Rapid City Area
Metropolitan Planning Organization

2013-2017
Coordinated Public Transit-Human Services Transportation Plan

Prepared for the Rapid City Area Metropolitan Planning Organization
Executive Policy Committee

Draft 1.2

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Executive Summary

Providing transportation for persons with disabilities, seniors, and individuals with low income can be a difficult task, yet one that is necessary to ensure these individuals have access to vital services, such as employment, healthcare, education and recreation. Many organizations provide transportation throughout the Rapid City metropolitan area, however there are many individuals and organizations needing additional service to areas not covered or during times not available by these transportation providers. In order to create a better transportation system, coordination and planning must take place among transportation providers, organizations seeking more transportation options and the public in need of additional transportation service.

The Rapid City Area Metropolitan Planning Organization's (MPO) Coordinated Public Transit-Human Services Transportation Plan seeks to provide more transportation options and improve transportation service for seniors, persons with disabilities and individuals with low incomes by identifying gaps in transportation service and providing strategies and setting priorities to help fill these gaps. This plan has been created through coordinated efforts by public transit providers, human service agencies and key stakeholders, and meets the requirements of Section 5310 under MAP-21 which requires a locally developed, coordinated public transit-human services transportation plan for federal public transportation funding.

Input for this plan came from several sources, including: a steering committee consisting of human service agencies, public transit providers, senior center representatives, non-profit and religious organizations; two public meetings; and an online survey.

Gaps and Needs

Major gaps and needs include:
- Transit service is limited. Service is needed later at night, on Sundays, and to areas outside of the city limits, such as Rapid Valley and Box Elder.
- Transit information can be difficult to understand.
- Transit service is too expensive for many people.
- There is a need for more bus stops, especially ones that are accessible for those who use wheelchairs.
- Need qualified, pre-approved volunteer drivers.
- Need to learn more about the liability issues related to the use of volunteers.
- Need access to locations not on the transit routes, such as the Department of Motor Vehicles, Feeding South Dakota Food Bank, Western Dakota Tech, and medical facilities located throughout town.

Strategies
Strategies that were identified to fill the gaps in service include:
- Provide educational programs for agencies interested in learning more about existing transit service.
- Determine need and perform a cost/benefit analysis for providing transportation service outside of city limits, in the evening and on Sundays.
- Increase the number of bus shelters and make more shelters and bus stops ADA accessible.
- Create a day-pass to allow riders to get on and off an unlimited number of times during the day.
- Hire a mobility manager to help coordinate services, recruit and manage volunteers, oversee compensation for drivers, and schedule rides.
- Use new technologies, online services or social media applications to make transportation information, options and services more accessible.
- Research and interview agencies that have had success coordinating services.

Priorities for Implementation
Each strategy was identified as having either a short-term or long-term priority. A short-term priority is one that can be completed in the next couple of years, and may already be in place or would not require an extensive new system. A long-term priority is one that will take longer than two years, may require a new system, and may be expensive.

Strategies that were identified as short-term include:
- Strategies related to educating the public and agencies on the existing transit service.
- Strategies related to making the transit information more accessible and easier to understand.
- Strategies related to providing transit service in the evenings and on weekends.
- Strategies related to learning more about other agencies that have had success in coordinating services, and how to handle liability issues.

Strategies that were identified as long-term include:
- Hiring a mobility manager.
- Creating more bus shelters.
- Making the bus stops more ADA accessible.
- Creating a database of volunteers and people who need transportation to areas outside of the public transit routes.

1. Introduction

For persons with disabilities, seniors, and individuals with low income, a lack of transportation options can present a particularly difficult situation. For persons with disabilities, not having access to a wheelchair-equipped vehicle may mean staying at home and missing a medical appointment or social event. For persons with low income or without access to a vehicle, living far from a transit route or not being able to afford to ride the bus may mean the difference between landing a job or passing on the opportunity. Seniors without access to transportation may feel less independent and more inclined to move to a nursing facility.

The Rapid City Area Metropolitan Planning Organization's (MPO) Coordinated Public Transit-Human Services Transportation Plan provides strategies and priorities intended to help public transit providers, human service agencies and key stakeholders coordinate and streamline transportation services specifically designed for seniors, persons with disabilities and individuals with low incomes. The plan will create an inventory of available transportation services in the Rapid City Area MPO region, identify the transportation needs and gaps in the region, suggest strategies to fill the needs and gaps, and set priorities to implement these strategies. Desired outcomes of the plan include: an increased awareness of existing transportation options; a more cost-effective transportation system where agencies share resources and costs such as for the purchase, maintenance and storage of vehicles; improved transportation access to services and destinations such as to medical appointments, employment, job training, and shopping destinations throughout the Rapid City Area MPO region; and a reduction in duplicated transportation services. These desired outcomes will require long-term continued coordination and communication among the agencies interested in achieving these goals.

The plan has been developed through a collaborative effort with area human services transportation providers, public transit agencies, and the general public with the intention of improving existing coordination of services while enhancing access to the transportation challenged populations of the region.

2. Legislation

In 2012, Congress approved the Moving Ahead for Progress in the 21st Century Act (MAP-21) transportation law, becoming the nation's newest federal transportation legislation, requiring a locally developed coordinated public transit-human services transportation plan for projects funded from Section 5310: Elderly Individuals and Individuals with Disabilities.

Under MAP-21, the Job Access and Reverse Commute (JARC) and the New Freedom programs were discontinued; however, JARC is now funded under

Section 5307: the Urbanized Area Formula program as well as Section 5311: the Rural Area Formula program. The New Freedom program is now funded under Section 5310: the Enhanced Mobility of Seniors and Individuals with Disabilities program. Funds for those programs are still available for obligation and expenditure through the authorization period, unless and until Congress takes action directing otherwise.

Section 5310 is currently the only program that requires a locally developed, coordinated public transit-human services transportation plan for federal public transportation funding. The plan must be developed and approved through a process that includes participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public; and to the maximum extent feasible, the services funded under this section will be coordinated with transportation services assisted by other federal departments and agencies, including any transportation activities carried out by a recipient of a grant from the Department of Health and Human Services.

3. Guiding Principles

Improving transportation and access to services, healthcare and employment is important to the Rapid City area citizens and the local economy. Oftentimes the transportation needs of seniors and persons with disabilities are overlooked as it is assumed public transit can accommodate their needs. The reality is some people need specialized or enhanced service requiring door-to-door transportation. The development of this document utilizes several principles to ensure that the transportation needs of these population groups are met. Following are the guiding principles for the plan:

Improve Access to Employment - Improve access for low income households, the elderly and the disabled community to industries and areas of employment.

Improve Access to Job-Related Support Services - Improve access to job-related support services such as education, vocational and skills training, and child-care.

Improve Access to Services - Improve access to healthcare, business, welfare, retail, public and human services.

Improve Coordination – Encourage a coordinated approach bringing together public transportation, private non-profit transportation providers, human service agencies and other stakeholders in a collaborative process.

Enhance Transportation Options - Address travel needs during times of the day and on days of the week that correspond with local needs. A network of services

may   offer   alternatives   and   options   to   address   varying   needs.

Use Resources Effectively - Implement cost-effective design and delivery of services in order to provide maximum levels of transportation to the community. Reducing operating costs for transportation providers may be realized through shared services such as: vehicle procurement, vehicle maintenance, and driver sharing and screening. The Coordinated Public Transit-Human Services Transportation Plan aims to follow these principles by emphasizing the best and highest use of existing resources and services to help leverage Section 5310 funds to address priority needs.

4. Planning Area

The following maps were created in order to learn more about the residents living in the region for whom the plan seeks to serve, namely persons with disabilities, seniors and individuals with low income. While the source of the data varies, the latest available data was used.

4-1 Rapid City Area Metropolitan Planning Organization Boundary

Figure 1 Rapid City Area MPO boundary.
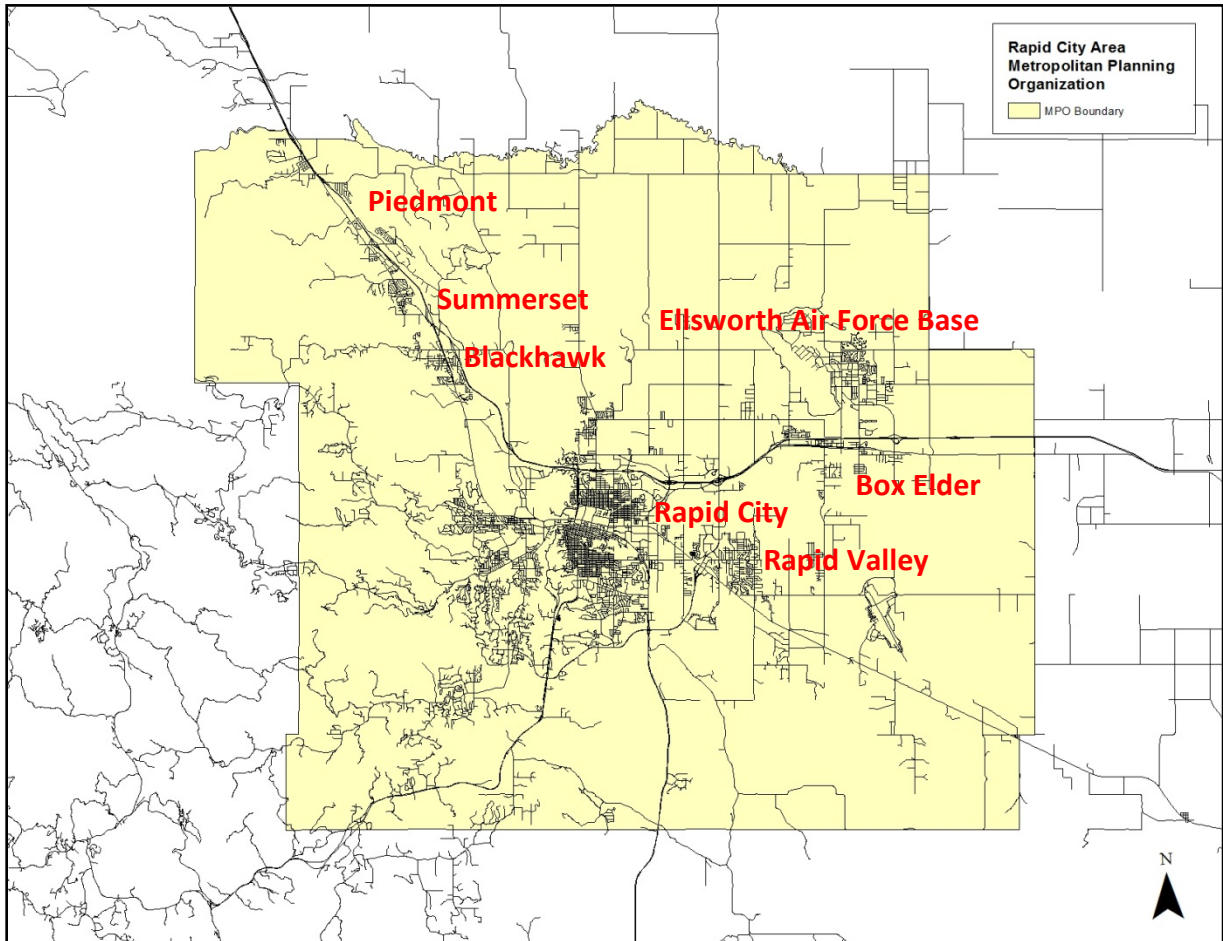
Based on 2010 Census data, as well as the building permits from May 2010 through December 2012, the Rapid City Area MPO's population is estimated at approximately 107,000. This includes residents living in Rapid City, Rapid Valley, Box Elder, Ellsworth Air Force Base, Blackhawk, Summerset and Piedmont located in Pennington and Meade counties. Rapid City's population is estimated at 69,529.

4-2 Employment in Rapid City

Figure 2 Employment locations in Rapid City in 2011.
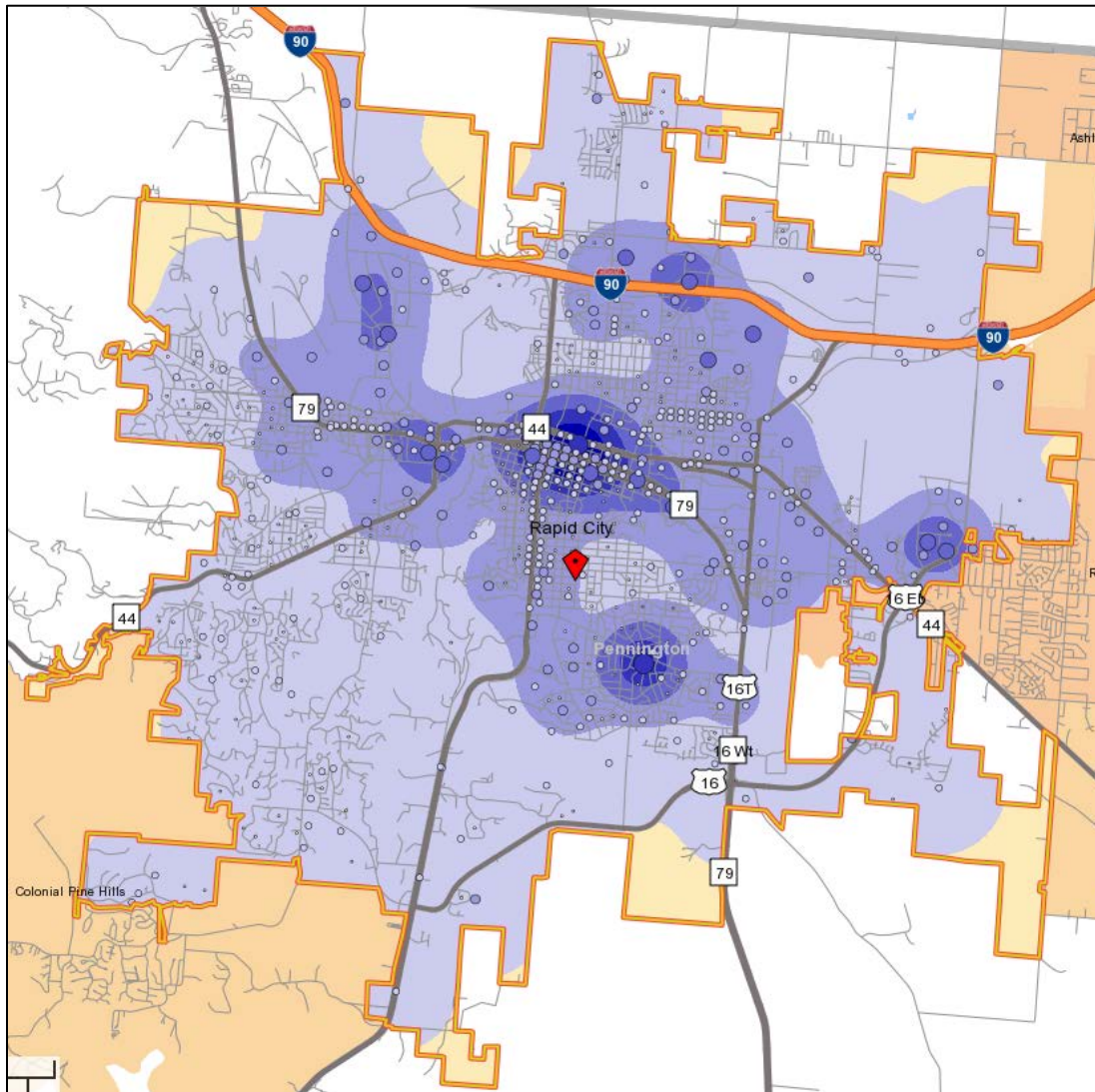
Source: onthemap.census.gov.

5 - 737 Jobs/Sq.Mile
738 - 2,936 Jobs/Sq.Mile
2,937 - 6,600 Jobs/Sq.Mile
6,601 - 11,729 Jobs/Sq.Mile
11,730 - 18,325 Jobs/Sq.Mile
· 1 - 6 Jobs
○ 7 - 96 Jobs
● 97 - 482 Jobs
● 483 - 1,521 Jobs
● 1,522 - 3,714 Jobs
Ⓝ Analysis Selection

Areas of major employment concentrations in Rapid City include locations downtown, near the Rapid City Regional Hospital and nearby medical centers, Rushmore Mall, the intersection of Mountain View Road and Main Street West, along Deadwood Avenue, and on Elk Vale Road adjacent to Rapid Valley.

In 2011, there were approximately 46,000 jobs in the City of Rapid City. Approximately 22,000 people lived outside of Rapid City and worked in Rapid City, 24,000 lived and worked in Rapid City, and 5,700 people lived in Rapid City but worked outside the city limits.

Figure 3 Home locations of Rapid City employees in 2011
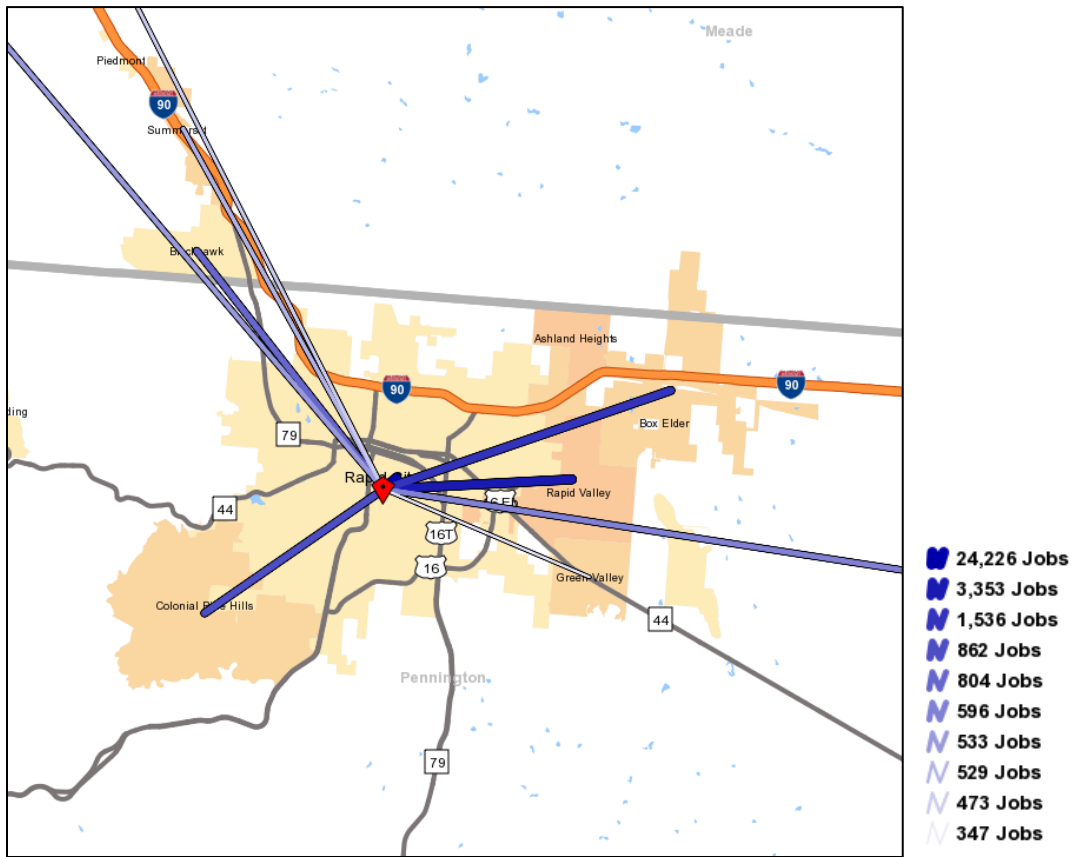
Source: onthemap.census.gov.

Table 1 Home location of Rapid City employees in 2011.

Jobs Counts by Places (Cities, CDPs, etc.) Where Workers Live - All Jobs	2011 Count	Share
All Places (Cities, CDPs, etc.)	46,526	100.0%
Rapid City city, SD	24,226	52.1%
Rapid Valley CDP, SD	3,353	7.2%
Box Elder city, SD	1,536	3.3%
Colonial Pine Hills CDP, SD	862	1.9%
Blackhawk CDP, SD	804	1.7%
Sioux Falls city, SD	596	1.3%
Spearfish city, SD	533	1.1%
Summerset city, SD	529	1.1%
Sturgis city, SD	473	1.0%
Green Valley CDP, SD	347	0.7%
All Other Locations	13,267	28.5%

Source: onthemap.census.gov.

As table 1 above shows, employees living in Rapid Valley and Box Elder represent approximately 10 percent of all of Rapid City's employees. Figure 3 above shows the map corresponding to these locations.

4-3 Seniors

Figure 4 Percentage of population 65 years old and older in MPO region.
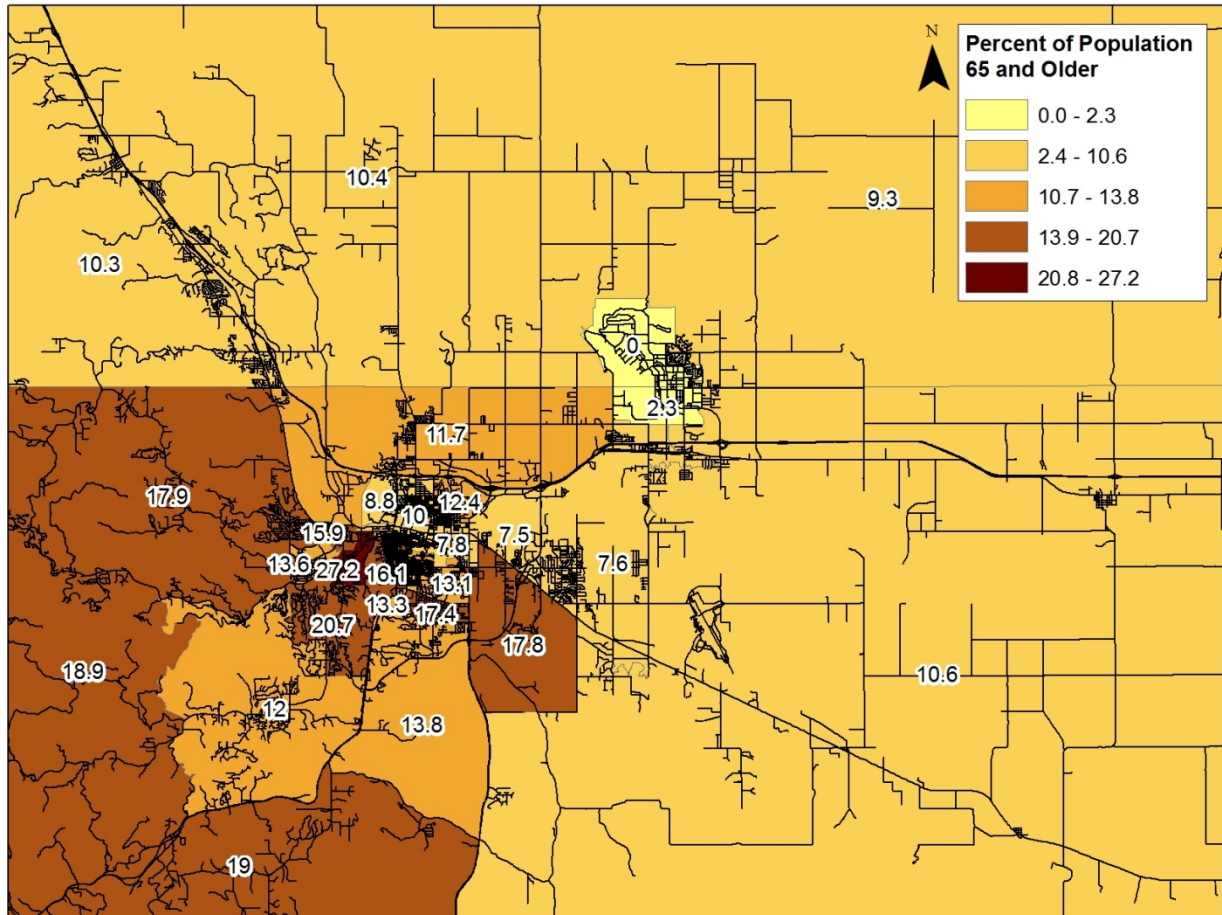
Source: 2010 Census Tracts.

