

# 2014-40

## Coordinated Transit Plan

Guidance document for human service transit providers  
in the Omaha-Council Bluffs Metro region



Prepared by:

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May 2014

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY

RESOLUTION NUMBER 2014-22

Adoption of the Final 2014-2040 Coordinated Transit Plan

WHEREAS, the members of the Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) have been formally designated by their respective legislative bodies to act as the official representative in planning matters of mutual concern; and,

WHEREAS, MAPA is the designated Metropolitan Planning Organization (MPO) for the Omaha-Council Bluffs Transportation Management Area (TMA); and,

WHEREAS, it is the responsibility of the MPO, in conjunction with the States, to certify that the transportation planning process complies with all applicable federal laws and regulations; and,

WHEREAS, the Coordinated Transit Plan is a locally developed, coordinated public transit-human services transportation plan and a product of the on-going planning process; and,

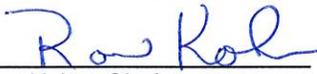
WHEREAS, the Coordinated Transit Plan fulfills the Iowa Department of Transportation Passenger Transportation Plan (PTP) requirements; and,

WHEREAS, the Coordinated Transit Plan was developed through an open participation process in conformance with the Board's approved Public Participation Plan; and,

WHEREAS, the 2014 Coordinated Transit Plan has been give due consideration by the MAPA Board of Directors; therefore be it

RESOLVED, that the MAPA Board of Directors adopts the 2014-2040 Coordinated Transit Plan.

PASSED this 29<sup>th</sup> day of May, 2014

  
\_\_\_\_\_  
Ron Kohn, Chairman  
MAPA Board of Directors

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# 2014 Coordinated Transit Plan

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Approved:

CTC: May 21, 2014  
TTAC: May 23, 2014  
Board: May 29, 2014

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# Executive Summary

## What is a Coordinated Transit Plan?

A Coordinated Transit Plan serves as the guiding document for human service transit providers in the Omaha- Council Bluffs Metro Region. This Plan was developed locally and will be used when making transportation funding decisions. It examines the goals, needs/gaps, existing conditions, strategies to address barriers, financial analysis, and an implementation process.

This plan serves the Metropolitan Area Planning Agency (MAPA) Transportation Management Area (TMA) of Douglas and Sarpy Counties in Nebraska and western Pottawattamie County in Iowa, as shown in the service area graphic.

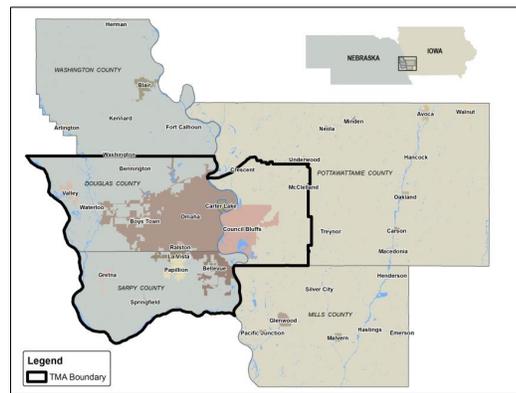
MAPA anticipates annually receiving \$550,000 of Section 5310 funds from the Federal Transit Administration (FTA). These funds are for programs which serve the transportation needs of elderly individuals and individuals with disabilities. The local matching requirement is dependent on the type of program, capital (80/20) or operations (50/50).

The Coordinated Transit Committee (CTC) is the stakeholder group and steering committee, which developed this plan. The CTC is composed of various health and human service agencies, private and not-for-profit providers, taxi companies, city officials, Metro Transit, and concerned citizens. The CTC evaluates grant applications from eligible applicants (including non-profits and city governments) for the FTA funding, which MAPA distributes.

Through the planning process the CTC developed six goals and objectives, which are to be fulfilled through the grant application process. The goals are displayed in the graphic to the right.

A needs assessment for the three affected population groups subject to this plan was completed. These population groups include older adults, persons with disabilities, and the economically disadvantaged. The maps on the following pages provide detailed information regarding the location and percentage of population the groups compose of the MAPA Transportation Management Area (TMA).

