

2016 Year End Report



Acknowledgments:

This document was prepared by:
The South Eastern Council of Governments,
the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls and Tea,
Lincoln and Minnehaha Counties,
and the
South Dakota Department of Transportation

In cooperation with:
The Federal Highway Administration
and the Federal Transit Administration of the
United States Department of Transportation

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Acronyms and Abbreviations

ADA	Americans with Disabilities Act
CAC	Citizens Advisory Committee
CIP	Capital Improvements Program
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information Systems
GPS	Global Positioning System
LAN	Local Area Network
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21 st Century
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
OCEP	Other Capital Expenditure Programs
PL	Federal Highway Planning Funds
PTAB	Public Transit Advisory Board
RFPs	Request for Proposals
SAM	Sioux Area Metro
SDDOT	South Dakota Department of Transportation
SECOG	South Eastern Council of Governments
TAC	Technical Advisory Committee
TAZ	Traffic Analysis Zone
TIP	Transportation Improvement Program
TSME	Transportation System Management Efficiency Report
UDC	Urbanized Development Commission
U.S.C.	United States Code
UPWP	Unified Planning Work Program
WAN	Wide Area Network

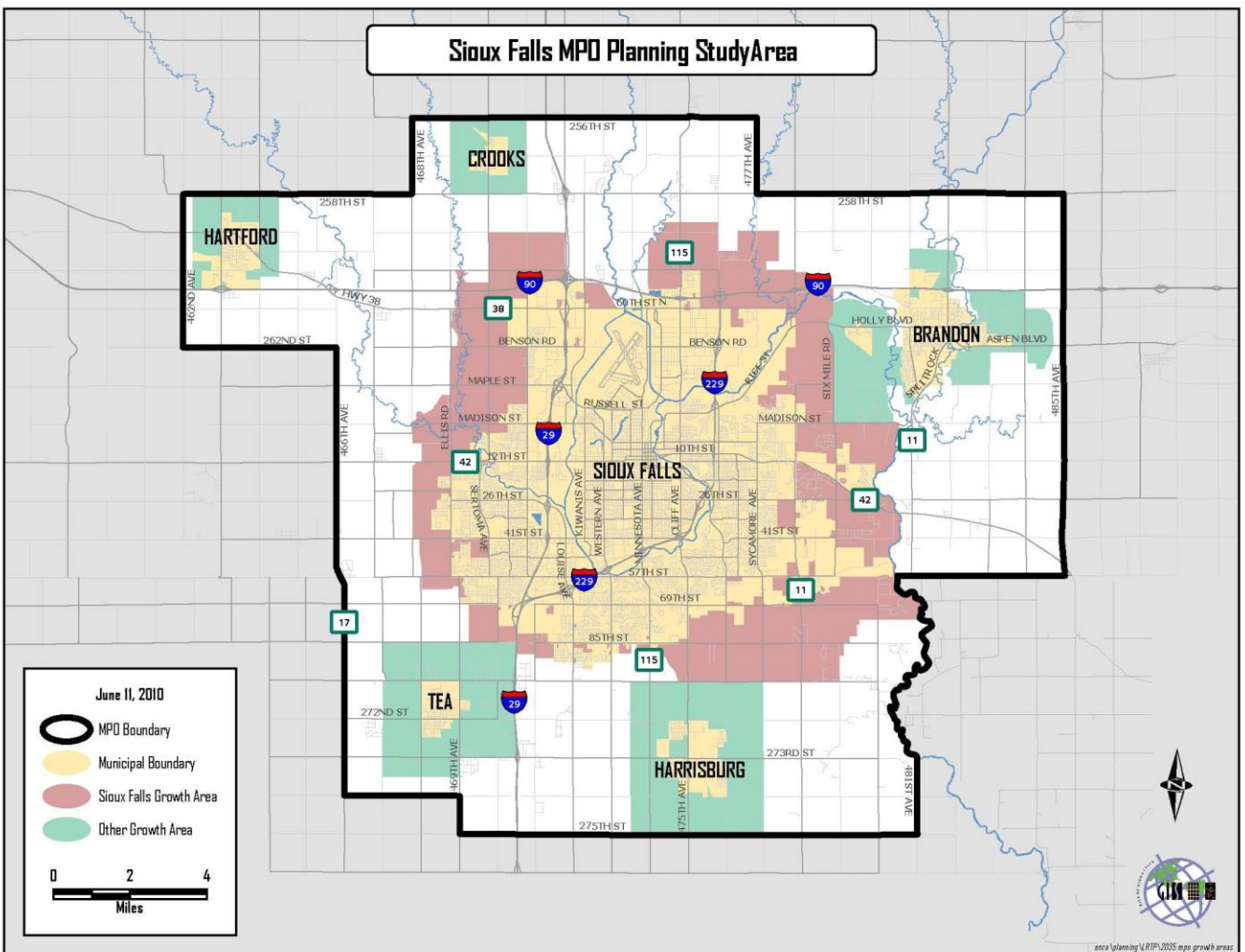
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Introduction

Within the Sioux Falls, South Dakota Metropolitan Planning Area (MPA), there exists a federally required and formalized process by which area transportation planning is conducted and transportation policy decisions are made.

