

SIUXLAND INTERSTATE METROPOLITAN PLANNING COUNCIL

is Action

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MEMORANDUM

TO: City Clerks and County Courthouses

FROM: Kellee Van Bruggen, Transportation Planner II

DATE: March 21, 2011

RE: Draft FY 2012 – 2015 Passenger Transportation Plan

Please find enclosed a copy of the Draft *MPO and SRPTA FY 2012 - 2015 Passenger Transportation Plan (PTP)*. The PTP is a document prepared annually by SIMPCO transportation planning staff for the Metropolitan Planning Organization (MPO) and the Siouxland Regional Transportation Planning Association (SRPTA). The purpose of the PTP is to incorporate the federal requirement for coordinated planning, as well as address needs based project justification for all transit projects.

The PTP is developed by SIMPCO transportation planning staff with input from the Transportation Technical Committee and the Policy Board of the MPO, the Transportation Advisory Committee and Policy Board of SRPTA, and the Coordinated Transportation Issues Committee (CTIC). The Iowa Department of Transportation (IA DOT), the South Dakota Department of Transportation (SD DOT) and the Nebraska Department of Roads (NDOR) also provide input in the development of the PTP.

SIMPCO transportation staff is asking that all City Halls and County Courthouses within the MPO Planning Area and the Regional Planning Area to place the Draft FY 2012 - 2015 PTP for the public to be able to review and comment. All comments should be submitted to:

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**Siouxland Interstate Metropolitan
Planning Council**

**FY 2012 - 2015 Draft Passenger
Transportation Plan Annual
Update**

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

Draft March 2011

Table I-1 2010 – 2011 CTIC Meeting Schedule

Date	Meeting	Task
April 26, 2010	CTIC Meeting	Spring Transit Training Session
November 9, 2010	CTIC Meeting	RFP's for JARC/New Freedoms, Discussion of Long Range Transportation Plan, Draft PTP
January 25, 2011	CTIC Meeting	PTP Projects and Update and the Iowa Institute for Transportation Coordination Application

Advisory Group Meetings

April 26, 2010

The April 26, 2010 meeting of CTIC was the Spring Transit Training Day. This meeting included time spent reviewing the final *Passenger Transportation Plan Annual Update*. Sioux City Transit and Siouxland Regional Transit both had buses available for the group to tour. The group got to ride on both buses to see how the buses operate and ask any questions they may have had for both agencies. Once the buses returned to the meeting location, there was more opportunity for the health and human service agencies to ask any further questions necessary.

Participants included representatives from Department of Vocational Rehab, Crittenton Center, Siouxland Aging Services, Siouxland Regional Transit, Siouxland District Health Department, Sioux City Housing Authority, Salvation Army, Sioux City Transit, Sioux City Human Rights, Three Rivers, and SIMPCO.

November 9, 2010

The November 9, 2010 meeting of CTIC as used to discuss several items. During the meeting, the group spent time reviewing Chapter Four: Transit of the FY 2035 Metropolitan Planning

During the October 22nd discussion, the group decided on a plan of action to move forward with starting up a Volunteer Transportation Program. SIMPCO volunteered to put together a plan for the group by March 1, 2011 to be discussed at the next scheduled meeting set for March 10, 2011. The plan will outline how the Volunteer Transportation Program will operate, how to develop a coordinator position and what their duties will be, the geographical area the program will cover, as well as solving any potential obstacles that have been/will be discussed. SIMPCO will be working closely with Sioux City Transit, Siouxland Human Investment Partnership (SHIP), and Center for Siouxland to develop a plan.

Request for Proposals for JARC and New Freedoms funds

To get the health/human service agencies actively involved in applying for funding under Section 5316 and/or 5317 Programs, SIMPCO prepared a Request for Proposal (RFP) for Job Access and Reverse Commute (JARC) Section 5316 and New Freedoms Section 5317 projects. In preparing the RFP through the CTIC group, it would allow for coordination between one or more health and human service agencies and the public transit agency and to get the organizations thinking and talking about possible projects to respond to the needs of the region. Sioux City Transit and Siouxland Regional Transit would then serve as the designated applicant and recipient of the funds. Applications were available to organizations participating in the CTIC group and were available on the SIMPCO website at: <http://www.simpco.org/transportation/mpopassenger.html>

The projects submitted were selected and scored on the following criteria:

Evaluation Criteria

Eligible applications will be evaluated on the following criteria:

1. Project Need/Goals and Objectives (25 Points)

The project should address the needs identified in the *Passenger Transportation Plan*. Project application should clearly state the overall program goals and objectives and demonstrate how the project is consistent with the *Passenger Transportation Plan* strategies and with the objectives of the New Freedoms and JARC. Projects addressing