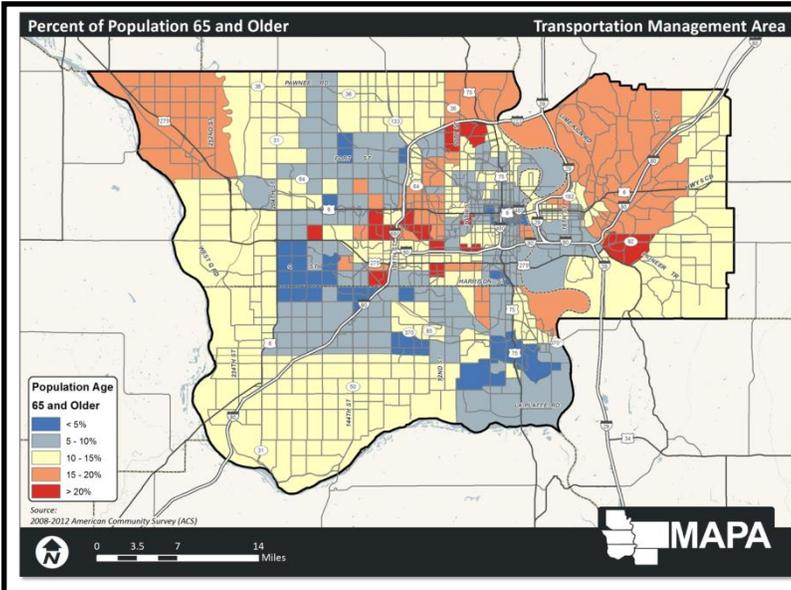
### Service Area



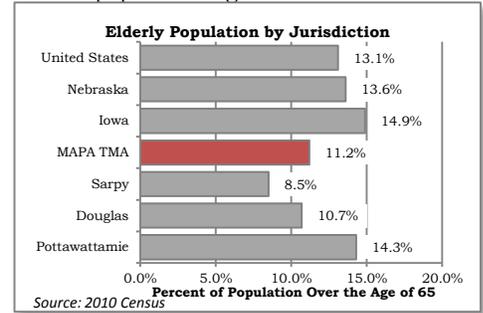
### Goals



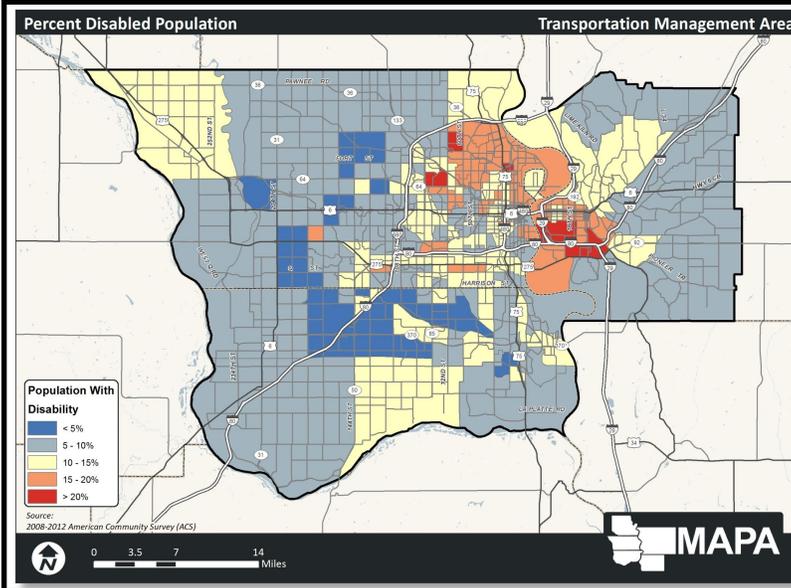
# Population Served By This Plan



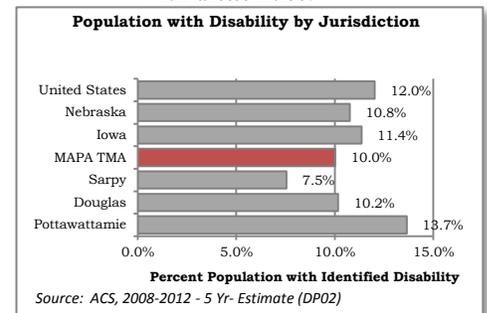
The MAPA TMA has a lower percentage of population age 65 or older, compared to the States of Nebraska and Iowa, and the Nation. Pottawattamie County (which includes the City of Council Bluffs) has the highest amount of population age 65 or older.



