

# SIouxLAND 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

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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**

<b>Date</b>	<b>Meeting</b>	<b>Task</b>
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 22<sup>nd</sup> 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*

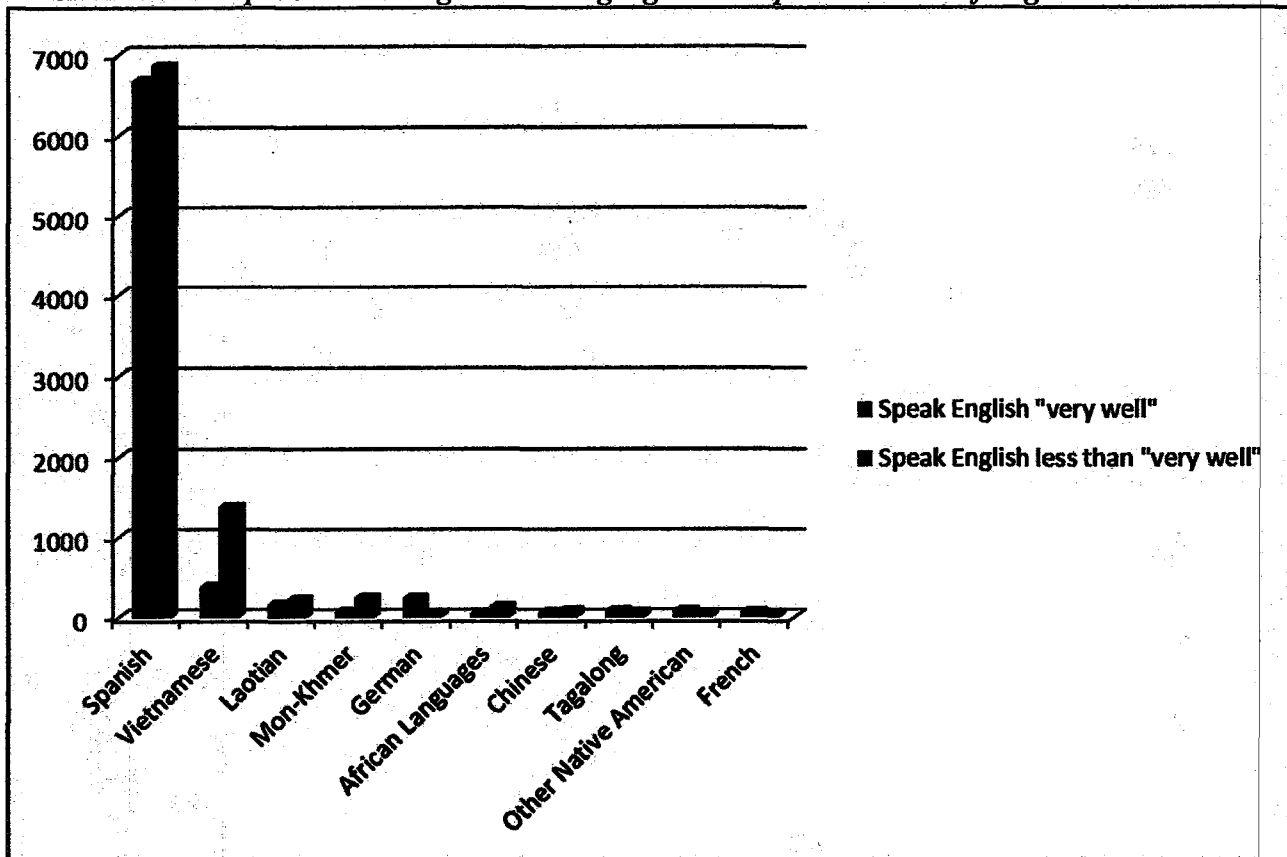
	South Dakota Portion of the MPO	Nebraska Portion of the MPO	Iowa Portion of the MPO	Total
<b>Total Population</b>	6,940	15,244	81,499	103,683
<b>Speak only English</b>	6,311	9,693	70,063	86,067
<b>Speak another Language, but speak English "very well"</b>	476	2,346	5,480	8,302
<b>Speak another Language,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

