SECTION FOUR: Priorities and Strategies.....	85
4.1    Support Capital Needs .....	85
4.2    Enhance Coordination. ....	86
4.3    Increase Awareness. ....	88
4.4    Expand Availability .....	88
4.5    Lower Costs, IMprove Efficiency.....	89
SECTION FIVE: Funding .....	91
5.1    Federal Funding .....	91
5.2    State Programs.....	96
5.3    Local Funding .....	97
5.4    Health and Human Services Programs .....	98
SECTION SIX: Amendments to the PTP .....	101
APPENDIX A.....	A-1
TAG Distribution List .....	A-2
APPENDIX B.....	B-1
Flyer – Promotional Clip.....	B-2
Survey Content.....	B-3



# **SECTION ONE: Introduction, Process, & Documentation**

Section One briefly discusses the foundation of the Passenger Transportation Plan (PTP) and the process that was undertaken to complete it. Included here is the documentation from the Transportation Advisory Group (TAG) meetings, related public input, a summary of input received, and a listing of all participants.

## **1.1 INTRODUCTION**

It is the intent of the State of Iowa to ensure that all efforts are made to improve transportation services for persons with disabilities, older adults, and individuals with lower incomes by coordinating transportation resources provided through multiple Federal programs (see Funding section). Coordination enhances transportation access, minimizes duplication of services and facilitates the most appropriate and cost-effective transportation possible with available resources. To express these goals, the Siouxland Interstate Metropolitan Planning Council (SIMPCO) Metropolitan Planning Organization (MPO), in conjunction with the Siouxland Regional Transportation Planning Association (SRTPA), is required by the Iowa Department of Transportation (Iowa DOT) to publish a locally developed Passenger Transportation Plan (PTP). For the purpose of clarity in the discussion included in this Plan, the area within the MPO may be referenced as the Metropolitan Statistical Area or MSA. Likewise, the area within the SRPTA planning boundaries may be referenced as the Regional Planning Area or RPA. Included in the PTP is identification of an approved program of projects for area transit systems benefitting from the distribution of funds from Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities). As the PTP provides assessment of available resources, coordination of transportation services, and direction of the Transportation Advisory Group (TAG), it fulfills eligibility requirements for Federal funds as established through the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Nebraska Department of Transportation (NDOT), and South Dakota Department of Transportation (SDDOT) in addition to those of the Iowa DOT. Funding allocations as defined through Federal Programs has carried through with the passing of the Bipartisan Infrastructure Law (BIL) / Infrastructure Investment and Jobs Act (IIJA) November 15, 2021.

This PTP meets standards set forth by the Iowa DOT in consideration of funding allocations for public transit systems operating in the SIMPCO MPO and SRTPA planning areas – Siouxland Regional Transit System (SRTS) and Sioux City Transit System (SCTS). Representing a Tri-State Council of Governments, SIMPCO staff has included discussion regarding access by Iowa residents to services located in South Sioux City, Nebraska (as serviced by SCTS),

Dakota County, Nebraska (by SRTS), and the Southern portion of Union County, South Dakota as serviced in part by SCTS (North Sioux City) and SRTS (Dakota Dunes, McCook Lake, Jefferson, Elk Point) in this plan. Unique from other plans under the Iowa DOT, this PTP also assesses interstate resident services and access in and between Iowa and our served portions of Nebraska (Dakota County) and South Dakota (southern Union County).

The goals of this plan are to:

- Improve transportation services to the SIMPCO MPO and SRTPA planning area
- Increase passenger transportation coordination
- Enhance 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
- Maximize efficiency of budgeted funds and eliminate overlapping of services.

The 2025-2029 PTP for the SIMPCO MPO and the SRTPA is organized into the following sections:

#### *Section 1 - Introduction and Process Discussion*

This section provides an overview of the Plan's background, purpose, coverage area, and briefly discusses the process that was undertaken to complete the PTP. Included are documentation from TAG meetings and a summary of input received during the development of the plan.

#### *Section 2 - Inventory and Area Profile*

This section includes an inventory of each participating private and public transportation provider within the MPO and SRTPA that provided information during the development of the PTP. The inventory includes a summary of the types of services available, eligibility, times/days of service, and information on vehicles in respective fleets.

The Area Profile outlines the transportation provisions and essential services specific to communities served by the content of this Plan. Demographic characteristics of the SIMPCO MPO and SRTPA planning area and data on populations affected by Limited English Proficiency (LEP) provide the foundation for analysis of respective impact on passenger needs.

### *Section 3 - Coordination Issues*

Section 3 discusses coordination issues within the planning area including: a general assessment of transit 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.

### *Section 4 - Priorities and Strategies*

This section describes the proposed passenger transportation investment strategies for the next five years, as identified by the TAG and respondents of the Siouxland Mobility Survey. The purpose of this section is to focus on identifying meaningful priorities and strategies that may meet identified needs and could eventually lead to and/or guide projects.

### *Section 5 - Funding*

This section includes a brief overview of multiple-level funding opportunities and expectations.

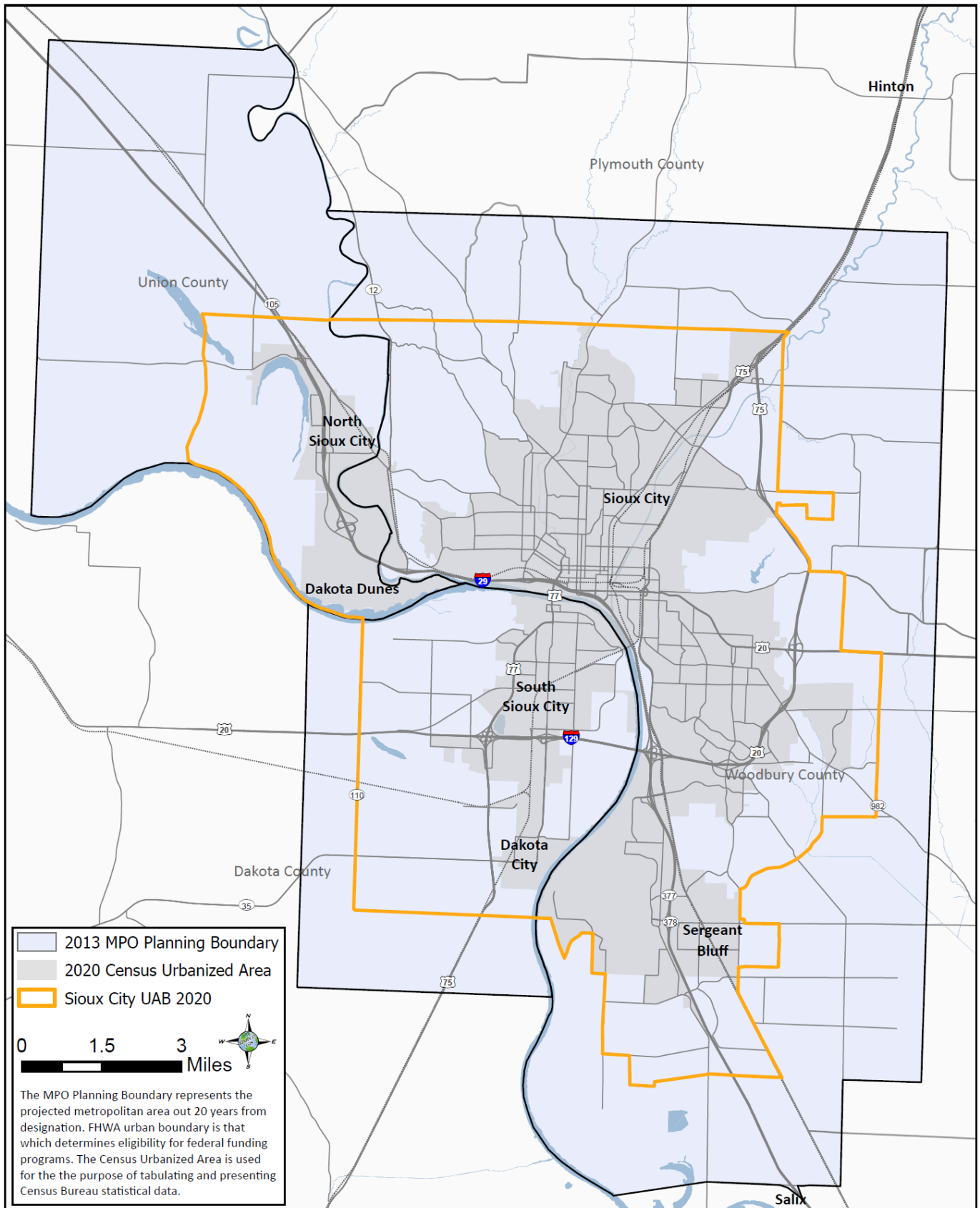
## **1.2 THE PLANNING REGION**

The SIMPCO MPO Metropolitan Statistical Area (MSA) includes 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, FHWA, FTA, Iowa DOT, NDOT, and SDDOT.

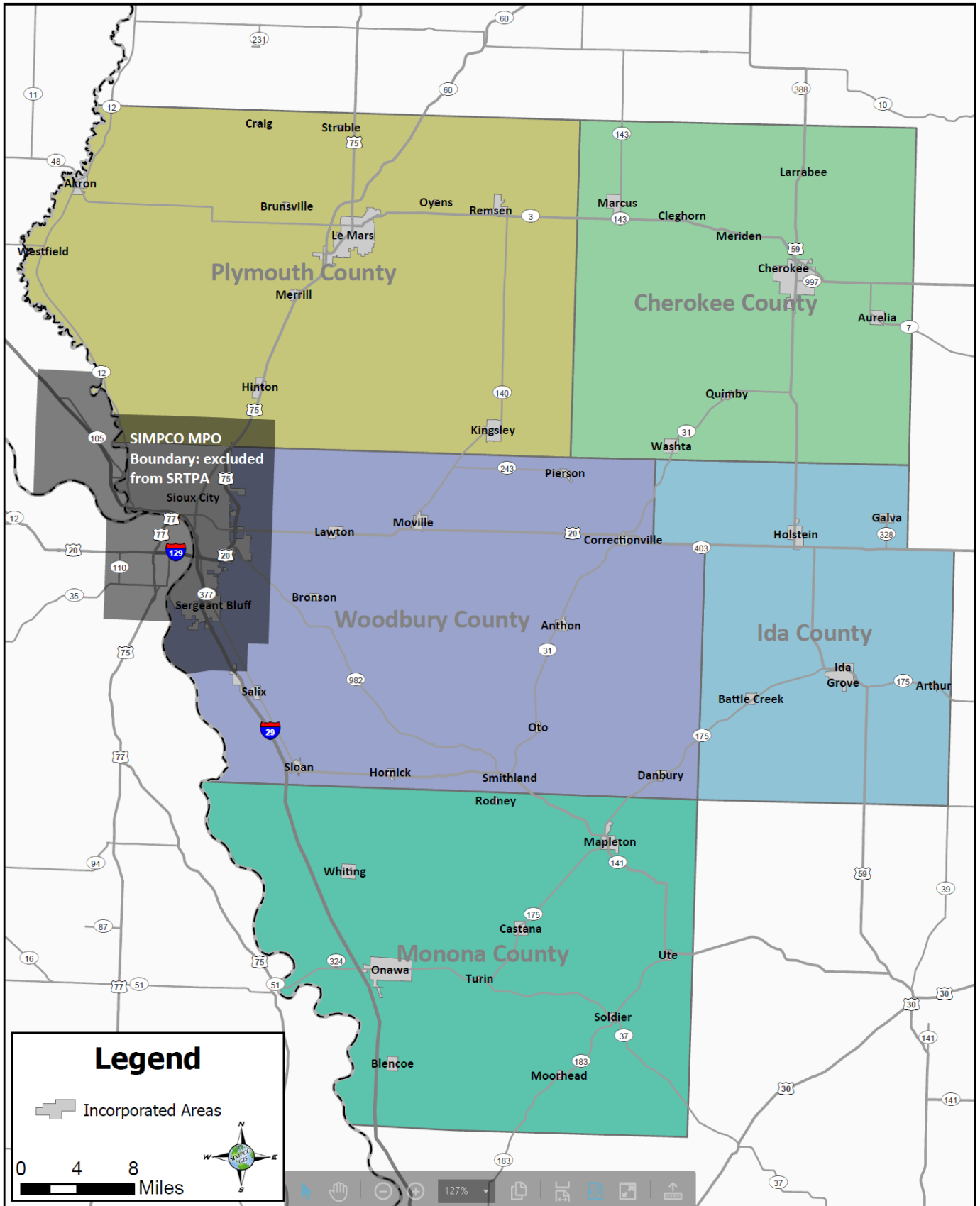
The SRTPA Regional Planning Area consists of Cherokee, Ida, Monona, Plymouth, and Woodbury (excluding the SIMPCO MSA) counties in Iowa. SRTPA operates with direction from the SRTPA Policy Board, SRTPA Technical Advisory Committee, FHWA, FTA, and Iowa DOT.

Maps 1.2-1 and 1.2-2 on the following pages depict the planning areas encompassed in this Plan.

MAP 1.2-1 – MPO Planning Boundary



MAP 1.2-2 – SRTPA Planning Boundary



## 1.3 PARTICIPATION PROCESS

Consistent with practices through the NDOT and SDDOT, IDOT requires the PTP to be developed through a local collaborative process including representatives from public and private transportation providers, human service agencies, interested parties and the public.

This PTP continues as record of coordinated efforts as originating with public participation process initiated by IDOT through a series of Mobility Action Plan (MAP) workshops held in various locations throughout the state. The workshops successfully served to “kick-off” the original *Coordinated Public Transit – Human Service Transportation Plan* and the Passenger Transportation Development Plan process by bringing together various groups of stakeholders to discuss transportation services. The feedback collected from the workshops resulted in SIMPCO creating a group of stakeholders that is formally recognized as the TAG. Efforts established in MAP were continued in transportation planning legislation, through the current BIL/IIJA law. SIMPCO’s TAG continues to contribute to the PTP and acts as a viable group working for enhanced transportation in Siouxland.

TAG has been meeting regularly since June 2006. Following is record of meetings including participant comments since the last formal update of this document.

### A. TAG Meeting Minutes

#### 1. 10/04/19

Meeting Date: October 3, 2019  
Place: SIMPCO –Conference Room  
1122 Pierce Street, Sioux City IA 51105  
Time: 10:00am–11:00am

#### **Minutes**

##### I. Introductions (signin sheet scanned and on file)

Susan Anderson, Parent Partner  
Marla Beane, Oakleaf Properties(via conference call)  
JoAnn Gieselman, Growing Community Connections  
Kevin Grieme, SDHD  
Julie Johannsen, SCTS  
Paul Mahaffie, Gospel Mission  
Curt Miller, SRTS  
Mackenzie Reiling, IowaWorks(via conference call)  
Rick Scott, SCTS  
Michelle Bostinelos, SIMPCO

Alejandra Quintana, SIMPCO  
Dawn Kimmel, SIMPCO

## II. Transportation Planning Updates

L RTP for 2040 in progress. SIMPCO currently working on a Downtown Assessment. Military Road bridge just reopened.

## III. Spotlight on: Program supports

Information provided about known transportation supports available in the community.

- Details provided on Connections Area Agency on Aging Community Transportation Program (CTP) for seniors;
- Community Benefits Fund, administered by CAAA but funded through Mercy's Community Benefits Program to assist with one-time or urgent access to medical services, program is for anyone, not age or income based;
- Nights & Weekends Voucher Program through SCTS.

**Note:** Links for services provided via email to TAG distribution list 10/18/19

Participants shared resources provided through their programs and initiatives to improve personal mobility.

MR –bus passes available during job search process and up through first paycheck to assist job seekers.

KG –SDHD starting initiative to promote immunizations. Taking efforts on-site to shelters to resolve related transportation issues. Also working on retraining population to let go of personal vehicle default –encourage transit and walking to access services, improve health.

## IV. Roundtable –

### A. Ask transit... Opportunity to ask questions specific to our local transit services

CM provided overview of rural and paratransit services. Explained dispatch process for on-demand rides for both programs. Information given on pending software upgrade that will allow online scheduling from client end. RS and DK provided info on fixed route services including cost per ride. Google maps includes information about route stops & pickup times based on origin and destination. Tracking app through transit no longer available. Additional information about potential for new software program for city transit. Explanation of waiver and MCO Brokered rides provided. SRTS currently contracted with only one MCO transportation Broker (Iowa TotalCare).

### B. Share additional transportation solutions promoted or provided by your agencies

More detail provided about Nights &Weekends voucher program and contracted vendors. Taxi providers and Care-A-Van are private agencies that coordinate with Transit for those services. Passenger uses voucher and transit's funds as raised by the advisory board pay the balance of the actual ride. Care-A-Van does provide door-through-door services for the general public as part of their services.

C. Ask questions about services provided by or through other agencies

JG shared that large international population @ WITCC do not have access to personal vehicle. School has purchased van but not sufficient for serving all those in need. Uber/Lyft are available but not necessary affordable or reliable –few vendors in area.

Some discussion about other rural transit providers for agencies that have extended campuses. Information link for Iowa's transit systems to be sent with Sioux City Transit and SRTS info, along with Ponca Express contacts for Nebraska transpo. Some statewide initiatives to create public transit van pool for areas with specific access-to-employment needs. Some pilot programs are in place. Cost per month varies on distance and number of passengers. More information will be provided as service areas increase.

V. Next Meeting - tentatively scheduled for February 24 or 28 for Transportation Training Day

Information on what is involved with Transportation Training Day. Weather and availability of transit vehicles will determine if rides are available. Most likely will take place at the Martin Luther King, Jr Ground Transportation Center.

VI. Adjourn - meeting closed approximately 10:44am

2. 06/23/20

Meeting Date: June 23, 2020

Virtual Meeting via Zoom

Time: 10:00 am—11:00am

The TAG Meeting was held virtually to minimize exposure to COVID-19. Parties unable to join via Zoom were invited to dial in via conference call.

**Minutes**

I. Introductions

Dawn Kimmel, SIMPCO (facilitator)

Susann Anderson, Parent Partners

Marla Beene, Oak Leaf Properties

Tammy Crouch, Disability Rights Iowa

Kevin Grieme, SDHD

Jeff Harcum, SCTS (via phone)

Julie Johannsen, SCTS

Jeremy Johnson-Miller, IaDOT Mobility & Transit Administrator

Karen Mackey, Sioux City Human Rights Commission

S McDonald (*Organization info not provided*)

Curt Miller, SRTS

Amy Peters, American Cancer Society

Rick Scott, SCTS

Tara Ten Napel, CAAA



Erin Berzina, SIMPCO  
Michelle Bostinelos, SIMPCO

## II. Transportation Planning Updates

MB provided status updates on the RPA Transportation Improvement Programs (TIP), MPO TIP, and Long Range Transportation Plan(LRTP).CM provided vehicle updates for SRTS and discussed COVID protocol as implemented. JH provided an overview of Sioux City Transit, measures to promote social distancing, and vehicle purchase updates. Both Transit agencies reported that Iowa DOT is supplying masks for all drivers in addition to local safety measurements implemented.

**LINKS:** More information about SIMPCOs transportation planning programs and projects can be found under the *Transportation Planning* page under the *Divisions* tab found [here](#).

## III. Spotlight on: Initiating Partnerships Jeremy Johnson-Miller, Mobility & Transit Administrator

JJ-M provided shared a collaboration success story between the Iowa Cancer Consortium (ICC), the American Cancer Society (ACS), and transit operations in Davenport, IA. Due to COVID, the local Ride to Recovery volunteer system has been disbanded. Still needing transportation for those in treatment, the ACS and ICC worked out ride solutions with the local transit provider. Similar opportunities to redirect funds are in place throughout the State. Organizations interested in seeking transportation solutions through partnerships are encouraged to collaborate with similarly focused entities and transit providers.

**LINKS:** The Iowa DOT Office of Public Transit has a website to assist in Trip Planning [here](#).

## IV. Roundtable –

### A. Ask transit... Opportunity to ask questions specific to our local transit services

No questions were asked regarding local transit services or transportation availability.

### B. Share additional transportation solutions promoted or provided by your agencies

JH reported that a MRHD award contributed to the Nights & Weekends Program for use by paratransit certified passengers when paratransit is not in operation. TTN stated that the CAAA Senior Transportation Program is currently on hold as punch tickets as available through the program are not being handled by transit. Single ride tickets as an alternative were not deemed feasible for program management through CAAA. As annual updates are completed, new participants are being added to the list and will be notified when the program is once again in effect.

**LINKS:** Information on the Nights & Weekend Program can be found on the **Sioux City Transit System** Website [here](#) along with Fixed Route and Paratransit information.

### C. Ask questions about services provided by or through other agencies

There were no questions about implemented solutions asked, nor was discussion of common issues brought forward.

V. Next Meeting - tentatively scheduled for October 6, 2020

Next meeting will include a transportation training opportunity if possible. Consideration of social distancing and limiting group sizes will be given. Notice will be provided on date or venue change as applicable.

VI. Adjourn

3. 10/06/20

Meeting Date: October 6, 2020

Virtual Meeting via Zoom

Time: 10:00 am–11:00am

The TAG Meeting was held virtually to minimize exposure to COVID-19. Parties unable to join via Zoom were invited to dial in via conference call.

**Minutes**

I. Introductions

Susan Anderson, Parent Partners  
Marla Beene, Oak Leaf Property Management  
Kevin Grieme, Siouxland District Health Department  
Karen Mackey, Human Rights  
Stacy Schenk, Nebraska DHHS  
Steele Welcher, WITCC  
Julie Johannsen, Sioux City Transit  
Jeff Harcum, Sioux City Transit  
Curt Miller, SRTS  
Michelle Bostinelos, SIMPCO  
Erin Berzina, SIMPCO  
Dawn Kimmel, SIMPCO

II. Transportation Planning Updates

MB provided final overview of 2045 LRTP for the MPO as expected to be completed by November. Public input period November –December with review/discussion/presentation set for December 3rd at 4pm. Zoom link or call to schedule in-person review. Approval scheduled for January.

The MPO is also working on a Downtown Transportation study. That study is examining bike/pedestrian infrastructure, skywalks and one-way/two way conversion.

III. Spotlight on:

- The Long Range Transportation Plan (LRTP) Discussion about the Survey (PPT shown with question/responses)

DK reviewed public input survey & outcomes that are noteworthy in the context of TAG. Public input and review to be held December 3, 2020 to enable more representation from individuals directly affected by our transportation network. No further comments or discussion.

- Mobility in a Pandemic

CM and JH provided summary of continuing efforts by respective transit systems to ensure safe mobility for passengers. Rides slowly increasing but still well-below pre-pandemic usage. JH's information included reference to City mandate to wear masks on public/municipal properties. Masks provided but issue not forced on patrons. SCTS drivers provided with shields; decontamination and prevention protocol in place for both systems. SRTS drivers sanitize high touch points; seats are treated to counter virus.

IV. Roundtable –

A. Ask transit... Opportunity to ask questions specific to our local transit services

JH provided info for SCTS –Continue to maintain protocol, ridership 1/3 of normal flow but creeping back up. Discussion about future of bus systems heading toward battery/electric vehicles. Actively pursuing funding to adapt maintenance and storage with charging capacity. Routes experience ongoing tweaking to accommodate ridership fluctuations including employer involvement on workforce transport. Interest in sponsored or private-owned shelter at some locations.

For SRTS, thirteen buses added to service this year with 2 accessible minivans for distance & Medicaid trips (Rochester, etc.). Access to Care, actively contracted with SRTS for passenger rides, is in the process of assuming all waiver rides. CM provided update on new SRTS facility slated for opening in 2023.

B. Share additional transportation solutions promoted or provided by your agencies

No comment or discussion brought forward.

C. Ask questions about services provided by or through other agencies

No comment or discussion brought forward.

V. Next Meeting - tentatively scheduled for February 4, 2021. Consideration will be given for transportation training day options.

VI. Adjourn

4. 04/06/21

Meeting Date: April 6, 2021

Time: 10:00 –11:00am

Location: To minimize exposure to COVID-19, limited space available at SIMPCO Conference Room. Please contact me directly @ [dkimmel@simpco.org](mailto:dkimmel@simpco.org) to reserve a seat. Meetings will be accessible via Zoom. **Please note: Masks are required for in-person attendees.**

Login Info will be sent via email. Please save it to your calendar. To check for updates or download Zoom, visit [here](#) prior to the meeting date.

## Minutes

### I. Introductions

#### In-person:

Jeff Harcum, Transit Operations Supervisor, SCTS  
Erin Berzina, Regional Planning Director, SIMPCO  
Dawn Kimmel, facilitator, SIMPCO

#### Via Zoom:

Susann Anderson, Parent Partners  
Rick Scott, SCTS  
Julie Johannsen, SCTS  
Karen Mackey, Sioux City Human Rights Commission  
Brenda Miller, Plains Area Mental Health Center  
Shawna Kalous, CCBHC Project Evaluator, Plains Area Mental Health Center  
Marla Beane, Residential Services Director, Oakleaf Property Management  
Curt Miller, SRTS & SIMPCO

### II. Transportation Planning Updates

EBerzina provided an update on SIMPCO Transportation Planning Projects including an accessibility project partnership with Siouxland District Health Department intended to identify and address accessibility issues in a corridor representing a high population of persons over 60, and/or disabled, and/or low income. Issues identified during the initial assessment include bus stop accessibility (especially with COVID-related variations in boarding points), sidewalks, crosswalks, and other potential barriers to service attainment. The project, funded through Iowa Department of Public Health, is continuing to assess and address issues by partnering with multiple agencies and seeking funding opportunities to provide updates here possible.

### III. Spotlight on:

- A. Federal & State COVID Legislation
- B. City transit – Comprehensive Operations Study

DKimmel provided a brief reminder that despite a reduction in local and state COVID-related restrictions, Transit and other Federally-funded services continue to require masks, social distancing, and other safety protocol as mandated through the USDOT.

JHarcum provided information about a pending Transit Operations Study. The last comprehensive study was completed more than 10 years ago and resulted in a transition from a “flag down” system with non-defined stop points to the current hub and spoke system including 10 designated routes with scheduled stops. A number of service-related considerations will be assessed through the study including potential expanded and same-day on-demand services approach to accommodate some non-fixed route stops. Cost

considerations of varying service changes will be included. The Request for Proposals is being prepared for distribution. Updates will be provided as available.

#### IV. Roundtable –

- A. Ask transit... Opportunity to ask questions specific to our local transit services
- B. Share additional transportation solutions promoted or provided by your agencies
- c. Ask questions about services provided by or through other agencies

Participants were invited to ask questions or provide updates on services through their respective organizations. No information was presented for sharing.

A request was made for more information regarding VIA. EBerzina committed to send an update through email.

JHarcum stated that the final term of the five-year agreement between SCTS and SRTS for dispatch of Paratransit services has been agreed upon effective July 1, 2021. This continues a long-term collaboration between SRTS and SCTS. The Transit Services Study will further assess the services affected through the collaboration.

CMiller provided that Siouxland Regional Transit System (SRTS) ridership is continuing to increase toward pre-COVID numbers. Protocols still in place. No notable changes or issues needing attention at this time.