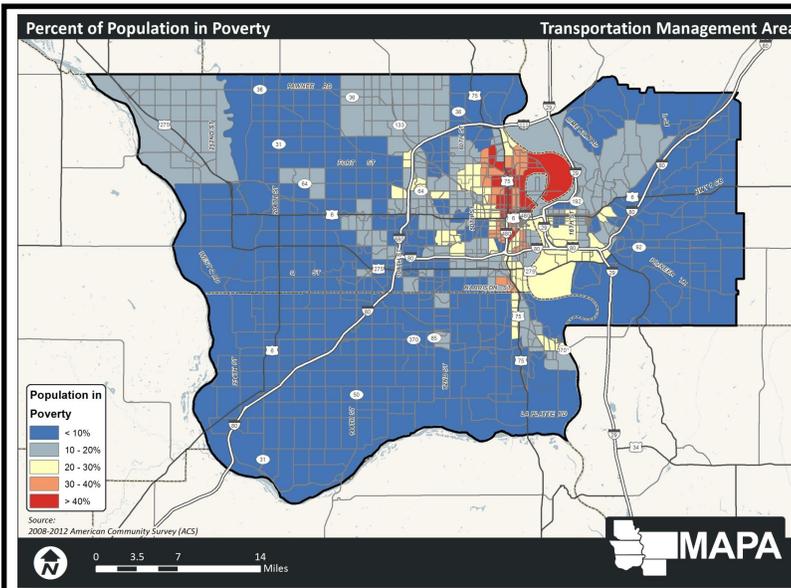
The Percentage of Population 65 and Older map to the left, displays a fairly even spread of population across the Metro. As shown in red, there is a concentration of people over 65 near Pacific Street and 120th.



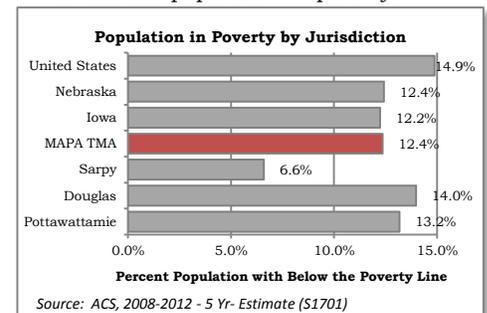
The MAPA TMA has a lower percentage of persons with disabilities compared to the States of Nebraska and Iowa, and the Nation. Pottawattamie County (which includes the City of Council Bluffs) has the highest amount of persons with disabilities.



The Percentage of Disabled Population map to the left, indicates the largest concentration of the population with disabilities are in Council Bluffs and near 72nd street in Omaha, as shown in red.



The MAPA TMA has an equivalent percentage of persons living in poverty compared to the States of Nebraska and Iowa; while both the States and TMA are much lower than the National average. Douglas County has the highest amount of population in poverty.



The Percentage of Population in Poverty map to the left, indicates the largest concentration of poverty in red. The concentration is located in Northeast Omaha.

The plan also includes data regarding the Limited English Proficiency (LEP) population and zero-vehicle households. MAPA’s Land Use Activity Allocation Model (LUAAM) projects population will increase by 34% to over 1 million people with approximately 560,000 people employed by 2040.

MAPA projects the TMA will contain over 1 million people by 2040 with over 560,000 people employed. We must plan for their transportation

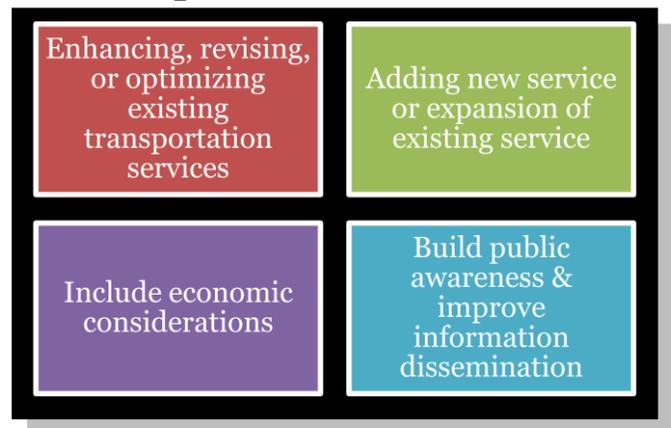
This document also details the existing transportation services found in the MAPA TMA. This includes the two public transportation services operated by the City of Omaha, Metro Transit and Metro Transit’s on-demand paratransit service (MOBY), the City of Council Bluffs services, the Southwest Iowa Transit Agency (SWITA) services, and other human service transportation providers. As a part of plan development, a transportation inventory survey was conducted to gather information on existing services and the potential agencies which may desire to participate in a coordinated transit network. Information regarding the other 24 agencies can be found in the document.

The CTC identified gaps and deficiencies in transportation services of those with disabilities, the elderly, and the economically disadvantaged segments of the population. These gaps and deficiencies generally fall within the four basic categories shown to the right.