The 2016 Unified Planning Work Program (UPWP) is the document that describes the annual objectives, work activities/products, and planning research studies to be accomplished by the participants of the Sioux Falls metropolitan transportation planning process.

The governmental entities involved in the metropolitan transportation planning process include: the South Eastern Council of Governments (SECOG); the Cities of Brandon, Crooks, Harrisburg, Hartford, Sioux Falls, and Tea; Lincoln and Minnehaha Counties; the South Dakota Department of Transportation (SDDOT); the Federal Highway Administration (FHWA); and the Federal Transit Administration (FTA). These entities are responsible for the transportation planning that occurs within the MPA.



Committee Participation

The planning work that is conducted and the products that are produced by the entities listed above are used in a formalized local decision-making process to formulate and approve area transportation plans that address the unique challenges of the Sioux Falls MPA. The local process relies on three committees to review and approve products. These committees include: the Citizens Advisory Committee (CAC), the Technical Advisory Committee (TAC), and the Urbanized Development Commission (UDC) of the South Eastern Council of Governments, which is the designated Metropolitan Planning Organization (MPO) or policy board of the local transportation planning process. Due to the importance of continued committee participation the local transportation planning process, the annual attendance for each of the three committees is reported below.

The Citizens Advisory Committee is the committee that has been established to solicit public input into the local transportation planning process. The CAC’s membership is comprised of interested citizens representing either themselves or various businesses/organizations within the MPA. Each CAC member serves a term of three years. The membership and attendance of the CAC in 2016 was as follows:

2016 CAC	Representation	Present	Absent
Jean Anderson	Retirement Community	29%	71%
Kim Cerwick	Business	57%	43%
Catherine Dekkenga	Environment	71%	29%
Cory Diedrich	Private Transportation (March-Dec)	83%	17%
Joe Dvorak	Persons With Disabilities (March-Dec)	50%	50%
Ryan Kerkvliet	Construction and Development	57%	43%
Tom Murphy	Private Transportation	100%	0%
Erik Nelson	Concerned Citizens	86%	14%
Chris Parsley	Community Service Boards	57%	43%
Gayleen Riedemann	Concerned Citizens (March-Dec)	67%	33%
Rita Salazar	Education	100%	0%
Koni Sims	Community Service Boards	71%	29%
Allen Svennes	Retirement Community	86%	14%

The Technical Advisory Committee is the committee comprised of staff from each of the participating units of government as well as representatives of various modes of transportation. The TAC’s role in the local process is to advise the policy board (UDC) on the technical aspects of transportation plans under consideration. The voting membership and attendance of the TAC in 2016 was as follows:

2016 TAC	Representation	Present	Sub	Absent
Scott Anderson	Minnehaha County Planning	71%	29%	0%
Paul Aslesen	Lincoln County Planning (Jan)	0%	0%	100%
Shannon Ausen	City of Sioux Falls Engineering	100%	0%	0%
Toby Brown	Lincoln County Planning (March-Dec)	100%	0%	0%
Jack Dokken	SDDOT Division of Finance and Management (Air, Rail and Transit) (Nov-Dec)	0%	0%	100%
Lynne Keller Forbes	South Eastern Council of Governments	43%	57%	0%
Steve Hey	Private Transportation	43%	57%	0%
Chad Huwe	City of Sioux Falls Engineering	86%	14%	0%
Dan Letellier	Air Transportation	57%	43%	0%
Bruce Lindholm	SDDOT Division of Finance and Management (Air, Rail and Transit) (Jan-July)	0%	0%	100%
Clark Meyer	Railroad	71%	0%	29%
Eric Meyerson	Sioux Falls Public Transportation	86%	0%	14%
Myron Rau	Trucking	57%	0%	43%
Brad Remmich	SDDOT Division of Planning and Engineering	71%	14%	14%
Shannon Schultz	Minnehaha County Highway	71%	14%	14%
Sam Trebilcock	City of Sioux Falls Planning	100%	0%	0%
Todd Vik	Sioux Falls School District	100%	0%	0%
Brooke White	SDDOT Division of Operations	86%	0%	14%
Steve Williams	Lincoln County Highway	43%	0%	57%

The Urbanized Development Commission of the South Eastern Council of Governments is the designated Metropolitan Planning Organization for the Sioux Falls metropolitan transportation planning process. The UDC is primarily comprised of elected officials from each of the local governmental participants in the process. The UDC, with input from the other committees, makes area transportation planning decisions. The voting membership and attendance of the UDC in 2016 was as follows:

2016 UDC	Representation	Present	Sub	Absent
Jeff Barth	Minnehaha County Commission	43%	14%	43%
Larry Beesley	Mayor of Brandon	0%	71%	29%
Jean Bender	Minnehaha County Commission	57%	29%	14%
Tim Dougherty	SDDOT Transportation Commission	71%	29%	0%
Mike Huether	Mayor of Sioux Falls	0%	86%	14%
Greg Jamison	Sioux Falls City Council (Jan-May)	67%	0%	33%
Dick Kelly	Minnehaha County Commission	43%	29%	29%
Rick Kiley	Sioux Falls City Council	86%	14%	0%
Dan King	Lincoln County Commission	43%	0%	57%
John Lawler	Lincoln County Mayoral Association	43%	14%	43%
Dale Long	Lincoln County Commission	57%	0%	43%
Michael Poppens	Lincoln County Commission	43%	0%	57%
Rex Roling	Sioux Falls City Council	71%	29%	0%
Marshall Selberg	Sioux Falls City Council (July-Dec)	25%	0%	75%
Kermit Staggers	Sioux Falls City Council (Jan-May)	0%	0%	100%
Pat Starr	Sioux Falls City Council (July-Dec)	100%	0%	0%

2016 UPWP Work Activities

The following work activities listed in the 2016 UPWP were completed by the Sioux Falls MPO participants in Calendar Year 2016:

1. Professional Services/Consultants

Explanation: Addresses both identified and unanticipated problems and needs that occur during the course of the work program year. Contractual services of consultants or other professionals to conduct studies and other work activities to support traffic needs and project development shall be identified by a corresponding program year.

1. Staff completed preliminary work on RFPs and other necessary documentation. RFPs were disseminated, consultant selection procedures were followed, and contracts were prepared and executed. Staff was responsible for contract preparation, contract execution, and project management.
2. SDDOT and Sioux Falls city staff continued coordinating and jointly developing, with a study advisory team of MPO staff and the assistance of a consultant, the completion of the I-229 Major Investment Study.
3. SDDOT and Sioux Falls city staff continued coordinating and jointly developing, with a study advisory team of MPO staff and the assistance of a consultant, the completion of the Interchange Modification Justification Report (IMJR) for 41st Street in Sioux Falls from Marion Road to Louise Avenue including the I-29 Exit 77 Interchange.
4. SDDOT and Sioux Falls city staff continued coordinating and jointly developing, with a study advisory team of MPO staff and the assistance of a consultant, the completion of the I-29 Exit 83 (60th Street N.) Corridor Planning and Feasibility Study.

2. Personnel Services

Explanation: Pertains to those activities directly related to public awareness and public involvement as well as the effective operation and management of the planning process. The emphasis of management is on the coordination of activities so as to promote and produce an efficient intermodal transportation system.

1. Staff participated in the 2016 Sioux Falls MPO transportation planning Certification Process. UDC self-certified the local transportation planning process.
2. Staff participated in MPO review activities conducted by FHWA and/or SDDOT.
3. SECOG staff coordinated the execution of the annual planning agreements between SDDOT, SECOG, City of Harrisburg, City of Sioux Falls, Lincoln County, and Minnehaha County.

4. SECOG staff coordinated and jointly developed the 2017 Sioux Falls MPO UPWP. The cost of staff time, public notices, and any printing costs were reimbursed for this activity.
5. SECOG staff maintained the MPO's accounting and vouchering system whereby, participants in the local transportation planning process were reimbursed for eligible transportation planning work activities through SECOG and SDDOT with PL and FTA funds identified within the UPWP.
6. Staff monitored work activities outlined in the 2016 UPWP and submitted vouchers for reimbursement of eligible transportation planning work activities.
7. Staff monitored the implementation of grant activities and presented UPWP budget amendments, as necessary, to be acted upon by the transportation planning committees.
8. Staff attended transportation planning committee meetings, other process-related meetings, and public meetings throughout the planning year. Staff discussed and disseminated information regarding the transportation planning process and transportation improvements.
9. Staff continued to work with social service providers to assure representation of their needs in transportation planning.
10. Staff undertook activities that supported the transportation planning committees and the planning process, including but not limited to the following: coordinating staffing meetings and public hearings, drafting agendas and meeting minutes, assembling meeting packets and mailings, drafting and publishing public notices, developing reports and documents, maintaining committee membership, and providing information. The costs of document printing were included in this activity.
11. Staff participated in various training courses, conferences, seminars, and workshops. The cost of the training, travel and lodging, and staff time for such training was reimbursed under this activity. SDDOT approval was obtained in advance of the events, via e-mail, for in-state travel that is PL related. Out-of-state travel was approved by SDDOT via a written travel request and justification in advance of the event.
12. SECOG staff coordinated FHWA, FTA, and/or SDDOT informational opportunities and events throughout the year.
13. SECOG staff assisted cities and counties within the MPA with their Comprehensive Plans. Assistance was provided under the UPWP and was limited to land use assessments, street plan updates, and the preparation of GIS generated maps.
14. SECOG assisted communities within the MPA in the preparation of GIS maps for land use data on an as needed basis.
15. Staff participated in agency memberships and subscriptions related to transportation planning.