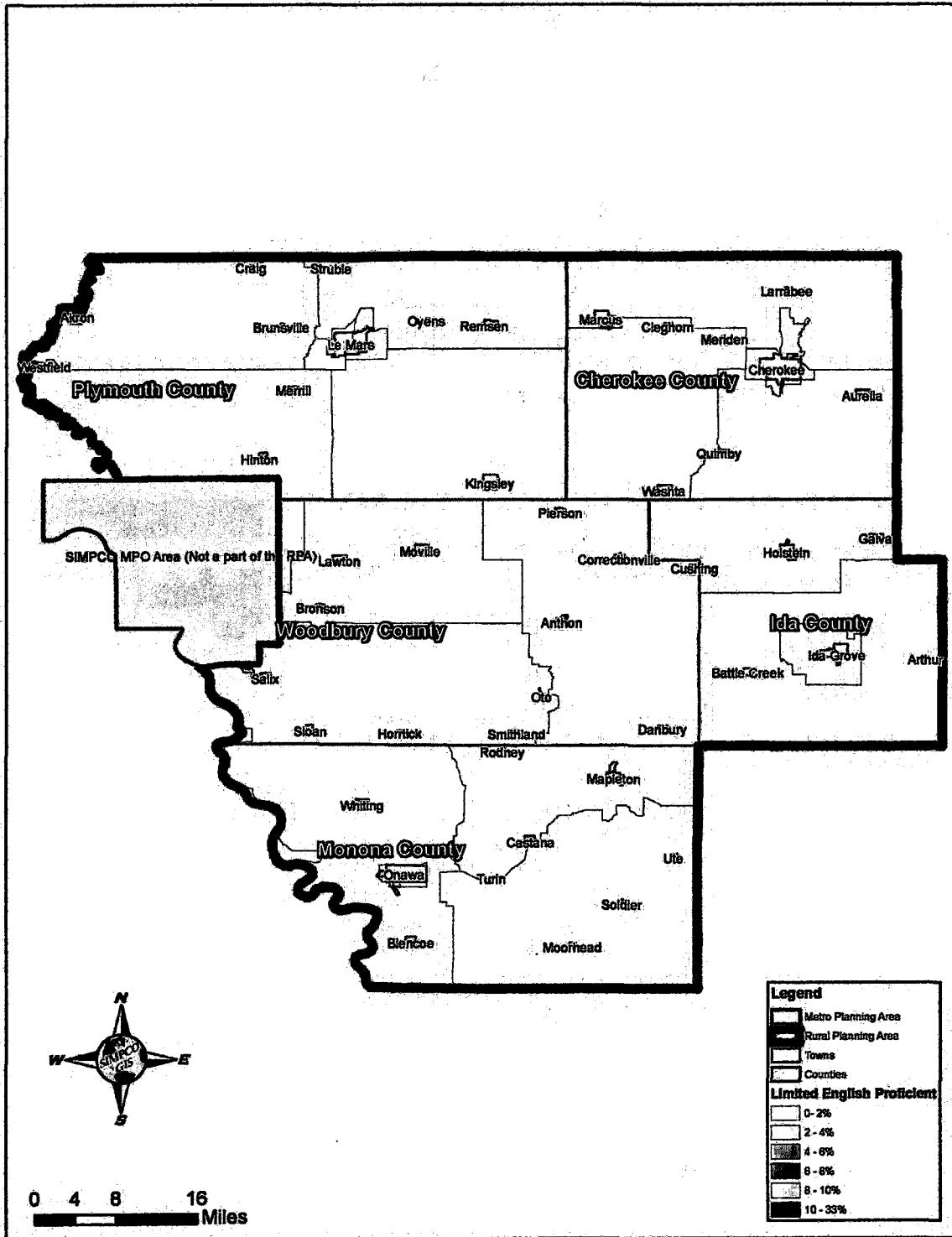
*SIMPCO Metropolitan Planning Area – Languages Most Spoken Outside of English*



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.