Evaluation of Needs

In 2008, the CTIC group re-evaluated the needs, challenges, and solutions regarding mobility of those individuals with disabilities, the elderly and lower income population within the Sioux City metropolitan area and the SRTPA planning area. This was done as part of the Needs Analysis and Inventory Survey conducted in October 2008. The 2008 Needs Analysis serves as an update to the needs analysis conducted at the 2006 MAP Workshops. Respondents of the survey were asked to rate transportation needs, challenges and possible solutions for the elderly, people with disabilities, and lower income populations within the Siouxland Area. Respondents listed the following as needs:

- Education of available service providers
- Coordination of transportation between agencies
- Transportation service to underserved areas
- Service during times/days there is currently no public service
- Service for activity trips
- Handicap and elderly accessible transportation
- Replacing aging vehicles with fuel efficient vehicles

CTIC members listed affordable transportation as the greatest transportation need within the Siouxland area. A majority of respondents were indifferent regarding the need of increased safety/security measures on the buses; however, many respondents indicated this as a need.

These needs have been the focus of the group over the last year. As seen during the CTIC meetings, opportunities have been provided for the organizations in attendance to discuss any questions with transit providers and the transportation scenario training has provided more education of the available services providers. The RFPs for JARC and New Freedoms funds have been an opportunity to open discussion on coordination of transportation between agencies, provide service to underserved areas and during times/days that there is currently no service, and to replace the aging vehicles with fuel efficient vehicles. The needs that have been identified will remain the focus of the CTIC group in the future.

percentage of people that speak English, speak another language but speak English “very well,” and those that speak another language and speak English less than “very well.”

SIMPCO Metropolitan Planning Area – LEP Population

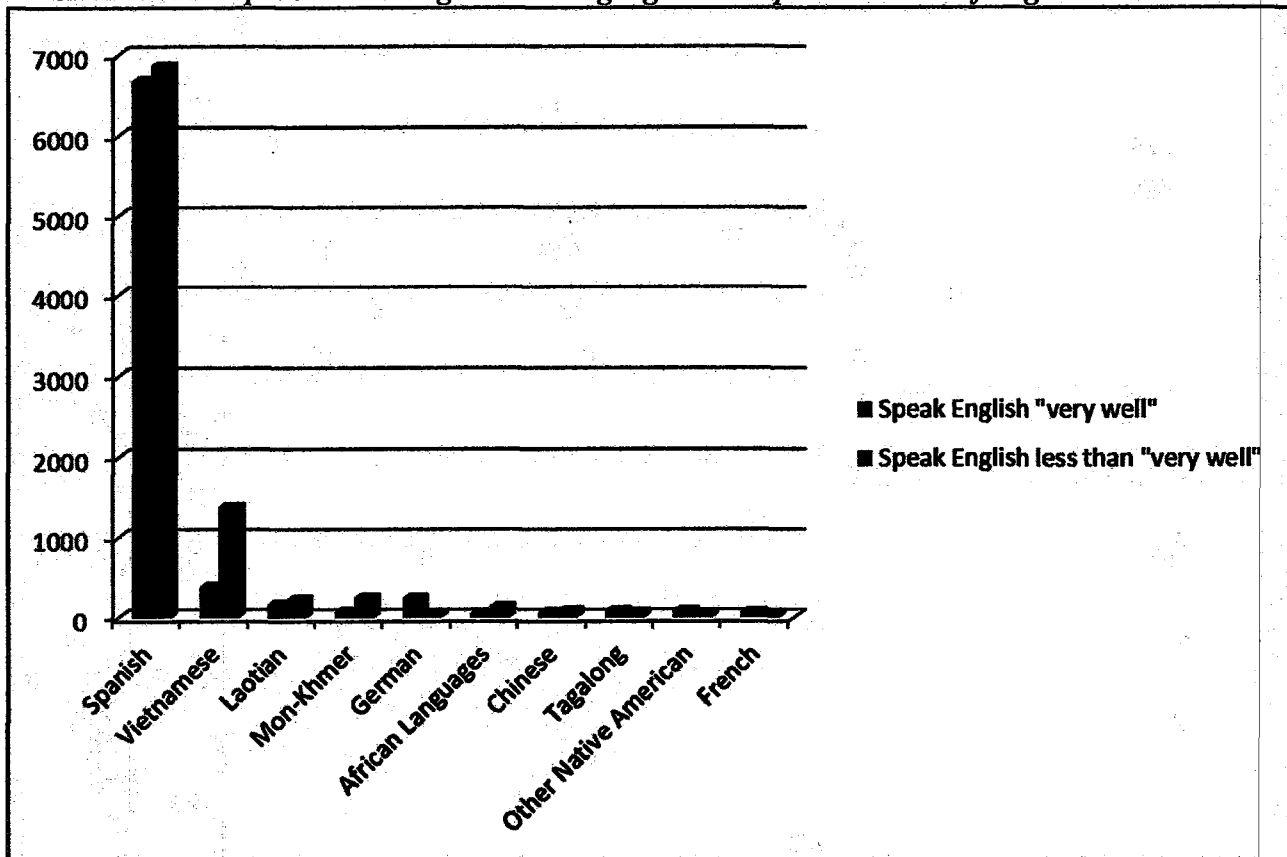
	South Dakota Portion of the MPO	Nebraska Portion of the MPO	Iowa Portion of the MPO	Total
Total Population	6,940	15,244	81,499	103,683
Speak only English	6,311	9,693	70,063	86,067
Speak another Language, but speak English "very well"	476	2,346	5,480	8,302
Speak another Language, and speak English less than "very well"	153	3,205	5,956	9,314
Percent that speak another Language, and speak English less than "very well"	2.20%	21.02%	7.31%	8.98%