Figure 4 above shows the percentage of people aged 65 years and older in the Rapid City metropolitan region. Box Elder and the Ellsworth Air Force Base have the lowest percentage of people in this age group at 2.3 and 0 percent, respectively, while the southwest section of the region has the highest percentage of seniors, with one tract as high as 27.2 percent.

Figure 5 Percentage of population 65 years old and older in Rapid City.
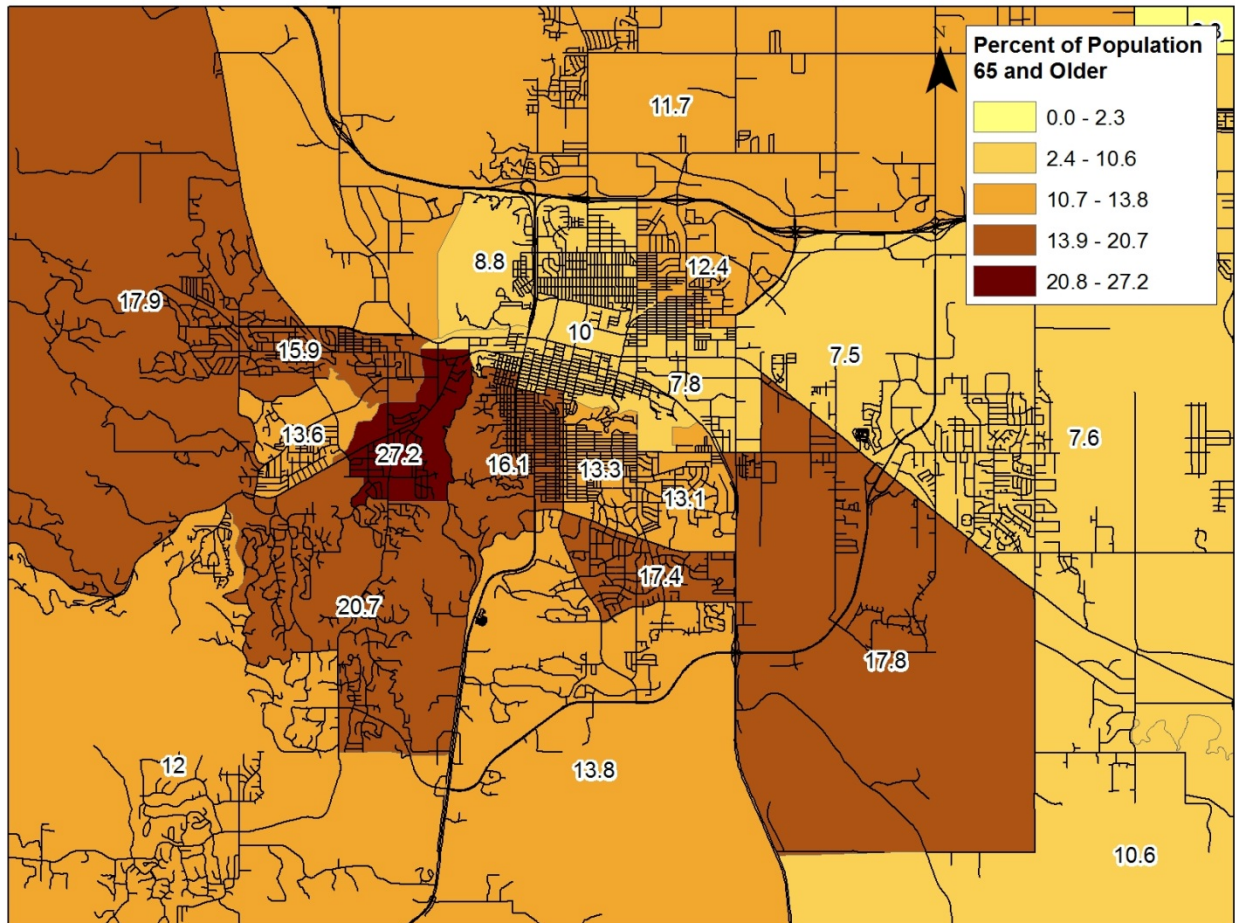
Source: 2010 Census Tracts.

A closer view of Rapid City shows the highest percentage of persons aged 65 and older living in the neighborhood along Jackson Boulevard extending to Sheridan Lake Road. This tract has 703 people aged 65 and older, representing 27.2 percent of the population. The tract located south and west of this tract has 1267 people aged 65 and older, representing 20.7 percent of the population. The neighborhoods located directly north and east of downtown have the lowest percentage of persons aged 65 and older, with percentages as low as 7.5 percent.

Figure 6 Percentage of population with a disability in Rapid City.
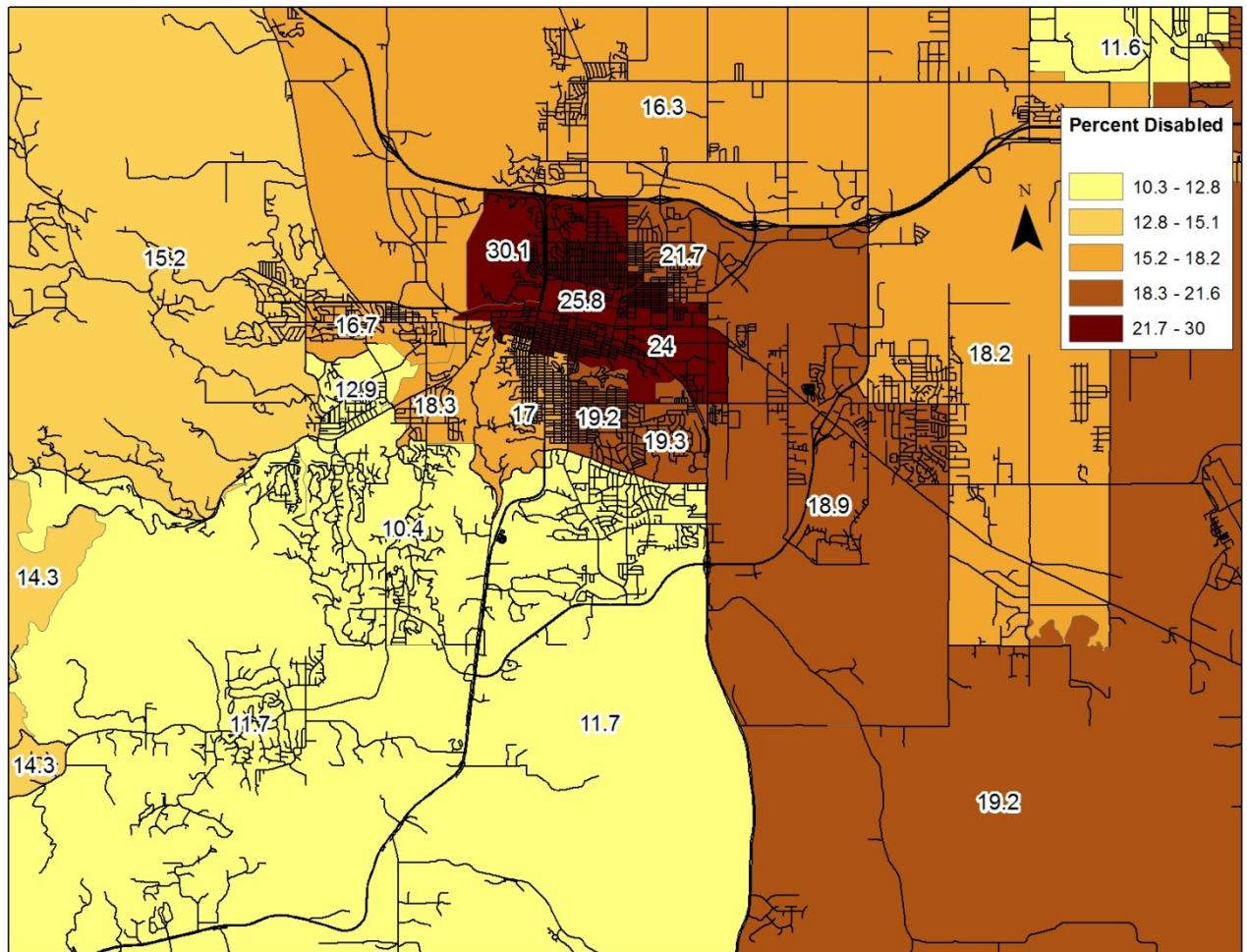
Source: 2000 Census.

Neighborhoods north and east of downtown Rapid City have the highest percentages of persons with disabilities, while areas south and southwest have the lowest percentages of persons with disabilities. Approximately 800 residents located in the neighborhood located east of I-190 are disabled, representing 30.1 percent of the population in that Census Tract. The three Census Tracts located north of downtown have a total of 2,774 persons with disabilities.

4-3 Low Income

Figure 7 Percentage of population living below poverty level in MPO region.
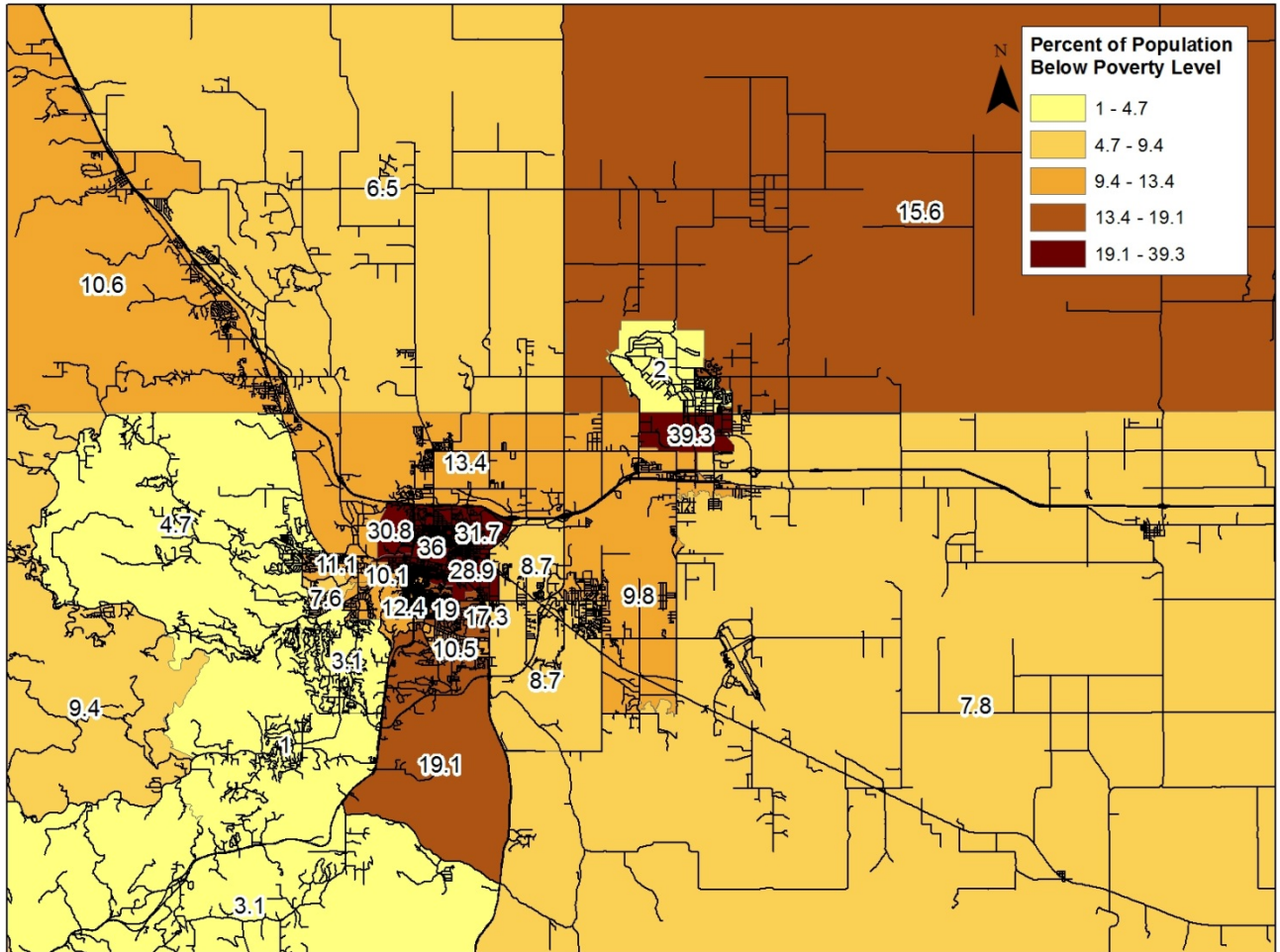
Source: 2007-2011 ACS 5-Year Estimates.

The Census Tract located near Box Elder has the highest percentage of residents living below the poverty level in the entire region at 39.3 percent, representing 212 out of 539 people in the tract. Areas north of downtown Rapid City also have a high percentage of people living below the poverty level with rates ranging from 30 to 36 percent. The southwest section of the region has the lowest percentage of people living below the poverty level.

Figure 8 Percentage of population living below poverty level in Rapid City.
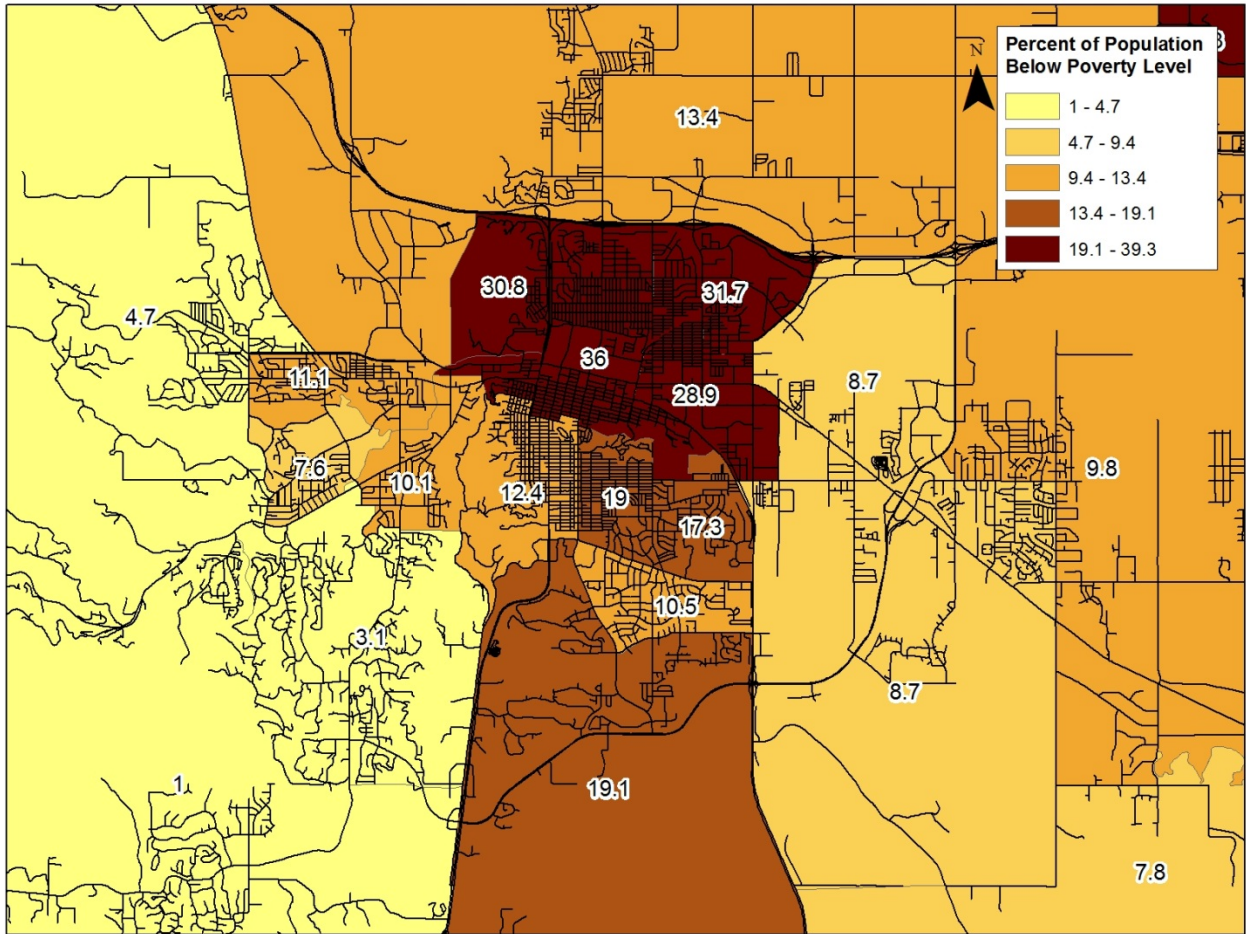
Source: 2007-2011 ACS 5-Year Estimates.

A closer look at Rapid City shows that a fourth to a third of all residents living in the neighborhoods located in the north side of Rapid City are living below the poverty level.

Highest Rate of Poverty in Rapid City by Tract	
Percentage in Poverty	**Residents in Poverty**
30.8%	1047
36.0%	1625
31.7%	1320
28.9%	767

The southwest section of Rapid City has the lowest percentage of residents living below the poverty level.

Figure 9 Percentage of population 65 years old and older living below poverty level in MPO region.
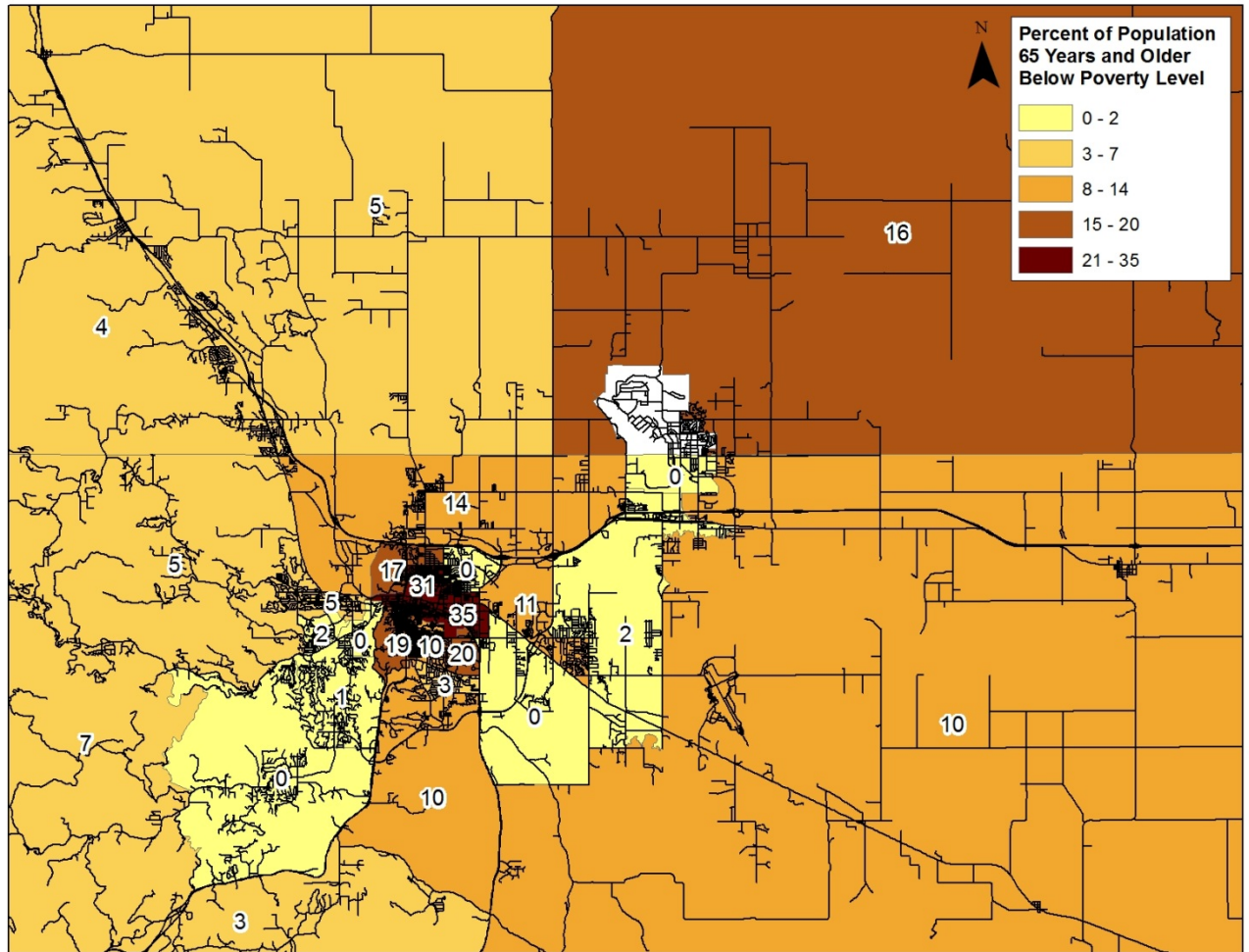
Source: 2007-2011 ACS 5-Year Estimates

The highest percentage of seniors in the region living below the poverty level is found in Rapid City in the Census Tracts located just north and east of downtown. The tract with the most seniors living below the poverty level is located east of downtown with 35 percent of its residents aged 65 and older living below the poverty level. Areas in the southwest, west and in Box Elder have very low percentages of seniors living below the poverty level.

Figure 10 Percentage of population 65 years old and older living in Rapid City.
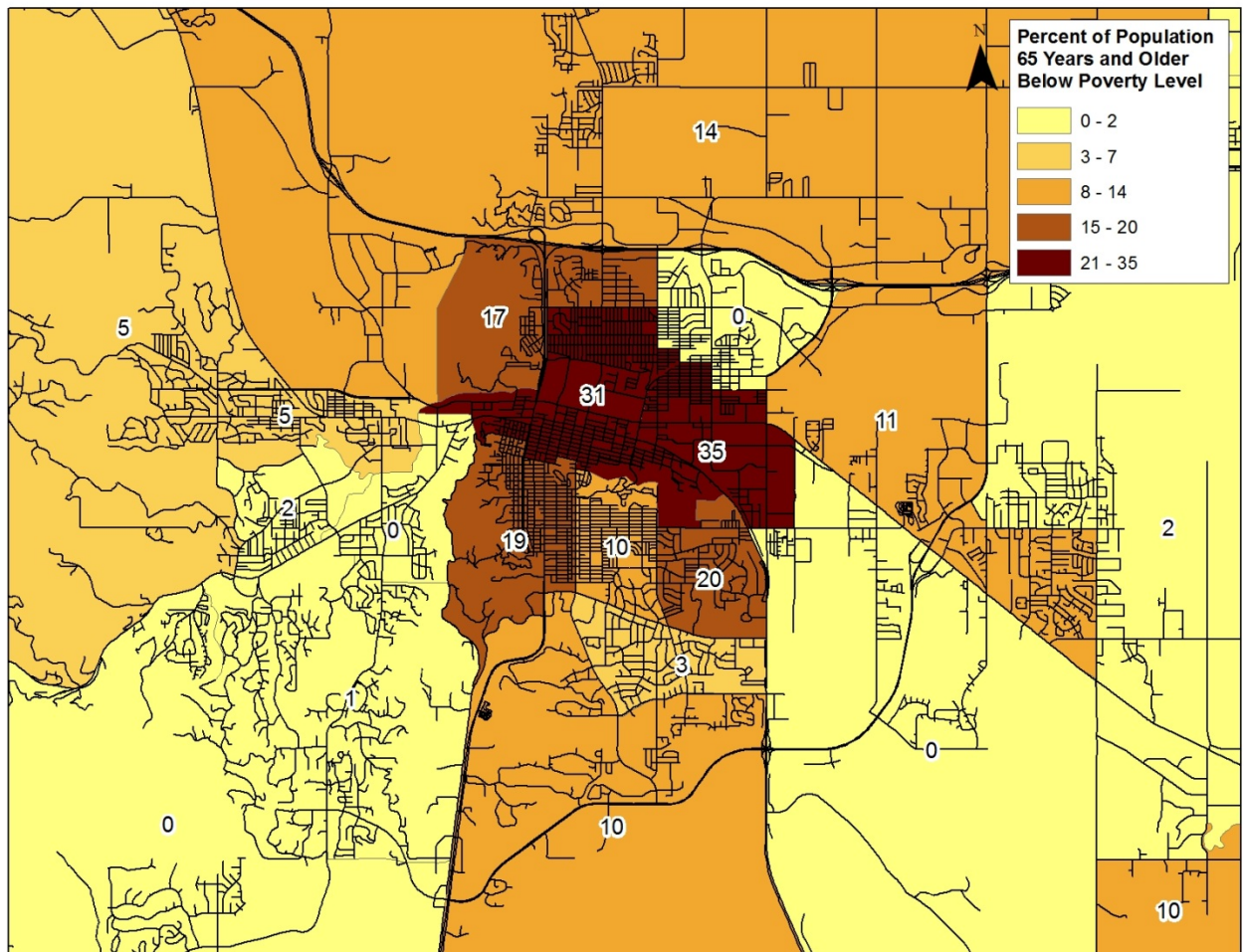
Source: 2007-2011 ACS 5-Year Estimate.