16. Staff reviewed USDOT, FHWA, and FTA regulations, guidance, and circulars and reviewed best practices information from other sources to ensure compliance with regulations and consider cutting-edge ideas. Staff also implemented new programs authorized by the current transportation bill.
17. Staff maintained inventories of transportation information required for transportation planning. Specific inventories include traffic counts and turning movement counts. New data was gathered and existing inventories were updated.
18. Traffic information, inventory maintenance, and data gathering efforts were coordinated through the City of Brandon, City of Crooks, City of Harrisburg, City of Hartford, City of Sioux Falls, City of Tea, Lincoln County, and Minnehaha County staff and transportation specialists in SDDOT.
19. Minnehaha County staff performed work on the following within the MPA: a traffic count analysis.
20. Staff cooperated with SDDOT efforts to expand the Global Positioning System (GPS) control for South Dakota. As GPS data became available, it was used to continue establishment of accurate GIS position data.
21. Staff maintained and updated GIS-created base inventory maps of the natural and man-made resources, features, and environmentally sensitive areas that could be adversely affected by changes in the region's transportation system. GIS staff continued to expand the use of coordinate geometry to input plat information.
22. Staff continued to add land use and socio-economic data to the GIS database, including updating websites to show the web based GIS applications for public viewing.
23. Staff participated in other activities associated with the transportation planning process, that were not described in the 2016 UPWP, as mutually agreed upon with SDDOT. These activities fell under the overall comprehensive, cooperative, and continuing transportation planning process.
24. Staff selected and conducted studies and associated public involvement activities identified in the LRTP.
25. The City of Brandon, City of Crooks, City of Hartford, City of Harrisburg, City of Sioux Falls, Lincoln County, and Minnehaha County staff reviewed proposed land use changes and development proposals to determine the anticipated effects on the existing and future transportation system.
26. Sioux Falls city staff participated in the land use development process, special studies, transportation planning, transit route planning, project design, and the review of their implications on the public transit system.
27. Sioux Falls city staff, with the help of a consultant, maintained and provided data from the MPOs transportation demand forecasting model.
28. Staff analyzed impacts related to land use and transportation system coordination on a corridor/study area basis.

29. Staff prepared the 2017–2020 TIP. The TIP was developed, adopted, and distributed in compliance with all federal, state, and local requirements. The TIP included all transportation improvements planned by the participating agencies within the MPA for the four-year period, including both federally and non-federally funded projects.
30. All transportation improvement projects that were evaluated by staff were reviewed for their impacts on intermodal facilities and routes within the urbanized area and the region.
31. Staff accounted for life-cycle costs when comparing specific project cost estimates to estimates of available financial resources.
32. Sioux Falls city staff maintained the Hansen Pavement Management software.
33. The Safety Management System was used to continue analyzing the accident statistics MPA-wide. A critical rate analysis method to identify high collision locations and program safety improvements was employed by the Sioux Falls Engineering Division. This process was continued and the Safety Management System Report was produced.
34. Staff completed this year-end summary of work and financial activities and will submit it to SDDOT.
35. Transportation planning staff participated in regular safety reviews, and the City of Sioux Falls’ Emergency Operations Center training activities including developing a Plan of Action and participating in training exercises.
36. Staff participated in various Homeland Security activities related to transportation planning.
37. Sioux Falls city staff updated the TAZ boundaries, which are special areas delineated by state and/or local transportation officials for tabulating traffic related data.
38. Staff updated MPO planning documents as needed.
39. Staff provided general administrative support for the FTA funding programs included in Chapter 53 of Title 49 U.S.C. including the procurement of capital purchases and the submittal of the required Milestone Reports and Federal Financial Reports (FFRs) to FTA.
40. Sioux Falls city staff monitored the transit system’s safety and training program and participated in regular safety reviews of its facility.
41. Sioux Falls city staff verified that Americans with Disabilities Act (ADA) requirements relating to the public transit system were being met.
42. Sioux Falls city staff, in consultation with PTAB and the management of Sioux Area Metro, identified and evaluated the feasibility of various transit and Paratransit service options.
43. Staff completed preliminary work on RFPs and other necessary documentation for purchases and contracts. After releasing the RFPs, a consultant or vendor was selected and contracts were prepared and executed. Project management oversight was also provided.