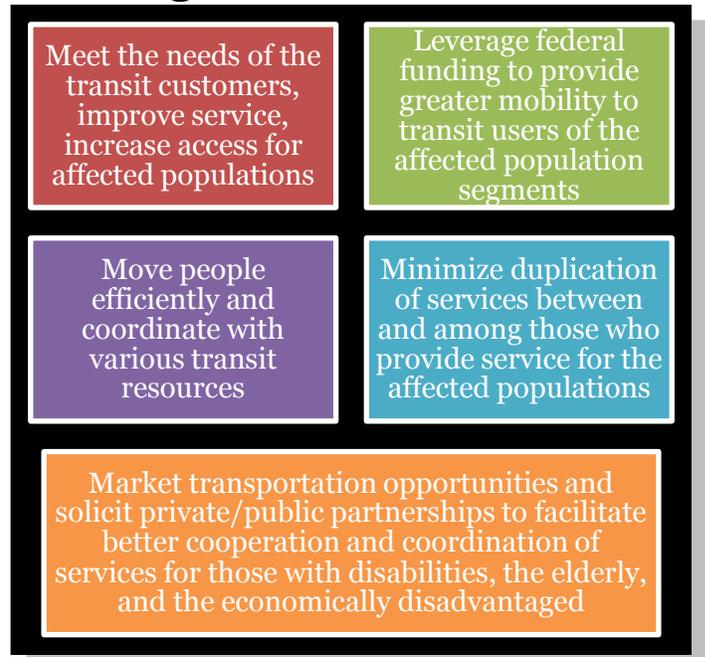
The CTC identified strategies to meet the gaps and deficiencies for the three populations served by this plan (those with disabilities, the elderly, and the economically disadvantaged). They developed five basic directives, which build on the goals and objectives also developed by the CTC (shown in the graphic on page iii). The graphic on the right displays the five basic strategies to address the barriers. Additional strategies are listed in the plan.

Furthermore, the CTC evaluated general coordination strategies which could ultimately improve service efficiency in the area and increase transit capacity. These broad concepts are listed in the graphic on the following page. These strategies were subsequently prioritized by the CTC. Following the prioritization, the strategies were placed on a preliminary

### Gaps and Deficiencies



### Strategies to Address Barriers



## Coordination Strategies

implementation schedule spanning from short term through 20 years.

### Financial Analysis

This plan also contains a financial analysis of the anticipated Federal funding for the 25-year planning horizon (2015-2040). This analysis included funding from MAPA's 5310 apportionment and an award of competitive Veterans Transportation and Community Living Initiative (VTCLI) 5309 capital funding. Cost estimates were inflated by 3% to account for costs throughout the planning period.

Generally, the activities fall into the categories of operations and capital expenditures. Operations activities include coordination planning activities, operations of local services, and sustaining the operations of the future call center. Capital expenditures include the purchase of new vehicles, dispatching/coordination software, Automatic Vehicle Location (AVL) systems, and alternative fuel projects. The projected revenue for 2015-2040 total approximately \$15.9 million, while expenditures equal approximately \$15.7 million (as shown in the table below). As the revenue is greater than project expenditures, this plan is fiscally constrained.

These funds are programmed through an annual project selection process and are incorporated into MAPA's short range implementation document called the Transportation Improvement Program (TIP).



	Fiscally Constrained	Illustrative Years			
		2015-2020	2021-2025	2026-2030	2031-2035
<b>Cost</b>					
<b>5310 Capital</b>	\$ 2,638,285	\$1,791,945	\$ 1,915,713	\$ 1,519,897	\$ 1,547,396
<b>5310 Operations</b>	\$ 1,332,492	\$ 811,441	\$ 940,683	\$ 1,090,509	\$ 1,264,199
<b>5309 Capital</b>	\$ 933,678	\$ -	\$ -	\$ -	\$ -
<b>Total Expenses</b>	\$ 4,904,455	\$2,603,386	\$ 2,856,396	\$ 2,610,407	\$ 2,811,595
<b>Revenue</b>					
<b>5310 Funding</b>	\$ 4,031,633	\$2,750,000	\$ 2,750,000	\$2,750,000	\$ 2,750,000
<b>5309 Funding</b>	\$ 933,750	\$ -	\$ -	\$ -	\$ -
<b>Total Funding</b>	\$ 4,965,383	\$2,750,000	\$ 2,750,000	\$2,750,000	\$ 2,750,000

Cost is based on 3% inflation. This is based on the federal portion of funding. Federal Fiscal Years are October 1 to September 30. At least 55% of expenses must be spent on eligible capital expenses. 55% is a floor, not a ceiling.