V. Next Meeting - tentatively scheduled for October 5, 2021

VI. Adjourn meeting closed at approximately 10:22 am.

### 5. 10/05/21

Meeting Date: October 5, 2021

Time: 10:00 –11:00am

Location: SIMPCO Conference Room. Meetings will be accessible via Zoom.

#### **Minutes**

##### I. Introductions

###### **In Attendance:**

Jeff Harcum, SCTS Erin Berzina, SIMPCO Dawn Kimmel, SIMPCO – TAG Facilitator

###### **Attending via Zoom:**

Curt Miller, SRTS / SIMPCO

Susann Anderson, Parent Partners

Marla Beane, Oakleaf Apts Resident Coordinator

JoAnn Gieselman, Growing Community Connections/SHIP

Shawna Kalous, Plains Area MHC

Brenda Miller, Plains Area MHC

Dawn Sickelka, DCAT

Callie Swanson, Parent Partners

## II. Transportation Planning Updates

A brief update was provided by EBertzina on continuing work along the Wesley Parkway and Hamilton Blvd corridors.

## III. Spotlight on:

A. TSA Mask Mandate for use on transit grounds and buses remains in effect through January 18, 2022

### B. City transit – Comprehensive Operational Evaluation

JHarcum provided an overview of a planned Comprehensive Operational Evaluation for SCTS. SRF of Omaha recently contracted to conduct the evaluation. Highlighted components include: services, adequate/inadequate, range of mobility options, fixed route and paratransit supplement potential with Lyft/Uber, etc. as means to enhance services with accessibility considered, busing service models in tech, refining business service plan, implementation planning, public input, and more.

## IV. Roundtable –

### A. Ask transit... Opportunity to ask questions specific to our local transit services

Morningside “Day of Service” student participants conducted en-route surveys for SCTS. Results reinforced known interests in longer service hours, quicker loop times. Survey responses are file and available for review upon request. Last evaluation was 10 years or more prior. Hope to support implementation of new tech options and service improvements.

SCTS has 8 new buses equipped with programmed stop announcements. Plan in place to add intel to existing 20 buses to pin location opportunities to better time out trips. Current practice is paper documentation record as tracked by drivers.

SCTS has submitted a proposal for a new maintenance and storage facility in preparation to conversion to electric fleet. Changes are extensive and new facility is more cost effective than modifying existing facilities. Funds are based on Section 5339 availability for buses/bus facilities.

SRTS overview was provided by CMiller. Fleet includes 15 new vehicles with 8 additional planned for next year. Most of the fleet was attained post-2016. There are 35 drivers currently on staff, down from 60 pre-COVID. Ongoing efforts are in the works to fill positions. Request made to refer driver applicants.

The new SRTS facility increases inside storage capacity, office space, and maintenance areas. Move in is planned for fall of 2023.

SRTS ridership has improved to about 85% of its capacity pre-COVID showing significant increases this year.

SIMPCO noted that the FAST Act Transportation bill has been extended for 30 days pending new federal legislation.

**B. Share additional transportation solutions promoted or provided by your agencies**

BMiller shared that transportation for clients in their 13-county service area has been an issue. Have tried to work with Via to meet demand but efforts have been unsuccessful. DKimmel committed to relaying available service provider information.

MBeane indicated that residents at her Sioux City complex have not had any reportable issues/concerns particularly through Medicaid funded SRTS rides. Akron has more transportation problems. Residents tend to rely on friends in town, out of town efforts particularly challenging. A resident has used CAAA funds to assist in unexpected transpo cost for post-surgery care and that supports that are in place have been pretty effective.

**C. Ask questions about services provided by or through other agencies**

No information about existing programs was shared beyond what was in context of other discussion.

V. Next Meeting - tentatively scheduled for February 10, 2022

VI. Adjourn

**6. 04/07/22**

Meeting Date: April 7, 2022

Time: 10:00 –11:00am

Location: SIMPCO Conference Room. Meetings will be accessible via Zoom.

**Minutes**

**I. Introductions**

**On-site:**

Jason Allen –SCTS

Jeff Harcum –SCTS

Brian Pearson –SRTS

Erin Berzina–SIMPCO

Curt Miller –SRTS/SIMPCO

Dawn Kimmel –facilitator, SIMPCO

**Zoom attendees:**

Susann Anderson –Parent Partners Program

Marla Beane –Oakleaf Properties (Shire & Akron)

Melinda Brown, Cherokee Chamber of Commerce

Jen Derby –Parent Partners Program

Kevin Grieme –SDHD

Julie Johannsen -SCTS

Brian Lake -SCTS  
Katie Roberts –Siouxland Community Foundation

## II. Transportation Planning Updates

EB reported that SIMPCO is working on Sioux City Transit route and stop updates. Several annual plans in the works that include basic transit and transportation network updates.

## III. Spotlight on: SCTS & SRTS

Due to additions in staffing for SCTS and pending additions to SRTS service area, TAG spotlighted new representatives in both SRTS and SCTS operations. BP discussed SRTS efforts to extend door-to-door on-demand service to unserved areas in Dakota County, NE. Planned coverage will meet needs for passengers outside the SCTS service area in Dakota Co.

JH introduced Jason Allen as the new Transit Operations Supervisor for SCTS upon JH's retirement. JH provided info on the SCTS Mobility Study and service evaluation. Several considerations re: system "tweaks" and potential of alternative services are part of the evaluation process. SCTS continues efforts to improve employer supports for service. Van Pool opportunities are being discussed as means of resolving some unmet needs (outside of regular hours of operation). SCTS is planning transition to electric fleet as part of requirements under federal funding supports. Current legislation weighs heavily toward eco-minded operations(move from low emission to zero emission platforms).SCTS still seeking funding for new facility. Current is not adaptable for electric fleet and related changes.

CM provided info on new SRTS facility. Groundbreaking ceremony set for 4/22. New building will house SIMPCO and is adjacent to an Iowa DOT facility. Move in planned for Sept 2023. SRTS also diversifying fleet. More vans instead of new buses. Vans are wheelchair accessible and effectively address efficiency in distance trips. Software upgrades are in progress to improve dispatch efficiency.

## IV. Roundtable –

- A. Share additional transportation solutions promoted or provided by your agencies
- B. Ask questions about services provided by or through other agencies

DK provided info on Connections Area Agency on Aging Transportation Program and Community Benefits (for medical trips) Program.

JH reminded attendees of programs for free and reduced fares through SCTS including kids riding free through summer months and Disabled veterans access to free rides. Both programs require a sign-up process. SCTS Nights & Weekends program still active. Paratransit certified passengers can purchase vouchers for a flat rate to allow for transport outside of SCTS hours of operations. Several vendors accept the vouchers. The balance of the fare is paid through the Nights & Weekends program donations.

MBeane shared experience of one of her residents who has not had success on several attempts to attain medical care. Trips are scheduled up to one month in advance through transportation broker (Medicaid/Medicare/waiver),but providers are only contacted one day in advance when buses are typically full. Especially an issue with distance trips as several



changes must be made to accommodate new rides. Attendees were encouraged to continue submitting complaints through proper channels since state-guided process is ineffective. SRTS said passenger can call dispatch to let them know of pending ride so they can keep an eye out for it. May book space up to 2 weeks in advance directly with dispatch. DK committed to sending out transit services and contact info (NOTE: sent via email 4/22 to all TAG lists).

V. Next Meeting - tentatively scheduled for October 6, 2022

VI. Adjourn – meeting adjourned @ 10:38

## 7. 11/03/22

### SIMPCO TAG Mtg Notes

November 3, 2022

Start: 10:03 AM. The meeting was recorded via Zoom.

#### **Minutes**

##### I. Introductions

Susann Anderson – Parent Partners (Iowa Children & Families)

Kevin Grieme – Siouxland District Health Department

Brian Pearson – Siouxland Regional Transit

Erin Berzina – SIMPCO

Dawn Kimmel -- SIMPCO

##### II. Transportation Planning Updates

EB provided an update on transportation planning. TIP process is beginning this month with project applications being prepared. A public input meeting for the Gordon Drive viaduct is scheduled for November 15 from 5-7 PM at the Sioux City Convention Center. All are encouraged to stop in and provide input on infrastructure plans. Existing bridge severely deteriorated and rather unsafe for pedestrian crossings.

##### III. Spotlight on: Transit Training (for established project partners)

DK provided information on a project collaboration with SDHD focusing on Physical Activity Access and healthy food access for seniors in low income census tracts. This year's funds are expanded to include persons with disabilities and specific apartment complexes hosting HUD programming. Transit raining was introduced in last year's efforts and is continuing with residents at Shire Apartments and Martin Towers.

##### IV. Roundtable –

###### A. Share additional transportation solutions promoted or provided by your agencies

BP provided an update on SRTS, paratransit, and some info on behalf of SCTS system changes. SRTS in the process of establishing a van pool collaboration with area industries to address transportation needs for shift workers and those employers outside of the immediate

SCTS service area. Public bid is set for 11/18 with service expected to start in early 2023. Availability will be employer-based with each vehicle hosting 7-15 employees including the driver. The program will carry SRTS branding.

With a recent mobility study completed, SCTS is implementing some changes one route at a time. First, the airport route is being split into 2 routes. The airport will now be route 11. Rt 6 is now Singing Hills. Rt 11 is an outlying connector and will not stop back at the MLK Jr transfer center. Also addressing findings in the study, routes will run 1 hour longer for a 90 day period beginning November 14th through February 14, 2023.

DK reminded attendees of Connections Area Agency on Aging's Senior Transportation Program providing ride tickets for seniors aged 60 and over through a number of local transportation providers. Those interested can contact CAAA at 712.279.6900 for more information.

Question asked regarding changes to Sioux City Transit routes extended service time – is that all routes or just the new airport route? **Confirmed after the meeting:**

1. New route 11 serves the airport and is a connector to the Rt 6 Singing Hills line. The transfer point is at the Singing Hills Walmart. A shelter will be installed.

2. All SCTS routes & paratransit will be extended one hour until 7pm, Monday through Friday. Saturdays will **not** be extended at this time.

3. There is not an in-time bus locator in place at this time.

B. Ask questions about services provided by or through other agencies

No other updates/info provided.

V. Next Meeting - tentatively scheduled for March 2, 2022

VI. Adjourn

Approximately 10:35 AM

## 8. 03/02/23

DATE: March 2, 2023

TIME: 10:00 –11:00am

IN-PERSON: SIMPCO Conference Room. Meetings will be accessible via Zoom.

### Minutes

Meeting opened at 10:12 with a statement of TAG's purpose which is to increase the mobility options of individuals with disabilities, low-income families, and older adults through coordination of Health and Human Services providers, private transportation providers, transit agencies, and local governments.

## I. Introductions

Jason Allen, SCTS  
Brian Lake, SCTS  
Kevin Grieme, SDHD  
Brian Pearson SRTS/AIMPCO  
Terri Binneboese, United Way  
Amber Searls, Parent Partners Program  
Susann Anderson, Parent Partners Program  
Dawn Kimmel, SIMPCO

## II. Transportation Planning Updates

- Transportation Improvement Program (TIP) process in progress with approval pending this afternoon
- North Sioux City submitted an application for SD 5310 Application to add bus shelters to 3 bus stops on or near Derby Ln. Public Participation Program (PPP) has been updated and is nearly completion.
- IDPH Physical Activity Access for Seniors project is continuing with inclusive walk audit in the spring and transit training with project partners.

## III. Spotlight on: Service Changes & Implementations – What’s next?

SCTS has been in the progress of implementing changes resulting from the outcome of their services study that concluded last year. SCTS Driver Supervisor Brian Lake provided an overview of those changes and what is still in the works. Several routes have been updated, some with major changes to improve flow and service. Updated route maps are available online in under transit’s Route Schedules & Maps tab found here: <https://www.sioux-city.org/government/departments-q-to-z/transit/all-route-schedules>. Some will have adjustments before becoming finalized. Dispatch can be contacted to assist in navigating the system, especially to clarify changes.

Jason Allen, Transit Operations Supervisor, shared that there is a current opening on the Transit Advisory Board and encourage attendees to consider serving. Transit is considering options for a mobile fare system upgrade accommodating cash, no bank card, and digital pay options. Transit is pursuing funding for a new maintenance facility. Updates will be provided as available. SCTS is reaching out to Mall management to cooperatively address snow clearing and bus stop condition-related issues presently a concern for some passengers. No longer stopping at building – new location near Wells Fargo access drive area.

Questions re: extended service hours and applicable routes. Extension to 7pm was temporary provision and that has concluded. Hours of operation revert to 6am – 6pm Monday through Friday, with one hour later start on Saturday.

SRTS info from Brian Pearson – addition of new Medicaid provider for contracted services for Iowa Medicaid passengers. Vanpool contract under negotiation including service collaborations with companies including but not limited to Tyson and Seaboard Triumph to accommodate shift work schedules. Relocation to new building still on schedule for fall 2023. Looking into new technology options to improve dispatch systems.

#### IV. Roundtable –

A. Share additional transportation solutions promoted or provided by your agencies

B. Ask questions about services provided by or through other agencies

On behalf of Connections Area Agency on Aging, SIMPCO provided info on CAAA's Community Transportation Program and Community Benefit Fund (providing one-time assistance for individuals residing in in the Mercy One service area for access to medical care). Call CAAA for more information 712.279.6900.

SIMPCO's Public Participation Plan update in progress documenting process taken to ensure equitable public input in planning projects. Include MPO, RPA, SRTS, and all facilitated projects.

Participants were encouraged to contact SIMPCO at [dkimmel@simpco.org](mailto:dkimmel@simpco.org) if they have any questions about what was reviewed. No further discussion.

V. Next Meeting - tentatively scheduled for October 5th, 2023

#### VI. Adjourn

##### Key links and resources:

SRTS - <https://simpco.org/divisions/siouxland-regional-transit-system/>

SCTS - <https://www.sioux-city.org/government/departments-q-to-z/transit> (trip planner)

<https://www.sioux-city.org/government/departments-q-to-z/transit/all-route-schedules>

(route info including changes and updated maps and stop info)

#### 9. 10/10/23

**Purpose:** To increase the mobility of individuals with disabilities, low income individuals and older adults through the coordination of Health/Human Service Providers, Private Transportation Providers, Transit Agencies, and Local Government.

##### Minutes from October 10, 2023

Location: SIMPCO Training Room, 6401 Gordon Drive, Sioux City IA 51106

Virtual option provided via Teams

##### I. Introductions

Jason Allen – SCTS

Brenda Berens – SRTS

Terrie Binneboese – United Way

Kevin Grieme – Siouxland District Health Dept

Brian Lake – SCTS

Brian Pearson – SRTS

Ryan Brauer – SIMPCO

Dawn Kimmel – SIMPCO

Susann Anderson – Parent Partners (via Teams)

Rebecca Burns – Ida County Public Health Coordinator (via Teams)

## II. Transportation Planning Updates

RB provided an update on several transportation funding programs (TIP, TAP, STBG, and CRP) in progress with new application cycles about to open. Introduction of program basics provided for CRP with note that details are still being determined. A designated portion of available funds must be attributed to the CRP. Discussion included potential eligibility for CRP as framework for program is open for interpretation at this time. Funding may extend to transit, trail, bicycle, and pedestrian improvements as they are carbon reduction opportunities. More information will be provided as details are determined at the federal and state levels.

## III. Spotlight: SCTS

### A. Route changes

JA and BL provided overview of route changes as completed. Discussion about frequency of route changes/adjustments held. Periodic changes due to fluctuations in use and/or new destinations may have an impact. Morningside University Students conducted a survey on board transit buses on their annual Day of Service in the community. Feedback was not summarized yet but will be shared when available.

Additional needs for evening and overnight service to accommodate shift work is a known need. SCTS (and SRTS) are continuing efforts to work with employers to effectively operate a van pool program. In addition to manufacturing/production lines, long-term and full care facilities with varied shifts are also trying to work out transportation accommodations.

Mobile fare payment options have entered the bid process with responses currently under review. Final presentations from vendors are set. Eventual implementation of mobile fare system will allow for improved in-time route information and volume per route and stop details.

### B. Mapping updates

SIMPCO is working with SCTS to update route maps available online. An interactive online version is expected to be posted soon allowing passengers to zoom in on specific bus stops for estimated stop time and direction of service (inbound or outbound).

Discussion was held regarding accessible formats of route maps. Large print maps will be available upon request. JA is working with the Iowa Department for the Blind to produce Braille brochures and to consider potential of tactile maps.

The large route map currently on display at the MLK Center will be updated with new route information, anticipated to be ready within a few weeks.

### C. Videos – How to....

A project with SDHD and SIMPCO resulted in the creation of four training videos centered on facilitating the use of transit. Video links are provided for reference. The four videos in the series are:

1. How to Get a Reduced Fare at Sioux City Transit
2. How to Plan a Trip Using Sioux City Transit
3. How to Ride Sioux City Transit
4. How to Secure Your Bike on a Sioux City Transit Bus Rack

All the videos are located on the SDHD YouTube channel in a playlist titled Sioux City Transit How To Videos and they are also embedded on various Sioux City Transit pages on the City of Sioux City website.

Other SCTS updates provided:

Mall stop near Wells Fargo is designated with a shelter and bollards in place for protection of those waiting for the bus. The mall management team covered the cost and installation of the bollards.

SIMPCO and SDHD are partnering on a grant application to fund bus stop cubes – an inexpensive, not-necessarily-permanent seating option that can be implemented on a trial basis at key bus stops (which have yet to be determined).

#### IV. Roundtable

An update for SRTS was provided by BL stating that 8 full size vans are in production as funded through DOT allocations. Once received, at least one will go through conversion to accommodate wheelchair. Vans provide flexibility in staffing as a CDL is not required.

SRTS is continuing a partnership with Enterprise Commute pending employer commitment to van pool efforts.

Dispatch is in the process of reworking communication practices.

##### A. Ask transit

Discussion was held about frequency of use at particular stops. Implementation of mobile fare system will enable accurate tracking of stop and route volume and is among the considerations assessed in determining which system to purchase.

##### B. Share

DK shared on behalf of Connections Area Agency on Aging that the Community Transportation Program for seniors is still in place providing a set amount of rides per month by SCTS, SRTS, or designated taxi provider. Also, limited amount of funds still available through Community Benefit Fund for one-time or transitional assistance for access to medical services. While hosted by CAAA, program is open to anyone needed transportation assistance for one-time or transitional medical care.

##### C. Ask questions about services provided by or through other agencies

SCTS shared that expense to extend route by one hour across fixed route system is an annual cost of \$350,000. Expectation is that implementation of mobile fare system will help determine areas where extended service may be appropriate and to further assess potential

for on-demand service on smaller scale outside of regular hours. Van pool and other employee-centered benefits are dependent on employer collaboration which is presently lacking.

V. Next Meeting - tentatively scheduled for February 6, 2024

VI. Adjourn

Public input as included in this Plan reflects TAG discussion, however, a survey was distributed as means of extending the public input opportunity. The TAG distribution list served as primary means of distribution. That list is included in the appendix for reference. Staff attended several community meetings throughout the region to expand awareness of the input opportunity. Community Planning committees that focus on stability for seniors and/or families and children were identified as key representatives of target demographics when assessing transportation and related barriers. Following a list of meetings attended and brief description of the general intent of the given meeting/committee.

#### B. Accessibility-Based Community Input Meetings

SIMPCO has partnered with Siouxland District Health Department for several years for a project funded through Iowa Health and Human Services (IHHS) formerly Department of Public Health (IDPH) working with seniors to determine what barriers prevent them from accessing public spaces as well necessary health and food amenities. A large portion of these ongoing discussions includes transit concerns. The project has incorporated transit training opportunities as an action taken to improve perception and familiarity with transit. Findings from this project are included within Sections 3 and 4 of this Plan. Following are the dates of Community Input meetings and Transit Training activities as occurred during this planning period.

1. Century II Apartments – transit training (09/16/22)
2. West Park Apartments and Centennial Manor Apartments – transit training (10/13/22)
3. Shire Apartments – community accessibility discussion (12/5/22), – transit training (5/24/23), demo ride-along (5/31/23)
4. Martin Towers – transit training (4/20/23), demo ride-along (4/27/23)

#### C. PTP Mobility Survey Prompts/Presentations

1. Community Planning Meeting (regional)
  - To identify or prioritize any current needs in our communities.

- Develop a proposal or plan to address those needs.
- Use our collaborative strength to implement support.

## 2. Ida County Community Alliance – ICCA focus areas:

- Promote Healthy Living
- Prevent Injuries and Violence
- Prevent Epidemics and the Spread of Disease
- Protect Against Environmental Hazards
- Prepare for, Respond to, and Recover from Public Health Emergencies,
- Strengthen the Health Infrastructure
- Health & Wellness/Physical Activity/Fitness programs

## 3. Ida County Planning Council

Group focus: Children and family services providers, program coordination for mutual benefit including but not limited to child care supports for providers, education curriculum for students and parents, collaborative grant opportunities, access to services.

9/19/23 SIMPCO staff attended via Zoom. Provided overview of PTP, requested survey participation from attendees on behalf of organization as well as those receiving services. Included invite to join TAG.

## 4. Cherokee County Planning Council

Group focus: Children and family services providers, program coordination for mutual benefit including but not limited to child care supports for providers, education curriculum for students and parents, collaborative grant opportunities, access to services.

9/14/23 SIMPCO staff attended via Zoom. Provided overview of PTP, requested survey participation from attendees on behalf of organization as well as those receiving services. Included invite to join TAG.

## 5. Plymouth County Health Planning Committee

9/22/23 SIMPCO staff attended meeting and presented information about the PTP, and significance of participation in the survey as it relates to improving access for program beneficiaries. Included invite to join TAG.

## 6. Thriving Families Safer Children

- Identify the cultural Child Care need
- Train parents to ensure children are in a safe environment and engaged in quality child care



11/20/23 SIMPCO staff attended meeting via Zoom and presented information about the PTP, and significance of participation in the survey as it relates to improving access for program beneficiaries. Included invite to join TAG.

#### 7. Healthy Siouxland Initiative/Growing Community Connections

Focus: "GCC exists to connect people and organizations and empower everyone to support the children and families in our communities. Our goal is to maximize the potential that lies within everyone so that families and communities can thrive! (Birth to Rocker!)"

HSI is a collaborative community planning effort led by Siouxland District Health Department and comprised of many community partners.

8/22 & 11/2/2023 Survey link and information shared included in monthly e-newsletter of "Hot Topics";

10/11/23 Invites sent via email

10/12/23 Info & invites shared on behalf of SIMPCO at meeting

11/9/23 Invite to complete survey and link shared during meeting. Included invite to join TAG

.



## **SECTION TWO: Inventory and Area Profile**

### **2.1 INVENTORY**

At times, various health and human service agencies and organizations provide transportation or transportation supports to clients outside of what is available through public transit and private transportation providers. To determine vehicle inventory and potential capacity to coordinate transportation resources, the PTP process involves broad outreach to such agencies and organizations within the planning areas providing either transportation and/or health and human services. The Siouxland Mobility Survey, as distributed October 2023, served as primary means of data collection regarding current transportation supports and services as available. The online survey (see Appendix B) was used to collect information for analysis and inclusion in this Plan.

The survey remained open through December 2023 for the Iowa, Nebraska, and South Dakota areas within the MPO in addition to all areas represented by the SRTPA. As many human services systems provide tri-state care, health/human service providers, private transportation providers, and related facilities from all three member states were invited to complete the survey. The survey was directly emailed to 93 individuals representing 71 agencies. The survey had 36 respondents, showing a return rate of about 39%. Many agencies and organizations have multiple programs with offices/services in more than one state. Most responding agencies, especially those in the Metro area, serve clients from Iowa, Nebraska, and/or South Dakota.

Following is a brief summary of those organizations/agencies/businesses that responded to the surveys. It is important to note that data provided may not demonstrate precise consistency between organizations, as interpretation of questions may vary by organization. In some circumstances, more than one response from a given organization may have been received and considered within the analysis of data. In analysis, consideration of individual response was given within the context of each response. A list of all available health/ human service agencies, transit agencies, government agencies and known 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/Regional Planning Affiliation (RPA) planning area.

#### **2.1.01 Responding Agencies and Organizations**

The online Siouxland Mobility Survey was posted in October 2023 and promoted to area agencies and organizations of a means of uniformly collecting data on transportation

availability throughout the region as well as barriers and needs experienced by served populations. Public transit and private transportation providers were invited to participate. A survey link was emailed to all TAG members and the full distribution list of available contacts. A listing of agencies and organizations included in the TAG distribution list is included in Appendix A. Invitations to take the survey were extended through community planning meetings and their relative contact lists. Those email addresses were not recorded unless provided within survey responses as indicated for future contact. Through November 2<sup>nd</sup>, 36 online surveys were submitted. One set of responses was provided in person. Postings of the survey link were accompanied with a description of TAG, the PTP, the purpose of the survey, and contact information to request a paper or verbal questionnaire. While the quantity of response is less than previous versions of the PTP, the diverse representation of serviced populations was well covered.

The following Section under *Inventory* summarizes the responding agencies and respective highlighted services, needs, and barriers as indicated through the survey process. Responses are grouped by the state hosting the administrative offices however it is important to note that most agencies, except those exclusively operating under state funds dedicated for resident services, serve residents in the tri-state area as a whole.

### *Tri-State & Iowa-based Respondent Summary*

1. Boys & Girls Clubs of Siouxland <https://bgcsiouxland.org/>

The mission of the Boys & Girls Clubs of Siouxland is to inspire and enable all young people, especially those who need us the most, to reach their full potential as responsible, caring and productive citizens. Services include after school programs and activities and a Summer Day Program with provision of snacks and meals. The Club offers youth a safe place to learn and grow while developing ongoing relationships with caring, adult professionals through life-enhancing programs and character development experiences. The club provides age appropriate activities to nurture hope and opportunity. Office hours are M-F 8am-5pm while program hours are Monday through Friday 3:00pm to 7:30pm during the school year and 7:30am - 5:30pm for the summer operations.

Transportation is available for program participants and is dependent on enrollment and school location for after school pickup. Each vehicle may be used for multiple pickup routes from elementary, middle, and high school locations respectively using scheduled end of day times to dictate routes. Vehicles are also used for transportation from the centers for field trips and other program outings.

Transportation needs identified through Club responses include information on what is available, Affordable transportation, Service expansion to more areas, and Expanded schedule of availability.

2. Center For Siouxland - Bridges West <https://centerforsiouxland.org/housing-for-the-homeless/>

Bridges West Transitional Housing Program falls under services through the Center for Siouxland. It helps homeless families and individuals rebuild their lives. A 22 unit facility provides safe, temporary housing to participants for up to 24 months. Participants work with an on-site case manager to resolve the issues that led to their homelessness, and to create a customized plan to exit the program to their own permanent housing. Business hours for staff is varied and program participants can remain in program supported housing for up to 24 months. Residents without viable means of transportation services are provided prepaid taxi vouchers and bus passes while they are in the program. Bridges West currently does not own any vehicles for transportation services.

Organized in 1975, Center for Siouxland (Sioux City <https://centerforsiouxland.org/>) provide a wide range of human service programs to the area in response to evolving community needs. Formed as a grass-roots collaboration between the Iowa Department of Human Services, United Way of Siouxland, Area Agency on Aging, and YMCA, the Center continues as an innovative 501 (c) 3 private non-profit agency. Center for Siouxland offers programs to help people increase self-sufficiency, become financially stable, and stably housed. IN addition to Bridges West, current programs include: a representative payee program, consumer credit and housing counseling, VITA (Volunteer Income Tax Assistance) tax preparation and filing, and prescription medication assistance. Office hours are from 8:00 a.m. to 5:00 p.m., Monday through Friday.