44. Staff participated in transportation coordination activities related to developing improved transportation opportunities and programs for low-income individuals, persons with disabilities, and the elderly population.
45. Staff participated in transportation coordination activities and transportation program development related to improved access to work related activities.
46. Sioux Falls city staff analyzed long-term public transit needs and funding requirements with the development of a five-year forecast of operating and capital expenditures.
47. Socio-economic data was integrated into the changes and modifications made to the public transit system and the City's GIS by Sioux Falls city staff.
48. Sioux Falls city staff reviewed and analyzed transit fare structures as required to meet the various needs of the public and human service agencies and to maintain an adequate revenue stream.
49. Sioux Falls city staff prepared the public transportation portion of the CIP and OCEP.
50. Sioux Falls city staff evaluated and monitored the transit system's operational characteristics in order to identify necessary changes.
51. Sioux Falls city staff identified and implemented short-range improvements to the public transit system.
52. Staff completed other transit-related activities and special studies.
53. Staff reviewed MAP-21 and the FAST Act and worked to ensure compliance with laws and regulations.
54. Staff coordinated with SDDOT to develop and implement a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.
55. Staff promoted cooperation and coordination across MPO and state boundaries where appropriate to ensure a regional approach to transportation planning.
56. Staff worked to identify transportation connectivity gaps in access to essential services and identify solutions to address those gaps.

3. Capital Resources

Explanation: Includes the capital investments necessary to carry out the transportation planning process.

1. Minnehaha County contracted to maintain the County's Pavement Management System Software.

2016 Year End UPWP Budget

SECOG					FEDERAL - 81.95%		LOCAL		TOTAL	
ITEM	DESCRIPTION	TOTAL BUDGET	FHWA 81.95%	LOCAL MATCH	FUNDS EXPENDED	FUNDS REMAINING	MATCH EXPENDED	MATCH REMAINING	BUDGET EXPENDED	BUDGET REMAINING
1	Professional Services / Consultants	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2	Personnel Services	135000.00	110632.50	24367.50	80381.02	30251.48	17704.42	6663.08	98085.45	36914.55
3	Capital Resources	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	TOTAL	135000.00	110632.50	24367.50	80381.02	30251.48	17704.42	6663.08	98085.45	36914.55

City of Harrisburg					FEDERAL - 81.95%		LOCAL		TOTAL	
ITEM	DESCRIPTION	TOTAL BUDGET	FHWA 81.95%	LOCAL MATCH	FUNDS EXPENDED	FUNDS REMAINING	MATCH EXPENDED	MATCH REMAINING	BUDGET EXPENDED	BUDGET REMAINING
1	Professional Services / Consultants	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2	Personnel Services	1500.00	1229.25	270.75	289.88	939.37	63.85	206.90	353.72	1146.28
3	Capital Resources	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	TOTAL	1500.00	1229.25	270.75	289.88	939.37	63.85	206.90	353.72	1146.28

City of Sioux Falls					FEDERAL - 81.95%		LOCAL		TOTAL	
ITEM	DESCRIPTION	TOTAL BUDGET	FHWA 81.95%	LOCAL MATCH	FUNDS EXPENDED	FUNDS REMAINING	MATCH EXPENDED	MATCH REMAINING	BUDGET EXPENDED	BUDGET REMAINING
1a	Professional Services / Consultants - Public Works	390000.00	319605.00	70395.00	319605.00	0.00	70395.00	0.00	390000.00	0.00
2a	Personnel Services - Public Works	800000.00	655600.00	144400.00	655600.00	0.00	144400.00	0.00	800000.00	0.00
2b	Personnel Services - Planning	228000.00	186846.00	41154.00	186846.00	0.00	41154.00	0.00	228000.00	0.00
3	Capital Resources	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	TOTAL	1418000.00	1162051.00	255949.00	1162051.00	0.00	255949.00	0.00	1418000.00	0.00

Lincoln County					FEDERAL - 81.95%		LOCAL		TOTAL	
ITEM	DESCRIPTION	TOTAL BUDGET	FHWA 81.95%	LOCAL MATCH	FUNDS EXPENDED	FUNDS REMAINING	MATCH EXPENDED	MATCH REMAINING	BUDGET EXPENDED	BUDGET REMAINING
1	Professional Services / Consultants	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2	Personnel Services	1500.00	1229.25	270.75	1229.25	0.00	270.75	0.00	1500.00	0.00
3	Capital Resources	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	TOTAL	1500.00	1229.25	270.75	1229.25	0.00	270.75	0.00	1500.00	0.00