**Project Title/Description:** Upgrade one 40' bus to electric hybrid bus (Bus # 1335; 1992 Gillig 40 ft 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 \$589,000 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 40' bus to electric hybrid bus (Bus # 1336; 1992 Gillig 40 ft 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 \$589,000 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.

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

**Project Title/Description:** MLK Jr. Ground Transportation Center Repairs and Improvements

**Justification:** This would allow Sioux City Transit to make general repairs and improvements to the MLK Jr. Ground Transportation Center. These repairs include maintenance of heating and cooling systems, concrete patching and sealing, parking deck repairs and other capital maintenance items as necessary to maintain the building and mechanical systems.

**Total Project Cost/Funding Source/Year:** \$22,000/5309, 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:** Transit Operations/Maintenance Training Facility

**Justification:** The Transit Operations/Maintenance Training Facility in the long run will lower costs as it will provide an updated environment for transit operation and maintenance of vehicles. The building will also provide room for a training facility which will help to provide education to drivers on passenger needs and requirements.

**Total Project Cost/Funding Source/Year:** \$5,500,000/5309, 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:** MLK Jr. Ground Transportation Center Repairs and Improvements

**Justification:** This would allow Sioux City Transit to make repairs and improvements to the MLK Jr. Ground Transportation Center including: HVAC replacement and replacing the chiller and boiler equipment in the facility.

**Total Project Cost/Funding Source/Year:** \$90,000/5309/FY 2011

museum, library, and other destinations in Sioux City. The project will be advertised directly to other potential employers along the fixed route, to employees, Iowa Workforce Development, American Indian Council, Western Iowa Technical Community College, and the regional Siouxland Chamber of Commerce. The #6 Airport Route extension services cover the hours 6 AM to 6 PM Monday through Friday and 7 AM to 6 PM on Saturday. If shuttle services are available to be started, greater flexibility will be achieved to cover late shifts during the weekday and on the weekend. Discussions continue for these additional transportation options. A primary objective of this project is to develop a consortium of business entities to share the cost for ensured transportation for low income residents. The fixed route extension provides value to this individual employer. It also includes a guaranteed ride home service, which is integral to individuals who depend upon public transit for the commute to work. The benefit of the route extension helps potential business partners to determine how reliable the commute to work transportation for low income employees with no vehicle can be. It is an incentive to recruit and hire low-income workers, and the means to encourage good attendance and to avoid turnover.

**Total Project Cost/Funding Source/Year:** \$19,300/JARC5316/FY 2011

**Project Status:** Project is ongoing and will be continued if Sioux City Transit receives funding for FY 2012 from the JARC 5316 funds and participation from Stream for the local share of the funding

**Project Title/Description:** Sioux City Transit JARC extended hours service

**Justification:** JARC project to provide transportation for persons meeting income guidelines in conjunction with local area employers to provide transportation to employment. This service is provided under agreements with employers that provide funding for the local match portion of the cost to provide the service. Service can include transportation on regular transit fixed routes, route extensions to businesses not located on the current route system, and possibly after hours or weekend service. The after-hours and weekend service may include extended hours for Sioux City Transit, or discounted voucher programs to allow employees to receive transportation from local transportation services providers such as taxi companies or other private sector service providers.

**Total Project Cost/Funding Source/Year:** 64,500/JARC5316/FY 2011

**Project Status:** Project dropped

**Project Title/Description:** New Freedom; Enhanced ADA Services – Extended Hours

**Justification:** This project would allow handicapped and elderly passengers that currently qualify for paratransit service to purchase discounted coupons for purchasing ADA transportation for nights and weekends when paratransit service is not available. The project would allow for better service on nights and weekends. A need that was identified at the 2006 MAP workshop and the 2008 Needs Analysis and is listed as a priority project in Section IV: Recommended Priorities and Potential Projects of the *FY 2010 – 2013 Passenger Transportation Plan*.