Neighborhoods closest to downtown Rapid City have the highest percentage of seniors living below the poverty level. The tract located north of downtown with 31 percent of its residents aged 65 and older living below the poverty level represents 214 out of 698 senior-aged residents. The tract with 35 percent of its residents aged 65 and older living below the poverty level represents 97 out of 280 senior-aged residents. Areas in the southwest and southeast side of Rapid City have the lowest percentage of seniors living below the poverty level.

Figure 11 Mean household incomes in MPO region.
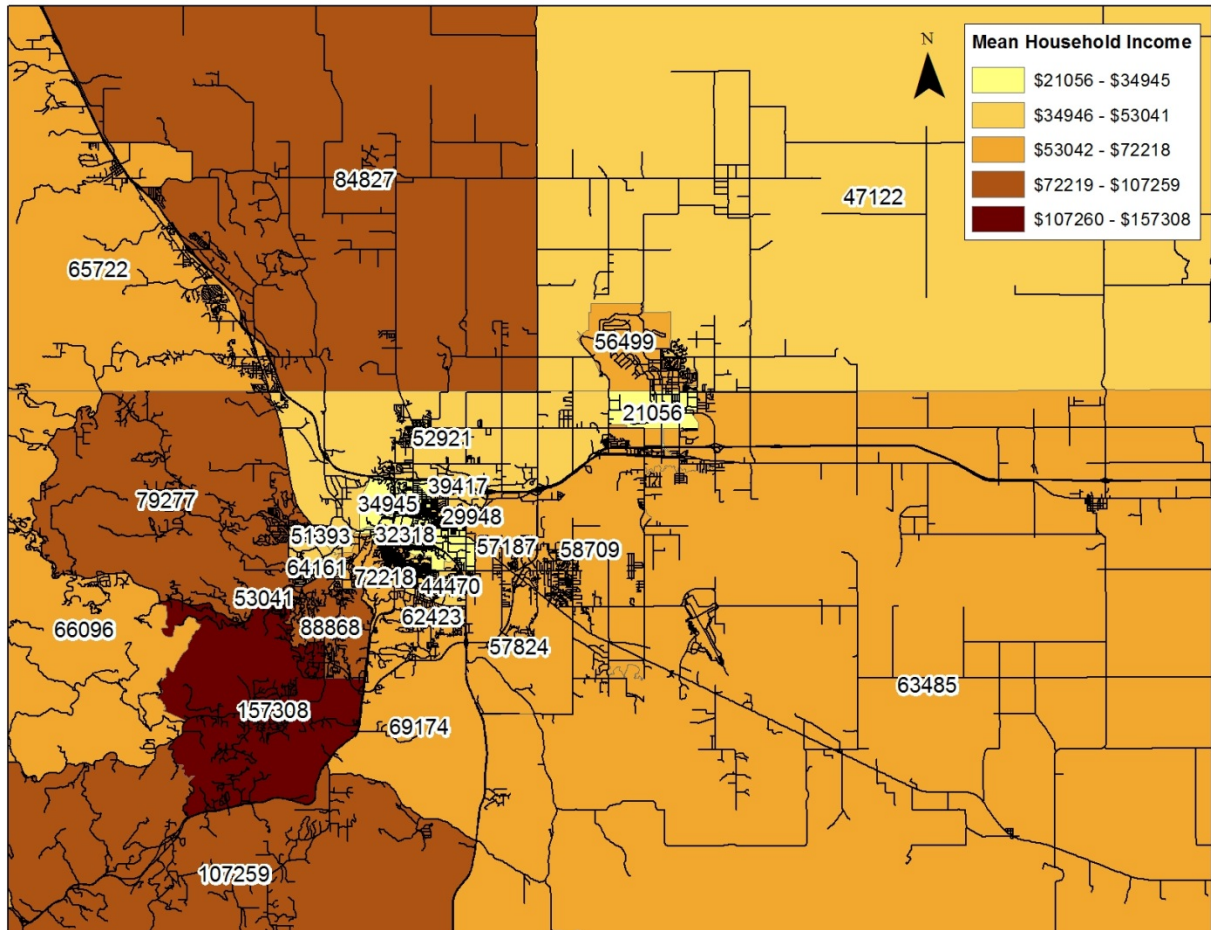
Source: 2007-2011 ACS 5-Year Estimate.

The Census Tract located near Box Elder has the lowest mean household income in the entire region at $21,056. Households north, south and west of Rapid City tend to have higher mean household incomes than those households living in Rapid City's city limits. The Census Tracts located on the southwest section of Rapid City have the highest mean income. The Box Elder Census Tract's mean income is only 13 percent of the highest mean income in this area, which is $157,308.

Figure 12 Mean household incomes in Rapid City.
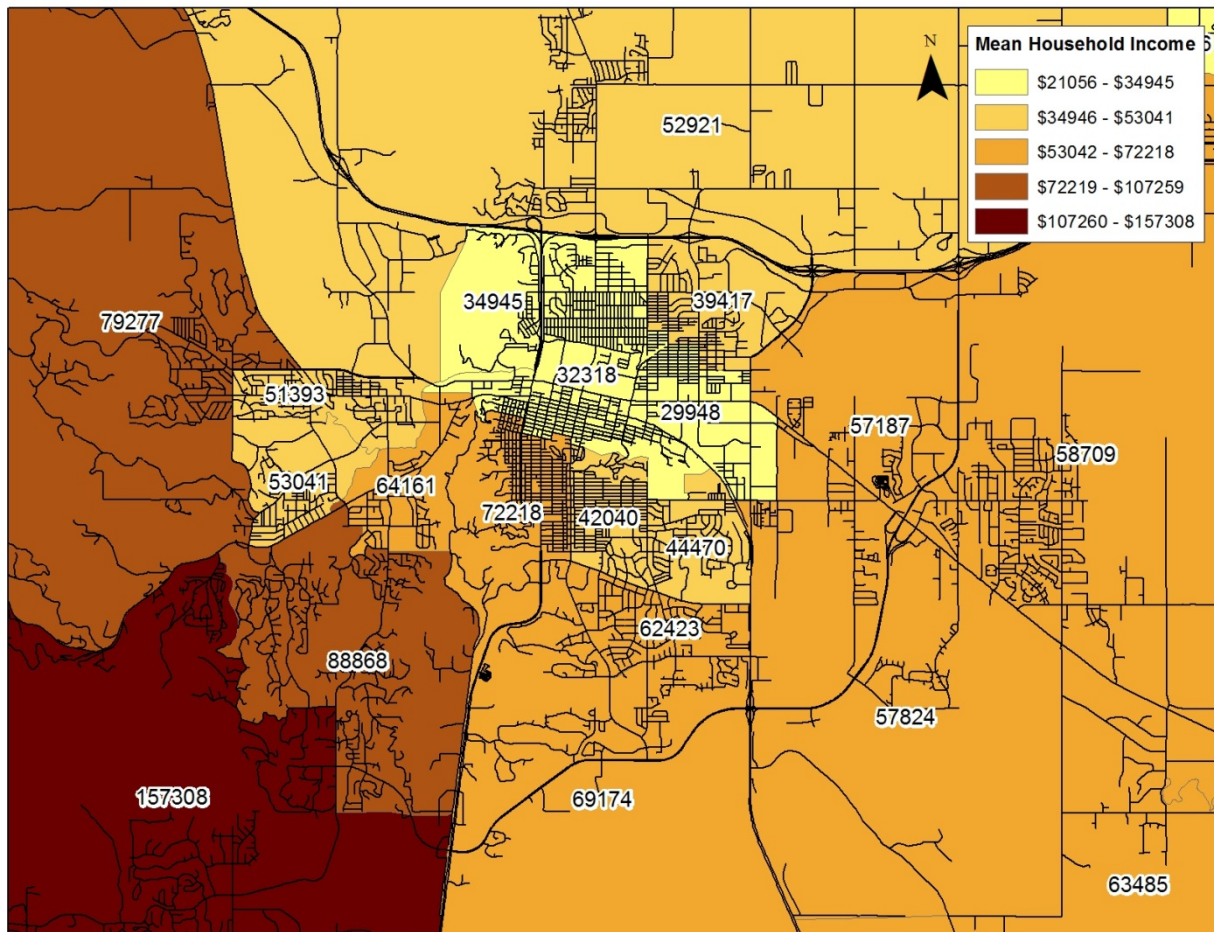
Source: 2007-2011 ACS 5-Year Estimate.

The households with the lowest mean income in Rapid City are found north and east of downtown, ranging from $29,948 to approximately $35,000. Households in the southwest section of town have the highest mean household income, ranging from $88,868 to $157,308.

4-3 Households without Vehicles

Figure 13 Percentage of households with no vehicle available in the MPO area.
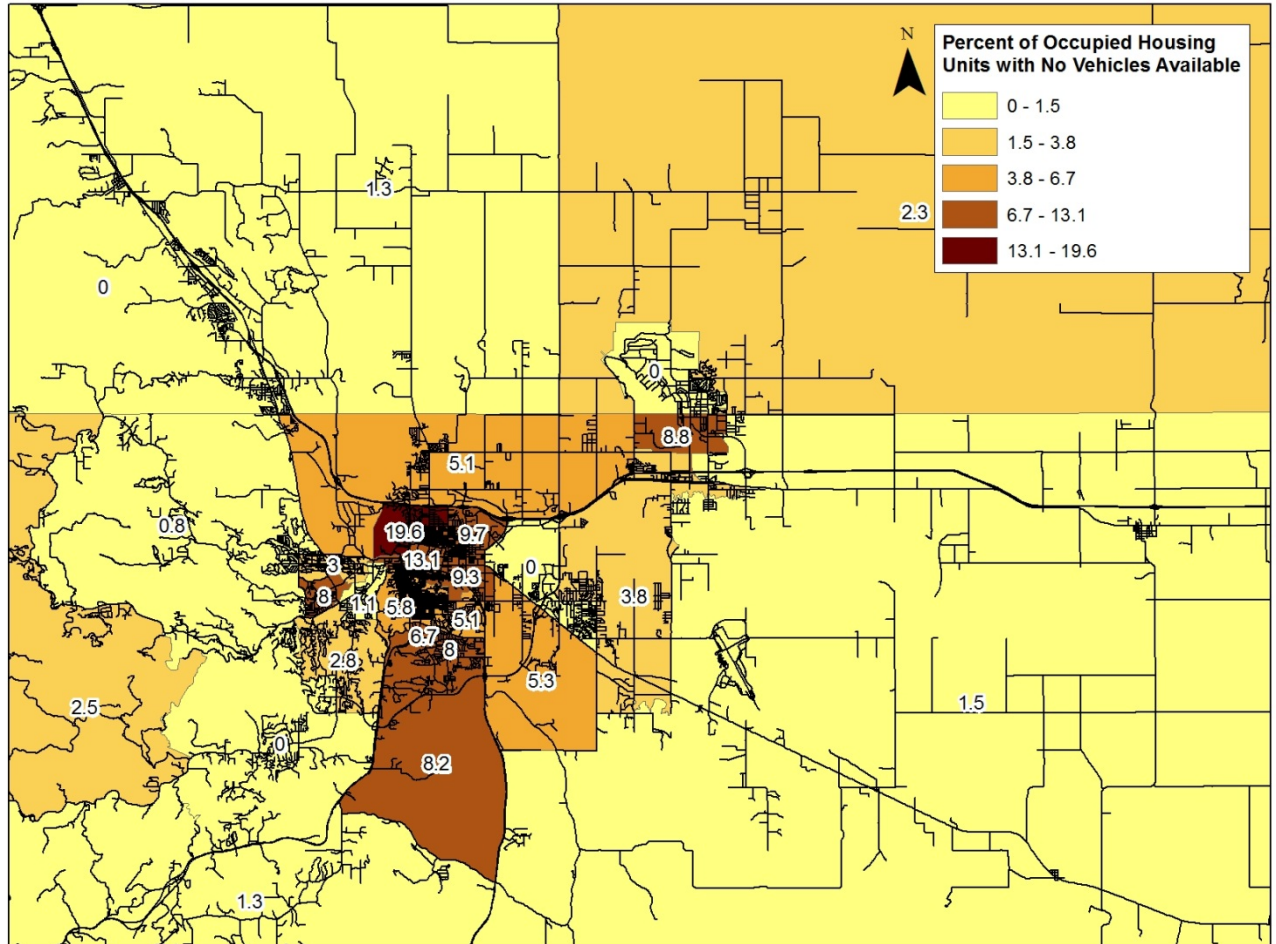
Source: ACS 2007-2011 5-Year Estimate.

Areas with the highest percentage of occupied housing units without access to a vehicle in the entire Rapid City Area MPO region are grouped close to downtown Rapid City as well as in Box Elder. The Census Tract located east of I-190 and north of Omaha Street has the highest percentage of occupied housing units without access to a vehicle at 19.6 percent, representing 274 out of 1401 housing units. Those living farther away from downtown generally have greater access to vehicles.

Figure 14 Percentage of households with no vehicle available in Rapid City.
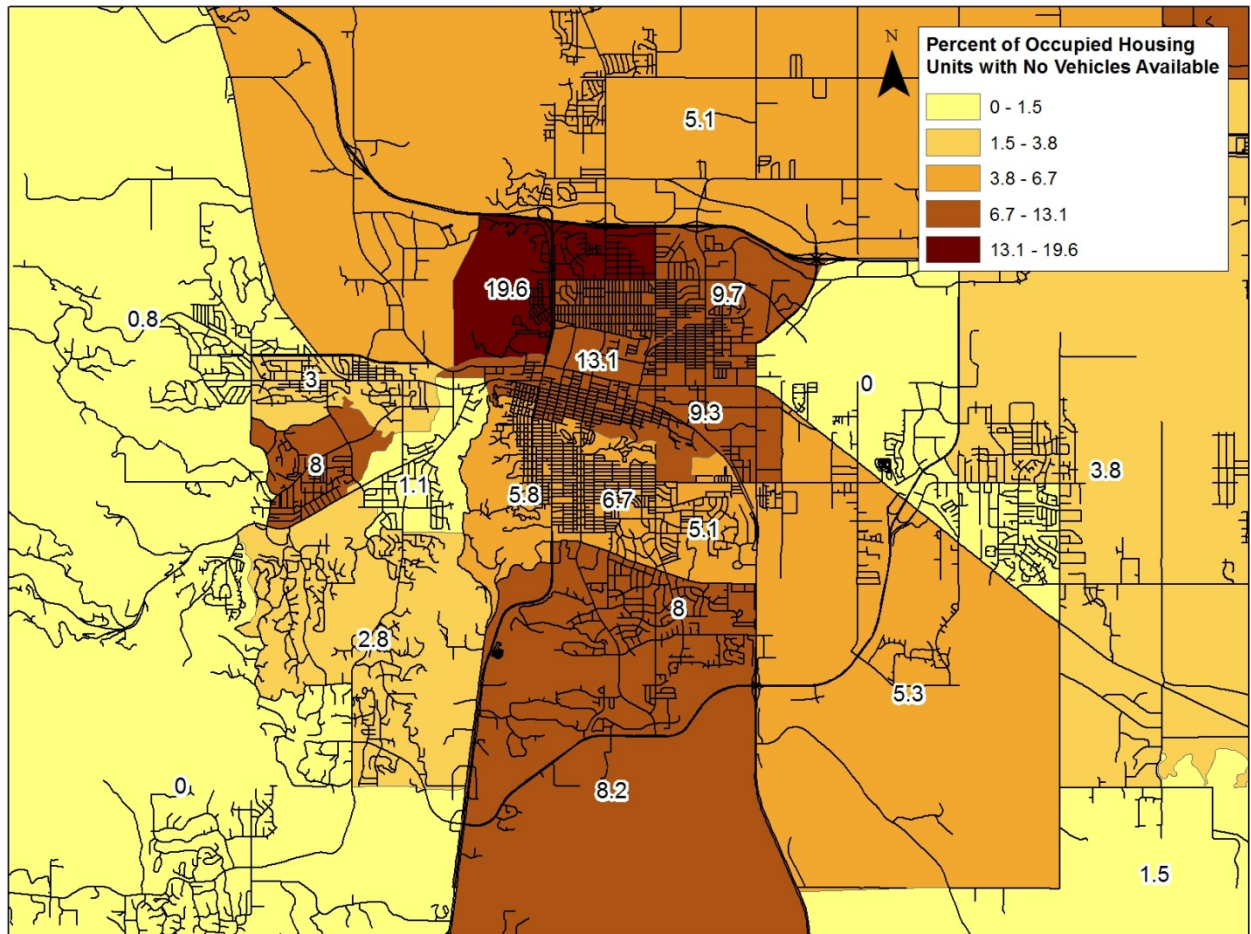
Source: ACS 2007-2011 5-Year Estimate.

When looking more closely at Rapid City, the areas with the highest percentages of housing units without access to a vehicle are located in the four Census Tracts located north of downtown, having the following percentages: 19.6, 13.1, 9.7 and 9.3. These four tracts have a total of 824 out of 6376 housing units without access to a vehicle for a combined percentage of approximately 13 percent. This area contains several low-income apartment buildings.

Summary of Planning Area
Overall, the north side of Rapid City has a high concentration of residents living below the poverty level, with disabilities and with low access to vehicles. A high percentage of older residents reside in the southwest section of Rapid City. Major areas of employment include downtown Rapid City and near the Rapid City Regional Hospital. Approximately 10 percent of Rapid City's work force lives in either Rapid Valley or Box Elder.

5. Transportation Providers

The Rapid City area has a number of transportation options, ranging from public transportation providers to private non-profit human service providers. This section will briefly describe the transportation services from the organizations that completed the online survey or provided information over the telephone. Appendix A - Inventory of Transportation Providers, Sponsors and Participating Agencies also contains a list of these agencies with some additional information not provided in this section.

5.1 Public Transit Providers

Rapid Transit System
Rapid Transit System, based in Rapid City, provides both fixed-route and demand-response services within the Rapid City city limits.

Figure 15 Rapid Ride system map
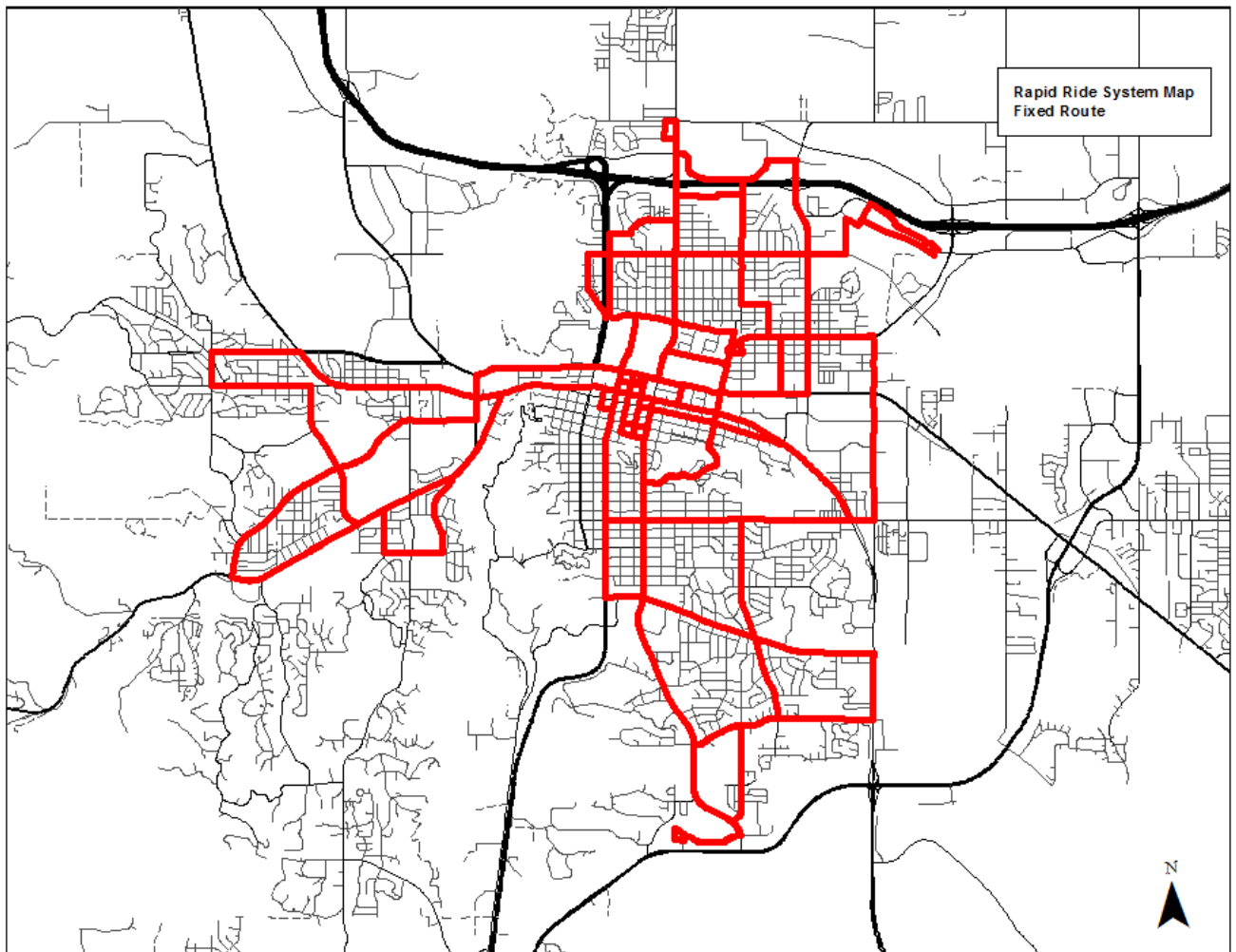
Rapid Ride, the fixed-route bus service, operates six routes within the city limits. Each route includes two separate runs, such as a north run and a south run. Each run lasts 35 minutes and begins and ends at the Milo Barber Transportation Center, located at 333 Sixth Street in Rapid City. All buses are lift-equipped to meet special needs of clients.