**Based on 2005-2009 American Community Survey Estimates*

It is important to note that these figures are based on estimates at the census tract level. The census tracts in the Metropolitan Planning Area do not fit neatly along the MPO boundary while some tracts extend well past the boundary. Where these tracts fall outside the MPO boundary, sound judgment was used as to whether these statistics were included within the MPO boundary or applied to the Regional Planning Area. Map 1 on page 10 illustrates those census tracts with the percentage of LEP population located within them.

The following chart displays the primary languages in the metropolitan area being spoken other than English by 100 or more persons.

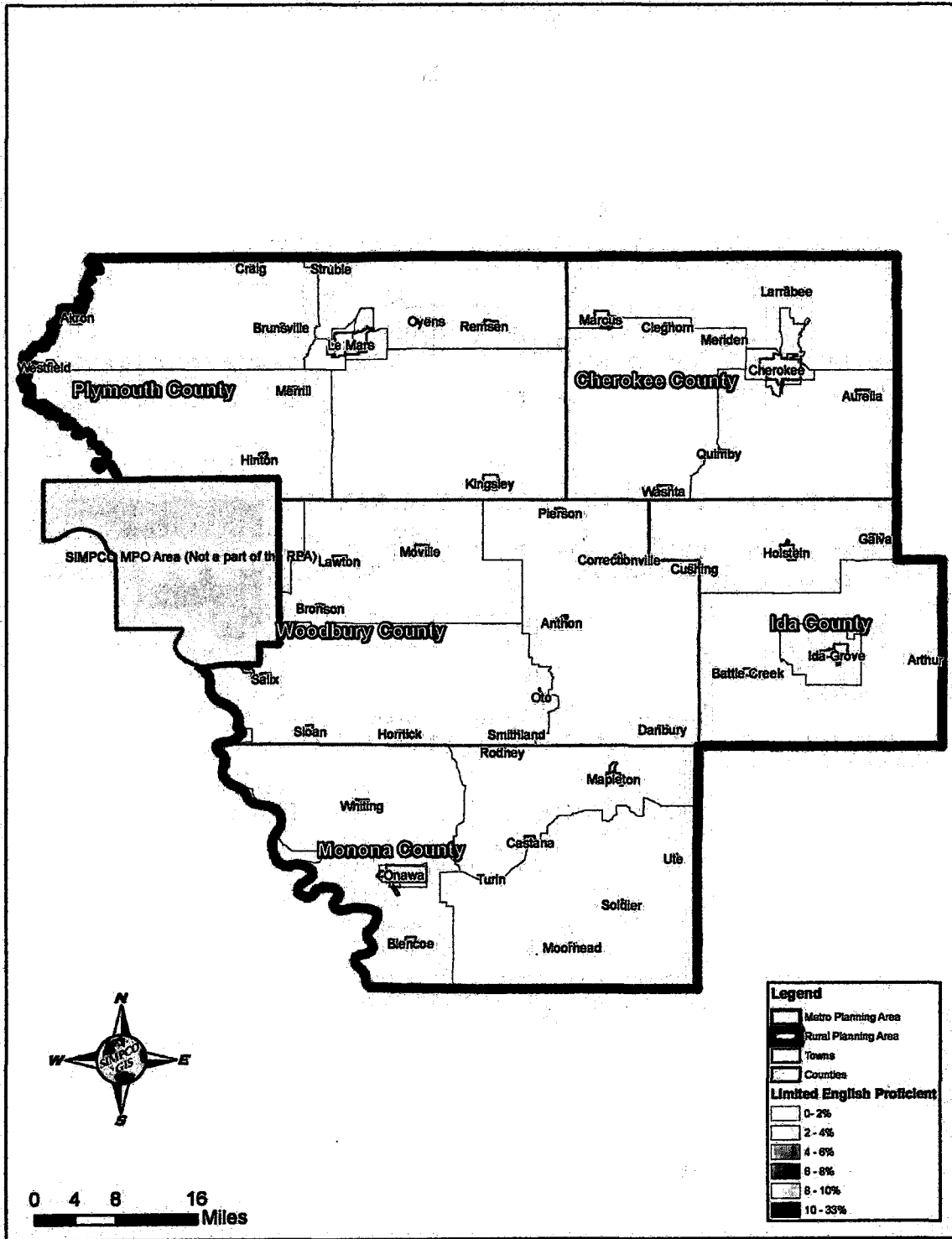
SIMPCO Metropolitan Planning Area – Languages Most Spoken Outside of English