Transportation needs indicated as “Great Need” include Affordable transportation, Service expansion to more areas, Expanded schedule of availability, Accessible vehicles for people with physical limitations or disabilities, Availability of non-emergency medical transportation to/from local facilities, and Availability of non-emergency medical transportation to/from facilities outside of immediate area. The respondent for Bridges West also indicated a need for transportation option for shift work outside of traditional transit hours of service. Strong agreement for many barriers as listed were acknowledged. Information provided in the response reflected difficulty of multiple stops as a necessity of commuting by transit involving dropping of children at a location other than near the home or workplace, one that is faced by many households without access to a vehicle.

3. City of Sioux City – <https://www.sioux-city.org/community>

Sioux City is located along the Missouri River at the junction of Iowa, Nebraska, and South Dakota, and serves as the center for the metropolitan area. Sioux City's website provides that it has been twice named an All-America City by the National Civic League and serves as a regional hub for business, employment, industry, retail trade, medical care, educational opportunities and tourism in Northwest Iowa, Southeast South Dakota and Northeast Nebraska. Services and amenities accommodate more than 150,000 people live in the tri-state metropolitan area.

One respondent responded to the survey for The City of Sioux City indicating Community Development, Governments Services, and Housing as service provisions. The needs identified as pertaining to these departments include Information on what is available, Affordable transportation, Service expansion to more areas, Expanded schedule of availability, Accessible vehicles for people with physical limitations or disabilities, Improved efficiency standards of replacement vehicles, Established safety/security procedures, and Availability of non-emergency medical transportation to/from local facilities.

Barriers identified on behalf of the City include Access to information on what is available, Limited resources of transportation provider, Too many disconnects between districts/agencies, State and Federal regulations, Limited or no funding for internal transportation program, Lack of appropriate modes (i.e. wheelchair accommodation), No service available at origin/destination address, and Riders and/or transportation providers have inflexible schedules.

4. City of Ute <https://cityofute.com/>

The City of Ute has a population of 338 according to the 2020 Decennial Census. Located Monona County along the Soldier River, Ute lies at the junction of Iowa Highways 141 and 183 and receives public transit service through SRTS. Noted needs for transportation include Information on what is available and Availability of non-emergency medical transportation to/from local facilities. The respondent did not indicate any known barriers for residents. Transportation supports for city staff include city-owned vehicle(s) and Mileage reimbursement.

5. Connections Area Agency on Aging <https://www.connectionsaaa.org/>

Connections Area Agency on Aging (Sioux City office) is affiliated with the national network of agencies on aging and is one of six (6) such organizations serving the state of Iowa. CAAA service area includes twenty (20) counties in western and southwestern Iowa with the Sioux City office overseeing all five counties within SIMPCO's SRTPA planning area. Connections has also been designated as an Aging and Disability Resource Center by the Iowa Department on Aging. As part of the statewide LifeLong Links program, CAAA is able to assist older Iowans, caregivers, persons living with disabilities (age 18+), and veterans in accessing

information and supports needed to remain independent in their communities. Office hours open to the public are Monday through Thursday from 8:00 a.m. to 4:30 p.m. While vehicles are on site for Meals on Wheels deliveries and one for employee transportation for work-related activity, CAAA does not own vehicles for transportation services. CAAA does provide prepaid vouchers/passes for transit provider and contracts with other transportation providers for trip reimbursement through two separate programs. Individuals who are 60 years of age and older are eligible for the agency's senior Community Transportation Program. CAAA Sioux City also administers payments for trips through the Community Benefit Funds program made possible through MercyOne community benefits program. Dedicated funds are intended for one-time and transitional transportation needs for medical attention that may be urgent and may otherwise not be met.

Survey response indicates Different services for each need (no coordination between agencies), Affordable transportation, Service expansion to more areas, and Availability of non-emergency medical transportation to/from local facilities and to/from facilities outside of immediate area as greatly needed. Significant barriers affecting CAAA's program participants include Limited resources of transportation provider, Limited or no funding for internal transportation program, Lack of reliable, competent, available drivers, Demand greater than services available, No service available at origin/destination address, Riders and/or transportation providers have inflexible schedules, and The cost of fuel.

6. Danbury Catholic School <https://danburycatholic.org/about>

Danbury Catholic School is an Iowa Accredited Non-Public School System that serves all denominations. Communities served extend beyond the borders of Danbury reaching into school districts of Anthon, Battle Creek, Correctionville, Holstein, Ida Grove and Mapleton. Busing is available for students to/from most areas with established fee-for-service rates.

Needs as indicated by the school's survey response include Service expansion to more areas and Expanded schedule of availability (of transit service). Also noted as concerns are limited resources of transportation providers and lack of reliable, competent, available drivers.

7. Golden Horizons <https://goldenhorizons.org/locations/ida-grove-ia/>

Golden Horizons is an assisted living community overlooking the town of Ida Grove, Iowa. The grounds include apartments and health care amenities combined for independence of an active and social lifestyle with personal care in a warm, noble setting. Facilities include assisted living apartments, independent living options, and respite care. Golden Horizons offers transportation for its clients in addition to disability services, housing, recreation/fitness, and senior services. Transportation is supported through organization-owned vehicles, mileage reimbursement, and established fee-for-service rates. Golden Horizons has one minivan/SUV.

Clients' needs are greatest in regard to Affordable transportation, Service expansion to more areas, Expanded schedule of availability, Accessible vehicles for people with physical limitations or disabilities, and Availability of non-emergency medical transportation to/from facilities outside of immediate area. Strongly agreed upon barriers are Too many disconnects between districts/agencies, Demand greater than services available, and Riders and/or transportation providers have inflexible schedules. The survey respondent indicated significant frustration regarding access to services hosted in other counties that may or may not be part of the SRTS service area.

8. Gospel Mission <https://thegospelmission.org/>

The Gospel Mission is a nonprofit, non-denominational Christian ministry dedicated to serving the homeless in Siouxland. Services available include Counseling, Emergency Crisis Assistance, Food and/or Clothing, Homeless Shelter, and Religious services. The Gospel Mission hosts a food pantry Monday, Wednesday, and Friday and provides 24/7 shelter with hot meals 7 days a week. Transportation is not among supports available, nor are any agency vehicles noted for employees, volunteers, or program participants. No urgent or great needs were referenced through responses, however general needs include Information on what is available, Different services for each need (no coordination between agencies), Affordable transportation, Service expansion to more areas, and Expanded schedule of availability.

9. Growing Community Connections

<https://www.growingcommunityconnections.com/index.php/growing-home>

Growing Community Connections does not provide programs, it serves to provide a common table for community partners to gather around and collectively address community needs. GCC supports all the organizations and individuals that are directed toward common outcomes. Based in Dakota County, Growing Community Connections is a tri-state organization that exists to connect people and organizations, and to empower everyone to support the families and children in our communities. GCC's goal is to maximize the potential that lies within everyone so that families and communities can thrive "birth to rocker". GCC is a collaborative with Siouxland Human Investment Partnership (SHIP) and Nebraska Children serving as backbone agencies working toward a collective impact. This group consists of about 800 partners with an extensive representation from all three states: private, for profit, not for profit, health and human services, independent family programs, and more. Its membership has varying levels of transportation provision as included in the summary of survey responses. GCC needs indicated from the survey include Information on what is available, Different services for each need (no coordination between agencies), Affordable transportation, Service expansion to more areas, Expanded schedule of availability, Exceptions in vehicle usage restrictions (i.e. special activities), Availability of non-emergency medical transportation to/from



local facilities, and Availability of non-emergency medical transportation to/from facilities outside of immediate area. Many public transportation factors figure as highly significant to GCC served entities.

10. Her Health Women's Center <https://www.herhealthwomenscenter.org/>

With locations in Sioux City and Le Mars, Her Health Women's Center's services include counseling, education, emergency crisis assistance, food/clothing, and medical/dental services. The organization is in operation Monday through Thursday from 8:30 AM to 4:30 PM. The organization does not provide or fund transportation services. However, Her Health Women's Center encourages clients to take public transit.

One survey was completed on behalf of Her Health. The greatest needs identified are Information on what is available and Affordable transportation. Lack of access to information and limited or no funding for internal transportation program are recognized as the more significant barriers.

11. Horn Community Health - Ida County Public Health

<https://idacounty.iowa.gov/detail/public-health-for-ida-county/>

Horn Memorial Hospital contracts with the Ida County Board of Health and Ida County Board of Supervisors to provide Public Health Nursing Services to the residents of Ida County. The mission of Public Health is to protect and promote the health and safety of the community of Ida County by assuring the efficient provision of public health services with care and compassion. This collaborative effort is evidenced in the Ida County Community Alliance monthly meetings.

One set of responses was collected on behalf of Horn Community Health with Availability of non-emergency medical transportation to/from local facilities and Availability of non-emergency medical transportation to/from facilities outside of immediate area being the greatest needs. Statements in strong agreement with recognized barriers are Limited resources of transportation provider and Limited or no funding for internal transportation program.

12. Iowa State University Extension and Outreach

<https://moodle.extension.iastate.edu/>

ISU Extension serves the community through ongoing education and support opportunities including but not limited to food and nutrition education lessons, particularly for people with low income, healthy food preparation practices, and efficient budgeting for groceries. As a source for data and further education, ISU Extension partners with most of the agencies and organizations represented in this Plan.

Responses were received from three ISU representatives indicating the following Great needs: Information on what is available, Affordable transportation, Service expansion to more areas, Expanded schedule of availability, Accessible vehicles for people with physical limitations or disabilities, Established safety/security procedures, Availability of non-emergency medical transportation to/from local facilities, and Availability of non-emergency medical transportation to/from facilities outside of immediate area.

ISU respondents indicated agreement most of the barriers as provided in the survey choices adding that the size of the county and distance from some points (specifically 20 – 30 miles away) to the location of services needed is a significant issue due to lack of options and great expense of those available.

13. Monona County Veterans Affairs <https://mononacounty.iowa.gov/VA.html>

The Monona County Veterans Affairs Office offers assistance for a wide range of benefits to our veterans, service members and their families. This includes Federal and State benefits, as well as temporary county benefits to qualifying indigent veterans and their families. County assistance benefits indicated through survey response for qualified applicants include Food and/or Clothing, Government Services, and Veterans' Services. Office hours are Tuesday and Wednesday from 8:00 AM – 4:30 PM and Thursdays from 8 – noon.

Transportation is not a direct provision, nor are any supports specified. The most significant transportation need identified is Service expansion to more areas. Omaha for medical treatment is specified as an area of needed access. Prevalent barriers include Limited resources of transportation provider, Too many disconnects between districts/agencies, Limited or no funding for internal transportation program, Lack of appropriate modes (i.e. wheelchair accommodation), Demand greater than services available, and No service available at origin/destination address.

14. Sioux City Community School District <https://www.siouxcityschools.org/page/our-district>

As the third-largest provider of public education in Iowa, the Sioux City Community School District exists to educate students to believe in their talents and skills, achieve academic excellence, and succeed in reaching their full potential. The district offers educational services for all grade levels throughout the Sioux City area. The district's business hours are 6:00 a.m. to 5:00 p.m., Monday through Friday. SCCSD hosts bus transportation for eligible students by way of 6 full routes. To supplement rides and to accommodate additional needs, SCCSD contracts with private and public transportation providers. The vehicle inventory is not specified but contains several buses of varying sizes and capacities. Not all buses are ADA accessible, however this need is met through other contracted services.

SCCSD allows students to experience boundless opportunities at every grade level with more than 15,000 students and nearly 2,500 teachers and staff in 22 schools. The district represents significant diversity in race, ethnicity, socioeconomic status, and many other measures.

Transportation needs as identified by the SCCSD include Service expansion to more areas, Expanded schedule of availability, Accessible vehicles for people with physical limitations or disabilities. SCCSD also indicated that enhanced transit technology such as: electronic fare card, real-time schedules, GPS, Wi-Fi has the potential for significant impact.

#### 15. Sioux City Transit System

The Sioux City Transit System provides fixed route and complimentary paratransit service for Sioux City (IA), South Sioux City (NE), and portions of North Sioux City (SD) and Sergeant Bluff (IA). A recipient of federal (as allocated through the state) and local funds, farebox collection accounts for nominal operations funds. The vehicle inventory for SCTS is included in the Public Transit discussion later in this section of the Plan. All vehicles are ADA accessible with access point and capacity for wheelchairs and similar mobility devices varying by vehicle. Standard fare structure is as shown in table 2.1-1 under the Public Transit heading in this section (see page 41).

Paratransit service is available for certified individuals for door-to-door transportation. Vehicles and operation expenses are part of the SCTS fleet and budget. Operations including dispatch, coordination of trips, staffing, driver scheduling, and vehicle maintenance scheduling is contracted through a third party provider. Rides are \$3.60 per one-way trip, in accordance with federal guidelines.

Though funding constraints limit ability to respond with immediately available sources, needs identified by SCTS through responses in the survey include Service expansion to more areas, Expanded schedule of availability, and Accessible vehicles for people with physical limitations or disabilities. A more detailed summary of SCTS services follows in the *Public Transit* portion of this section.

Respondents on behalf of SCTS indicated need in several areas with Affordable transportation, Service expansion to more areas, and Expanded schedule of availability being the greatest of those needs. Barriers recognized by system representatives include State and Federal regulations, Limited or no funding for internal transportation program, Lack of reliable, competent, available drivers, and Stigma related to riding the bus.

#### 16. Siouxland Community Health Center <https://www.slandchc.com/>

From Siouxland Community Health Center's website:

Siouxland Community Health Center (SCHC) is a Federally Qualified Health Center (FQHC) and nonprofit organization. Located in Sioux City, Iowa, SCHC was founded as a collaboration between local hospitals UnityPoint and MercyOne Siouxland Medical Center. Through this collaboration, federal Health Center Program grant funding was secured to open a clinic to address the unmet healthcare needs of those most underserved within the community. Siouxland Community Health Center served its first patient in 1992, beginning as a small clinic with 12 staff. Today, with three locations and a workforce of over 350 employees, SCHC offers a wide array of services and continues to grow.

Four surveys were submitted on behalf of SCHC. Collective responses were at times contradictory leading to the assumption that each department or service program has varying capacity for transportation assistance. In addition to Medical/Dental services, SCHC programming includes counseling, food and/or clothing, education, emergency crisis assistance, case management, HIV services, and substance use treatment.

One respondent indicated that organizational transportation supports are limited to assistance, acting as a payer of last resort in urgent/emergent circumstances exclusively. Reflecting differences in departmental resources, the collective responses for transportation supports include the following.

- Agency/Organization-owned vehicle transportation
- Contract to other transportation provider
- Fixed amount fuel cards
- Mileage reimbursement
- No transportation provided
- Prepaid vouchers/passes for transit provider
- Others as specified
  - Monthly bus passes
  - 1 and 6-ride bus passes
  - assisting with Jefferson Lines costs to out-of-town appts
  - Taxi Vouchers

Among SCHC responses, great need was indicated at least once for nearly all options listed for consideration. See complete survey in the appendix for reference. One emphasized lack of bus stops in key areas such as the Business Hwy 75 N area with multiple trailer home parks and Dakota Dunes where specialty services are housed. Barriers indicated are also reflective of all areas noted with the exception of the safety of vehicles and safety/security concerns for

drivers/riders. Response for these two items were split with strong agreement by two and disagreement or not applicable by the other two.

17. Siouxland District Health Department

<https://www.siouxlanddistricthealth.org/about-us>

The Siouxland District Health Department (SDHD) works to build a healthier community through improved access to health services, education and disease prevention. SDHD's services are centered on public health services, economic development, and home visitation for children. SDHD's hours of operation are from 8:00 a.m. to 4:30 p.m., Monday through Friday, with one Saturday per month scheduled for WIC/Childhood vaccinations. SDHD does own vehicles for internal transportation services including five or more sedans, and four other vehicles designated for assigned environmental services staff for: food establishments/any place serving food for sale; foodborne illness investigations; public swimming pools/hot tubs; staff education; [and to] attend meetings. In addition to agency-owned vehicles, SDHD provides transportation support through mileage reimbursement, Established fee-for-service rates, and (Other) Client transportation to Medicaid medical provider - many social service/support services/agencies. Rides to pick up medications. Transportation for social support meetings/services. All staff members meeting client needs and clients within programmatic guidelines are eligible for transportation supports.

Transportation needs of program recipients indicated as "Great need" through SDHD's survey responses include Affordable transportation, Service expansion to more areas, Expanded schedule of availability, Accessible vehicles for people with physical limitations or disabilities, Established safety/security procedures, and Availability of non-emergency medical transportation to/from local facilities.

Barriers experienced by SDHD's represented clients include Lack of appropriate modes (i.e. wheelchair accommodation), Lack of reliable, competent, available drivers, No service available at origin/destination address, and Safety/security concerns for driver/rider. Increased efforts to attain federal funding was indicated as having a highly significant impact.

18. Siouxland Mental Health Center <https://www.siouxlandmentalhealth.com/>

Since its founding in 1969, the mission of SMH has been to provide a comprehensive range of mental health services for the evaluation and treatment of people of all ages experiencing mental illness, individual or family emotional distress, and overwhelmingly stressful circumstances; to provide educational services to prevent or ease such conditions; and to promote the emotional well-being of people in Woodbury County and nearby communities. SMH office is open Monday through Friday. They do not offer direct transportation supports.

Four personnel from Siouxland Mental Health Center completed the survey, some with varying levels of needs and relevant agreement on barriers with each survey element in questions 6 and 7 has some consideration as impactful. The summary of emphasized needs identified through SMH's responses include Information on what is available, Affordable transportation, Service expansion to more areas, Expanded schedule of availability, Availability of non-emergency medical transportation to/from local facilities, Availability of non-emergency medical transportation to/from facilities outside of immediate area, Accessible vehicles for people with physical limitations or disabilities.

Barriers to transportation for service recipients include Limited resources of transportation provider, Too many disconnects between districts/agencies, No service at origin/destination address, and Riders and/or transportation providers have inflexible schedules, Access to information on what is available, State and Federal regulations, Limited or no funding for internal transportation program, Demand greater than services available, and (Other) Lack of accommodation for mental disabilities.

19. Siouxland PACE <https://www.unitypoint.org/locations/siouxland-pace>

Siouxland PACE is a Program of All-Inclusive Care for the Elderly as operated by UnityPoint Clinic. PACE facilitates independent and healthy living at home and within the community. The intent of the program is to provide a unique opportunity for participants to work with a team of PACE professionals committed to an individual's health and well-being.

A variety of programs are available to help with health care needs, from home health to rehabilitation. PACE can coordinate a full-range of resources including primary and specialty medical care, medications, medical transportation, and therapy.

An online survey was not completed, however an email response provided that PACE has 15 vehicles used for client transportation (with capacity shown) including 1 bus (8), 3 Minivans (3-5) , and 11 larger vans (3-5). Capacity to transport wheelchairs varies by vehicle from 1 – 2 spaces per vehicle. Hours of service for transportation are 8:00 AM – 4:30 PM Monday through Friday with drivers available on a rotating schedule. PACE does accept Medicaid and Medicare as primary funding sources for services rendered. They also accept private pay, waiver accommodation, and insurance as payment. Some grants and additional sources cover operation expenses. Discussion included vehicle maintenance being a cost concern as well as driver availability.

20. Siouxland Regional Transit System <https://simpco.org/divisions/siouxland-regional-transit-system/>

Established in 1980, the mission of Siouxland Regional Transit System is to provide safe, dependable, and efficient public transit services for all citizens within our service area in a manner that will help them maintain and improve their quality of life. SRTS is open to the general public, including persons with disabilities. Service is available throughout the counties of Cherokee, Ida, Monona, Plymouth, and Woodbury in Iowa, Dakota County (outside South Sioux City city limits) in Nebraska (added in 2022), and Southern Union County in South Dakota. Regional transit does not overlap general public transit trips with areas served by other transit (such as Sioux City Transit fixed route services for Sioux City, IA, South Sioux City, NE, and North Sioux City, SD). Some contracted services such as those provided through Medicaid waivers may result in service to those alternately covered locations.

Drivers assist passengers as needed, which may include walking support or maneuvering of wheelchair and limited assistance with small packages while boarding and alighting the vehicle. Passengers are prohibited from bringing more items than they can reasonably manage themselves. Additional assistance should be provided by a personal care attendant.

Transit needs as communicated through SRTS's survey responses specifies Service expansion to more areas.

SRTS has facilitated access to coordinated vanpooling as an option for those with transportation serving as a barrier to employment. Still in its introductory phase, efforts are in the works to implement use of the program to address shift work schedules and

SRTS fare structure varies by origin and destination, with some communities subsidizing rides for their respective residents. Basic pick-up fare is \$4 for an in-town trip with an additional fee assessed per mile for out-of-town trips. A more complete overview of SRTS fares and services follows in the *Public Transit* portion of this section.

21. [Unity Point] St. Luke's [www.unitypoint.org](http://www.unitypoint.org)

From their website: St. Luke's offers a full range of services and programs. Our services are tailored to your individual needs with our state-of-the-art surgical center, the area's most recognized birth center, our cardiovascular care and the Level III emergency department.

Limited transportation supports are available through the hospital including Organization-owned vehicle transportation, Prepaid vouchers/passes for transit provider, and Mileage reimbursement. A vehicle inventory/summary was not provided. Survey response indicated great need on nearly all components affecting a patient's access to medical treatment and/or services. The respondent also indicated strong agreement with all barriers as listed for

consideration with the exception of stigma related to riding the bus (noted with strong disagreement).

## 22. Veteran Affiliated

The role, department, and/or agency was not clearly defined by the respondent under this survey submission. Indication was provided including a summary of vehicles used for transportation of eligible parties through this service. Vehicle inventory includes 2 sedans and 1 SUV or minivan, with one vehicle equipped with a lift or ramp for wheelchair access. Government funds are received by this provider.

Affordable transportation, Service expansion to more areas, Expanded schedule of availability, and Availability of non-emergency medical transportation to/from local facilities and facilities outside of immediate area were indicated as greatly needed. Prominent barriers identified through responses include Limited resources of transportation provider, Too many disconnects between districts/agencies, No service available at origin/destination address, and Safety/security concerns for driver/rider.

### *Nebraska-based Respondent Summary*

## 23. Heartland Counseling Services, Inc. and HCS Permanent Supportive Housing Program <https://www.heartlandcounselingservices.org/>

Based in Nebraska, Heartland Counseling Services hosts a diverse offering of programming in mental health and substance abuse counseling with an extensive outreach in the tri-state area. Their mission is to provide quality mental health and substance abuse outpatient counseling, education, community service programs, crisis response, and prevention services to individuals, groups and families and to provide consultation to community organizations. Perspective of client-based needs was contributed by five HCS employees. Hours of operation are 8am – 8pm Monday through Thursday and 8am – noon on Friday.

In addition to agency-owned vehicle transportation (minivans/SUVs, sedans, and a pickup truck), Heartland provides transportation/transportation supports for clients through Prepaid vouchers/passes for transit provider and Mileage reimbursement.

With some varying levels, respondents generally recognized each need as listed in the survey as relevant to their work experience with Great need.

Strongly agreed upon barriers include Access to information on what is available, Limited resources of transportation provider, Too many disconnects between districts/agencies, Limited or no funding for internal transportation program, Lack of appropriate modes (i.e.



wheelchair accommodation), Demand greater than services available, No service available at origin/destination address, and Riders and/or transportation providers have inflexible schedules.

24. Dakota County Community Response [www.growingcommunityconnections.com](http://www.growingcommunityconnections.com)

With a goal of connecting families with existing community resources to help them overcome barriers and become more stable and self-sufficient, the respondent on behalf of Dakota County Community Response stated resource information as its primary service provided.

DCCR finds Affordable transportation, Service expansion to more areas, Expanded schedule of availability, and Availability of non-emergency medical transportation to/from local facilities to be in great need. Strongly agreed upon barriers include Limited resources of transportation provider, Limited or no funding for internal transportation program, Demand greater than services available, No service available at origin/destination address, and The cost of fuel.

Many programs based in the South Dakota portion of the service area are located outside of SIMPCO's planning jurisdiction and did not provide response to the survey. Most service providers represented in TAG and through extended outreach through community planning meetings as included for discussion in this Plan offer some level of services regardless of their resident state.

## 2.1.02 Public Transit

Included in respondents are local transit providers Siouxland Regional Transit and Sioux City Transit System. Due to the nature of operations in relation to this Plan, transit entities are covered in more detail below.

### *Sioux City Transit System*

Fixed Route System –

The SCTS service area includes Sioux City, Iowa, a portion of Sergeant Bluff, Iowa, South Sioux City, Nebraska, and North Sioux City, South Dakota. Basic service on all fixed routes is ADA accessible. SCTS hours of operation are from 6:00 a.m. to 6:00 p.m., Monday through Friday, and Saturday from 7:00 a.m. to 6:00 p.m., with no service on Sunday or major holidays. South Sioux City service is not currently funded for Saturday operations.

The SCTS fixed route fleet consists of 26 active fixed-route vehicles and three inactive vehicles. The buses vary in capacity and size ranging from 35' to 40' in length. Current funding

allocations result in two buses on order and allocation for two electric buses pending vendor availability. Wheelchair capacity for this portion of the fleet is 2 per vehicle which can be accessed by an extendable ramp. SCTS maintains a variable fare structure for the fixed routes. Discounts are available for students, seniors (62 and over), persons with disabilities, and for children. The types of fares accepted include cash, paper token, day pass, monthly pass, or a pack of 20 tokens. One transfer per ride is free if used within one hour. The transfer hub is the Martin Luther King, Jr. Ground Transportation Center. Following, table 2.1-1 shows the current fare structure.

TABLE 2.1-1 – Sioux City Transit Fares

SCTS Bus Fares	
Adult Cash Fare	\$1.80
Adult Monthly Pass	\$48.00
Adult Day Pass	\$5.00 (effective 6/1/23)
Tokens	1 @ \$1.80
	20 @ \$31.00
Senior Citizen/Disability Monthly	\$42.00
Senior Citizen/Disability Cash Fare	\$0.90
Senior Citizen/Disability Day Pass	\$2.00
Student Cash Fare	\$1.55
Student Day Pass	\$4.00
Children under 5 (Accompanied by an adult)	Free
Transfer	Free

Paratransit Service – Paratransit service is ADA door-to-door service complementary to SCTS fixed route. Service points must be within .75 miles from the fixed route. With a wheelchair capacity of 3 per vehicle, 13 active paratransit vans are all equipped with an accessible. Lifts can be used to board and alight with or without a mobility device, which serves clients unable to safely climb stairs.

Paratransit service is for certified individuals who cannot access or otherwise safely navigate the fixed route system. Paratransit as provided by SCTS is dispatched and operated by contract with SRTS with contract negotiations occurring in scheduled increments. Customers must obtain certification through an application process with SCTS. Operating as a demand-response system, reservations can be made one to 14 days prior to the planned trip. The cash fare for paratransit is \$3.60 origin to destination per one-way trip and includes door-to-door assistance upon request. One personal care attendant may travel with passenger free of charge and is in turn expected to assist the passenger as needed.