Minnehaha County					FEDERAL - 81.95%		LOCAL		TOTAL	
ITEM	DESCRIPTION	TOTAL BUDGET	FHWA 81.95%	LOCAL MATCH	FUNDS EXPENDED	FUNDS REMAINING	MATCH EXPENDED	MATCH REMAINING	BUDGET EXPENDED	BUDGET REMAINING
1	Professional Services / Consultants	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2a	Personnel Services - Highway	1420.01	1163.70	256.31	445.46	718.24	98.11	158.20	543.57	876.44
2b	Personnel Services - Planning	60579.99	49645.30	10934.69	49645.30	0.00	10934.69	0.00	60579.99	0.00
3	Capital Resources	5300.00	4343.35	956.65	4343.35	0.00	956.65	0.00	5300.00	0.00
	TOTAL	67300.00	55152.35	12147.65	54434.11	718.24	11989.45	158.20	66423.56	876.44

SDDOT - Local Transportation Programs					FEDERAL - 81.95%		LOCAL		TOTAL	
ITEM	DESCRIPTION	TOTAL BUDGET	FHWA 81.95%	LOCAL MATCH	FUNDS EXPENDED	FUNDS REMAINING	MATCH EXPENDED	MATCH REMAINING	BUDGET EXPENDED	BUDGET REMAINING
1	Professional Services / Consultants	510000.00	417945.00	92055.00	311134.31	106810.69	68529.28	23525.72	379663.59	130336.41
2	Personnel Services	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3	Capital Resources	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	TOTAL	510000.00	417945.00	92055.00	311134.31	106810.69	68529.28	23525.72	379663.59	130336.41

TOTAL					FEDERAL - 81.95%		LOCAL		TOTAL	
ITEM	DESCRIPTION	TOTAL BUDGET	FHWA 81.95%	LOCAL MATCH	FUNDS EXPENDED	FUNDS REMAINING	MATCH EXPENDED	MATCH REMAINING	BUDGET EXPENDED	BUDGET REMAINING
1	Professional Services / Consultants	900000.00	737550.00	162450.00	630739.31	106810.69	138924.28	23525.72	769663.59	130336.41
2	Personnel Services	1228000.00	1006346.00	221654.00	974436.91	31909.09	214625.82	7028.18	1189062.73	38937.27
3	Capital Resources	5300.00	4343.35	956.65	4343.35	0.00	956.65	0.00	5300.00	0.00
	TOTAL	2133300.00	1748239.35	385060.65	1609519.57	138719.78	354506.75	30553.90	1964026.32	169273.68

**ADDENDUM
TO THE
SIOUX FALLS MPO AREA COORDINATED PUBLIC TRANSIT-HUMAN SERVICES
TRANSPORTATION PLAN**

2016 ANNUAL PROGRESS REPORT

Introduction

The Sioux Falls MPO Area Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) was adopted on November 14, 2013, and is required to be updated every five years. The purpose of the Coordinated Plan is to: 1) identify the unmet transportation needs for individuals with disabilities and seniors; 2) develop strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and 3) develop priorities for implementation based on resources (from multiple sources), time, and feasibility for implementing specific strategies and/or activities identified. Based on public participation and outreach, existing transportation services, and identified needs and gaps, the following priorities are recommended in the Coordinated Plan:

1. **Travel Training** – Increased utilization and improved perception of the public transit fixed route system through the utilization of the existing SAM travel training materials and involvement of human service agencies:
 - Hold agency travel training sessions to train clients, trainers, and/or family members
 - Utilize existing fixed route riders, or peers, to train new and potential riders
 - Implement a buddy system for new and potential riders who are mobility impaired and would otherwise use the paratransit system, or other similar services

2. **Coordination of Non-Profit Community Transportation** – Foster a more efficient non-profit community transportation system by focusing on the following priorities:
 - Ensure FTA Program 5310 funds are used for projects that compliment the priorities of this plan, in a coordinated manner, to fulfill the needs stated in this plan.
 - Seek out non-federal funding sources such as the medical community, employers, colleges, and non-profit community organizations such as United Way to provide assistance to the consolidated non-profit transportation provider.
 - Develop a community-wide volunteer driver program that agencies can access as a volunteer driver resource.
 - Encourage agencies to enter into contracts with Project CAR to provide medical and work trips rather than beginning new transportation services.

3. **Coordination of Paratransit Public Transportation:**

- Provide a full-spectrum of transportation services within ¾ mile of all fixed-route bus services.
- Provide assistance to human service agencies, such as DakotAbilities and Achieve, to help them gain capacity to transport their clients with their own vehicles to free up capacity on the paratransit system especially for persons requiring wheelchair paratransit services.
- Develop tripper bus routes for ambulatory persons for work trips to free up capacity on the paratransit system.
- Consolidate paratransit trips from human service agencies through the coordination of clients' appointment scheduling.
- Investigate a limited program through separate private or non-profit providers such as taxi services and Project Car to develop efficiencies and flexibility to paratransit scheduling for ambulatory trips (no wheelchair required).
- Work with the medical community and developers to encourage development of medical facilities and elderly housing where existing transit service is available.