The hours of operation are from 6:20 A.M. through 5:50 P.M. on weekdays and 9:50 A.M. through 4:40 P.M on Saturdays. There is no service on Sundays.

The fare for adults is $1.50 per trip. Seniors (60 years and older), persons with disabilities and Medicare card holders pay half-fare of 75 cents. Children who are four years old and younger are free. Monthly passes are available for adults ($30) and students ($20). Transfers are free.

Figure 16 Dial-A-Ride service area and zones
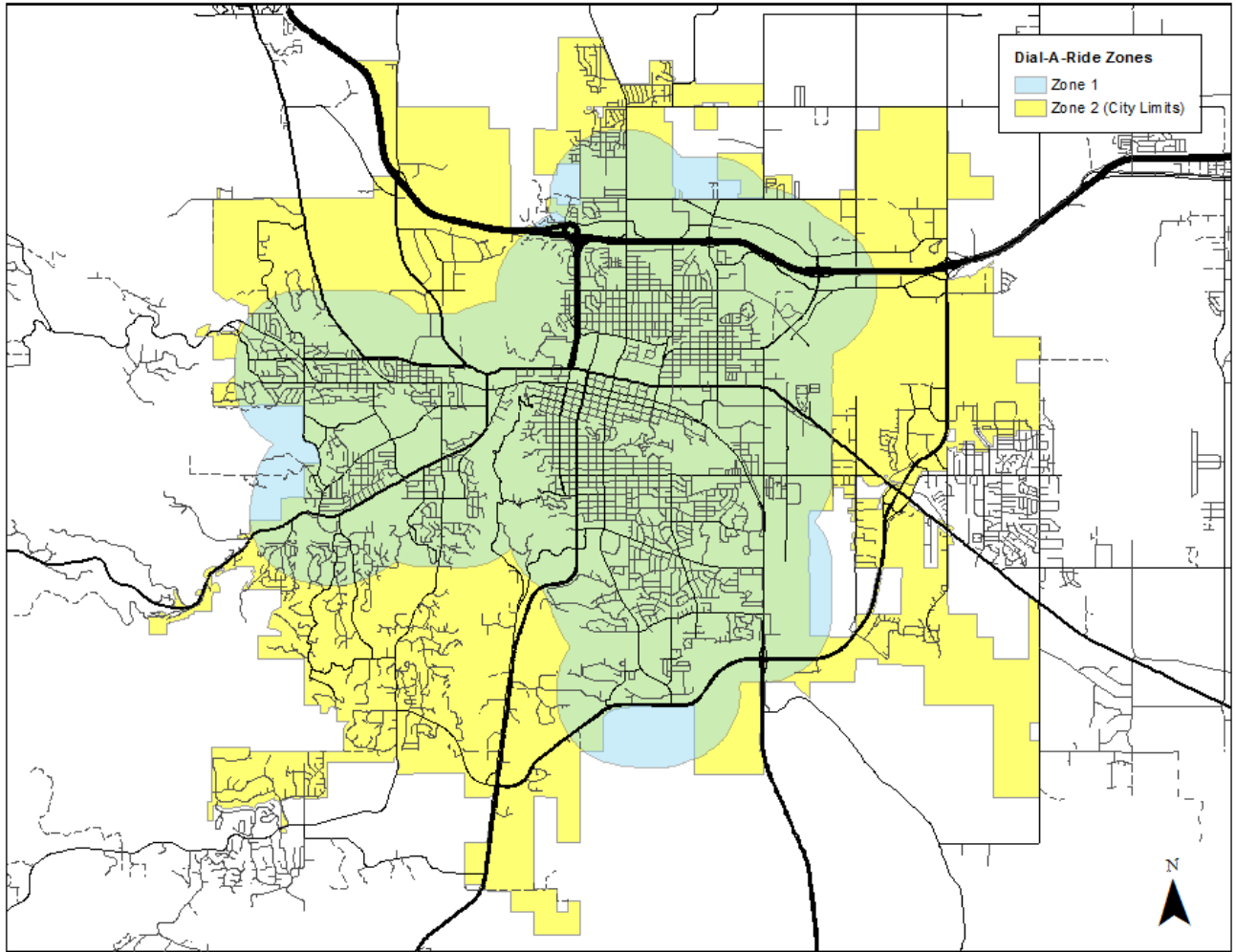
Dial-A-Ride is Rapid Transit's curb-to-curb transit service. This service is only available to individuals who qualify under the Americans with Disabilities Act (ADA). Like the fixed-route service, Dial-A-Ride is only available within the city limits of Rapid City.

The hours of operation are from 6:20 A.M. through 5:50 P.M. on weekdays and 8:00 A.M through 7:00 P.M. on Saturdays. There is no service on Sundays. Trips must be scheduled at least one day in advance. Drivers are unable to assist riders beyond the door or ground level of any residence, and

will not help load or unload any personal items.

Dial-A-Ride fares vary depending on the zone. Trips within three-fourths of a mile of the fixed-route service are charged $3 per trip. A ten-punch coupon is available for $27.00. Trips outside this zone, but within the city limits pay $3.50 per trip. A ten-punch coupon for trips in this zone costs $31.50.

Table 2 Rapid Transit System passenger trips, 2000 to 2011.
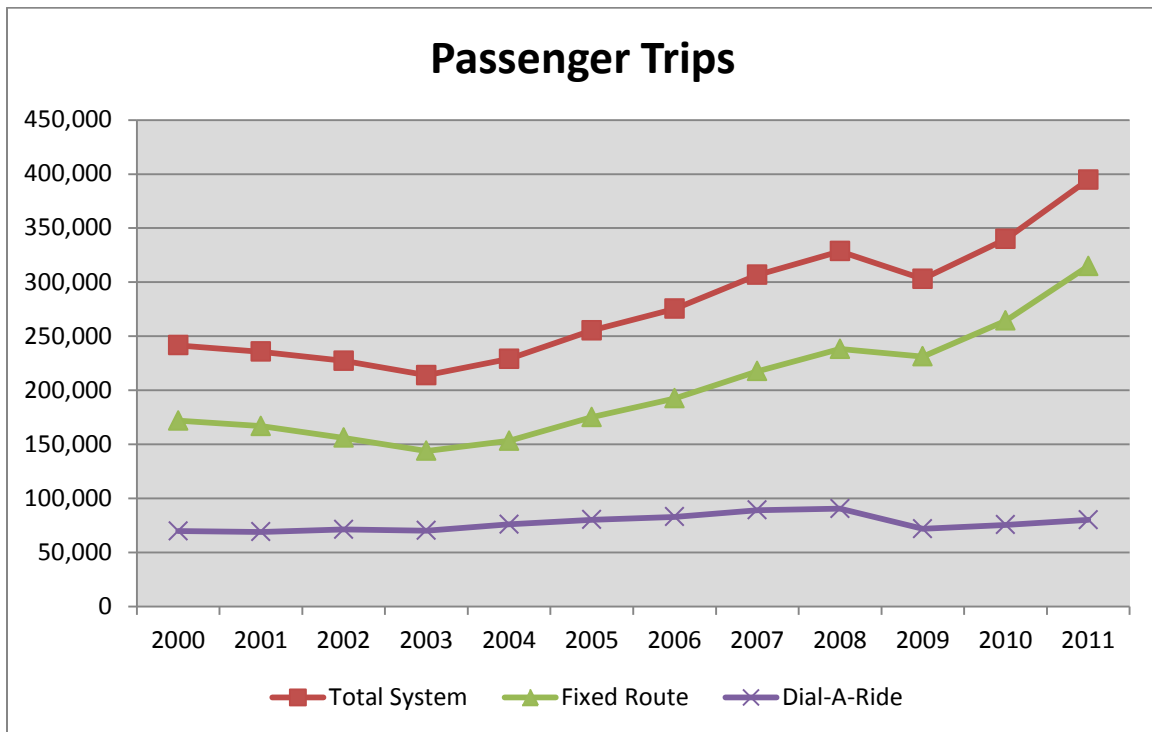
Year	Fixed	Dial-A-Ride	Total
2000	171,810	69,660	241,470
2001	166,750	68,884	235,634
2002	155,988	71,166	227,154
2003	143,823	70,065	213,888
2004	153,110	75,899	229,009
2005	175,140	80,176	255,316
2006	192,452	82,852	275,304
2007	217,617	89,003	306,620
2008	238,125	90,388	328,513
2009	231,150	71,780	302,930
2010	264,378	75,406	339,784
2011	314,815	79,995	394,810

Source: National Transit Database.

Table 3 RTS system revenues.

2000 - 2011 System Revenues (Total Dollars)
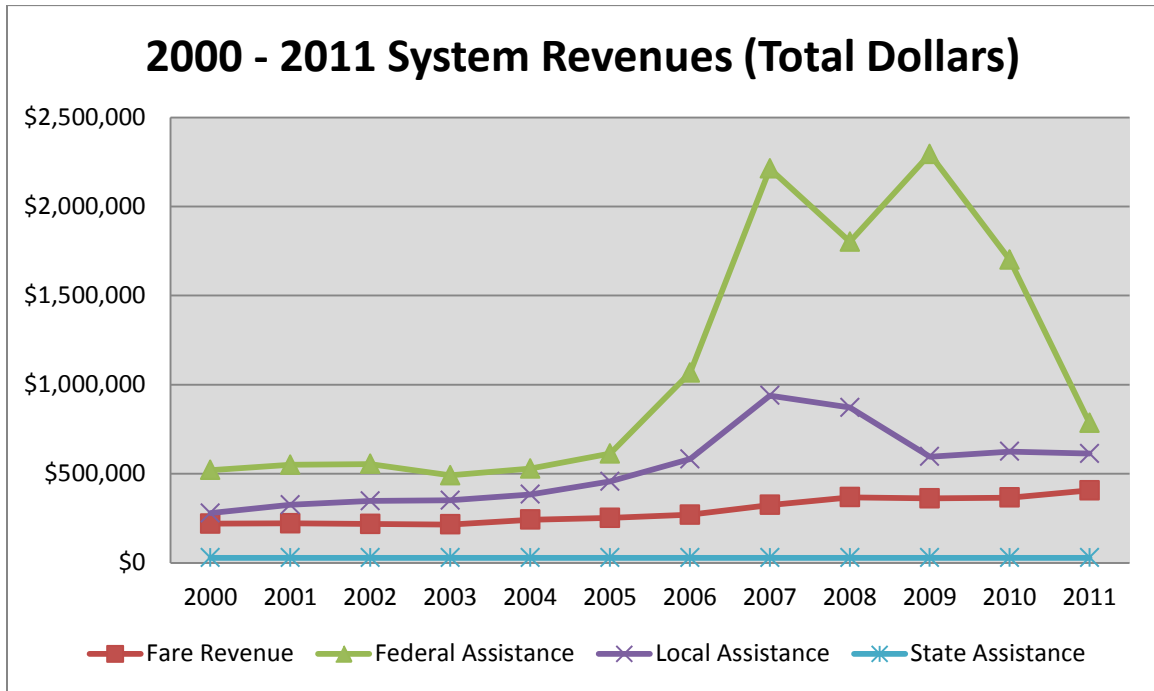
Year	Fare Revenue	Federal Assistance	Local Assistance	State Assistance
2000	$219,771	$520,640	$279,163	$28,425
2001	$221,481	$549,886	$325,676	$28,425
2002	$217,858	$554,400	$346,951	$28,425
2003	$215,469	$490,681	$351,171	$28,425
2004	$242,458	$528,314	$383,984	$28,425
2005	$251,726	$612,993	$456,645	$28,425
2006	$270,344	$1,067,323	$582,296	$28,425
2007	$325,191	$2,212,071	$939,173	$28,425
2008	$367,777	$1,802,372	$871,506	$28,425
2009	$361,237	$2,294,297	$595,858	$28,425
2010	$366,107	$1,700,511	$624,677	$28,425
2011	$406,993	$784,378	$613,112	$28,425

Source: National Transit Database.

Rapid Transit receives federal assistance under FTA Sections 5307 and 5339.

Prairie Hills Transit

Prairie Hills Transit, based in Spearfish, provides transportation for persons of all ages and abilities, including those who may require specialized services such as demand-response, program and Medicaid medical transportation. Service is provided in Butte, Meade, Lawrence, Fall River, Custer and Pennington counties.

Fares vary depending on the location. A one-way trip within one community for persons less than 60 years old costs $1.50. Persons 60 or older are encouraged to make a $1.50 donation per trip. Trips within Deadwood – Central City – Lead – Pluma are $2.50 for the general public and a suggested donation of $2.50 for seniors 60 and over.

Fares for residents below the age of 60 in the Northern Hills region are priced as follows (donations accepted for seniors 60 and older):

Table 4 Prairie Hills Transit Northern Hills fare rate.

Northern Hills Region										
City to City	Rapid City	Spearfish	Belle Fourche	Newell	Nisland	Vale	Sturgis	Whitewood	St. Onge	Deadwood Lead Central City
Rapid City		$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00	$10.00
Spearfish	$10.00		$5.00	$12.00	$12.00	$12.00	$10.00	$3.00	$3.00	$8.00
Belle Fourche	$10.00	$5.00		$5.00	$3.00	$10.00	$10.00	$8.00	$8.00	$10.00
Newell	$10.00	$12.00	$5.00		$3.00	$3.00	$10.00	$8.00	$8.00	$12.00
Nisland	$10.00	$12.00	$3.00	$3.00		$5.00	$10.00	$10.00	$10.00	$10.00
Vale	$10.00	$12.00	$10.00	$3.00	$5.00		$5.00	$10.00	$10.00	$12.00
Sturgis	$10.00	$8.00	$10.00	$10.00	$10.00	$5.00		$3.00	$3.00	$8.00
Whitewood	$10.00	$3.00	$8.00	$8.00	$10.00	$10.00	$3.00		$3.00	$8.00
St. Onge	$10.00	$3.00	$8.00	$8.00	$10.00	$10.00	$3.00	$3.00		$5.00
Deadwood Lead Central City	$10.00	$8.00	$10.00	$12.00	$10.00	$12.00	$8.00	$8.00	$5.00	

Fares for residents below the age of 60 in the Southern Hills region are priced as follows (donations accepted for seniors 60 and older):

Table 5 Prairie Hills Transit Southern Hills fare rate.

Southern Hills Region			
City to City	Rapid City	Custer	Hot Springs	Edgemont
Rapid City		$10.00	$10.00	$10.00
Custer	$10.00		$10.00	$10.00
Hot Springs	$10.00	$10.00		$5.00
Edgemont	$10.00	$10.00	$5.00	

Prairie Hills Transit currently coordinates services by providing phone, website, system software, and telephone support.

5.2 Private Non-Profit Human Services

Behavior Management Systems

Behavior Management Systems (BMS) of Rapid City is a private non-profit human services agency that provides transportation for staff when conducting outreach services to clients, and, on limited basis, from site to site for clients. Transportation is provided Monday through Friday. BMS serves seniors, persons with disabilities, low-income, youth and the general public. Their service area includes Pennington, Meade, Lawrence, Butte, Custer, Fall River and Shannon Counties. BMS has 36 vehicles and 50 paid drivers. Services are funded by charging clients and through the Mental Health services on a limited basis. Top destinations include community health centers, Wal-Mart, Pennington County Housing, and various Rapid City schools. BMS also provides transit tickets or passes to its clientele.

Black Hills Works

Black Hills Works provides direct transportation as well as transit tickets or passes to its clientele, mainly consisting of persons with disabilities. Transportation is provided every day, 24 hours a day. Black Hills Works has 63 vehicles, 13 of which are wheelchair equipped. Transportation services include demand-response, program transportation, Medicaid medial transportation,

group activities and transportation to and from work. All employees are eligible to drive their vehicles.

Black Hills Works currently coordinates by providing wheelchair accessible vans to individuals needing transportation to out of town/state medical appointments, providing vehicles to residents of the city for various functions (i.e. stock show), providing a bus for area churches to use every fall, and providing a wheelchair bus for Ski for Light for a week. They have also provided a vehicle to the American Red Cross for their Memorial Walk and transportation for the Miss Wheelchair Pageant.

Club for Boys

The Club for Boys provides program transportation primarily for low-income youth. Transportation is provided from Rapid Valley Elementary, Valley View Elementary, East Middle School, and Robbinsdale Elementary schools to the Club for Boys. They own five vehicles, with one vehicle wheelchair equipped. The Club for Boys has five paid drivers and two volunteer drivers.

They receive funding from the South Dakota Department of Transportation and a 21st Century Community Learning Center Grant from the Department of Education.

The Club for Boys is interested in having additional fixed bus routes to stop at the schools in the morning and designated drop offs after school.

Good Samaritan Society New Underwood

The Good Samaritan Society New Underwood is a private non-profit skilled nursing facility that transports residents to medical appointments and facility outings in Pennington and Meade counties through the use of its two vehicles. Hours of operation are Monday through Friday as needed. Major destinations include the Rapid City Regional Hospital, doctors' offices throughout Rapid City, and Sioux Falls.

The Good Samaritan Society New Underwood currently coordinates ambulatory transportation during emergencies and provides transportation for residents from the hospital back to their facility. Family members are also transported whenever possible.

Rural America Initiatives

Rural America Initiatives' non-profit Head Start Program provides transportation for low-income youth and their families. Service is provided Monday through Friday, 7 A.M. to 4:30 P.M. They have one bus and one paid driver. They also provide transit tickets or passes to its clientele. Rural America Initiatives Head Start Program transportation will be ending in June. Current funding comes from the federal level.

Senior Companions of South Dakota

Senior Companions of South Dakota provides transportation for its clients (seniors and individuals with low-income aged 55 and older) to destinations of their choice, such as to grocery stores and for doctor visits in and around Rapid City. Major destinations include Wal-Mart, Family Thrift and other dollar stores. Transportation is provided weekdays from 8 A.M. to 5 P.M. Senior Companions has eight volunteer drivers using their own vehicles. Services are funded through federal and city funds, the Corporation for National and Community Service, the United Way and through donations/fundraising/volunteers.

YMCA of Rapid City

The YMCA of Rapid City provides transportation for youth to and from school on a fixed-route, running on weekdays from 7:30 A.M. to 8:30 A.M. and again from 2:00 P.M. to 4:00 P.M. Transportation is also provided for field trips. The YMCA has a total of 10 vehicles, one of which is wheelchair equipped.

Youth and Family Services

Youth and Family Services provides transportation primarily for low-income youth within the city of Rapid City. Routes run to the schools and homes of the

program's participants. Transportation is provided weekdays through the use of their 16 buses, one of which is wheelchair equipped. Youth and Family Services has 36 paid staff licensed to drive (along with performing other responsibilities) and receives funds by charging clients, receiving federal aid, and through donations/fundraising/volunteers.

5.3 Other Organizations

Canyon Lake Senior Center

Canyon Lake Senior Center provides transportation for its members for special trips and entertainment purposes, such as in-town and out-of-town tours. The Center has two vehicles and six volunteer drivers. Services are funded though charging clients, funds from the County, and PCCA funds for maintenance expenses. Canyon Lake Senior Center has not provided transportation for trips in the last five years, though a new activity coordinator plans to begin making trips on a monthly basis.

Disabled American Veterans

The Disabled American Veterans (DAV) provides transportation for veterans and their families. Transportation includes trips between Rapid City and the VA Black Hills Health Care System in Fort Meade, SD. The DAV has two vehicles and 13 volunteer drivers. Transportation services are free for members. Funding for their services comes from donations.

Douglas School District 51-1
Douglas School District 51-1 provides pupil transportation for youth ages 3 to 21. Service is provided weekdays from 6 A.M. to 4:30 P.M. The School District has 32 vehicles, 5 of which are wheelchair lift equipped. They have 25 paid drivers. The School District receives funding from state and federal funds.

Word of Hope Church
Word of Hope Church provides program transportation for its members in Rapid City and Box Elder. Service is provided on Sundays from 10 A.M. to 2 P.M., Tuesdays from 4 P.M. to 8 P.M., and Wednesdays from 5 P.M. to 8 P.M. They have two vehicles, none of which are wheelchair lift equipped. Their two drivers are both volunteers. Word of Hope Church receives funding through donations, fundraising and volunteers.

6. Public Participation Process

6.1 Public Meetings

Two public meetings were held on April 30, 2013. Postcards were sent to approximately 350 human service agencies, transportation providers, religious organizations, senior living centers, and other organizations throughout the Rapid City metropolitan area, inviting them to attend one of these meetings. The public meetings were also advertised in the Rapid City Journal and the Native Sun News.

Twenty-six people were in attendance at the 10 A.M. meeting and nine people attended the 4 P.M. meeting. The meetings included a discussion on the gaps and needs in transportation services for both the general public and agencies, with the focus on serving people with disabilities, individuals with low incomes and seniors. After a list of gaps and needs was developed, participants created a list of potential strategies to fill these gaps.

6.2 Online Survey

An online survey was created and made available during the months of April and May of 2013. The online survey was used to gather information from several different groups and for several purposes. The groups were divided into two categories: those who represented agencies and those who did not (the general public). Among those who represented an agency, three more categories existed: direct transportation providers, transportation sponsors, and those who do not provide transportation nor sponsor transportation services.

Questions varied depending on the respondent's group. For those who provide transportation services, questions were related to the inventory of transportation vehicles and activities, such as the number of vehicles in use, the seating capacity of the vehicles, and the number of drivers, both paid and volunteer. Transportation sponsors (as well as transportation providers) answered questions related to the number of trips made per year, trip purposes and rider classification (senior, disabled, etc.).

A link to the survey and description of the survey was available on both the City of Rapid City's website as well as Rapid Transit System's website. Additionally, a link to the survey was added to the postcard that was mailed to the 350 stakeholders referenced above. During the two public meetings held on April 30, printed copies of the survey were also made available.

After hosting the survey for approximately 60 days, 37 surveys were completed. Twenty-two of the respondents represented agencies and the remaining fifteen respondents were part of the general public. A copy of the survey is available in Appendix B.

The following section shows the survey results from the multiple choice questions. Questions that involved written responses were used to help create the list of transportation needs and gaps (section 7 below) as well as potential strategies to fill these gaps (section 8).

6.2.1 Survey Results for Agencies

Question 1

What is the type of agency you are representing?