## *Siouxland Regional Transit System*

Established in 1980, SRTS is the public transit system serving Iowa DOT Region IV in northwest Iowa. SRTS is an ADA accessible demand-response service available to the general public with coverage including the entire SRTPA planning area of Cherokee, Ida, Monona, Plymouth, and Woodbury (excluding Sioux City) counties in Iowa, southern Union County in South Dakota, and Dakota County in Nebraska (excluding South Sioux City). Trips within areas as served through the SCTS fixed-route are not eligible for general rural public transit rides. However, coverage is extended into those metro areas by way of contracted services through Medicaid, Medicare, waiver, and/or insurance-provided rides, and service contracts with local offices of government (i.e. the City of Sergeant Bluff).

Hours of service are 5:30 a.m. to 7:00 p.m. Monday through Saturday. Cost varies depending on origin and/or destination. Base fares are charged per trip at \$4.00 for curb-to-curb service and \$7.00 for door-to-door trips that stay within city boundaries. When leaving city limits, a cost of \$0.50 per mile is assessed in addition to the base fare. The cities of Sergeant Bluff and Le Mars supplement resident fares when trips fall within specified boundaries. Trips to/from/within southern Union County are assessed a flat fee of \$5, \$10 or \$15 each way, per terms of contract.

Drivers are trained to reasonably assist passengers as needed. Assistance may include walking support or maneuvering of wheelchair. Assistance with small packages that may hinder the passenger's ability to board safely is permissible. Additional assistance should be provided by a personal care attendant. As with paratransit, one personal attendant may travel with passenger free of charge and is in turn expected to assist the passenger as needed.

The SRTS fleet includes the following:

### Active

- 41 buses with 18 seats and accommodation for up to three wheelchairs accessible by lift, and
- 2 converted minivans with 3 seats and space for 1 wheelchair space accessible by ramp.

A portion of the Fleet (13 buses) is deemed "Beyond Useful Life" under DOT standards requiring increased maintenance costs to retain state of good repair status. SRTS has 13 buses fitting this description.

### 2.1.03 Inventory of Private Transportation Providers

A number of private transportation operators provide service in the Siouxland Area. No private transportation providers responded to the survey, however, their services as available may be referenced within the responses of organizations and agencies that provide supports through such providers. Not all services are open for public scheduling. Though not specified, it can be assumed that many such providers contract directly with insurance and/or Medicaid waiver programs and/or agencies specifically benefiting from their services. A listing of known available services follows. These providers are sourced through observation, online query, reference from responding agency, and/or participation in TAG.

#### Taxi

- Action Taxi/Siouxland Taxi
- Taxi Xpress
- South Sioux Taxi
- Holstein Taxi

#### Limo

- Travel Plus Limo
- Prince and Princess Limo
- Royalty Limousines
- Redneck Limo Services
- Siouxland Premier Transportation

#### Charter

- Jefferson Lines
- Royal Charters

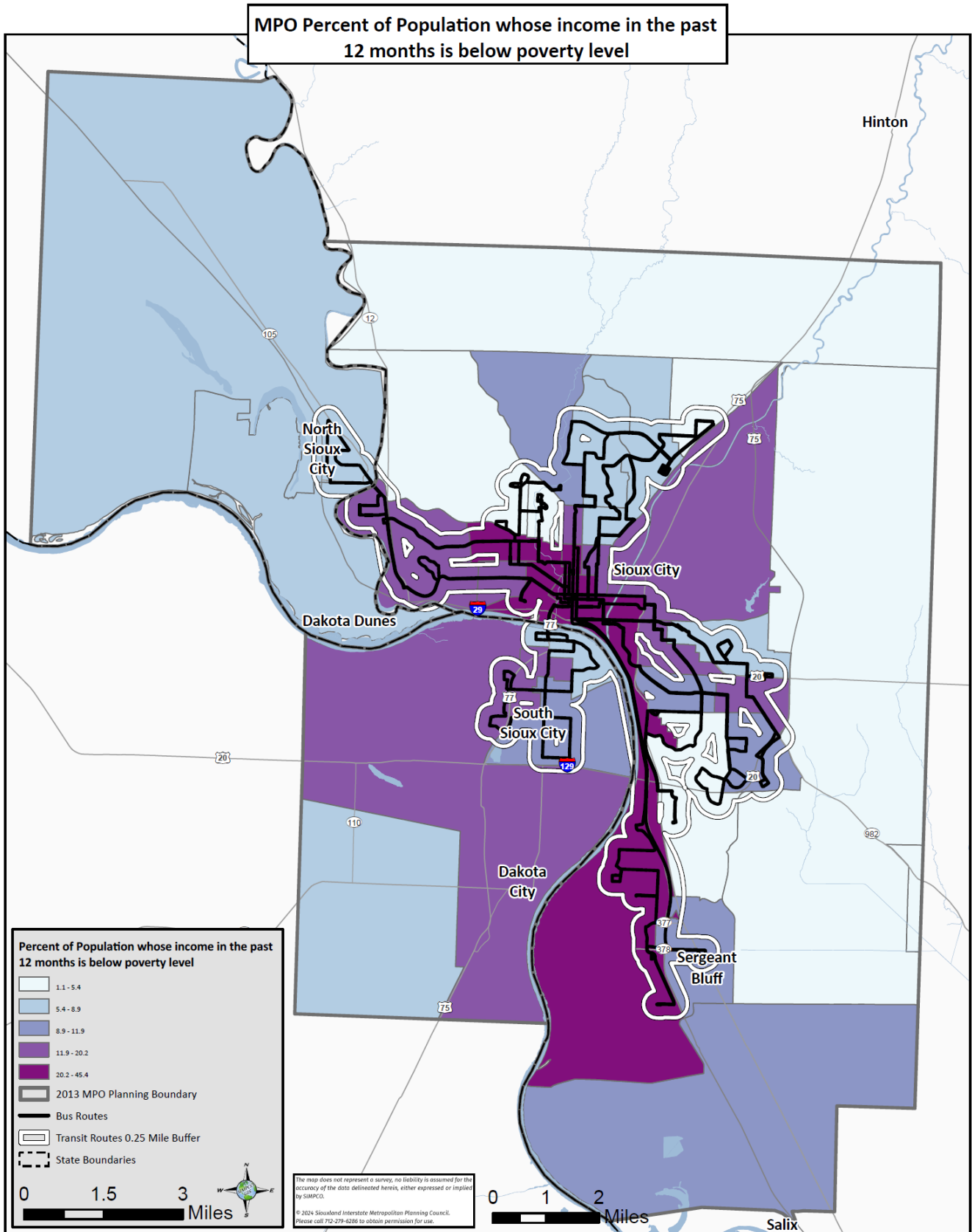
#### ADA Accessible Services

- Care-A-Van
- D&Z Transportation

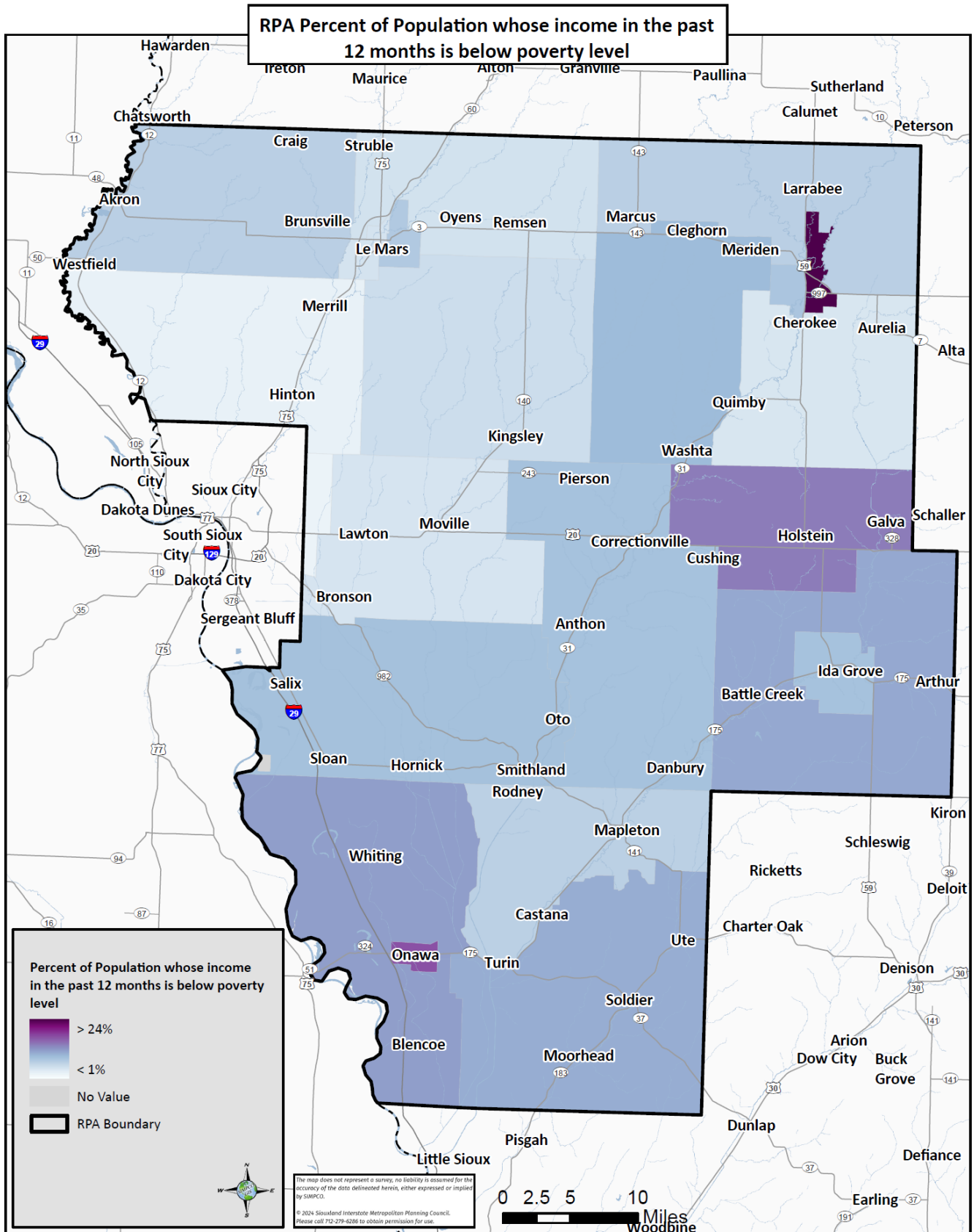
#### Rideshare

- Uber
- Lyft

MAP 2.2-1 – MPO Poverty Map



MAP 2.2-2 – SRTPA Poverty Map



## 2.2 AREA PROFILE

SIMPCO hosts both the Siouxland Rural Transportation Planning Association (SRTPA) and the Metropolitan Planning Organization (MPO). The SRTPA provides transportation planning services for Cherokee, Ida, Monona, Plymouth and Woodbury counties in Iowa. The MPO conducts transportation planning activities within the tri-state Sioux City metro area consisting of:

- Sioux City, Sergeant Bluff, and a portion of Woodbury and Plymouth counties in Iowa
- South Sioux City, Dakota City, and a portion of Dakota County in Nebraska, and
- North Sioux City, Dakota Dunes, McCook Lake, and a portion of Union County in South Dakota.

Transportation planning activities conducted by the SRTPA and the MPO are funded through FHWA and FTA sources, as well as local financial support. The SRTPA and the MPO are responsible for this Passenger Transportation Plan (PTP) promoting joint, coordinated passenger transportation planning programs and assessing need-based justification for passenger transportation projects.

Throughout this Plan, maps, tables, and figures are included to better relay data as applicable to services. Some may be specific to the discussion in surrounding text, others may apply to discussion throughout the full document. See below for a basic demographic summary for SRTPA counties and the MPA.

TABLE 2.2-1 – Demographic Comparisons

	total pop <sup>1</sup>	65 & + <sup>2</sup>	median age <sup>3</sup>	poverty rate <sup>4</sup>	total households <sup>5</sup>	ltd Eng speaking hh <sup>6</sup>	per capita income <sup>7</sup>	% w disability <sup>8</sup>
MSA	151,207	16.20%	35.9	11.20%	58,633	5.6%	\$ 35,401	12.90%
Cherokee Co	11,658	25.10%	46	13.30%	5,008	0.0%	\$ 35,939	11.20%
Ida Co	7,005	23.20%	44.1	11.50%	2,940	0.1%	\$ 35,708	12.20%
Monona Co	8,751	25.10%	45.9	12.30%	3,839	0.5%	\$ 33,080	15%
Plymouth Co	25,698	19.10%	40.6	5.70%	10,171	2.3%	\$ 40,150	12.10%

<sup>1</sup> US Census Bureau Table DP1 search by geography.

<sup>2</sup> US Census Bureau Table DP1 search by geography.

<sup>3</sup> US Census Bureau Table DP1 search by geography. Age in years.

<sup>4</sup> US Census Bureau Table S1701 search by geography.

<sup>5</sup> US Census Bureau Table DP1 search by geography.

<sup>6</sup> US Census Bureau Table S1602 search by geography. Values provided using ACS 2022 1-year estimates.

<sup>7</sup> US Census Bureau Table B19301 search by geography. Values provided for last 12 months using ACS 2022 5-year estimates.

<sup>8</sup> US Census Bureau Table S1810 search by geography

Woodbury Co	105,941	16.90%	35.8	12.60%	39,904	5.3%	\$ 34,822	14.80%
US	331,449,281	16.80%	38.8	12.60%	126,817,580	4.2%	\$ 41,804	13.40%
Iowa	3,190,369	18.00%	38.6	11%	1,288,560	1.8%	\$ 38,917	12.80%

## 2.2.01 Demographics

Using data from the U.S. Census Bureau<sup>9</sup>, the following table shows estimates on population, income, poverty, and disability amongst the MSA and the counties within the RPA.

The mobility of the aging residents, persons with disabilities, and individuals and families with low-incomes continues to be a growing concern within the MPO and SRTPA. For much of this population segment, public transit may be the primary, if not only, mode of transportation. Coordination of the public transit system with health and human service agencies aims at improving the transportation accessibility to these targeted populations.

Based on statistical data estimates, population growth varies throughout the region, with Plymouth and Woodbury Counties experiencing an increase in population and Cherokee, Ida, and Monona showing a decline. Largely rural, there are forty-nine (49) incorporated cities within the planning area, with Sioux City being the only jurisdiction classified as *urbanized* with a population exceeding 50,000. According to the 2020 Decennial Census, cities with a population over 5,000 people include Le Mars (10,571), Cherokee (5,199), and Sergeant Bluff (5015). There are ten communities with populations between 1,000 and 4,999 persons.

TABLE 2.2-2 – Populations between 1,000 and 4,999

Onawa	2906	Akron	1558	Mapleton	1165
Ida Grove	2051	Holstein	1501	Marcus	1079
Moville	1687	Kingsley	1396	Sloan	1042
Remsen	1678				

As shown in Table 2.2-1 (pages 44-45), the median age in four counties in the service region are above the state and national levels, with only the MSA and Woodbury County showing younger. This is expected to affect accessibility in terms of an increase in persons no longer driving a personal vehicle, often without a choice. Changes in population reflect an increase in non-driving residents, especially those moving from larger cities where transit is readily accessible and meets most community needs. Speculation gathered from community planning meetings credits this demographic shift in part to pandemic-induced relocation of longtime residents of large urban areas to less densely populated communities. Discussion from participants in the Transportation Advisory Group have identified proximity to essential

<sup>9</sup> <https://data.census.gov/table> table IDs noted per statistic as provided.



services as problematic with non-drivers and persons with disabilities regardless of income. It has also been discussed that access to social activities is a significant contributor to personal well-being.

### 2.2.02 Limited English Proficiency

Several factors contributing to area demographics have potential for significant affect on access to services. To ensure language spoken at home is not a deterrent to accessing public transit, both systems have implemented a Limited English Proficiency Plan to guide provision of translation or interpretive services. The demographic makeup between the SRTPA and MSA varies considerably and are therefore separated for consideration. US Census Bureau data includes details relative to the respective population of defined areas. Higher density areas provide a more detailed assessment. Broad interpretations tend to be used for lower population centers so as to not allow any general findings to be attributed to a specific family, household, or even neighborhood.

To provide a summary of non-English speaking prominence in served communities, the following tables show total population, number and percent of each the total speaking languages other than English in the home, born outside of the United States, and non-English speaking population that speaks Spanish. American Community Survey 2022 1-year estimates are available for reference for the MSA and Woodbury County. For the sake of comparison, US and Iowa numbers are drawn from the same source.

TABLE 2.2-3

ACS 1-Yr Estimates 2022 Table S1603  Language Spoken at Home	Sioux City, IA-NE-SD Metro Area					Woodbury County, Iowa				
	Total	Speak lang. other than English at home				Total	Speak a lang. other than English at home			
		Total	%	# Speaking Spanish	% speak Spanish		Total	%	# Speaking Spanish	% speak Spanish
Total population 5 years and over	141,110	26,713	(X)	20,020	(X)	N	N	(X)	N	(X)
Foreign born	15,925	15,108	56.6%	9,916	49.5%	9,650	8,926	N	5,417	N
POVERTY STATUS IN THE PAST 12 MONTHS										
Population 5 years and over for whom poverty status is determined	138,183	26,409	(X)	19,823	(X)	95,722	17,006	(X)	12,782	(X)
Below poverty level	14,858	2,451	9.3%	2,068	10.4%	11,620	1,806	10.6%	1,423	11.1%

MAP 2.2-3 – Service Area Limited English Proficiency

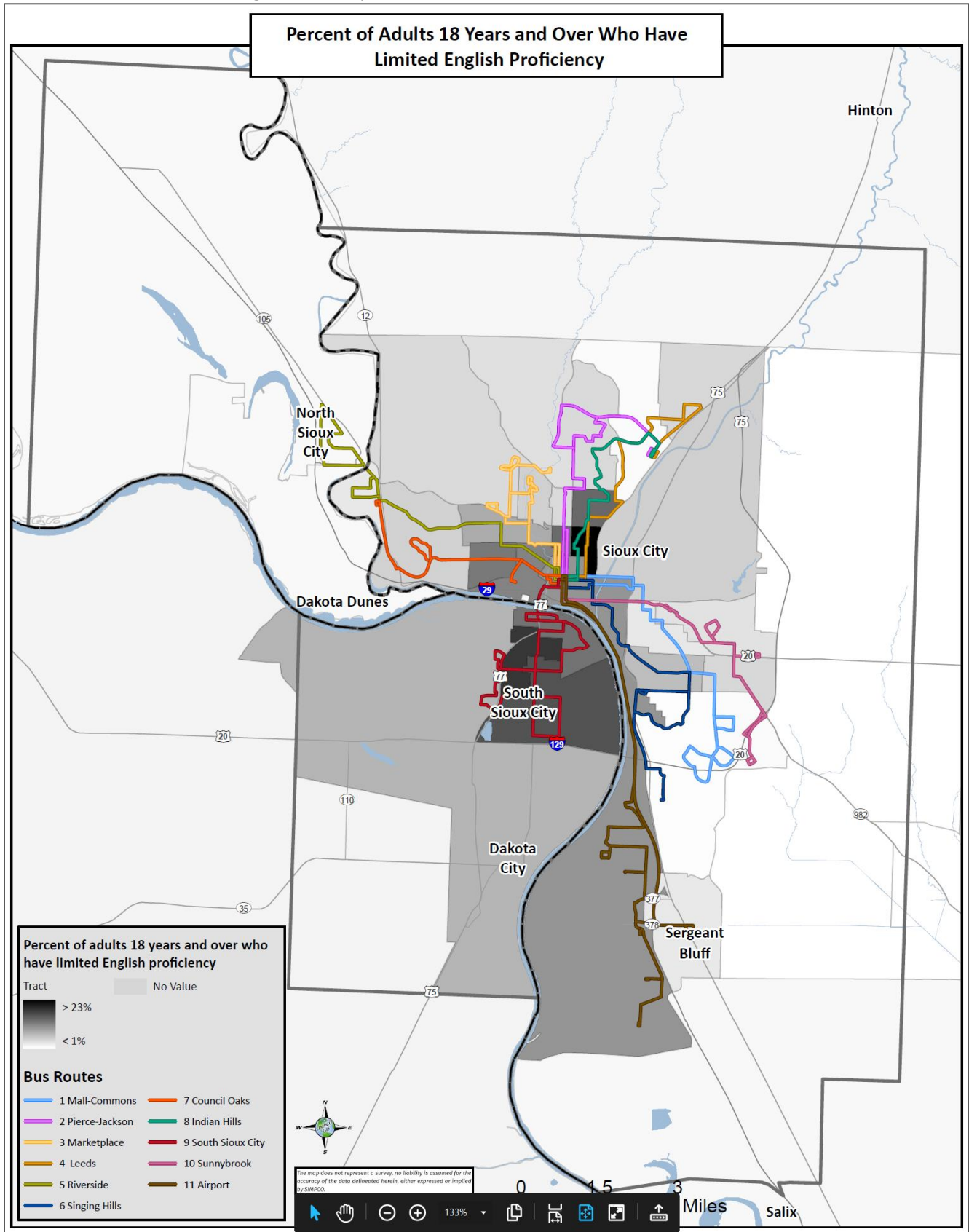


TABLE 2.2-3 cont'd

ACS 1-Yr Estimates 2022 Table S1603 Language Spoken at Home	United States				
	Total	Speak a language other than English at home			
		Total	%	# Speaking Spanish	% speak Spanish
Total population 5 years and over	314,929,363	69,241,786	(X)	42,032,538	(X)
Foreign born	45,898,485	38,152,420	55.1%	19,036,078	45.3%
POVERTY STATUS IN THE PAST 12 MONTHS					
Population 5 years and over for whom poverty status is determined	307,467,820	68,023,521	(X)	41,326,296	(X)
Below poverty level	37,810,518	10,177,170	15.0%	6,882,474	16.7%

ACS 1-Yr Estimates 2022 Table S1603 Language Spoken at Home	Iowa				
	Total	Speak a language other than English at home			
		Total	%	# Speaking Spanish	% speak Spanish
Total population 5 years and over	3,020,507	270,028	(X)	133,460	(X)
Foreign born	188,858	157,903	58.5%	61,912	46.4%
POVERTY STATUS IN THE PAST 12 MONTHS					
Population 5 years and over for whom poverty status is determined	2,924,879	262,200	(X)	130,431	(X)
Below poverty level	315,212	39,656	15.1%	16,564	12.7%

TABLE 2.2 4

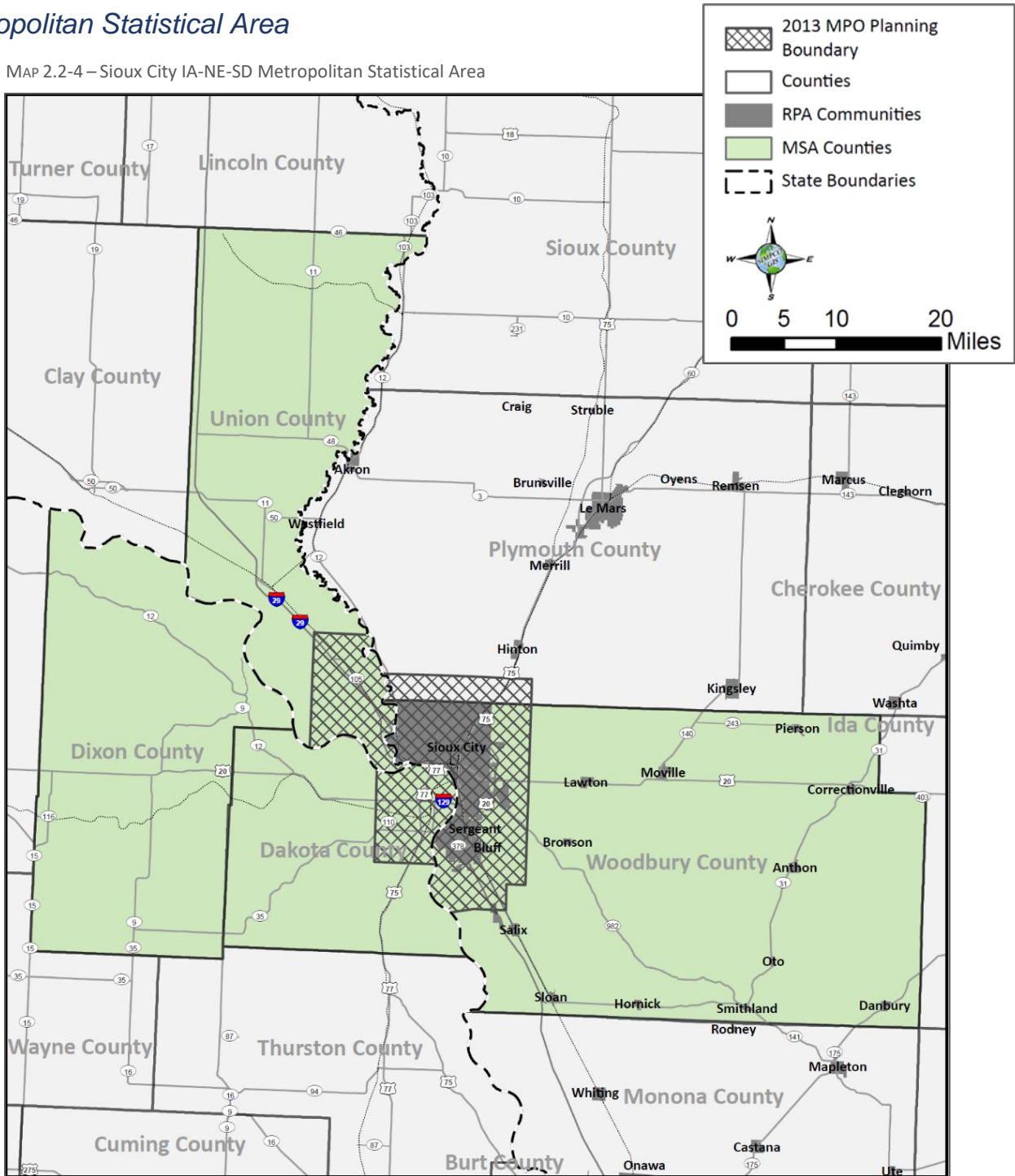
ACS 5-Yr Estimates 2022 Table S1603 Language Spoken at Home	Cherokee County, Iowa					Ia County, Iowa				
	Total	Speak a language other than English at home				Total	Speak a language other than English at home			
		Total	%	# Speaking Spanish	% Speak Spanish		Total	%	# Speaking Spanish	% Speak Spanish
Total population 5 years and over	10,994	481	(X)	426	(X)	6,583	202	(X)	160	(X)
Foreign born	204	144	29.9%	136	31.9%	107	58	28.7%	45	28.1%
POVERTY STATUS IN THE PAST 12 MONTHS										
Population 5 yrs & + for whom poverty status is determined	10,683	472	(X)	419	(X)	6,427	202	(X)	160	(X)
Below poverty level	1,435	14	3.0%	2	0.5%	739	19	9.4%	19	11.9%

ACS 5-Yr Estimates 2022 Table S1603 Language Spoken at Home	Monona County, Iowa					Plymouth County, Iowa				
	Total	Speak a language other than English at home				Total	Speak a language other than English at home			
		Total	%	# Speaking Spanish	% Speak Spanish		Total	%	# Speaking Spanish	% Speak Spanish
Total population 5 years and over	8,211	150	(X)	118	(X)	24,135	1,833	(X)	1,137	(X)
Foreign born	26	21	14.0%	21	17.8%	1,144	1,034	56.4%	607	53.4%
POVERTY STATUS IN THE PAST 12 MONTHS										
Population 5 yrs & + for whom poverty status is determined	8,021	150	(X)	118	(X)	23,781	1,833	(X)	1,137	(X)
Below poverty level	971	11	7.3%	11	9.3%	1,360	69	3.8%	54	4.7%

Numbers attributed to the SRTPA are drawn from 2022 5-year estimates, as are most recently available. Sioux City Transit System does have a Limited English Proficiency Plan<sup>10</sup> available on its website. Updated May 31, 2022, the Plan is based on data as available through that date.