**Total Project Cost/Funding Source/Year:** \$5,000/5317/FY 2011

**Project Status:** In progress

### **STA-Public Transit Infrastructure Program**

**Project Title/Description:** Public Transit Maintenance Building Repairs and Improvements

**Justification:** This would allow Sioux City Transit to make repairs and improvements to the Maintenance Building including: roof replacement; concrete replacement; and HVAC upgrade and repair.

**Total Project Cost/Funding Source/Year:** \$175,000/STA-Public Transit Infrastructure Program/FY 2011

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

### ***Previously Recommended Projects in the SRTPA Planning Area – Siouxland Regional Transit:***

#### **Section 5309 – Capital Investment Grants and Loans Program**

**Project Title/Description:** Replace one 176" LD ADA Bus with surveillance cameras (Bus # 120)



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

**Project Title/Description:** Replace one 176" LD ADA Bus with surveillance cameras (Bus # 340)

**Justification:** This bus needs to be replaced as it has become aged and out of date. The bus is a 1998 model and has over 120,000 miles on it. The replacement of the bus shows the continued commitment to provide service to the general public.

**Total Project Cost/Funding Source/Year:** \$78,000/5309/FY 2011

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

**Project Title/Description:** Replace one 176" LD ADA Bus with surveillance cameras (Bus # 555)

**Justification:** This bus needs to be replaced as it has become aged and out of date. The bus is a 1998 model and has over 120,000 miles on it. The replacement of the bus shows the continued commitment to provide service to the general public.

**Total Project Cost/Funding Source/Year:** \$78,000/5309/FY 2011

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

**Project Title/Description:** Replace one 176" LD ADA Bus with surveillance cameras (Bus # 570)

**Justification:** This bus needs to be replaced as it has become aged and out of date. The bus is a 1998 model and has over 120,000 miles on it. The replacement of the bus shows the continued commitment to provide service to the general public.

**Total Project Cost/Funding Source/Year:** \$78,000/5309/FY 2011

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

**Metropolitan Planning Organization FY 2012 – Sioux City Transit:**

**Section 5309 – Capital Investment Grants and Loans Program**

**1). 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:** \$392,000/5309, State of Good Repair Statewide Grant, TIGER/TIGGER, Federal or State Energy funds, or other funds as they become available/FY 2012

**2). 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 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:** \$392,000/5309, State of Good Repair Statewide Grant, TIGER/TIGGER, Federal or State Energy funds, or other funds as they become available/FY 2012

**3). Project Title/Description:** Replace one 35' HD Low Floor Diesel ADA bus w/ 6 cameras (Bus # 1082; 1997 Orion II low floor bus)

**Justification:** This bus exceeds the federal bus replacement criteria based on a 10 year life and/or 350,000 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:** \$392,000/5309, State of Good Repair Statewide Grant, TIGER/TIGGER, Federal or State Energy funds, or other funds as they become available/FY 2012

**7). 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.

**Total Project Cost/Funding Source/Year:** \$392,000/5309, State of Good Repair Statewide Grant, TIGER/TIGGER, Federal or State Energy funds, or other funds as they become available/FY 2012

**8). Project Title/Description:** Replace one 35' HD Low Floor Diesel ADA bus w/ 6 cameras (Bus # 1091; 1988 Gillig 35 ft bus purchased used in May 2002)

**Justification:** This bus exceeds the federal bus replacement criteria based on a 6 year life and/or 250,000 miles for a used HD 35 ft bus. 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:** \$375,000/5309, State of Good Repair Statewide Grant, TIGER/TIGGER, Federal or State Energy funds, or other funds as they become available/FY 2012

**9). Project Title/Description:** Replace one 35' HD Low Floor Diesel ADA bus w/ 6 cameras (Bus # 1092; 1988 Gillig 35 ft bus purchased used in May 2002)

**Justification:** This bus exceeds the federal bus replacement criteria based on a 6 year life and/or 250,000 miles for a used HD 35 ft bus. 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 will help in collecting supporting documentation; a need identified during the MAP workshop.