4. **Maintenance and expansion of the fixed-route transportation system as an affordable and efficient system:**

- Continue agency programs to offer free and/or reduced cost bus passes (Pass-It-On Programs) for low-income clients to access the fixed route system, and look for opportunities for community contributions to help augment the program.
- Cultivate community partnerships to expand funding.

5. **Expansion of a coordinated community transportation system throughout the MPO planning area to provide a connection between the smaller communities to employment and services within the City of Sioux Falls** – While the previous four

priorities are more immediate and short-term priorities, this priority is considered a long-term priority as it would require a considerable amount of resources that are not adequately available at this point. However, as resources become available, the following should be considered:

- Vanpool service and/or other non-profit provider, such as Brandon Transit, to connect the ambulatory and non-ambulatory residents of the smaller MPO communities to fixed route and paratransit service in Sioux Falls. The connections could potentially be made between Tea and the existing Southwest Transit Center, Harrisburg and a future Southeast Transit Center, Brandon and a future Northeast Transit Center, and Hartford and Crooks and a future Northwest Transit Center.

Goals Completed in 2016

A significant amount of time has been dedicated to planning and coordination meetings since the Coordinated Plan was adopted in late 2013. These meetings have included participation by

agencies representing seniors, persons with disabilities, low-income, the medical community, business, government, transit, and others, including AARP, DakotAbilities, Helpline, LifeScape, Project CAR, United Way, and many others. Many of the people involved participated in more than one committee or sub-group. And many are continuing to work together with the ultimate goal of meeting the transportation needs in the MPO planning area.

The Sioux Falls MPO Urbanized Development Commission's (UDC) special committee, the Transportation Coordination Committee (TCC), has been meeting on a regular basis to work toward accomplishing the identified goals.

Coordinated Plan Goals Addressed:

Travel Training

Coordination of Non-Profit Community Transportation

Primary Accomplishments:

- In 2014, the TCC assumed the role of soliciting applications for the FTA Section 5310 funds allocated for the Sioux Falls urbanized area and recommending projects for funding to the State. This has enabled the Committee to have a greater influence in ensuring that the funds are used for projects that compliment the priorities of this plan, in a coordinated manner, to fulfill the needs stated in this plan. In 2016, the TCC recommended funding for LifeScape to assist with the purchase of two vehicles and to River Cities Public Transit dba Coordinated Community Transportation System to assist with the purchase of a vehicle and to assist with funding continued operations in Sioux Falls.
- The directory of specialized transportation services that was developed in 2014 for the MPO planning area continues to be available on the Sioux Falls MPO's website at <http://siouxfallsmo.org/resources/community-transportation-directory/>. It is also posted on the HelpLine Center's website and Minnehaha County's website. A limited number of printed copies are still available and continue to be distributed by request.
- The volunteer driver recruitment and training program developed in 2014, Drive To Help, continued operations in 2016. SECOG continues to oversee the program, including recruiting and screening potential volunteer drivers. The volunteer drivers are then transitioned to Project CAR and Active Generations' Workers On Wheels, which are existing volunteer driver programs, to increase the number of rides provided. SECOG staff also assist with managing the travel training program and buddy system to assist people in riding the Sioux Area Metro fixed route system. SECOG contributed partial funding for Drive To Help. The remainder of the funding for the second year of operation was provided by City of Sioux Falls, Sanford, and Sioux Falls Area Community Foundation. At the time this report was written, 24 new volunteers have been added to the volunteer driver pool through Drive To Help. In addition, at least four

travel training sessions have been coordinated by SECOG staff in 2016 with approximately 40 people participating. Additional information on Drive To Help, including a testimonial video, can be viewed at <http://siouxfallsmpo.org/resources/help/> and <https://www.facebook.com/DriveToHelpVolunteer/>.

Since the development of the Sioux Falls City Council's Transit Task Force Report in 2014, which supports the goals identified in the Coordinated Plan, the Sioux Are Metro (SAM) Ridership Committee has been working to develop methods to encourage ridership on the fixed route system through various travel training methods. In addition, work has continued with various non-profits in the community to increase efficiencies in paratransit public transportation.