Legend:
- Public Transportation Provider
- Private non-profit human services
- Other
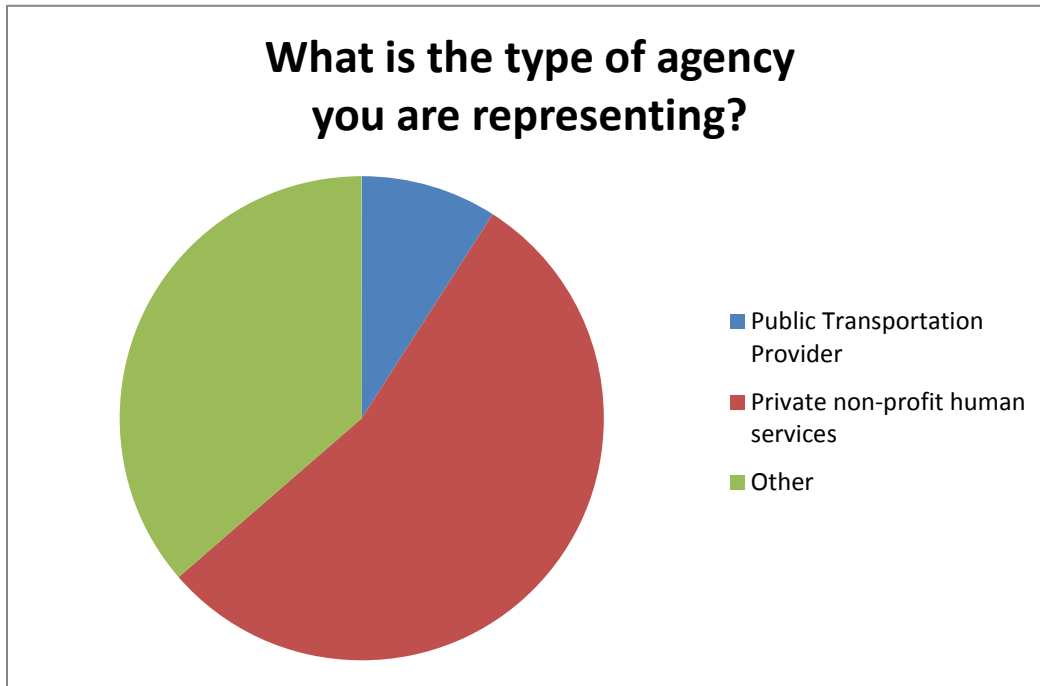
Type of Agency	Total
Public transportation provider	2
Private non-profit human services	12
Other	8

Answers from the "Other" category include: senior citizens, Head Start programs, religious community, and pupil transportation

Question 2

Who does your agency serve?
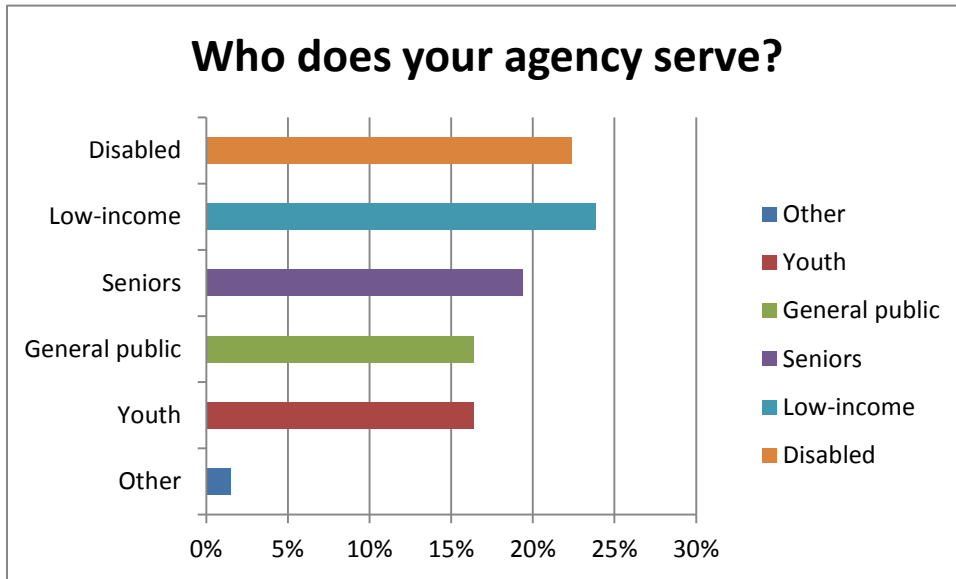
Agency Serves	Total
Low-income	16
Disabled	15
Seniors	13
Youth	11
General public	11
Other	1

Answers from the "Other" category include: the homeless and families of the people listed above.

Question 3

What age group are your services designed for?
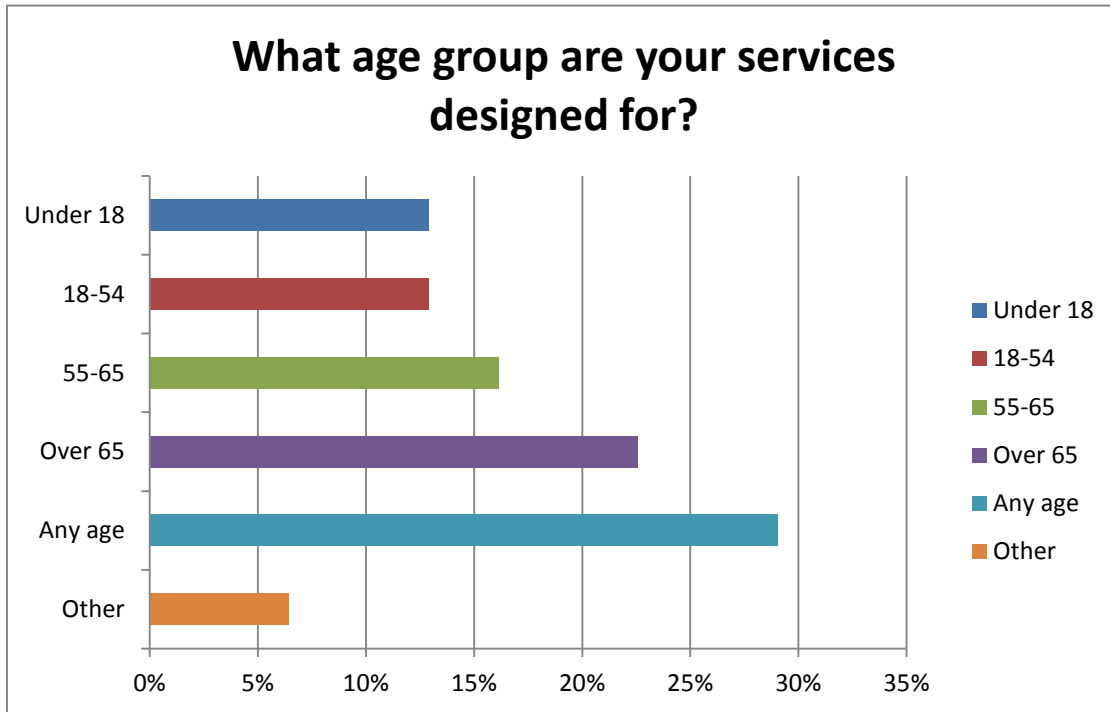
Age Group	Total
Under 18	4
18-54	4
55-65	5
Over 65	7
Any age	9
Other	2

Answers from the "Other" category include: ages 3-21 and 18 and older.

Question 4

Does your agency/organization receive federal/state funds for providing transportation?

■ Yes
■ No
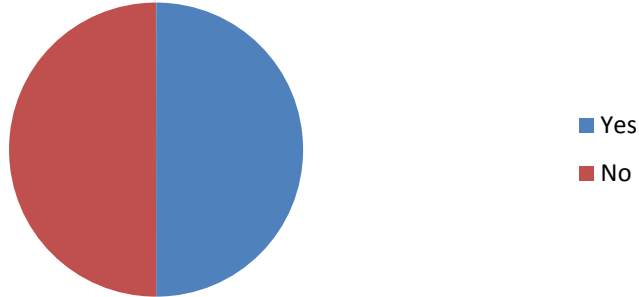
Receives Funds	Total
Yes	11
No	11

Question 5

Does your agency fund/sponsor transportation services, and if so, which type of transportation services?
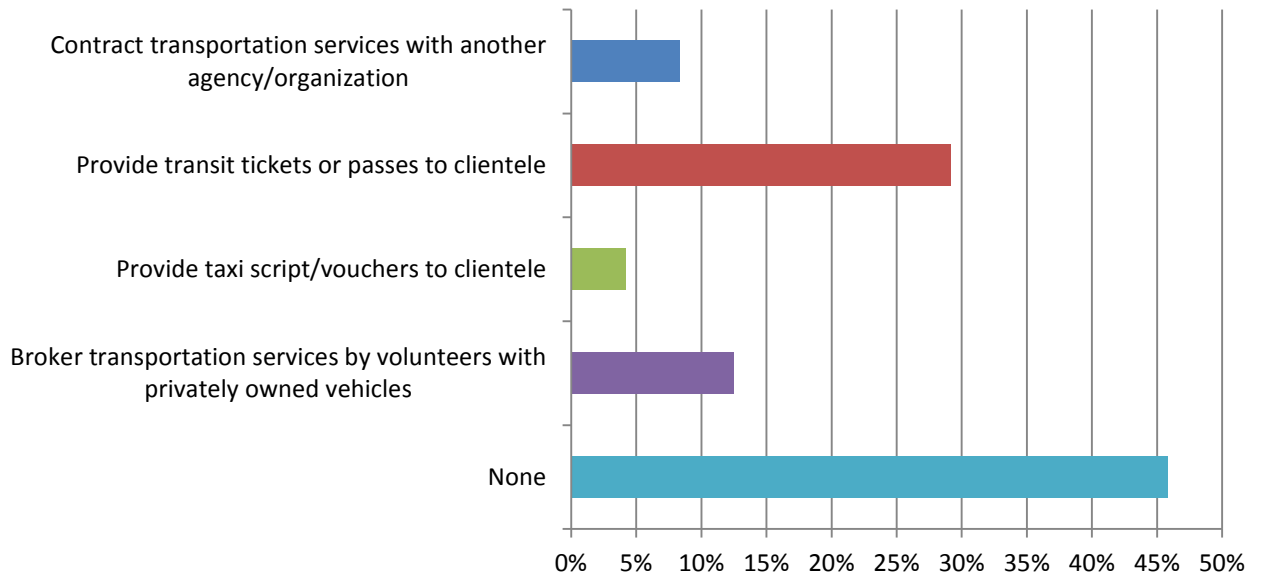
Service Type	Total
Contract transportation services with another agency/organization	2
Provide transit tickets or passes to clientele	7
Provide taxi script/vouchers to clientele	1
Broker transportation services by volunteers with privately owned vehicles	3
None	11

Question 6

Does your agency/organization directly provide transportation services?
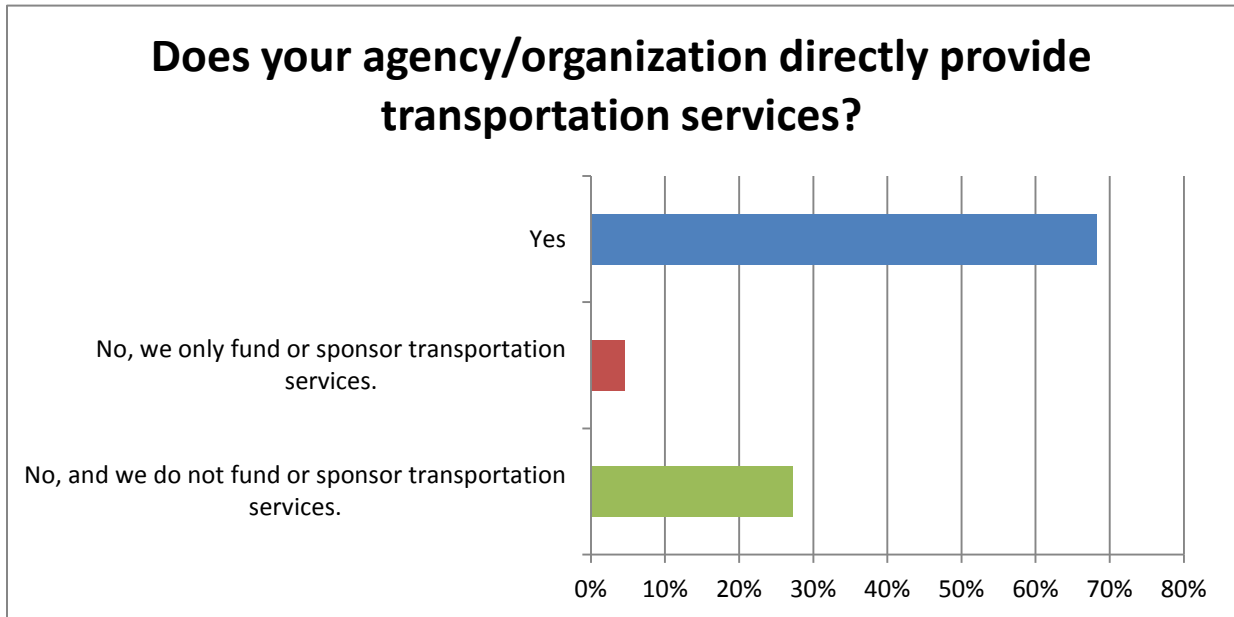
Services	Total
Yes	15
No, we only fund or sponsor transportation services.	1
No, and we do not fund or sponsor transportation services.	6

Question 7

What days each week does your agency regularly provide transportation services?
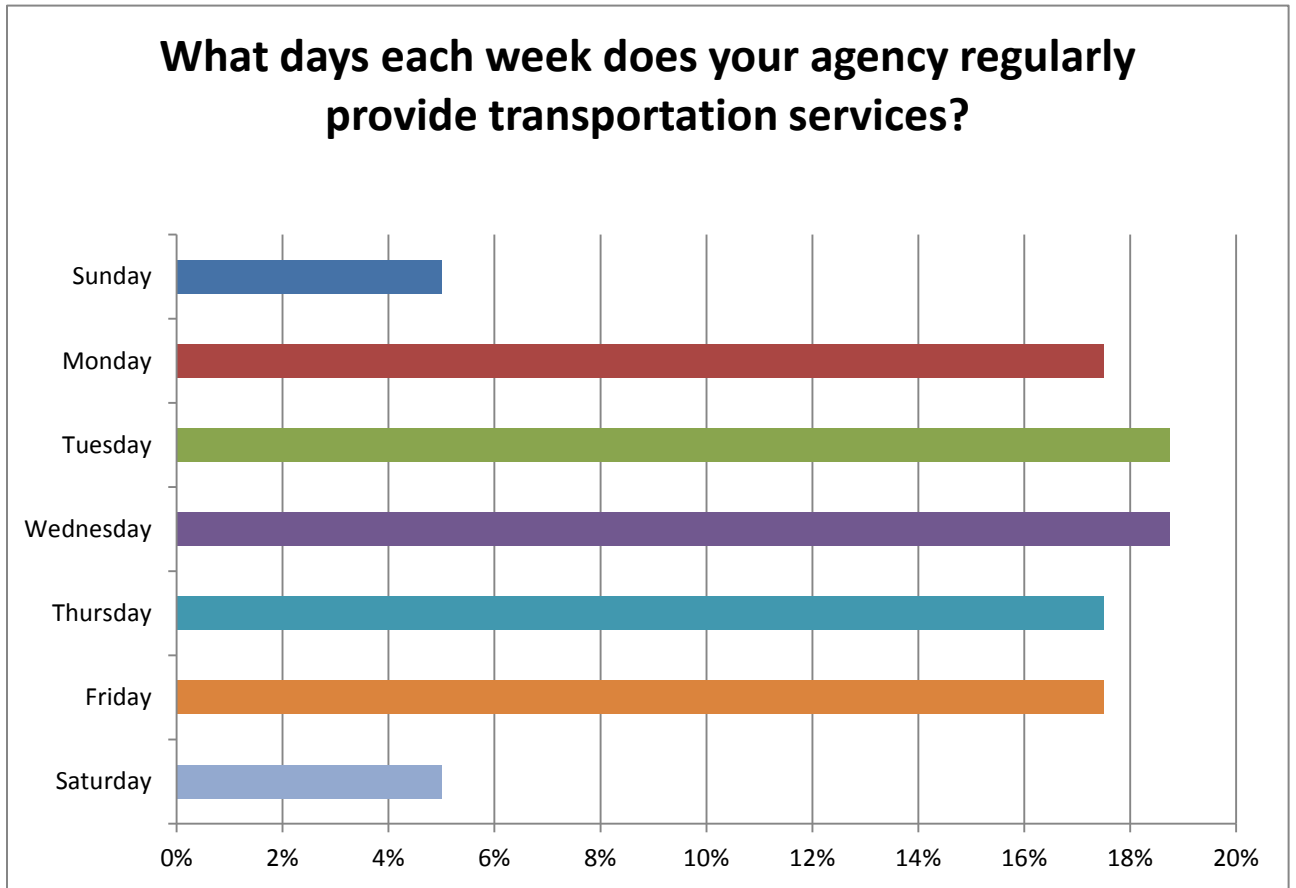
Days	Total
Sunday	4
Monday	14
Tuesday	15
Wednesday	15
Thursday	14
Friday	14
Saturday	4

Question 8

What services do you provide?
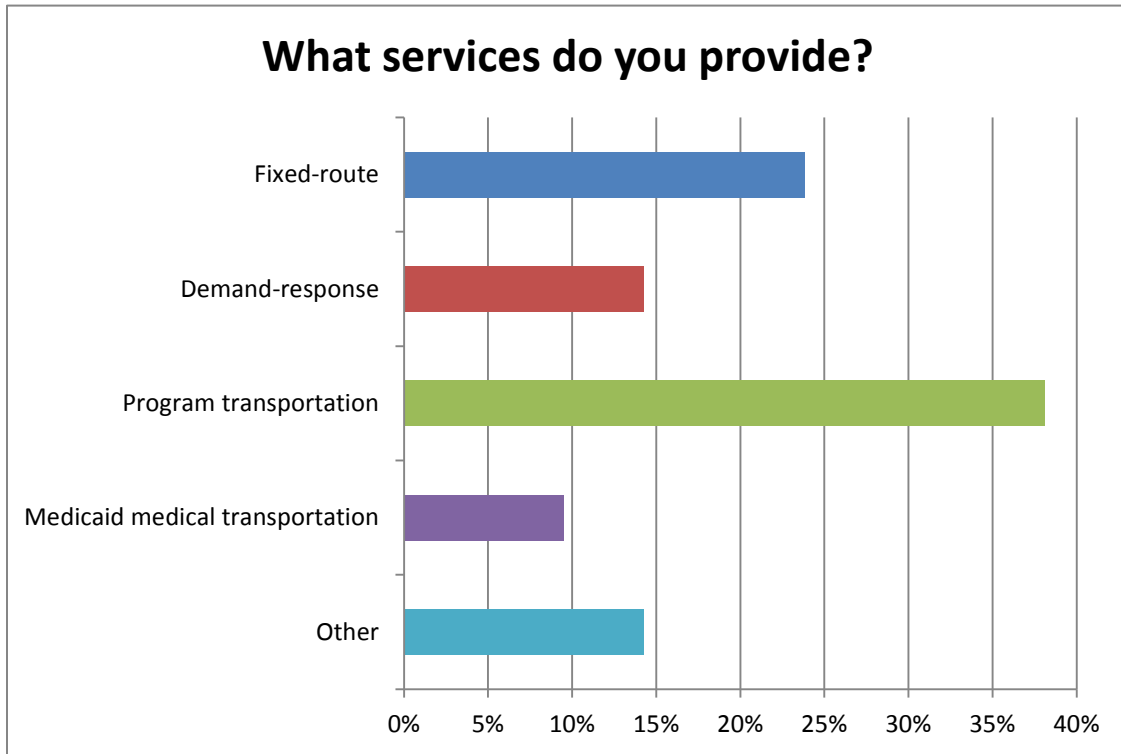
Services	Total
Fixed-route	5
Demand-response	3
Program transportation	8
Medicaid medical transportation	2
Other	5

Other responses included: trips for entertainment, group activities, employment, medical appointments, groceries, site to site trips, and facility outings.

Question 9

What type of vehicles does your agency offer?
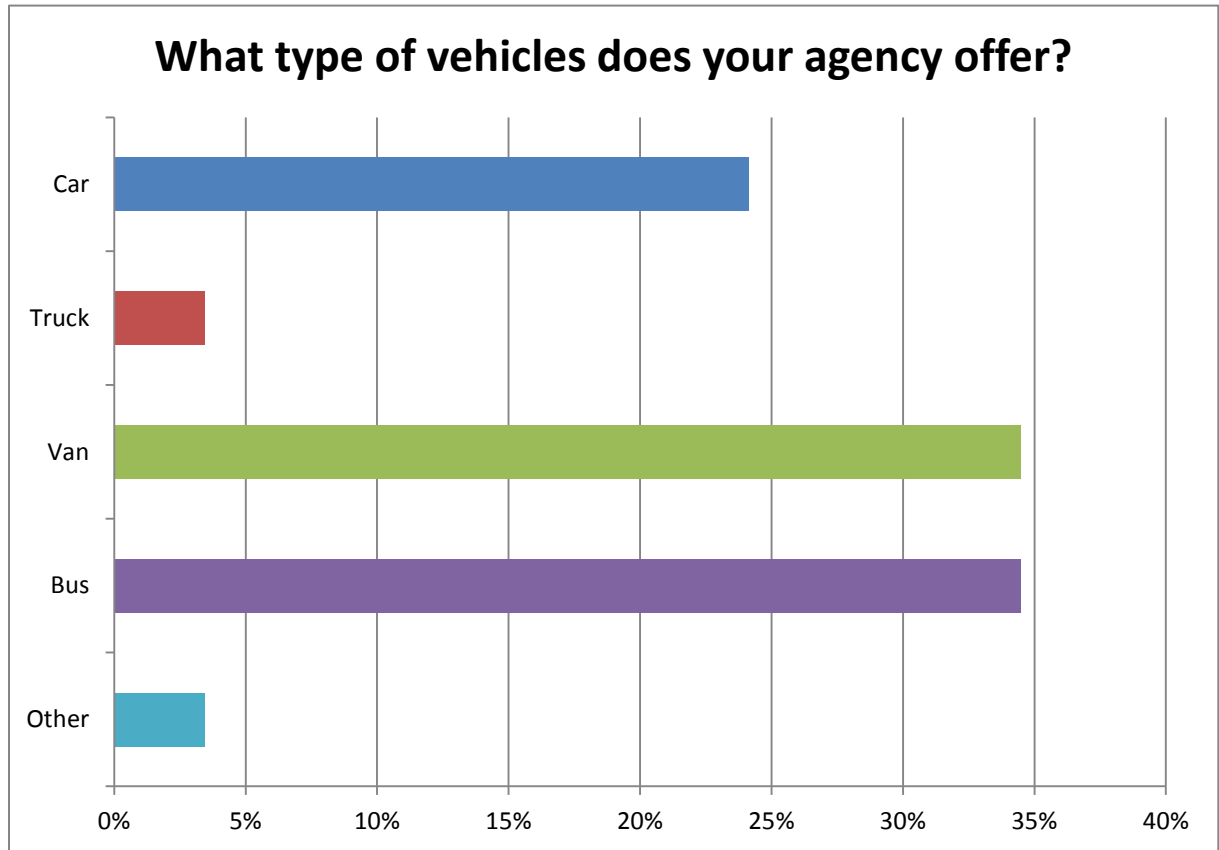
Vehicles	Total
Car	7
Truck	1
Van	10
Bus	10
Other	1