**Total Project Cost/Funding Source/Year:** \$750,000/5309, State of Good Repair Statewide Grant, TIGER/TIGGER, Federal or State Energy funds, or other funds as they become available/FY 2012

**13). Project Title/Description:** 800 MHz APCO 25 Radio System

**Justification:** This radio system will replace the current radio communications systems at the transit office, dispatch, maintenance, and the buses. It will update the communications systems and move them onto city owned towers, eliminating the monthly fees for radios currently used through a private vendor's radio towers. Eliminating extra costs in the long run may make the transit service more affordable for users.

**Total Project Cost/Funding Source/Year:** \$250,000/5309, State of Good Repair Statewide Grant, TIGER/TIGGER, Federal or State Energy funds, or other funds as they become available/FY 2012

**14). Project Title/Description:** Security camera system upgrades and additions

**Justification:** This project will provide funds to upgrade existing video camera systems and to add additional systems for paratransit buses. All fixed route buses are currently equipped with 6 cameras and DVR equipment. Upgrades in software and hardware are required as the current systems become outdated. Paratransit buses do not have camera systems in them at this time and we would like to add 6 cameras with DVR equipment on these units. Video camera systems have become an essential part of the security system and allow monitoring of any situations that are reported, including passenger complaints, driver reports on passenger issues relating to security, and accidents on or around the bus.

**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 2012

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

**17). Project Title/Description:** Upgrade one 40' bus to electric hybrid bus (Bus # 1334; 1992 Gillig 40 ft 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 \$589,000 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 2012

**18). Project Title/Description:** Upgrade one 40' bus to electric hybrid bus (Bus # 1335; 1992 Gillig 40 ft 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 \$589,000 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 2012

**21). Project Title/Description:** Purchase one 35' HD Low Floor Diesel ADA expansion bus w/ 6 cameras

**Justification:** The current fleet of fixed route buses consists of 24 buses with a mixture of MD 30 ft, HD 35 ft, and HD 40 ft buses. Sioux City Transit currently has a peak use of 21 buses per day in service which provides a three bus spare ratio. Due to the lack of federal and state bus replacement funds, 10 of the 24 buses are past their federal useful life, which results in excessive downtime and increased maintenance costs. The three bus spare ratio falls below the federal recommended spare ratio guidelines and Sioux City Transit needs an additional spare bus to be able to provide reliable service on the fixed route system.

**Total Project Cost/Federal Source/Year:** \$375,000/5309, State of Good Repair Statewide Grant, TIGER/TIGGER, Federal or State Energy funds, or other funds as they become available/FY 2012

**22). Project Title/Description:** Acquire Bulk Urea Storage Tanks

**Justification:** Acquisition of the Bulk Urea Storage Tanks would be used to comply with the 2010 standard for diesel engines.

**Total Project Cost/Funding Source/Year:** \$9,000/5309, State of Good Repair Statewide Grant, TIGER/TIGGER, Federal or State Energy funds, or other funds as they become available/FY 2012

**23). Project Title/Description:** MLK Jr. Ground Transportation Center Repairs and Improvements

**Justification:** This would allow Sioux City Transit to make general repairs and improvements to the MLK Jr. Ground Transportation Center. These repairs include maintenance of heating and cooling systems, concrete patching and sealing, parking deck repairs and other capital maintenance items as necessary to maintain the building and mechanical systems.