Coordinated Plan Goals Addressed:

Travel Training

Coordination of Paratransit Public Transportation

Primary Accomplishments:

- The City of Sioux Falls executed an agreement with LifeScape to assist in funding an additional driver to enable LifeScape to provide transportation for more of its own clients on its own vehicles. As a result, LifeScape is able to transport an additional 17 clients.
- The City of Sioux Falls executed an agreement with Active Generations to assist its Daybreak clients in utilizing Project CAR's transportation services instead of Paratransit.
- The City of Sioux Falls is working on an agreement with Southeastern Behavioral Health to assist its clients in utilizing Project CAR's transportation services instead of Paratransit.
- LifeScape and Dakotabilities continues to monitor its transportation needs and makes adjustments in staffing and trip times to increase efficiencies.
- After a successful pilot project, the City of Sioux Falls continues to partner with Augustana University to provide free fixed-route rides to its faculty and students at a reduced rate paid by Augustana University.

Coordinated Plan Goals Addressed:

Coordination of Non-Profit Community Transportation

Expansion of a coordinated community transportation system throughout the MPO planning area to provide a connection between the smaller communities to employment and services within the City of Sioux Falls

Primary Accomplishments:

- *Non-Profit Coordination Committee:* Work has continued on implementation of the plan to bring in a non-profit transportation provider for the area outside of the ¾ mile service area and for human service agency trips required to be serviced by Sioux Area Metro, the City of Sioux Falls' transit system. River Cities Public Transit dba Coordinated Community Transportation System, began a pilot project by providing work trips for DakotAbilities and LifeScape clients. One vehicle has been committed by LifeScape for this project, Section 5310 funds were awarded to assist with funding one vehicle and operating costs for the 2016 six-month pilot project, and an application for Section 5310 funds has been submitted for a second vehicle and 2017 operating costs. The City of Sioux Falls has also committed to participate in the project to help keep the client portion of the fare minimal. In addition to financial support, the City has contributed low-rent office and bus storage space for the project.
- *Hartford Transit Committee:* Hartford Area Transit continued operations in 2016. It provides service within the City and also provides service to Sioux Falls for medical appointments, etc. This project was funded with a combination of locally raised and FTA funds. Additional information on Hartford Area Transit can be found at <http://www.hartfordsd.us/>.

Unsuccessful Goals in 2016

As the Coordinated Plan is a five-year plan, many of the goals and priorities identified in the plan are long-term goals that require significant planning and coordination with several agencies across the community. Therefore, none of the goals identified in the Coordinated Plan are considered unsuccessful.

New Goals for 2017

As the Coordinated Plan is a five-year plan, many of the goals and priorities identified in the plan are long-term goals that require significant planning and coordination with several agencies across the community. Therefore, no new goals or priorities have been identified for 2017. However, it is necessary to begin to implement cost allocation models that effectively promote the development and delivery of coordinated transportation services for human service transportation programs by promoting shared responsibility and funding for transportation services, increased cost-effectiveness, and increased access for consumers by eliminating duplicative efforts and wasted resources.

2017 Goal Timeframes

Some of the activities that have been worked on over the last year and are planned to be implemented in 2017:

- The Rapid City MPO, Sioux Falls MPO, and South Dakota Department of Transportation (SDDOT) coordinated in 2016 to develop an application schedule for the FTA Section

5310 funds. The next competitive application process is scheduled to begin in January 2017.

- Funding to continue operations for Drive To Help in 2017 will be sought in late 2016 and early 2017.
- The continuation and expansion of the Coordinated Community Transportation Systems project for agency work trips. Work with the SD Department of Human Services on a Memorandum of Understanding to detail a new policy for sharing the cost of coordinated human service agency trips.
- Additional travel training program updates, including continued work on the implementation of the buddy system, for Sioux Area Metro fixed route system is planned for 2017.
- Additional activities consistent with the Coordinated Plan may also be worked on in 2017 as the TCC and others continue to meet.

Sioux Falls MPO Planning Area Changes

There have been no changes to the Sioux Falls MPO's planning area.

Other Significant Changes to Sioux Falls MPO

There have been no other significant changes to the Sioux Falls MPO.

Other Agency Coordination Changes

Great strides have been made in coordination amongst agencies over the past year. Listed below are some of the highlights of that coordination:

- DakotAbilities, LifeScope, Coordinated Community Transportation Systems, and the City of Sioux Falls are continuing to work together to provide service outside the City's required ¾ mile paratransit service area for agency work trips.
- The City of Sioux Falls and LifeScope are continuing to work together to reduce LifeScope's reliance on the City's paratransit service by adjusting staffing, work times, and its routes to provide additional service to its own clients with its own vehicles.
- SECOG is operating Drive To Help, with the assistance of Project CAR, Active Generations Workers On Wheels, and Sioux Area Metro. Drive To Help is a volunteer driver recruitment and training program to increase the number of rides provided by Project CAR and Workers On Wheels.
- The City of Sioux Falls is working with Project CAR and Active Generations to increase the number of ambulatory paratransit rides provided by Project CAR for Active Generations' Day Break Adult Day Services.
- Project CAR has provided an increased number of rides for health appointments, especially for those located outside of the Sioux Area Metro service area.