Question 10

How are services funded?
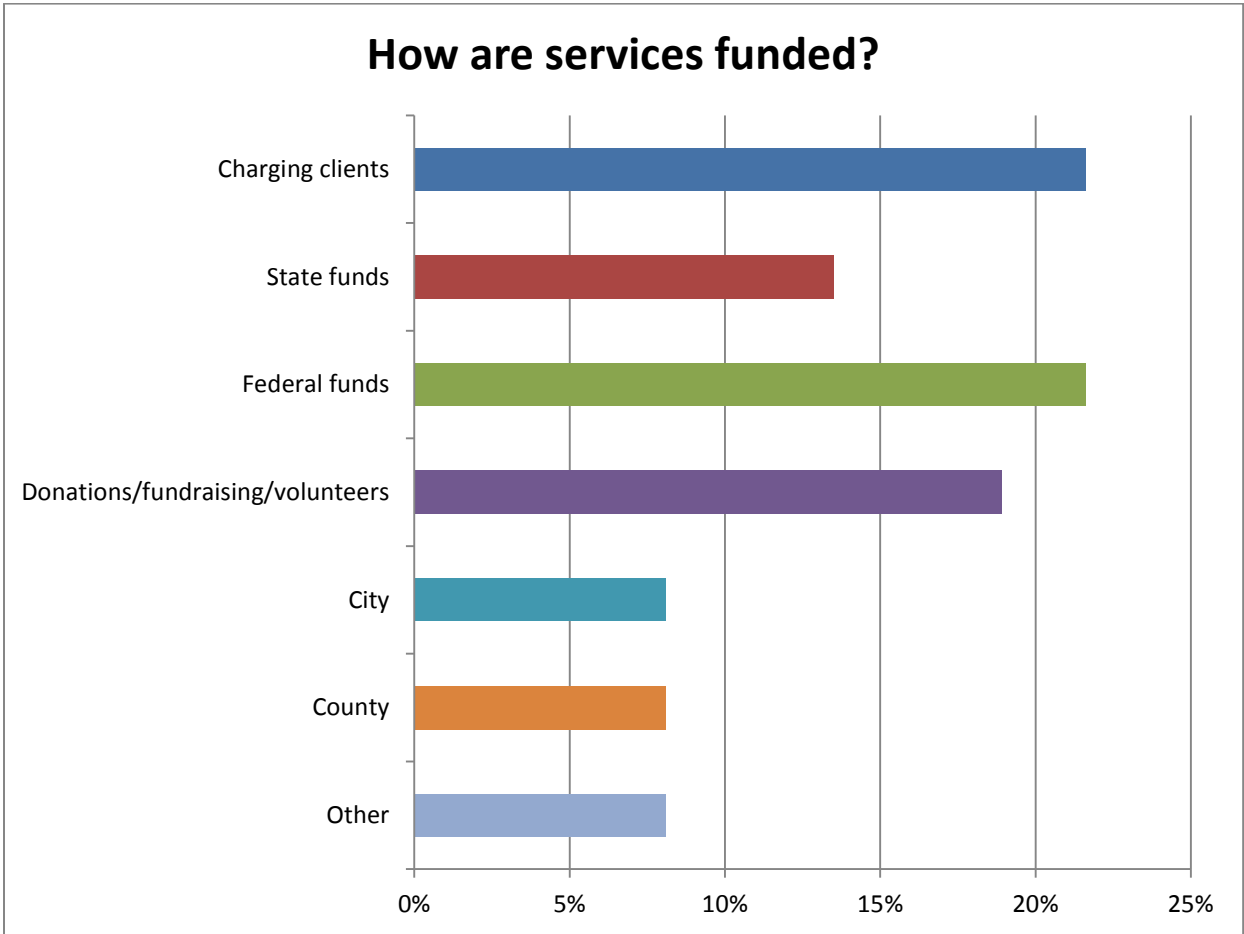
Funding	Total
Charging clients	8
State funds	5
Federal funds	8
Donations/fundraising/volunteers	7
City	3
County	3
Other	3

Question 11

Please classify your riders/clients with respect to the following
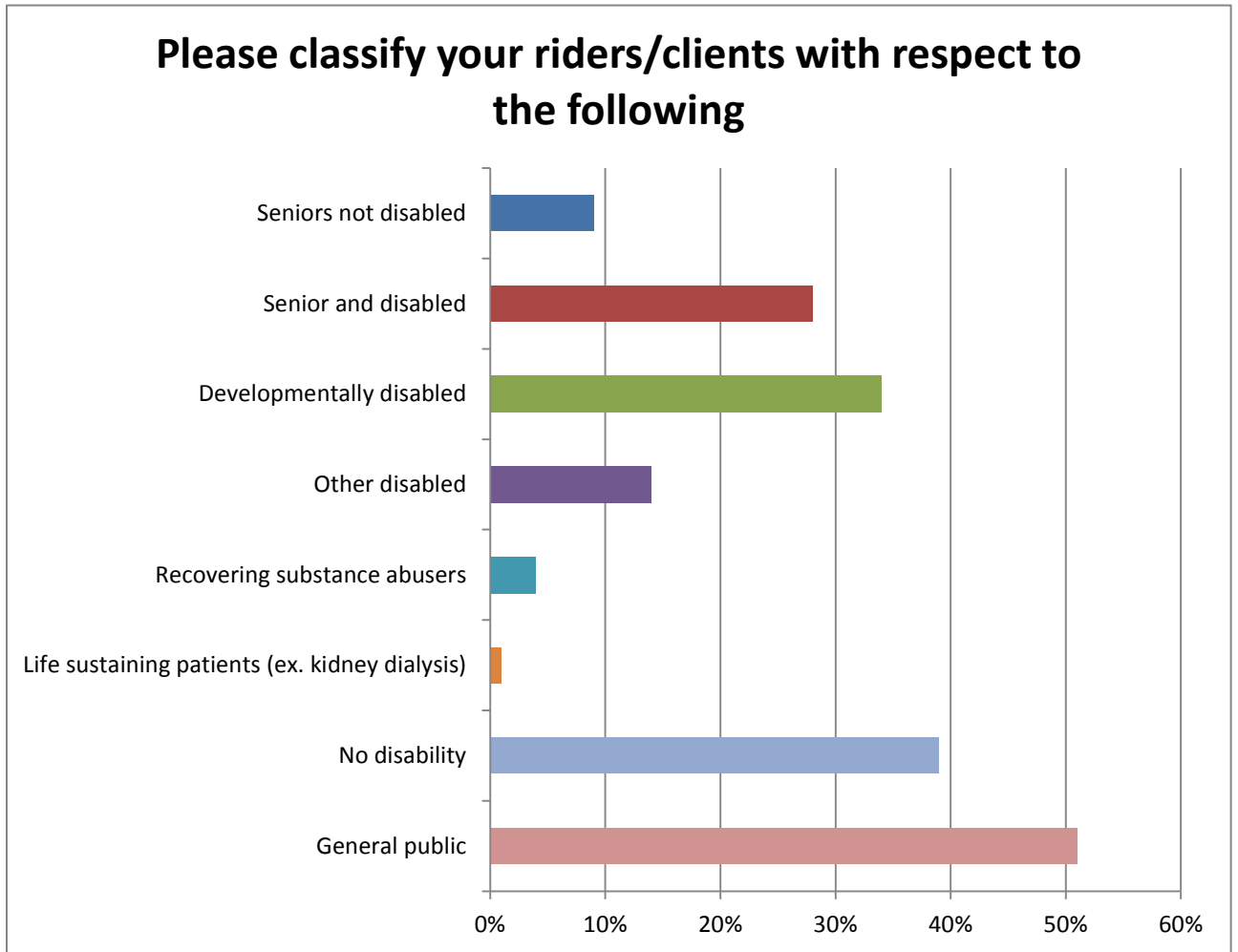
Rider Classification	Average Percent
Seniors not disabled	9%
Senior and disabled	28%
Developmentally disabled	34%
Other disabled	14%
Recovering substance abusers	4%
Life sustaining patients (ex. kidney dialysis)	1%
No disability	39%
General public	51%

Question 12

What are the trip purposes of the transportation services provided
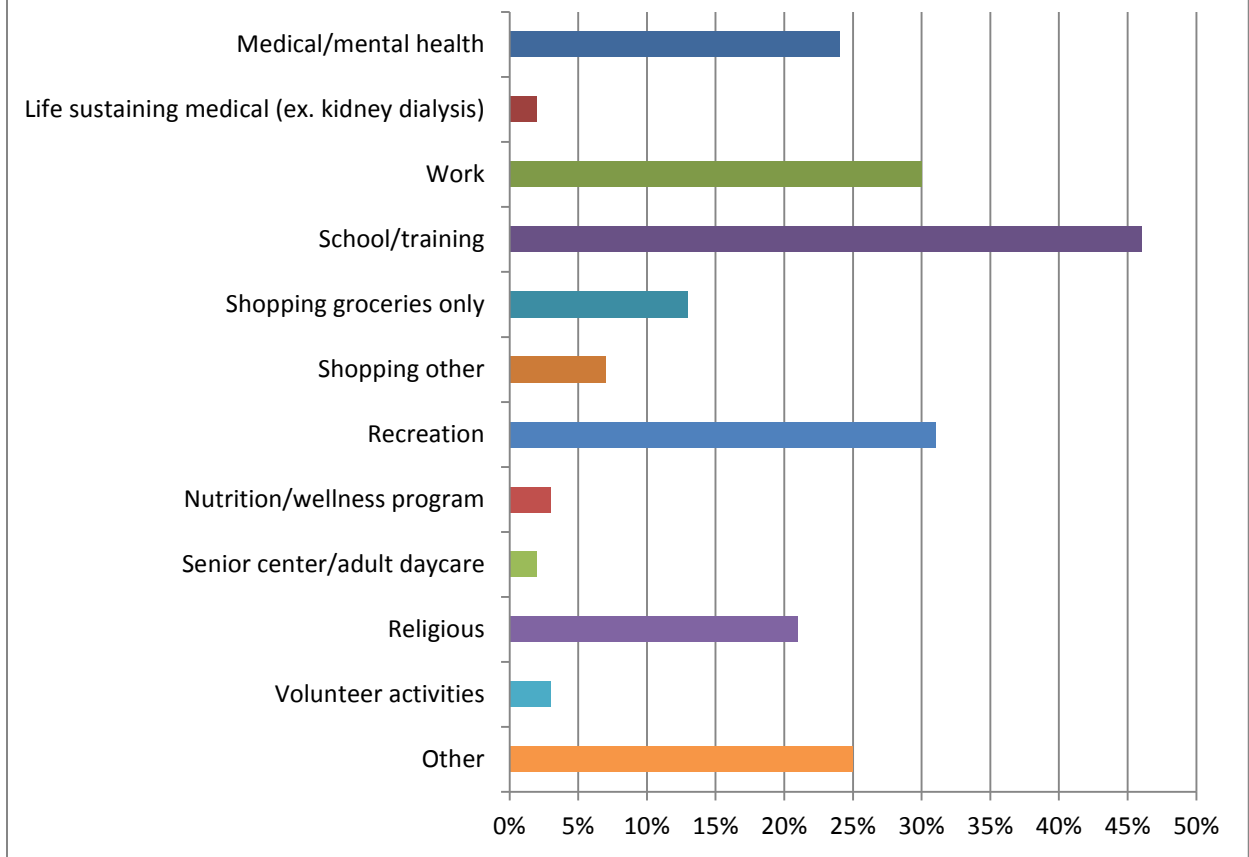
Trip Purpose	Average Percent
Medical/mental health	24%
Life sustaining medical (ex. kidney dialysis)	2%
Work	30%
School/training	46%
Shopping groceries only	13%
Shopping other	7%
Recreation	31%
Nutrition/wellness program	3%
Senior center/adult daycare	2%
Religious	21%
Volunteer activities	3%
Other	25%

6.2.2 Survey Results for General Public

Question 1

Do you use any of the following transportation services?
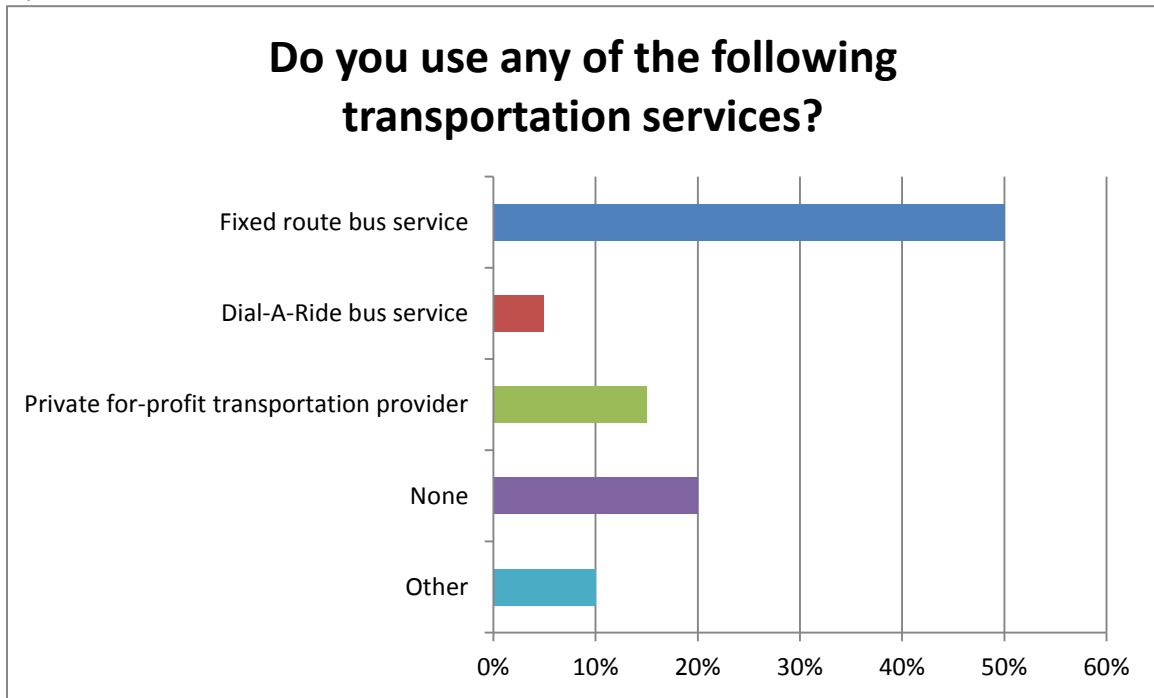
Services	Total
Fixed route bus service	10
Dial-A-Ride bus service	1
Private for-profit transportation provider	3
None	4
Other	2

Other responses include: family and friends, and taxi services.

Question 2

Which days of the week and what time of day do you typically require transportation service?

Answers included:
- All, at various times.
- It varies.
- Morning and evening. Sometimes afternoon.
- Daily, including Sundays.
- None. Clients nights and weekends.
- Sometimes.
- Monday thru Friday, work hours 7:00 am thru 6:00 pm.
- Monday thru Friday 0700 to 1900.
- Monday through Friday, for school at WDT.
- Monday through Friday at 6:30 pm.
- Week Day, to/from work.
- 7 days a week between 7:00am and 8:00pm.

Question 3

What are your major trip purposes that require transportation services?
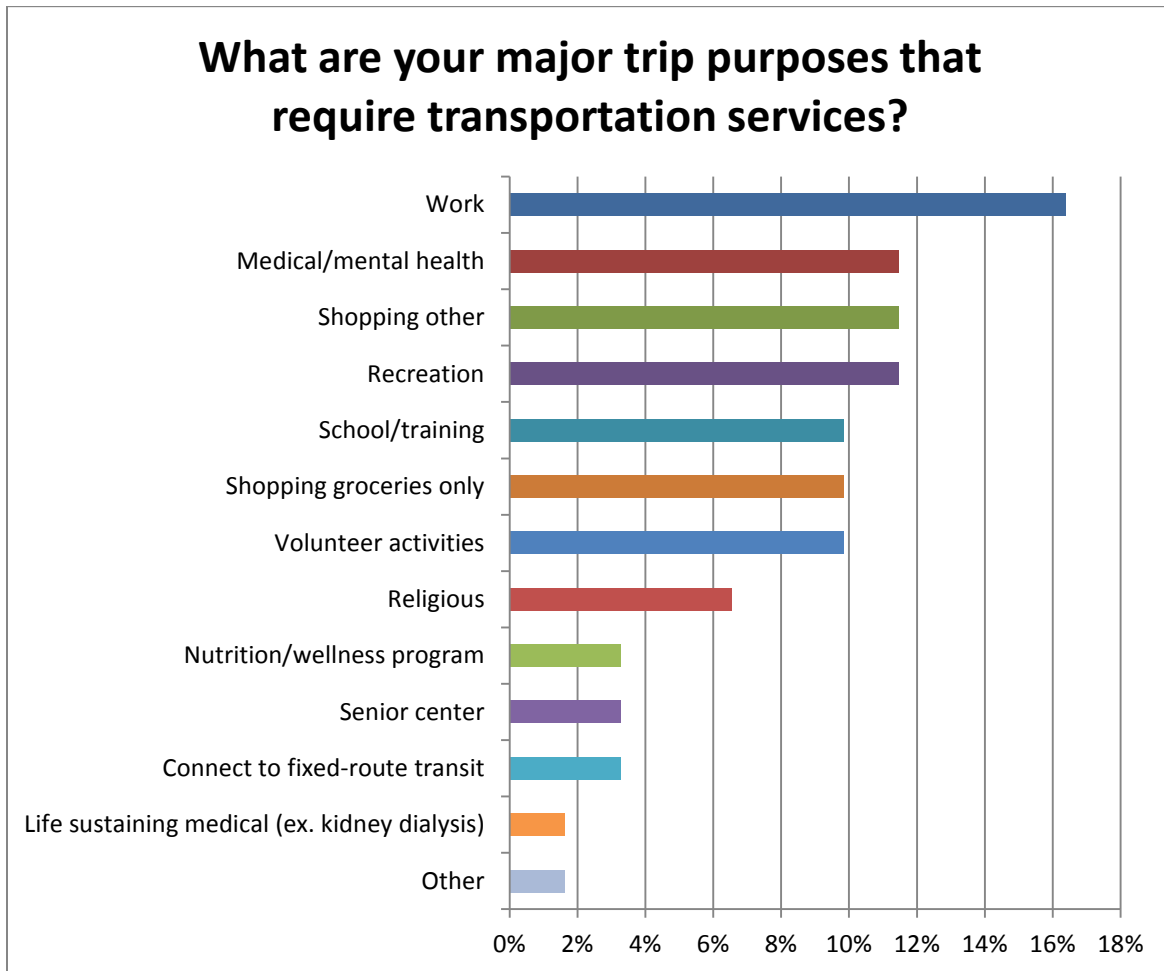
Trip Purposes	Total
Work	10
Medical/mental health	7
Shopping other	7
Recreation	7
School/training	6
Shopping groceries only	6
Volunteer activities	6
Religious	4
Nutrition/wellness program	2
Senior center	2
Connect to fixed-route transit	2
Life sustaining medical (ex. kidney dialysis)	1
Other	1

Question 4

Are there any gaps in transportation service that make it difficult or impossible for you to access your destination? If so, please explain.

Answers included:
- The Department of Motor Vehicles cannot be accessed. Travel to WDT is difficult. Medical services on the West side are extremely difficult to figure out how to get to.
- No evening service and Sunday service
- Sometimes the construction changes on Jackson Blvd. Quarterly meetings.
- Needs to run on Sundays.
- Evenings
- No transportation to or from Rapid Valley area
- Would like service to airport and tech college.
- Route was cancelled.
- Not able to leave North Rapid and travel to West Rapid one way
- No
- Service needs to run longer in the evening.
- Evening and Sunday

Question 5

What would you recommend to reduce any gaps in service?

Answers included:
- Education. Quarterly meetings.
- No bus services anywhere on Sunday.
- Add transportation route to and from Rapid Valley area
- To have a request drop off and pickup like was offered in the past.
- Bus service that covers all through Rapid City and runs in the evening hours
- Better routes. Go back to the 20 minute system. More busses would help. Fully regular routes, with busses following the same route every time, would also be significantly easier to figure out.
- Add a night bus route.
- Longer day hours and Sundays

Additional comments (provided by agencies and the general public)

Answers included:

- I regularly get calls from people asking for rides to dr. appointments or dialysis. While much of what we do is transporting seniors, we are not a taxi service. Our volunteers also provide companionship and one-on-one services, not just rides. The callers for transportation only I refer along to Dial-A-Ride, which is not an option they take kindly to, again because of the difficulty of timing. Apparently regular taxi service is also not a good option as it is too expensive for seniors on limited income and there is frequently not the special care needed by seniors.

- I appreciate the efforts on this. I would love to see a system in the future that provided services across the city to all clients who may need them. I am not sure that is in the near future, but I am glad we are progressing towards that.

- We have vans available for our membership daily; not for public due to insurance & liability. (#10) Educating the public is the key to usage. Provide written articles to publications that do not charge for the story; could be repeated every month or quarter for the benefit of new readers.

- Mt Rushmore road is entirely over-served. You don't need to send three busses up the same road at one time. The Roosevelt route is a particularly bad example of this. It only serves Star Village, SDSM&T and a small section of North Rapid, yet goes all the way up to the hospital. Reversing this route, going through North Rapid first, then past SDSM&T, then through Star Village and finally heading north on Saint Cloud Street would be much more efficient, without compromising service.

- More shelters and remove unsafe awkward stops.

- We provide education on how to use Rapid Ride to new people served by Black Hills Works and those who will be riding for the 1st time.

- Like the website idea of having a database of transportation services available in the community. We have bus tickets/passes that are generally donated by community members. Staff members distribute these tickets based on each individual's situation.

- The recent changes have created havoc done all at once - new Wal-Mart not most important - service to WDT is, along with service to other areas within Rapid City, especially need services earlier to be at places by 7:00 - like surgery center for cataract surgery.

- Add bus route to the valley

- This would be a most necessary lifestyle function. We live in an area that covers a vast area (many miles--25 to 100+ miles for many persons as one-way trip). This is far too many miles for walking. If people can get to

employment, they contribute to society in a positive manner. They pay taxes, purchase items that stimulate the economy--a win-win situation. Thanks for trying to improve our status by helping so many people.

- There are no transportation options for the Rapid Valley area. This creates issues for the disabled, those without their own private transportation due to economics or other reasons, in addition to the students that do or potentially could attend WDTI. I believe this is a portion of the Rapid City community that has not been considered in the past and truly hope will be considered during this updating process of the Rapid City Public Transit.

- Buses are quite small and crowded. Panhandling bums at the bus terminal downtown.

- I believe that getting individuals to and from a school trumps the three routes that serve malls.

- Community transport would greatly benefit the area seniors and maintain their independence.

- It should be much easier to get info on the bus system.

- The time frame seems to have been charged with out any notice given for the bus.

7. Assessment of Gaps and Needs

The gaps and needs discussed during the steering committee meetings, public meetings and the online survey have been grouped into three categories: gaps related to the existing transit system; gaps found when trying to coordinate services; and gaps in destinations. The following section lists the gaps and needs related to each category.

7.1 Gaps and Needs Related to the Existing Transit System in Rapid City

- Transit service times are limited:
    - Need transit to begin earlier in the morning.
    - Need transit to run later in the evening.
- Transit weekend service is limited:
    - No Sunday service.
    - Saturday service is limited to about 7 hours.
    - Need transit service on Sunday mornings for religious services.
- Bus frequency is too low.
- Rapid Transit System does not provide service outside of Rapid City city limits. Need access to:
    - Box Elder
    - Rapid Valley
    - Ellsworth Air Force Base
- Transit regulations are too confining:
    - Carry-on items limited to the amount that can be carried on during the initial boarding, without help from drivers.
    - Bus rules and regulations keep some clients from riding the bus.
- Transit information is confusing or difficult to get:
    - Printed maps are hard to read.
    - Scheduling/routes are not available on Google Maps.
- Transit is too expensive for some people to use.
- Cold winters make waiting at bus stops difficult for seniors.
- Access to bus stops is difficult for persons with disabilities. Sidewalks, streets and crossings need to be more accessible for persons with disabilities.
- People would like to use the dial-a-ride system in order to have door-to-door service, but do not qualify for this service.

7.2 Gaps and Needs Related to Coordination Activities

- Need qualified drivers, especially those with proper licenses and that have been through a background check.
- Need drivers who are willing to work during the hours that agencies need their service, such as in the evening and weekends.
- Need volunteer drivers with their own vehicles.
- Need vehicles with adequate child safety restraints.
- Need volunteer drivers to provide quick trips for seniors, such as to the grocery store and back.
- There are many liability concerns and questions when using volunteers. (Who will be held liable in case of a crash? Who needs insurance? How much insurance is necessary?)
- Currently, there is limited communication and sharing of resources among agencies.
- The cost of owning a vehicle is too high for many agencies.

7.3 Gaps and Needs Related to Destinations

The following locations were identified to need additional transportation service:

- Feeding South Dakota food bank located on Creek Drive
- National Relief Charities
- Department of Motor Vehicles
- Western Dakota Tech
- All medical facilities scattered throughout the city
- More frequency to Sioux San Hospital
- All schools
- Job training centers
- Churches
- Airport
- National American University
- Lutheran Social Services on Sheridan Lake Road
- Section 8 housing on Sheridan Lake Road across the street from Lutheran Social Services
- Areas with new development for both employees and residents
- Fort Meade
- Veteran's Affairs
- Ellsworth Air Force Base

8. Strategies and Priorities for Implementation

Participants in the public meetings, the steering committee and those who completed the online survey provided strategies to help fill the gaps and needs described in section 7. Strategies were grouped within the three existing categories: gaps related to the existing transit system; gaps found when trying to coordinate services; and gaps in destinations. The steering committee reviewed each strategy and classified the strategy into one of the following priorities for implementation: short-term, long-term or do not include.