**Total Project Cost/Funding Source/Year:** \$22,000/5309, State of Good Repair Statewide Grant, TIGER/TIGGER, Federal or State Energy funds, or other funds as they become available/FY 2012

## **Section 5316 – Job Access and Reverse Commute (JARC) Program**

### **1). Project Title/Description: JARC Route Extension – Airport Route Extension**

**Justification:** The continuation of this project will sustain a one mile extension of the #6 Airport Fixed Route. The extension serves Stream Global Services employees to the curb of the employer's facility in Sergeant Bluff, Iowa. To sustain the route extension, Stream Global Services, Inc. will invest \$6,000 towards the local match funding for one year to help pay for the extension to their work site in Sergeant Bluff, Iowa. A Guaranteed Ride Home (GRH) program component is integral to this extended public transit service. Low income job applicants and employees are documented through referrals from Iowa Workforce Development. The Stream Global Services pay schedule lends additional documentation for an eligible low-income household. The project targets benefit to low-income individuals as identified by the employer. Stream Global Services defrays route extension costs for employees and job applicants. The Airport route is open to and used by the general public. An example includes a daycare business next to Stream in Sergeant Bluff who takes children under their care and caregivers to the museum, library, and other destinations in Sioux City. The project will be advertised directly to other potential employers along the fixed route, to employees, Iowa Workforce Development, American Indian Council, Western Iowa Technical Community College, and the regional Siouxland Chamber of Commerce. The #6 Airport Route extension services cover the hours 6 AM to 6 PM Monday through Friday and 7 AM to 6 PM on Saturday. If shuttle services are available to be started, greater flexibility will be achieved to cover late shifts during the weekday and on the weekend. Discussions continue for these additional transportation options. A primary objective of this project is to develop a consortium of business entities to share the cost for ensured transportation for low income residents. The fixed route extension provides value to this individual employer. It also includes a guaranteed ride home service, which is integral to individuals who depend upon public transit for the commute to work. The benefit of the route extension helps potential business partners to determine how reliable the commute to work transportation for low income employees with no vehicle can be. It is an incentive to recruit and hire low-income workers, and the means to encourage good attendance and to avoid turnover.

**Total Project Cost/Funding Source/Year: \$19,300/JARC5316/FY 2012**

service, a there is a need for accommodating mobility devices that are larger and heavier than standard ADA minimums, so an additional bus is needed to accommodate the larger devices.

**Total Project Cost/Funding Source/Year:** \$367,000/New Freedom5317/FY2012

**3). Project Title/Description:** Add two automatic motion sensing ADA door openers for the MLK Transportation Center.

**Justification:** These doors will help provide easier access to the buildings for persons with disabilities and the elderly. These are not required under current ADA building standards, but addition of these openers would exceed the current ADA building requirements and make additional areas of the parking facility accessible to persons with disabilities.

**Total Project Cost/Funding Source/Year:** \$25,000/New Freedom5317/FY 2012

**4). Project Title/Description:** New Freedom; Enhanced ADA Services – Extended Hours

**Justification:** This project would allow handicapped and elderly passengers that currently qualify for paratransit service to purchase discounted coupons for purchasing ADA transportation for nights and weekends when paratransit service is not available. The project would allow for better service on nights and weekends. A need that was identified at the 2006 MAP workshop and the 2008 Needs Analysis and is listed as a priority project in Section IV: Recommended Priorities and Potential Projects of the *FY 2010 – 2013 Passenger Transportation Plan*. This service exceeds the federal requirements for ADA complimentary curb-to-curb service.

**Total Project Cost/Funding Source/Year:** \$5,000/New Freedom5317, STA, and local funds/FY 2012



**4). Project Title/Description:** Replace one 176" LD ADA Bus with surveillance cameras (Bus # 315)

**Justification:** This bus needs to be replaced as it has become aged and out of date. The bus is a 1998 model and has over 120,000 miles on it. The replacement of the bus shows the continued commitment to provide service to the general public.