### Metropolitan Statistical Area

MAP 2.2-4 – Sioux City IA-NE-SD Metropolitan Statistical Area



<sup>10</sup> Source: SCTS LEP Plan: <https://www.sioux-city.org/home/showpublisheddocument/38018/63823738745660000>

In recent years of population growth within the metropolitan planning area, ethnic and racial characteristics of residents have expanded significantly resulting in more languages used than immediately identifiable. An organized accounting of languages spoken in the metro area is not readily available, however, the Sioux City Community School District offers links for translation of information for the following languages. While this may not be a conclusive summary, it does offer a representation of frequently referenced languages.

English	French	Oromo	Spanish
Afrikaans	Gujarati	Persian	Swahili
Amharic	Haitian Creole	Portuguese	Tagalog
Arabic	Korean	Punjabi	Tigrinya
Basque	Lao	Shona	Vietnamese
Chinese (Simplified)	Lingala	Somali	Yoruba
Chinese (Traditional)	Myanmar (Burmese)		

FIGURE 2.2-1 – Sioux City Transit System Language Accessibility Posting

English	<i>'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.'</i>
Spanish Latin America	<i>'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.'</i>
Laotian	<i>'ຖ້າທ່ານຕ້ອງການລ່າມແປພາສາ, ພວກເຮົາສະໜອງບໍລິການລ່າມແປພາສາບໍ່ເສຍຄ່າໃຫ້ຕາມຄໍາຮ້ອງຂໍ ເພື່ອຊ່ວຍເຫຼືອທ່ານໃນເລື່ອງຄໍາຖາມກ່ຽວກັບເສັ້ນທາງລົດເມຜ່ານເມືອງ Sioux City. ກະລຸນາ ໂທຫາພວກເຮົາກ່ອນ ເພື່ອໃຫ້ໃຜຜູ້ໜຶ່ງທີ່ເວົ້າພາສາຂອງທ່ານກຽມພ້ອມຊ່ວຍເຫຼືອທ່ານ. ໂທຫາເບີ 712 - 279 - 6404.'</i>
Vietnamese	<i>'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.'</i>

As the primary provider for the metro area, SCTS offers translation services through a phone line with such service promoted through postings on each transit vehicle and on its website (see below). Sioux City Transit translates notices of public hearings in other languages, primarily in Spanish. As shown, procedures for accessing information in Spanish, Laotian, and Vietnamese directs passengers in procedure for use of the *Language Line* – the primary means of communicating response to questions from non-English speaking passengers when an interpreter is not present. Notices are posted where target populations are most likely to see them including but not limited to 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 website. Notices 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.

### *Siouxland Regional Transportation Planning Area*

Statistics for the rural region encompassed in the SRTPA vary significantly from those of the metro area. There are few “hot spots” in rural areas, however service points may be a factor in what populations may be accessing amenities or programs. Therefore, even if not statistically a barrier, access to information about transportation services is a critical provision. As the public transit provider for the SRTPA area, SRTS LEP Plan<sup>11</sup> is included in its Title VI Program document and can be accessed online or by request. SRTS reviewed the available U.S. Census Bureau and American Community Survey 5-Year Estimates to determine the number of LEP persons within the Iowa regional planning area (Cherokee, Ida, Monona, Plymouth, and Woodbury Counties). Because the service area is not identical to the geographic boundaries of the five-county planning, census tracts were used that corresponded to SRTS' service region. LEP is a descriptor of persons who speak English less than “very well”. Table 2.2-5 provides detail as available by county as well as the MSA for populations percentages of persons who speak English less than very well.

SRTS current language assistive services focus on providing language interpreters, as needed, for LEP populations. While need for use has not been prevalent, SRTS has access to Language Link, an online interpretation service. Costs for these services are not well defined because these services are not used on a regular basis. The consideration of bilingual capabilities for dispatchers and operations personnel is given in the interview process and as such, is part of operational costs. Currently, little staff time has been associated with providing language assistance.

---

<sup>11</sup> Source: SRTS LEP Plan [https://simpco.org/wp-content/uploads/2023/03/Limited-English-Proficiency-Plan\\_Oct-2020-1.pdf](https://simpco.org/wp-content/uploads/2023/03/Limited-English-Proficiency-Plan_Oct-2020-1.pdf)

Data as available shows total population, total persons estimated to speak a language other than English in the home, and percent of that non-English speaking population that speaks English less than very well. Percent by selected area is determined by dividing the number of persons indicated to Speak English less than “very well” by the total population for the same area (shown in bold text).

TABLE 2.2-5

ACS 2019 5-year Estimates			Language						
			Population 5 years and over	Speak only English	Speak a language other than English	Spanish	Other Indo-European languages	Asian and Pacific Island languages	Other languages
Cherokee Co	Base population	Total	10,689	10,396	293	210	51	27	5
		% applicable	(X)	97.3%	2.7%	2.0%	0.5%	0.3%	0.0%
	Speak English less than "very well"	#	28	(X)	28	26	2	0	0
		%	<b>0.3%</b>	(X)	9.6%	12.4%	3.9%	0.0%	0.0%
Ida Co	Base population	Total	6,508	6,393	115	78	8	19	10
		% applicable		98.2%	1.8%	1.2%	0.1%	0.3%	0.2%
	Speak English less than "very well"	#	10	(X)	10	7	3	0	0
		%	<b>0.2%</b>	(X)	8.7%	9.0%	37.5%	0.0%	0.0%
Monona Co	Base population	Total	8,279	8,207	72	38	18	0	16
		% applicable		99.1%	0.9%	0.5%	0.2%	0.0%	0.2%
	Speak English less than "very well"	#	4	(X)	4	0	4	0	0
		%	<b>0.0%</b>	(X)	5.6%	0.0%	22.2%	-	0.0%
Plymouth Co	Base population	Total	23,519	22,246	1,273	981	172	101	19
		% applicable		94.6%	5.4%	4.2%	0.7%	0.4%	0.1%
	Speak English less than "very well"	#	655	(X)	655	551	55	49	0
		%	<b>2.8%</b>	(X)	51.5%	56.2%	32.0%	48.5%	0.0%
Woodbury Co	Base population	Total	95,200	79,673	15,527	11,680	655	2,414	778
		% applicable		83.7%	16.3%	12.3%	0.7%	2.5%	0.8%
	Speak English less than "very well"	#	6,729	(X)	6,729	4,570	244	1,485	430
		%	<b>7.1%</b>	(X)	43.3%	39.1%	37.3%	61.5%	55.3%
Sioux City, IA-NE-SD Metro Area	Base population	Total	133,429	108,923	24,506	19,104	947	2,823	1,632
		% applicable		81.60%	18.40%	14.30%	0.70%	2.10%	1.20%
	Speak English less than "very well"	#	11,036	(X)	11,036	8,190	308	1,715	823
		%	<b>8.3%</b>	(X)	45.0%	42.9%	32.5%	60.8%	50.4%

ACS 2019 5-Year Est, Table S1601 [https://data.census.gov/table?q=Language&g=050XX000US19035,19093,19133,19149,19193\\_310XX000US43580](https://data.census.gov/table?q=Language&g=050XX000US19035,19093,19133,19149,19193_310XX000US43580)

For comparison, the estimated occurrence of non-English speaking persons<sup>12</sup> for Iowa is 3.6% and for the United States is about 8.4%. Experience shared with health and human services providers as participating in TAG indicate that language may be a more significant barrier than statistics show. Many families rely on student-age children in the household to translate. While helpful, this forms a barrier when the family interpreter is not available – whether in school or

<sup>12</sup> Source: 2022 ACS 1-year Est, Table S1601 <https://data.census.gov/table/ACSST1Y2022.S1601?q=Language>

not otherwise present. The one serving as translator informally may also not fully understand the context of what is being communicated. Established translation practices facilitate transfer of information and reduce such barriers. Drivers for both SRTS and SCTS have devices allowing direct communication with dispatch. This enables another mode of connecting to translation services either through the provided phone lines or even Google translate for basic communications.

### 2.2.03 Essential Community Services

Essential community services must be accessible in order to serve a given population or community. Included for discussion in this plan are health and human services centers, such as community health centers, hospitals, WIC offices and Public Health offices, in addition to grocery stores, schools and colleges. Lower income tracts figure significantly in discussion of transportation barriers. Proximity to the fixed route system for the metro area is shown in Map 2.2-1. For consideration of mapped service points in the SRTPA, Map 2.2-2 broadly depicts low-income centers as a base reference.

It is important to note that income levels can directly correlate to other protected populations including veterans, seniors, and disabled persons in most metro areas. When mobility is decreased or otherwise limited, people with a choice tend to relocate to neighborhoods where amenities and services are in close proximity. This tendency is not traditionally practiced in the region served by this plan, however as communities continue to grow and invest in their residents, these factors are becoming more prominent in the planning process.

Maps depicting pinpoints of essential services by county and service are included for reference in the appendix. Medical facilities are often housed in the respective County seat or largest nearby metro area. Facilities vary in size from urgent care clinics with limited hours of operation to full specialized hospitals with 24-hour ER accommodations. Specialty clinics are centered in the metro area alone. The availability of groceries also varies by community with some residents having to travel more than ten miles to the nearest grocery store. Chains such as Dollar General have taken advantage of opportunities in communities without local grocers to expand their operations. While not always ideal, it does fill a gap for people with no way to travel such considerable distances for food. Limited access to food is not limited to rural areas. The metro area has some areas deemed food deserts as well. The downtown area of Sioux City is one of its most densely populated areas with a large number of apartment buildings, including several specifically for low-income individuals, seniors, and disabled persons. In the metro area, all major grocery stores are connected to the transit line.

Schools and colleges factor into the discussion of transportation for obvious reasons. Consolidation of district schools in the metro area extends the distance between some homes



and their designated schools. Rural school districts tend to serve multiple communities with potential of having facilities for different grade levels and activities located in separate communities. Each district has a distance minimum for eligibility for school-funded bus service, sometimes transferring the burden of access to families that may not be able to accommodate the trip. With driver shortages and vehicle maintenance expense, transit is often contracted to absorb some of the volume in metro and rural areas. Use of school buildings as voter polling centers is an additional component necessitating ease of access. Access to colleges and facilities for continuing education opportunities is critical for workforce development for all skill levels.

### *Metropolitan Statistical Area*

The Sioux City Metropolitan Planning Area serves as a regional commercial and medical hub for Siouxland. 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, transportation for the aging, persons with disabilities, and lower income individuals and families can still prove challenging. Due to the size and the geographical layout encompassing the three states of the metropolitan area, those individuals who are transit dependent or have no independent means of transportation may find it nearly impossible to access essential services or medical facilities even when they are located within the metropolitan area.

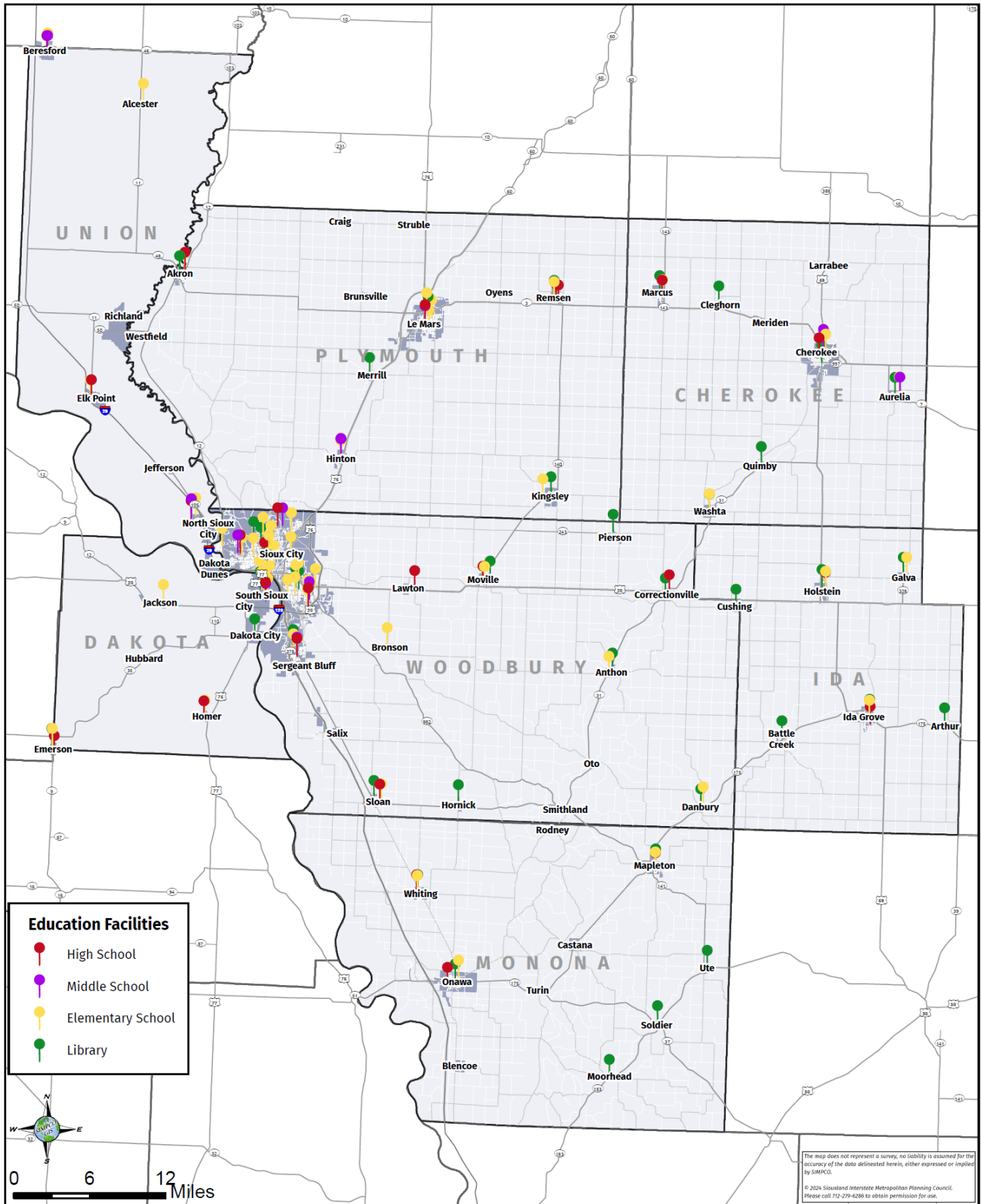
### *Siouxland Regional Transportation Planning Area*

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, 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 a county seat or the Sioux City Metropolitan Area to access essential services and/or medical care facilities. Furthermore, Veteran Affairs services are limited to Sioux City, Dakota Dunes, South Dakota, and Sioux Falls, South Dakota potentially causing further complication to accessing eligible benefits for veterans in the region. Available transportation services for the residents of smaller communities to travel to locations of essential services and medical care is becoming increasingly imperative.

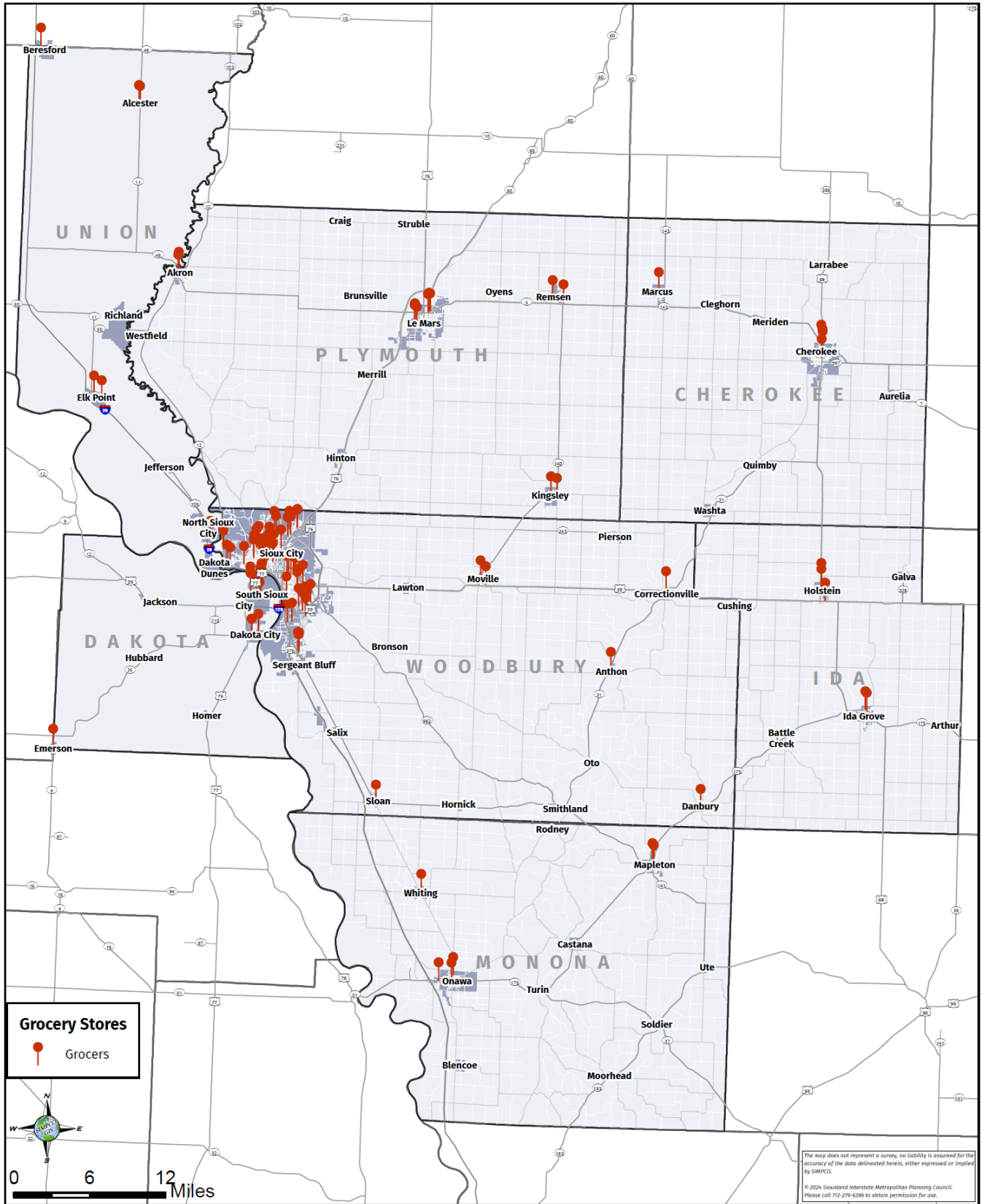
On the following pages, Maps 2.2-5 through 2.2-8 pinpoint locations of essential services throughout the region including grocery stores, educational facilities, healthcare/medical services, and medical/mental healthcare facilities. These depictions provide a visual of the

distances between some communities and the most basic of provisions. As typical in rural areas, most amenities are centered within the largest city in each county. Without even considering access to medical/health care, expansive school district lines alone necessitate effective transportation networks. Perhaps even more significant is limited availability of groceries and fresh foods for many residents requiring a 15 mile trip each way.

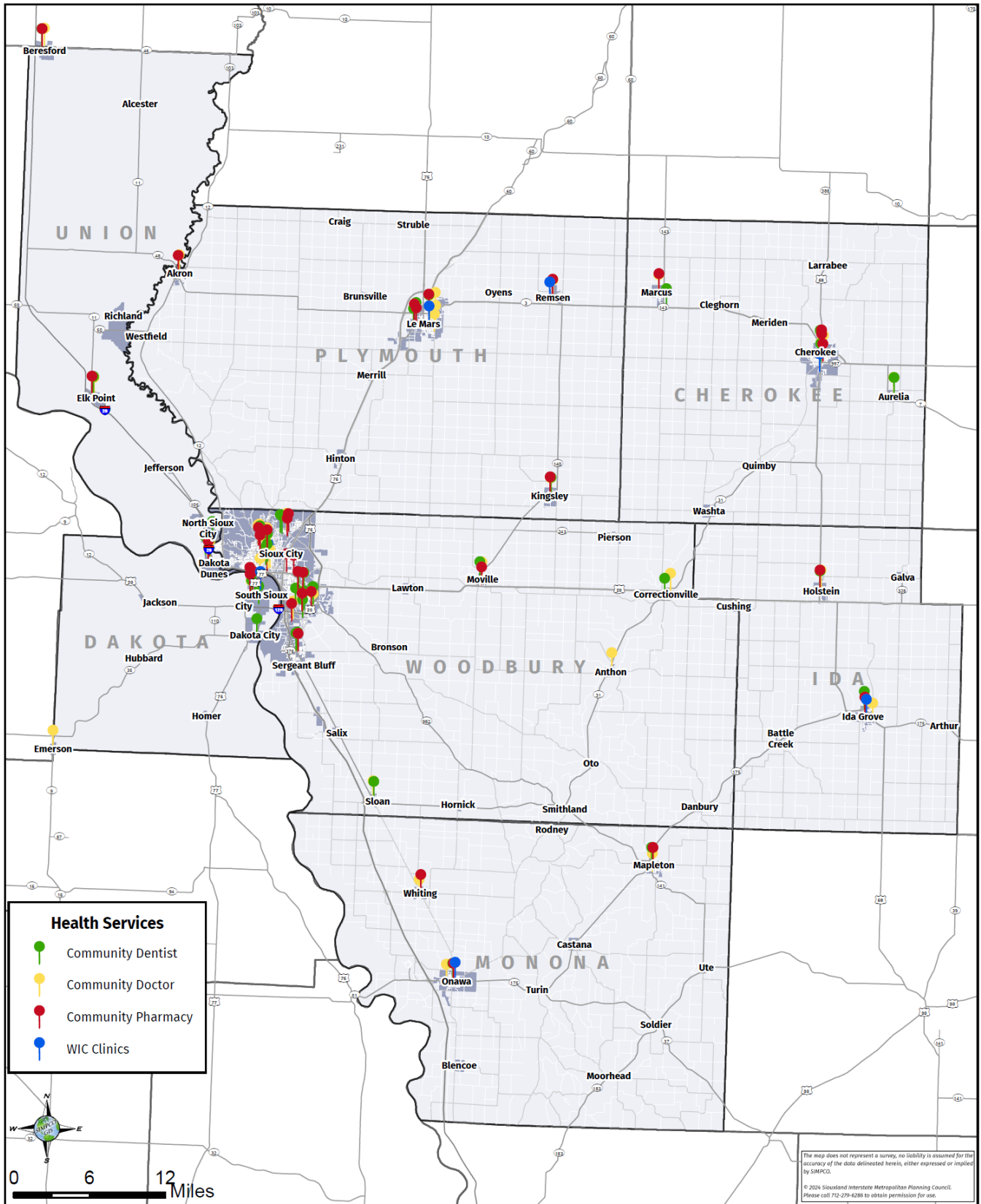
MAP 2.2-4 – Essential Services: Educational Facilities



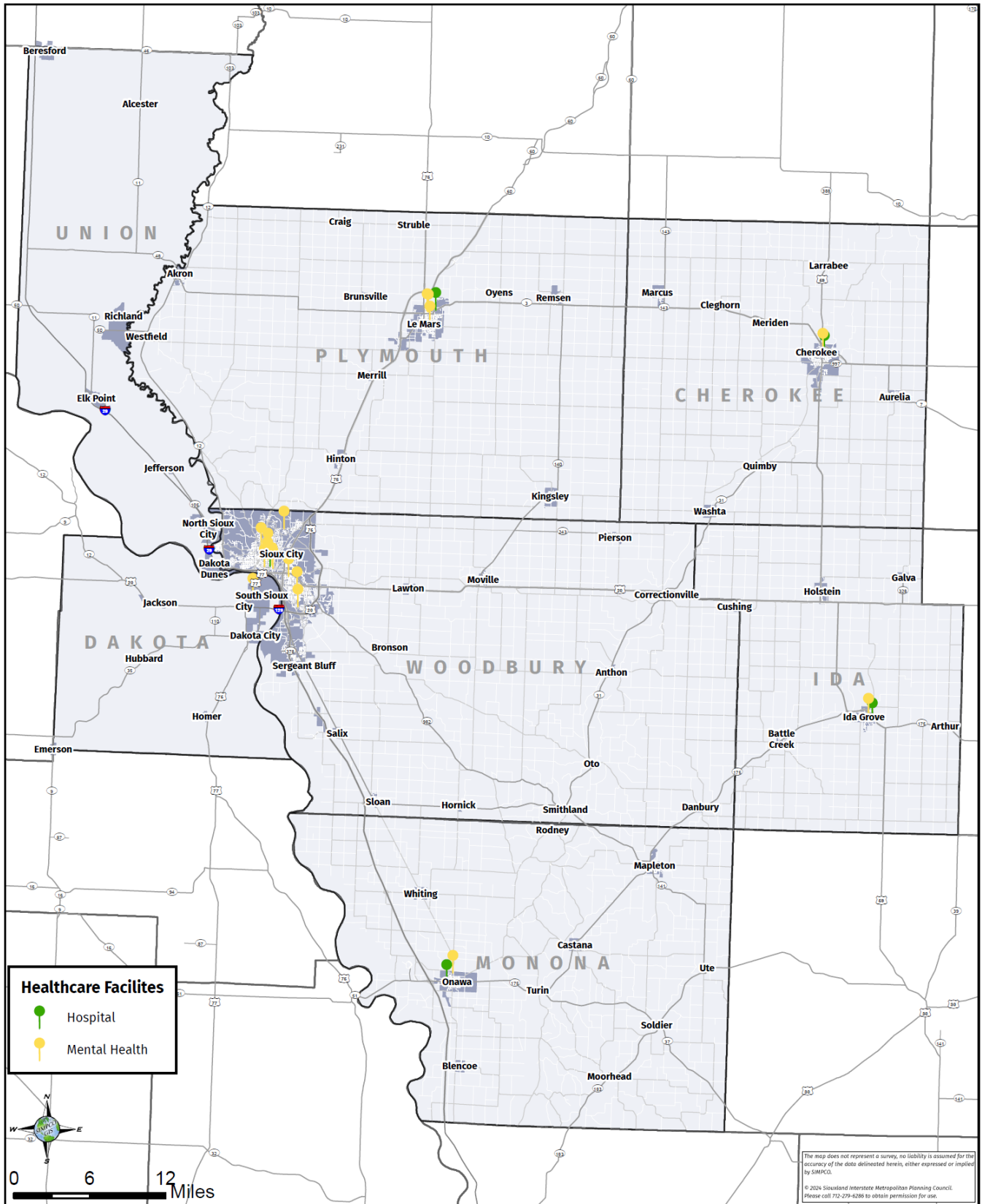
MAP 2.2-5 – Essential Services: Grocery Stores (Region)



MAP 2.2-6 – Essential Services: Health Services (Region)



MAP 2.2-7 – Essential Services: Healthcare Facilities (Region)



## SECTION THREE: Coordination Issues

### 3.1 SERVICE, MANAGEMENT, FLEET, & FACILITY NEEDS

#### 3.1.01 Service Needs

##### *Sioux City Transit System*

The Sioux City Transit System offers fixed route and complimentary paratransit service in Sioux City, Iowa, South Sioux City, Nebraska, and North Sioux City, South Dakota. Service is provided on 11 fixed routes with an average of 50 stops each with about a one-hour headway. Service is hub & spoke formatted, and centered out of the Martin Luther King, Jr Ground Transportation Center in downtown Sioux City with buses leaving the station every hour at half past the hour. Operational hours are 6:00 AM – 6:00 PM Monday through Friday and 7:00 AM – 6:00 PM Saturday. In 2021-2022, SCTS conducted a Transit Mobility Study in order to meet known challenges and plan for anticipated new revenue. The study goals included:

- Evaluate current service and identify community priorities
- Propose short-term improvements to routes to provide a better fit to travel needs while staying within the current revenue hours of service budget.
- Understanding the Bipartisan Infrastructure Law (BIL) will provide added formula funding for operations
- and capital investment, propose sustainable service enhancements for the metro area.
- Identify transportation solutions for shift workers located in industrial parks on the outer transit service limit
- Identify and prioritize technology improvements

The bus fare as provided in the table below includes the addition of Single Day Passes for Adults, Seniors, and Students for a cost less than that of three separate rides.