Short-Term Priority

A short-term priority means that it is something that can be done fairly easily, inexpensively or quickly using a system that is currently in place. This strategy may already be in place, but needs additional work. It should be completed within the next couple of years.

Long-Term Priority

A long-term priority means that it may require a new system, will take a longer time to complete (greater than two years), and may be a costly process.

The following charts show the results of the strategies and priorities for implementation. Strategies that received a majority of responses for "do not include" are not listed in this chart.

Table 6 Existing public transit system needs/gaps, strategies, and priorities for implementation.

Existing Public Transit System			
Needs/Gaps	**Strategies**	**Priority for Implementation**	
		Short-term	**Long-term**

• Transit service times are limited
  o Need transit to begin earlier in the morning
  o Need transit to run later in the evening
	1. Rapid Transit System to perform a cost/benefit analysis for providing additional transit service:
	  • Earlier in the morning
	  • Later at night
	  • On Sundays
		X	

• Transit weekend service is limited
  o No Sunday service
  o Saturday service is limited to about 7 hours
  o Need transit service on Sunday mornings for religious services
	2. Rapid Transit System to work with officials in neighboring communities, such as Box Elder, Rapid Valley and Ellsworth Air Force Base to explore ways of providing transit service to those regions and other areas outside of Rapid City city limits.	X	

• Bus frequency is too low.
• Rapid Transit System does not provide service outside of Rapid City city limits. Need access to:
  o Box Elder
  o Rapid Valley
  o Ellsworth Air Force Base
	3. Create an inventory of people who need transportation to areas outside of Rapid Transit System's service area and those who are already receiving rides in those areas. Coordinate rides between these groups in order to reduce the duplication of rides.		X

	4. Provide transit education for local agencies, especially those that serve older adults and persons with disabilities. Rapid Transit System could travel to local agencies and explain how to ride the bus, read the bus schedule and who to contact if they have questions.	X	

• Transit regulations are too confining
  o Carry-on items limited to the amount that can be carried on during the initial boarding, without help from drivers.
  o Bus rules and regulations keep some clients from riding the bus.
	5. Create a volunteer buddy system to help people get familiar with using the transit system.	X	

	6. Get the transit routes on Google Maps. This will make it easier for people to plan their own trips.	X	
	7. Review policies concerning carry-on items.	X	
	8. Publish public transit routes and information in the senior newspapers.	X	

• Transit information is confusing or difficult to get.
    o Printed maps are hard to read
    o Scheduling/routes are not available on Google Maps
• Transit is too expensive for some people to use.
• Cold winters make waiting at bus stops difficult for seniors.
• Access to bus stops is difficult for persons with disabilities. Sidewalks, streets and crossings need to be more accessible for persons with disabilities.
• People would like to use the dial-a-ride system in order to have door-to-door service, but do not qualify for this service.
	9. Continue regular coordination and communication among RTS, local agencies and transportation providers.	X	

	10. Create a program where employers can assist in the payment of transit fares.	X	
	11. Make information about agencies willing to help pay transit fares more accessible.	X	
	12. Identify funding options that will help provide service to areas outside of Rapid City.		X
	13. Get transit information available on the Helpline Center 211.	X	
	14. Get more shelters at the bus stops in order to help comfort seniors waiting for the bus during the cold winter months.		X
	15. Create more bus stops that are ADA accessible. Create an inventory of all stops to determine which stops are ADA accessible. Bus stops that are not accessible need to be added to the City's Transition Plan.		X
	16. Increase the frequency of buses, possibly requiring more buses.		X
	17. Offer dial-a-ride services to those who don't currently qualify for that service.		X
	18. Allow riders who may have a hard time navigating the streets, such as seniors and persons with disabilities, to exit the bus in-between bus stops.	X	
	19. Create a day-pass to allow riders to get on and off an unlimited number of times during a 24 hour period.	X	
	20. Advertise "Free Ride Friday" for seniors.	X	

Table 7 Coordination needs/gaps, strategies and priorities for implementation.

Coordination Among Agencies			
Needs/Gaps	**Strategies**	**Priority for Implementation**	
		Short-term	**Long-term**
• Need qualified drivers, especially those with proper licenses and that have been through a background check. • Need drivers who are willing to work during the hours that agencies need their service, such as in the evening and weekends. • Need volunteer drivers with their own vehicles. • Need vehicles with adequate child safety restraints. • Need volunteer drivers to provide quick trips for seniors, such as to the grocery store and back. • Liability concerns and questions when using volunteers. (Who will be held liable in case of a crash? Who needs insurance? How much insurance is necessary?) • Currently, there is limited communication and sharing of resources among agencies. • The cost of owning a vehicle is too high for many agencies.	1. Hire a mobility manager to help coordinate services, recruit and manage volunteers, oversee compensation for drivers, and schedule rides.		X
	2. Create a database of volunteers, especially ones that have been pre-screened.		X
	3. Use new on-line technologies, websites or social media applications, such as https://www.rideconnection.org, in order to help make transportation information and services more accessible.	X	
	4. Share resources among agencies, including vehicles, storage facilities, maintenance, training, and drivers to lower costs.		X
	5. Identify funding options (local, state and federal) to help reimburse volunteer drives for fuel costs.	X	
	6. Meet with insurance agents to learn more about liability issues related to using volunteer drivers and their vehicles.	X	
	7. Schedule a teleconference to talk with an agency that has had success working with volunteer drivers. Learn from their examples.	X	
	8. Research the possibility of agencies using public transit vehicles (using their own drivers and paying for their own fuel) to provide rides when transit is not in service.		X
	9. Schedule monthly or quarterly meetings for agencies and public transit to discuss coordination efforts and issues.	X	
	10. Promote relationships between agencies to encourage coordination of services.	X	
	11. Research other coordination case studies.	X	
	12. Assess the needs and process of using volunteers	X	
	13. Create an educational program to help TANF recipients learn about riding the bus	X	

Table 8 Destination needs/gaps, strategies and priorities for implementation.

Destinations			
Destination Needs/Gaps	**Strategies**	**Priority for Implementation**	
		Short-term	**Long-term**
The following locations were identified to need additional transportation service: • Feeding South Dakota food bank located on Creek Drive. • National Relief Charities • Department of Motor Vehicles • Western Dakota Tech • All medical facilities scattered throughout the city • More frequency to Sioux San Hospital • All schools • Job training centers • Churches • Airport • National American University • Lutheran Social Services on Sheridan Lake Road • Section 8 housing on Sheridan Lake Road across the street from Lutheran Social Services • Areas with new development for both employees and residents • Fort Meade • Veteran's Affairs • Ellsworth Air Force Base	1. Rapid Transit to review existing routes and times to see if destinations offering medical, educational and other necessary services are located near or on the bus route.	X	
	2. Rapid Transit to coordinate run times with local schools and school activities as much as possible.	X	
	3. Form partnerships among agencies to provide service to destinations that are not currently served by public transit.		X
	4. Discuss ways to share vehicles among churches that need vehicles on Sundays and agencies that own vehicles that are not currently used on Sundays.	X	
	5. Research the need to return transit service to Western Dakota Tech. Provide tripper routes to Western Dakota Tech when there is demand.	X	
	6. Provide low income families who do not have access to a vehicle with free or low-cost transportation to school and childcare.		X
	7. Evaluate demand periodically to determine any change in demographics and employment locations for new transit service.	X	
	8. Create a senior volunteer system, where seniors provide transportation and educate other seniors or persons with disabilities on how to ride the bus	X	
	9. Create a localized volunteer transportation system – volunteers living in the neighborhood provide transportation to residents living in the same neighborhood to destinations nearby.	X	

9. Funding Sources

While Section 5310 is currently the only program that requires a coordinated public transit-human services transportation plan in order to receive federal funding, there are other funding sources available. A summary of Sections 5307, 5310, 5311, and 5339 are described below.   More information about these funding sources is available at http://www.fta.dot.gov/map21/.

9.1 Section 5307, Urbanized Area Formula Grant

Section 5307 provides grants to Urbanized Areas for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation's urbanized areas, which depend on public transportation to improve mobility and reduce congestion.

Eligible Recipients
FTA apportions funds to designated recipients, which then suballocate funds to state and local governmental authorities, including public transportation providers.

Eligible Activities
Capital projects.
- Planning.
- Job access and reverse commute projects that provide transportation to jobs and employment opportunities for welfare recipients and low income workers.
- Operating costs in areas with fewer than 200,000 in population.
- Operating costs, up to certain limits, for grantees in areas with populations greater than 200,000, and which operate a maximum of 100 buses in fixed - route service during peak hours (rail fixed guideway excluded).

Ongoing Provision
- Recipients must expend 1% for transportation security projects or certify that it is not necessary to do so.

Funding
- Federal share is 80% for capital assistance.
- Federal share is 50% for operating assistance.
- Federal share is 80% for Americans with Disabilities Act (ADA) non-fixed- route paratransit service, using up to 10% of a recipient's apportionment.

Formula
- For areas of 50,000 to 199,999 in population, the formula is based on population and population density, and number of low - income individuals.

9.2 Section 5310, Enhance Mobility of Seniors & Individuals with Disabilities

The Section 5310 program was established in 1975 as a discretionary capital assistance program. In cases where public transit was inadequate or inappropriate, the program awards grants to private non-profit organizations to serve the transportation needs of elderly persons and persons with disabilities. Under MAP-21, Section 5310 includes activities formerly eligible under the New Freedom program (5317).

The goal of the Section 5310 program is to improve mobility for the elderly and individuals with disabilities. Toward this goal, FTA provides financial assistance for transportation services planned, designed, and implemented to meet the transportation needs of the elderly and disabled. The program requires coordination with other federally assisted programs and services in order to make the most efficient use of federal resources.

Eligible Recipients
- States (for all areas under 200,000 in population) and designated recipients.
- Subrecipients: states or local government authorities, private nonprofit organizations, or operators of public transportation that receive a grant indirectly through a recipient.

Eligible Activities
- At least 55% of program funds must be used on capital projects that are:
  - Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- The remaining 45% may be used for:
  - Public transportation projects that exceed the requirements of the ADA.
  - Public transportation projects that improve access to fixed - route service and decrease reliance by individuals with disabilities on complementary paratransit.
  - Alternatives to public transportation that assist seniors and individuals with disabilities.

Funding
- Funds are apportioned for urbanized and rural areas based on the number of seniors and individuals with disabilities.
- Federal share for capital projects (including acquisition of public transportation services) is 80%.
- Federal share for operating assistance is 50%.
- Adopts New Freedom funding allocations:
  - 60% to designated recipients in urbanized areas with a population over 200,000.
  - 20% to states for small urbanized areas.
  - 20% to states for rural areas

Ongoing Provisions
- Local share may be derived from other federal (non-DOT) transportation sources or the Federal Lands Highways Program under 23 U.S.C. 204 (as in former Section 5310 program).
- Permits designated recipients and states to carry out competitive process to select subrecipients.
- Recipients must certify that projects selected are included in a locally developed, coordinated public transit - human services transportation plan. The plan must undergo a development and approval process that includes seniors and people with disabilities, transportation providers, among others, and is coordinated to the maximum extent possible with transportation services assisted by other federal departments and agencies.
- Permits acquisition of public transportation services as a capital expense.
- Up to 10% of program funds can be used to administer the program, to plan, and to provide technical assistance.

9.3 Section 5311, Formula Grants for Rural Areas

Section 5311 provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.

Eligible Recipients
- States, Indian tribes
- Subrecipients: State or local government authorities, nonprofit organizations, operators of public transportation or intercity bus service that receive funds indirectly through a recipient.

Eligible Activities
- Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

Funding
- Federal share is 80% for capital projects.
- Federal share is 50% for operating assistance.
- Federal share is 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service, using up to 10% of a recipient's apportionment.
  Rural Formulas
- 83.15% of funds apportioned based on land area and population in rural areas
- 16.85% of funds apportioned based on land area, revenue-vehicle miles, and low-income individuals in rural areas.
  Tribal Programs
- $5 million discretionary tribal program.
- $25 million tribal formula program for tribes providing public transportation.
- Formula factors are vehicle revenue miles and number of low-income individuals residing on tribal lands.
  Appalachian Development Public Transportation Assistance Formula Program
- $20 million formula program for states in the Appalachian Region.

9.4 Section 5339, Bus and Bus Facilities

Section 5339 provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Eligible Recipients
- Designated recipients and states that operate or allocate funding to fixed-route bus operators.
- Subrecipients: public agencies or private nonprofit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income.

Eligible Activities
- Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities.

Funding
- $65.5 million will be allocated, with each state receiving $1.25 million and each territory (including D.C. and Puerto Rico) receiving $500,000.
- Funds are available for three years after the fiscal year in which the amount is apportioned.
- Remaining formula based upon population, vehicle revenue miles and passenger miles.

- Federal share is 80% with a required 20% local match.

10. Conclusion and Recommendations

This plan has shown that there are many needs and gaps when it comes to transporting people with disabilities, seniors and those with low incomes in the Rapid City region. These needs and gaps relate to insufficiencies in the existing transit system, difficulty in trying to coordinate services, and the need to access destinations located outside of existing transportation services.

Using information provided through the various forms of public involvement from many local agencies and the general public, many strategies were suggested to help solve these transportation needs.

Short-term priorities for implementing the strategies for the transit system include:
- increasing transit education and awareness;
- reviewing the need for additional transit service, such as in the evening, on Sundays and in neighboring communities; and
- creating a day-pass with unlimited trips.

Long-term priorities for implementing the strategies for the transit system include:
- increasing the number of bus shelters;
- increasing the number of ADA accessible bus stops; and
- increasing the frequency of buses.

Short-term priorities related to coordinating services include:
- using new online technologies, websites or social media to help make transportation information and services more accessible for a greater number of people and agencies;
- identifying funding options to help pay volunteer drivers for their costs;
- researching and discussing coordination efforts with agencies that have had success and are willing to share their information;
- scheduling a meeting with insurance agents to learn more about liability issues when using volunteer drivers; and
- scheduling monthly or quarterly meetings to discuss coordination efforts and issues among participating agencies.

Long-term priorities related to coordinating services include:
- hiring a mobility manager to help coordinate services,
- recruit and manage volunteers, oversee compensation for drivers, and schedule rides; and

- creating a database of volunteers, especially ones that have been prescreened.

Short-term priorities related to solving the gaps in destinations include:
- Rapid Transit System to continue to review existing routes to see if destinations offering medical, educational and other necessary services are located near or on the bus routes;
- creating a localized volunteer system where volunteers provide rides to residents living in the same neighborhood; and
- creating a senior volunteer system where seniors provide transportation or transit education to other seniors.

Long-term priorities related to solving the gaps in destinations include:
- forming partnerships among agencies to provide service to destinations not currently served by public transit; and
- providing low income families without access to a vehicle with free or low-cost transportation to school, daycare or work.

Regardless of the priorities for implementation, communication among human service agencies, transportation providers and the general public must continue in order for the strategies to be fully implemented.

Appendix A – Inventory of Transportation Providers, Sponsors and Participating Agencies

This appendix lists the agencies that completed the online survey. Agencies are divided into three categories: direct transportation providers, agencies that fund or sponsor transportation services, and the remaining agencies that neither provide transportation nor fund transportation services. Some agencies may provide transportation services and fund transportation services.

A-1 Direct Transportation Providers

Agency	Agency Type	Agency Serves	Days/Hours of Operation	Type of Service	Vehicle Specifications	Drivers	Trips Per Year
Behavior Management Systems 350 Elk Street Rapid City, SD 57701	Private non-profit human services	Seniors, Disabled, Low-income, Youth, General public	M-F, 8 A.M. to 4 P.M.	Site to site for BMS clients on a limited basis	Total number of vehicles 36 Total seating capacity 148 Number of wheelchair equip. vehs. 0 Total wheelchair seating capacity 0 Annual vehicle miles 375,000 Annual vehicle hours 5,600	Paid 50	2300
Black Hills Works 3650 Range Rd Rapid City, SD 57702	Private non-profit human services	Disabled	24 hours a day, everyday	Program transportation	Total number of vehicles 63 Total seating capacity 485 Number of wheelchair equip. vehs. 13 Total wheelchair seating capacity 20 Annual vehicle miles 475000 Annual vehicle hours 4320	Paid 100 Volunteer 0	140,400
Canyon Lake Senior Center 2900 Canyon Lake Drive Rapid City, SD 57702	Senior Citizens	Seniors, Disabled, Low-income, General public (membership is age 21)	M-F 8 A.M. to 5 P.M.	Special trips for entertainment	Total number of vehicles 2 Total seating capacity 16 Number of wheelchair equip. vehs. 1 Total wheelchair seating capacity 1 Annual vehicle miles 3000 Annual vehicle hours 150	Paid 0 Volunteer 6	
Club for Boys 320 N 4th St Rapid City, SD 57701	Private non-profit human services	Low-income, Youth	Mon, Tue, Thu, Fri 2:30 to 3:30 P.M. Wed 1:00 to 2:00 P.M.	Program transportation	Total number of vehicles 5 Total seating capacity 210 Number of wheelchair equip. vehs. 1 Total wheelchair seating capacity 2 Annual vehicle miles 6310 Annual vehicle hours 540	Paid 5 Volunteer 2	540
Disabled American Veterans (DAV) 101 E Madison Rapid City, SD 57701	Veteran services	Veterans	Daily	Transportation to VA hospital in Fort Meade	Total number of vehicles 2 Total seating capacity 18	Paid 0 Volunteer 13	7000 people provided rides

Agency	Agency Type	Agency Serves	Days/Hours of Operation	Type of Service	Vehicle Specifications	Drivers	Trips Per Year
Douglas School District 51-1 504 225th St Box Elder, SD, 57719	Pupil Transportation	Youth	M-F, 6 A.M. to 4:30 P.M	Fixed-route, Program transportation	Total number of vehicles 32 Total seating capacity 1627 Number of wheelchair equip. vehs. 5 Total wheelchair seating capacity 14 Annual vehicle miles 150000	Paid 25	348
Good Samaritan Society New Underwood Box 327 New Underwood, SD 57761	Private non-profit skilled nursing facility	Families of above	As needed	Transport residents to medical appointments and facility outings	Total number of vehicles 2 Total seating capacity 15 Number of wheelchair equip. vehs. 1 Total wheelchair seating capacity 2 Annual vehicle miles 12000 Annual vehicle hours 300	Paid 2	240
Prairie Hills Transit 2015 Tumble Weed Trail Spearfish, SD 57783	Public transportation provider	Seniors, Disabled, Low-income, Youth, General public	Varies per day	Demand-response (paratransit) Program transportation Medicaid Medical Transportation	Total number of vehicles 38 Total seating capacity 430 Number of wheelchair equip. vehs. 30 Total wheelchair seating capacity 45 Annual vehicle miles 600000 Annual vehicle hours 20800	Paid 30 Volunteer 6	150,000
Rapid Transit System 333 Sixth Street Rapid City, SD 57702	Public transportation provider	Seniors, Disabled, Low-income, Youth, General public	M-F 6:20 A.M.to 5:50 P.M Sat 9:50 A.M.to 4:40 P.M	Fixed-route, Demand-response (paratransit)	Total number of vehicles 29 Total seating capacity 550 Number of wheelchair equip. vehs. 29 Total wheelchair seating capacity 58 Annual vehicle miles 577987 Annual vehicle hours 46465	Paid 33 Volunteer 0	416,812
Rural America Initiatives 919 Main St, Suite 101 Rapid City, SD 57701	Early Head Start Busing	Low-income	M-F, 7 A.M. to 4:30 P.M.	Fixed-route	Total seating capacity 16 Number of wheelchair equip. vehs. 0 Total wheelchair seating capacity 0 Annual vehicle miles 25 Annual vehicle hours 5	Paid 1	Did not answer

Agency	Agency Type	Agency Serves	Days/Hours of Operation	Type of Service	Vehicle Specifications	Drivers	Trips Per Year
Rural America Initiatives Prenatal to Head Start 919 Main St, Suite 101 Rapid City, SD 57701	Non-profit Head Start Program	Low-income, Youth	M-F 7 A.M. to 9 A.M. 2 P.M. to 4 P.M.	Program transportation	Total number of vehicles 1 Total seating capacity 20 Number of wheelchair equip. vehs. 0 Total wheelchair seating capacity 0	Paid 1	Did not answer
Senior Companions of South Dakota 2040 W. Main Ste. 213 Rapid City, SD 57702	Private non-profit human services	Seniors Low-income	M-F, 8:00 A.M. to 5 P.M.	Wherever the client wants to go, groceries, doctor appointments, etc.	Total number of vehicles 8	Volunteer 8	380
Word of Hope Church 1351 Jolly Lane Rapid City, SD 57703	Church	General public	Sun 10 A.M. to 2 P.M. Tue 4 P.M. to 8 P.M Wed 5 P.M. to 8 P.M	Program transportation	Total number of vehicles 2 Total seating capacity 10 Number of wheelchair equip. vehs. 0 Total wheelchair seating capacity 0 Annual vehicle miles 250 Annual vehicle hours 150	Paid 0 Volunteer 2	156
YMCA of Rapid City 815 Kansas City Street Rapid City SD 57701	Private non-profit human services	Seniors Disabled Low-income Youth General public	M-F, 7:30 to 8:30 A.M. 2:00 to 4:00 P.M.	Fixed-route	Total number of vehicles 10 Total seating capacity 120 Number of wheelchair equip. vehs. 1 Total wheelchair seating capacity 2	Paid 25	1,332
Youth and Family Services PO Box 2813 Rapid City, SD 57709	Private non-profit human services	Low-income, Youth	Mon-Sat 6:30 A.M. to 6 P.M	Fixed-route Program transportation	Total number of vehicles 16 Total seating capacity 433 Number of wheelchair equip. vehs. 1 Total wheelchair seating capacity 1 Annual vehicle miles 100,000 Annual vehicle hours 7,000	36 Paid staff licensed to drive	Did not answer

A-2 Agencies that Fund or Sponsor Transportation Services

Agency	Agency Type	Agency Serves	Type of Transportation Funding or Sponsoring
Behavior Management Systems 350 Elk Street Rapid City, SD 57701	Private non-profit human services	Seniors, Disabled, Low-income, Youth, General public	Provide transit tickets or passes to clientele
Black Hills Works 3650 Range Rd Rapid City, SD 57702	Private non-profit human services	Seniors, Disabled, Youth	Provide transit tickets or passes to clientele
Canyon Lake Senior Center 2900 Canyon Lake Drive Rapid City, SD 57702	Senior Citizens	Seniors, Disabled, Low-income, General public (membership is age 21)	Contract transportation services with another agency/organization
Hope Center 615 Kansas City Street Rapid City, SD 57701	Private non-profit human services	Disabled, Low-income, Homeless	Provide transit tickets or passes to clientele
Love INC of the Black Hills PO Box 3255 Rapid City, SD 57709	Private non-profit human services	Seniors, Disabled, Low-income, General Public	Provide transit tickets or passes to clientele Broker transportation services by volunteers with privately owned vehicles
Lutheran Social Services 2920 Sheridan Lake Road Rapid City, SD 57702	Private non-profit human services	Seniors, Disabled, Low-income, Youth, General public	Provide transit tickets or passes to clientele Provide taxi script/vouchers to clientele
Prairie Hills Transit 2015 Tumble Weed Trail Spearfish, SD 57783	Public transportation provider	Seniors, Disabled, Low-income, Youth, General public	Contract transportation services with another agency/organization Contracts with non-profits, school districts
Rural America Initiatives Prenatal to Head Start 919 Main St, Suite 101 Rapid City, SD 57701	Non-profit Head Start Program	Low-income, Youth	Provide transit tickets or passes to clientele
Senior Companions of South Dakota 2040 W. Main Ste. 213 Rapid City, SD 57702	Private non-profit human services	Seniors Low-income	Broker transportation services by volunteers with privately owned vehicles
Word of Hope Church 1351 Jolly Lane Rapid City, SD 57703	Religious	General public	Broker transportation services by volunteers with privately owned vehicles

A-3 Other Participating Agencies that Neither Provide nor Sponsor Transportation Services

Agency	Agency Type	Agency Serves	Age Groups	Receives Funding
Rapid City People 1st 330 Philadelphia Street #106 Rapid City, SD 57701	Private non-profit human services	Disabled	18-54	No
Cathedral of Our Lady of Perpetual Help 520 Cathedral Dr. Rapid City, SD 57701	Religious Community	Seniors Disabled Low-income Youth General public	Any age	No
Minneluzahan Senior Center 315 N 4th Street Rapid City SD 57701	Private non-profit human services	Seniors, Disabled, Low-income, General public	Over 65	No

Appendix B - Online Survey

The following section contains screen shots from the online survey. Survey results for multiple-choice questions appear in section 6.2. Results from questions related to transportation inventories for transportation providers and sponsors appear in section 5 and Appendix A. Results from questions related to gaps/needs and strategies were used in the creation of sections 7 and 8.