Spanish is the most predominant language spoken, outside of English, in the Metropolitan Planning Area followed by Vietnamese. The map of the Metropolitan Planning Area shows a larger concentration of LEP population in downtown Sioux City, portions of the Westside in Sioux City, and all of South Sioux City and Dakota City, Nebraska.

Siouxland Regional Transit System is in the process of developing a LEP Plan. Current activities that SRTS participates in are having resources (brochures) available in Spanish and the use of outside sources for interpretive services when requested.

Map 2: Possible Limited English Proficiency Locations in the Regional Planning Area



III. Projects

The projects below show the previously recommended projects and their status in both the Metropolitan planning area and the SRTPA planning area that were identified in the *FY 2011-2014 Passenger Transportation Plan Annual Update*. In conjunction with the requirements of the *Passenger Transportation Plan*, a five year listing of projects is identified below the previously recommended projects. These projects will also be identified in the FY 2011 – 2014 and the FY 2012 – 2015 Transportation Improvement Programs (TIP) for both the SIMPCO MPO and the SRTPA.

Previously Recommended Projects in the Metropolitan Planning Area – Sioux City Transit:

Section 5309 – Capital Investment Grants and Loans Program

Project Title/Description: Replace one 40' HD Low Floor Diesel ADA bus w/ 6 cameras (Bus # 1084; 1997 Gillig 40 ft)

Justification: This bus exceeds the federal bus replacement criteria based on a 12 year useful life and/or 500,000 miles. The replacement of the bus shows the continued commitment to provide quality service to the public. Because the bus is ADA and low-floor, it provides easy access for persons with disabilities and the elderly.

Total Project Cost/Funding Source/Year: \$384,000/5309, State of Good Repair Statewide Grant, TIGER/TIGGER, Federal or State Energy funds, or other funds as they become available/FY 2011

Project Status: Currently in TIP for FY 2011 but will roll into FY 2012 if funding is not available.

Project Title/Description: Replace one 40' HD Low Floor Diesel ADA bus w/ 6 cameras (Bus # 1085; 1997 Gillig 40 ft)

Justification: This bus exceeds the federal bus replacement criteria based on a 12 year useful life and/or 500,000 miles. The replacement of the bus shows the continued commitment to

Project Title/Description: Replace one 40' HD Low Floor Diesel ADA bus w/ 6 cameras (Bus # 1335; 1992 Gillig 40 ft)

Justification: This bus exceeds the federal bus replacement criteria based on a 12 year useful life and/or 500,000 miles. The replacement of the bus shows the continued commitment to provide quality service to the public. Because the bus is ADA and low-floor, it provides easy access for persons with disabilities and the elderly.

Total Project Cost/Funding Source/Year: \$384,000/5309, State of Good Repair Statewide Grant, TIGER/TIGGER, Federal or State Energy funds, or other funds as they become available/FY 2011

Project Status: Currently in TIP for FY 2011 but will roll into FY 2012 if funding is not available.

Project Title/Description: Replace one 40' HD Low Floor Diesel ADA bus w/ 6 cameras (Bus # 1336; 1992 Gillig 40 ft)

Justification: This bus exceeds the federal bus replacement criteria based on a 12 year useful life and/or 500,000 miles. The replacement of the bus shows the continued commitment to provide quality service to the public. Because the bus is ADA and low-floor, it provides easy access for persons with disabilities and the elderly.