**Total Project Cost/Funding Source/Year:** \$78,000/5309/FY 2012

**5). Project Title/Description:** Replace one 176" LD ADA Bus with surveillance cameras (Bus # 340)

**Justification:** This bus needs to be replaced as it has become aged and out of date. The bus is a 1998 model and has over 120,000 miles on it. The replacement of the bus shows the continued commitment to provide service to the general public.

**Total Project Cost/Funding Source/Year:** \$78,000/5309/FY 2012

**6). Project Title/Description:** Replace one 176" LD ADA Bus with surveillance cameras (Bus # 555)

**Justification:** This bus needs to be replaced as it has become aged and out of date. The bus is a 1998 model and has over 120,000 miles on it. The replacement of the bus shows the continued commitment to provide service to the general public.

**Total Project Cost/Funding Source/Year:** \$78,000/5309/FY 2012

**7). Project Title/Description:** Replace one 176" LD ADA Bus with surveillance cameras (Bus # 570)

**Justification:** This bus needs to be replaced as it has become aged and out of date. The bus is a 1998 model and has over 120,000 miles on it. The replacement of the bus shows the continued commitment to provide service to the general public.

**Total Project Cost/Funding Source/Year:** \$78,000/5309/FY 2012

The building will also provide room for a training facility which will help to provide education to drivers on passenger needs and requirements. This facility will provide vehicle storage to help prevent rust and other damages done by outside elements. This is a shared project with Sioux City Transit.

**Total Project Cost/Funding Source/Year: \$500,000/5309/FY 2012**

### ***Metropolitan Planning Organization FY 2013 – 2015:***

Recommended projects FY 2013-2015 for the Metropolitan planning area:

- Mobility Management Coordinator. Possible funding Section 5317. A need that was identified at the 2006 MAP workshop and the 2008 Needs Analysis and is listed as a priority project in Section IV: Recommended Priorities and Potential Projects of the *FY 2010 – 2013 Passenger Transportation Plan*
- Purchase of contract services – complementary paratransit for elderly/disabled passengers
- JARC program with Regional Employers
- New Freedoms program to provide enhanced ADA services
- Replace unit #1093, 35' HD Low Floor ADA Diesel bus

### ***Siouxland Regional Transportation Planning Association FY 2013-2015:***

The following is a list of capital items in FY 2013-2015 for the SRTPA planning area:

- Replace seven 176" LD Buses (Bus # 140, 145, 245, 325, 330, 506, 595)  
\$581,000/5309/FY 2013
- Replace one 176" LD Bus (Bus # 580) \$81,250/STP/FY 2013
- Replace eight 176" LD Buses (Bus # 150, 255, 335, 445, 455, 460, 465, 508)  
\$680,000/5309/FY 2014
- Replace one 176" LD Bus with cameras \$85,000/STP/FY 2015

### ***Buddy Program***

An issue of ridership that has been discussed at CTIC meetings is that some of the population does not use the transit system because they have never been on a bus and do not know how to get around using transit. The Buddy Program would enlist volunteers who know how to use the transit system or educate those who would like to be a “buddy” and pair them with individuals that need assistance with or an introduction to how the bus system works. The volunteers would help those individuals with: how to plan their trip; what buses to use; how to figure out the bus schedules; where the bus stop is; how to pay the fare or purchase a ticket; and assist with any other questions the new user might have.

### ***RideShare/Carpooling/Park and Ride***

Carpooling is another commuting option for the region. The Sioux City metropolitan area has a large concentration of jobs that draws in commuters from the region. Options such as setting up a RideShare or Park and Ride Program are a possibility for individuals outside the metropolitan area. A RideShare Program could be easily set up using an existing online domain and then promoting it to the public. Park and Ride lots could be set up with the help of the counties surrounding the metropolitan area and rides could be coordinated through a RideShare Program.

## **V. Summary**

The CTIC group was developed following the Mobility Action Plan (MAP) Workshop in May 2006. The CTIC group has identified coordination and other issues of concerns as outlined in the Evaluation of Needs and has endorsed the proposed program of projects as outlined in this document.