Through a joint project with Siouxland District Health Department and SIMPCO, SCTS has added four how-to videos to its website to facilitate use of transit and its resources. Route and fare information can be found on the transit webpage along with the following instructional videos and interactive route map.

- <https://www.sioux-city.org/government/departments-q-to-z/transit> (How to Ride)
- <https://www.sioux-city.org/government/departments-q-to-z/transit/fares-easy-steps-guidelines-lost-found> (How to obtain a Reduced Fare ID)
- <https://www.sioux-city.org/government/departments-q-to-z/transit/bike-ride> (Using the Bike Rack)

- [Interactive Transit Route Map](#) (see Map 3.1-1, pg 66)

Operating budgets have increased with paratransit operation expense increases, implementation of route changes and relative impact on capital budgets. This carries through lead times and useful vehicle life designations, as may be exceeded under current funding constraints. Bus replacement capital has been insufficient for adequate and timely replacement resulting in vehicles requiring more maintenance to remain in a safe capacity for operation. The Iowa DOT has been working to address shortfalls, however, need still greatly exceeds funding and resource availability in general. A positive side effect is the upward movement of SCTS buses on the PTMS Funding list – an age and use based formula that prioritizes replacement schedules. Adding zero-emission buses and technology is planned but must be balanced with maintaining an aging stock to meet customer demand. The flexibility to evaluate technical efficiencies, to experiment with service alternatives, and to employ technology improvements is significantly constrained by the lack of funding.

Funding and operations costs are further impacted by changes in the Iowa Medicaid Enterprise waiver program and the outsourcing of Medicaid management to private sector Managed Care Organizations (MCO). Such changes doubled demand for paratransit rides, directly affecting contractual demand/response expenses. The increase in costs is dramatic, continuing with each change in carrier agreements, and is carried back to increases in local shares.

Service considerations regarding existing transportation barriers have not varied greatly in recent years. Discussions in TAG meetings, responses as collected through the Siouxland Mobility Survey, and discussion in health and human services-based committee meetings correlate to allow the following recommended considerations.

- Collaboration with employers to accommodate shift work for those employed during non-traditional work hours
- Expansion of service hours to accommodate social and other quality of life activity at least once per week and periodically to accommodate special events
- Enhanced partnerships with private transportation providers including but not limited to taxis, Uber/Lyft operators, private organizational transportation providers
- Connector routes that operate on the perimeters of the SCTS service area to shorten some commute options
- Formal study performed for local interests to determine route activity and potential for improved effectiveness of route system
- Support community planning efforts to improve walkability, thereby making existing stops more accessible

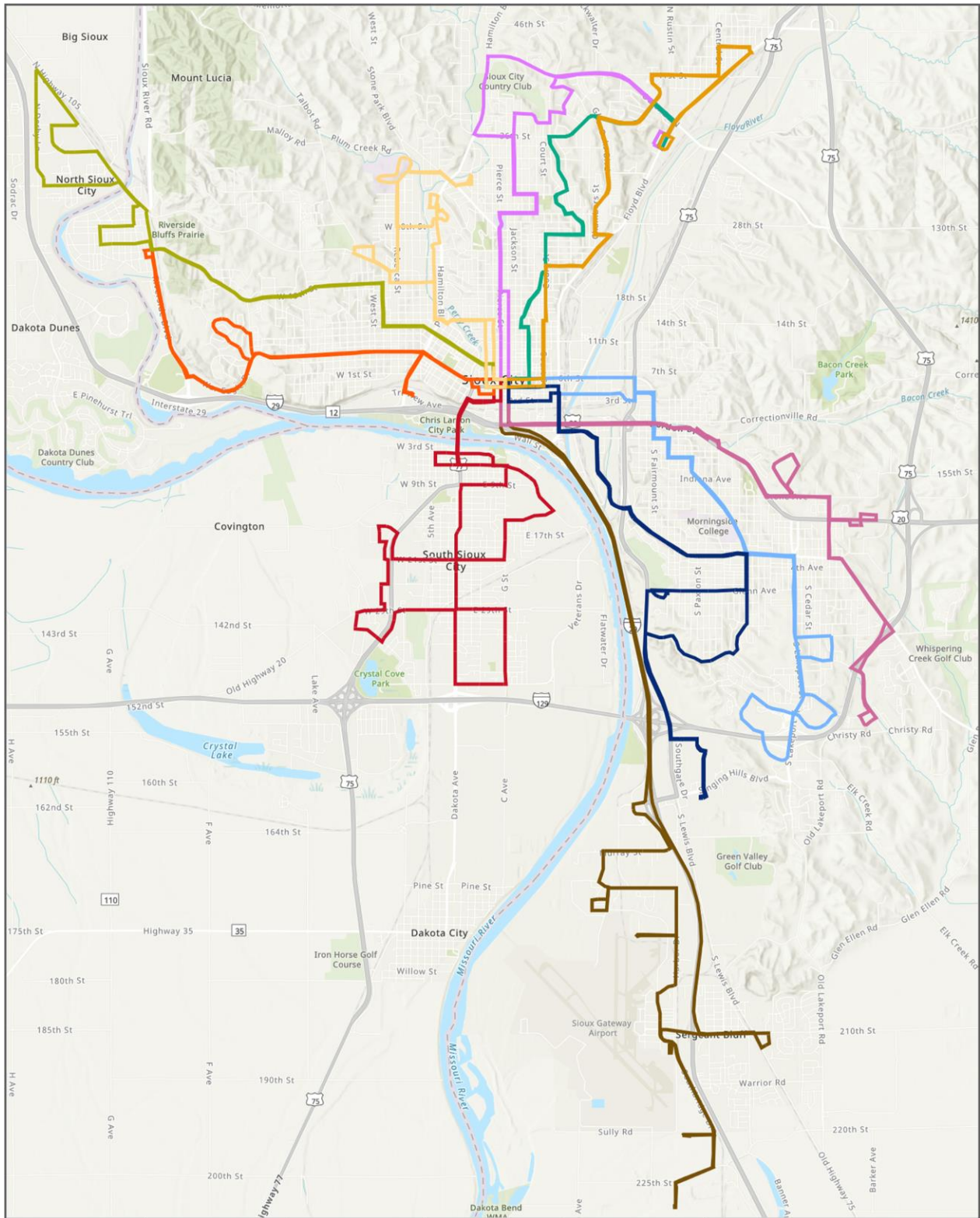


- Further evaluate under-served areas such as those along Lewis Boulevard and Highway 75 throughout the metro region
- Study impact of School Route enhancements and impact on regular route use/effectiveness
- Communication of service variations due to special events, construction and school routes
- Establish simplified program allowing private investment in shelters and benches at more bus stops
- Public education about bus stop signage and related parking and property maintenance
- Enhanced signage connecting users (and potential users) to more information – phone number, website links and/or QR code linking to route and schedule information as potential for information to correlate to local attractions and amenities
- Remain open to technological advances as equipment is replaced.

It is important to note that steps have been taken to address barriers and improve access throughout the SCTS service area. Furthermore, SCTS's internal focus remains on improving technology. The Safety Vision security camera system in every vehicle is working well. Iowa DOT assisted urban systems to acquire GTFS capability through one state-wide contractor, Trillium. GPS-enabled location of SCTS buses is available using Google Maps for passengers and can be used as an essential tool in trip planning. SCTS is currently evaluating the addition of electronic fare collection system, automatic passenger-stop counters, and mobile data units that capture statistics for planning analysis of passenger miles traveled (PMT) and data used for mandatory NTD reporting.

As emphasized through this Plan, demand for mobility services, especially for aging residents, persons with disabilities, and lower income populations continues to increase. A significant challenge is to educate the public at large about available transportation options and programs that may help pay for them. Absence of night and weekend services create a circular pattern of frustration when individuals are not able to attain meaningful work with living wages because they cannot afford personal transportation, intensified by limited hours of availability for public transit. Enhanced collaboration and coordination with private transportation services, businesses, and healthcare institutions continue to be critical addressing unmet needs.

MAP 3.1-1 – SCTS Route Map<sup>13</sup>



<sup>13</sup> Source: Sioux City Transit System web page link to interactive map: [www.sioux-city.org](http://www.sioux-city.org),  
<https://simpc0.maps.arcgis.com/apps/webappviewer/index.html?id=e92dcc06008541d8beadd7c5567fd248>

## *Siouxland Regional Transit System*

Similar in operation of the SCTS paratransit network, SRTS is a demand-response system available to the general public in its service areas. Trips must be scheduled at minimum by the end of business the day before the desired trip and no more than two (2) weeks in advance. Service is open to all residents with advance scheduling being the only prerequisite. SRTS provides origin to destination trips on ADA vehicles with door-to-door assistance available. Instead of being limited to the boundaries of an existing fixed route, SRTS service is available to residents within the SRTPA planning area and to clients of establishments, facilities, and/or organizations within the planning area (see [Map 1.2-2](#), pg 5 for reference). SRTS works with SCTS and neighboring regional transit authorities to eliminate duplication of services. A unique characteristic to regional service is the impact of contracted services that may unavoidably cross between designated service areas. Such potential for shared coverage areas further emphasizes the need for ongoing collaboration and communication between transportation providers, healthcare providers and caseworkers to ensure fiscally responsible use of the tax dollars often used to fund state and federal assist programs. Any misinterpretation of services may lead to further depletion of available transit dollars.

Public transit fares for SRTS vary based on origin and destination. Base rate for Curb-to-Curb service is \$4.00 per ride, for in-town transportation. Door-to-door service is \$7.00 per ride. For destinations outside city limits, there is a \$0.50 per mile charge in addition to the base rate. Some communities subsidize rides, reducing the cost burden for residents. Following are those applicable base rates as of 12/31/2023.

- Le Mars, IA – curb-to-curb \$3.50; door-to-door: \$6.00
- Sergeant Bluff, IA – Free within city limits and \$2.00 per one way within Sioux City metro including Dakota Dunes
- Dakota Dunes – \$5.00 one way
- Jefferson or Elk Point - \$15.00 one way
- Dakota County – Free within county limits (exclude South Sioux City to South Sioux limits) and \$5.00 per one way within Sioux City metro including Dakota Dunes

Hours of service are 5:30 AM – 7:00 PM Monday through Saturday, with staff available for dispatch call 6:30 AM – 6:00 PM Monday through Friday. Brochures are available online and by request from drivers.

SRTS's use of technology is a primary means of improved efficiency in provision of services. The use of tablets implemented prior to the 2019-2024 PTP continue to serve in a multi-tiered capacity allowing route tracking and monitoring, scheduling tools compatible with vendor-

based dispatch programs, fare tabulation and tracking, and in-time communication between dispatch and drivers. Access to GPS enabled mapping assists drivers in identifying safe travel routes, especially when affected by unexpected weather or road hazards. Drivers are prohibited from calling while driving, however, they now have the ability to receive notifications of passenger pickups and schedule changes so they know to follow up when they are parked and it is safe to do so.

Automated scheduling and electronic fare collection options have not yet been fully realized within SRTS operations. The limitations of cash fares include inconvenience to the customer, security for customers and drivers (as known or expected to have cash on hand), and unpredictable expenses related to service charges of returned checks and non-payment of the original fare when checks are not honored. Implementation of automated scheduling would reduce time allocated to seeking available time slots for requested rides and simplify customer communications.

Some relevant responses from passengers and health and human services providers regarding SRTS service include the following barriers.

- Buses are booked to capacity making rides with less than a week notice, sometimes more, difficult to schedule.
- Unforeseen circumstances (trains, other passenger delays, driver shortages due to illness or lack of available workforce) delay scheduled pickup times, especially on call-for-return trips.
- Difficult to schedule trips between counties, into other service areas, and distance trips.
- Lack of awareness about service availability.

Education of services as previously conducted by a staffed mobility manager are now communicated through TAG participation, focused project components, and through dispatch assistance. If funding allowed, SRTS could benefit greatly from the incorporation of mobility management into its staff and dispatch responsibilities at minimum. However, a greater emphasis on the concept of mobility management as part of social services and healthcare would create a lasting and innately funded means of maintaining awareness of available transportation systems.

### 3.1.02 Management

#### *Sioux City Transit System*

An enhanced role for the inclusion of Public Transit in the physical design of new City developments and public street improvements could improve safety, access, and transit

service. Inclusion of transit turn-outs and safe bus stop sites for existing and new development should be a default criterion.

Long-term reliable and predictable funding sources for bus replacement could ensure a fleet of safe and efficient public transit buses with a reduction in maintenance costs. Public participation by users, by regional human service agencies, and political jurisdictions is necessary for comprehensive understanding of future transit needs and pursuing priorities. Effort continues to be needed in educating elected officials regarding the role that public transportation plays in community-wide health, safety, quality of life, and economic development. In doing so, projects including these benefits are more likely recognized as responsible use of local tax dollars. Transit planning, when backed with reliable data and stakeholder support, significantly improves potential best scope of services. While investment in an automated fare system generates significant expenses for implementation, the efficiencies and data that result from the investment are key to working toward a more sustainable system – a system that results in a more efficient deployment of assets and maximization of overall function.

As discussed previously, one option faced by SCTS is the full internalization of operations, specifically the current contracting of paratransit operations with an outside provider. Should SCTS take over the operations of paratransit, cloud-based dispatch and enterprise management software would be essential. If ridership holds at current levels, expansion vans will be needed, as will additional drivers, dispatch staff, and management personnel. Significant cost/benefit analysis is required, along with an assessment of the impact of state and national politics. Continued discordance among legislative representation has resulted in delayed allocation of dedicated funds as well as formulaic changes. Enactment of the Bipartisan Infrastructure Law has resulted in unprecedented funds for transit across the country – especially in smaller urbanized and rural areas. In Iowa, the ever-changing application of Iowa Medicaid Enterprise benefits continues to affect change in waiver rules and related transportation provisions. Ensuring capacity for rides and reliability will continue to be a challenge when facing extreme fluctuations in funding allocations and respective uses.

Public and private collaboration efforts to leverage and secure new funding sources are critical. Project outcomes stemming from alternate and/or active transportation modes have been instilled in transit conversations and often provide data and project supports for un- or underfunded proposals. In part, effective marketing of transit services is necessary in new modes and approaches. Delegating the management of advertising to a national third-party vendor could increase revenues and improve the public's perception of the SCTS agency. The localized How-To-Ride series of videos included in the services portion of this section is a significant step not only in partnerships with other community program providers, but also as an effective tool in expanding outreach efforts.

### *Siouxland Regional Transit System*

Consistent with public transit operations in other Iowa regions as well as in urban areas, SRTS faces fiscal support issues as identified with SCTS management needs – especially in terms of consistent and reliable funding, greater public participation, and support from elected officials. SRTS would benefit greatly from the addition of staff person(s) dedicated to the analysis of collected data and application of that data to planning a sustainable system. Specific programs for rural transit investments are not readily available. Broadening of project scoping to include reasonable improvements that link rural residents to transit services

Having implemented software to facilitate driver/route scheduling, SRTS would further the benefit of its GPS technology by enabling up-to-date in-transit information to the passenger rather than solely to dispatch. Customer interaction with in-time information may contribute to reduced wait times (passengers currently wait until the bus is at the curb and ready for boarding) and increasing route capacity. SRTS continually works towards improving marketing, presentation and meeting attendance, and innovative ways to publicize services as staff time allows.

### 3.1.03 Fleet

#### *Sioux City Transit System*

Though measuring favorably in system reviews, vehicles in use beyond their planned useful life pose a significant challenge for SCTS. Federal funding as allocated through the state has increased distribution of funds combined with production delays impedes progress. Funds specific to transition to electric fleets serve as incentive to transition to electronic vehicles. However, infrastructure to support electric vehicles is lacking. Delays are also affecting a recent award of two electric buses. SCTS budget does have designated funds to cover the expense of some replacement vehicles once production has caught up on outstanding orders.

As of December 2023, 25% of buses are past the federally defined Useful Life Basis (ULB) of 14 years. The correlation between vehicle age and expense is significant.

The inclusion of all-electric vehicles to the transit fleet contributes to the reduction, and ultimate elimination of related health and environmental hazards. Even with a decreased operation cost per mile over diesel buses, the purchase cost in excess of \$1,100,000 and the scheduled payback as measured in terms of the number of years of useful life presently precludes the City from committing to a 100% electric-fleet transition.

Following is the vehicles inventory for SCTS fleet as of December 31, 2024.

TABLE 3.1-2 – SCTS Vehicle Inventory

Sioux City Transit System							
Fixed Route Buses & Paratransit Vans				YTD Totals: 12/31/2023			
Active Vehicle Roster				Period: 7/1/2023 - 6/30/2024			
<b>Fixed Route</b>							
Property ID #	MFG Year	Model	Acquired Status	FTA Replacement Threshold	Lifetime Mileage	# wheelchair positions	ADA Access?
1330	2006	35' HD Low Floor	New	12 Yrs / 500,000 Miles	701,775	2	Ramp
1331	2007	35' HD Low Floor	New	12 Yrs / 500,000 Miles	581,755	2	Ramp
1332	2009	35' HD Low Floor	New	12 Yrs / 500,000 Miles	510,642	2	Ramp
1338	2009	35' HD Low Floor	New	12 Yrs / 500,000 Miles	496,666	2	Ramp
1339	2010	35' HD Low Floor	New	12 Yrs / 500,000 Miles	418,924	2	Ramp
1340	2010	35' HD Low Floor	New	12 Yrs / 500,000 Miles	442,170	2	Ramp
1341	2012	40' HD Low Floor	New	12 Yrs / 500,000 Miles	341,986	2	Ramp
1354	2002	40' HD Low Floor	USED	replace 1336	478,866	2	Ramp
1359	2017	35' HD Low Floor	New	12 Yrs / 500,000 Miles	220,519	2	Ramp
1360	2017	35' HD Low Floor	New	12 Yrs / 500,000 Miles	201,002	2	Ramp
1361	2018	30' MD Enviro 200	New	10 Yrs / 350,000 Miles	75,020	2	Ramp
1363	2018	40' HD Low Floor	New	12 Yrs / 500,000 Miles	187,953	2	Ramp
1364	2018	40' HD Low Floor	New	12 Yrs / 500,000 Miles	185,916	2	Ramp
1365	2018	40' HD Low Floor	New	12 Yrs / 500,000 Miles	194,416	2	Ramp
1369	2019	HD 35' low floor	New	12 Yrs / 500,000 Miles	159,676	2	Ramp
1370	2019	HD 35' low floor	New	12 Yrs / 500,000 Miles	163,614	2	Ramp
1373	2020	30' MD Enviro 200	New	10 Yrs / 350,000 Miles	49,310	2	Ramp
1374	2021	35" HD Low Floor	New	12 Yrs/ 500.000 Miles	97,802	2	Ramp
1375	2021	35' HD Low Floor	New	12 Yrs / 500,000 Miles	103,138	2	Ramp
1376	2021	35' HD Low Floor	New	12 Yrs / 500,000 Miles	97,791	2	Ramp
1377	2021	40' HD Low Floor	New	12 Yrs / 500,000 Miles	121,359	2	Ramp
1378	2021	40' HD Low Floor	New	12 Yrs / 500,000 Miles	99,602	2	Ramp
1379	2021	30' HD Low Floor	New	12 Yrs / 500,000 Miles	68,676	2	Ramp
1380	2021	35' HD Low Floor	New	12 Yrs / 500,000 Miles	81,521	2	Ramp
1381	2021	35' HD Low Floor	New	12 Yrs / 500,000 Miles	96,516	2	Ramp
1382	2023	35' HD Low Floor	New	12 Yrs/ 500.000 Miles	10,110	2	Ramp
<b>Paratransit Vans</b>							
Property ID #	MFG Year	Model	Acquired Status	FTA Replacement Threshold	Lifetime Mileage	# wheelchair positions	ADA Access?
1347	2013	Ford/Glaval E-450	New	4 Yrs / 100,000 Miles	129,253	3	Lift 800lbs
1348	2013	Ford/Glaval E-450	New	4 Yrs / 100,000 Miles	155,882	3	Lift 800lbs

1349	2013	Ford/Glaval E-450	New	4 Yrs / 100,000 Miles	160,389	3	Lift 800lbs
1355	2017	Ford/Glaval E-450	New	4 Yrs / 100,000 Miles	124720	3	Lift 800lbs
1356	2017	Ford/Glaval E-450	New	4 Yrs / 100,000 Miles	124639	3	Lift 800lbs
1357	2017	Ford/Glaval E-450	New	4 Yrs / 100,000 Miles	107490	3	Lift 800lbs
1358	2017	Ford/Glaval E-450	New	4 Yrs / 100,000 Miles	134,864	3	Lift 800lbs
1362	2018	Ford/Glaval E-450	New	5 Yrs / 100,000 Miles	123,109	3	Lift 800lbs
1366	2018	Ford/Glaval E-450	New	5 Yrs / 100,000 Miles	122,227	3	Lift 800lbs
1367	2018	Ford/Glaval E-450	New	5 Yrs / 100,000 Miles	99,521	3	Lift 800lbs
1368	2018	Ford/Glaval E-450	New	5 Yrs / 100,000 Miles	113,681	3	Lift 800lbs
1371	2019	AEROTECH - E-450	new	5 Yrs / 150,000 Miles	91,781	3	Lift 800lbs
1372	2019	AEROTECH - E-450	new	5 Yrs / 150,000 Miles	68,707	3	Lift 800lbs

### Service Vehicles

Property ID #	MFG Year	Model	Acquired Status	FTA Replacement Threshold	Lifetime Mileage
1303	2004	E-350	New	flat bed & snow plow	12,817
1304	2004	E-450	New	service truck	58,926

### Inactive Vehicles

Property ID #	MFG Year	Model	Acquired Status	FTA Replacement Threshold	Lifetime Mileage	# wheelchair positions	ADA Access?
1325	2010	30' MD Low Floor	New	7 Yrs / 200,000 Miles	101,890	2	Ramp
1326	2011	30' MD Low Floor	New	7 Yrs / 200,000 Miles	92,282	2	Ramp
1324	2010	30' MD Low Floor	New	7 Yrs / 200,000 Miles	106,548	2	Ramp

### Contingency Fleet

Property ID #	MFG Year	Model	Acquired Status	FTA Replacement Threshold	Lifetime Mileage	# wheelchair positions	ADA Access?
1097	2004	35' HD Low Floor	New	12 Yrs / 500,000 Miles	668,413	2	Ramp
1352	2000	40' HD Low Floor	USED		378,542	2	Ramp
1353	2002	40' HD Low Floor	USED	replace 1335	136,411	2	Ramp

## Siouxland Regional Transit System

SRTS has maintained a moderate allocation of funding for new buses and has expanded its fleet to include accessible vans in addition to a partnership in employee-oriented vanpool opportunities with Enterprise. Regardless of funding allocations and alternate vehicle types, production and product delivery times still hinder effective fleet maintenance. Recent addition of a staff mechanic and a facility that allows inside parking for a portion of the fleet is anticipated to have long term benefits services overall.

SRTS would like to expand the use of smaller van-sized vehicles to better accommodate distance trips and expand opportunities for additional drivers. Upon completion of this Plan, no



vanpool participants are currently under agreement. Fleet detail as provided by SRTS includes are provided in table 3.1-3.

TABLE 3.1-3 – SRTS Vehicle Inventory

Vehicle type	buses	minivan
Quantity	41	2
Seating capacity per unit	18	3
Wheelchair spaces per unit	3	1
Access feature	lift	ramp
Beyond useful life & in service (as defined by Iowa DOT)	14	0

### 3.1.04 Facility Needs

#### *Sioux City Transit System*

The Transit Maintenance and Storage Facility reaches the 45-year mark in 2024. The City of Sioux City and SCTS are continuously applying for funding to replace its aging facility to not only update capacity and function, but to also accommodate pending mandates in carbon reduction standards and electric vehicle accommodations. Retrofit updates for lighting, security, and utility are being implemented in stages with those efforts being cyclical.

The Martin Luther King Jr. Ground Transportation Center (MLK) continues with scheduled structural maintenance that includes resurfacing concrete driveways, ceilings, and walls in addition to concrete sealing and joint caulking. Facility improvements are still needed for the elevator and some accessibility features in skyway connections leading to/from the MLK Center. In addition to facility repairs, improvements, and replacements, SCTS continues to improve bus stops with the addition of shelters and/or seating when possible.

#### *Siouxland Regional Transit System*

A new SRTS facility and offices were officially opened in October 2023. Funded through a US DOT BUILD grant, the facility is the first to receive 100% funding. The events of the pandemic and subsequent chain of events affecting production timelines and cost of materials did result in some changes in the final build plans. Rather than fully housing the SRTS fleet of vehicles, the facility has space for 15 buses but does include a mechanic/maintenance bay and a bus wash space. Though included in the original budget, some features such as the operational automatic bus wash are still pending. Funding opportunities will continue to be pursued for facility components.

## 3.2 STATUS OF PREVIOUSLY RECOMMENDED PRIORITIES AND STRATEGIES

To better meet the transportation needs of the MPO and SRTPA, the previous PTP included five priorities as identified through TAG input and survey responses. Barriers/Unmet needs as provided in the 2020-2024 PTP are consistent with ongoing needs discussed through TAG. Below is a listing of previously established priorities with a status summary following.

### A. Support Capital Needs.

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

SCTS and SRTS diligently comply with federal and state regulation to ensure eligibility for all available funding opportunities to subsidize passenger fare. Both transit agencies continue to look into additional funding opportunities through alternate funding streams including but not limited to carbon reduction and other green-focused programming.