Screen shots from the online survey

**Rapid City Metropolitan Planning Organization
2013 Coordinated Public**

The Rapid City Metropolitan Planning Organization is creating a Coordinated Public Transit - Human Services Transportation Plan for the urbanized area of Rapid City. The plan responds to federal requirements and establishes the framework for improved transportation services for several vulnerable populations: the elderly, persons with disabilities, and persons with low-income status.

As a part of this study we are conducting a survey to better understand transportation services that are currently provided in the area. Your participation in this survey is much appreciated.

1. Do you represent an agency or organization?

  ○ Yes

  ○ No

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Respondents that selected "Yes" to question one are sent to question two.
Respondents that selected "No" to question one are sent to question 26.

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✱2. Tell us about your agency or organization

Name of agency or organization

Your name

Address

City, State, ZIP

Email address

Phone number

✱3. What is the type of agency you are representing?

- ○ Government human services
- ○ Public transportation provider
- ○ Private non-profit human services
- ○ Private non-profit transportation provider
- ○ Private for-profit transportation provider
- ○ Private for-profit human service provider
- ○ None
- ○ Other

Other (please specify)

✱4. Who does your agency serve? (Check all that apply)

- ☐ Seniors
- ☐ Disabled
- ☐ Low-income
- ☐ Youth
- ☐ General public
- ☐ Other

Other (please specify)

✱5. What age group are your services designed for? (Check all that apply)

- ☐ Under 18
- ☐ 18-54
- ☐ 55-65
- ☐ Over 65
- ☐ Any age
- ☐ Other

Other (please specify)

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Rapid City Metropolitan Planning Organization
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*6. Does your agency/organization receive federal/state funds for providing transportation?

⊙ Yes

⊙ No

If yes, please briefly describe

[text area]

*7. Does your agency fund/sponsor transportation services, and if so, which type of transportation services? (Check all that apply)

☐ Contract transportation services with another agency/organization

☐ Provide transit tickets or passes to clientele

☐ Provide taxi script/vouchers to clientele

☐ Broker transportation services by volunteers with privately owned vehicles

☐ None

If you contract for transportation services, who do you contract with?

[text area]

*8. Does your agency/organization directly provide transportation services?

⊙ Yes

⊙ No, we only fund or sponsor transportation services.

⊙ No, and we do not fund or sponsor transportation services.

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Respondents that selected "Yes" for question eight are sent to question nince.
Respondents that selected "No, we only fund or sponsor transportation services" are sent to question 18.
Respondents that selected "No, and we do not fund or sponnsor transportation services" for question eight are sent to question 22.

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Transportation Providers

*9. Please describe your general service area. (Example - City of Rapid City or all of Pennington County, etc.)

*10. What days each week does your agency regularly provide transportation services? (Check all that apply)

☐ Sunday

☐ Monday

☐ Tuesday

☐ Wednesday

☐ Thursday

☐ Friday

☐ Saturday

*11. What are your regular hours of operation (ex. 9am-3pm, 5pm-9pm)

Sunday	
Monday	
Tuesday	
Wednesday	
Thursday	
Friday	
Saturday	

*12. What services do you provide? (Check all that apply)

☐ Fixed-route

☐ Demand-response (paratransit)

☐ Program transportation

☐ Medicaid Medical Transportation

☐ Other

Other (please specify)

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*13. What types of vehicles does your agency offer? (Check all that apply)

☐ Car   ☐ Van   ☐ Other

☐ Truck   ☐ Bus

Other (please specify)

[   ]

*14. Vehicle specifications

Total number of vehicles	[ ]
Total seating capacity	[ ]
Number of wheelchair equipped vehicles	[ ]
Total wheelchair seating capacity	[ ]
Annual vehicle miles	[ ]
Annual vehicle hours	[ ]

*15. How many vehicles do you have in service on: (if none, put 0)

The average weekday?	[ ]
During peak periods?	[ ]
The average weekend?	[ ]

*16. How many drivers do you have?

Paid	[ ]
Volunteer	[ ]

*17. How are services funded? (check all that apply)

☐ Charging clients   ☐ Donations/fundraising/volunteers   ☐ Other

☐ State funds   ☐ City

☐ Federal funds   ☐ County

Other (please specify)

[   ]

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Rider/Client Information

*18. Approximately how many trips per year does your agency provide/fund for your clients?

*19. Please classify your riders/clients with respect to the following:
(Approximate % - sum of all should total 100%)

Seniors not disabled	
Senior and disabled	
Developmentally disabled	
Other disabled	
Recovering substance abusers	
Life sustaining patients (ex. kidney dialysis)	
No disability	
General public	

*20. What are the trip purposes of the transportation services provided:
(Approximate % - sum of all should total 100%)

Medical/mental health	
Life sustaining medical (ex. kidney dialysis)	
Work	
School/training	
Shopping groceries only	
Shopping other	
Recreation	
Nutrition/wellness program	
Senior center/adult daycare	
Religious	
Volunteer activities	
Connect to fixed-route transit	
Other	

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21. What are your top 4 destinations served?

Destination #1

Destination #2

Destination #3

Destination #4

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Additional Questions

22. Please describe all the ways in which your organization currently coordinates transportation services with other service providers:

23. What, if anything, is constraining the provision of transportation services to those who require them?

24. What would you improve to provide more/better transportation services?

25. What destinations or trip categories (shopping, medical, etc.) do you see as gaps for clients? Where would they like to go, but your agency cannot serve?

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Respondents that completed this section move to question 31.

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Questions for those not affiliated with an agency or organization.

26. Do you use any of the following transportation services? (Check all that apply)

- ☐ Fixed route bus service
- ☐ Dial-A-Ride bus service
- ☐ Private non-profit human service provider
- ☐ Private non-profit transportation provider
- ☐ Private for-profit human service provider
- ☐ Private for-profit transportation provider
- ☐ None
- ☐ Other

Other (please specify)

27. Which days of the week and what time of day do you typically require transportation service?

Questions 26 through 30 are for the general public (not representatives of agencies).

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28. What are your major trip purposes that require transportation services?

- ☐ Medical/mental health
- ☐ Life sustaining medical (ex. kidney dialysis)
- ☐ Work
- ☐ School/training
- ☐ Shopping groceries only
- ☐ Shopping other
- ☐ Recreation
- ☐ Nutrition/wellness program
- ☐ Senior center
- ☐ Adult daycare
- ☐ Religious
- ☐ Volunteer activities
- ☐ Connect to fixed-route transit
- ☐ Other

Other (please specify)

29. Are there any gaps in transportation service that make it difficult or impossible for you to access your destination? If so, please explain.

30. What would you recommend to reduce any gaps in service?

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Final Comments

31. Do you have any additional comments?

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All respondents answer question 31.

Appendix C - Steering Committee

The Coordinated Public Transit-Human Services Transportation Plan Steering Committee was comprised of representatives from local public transit agencies, human service agencies, religious organizations and senior centers.   The steering committee met on April 4 and May 14. The May 14 meeting included a bus tour on Rapid Ride. Several members of the steering committee were also present at the public meetings held on April 30.

Members of the steering committee meetings discussed transportation needs and gaps for their clients and employees, as well as strategies to fill these gaps. The steering committee members also voted on the priorities for implementing the strategies suggested during the meetings and online survey.

Steering Committee Members:
Barbara Cline, Prairie Hills Transit
Sandy Diegel, John T. Vucurevich Foundation
Barbara Garcia, Rapid City Community Development
Greg Johnson, Minneluzahan Senior Center
Mark Kline, Rapid City Club for Boys
John Ligtenberg, Love INC
Cindy McQuilkin, Rapid Transit System
David Miller, Youth and Family Services
Rich Sagen, Rapid Transit System
JoAnne Schriver, Black Hills Works
Alan Solano, Behavior Management Systems
Sandy Stanton, Rapid City YMCA
Joyce Williams, Canyon Lake Senior Center

Invited, but unable to attend:
Bruce Long Fox, Rural America Initiatives
Carol Merbach, Senior Companions of South Dakota
Renee Parker, United Way of the Black Hills

South Dakota Department of Transportation Representatives:
Melissa Hull, in attendance via teleconference
Bruce Lindholm, in attendance via teleconference

Participants in the April 4 steering committee meeting

Sign-In Sheet
Coordinated Public Transit-Human Services Transportation Plan
Steering Committee
April 4, 2012, 10:00 AM

Name	Organization	Phone Number	Email Address
Sandy Diegel	John T Vucurevich Foundation	343-3141	sdiegel@jtvf.org
Mark Kling	The Club for Boys	343-3500	mark@theclubforboys.com
Greg Johnson	Minneluzahan Senior Center	394-1887	nsccd.rrator@questoffice.net
John Tigenberg	Love INC	718-3683	john@love-inc.us
Alan Solano	BHS	343-7242	asolano@bnsGwes.org
Barbara Garcia	City/Comm Dev	394-4181	barbara.sareiw@rcgov.org
David Miller	Youth & Family Services	342-4195	dmiller@youthandfamilyservices.org
Rich Sagen	RTS	394-6631	City, inc
Cyznie	RTS		
Sandy Short	YMCA	718-9622	sandy@rcymca.org
JoAnne Edwin	BH Works	431.1634	jbonnos@BHWS.com
Barb Cline	Prairie Hills Transit	642-6613	bkcline@prairiehillstransit.com

Participants in the May 14 steering committee meeting

Sign-In Sheet
Coordinated Public Transit-Human Services Transportation Plan
Steering Committee
May 14, 2012, 9:00 AM

Name	Organization	Phone Number	Email Address
John Lichtenberg	Love INC	718-5683	john.C@love-inc.us
Joyce C. Williamon	Canyon Lake Center	716-870	clscc@rushmore.com
Alan Soloro	BMS	343-7202	asoloro@bmsCares.org
Mark Kline	The Club for Boys	343-3800	markk@theclubforboys.com
Cody Hahler Jr	RTS	484-4792	
Sandy Diegel	JTVF	343-3141	sdiegel@jfs.org
JoAnne Schreur	Black Hills Works	431.1634	Joannes@BHWS.com

Appendix D - Public Meetings

Two public meetings were held on April 30, 2013. Postcards were sent to approximately 350 human service agencies, transportation providers, religious organizations, senior living centers, and other organizations throughout the Rapid City MPO Area, inviting them to attend one of the public meetings held on April 30. They were also encouraged to complete the online survey. The public meetings were also advertised in the Rapid City Journal and the Native Sun News.

Twenty-six people were in attendance at the 10 A.M. meeting and nine people attended the 4:00 P.M. meeting. The meeting included a discussion on the gaps and needs in transportation services for both the general public and agencies, with the focus on serving people with disabilities, individuals with low incomes and seniors. After a list of gaps and needs was developed, participants created a list of potential strategies to fill these gaps. Printed copies of the online survey were also available for participants to complete while attending the public meetings.

Copy of postcard sent to 350 agencies in the MPO region.

Coordinated Public Transit-Human Services Transportation Plan
PUBLIC MEETING
April 30, 2013
10:00 am to 11:15 am or 4:00 pm to 5:15 pm
Community Room, CSAC Building
300 Sixth Street, Rapid City, SD 57701

The Rapid City Area Metropolitan Planning Organization invites you to a public meeting to provide input and help update the Coordinated Public Transit-Human Services Transportation Plan. Interested parties are also encouraged to take the on-line survey available at
https://www.surveymonkey.com/s/rapidcitympocoordinate.

Under the new Moving Ahead for Progress in the 21st Century Act (MAP-21) Transportation Law, organizations that would like to apply for funding under Section 5310, Enhanced Mobility of Seniors and Individuals with Disabilities, must participate in a locally developed, coordinated public transit-human services transportation plan.

If you desire to attend this public meeting and are in need of special accommodations, please notify the Community Planning and Development Services Department at 605-394-4120 so that appropriate auxiliary aids and services are available.

Affidavit from the Native Sun News

AFFIDAVIT OF PUBLICATION OF NEWSPAPER
NOTICE OF PUBLIC HEARING

THE STATE OF SOUTH DAKOTA

COUNTY OF _Pennington_

BEFORE ME, the undersigned authority, on this day personally appeared _Travis Afraid of Bear_, publisher (OR REPRESENTATIVE) of _Native Sun News_, who, being by me duly sworn, upon oath deposes and says:
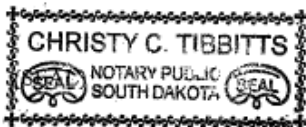
That the attached NOTICE OF PUBLIC HEARING was published in the NATIVE SUN NEWS, a newspaper published in the English language and of general circulation in the City of RAPID CITY, SOUTH DAKOTA and in the territory proposed to be annexed, which said territory is described in said NOTICE OF PUBLIC HEARING, in the following issue: _5, Volume 5_, 20_13_, and that the attached newspaper clipping is a true and correct copy of said published notice.

Signed: _____

SWORN TO AND SUBSCRIBED BEFORE ME, this the 7th day of _March_, 20_13_

_____
Notary Public in and for _Pennington_ County, South Dakota

Commission expiring _March 11, 2017_

CHRISTY C. TIBBITTS
NOTARY PUBLIC
SOUTH DAKOTA
(SEAL)

Published at a rate of $ _120.00_

Ad that appeared in the Native Sun News for the April 24-30 edition.

Affidavit and ad from the Rapid City Journal

Apr. 20, 27   L20778654
**COORDINATED PUBLIC
TRANSIT-HUMAN SERVICES
TRANSPORTATION PLAN
NOTICE OF PUBLIC MEETING**
Date: April 30, 2013
Times: 10:00 am to 11:15 am or
4:00 pm to 5:15 pm
Place: 1st Floor Community Room
City/School Administration Center
300 Sixth Street
Rapid City SD 57701
The Rapid City Area Metropolitan
Planning Organization will hold a
public meeting on April 30, 2013 to re-
ceive public input and help in devel-
oping the Coordinated Public
Transit-Human Services Transporta-
tion Plan. The meeting will discuss
transportation needs, gaps and poten-
tial solutions, especially related to the
transportation of persons with disa-
bilities, the elderly and individuals
with low income.
Under the new Moving Ahead for
Progress in the 21st Century Act
(MAP-21) Transportation Law, or-
ganizations that would like to apply
for funding under Section 5310, En-
hanced Mobility of Seniors and Indi-
viduals with Disabilities, must partic-
ipate in a locally developed, coordi-
nated public transit-human services
transportation plan. We encourage
users to participate in developing this
plan as well.

For More Information:
Nate Vander Broek,
Transportation Planner
Long Range Planning
300 Sixth Street
Rapid City, SD 57701
605-394-4120
nate.vanderbroek@rcgov.org

ADA Compliance: The Rapid City
Area Metropolitan Planning Organi-
zation fully subscribes to the provi-
sions of the Americans with Disabili-
ties Act. If you desire to attend this
public meeting and are in need of spe-
cial accommodations, please notify
the Community Planning and Devel-
opment Services Department at
605-394-4120 so that appropriate auxil-
iary aids and services are available.

(Published twice at the total approxi-
mate cost of $63.84)

Affidavit of Publication

STATE OF SOUTH DAKOTA

County of Pennington   SS:

Rowena Arthurs being first duly sworn, upon his/her oath says: That he/she is now and was at all time hereinafter mentioned, an employee of the RAPID CITY JOURNAL, a corporation of Rapid City, South Dakota, the owner and publisher of the RAPID CITY JOURNAL, a legal and daily newspaper printed and published in Rapid City, in said County of Pennington, and has full and personal knowledge of all the facts herein stated as follows: that said newspaper is and at all of the times herein mentioned has been a legal and daily newspaper with a bonafide paid circulation of at least Two Hundred copies daily, and has been printed and published in the English language, at and within an office maintained by the owner and publisher thereof, at Rapid City, in said Pennington County, and has been admitted to the United States mail under the second class mailing privilege for at least one year prior to the publication herein mentioned; that the advertisement, a printed copy of which, taken from said Rapid City Journal, the paper in which the same was published, is attached to this sheet and made a part of this affidavit, was published in said paper once each ___week___ for ___two___ successive ___weeks___, the first publication there of being on the ___20th___ day of ___April___ that the fees charged for the publication there of are ___Sixty three___ dollars and ___eighty four___ cents.

Rowena J Arthurs

Subscribed and sworn to before me this ___29th___ day of ___April___, ___2013___.

_____
Notary public

_____
My commission expires

Advertisement for the April 30 public meetings

You're invited to a public meeting!

The Rapid City Area Metropolitan Planning Organization invites you to a public meeting to discuss the update to the Coordinated Public Transit-Human Services Transportation Plan. Help us identify community transportation needs and gaps, and come up with some potential solutions for these issues, especially related to the transportation of seniors, persons with disabilities, and individuals with low income.

What: Public meeting to discuss the Coordinated Public Transit-Human Services Transportation Plan

Where: Community Room
City/School Administration Center
300 Sixth Street
Rapid City, SD 57701

When: Tuesday, April 30th
10:00 –to 11:15 am and 4:00 - 5:15 pm

Contact: 605-394-4120 for more information

ADA Compliance: Rapid City Area Metropolitan Planning Organization fully subscribes to the provisions of the American with Disabilities Act. If you desire to attend this public meeting and are in need of special accommodations, please notify the Community Planning and Development Services Department at 605-394-4120 so that appropriate auxiliary aids and services are available.

Please display this advertisement at your organization

Participants in the 10 A.M. public meeting

Coordinated Public Transit-Human Services Transportation Plan Public Meeting
April 30, 2013 10:00 a.m. to 11:15 a.m.
Community Room, CSAC Building
300 Sixth Street, Rapid City, SD 57701

Printed Name	Business/Organization	Street Address/ City/State/ZIP	Phone Number	Email
David Jennings	Black Hills Works	3650 Range Rd. Rapid City, SD.	718-8326	
Greg Johnson	Minneluzahn Senior Center	315 W. 4th Street	394-1887	rsccdirector@qwestoffice.net
Kay Everson	Lutheran Social Services	2920 Sheridan Lake Rd	348.0477	kay.everson@lsssd.org
Andi Mueller	Regional Health	353 Fairmont Blvd. RC	719-8424	amueller@regional health.com
Sara Schrempp	Regional Heath	353 Fairmont Blvd RC SD	755-4052	sschrempp@Regional health.com
Tammy Mussett	WAVI	527 Quincy	344-3298	tammym@wavi.org
J. Patancy	BMS	111 N St	343-0650	—
Diane Kulzer	DLC			
Shawna Gray	BMS	111 North St	381-1989	sgray@bmscares.org
Twila Ferguson	DLC	111 New York St	394-2296	twila.ferguson@state.sd.us

Coordinated Public Transit-Human Services Transportation Plan Public Meeting
April 30, 2013 10:00 a.m. to 11:15 a.m.
Community Room, CSAC Building
300 Sixth Street, Rapid City, SD 57701

Printed Name	Business/Organization	Street Address/ City/State/ZIP	Phone Number	Email
Joyce Williamson	Canyon Lake Senior Center	2900 Canyon Lake Dr Rapid City SD 57702	(605) 731 6710	clsac@ruskmore.com
Heather Shoutz	BH Works	3650 Range Rd RC, SD 57702	(605) 281-4405	hshoutz@bhus.com
LAURA NEUBERT	Volunteers of America, Dakotas	24 E New York St RC 57701	391-8336	l.neubert@voa-dakotas.org
Scott WILEY	Word of Hope	1351 Jolly Lane RC-83	391-3949	spwiley5@msn.com
C.D. McWalki	RTS			
Barry Tice	HHS	725 N. Lacrosse Ste 200	394-2156	btice@cofperington.sdus
Tyler Even	HHS	" "	"	tyevse@cofperington.sdus
Carla Miller	Children's Care	7110 Gordan Dr RC SD 57702	791-7400	carla.miller@ccchs.org
Heidi Bell Gease	211 Helpline	P.O. Box 1215 RC-SD 57709	381-8326	heidi@helplinecenter.org
John Lightenberg	Love INC	P. Box 3255 RC SD 57709	718-5683	john@love-inc.us

Coordinated Public Transit-Human Services Transportation Plan Public Meeting
April 30, 2013 10:00 a.m. to 11:15 a.m.
Community Room, CSAC Building
300 Sixth Street, Rapid City, SD 57701

Printed Name	Business/Organization	Street Address/ City/State/ZIP	Phone Number	Email
Hazel Bonner	Customer	3565th Rd. #12D	382-5954	bonpidge@gmail.com
Brad Saathoff	BH Works	3650 Range RD 57702	718-6200	bsaathoff@bhws.com
Bob Jacobs	Westminster Presb.	1012 Soo San Dr	343-2164	bob@rcwestminster.com
Joe Castle	City of RC - Reentry Prog	333 6th St RC	716-4005	joe.castle@rcgov.org
Mark Kline	Club for Boys	320 N 4th	343-3560	markk@theclubfor boys.com
Sandy Stead	YMCA	815 Kansas City St.	718-9622	Sandy@rcymca.org

Participants in the 4 P.M. public meeting

Coordinated Public Transit-Human Services Transportation Plan Public Meeting
April 30, 2013 4:00p.m. to 5:15 p.m.
Community Room, CSAC Building
300 Sixth Street, Rapid City, SD 57701

Printed Name	Business/Organization	Street Address/ City/State/ZIP	Phone Number	Email
Chuck Hourie	RC People 1st	330 Philadelphia St #106 RCSD 57701	605-3876819	chuckhenrie@msg
Paula Cross	BH Works	3650 Range Rd. Rapid City, SD 57102	605-343-4150	pcross@bhws.com
Megan Rebussaat	HOPE Center	615 Kansas City St. Rapid City, SD 57701	716-4613	megan@hopecenterrapidcity.org
Gena Pilcher	Rural America Initiatives	919 Main St, Suite 101 RCSD 57701	(605) 343-4741	gena072013@hotmail.com
Gene Henninger	Rural America Interdatrust	919 Main St, Suite 101 RCSD 57701	343-4741	—
Judy Hasenoehrl	Cathedral Parish Nurse	520 Cathedral Dr. RC 57701	605-340-0507	judgecathedral@rcph.org
Charlotte Cabin	Rural America Android	3200 Canyon Lake.	343-4741	corbinecharlotte@yahoo.com
Candie Ronfeldt	RC People 1st	407 E. Minnesota Aptios	716-4150	
Rich Saffen	RTS	333 6th	394-6631	