Total Project Cost/Funding Source/Year: \$384,000/5309, State of Good Repair Statewide Grant, TIGER/TIGGER, Federal or State Energy funds, or other funds as they become available/FY 2011

Project Status: Currently in TIP for FY 2011 but will roll into FY 2012 if funding is not available.

Project Title/Description: Replace one 40' HD Low Floor Diesel ADA bus w/ 6 cameras (Bus # 1337; 1992 Gillig 40 ft)

Justification: This bus exceeds the federal bus replacement criteria based on a 12 year useful life and/or 500,000 miles. The replacement of the bus shows the continued commitment to provide quality service to the public. Because the bus is ADA and low-floor, it provides easy access for persons with disabilities and the elderly.

Project Title/Description: Replace one 158" wheel base LD ADA diesel bus w/ 6 cameras (Bus # 1305; 2004 Goshen LD ADA diesel)

Justification: This bus exceeds the federal bus replacement criteria based on a 4 year useful life and/or 100,000 miles. The replacement of the bus shows the continued commitment to provide quality service to the public. Because the bus is ADA and low-floor, it provides easy access for persons with disabilities and the elderly. The cameras ensure safety for the passengers and drivers.

Total Project Cost/Funding Source/Year: \$70,500/5309, State of Good Repair Statewide Grant, TIGER/TIGGER, Federal or State Energy funds, or other funds as they become available/FY 2011

Project Status: Currently in TIP for FY 2011 but will roll into FY 2012 if funding is not available.

Project Title/Description: Replace one 158" wheel base LD ADA diesel bus w/ 6 cameras (Bus # 1306; 2004 Goshen LD ADA diesel)

Justification: This bus exceeds the federal bus replacement criteria based on a 4 year useful life and/or 100,000 miles. The replacement of the bus shows the continued commitment to provide quality service to the public. Because the bus is ADA and low-floor, it provides easy access for persons with disabilities and the elderly. The cameras ensure safety for the passengers and drivers.

Total Project Cost/Funding Source/Year: \$70,500/5309, State of Good Repair Statewide Grant, TIGER/TIGGER, Federal or State Energy funds, or other funds as they become available/FY 2011

Project Status: Currently in TIP for FY 2011 but will roll into FY 2012 if funding is not available.

Project Title/Description: ITS project for fixed route (auto fare, passenger counters, mobile data units)

Justification: The ITS projects provide more efficient transportation operations for both the passenger and the transit system. In addition, ITS projects such as electric fare collection system, passenger counters, and mobile data units allow for better collection of data. This ITS

Total Project Cost/Funding Source/Year: \$25,000/5309, State of Good Repair Statewide Grant, TIGER/TIGGER, Federal or State Energy funds, or other funds as they become available/FY 2011

Project Status: Currently in TIP for FY 2011 but will roll into FY 2012 if funding is not available.

Project Title/Description: Upgrade one 35' bus to electric hybrid bus (Bus # 1077; 1997 Orion II Low Floor Diesel bus)

Justification: This bus needs to be upgraded as the current bus becomes aged and out of date. The replacement of the bus shows the continued commitment to provide quality service to the public. Because the bus is ADA and low-floor, it provides easy access for persons with disabilities and the elderly. The electric hybrid bus provides savings in fuel costs.

*NOTE: Sioux City Transit would acquire hybrid transit buses if funding were available and reasonable; however, at \$577,000 each, Sioux City Transit would need to secure an additional \$205,000 of funding to afford them. The advantages of hybrids are not only fuel efficiency. A 35' low-floor diesel powered bus averages about 4 miles per gallon (mpg). A hybrid would average about 6 mpg. The distinctive advantages of a hybrid are less maintenance, less wear and tear on the drive train, cleaner air emissions, and a quieter and smoother ride for passengers.

Total Project Cost/Funding Source/Year: \$205,000/5309, State of Good Repair Statewide Grant, TIGER/TIGGER, Federal or State Energy funds, or other funds as they become available/FY 2011

Project Status: Currently in TIP for FY 2011 but will roll into FY 2012 if funding is not available.

Project Title/Description: Upgrade one 35' bus to electric hybrid bus (Bus # 1082; 1997 Orion II Low Floor Diesel bus)

Justification: This bus needs to be upgraded as the current bus becomes aged and out of date. The replacement of the bus shows the continued commitment to provide quality service to the public. Because the bus is ADA and low-floor, it provides easy access for persons with disabilities and the elderly. The electric hybrid bus provides savings in fuel costs.