Vehicle replacement is an ongoing effort for both systems. While funding allocations have eased the fiscal approach for timely vehicle replacement, production limitations keep the turnaround time to a slower pace. Both transit agencies have planned budgets well to readily accommodate required matches as funds, whether planned or unexpected, become available.

When purchase of a new bus is necessitated but otherwise delayed, SCTS has negotiated purchases of "newer used" buses to stabilize its fleet. Purchase of buses used in less severe climates have significantly reduced maintenance needs in order remain operable. The balance in reduced cost of maintenance for the used market expense allows full vehicle availability while not draining the budget. The newer-used buses meets immediate needs and demonstrates fiscal responsibility in maintaining necessary services.

Financial decisions are based on patron needs and demonstrated use of both transit systems. By active participation with TAG, transit directors maintain an open line of communication to determine new and recurring needs and are able to re-prioritize based on the events/activities expressed in TAG discussion. A recent route study completed for SCTS resulted in reconfiguration of most of the fixed routes to improve access as well as service. All buses are accessible and have capacity for at least two wheelchairs. SRTS has invested some of its allocated vehicle funds into modified minivans. The multi-tiered benefits of this vehicle option

include lower base cost, lower fuel costs, reduced restriction on licensure to drive, and capacity appropriateness for longer distance trips.

Interest in fixed route systems in some smaller communities remains and continues to be a consideration for SRTS. Assessments of ride volume and routes do not yet support implementation of such programs.

TAG, SCTS and SRTS will continue to seek eligibility for funding supports through an extensive range of non-government grant programs in addition to Federal programs under sections 5307, 5310, 5311 and 5339, Iowa Clean Air Attainment Program (ICAAP), Surface Transportation Block Grant Program (STBG), Bus and Bus Facilities formula grants – Section 5339.

## B. Enhance Coordination.

Enhance coordination among existing public transportation and human service transportation providers.

TAG meetings are held twice per year, typically with one meeting in the fall, one in the spring. Efforts are made to highlight projects and activities expanding transportation availability/access for the MPO and SRTPA planning areas. Communication of supports and potential grants is shared between scheduled meetings. SCTS and SRTS continue to have an active presence with TAG.

SRTS has facilitated a vanpool program specific to employer need. The process is ready for implementation and discussions with area employers continue.

SCTS maintains interactive discussions with SDHD and SIMPCO as means of coordinating projects with available funding through Physical Activities Access and Active Transportation project funds. Collaborating entities continually communicate concerns, identified needs, and potential funding sources to maximize mutual benefit before expending available budgets.

TAG promotes program supports as available through participating agencies and organizations including but not limited to Connections AAA's Community Transportation Program for seniors.

SCTS continues to operate its Nights and Weekends voucher program allowing paratransit certified passengers to purchase fixed price vouchers to reduce the cost of rides through private providers outside of transit hours of operation. Originating under prior section 5317 New Freedom program funds, limited 5310 funds are used as a base for donations.

### C. Increase Awareness.

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

SCTS has worked with Siouxland District Health Department and SIMPCO in improving access for seniors – especially those with lower incomes through education. A Physical Activities Access program collaboration has resulted in transit info training sessions with residents of metro area HUD housing complexes with high proportion of senior residents. A ride along demo opportunity has been added to funded activities with good response from participants. SDHD also partnered with SCTS to fund 4 how-to videos to promote transit ease of use. The videos are posted on the SCTS and SDHD websites and are frequently shared through social media by both agencies.

Potential for a TAG newsletter has been discussed, however other means of communicating program opportunities is better served with in-time communications through community planning meetings. This serves to maintain ongoing communications as it expands the reach of TAG to those whose schedules may not allow regular attendance. One more consideration is the that common core of member and potential attendee participation overlaps into several other coalitions.

### D. Expand Availability.

Expand the availability of demand-response, and specialized transportation services, for aging lowans, persons living with disabilities, and lower income individuals and families.

TAG continually reiterates availability of transportation supports through existing programs. Members are continually reviewing funding opportunities to expand or enhance supports. SCTS continues its Nights and Weekends Voucher program subsidizing rides paratransit eligible passengers for rides outside transit hours of operation. At least one vendor has accommodation for passengers using a wheelchair. Need for expanded service hours for SCTS is frequently expressed, though expense has not been warranted. A temporary expansion of services to 7 PM was implemented over a 3-month period. While well-intended, a temporary alternative did not instill enough confidence among passengers or potential passengers to establish a permanent route. Those dependent on transport other than a personal vehicle seemed unwilling to risk loss of their current option for a temporary alternative. Furthermore, TAG discussion, survey response, and community feedback agree that one hour later than current service hours miss the mark for shift work, making it a less-than-viable option. SCTS continues to seek alternative solutions to improve access outside of

transit hours of operation, especially for lower income individuals, seniors, and persons living with disabilities.

### E. Lower Costs and Increase Efficiency.

Lower the overall cost of public transportation and increase the efficiency of public transportation by maximizing operation efficiency and through application of current technology.

There has been discussion nationally about making public transit a free service. While some large urban areas have means of providing free service through other revenue streams, most municipalities simply do not have room in the budget. With federal and state subsidies in place, regional and fixed-route base fares are about as low as they are likely to be. Aside from various agency supports indicated through survey responses, some area municipalities have taken on the task of subsidizing rides for residents. These exceptions are demonstrated in some communities contracting with providers to absorb costs, allowing passengers to experience some relief.

- The City of South Sioux City, NE uses local funds to support some state allocations for fixed route service Monday through Friday, comprising Route #9 for SCTS.
- The City of North Sioux City, SD funds a loop of SCTS Route #5 covering the former Gateway Industrial area connecting the metro area to an area hub of employment opportunity.
- The City of Sergeant Bluff, IA supports SCTS fixed route service near the I-29 corridor, connecting residents to a nearby industrial area and all service points through the MLK, Jr. Ground Transportation Center.
- Sergeant Bluff also covers the full cost of rides through SRTS for residents within city limits, allowing access to local shops, restaurants, and medical/dental offices free of charge. Rides to/from Sioux City metro area and Dakota Dunes (SD) are subsidized allowing a fixed rate for the passenger at about half the base rate.
- The City of Le Mars, IA covers a portion of the base rate for its residents seeking curb-to-curb and door-to-door service through SRTS.

- Services through the southern portion of Union County SD are contracted through SRTS with fixed rates based on origin and destination when connecting passengers to the metro area.
- Established in July 2022, SRTS is contracted through the County of Dakota County, NE to provide rides free of charge for its residents outside of SCTS service area (South Sioux City) within county borders. A fixed rate each way provides reduced costs access to Dakota Dunes (SD) and the Sioux City metro area.

These coordinated efforts, largely funded at the local level facilitate access and provide a model for other communities to consider. Efforts through social media promotions provide education on service availability and as demonstrated through the collaboration with SDHD, basic rider education to help reduce misconceptions about transit and facilitate access for new riders. Budget-minded benefits to implementation of a mobile fare system include the potential to improve system efficiency through accurate boarding point interactions, in-time arrival information by bus stop, and repeat ridership data at minimum.

### **3.3 ANY OTHER RECENT DEVELOPMENTS AFFECTING COORDINATION ISSUES**

In light of significant challenges faced in recent years, transit systems serving the region have made great strides in meeting passenger needs and reducing barriers. The worldwide pandemic and historic transportation legislation are among the most notable events affecting transit operations since the previous plan update. Some service expansions, route adjustments, and a new facility are among other agency developments within the last 5 years.

Travel-related occurrences of illness from COVID-19 began as early as January 2020 with major social impacts and contact bans being instated mid-March in Nebraska and Iowa. South Dakota had less drastic measures implemented than Iowa and Nebraska which, in turn, were far less extreme than those in many other states – especially New York and California. Closing of businesses was an issue, but restrictions on visitors to medical facilities and cessation of voluntary medical procedures affected even potential services. Transit was deemed an essential service but initial concerns over surface contamination nearly obliterated the already wary passenger base. Ridership levels began to return to near normal after 2 years of unprecedented mandates geared toward prevention. In addition to passenger use, driver availability, especially for SRTS, suffered significant loss due to retirement or other resignations as means to reduce personal risk of unnecessary exposure to illness. Many SRTS drivers are seniors who have taken on work to fill time after retirement from other work. Constant exposure to at-risk individuals (such as seniors and disabled persons), whether

concerned about passing along contagions or assumed increased risk of exposure by oneself, led many to return to retirement or seek remote work opportunities. Staffing has long been a challenge with local employment opportunities in other industries providing higher than average incomes. Increased wages for SRTS drivers and union-based rates for SCTS drivers have levelled some of those pay discrepancies. However, the pandemic and its effects on systems and passengers was, and remains, significant in determining how to manage existing or expand services.

The passing of the Bipartisan Infrastructure Law (BIL) under the Infrastructure Investment and Jobs Act (IIJA) in November 2021 by President Biden increased transit funding allocations that were especially impactful for the region. Up to \$108 billion dollars has been authorized to support public transportation programs with \$91 billion in guaranteed funds. Significant increases in operations and vehicle replacement enabled transit providers to expedite plans for fleet updates where buses had exceeded their useful life under DOT guidelines. While still operable, aged-out vehicles require more maintenance and relative expense to keep them safely on the road. There is an additional stream of dedicated funds for ecologically centered improvements intended to reduce the carbon footprint of buses. Unfortunately, delays in production linger still from the effects of the COVID-19 pandemic. Supply chain disruption due to closures, loss of staffing, and reduced availability of materials did slow vehicle replacement efforts. Varying state restrictions during the pandemic has permanently reduced the workforce from transit drivers to medical staff by way of expedited retirement for many.

SRTS was awarded a US DOT BUILD grant, the first of its kind, that fully funded a new facility including a garage for indoor vehicle parking, dedicated dispatch and administrative offices, a bus wash (still pending additional funding for full implementation), and mechanic's bay. At the time of this plan update, SRTS staff is centered at the new facility and bus storage/parking is transitioning from its contracted location to the new site for vehicles servicing Woodbury County origins and destinations. Construction began post pandemic and therefore costs far exceeded planned expenditures. With adjustments made to accommodate the increased costs, the garage was downsized allowing for future expansion on the current building site as allocated for the original scope of the project. The location centralizes access for regional services.

SCTS, through a consultation firm, conducted a study of the fixed route system and implemented changes on all routes – some more significant than others. Taking into account service needs expressed in specific areas, routes were redrawn to better serve those using the system. Changes in routes configuration were minor, however bus stop locations and route flow are intended to improve access and passenger safety.

SCTS is also in the progress of negotiating mobile fare options. At present, fares are paid in cash or with a prepaid pass or token. Passes and ride tokens are available for purchase with cash, check, or debit/credit card at the dispatch desk only. Lack of mobile pay options does serve as a barrier of use for many passengers. It is important to note maintaining a cash fare option is also necessary to prevent barriers to other population bases who culturally avoid non-cash payment considerations.

After years of requests for service, SRTS was able to work with the Dakota County Board of Commissioners to contract for service throughout Dakota County (with the exception of South Sioux City which is served through SCTS). This fills a significant gap in available transportation for Dakota County’s rural and smaller town and village residents. It also connects those residents to services in Iowa and South Dakota that may not have been an option without provision of transit.

### 3.4 PUBLIC INPUT RECEIVED CONCERNING NEEDS AND/OR COORDINATION ISSUES

Through regularly scheduled meetings and communications of services available, TAG is constantly re-evaluating transportation barriers and potential solutions regarding personal mobility – particularly for aging lowans, persons with disabilities, and low-income populations within the Sioux City metropolitan and SRTPA planning areas. Documented concerns from TAG meetings were considered in the development of the Siouxland Mobility Survey distributed in October 2023. The survey consisted of 25 questions designed to assess transportation barriers, needs, and availability. Respondents were asked for agency information including contacts, services, and transportation provisions (with vehicle inventory as applicable). It also includes opportunity to address TAG involvement including awareness and desired goals. Closing questions allowed for open-ended feedback on services in the rural planning area, metro area, South Dakota, and Nebraska. Following is an overview of responses and comments received through TAG and discussion at community planning meetings. Percentages as may be provided reflect the total in agreement with the provided statement based on the number of responses received by question. Total respondents equal 36, however some questions were skipped.

Please indicate <b>transit/transportation needs</b> identified through your services in Siouxland.	Needed / Great Need
Affordable transportation	85.29%
Different services for each need (no coordination between agencies)	62.50%
Affordable transportation	88.57%
Service expansion to more areas	88.89%
Expanded schedule of availability	83.33%



Exceptions in vehicle usage restrictions (i.e. special activities)	48.48%
Accessible vehicles for people with physical limitations or disabilities	74.29%
Improved efficiency standards of replacement vehicles	39.39%
Established safety/security procedures	47.06%
Availability of non-emergency medical transportation to/from local facilities	82.86%
Availability of non-emergency medical transportation to/from facilities outside of immediate area	80.00%
Other (please specify)	Area of need
Presently, Sioux City Transit does not service areas with significant need: Business Hwy 75 N (Tallview Terrace, Forest Hills) and closest bus stops are too far to walk. Sioux City Transit does not service Dakota Dunes where many of the specialty medical services are located (some patients find the \$5 SRTS rate a barrier to get to Dunes).	Service expansion to more areas
	Affordable transportation
routes to major employers that coordinate with that employers shifts/shift changes. Maybe not a bus---but what about targeted Transportation requests using a van or something more economical making fares/costs more affordable.	Service expansion to more areas
	Affordable transportation
Paratransit rides are twice as much, and regular bus tickets cannot be used for these which is what my organization purchases for our clients to use. These bus tickets and paratransit tickets should be able to be used in combination or exchanged at the bus depot.	Different services for each need (no coordination between agencies)

Please rate the significance of the following <b>barriers</b> to meeting your patrons' or program participants' transportation needs as identified through your services.	Agree / Strongly Agree
Access to information on what is available	91.18%
Limited resources of transportation provider	91.18%
Too many disconnects between districts/agencies	73.53%
State and Federal regulations	52.94%
Limited or no funding for internal transportation program	73.53%
Lack of appropriate modes (i.e. wheelchair accommodation)	60.61%
Lack of reliable, competent, available drivers	58.82%
Demand greater than services available	84.85%
Stigma related to riding the bus	63.64%
No service available at origin/destination address	84.38%
Riders and/or transportation providers have inflexible schedules	76.47%
Safety/security concerns for driver/rider	42.42%
The safety of vehicles	30.30%
The cost of fuel	54.55%
Other (please specify)	Barrier
Our County is a large one with Sioux City being the largest City most efforts are provided in Sioux City leaving other places in the County with nothing, we are one	Affordable transportation

County but it does not feel like it when it comes to care and transportation. many towns are 20 to 30 miles from Sioux City where they need to go for services and they are charged so much to get there. while if you live in Sioux City you have more options. there should be a way to charge a flat rate that would be the same for every one that needs it. maybe even flat rate for insurance coverage as well	Inequitable access to services
Lack of accommodation for mental disabilities	Safety/security concerns for driver/rider
Major issue with bus--infrequency of pick up/drop off. Ex: if i have a mom who is working but needs to get kids to daycare or school--she would have to add (at least) an additional hour to her trip. She would have to get on the bus, most likely hit the transfer point, then move the kiddos to another bus, get off at or hopefully near her stop, walk to the destination with her kiddos, drop off the kiddos, then have to wait to board the bus again at that stop or if she is lucky try to hit another stop that might shave off some time. Then once on the bus, she would have to get to her employment and then at the end of the day repeat the whole process. All is very inefficient when it comes to time in addition to being stressful and challenging, especially with younger kiddos in tow. If you add in skill level and anxieties it is that much harder.	Limited resources of transportation provider  Demand greater than services available

According to experiences within your field, please consider the following public <b>transportation factors</b> and their relative merit:	At least some impact
Newer/better public transit vehicles	80.56%
Education/marketing of services	94.44%
One-stop informational resource	97.22%
Increased efforts to attain federal funding	88.89%
Enhanced transit technology such as: electronic fare card, real-time schedules, GPS, Wi-Fi	80.56%
Re-evaluation of current transit routes	86.11%
Improved coordination with community needs	91.67%
Combining of resources to fill in gaps	88.89%
Ensured accessibility for all passengers at all times	86.11%

What type(s) of <b>transportation supports</b> do your program participants, patrons, or employees use?	In place for respondent agency
No transportation provided	27.78%
Agency/Organization-owned vehicle transportation	41.67%
Prepaid vouchers/passes for transit provider	55.56%
Contract to other transportation provider	27.78%
Mileage reimbursement	38.89%
Fixed amount fuel cards	11.11%
Established Fee-for-Service rates	13.89%
Other (please specify)	19.44%
Client transportation to Medicaid medical provider - many social service/support services/agencies. Rides to	

pick up medications. Transportation for social support meetings/services.
Many, many people walk to their appointment's i have seen many in wheel chairs being pushed to their Doctors or services destination's. in Sioux City that can be very challenging it is a City built on hills.
Medicaid, nursing home
Depend on friends/relatives for rides.
Taxi Vouchers
Monthly bus passes, 1 and 6-ride bus passes, assisting with Jefferson Lines costs to out-of-town appts.
Elderly veterans often need rides to Omaha or Sioux City for appointments

The final questions on the survey opened the floor for comments about area-specific services in general. Below are comments regarding Metro area, Rural planning area, Nebraska, and South Dakota origin/destination needs.

<b>Do you have other comments regarding access to public transit/transportation in the Metropolitan Sioux City area?</b>
We have many people who work afternoon and over nights (health care staff; service industries; manufacturing; meat processing; individuals receiving dialysis and/or other medical needs; childcare drop offs/pick ups - parents can get back on bus. Reliable transportation is the key for many to be able to work in the tri-state area.
special needs persons should not have to wait 30 minutes before and 30 minutes after a pick up time. It is too long in the ever changing weather conditions.
Needs to offer route to Dakota Dunes
Paratransit rides are twice as much, and regular bus tickets cannot be used for these which is what my organization purchases for our clients to use. These bus tickets and paratransit tickets should be able to be used in combination or exchanged at the bus depot.

<b>Do you have other comments regarding access to rural public transit/transportation in Woodbury, Plymouth, Monona, Ida or Cherokee counties in Iowa?</b>
I am not aware of rural transportation services.
Your staff has a hard time understanding that If someone lives in this county, but the appointment is in a different county, you can still take them to that appointment.
SRTS: The main clientele physically coming into our office are Vaccine for Children program families. Infrequently we have a family who has to walk to appointments due to no transportation. Barriers are being unaware of local service, cost, need to bring multiple children. I hear a lot more complaints from healthcare providers wanting more options for transportation of their clients. I will let them speak to current concerns, but in the past I have heard about wait times for return pick-ups being extremely long or needing to schedule appointments days out to get transportation availability.
It would be nice to know about transportation to and from Sioux City to LeMars.
We do have older residents ask regarding transportation option to appointments and travel to airports. Resources that we could give them on options would be a great help.
There is little to no Transportation options to places outside of Sioux City--North Sioux/Sgt Bluff/Leeds/Riverside are all very limited.

Medicaid taxis often do not function in or between these areas
Drivers are needed.
On occasion, I have elderly veterans that need transportation to and from doctor appointments in Omaha or Sioux City. Very few of them can afford to pay for transportation. It is not uncommon for these veterans to miss appointments due to lack of transportation.

<b>Do you have other comments regarding access to public transit/transportation in <b>Dakota County, NE?</b></b>
need transportation service available as we are a regional hub for services and employment (Iowa, Nebraska, South Dakota).
We definitely need it for Tyson workers
It is very limited and needs to be expanded.

<b>Do you have other comments regarding access to public transit/transportation in <b>southern Union County, SD?</b></b>
I am not aware of South Dakota transportation services.
It would be nice to have a route or at least a well advertised to the various doctors/specialists/clinics in the Dunes
Please provide a line

## **SECTION FOUR: Priorities and Strategies**

Based on the unmet transportation needs identified at TAG meetings and 2023 Siouxland Mobility Survey responses, priorities and strategies have been developed to address unmet needs of transit agencies and respective local jurisdictions. Categorically, prioritized system improvements are consistent in general terms. However, progress in some areas redefines strategies which may create new issues/barriers. Through the examination of essential services and medical care facilities, as well as recognized gaps in current services, the following priorities to in the SIMPCO MPO and SRTPA planning areas have been identified:

1. Continue to support capital needs of coordinated human service/public transportation providers including providing safe and reliable transportation services to clients.
2. Enhance coordination among existing public transportation and human service transportation providers.
3. Build awareness of the existing public transportation systems through education and marketing.
4. Expand the availability of demand-response, and specialized transportation services, for aging lowans, persons living with disabilities, and lower income individuals and families.
5. Lower the overall cost of public transportation and increase the efficiency of public transportation by maximizing operation efficiency and through application of current technology.

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.

### **4.1 SUPPORT CAPITAL NEEDS**

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 Block Grant Program (STBG)
- Bus and Bus Facilities formula grants – Section 5339

## **4.2 ENHANCE COORDINATION.**

Enhance 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 build coordination among existing public transportation and human service transportation providers. There exists an ongoing need for improved coordination between

public transit providers and agencies that provide services for older adults, people with disabilities and lower income individuals and families. Implementation of mobility management as a program component through health and human services agencies would be beneficial and better suited to such agency than perhaps direct affiliation with a transit provider. As agencies continue to pursue consolidated campuses or service centers, TAG will seek support and implementation of transportation facilitation. Competition for funding to retain existing services is fierce at times making inter-program collaborations seem like a high risk option. TAG will serve as the liaison for continued efforts in transportation coordination.

Survey responses reflecting coordination efforts are included here for reference. Increased participation and identification of collaborative projects through TAG can be an effective means of reducing barriers and meeting Goals.

Have you attended any SIMPCO Transportation Advisory Group (TAG) meetings? If not, why?	
Yes	17.14%
No, not interested	2.86%
No, no time/staff	14.29%
No, unsure of purpose/goal	22.86%
No, other conflicts	11.43%
What is the Transportation Advisory Group?	17.14%
Other (please specify)	14.29%
not job description	
Designated employee(s) in our agency participated in the past.	
Bicycle/Ped in past	
Yes, in the past but no time/staff to dedicate to another meeting	

Identify your choice of primary goals for SIMPCO TAG.	Highly significant / Requires attention
Transportation/transit education for public at large	73.53%
Goal-oriented forum to present, discuss & resolve transportation issues	70.59%
Communication and coordination of health/human service agencies with transit providers	81.82%
Collectively apply for Federal transportation funds	68.75%
Other (please specify)	
address perceived "stigma" for people using public transportation	

What topics would you like to see addressed at future SIMPCO TAG meetings?	Necessary topic requiring resolution / Worth discussing
Transportation/Transit Education for public at large	76.47%

Communication and coordination of health/human service agencies with transit providers	78.79%
Collective application for Federal transportation funds	66.67%
Goal-oriented forums	66.67%

### 4.3 INCREASE AWARENESS.

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. Partnering with agencies to develop in-house programs to help educate on transit availability may be the most significant step in improving access overall. Many responses indicate needs that may be met by existing services if those provisions were well known. TAG meetings may be developed to create Train-the-Trainer opportunities applying successful approaches used within the community to expand knowledge. Narrowing the scope of barriers through awareness enables opportunity for collaboration of new or extended services in a workable manner.

### 4.4 EXPAND AVAILABILITY

Expand the availability of demand-response, and specialized transportation services, for aging lowans, persons living with disabilities, and lower income individuals and families.

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. SCTS is further tasked with connecting with additional vendors that are equipped to transport persons using wheelchairs. Currently, only one private vendor is able to do so and their hours of



operation cease at 9:00 p.m., limiting access to local activities that continue past 10:00 p.m. for most events.

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

#### **4.5 LOWER COSTS, IMPROVE EFFICIENCY.**

Lower the overall cost of public transportation and increase the efficiency of public transportation by maximizing operation efficiency and through application of current technology.

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

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

# SECTION FIVE: Funding

## 5.1 FEDERAL FUNDING<sup>14</sup>

Under the BIL, surface transportation programs have been reauthorized for FY 2022-2026. Legislation provides advanced formulaic appropriations as well as competitive opportunities. The Federal Transit Administration under the US DOT provides a comprehensive listing of funding programs<sup>15</sup> as provided below. While all may not be immediately applicable, it is important to consider potential funding sources for alternate transportation modes as may be proposed or considered within the region. A notation is included to show current applicability of funding streams to activity in the planning region with ✓ noting immediate relevance or use.

Program	Description	Grant Type
<a href="#">Accelerating Advanced Digital Construction Management Systems Program</a>	The Accelerating Advanced Digital Construction Management Systems Program, created as part of the Bipartisan Infrastructure Law aims to improve how transit agencies deliver capital construction projects. The ADCMS program will fund demonstrations to accelerate the adoption of field-tested digital platforms to reduce costs and improve the delivery of transit infrastructure projects. Digital systems for construction management provide a technology solution for workers throughout the infrastructure project, enabling them to perform tasks faster, more safely, smarter, and more accurately.	Competitive
<a href="#">Accelerating Innovative Mobility</a>	Accelerating Innovative Mobility (AIM) will highlight FTA’s commitment to support and advance innovation in the transit industry.	Competitive
<a href="#">Advanced Driver Assistance Systems (ADAS) for Transit Buses Demonstration and Automated Transit Bus Maintenance and Yard Operations Demonstration Program</a>	Part of FTA’s Bus Automation Research program, the Advanced Driver Assistance Systems (ADAS) for Transit Buses Demonstration and Automated Transit Bus Maintenance and Yard Operations Demonstration program provides funding to help improve transit bus safety and efficiency, including in bus yards.	Competitive
<a href="#">All Stations Accessibility Program</a>	The All Stations Accessibility Program provides competitive funding to assist in the financing of capital projects to repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities for passenger use, including load-bearing members that are an essential part of the structural frame; or (2) for planning projects to develop or modify a plan for pursuing public transportation accessibility projects, assessments of accessibility, or assessments of planned modifications to stations or facilities for passenger use.	Competitive
<a href="#">American Rescue Plan Act of 2021</a>	The American Rescue Plan Act of 2021 (ARP), which President Biden signed on March 11, 2021, includes \$30.5 billion in federal funding to support the nation’s public transportation systems as they continue to respond to the COVID-19 pandemic and support the President’s call to vaccinate the U.S. population.	Competitive

<sup>14</sup> Sources: [www.fta.dot.gov](http://www.fta.dot.gov) & [www.iowa.dot.gov](http://www.iowa.dot.gov)

<sup>15</sup> Source: <https://www.transit.dot.gov/grants>

<a href="#">Areas of Persistent Poverty Program</a>	This program provides competitive funding for planning studies or financial plans to improve transit services in areas experiencing long-term economic distress.	Competitive
✓ <a href="#">Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program (formerly TIGER)</a>	US DOT's Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program funds investments in transportation infrastructure, including transit.	Competitive
<a href="#">Bus Exportable Power Systems (BEPS)</a>	FTA's Bus Exportable Power Systems (BEPS) program enables public transportation agencies, communities, and states to access resilient and flexible power options through hybrid electric bus fleet vehicles during major power disruptions. This program builds on BEPS technologies developed under FTA's previous research grants that provided the ability to address a need for generating power immediately after natural disasters by transforming hybrid electric and fuel cell buses into mobile power generators.	Competitive
✓ <a href="#">Capital Investment Grants - 5309</a>	Provides funding through a multi-year competitive process for transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years to be eligible for funding.	Competitive
<a href="#">Community Project Funding/Congressionally Directed Spending</a>	Community Project Funding (CPF) is Congressionally directed spending. All projects were specifically allocated funding in the FY22 Consolidated Appropriations Act and are for the projects listed in the Joint Explanatory Statement (JES).	Competitive
✓ <a href="#">Enhanced Mobility of Seniors &amp; Individuals with Disabilities - Section 5310</a>	Formula funding to states for the purpose of assisting private nonprofit groups in meeting transportation needs of the elderly and persons with disabilities.	Formula
<a href="#">Enhancing Mobility Innovation</a>	FTA's Enhancing Mobility Innovation program advances a vision of mobility for all – safe, reliable, equitable, and accessible services that support complete trips for all travelers. The program promotes technology projects that center the passenger experience and encourage people to get on board, such as integrated fare payment systems and user-friendly software for demand-response public transportation.	Competitive
<a href="#">Expedited Project Delivery Pilot Program - Section 3005(b)</a>	The EPD Pilot Program, authorized by Section 3005(b) of the Fixing America's Surface Transportation Act (FAST Act), is aimed at expediting delivery of new fixed guideway capital projects, small starts projects, or core capacity improvement projects. These projects must utilize public-private partnerships, be operated and maintained by employees of an existing public transportation provider, and have a Federal share not exceeding 25 percent of the project cost. FTA will notify applicants in writing within 120 days after the receipt of a complete application whether the application has been...	Competitive
<a href="#">Flexible Funding Programs - Congestion Mitigation and Air Quality Program - 23 USC 149</a>	CMAQ provides funding to areas in nonattainment or maintenance for ozone, carbon monoxide, and/or particulate matter. States that have no nonattainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding as long as they have an air quality benefit.	Formula

<a href="#">Flexible Funding Programs - National Highway Performance Program - 23 USC 119</a>	Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.	Formula
✓ <a href="#">Flexible Funding Programs - Surface Transportation Block Grant Program - 23 USC 133</a>	Provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.	Formula
✓ <a href="#">Formula Grants for Rural Areas - 5311</a>	Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.	Formula
<a href="#">FTA Ferry Programs</a>	Provides funding to the Passenger Ferry Grant Program, Electric or Low-Emitting Ferry Pilot Program, and Ferry Service for Rural Communities Program.	Competitive
✓ <a href="#">Grants for Buses and Bus Facilities Formula Program - 5339(a)</a>	Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.	Formula
✓ <a href="#">Grants for Buses and Bus Facilities Program</a>	Provides funding through a competitive allocation process to states and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations.	Competitive
<a href="#">Helping Obtain Prosperity for Everyone Program</a>	In keeping with the U.S. Department of Transportation's focus on addressing the deteriorating conditions and disproportionately high fatality rates on our rural transportation infrastructure, FTA's Helping Obtain Prosperity for Everyone (HOPE) Program supports projects that will address the transportation challenges faced by areas of persistent poverty.	Competitive
<a href="#">Human Resources &amp; Training - 5314 (b)</a>	Provides for grants or contracts for human resource and workforce development programs as they apply to public transportation activities.	Formula
<a href="#">Innovative Coordinated Access and Mobility Grants</a>	This program provides competitive funding to support innovative capital projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services.	Competitive
<a href="#">Integrated Mobility Innovation</a>	FTA's Integrated Mobility Innovation (IMI) Program funds projects that demonstrate innovative and effective practices, partnerships and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety and improve the traveler experience.	Competitive
✓ <a href="#">Low and No-Emission Component Assessment Program (LoNo-CAP)</a>	On September 29, 2016, FTA announced the opportunity for eligible institutions of higher education to apply for funding to conduct testing, evaluation, and analysis of low or no emission (LoNo) components intended for use in LoNo transit buses used to provide public transportation. The deadline for applications is November 28, 2016.	Competitive

<a href="#">✓ <u>Low or No Emission Grant Program - 5339(c)</u></a>	Provides funding through a competitive process to states and transit agencies to purchase or lease low or no emission transit buses and related equipment, or to lease, construct, or rehabilitate facilities to support low or no emission transit buses. The program provides funding to support the wider deployment of advanced propulsion technologies within the nation's transit fleet.	Competitive
<a href="#">✓ <u>Metropolitan &amp; Statewide Planning and NonMetropolitan Transportation Planning - 5303, 5304, 5305</u></a>	Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.	Formula
<a href="#">Mobility on Demand (MOD) Sandbox Demonstration Program - 5312</a>	Funds projects that promote innovative business models to deliver high quality, seamless and equitable mobility options for all travelers.	Competitive
<a href="#">Mobility, Access &amp; Transportation Insecurity: Creating Links to Opportunity Research and Demonstration Program</a>	Funds a research and demonstration effort to improve people's access to affordable transportation, especially in areas that currently lack efficient and convenient transit options and measure the effect of reducing transportation insecurity through improved mobility access on people and their communities.	Competitive
<a href="#">Passenger Ferry Grant Program - Section 5307</a>	Provides competitive funding to public ferry systems in urbanized areas.	Competitive
<a href="#">Pilot Program for Transit-Oriented Development Planning – Section 20005(b)</a>	Provides funding to local communities to integrate land use and transportation planning with a transit capital investment that will seek funding through the Capital Investment Grant (CIG) Program.	Competitive
<a href="#">Positive Train Control Grants Program</a>	Authorized by the Fixing America's Surface Transportation (FAST) Act (Section 3028), the fiscal year 2017 Commuter Rail Positive Train Control Grant Program offers funding to states, local governments and transit agencies that operate commuter rail systems to install positive train control systems required under 49 U.S.C. 20157 (Implementation of positive train control systems).	Competitive
<a href="#">Public Transportation COVID-19 Research Demonstration Grant Program</a>	This program will fund grants through public transit agencies to develop, deploy, and demonstrate innovative solutions that address COVID-19 related concerns to increase operating efficiencies and improve mobility.	Competitive
<a href="#">Public Transportation Emergency Relief Program - 5324</a>	Helps states and public transportation systems pay for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as floods, hurricanes, and tornadoes. It provides authorization for Section 5307 and 5311 funds to be used for disaster relief in response to a declared disaster.	
<a href="#">Public Transportation Innovation - 5312</a>	Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.	Competitive
<a href="#">Public Transportation on Indian Reservations Program; Tribal Transit Competitive Program</a>	The Tribal Transit Program is a set-aside from the Formula Grants for Rural Areas program consisting of a \$30 million formula program and a \$5 million discretionary grant program subject to the availability of appropriations. A 10-percent local match is required under the discretionary program, however, there is no local match required under the formula program.	Competitive
<a href="#">Rail Vehicle Replacement Grants</a>	Provides competitive awards to states and local governmental authorities to assist in funding capital projects to replace rail rolling stock.	Competitive

<a href="#">Real-Time Transit Infrastructure and Rolling Stock Condition Assessment Research and Demonstration Program</a>	FTA's Public Transportation Innovation Program (49 U.S.C. § 5312), authorizes FTA to fund research, development, demonstrations, and deployment projects to improve public transportation. The Real-Time Transit Infrastructure and Rolling Stock Condition Assessment Demonstration Program is a competitive demonstration opportunity under FTA's research emphasis area of infrastructure. This priority area supports the U.S. Department of Transportation's Infrastructure strategic goal, as well as the strategic objective of life cycle and preventive maintenance for asset management planning and...	Competitive
<a href="#">Redesign of Transit Bus Operator Compartment to Improve Safety, Operational Efficiency, and Passenger Accessibility (Bus Operator Compartment) Program</a>	This program supports research projects to develop transit bus operator compartment designs that improve bus operator and public safety as well as bus operator access to vehicle instruments and controls without hindering the accessibility of passengers.	Competitive
<a href="#">Route Planning Restoration Program</a>	The Route Planning Restoration Program provides funds under the American Rescue Plan Act of 2021 for public transportation planning associated with the restoration of transit service reduced due to the COVID-19 pandemic.	Competitive
✓ <a href="#">Rural Transportation Assistance Program - 5311(b)(3)</a>	Provides funding to states for developing training, technical assistance, research, and related support services in rural areas. The program also includes a national program that provides information and materials for use by local operators and state administering agencies and supports research and technical assistance projects of national interest.	Formula
<a href="#">Safety Research and Demonstration Program</a>	The Safety Research and Demonstration (SRD) Program is part of a larger safety research effort at the U.S. Department of Transportation that provides technical and financial support for transit agencies to pursue innovative approaches to eliminate or mitigate safety hazards. The SRD program focuses on demonstration of technologies and safer designs.	Competitive
<a href="#">Standards Development Program</a>	The Transit Standards Development Program provides competitive funding to perform an assessment and develop voluntary standards and standards-related best practices, guidance, and tools in safety, and other areas to address transit industry needs.	Competitive
✓ <a href="#">State of Good Repair Grants - 5337</a>	Provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.	Formula
<a href="#">Technical Assistance &amp; Standards Development - 5314(a)</a>	Provides funding for technical assistance programs and activities that improve the management and delivery of public transportation and development of the transit industry workforce.	Formula
<a href="#">Transit Cooperative Research Program - 5312(i)</a>	Research program that develops near-term, practical solutions such as best practices, transit security guidelines, testing prototypes, and new planning and management tools.	Competitive
<a href="#">Transit Worker and Rider Safety Best Practices Research Project</a>	Provides funding to support a research project to help the transit industry mitigate transit worker and rider assaults.	Competitive
<a href="#">Tribal Transit Formula Grants - 5311(c)(1)(B)</a>	Provides funding to federally recognized Indian tribes to provide public transportation services on and around Indian reservations or tribal land in rural areas. Funding is provided as a set-aside within of the Formula Grants to Rural Areas program and allocated both by statutory formula and through a competitive discretionary program.	Formula

✓ <a href="#">Urbanized Area Formula Grants - 5307</a>	Provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.	Formula
<a href="#">Zero Emission Research Opportunity (ZERO)</a>	On November 22, 2016, FTA announced the opportunity for nonprofit organizations to apply for funding to conduct research, demonstrations, testing, and evaluation of zero emission and related technology for public transportation applications.	Competitive

## 5.2 STATE PROGRAMS

Identified state funding sources include allocations from the federal level, so some program names are redundant. In the interest of providing all available resources, transit-eligible programs as listed under the Iowa DOT<sup>16</sup> are included in their entirety. Programs in use or otherwise applicable are indicated with a green check mark (✓).

Grant or Program	Application Deadlines and Program Info
✓ <a href="#">Bus and Bus Facilities (Section 5339)</a>	First business day in May; Iowa's Consolidated Transit Funding Application is used by all transit agencies to apply for STA funds and federal 5310, 5311 and 5339 funds. Any system applying for statewide 5339 capital funds must include its request in the consolidated application. The consolidated application also requests information on expected direct-funded federal transit assistance grants for large urban transit systems under the 5307 program. Any individual projects from the 5339 capital program for all transit systems should also be included.
✓ <a href="#">Congestion Mitigation/Air Quality Program (CMAQ)</a>	First business day in May
✓ <a href="#">Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310)</a>	First business day in May; Iowa's Consolidated Transit Funding Application is used by all transit agencies to apply for STA funds and federal 5310, 5311 and 5339 funds. Any system applying for statewide 5339 capital funds must include its request in the consolidated application. The consolidated application also requests information on expected direct-funded federal transit assistance grants for large urban transit systems under the 5307 program. Any individual projects from the 5339 capital program for all transit systems should also be included.
✓ <a href="#">Formula Grants for Rural Areas (Section 5311)</a>	First business day in May; Iowa's Consolidated Transit Funding Application is used by all transit agencies to apply for STA funds and federal 5310, 5311 and 5339 funds. Any system applying for statewide 5339 capital funds must include its request in the consolidated application. The consolidated application also requests information on expected direct-funded federal transit assistance grants for large urban transit systems under the 5307 program. Any individual projects from the 5339 capital program for all transit systems should also be included.
✓ <a href="#">Intercity Bus Assistance (Section 5311(f))</a>	First business day in October; Iowa's Consolidated Transit Funding Application is used by all transit agencies to apply for STA funds and

<sup>16</sup> Source: <https://iowadot.gov/grants-programs/>



	federal 5310, 5311 and 5339 funds. Any system applying for statewide 5339 capital funds must include its request in the consolidated application. The consolidated application also requests information on expected direct-funded federal transit assistance grants for large urban transit systems under the 5307 program. Any individual projects from the 5339 capital program for all transit systems should also be included.
✓ <a href="#">Public Transit Infrastructure Grant (PTIG) Program</a>	First business day in May; This program is funded annually by the state legislature to fund some of the vertical infrastructure needs of Iowa's transit systems. Projects can involve new construction, reconstruction, or remodeling, but must include a vertical component to qualify. Projects 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 80 percent and cannot, in combination with federal funding, exceed that number. No single system can receive more than 40 percent of the available infrastructure funding in a given year.
✓ <a href="#">State Transit Assistance</a>	First business day in May; Each year up to \$175,000 of the total STA funds are set aside to fund special projects. These can include grants to individual systems to support transit services that are developed in conjunction with human services agencies. Grants can also be awarded to statewide projects that improve public transit in Iowa through such means as technical training for transit system or planning agency personnel, statewide marketing campaigns, etc.
✓ <a href="#">State Transit Assistance Special Projects</a>	First business day in October
✓ <a href="#">Surface Transportation Block Grant (STBG) Program</a>	RPAs/MPOs may have different deadlines for applications.
✓ <a href="#">Urbanized Area Formula Program (Section 5307)</a>	First business day in May
✓ <a href="#">Iowa Clean Air Attainment Program (ICAAP)</a>	October 1, statewide competitive application

Additional funding sources through the state<sup>17</sup> may apply to passenger transportation indirectly when applied to collaborative projects or when considering comprehensive long-term planning opportunities.

Grant Program	Application Deadline	Eligible Projects
<a href="#">Pedestrian Curb Ramp Construction</a>	Letters of request accepted all year	Roads and Streets
<a href="#">Living Roadway Trust Fund</a>	June 1	Trails and Enhancement

### 5.3 LOCAL FUNDING

Local funding options include formal tax-based or levied initiatives in addition to a variety of established programming opportunities. These are typically based within a given municipality (i.e. City, Village, County) and may be modified through established procedures specific to the

<sup>17</sup> Source: <https://iowadot.gov/grants-programs/>

origin of funds. Revenue streams are set by the transportation provider. Public transit and private providers have varying structures for establishing fee bases which may or may not be within local control.

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 of assessed taxable property in order 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.

## 5.4 HEALTH AND HUMAN SERVICES 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 under certain conditions. Many survey respondents indicating limited provision for transportation include some of these resources.

Department/Administration	Applicable Uses
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 services programs as listed aside from availability as indicated in survey responses. In addition to established programming funds already under budgetary constraints, agencies and transit providers alike are encouraged to pursue local charitable opportunities. Scheduled application cycles such as community foundation grants and one-time pitch opportunities through charitable organizations such as 100+ Men and Women Who Care are among those available in Siouxland.

Operations costs are covered through federal, state, and local funds specific to operations. Opportunities to enhance service through shelters and/or benches are supported through 5310 funds with a local match. Some opportunity may arise to include mobility management services through 5310 funds, but will more likely rely on local funding through a host organization and like partners. Any service expansions as demonstrated or implemented in the region will rely

heavily on local supports but may also receive funding from special programs and community grants. Reduced fares may be expanded through community grants and local provision of funds.

## **SECTION SIX: Amendments to the PTP**

Amendments to the PTP are generally for the purpose of maintaining record of planned activity within participating transit departments. As stipulated by the Iowa DOT, as well as the Nebraska and South Dakota DOTs, any change in the proposed 5310-funded projects in areas receiving Section 5310 formula grants, an amendment to the PTP is required. Amendments will be reviewed with the TAG and follow the public input process outlined in SIMPCO's Public Participation Plan.



# APPENDIX A

## TAG DISTRIBUTION LIST

## TAG DISTRIBUTION LIST

Following is the listing of contacts as current March 14, 2024

### TAG EXTENDED

-	-	Monona County VA Office
-	-	Park Place Estates (Assisted Living)
-	-	Horn Memorial Hospital, Public Health Nurse
Diane	Foss	Monona County EC/DeCat Director
Shawna	Kalous	Plains Area Mental Health Center
Lisa	Langlitz	County Admin - Cherokee Co (Public Health)
Keri	Osterhaus	Iowa Dept for the Blind
Rich	Salcido	Pastor, Ministerial Alliance; ICCA
Dawn	Sickelka	Sioux Cluster DCAT Coordinator
Dick	Sievers	Mid-Sioux Opportunity
Tammy	Crouch	Disability Rights Iowa
Melony	Storm	Parent Partners - Children & Families of Iowa, Region Coordinator
Mayra	Valdina	Parent Partner - Children & Families of Iowa
Susann	Anderson	Parent Partner - Children & Families of Iowa
April	Gardner	Parent Partner - Children & Families of Iowa
Seals	Amber	Parents Partner - Children & Families of Iowa
(Mr.) Dana	Evans	VA Commissioner, Chk Co
-	-	Charmack - Lawton Office
Megan	Peitsch	City Clerk, Ute
Robin	Harvey	City Clerk, Marcus
		City Clerk, Quimby

### TAG - METRO

Kelly	Staum	Administrator, Stoney Brook Suites Assisted Living
Alison	Justice	Center for Siouxland
Susan	McGuire	Center for Siouxland
Aaron	Lincoln	City of Sergeant Bluff
Amy	Keairns	City of Sioux City - Housing
Jean	Logan	Community Action Agency
Ghebrekidan	Semehar	Community Inclusion Liaison
Tara	Ten Napel	Connections AAA
Julie	Utech	Connections AAA
Lisa	Sembach-Preston	Crossroads of Western Iowa
Bob	Kratky	City of Dakota City - City Administrator/Clerk/Treasurer
Matt	Ohman	Director, Siouxland SHIP
Delzell	David	Gospel Mission
JoAnn	Gieselman	Growing Community Connections/Siouxland SHIP
Jennifer	Jackson	Heartland Counseling
Kristi	Nathaniel	Her Health Women's Center
Frank	Tenuta	Iowa Legal Aid
Mackenzie	Reiling	IowaWORKS - Ops Mgr



Molly	Hewitt	ISU Extension
Lois	Holmes	Mental Health Associates
Stacy	Schenk	Nebraska Department of Health and Human Services
Jan	Hawk	NENCap
Marie	Ogara	PACE
Laurie	Rutledge	Parent Partner - Children & Families of Iowa
Tammy	Lee	Red Cross
Jen	Gomez	SCCSD
Angela	Drent	SDHD
Kevin	Grieme	SDHD
Amy	Tooley	Sioux City Housing Authority - Services Div Mgr

#### TAG - METRO cont'd

Karen	Mackey	Sioux City Human Rights Commission
Nan	Herman	Sioux City Schools
Sandy	Nation	Siouxland SHIP
Greg	Haar	Siouxland Urology
Terrie	Binneboese	United Way
Heather	Hennings	United Way
Nicole	Knowles	VA
Mary	Jordan	VA Services (IA) - Woodbury Co.
Bill	Johnston	Veteran Services (NE) - Dakota Co NE Veteran Services Officer
-	-	Big Brothers Big Sisters
-	-	Boys & Girls Home
-	-	Legal Services Corp. of Iowa
-	-	Siouxland Community Foundation
-	-	Title IX Indian Education Project
Jennifer	Barcus	Opportunities Unlimited
Mary	Bertram	Community Action Agency
Mike	Brown	Student Services, WITCC
Don	Dew	Disability Resource Center
Craig	Franzen	Community Action Agency
Troy	Munhofen	Nebraska Indian Community College

#### Transportation Providers

Andrew	Emanuel	Care-A-Van
Felipe	Gomez	Taxi Xpress
Kevin	Gray	Jefferson Lines
Mike	Collett	SCTS
Jason	Allen	SCTS
Julie	Johannsen	SCTS
Brian	Lake	SCTS
Brenda	Berens	SRTS
Brian	Pearson	SRTS
Troy	Thomas	Sioux City Schools- (purchasing/contracts)
Dulce	Sanchez	Sioux City Schools
Becky	Sheets	Sioux City Schools

Lisa	Peterson	Sioux City Schools
Melissa	Streeter	Sioux City Schools
Kelly	Adams	Sergeant Bluff Luton
Deidre	Drees	Danbury Catholic
Beth	Armstrong	ARC of Woodbury County
Holly	Olson	WITCC/Talent Search/Upward Bound
Rachel	Leavitt	Le Mars Community Schools
Neal	Utesch	Le Mars Community Schools
Meredith	Treppa	Boys & Girls Club
Pete	Stuerman	Hinton School District
Barb	Newhous	Mary J Treglia Community House

Additional communications as shared through existing community health planning meetings as included in Section 1.3 – Participation Process. TAG and transportation planning information is routinely shared at these meetings. Following is a list of meetings and lead contact as applicable.

Community Planning Meeting (regional)	JoAnn Gieselman
Ida County Community Alliance – ICCA focus areas:	Rebecca Burns
Ida County Planning Council	Dawn Sickelka
Cherokee County Planning Council	Dawn Sickelka
Plymouth County Health Planning Committee	Morgan Dodd
Thriving Families Safer Children	JoAnn Gieselman
Healthy Siouxland Initiative/Growing Community Connections	Michelle Lewis / JoAnn Gieselman

# APPENDIX B

## SIOUXLAND MOBILITY SURVEY

# Siouxland Mobility Survey



Do your program participants have transportation issues?

Do you provide transportation within your program?

Please complete the SIMPCO TAG Mobility Survey, a prerequisite for public transportation funds within our tri-state region.

Questions?

Dawn Kimmel



[dkimmel@simpco.org](mailto:dkimmel@simpco.org)

712.333.4911



# SURVEY CONTENT

Exit



## 2023 Siouxland Mobility Survey

### Siouxland Mobility Survey


The SIMPCO Transportation Advisory Group (TAG) is conducting a survey to assess available transportation services, needs, and barriers in the Siouxland area. SIMPCO is requesting participation by human service agencies/organizations, private transportation providers, and transit systems in the passenger transportation planning process with consideration given for all passenger transportation needs and services. This survey serves as the primary means of documentation of public involvement in the development of the Passenger Transportation Plan (PTP). We need YOUR input!

The PTP process for SIMPCO's Metropolitan Planning Organization (MPO) and Siouxland Regional Transportation Planning Association (SRTPA) is designed to promote joint, coordinated passenger transportation planning programs that further the development of the local and regional public transportation systems. Public transportation systems in the SIMPCO Planning Area include two public transit systems in addition to health and human services programs and private transportation providers.

Questions can be directed to Dawn at [dkimmel@simpcO.org](mailto:dkimmel@simpcO.org). Please complete and submit this survey by ~~October 27, 2023~~. *Extended* to November 10, 2023.


Next

---

Powered by  
 **SurveyMonkey**  
See how easy it is to [create surveys and forms](#).

[Privacy & Cookie Notice](#)


1. Your Organization Name: 

2. Please indicate where your organization is based. If your organization has office locations in more than one state, please complete a separate survey for each location in which you serve program participants/clients. 

- Iowa
- Nebraska
- South Dakota

3. Are you a transportation provider? 

- No - we do not provide transportation as a service or for clients or employees
- Yes - public transportation provider (transit)
- Yes - private provider, open to general public (taxi, Lyft, Uber, other for-hire)
- Yes - only for contracted services (MediCare, Medicaid rides, etc.)
- Yes - only for clients
- Yes - only for employees (company vehicle)
- Yes - Other (please specify)

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


- Client Transportation
- Community Development
- Counseling
- Disability Services
- Economic Development
- Education
- Emergency Crisis Assistance
- Employment Service
- Food and/or Clothing
- Government Services
- Homeless Shelter
- Home Visitation for Children
- Housing
- Legal Services
- Manufacturing
- Medical/Dental Services
- Recreation/Fitness
- Religious
- Senior Services
- Veterans' Services
- Other (please specify)

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

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

	Don't know	Not a need	Needed	Great need
Information on what is available	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Different services for each need (no coordination between agencies)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Affordable transportation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Service expansion to more areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Expanded schedule of availability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Exceptions in vehicle usage restrictions (i.e. special activities)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Accessible vehicles for people with physical limitations or disabilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved efficiency standards of replacement vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Established safety/security procedures	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Availability of non-emergency medical transportation to/from local facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Availability of non-emergency medical transportation to/from facilities outside of immediate area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please specify)	<input type="text"/>			



7. 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
Access to information on what is available	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Limited resources of transportation provider	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Too many disconnects between districts/agencies	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
State and Federal regulations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Limited or no funding for internal transportation program	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of appropriate modes (i.e. wheelchair accommodation)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of reliable, competent, available drivers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Demand greater than services available	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Stigma related to riding the bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
No service available at origin/destination address	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Riders and/or transportation providers have inflexible schedules	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety/security concerns for driver/rider	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The safety of vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The cost of fuel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

8. 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 impact	N/A
Newer/better public transit vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Education/marketing of services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
One-stop informational resource	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increased efforts to attain federal funding	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Enhanced transit technology such as: electronic fare card, real-time schedules, GPS, Wi-Fi	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Re-evaluation of current transit routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved coordination with community needs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Combining of resources to fill in gaps	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ensured accessibility for all passengers at all times	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

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

- No transportation provided
- Agency/Organization-owned vehicle transportation
- Prepaid vouchers/passes for transit provider
- Contract to other transportation provider
- Mileage reimbursement
- Fixed amount fuel cards
- Established Fee-for-Service rates
- Other (please specify)

10. 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 for informational purposes and may be used to substantiate coordination of transportation options and potential funding in the future. 


	N/A	0	1	2	3	4	5 or more
Buses 40' or greater	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Buses 30' - 39.9'	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Buses 20' - 29.9'	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Passenger Vans	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minivan or SUV	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sedans (5 seatbelts or less)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please provide detail for "other"


11. 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
Wheelchair lifts/ramps	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Driver/Dispatch communication system	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

- Yes
- No
- N/A

13. 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? 

- Yes
- No
- N/A

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

- Yes
- No
- N/A

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


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

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


- Yes
- No, unsure of purpose/goal
- No, not interested
- No, other conflicts
- No, no time/staff
- What is the Transportation Advisory Group?
- Other (please specify)

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


	Highly significant	Requires attention	Not too important	Don't know
Transportation/transit education for public at large	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Goal-oriented forum to present, discuss & resolve transportation issues	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Communication and coordination of health/human service agencies with transit providers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Collectively apply for Federal transportation funds	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please specify)	<input type="text"/>			

19. 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
Transportation/Transit Education for public at large	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Communication and coordination of health/human service agencies with transit providers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Collective application for Federal transportation funds	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Goal-oriented forums	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please specify)	<input type="text"/>				

20. 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? 

- Yes, we may be able to help.
- Yes, for the benefit of my program participants only.
- My agency is already providing a match
- I do not have the authority to commit to funding
- No, funding per business structure is not available
- No, not interested
- Is another contact available to discuss partnering options? Please provide details.

21. Would you like to be added to the SIMPCO TAG mailing list? Please provide your name, organization name, and email or preferred contact information. 

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

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

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

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