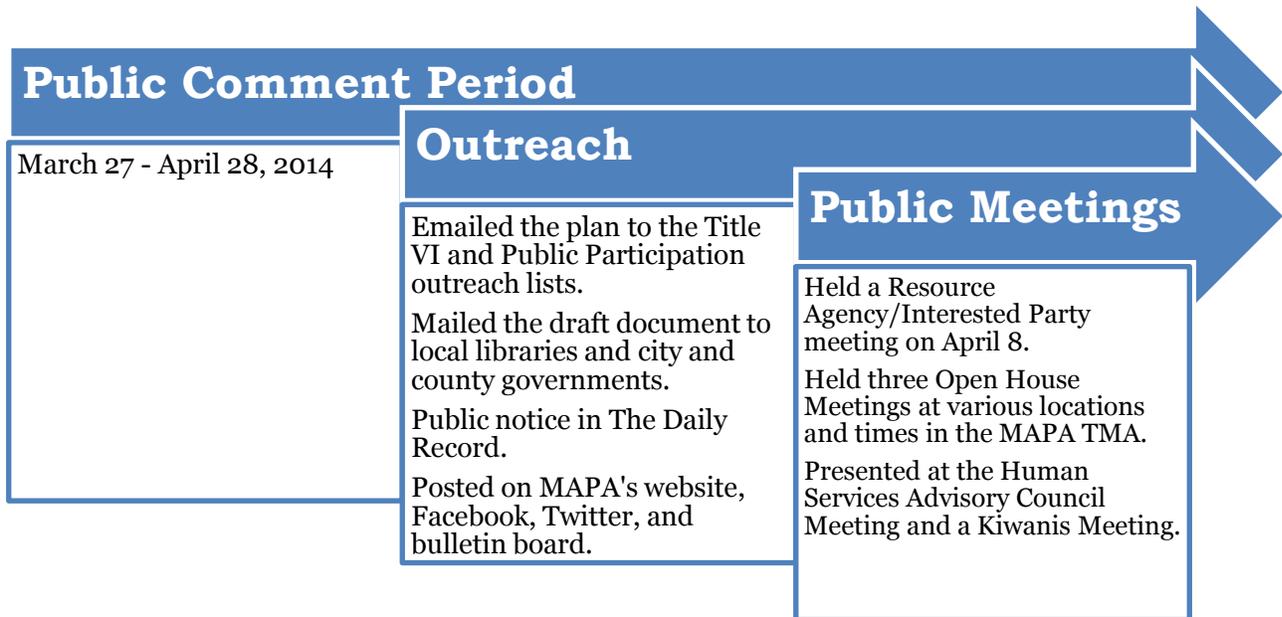
<b>Total Project Cost</b>	\$15,786,240
<b>Total Funding</b>	\$15,965,383
<b>Deficit/Surplus</b>	\$ 179,143

## Public Participation Process

This plan was created through an open planning process. The Coordinated Transit Committee (CTC) developed this plan during their monthly meetings, which the members of the public are always welcome to attend. After the draft was developed in March 2014, the Transportation Technical Advisory Committee (TTAC) recommended to the MAPA Board of Directors for open public comment on the plan from March 27-April 28, 2014 (shown in graphic below).

Outreach was conducted during the public comment period. This included emailing the MAPA Title VI and Public Participation outreach lists (which MAPA is continuously updated), mailing the draft document to the local libraries and city and county governments asking for the plan to be available to review by residents. A public notice was published in The Daily Record detailing the plan was available for comment and the dates of the public meetings. The flyer about public comment and the open houses was also posted on the MAPA website, bulletin board, and Facebook/Twitter pages.

A Resource Agency/Interested Party meeting was held on April 8 and three open houses were held at various locations and times on April 8 and April 10. Furthermore, the plan was presented at two organizations in the TMA: Human Services Advisory Council and Kiwanis club. (For more detailed information about plan development please see Appendix F.)



After the 30-day public comment period, MAPA reviewed the public comments, incorporated them into the final document, and responded to the commenters. Lastly, the Coordinated Transit Committee (CTC), Transportation Technical Advisory Committee (TTAC), and the MAPA Board of Directors reviewed the final draft document before final approval was given in May.

This plan will be updated on a 5-year cycle to accommodate changes in federal funding and policy. All plan amendments will follow the public participation process.

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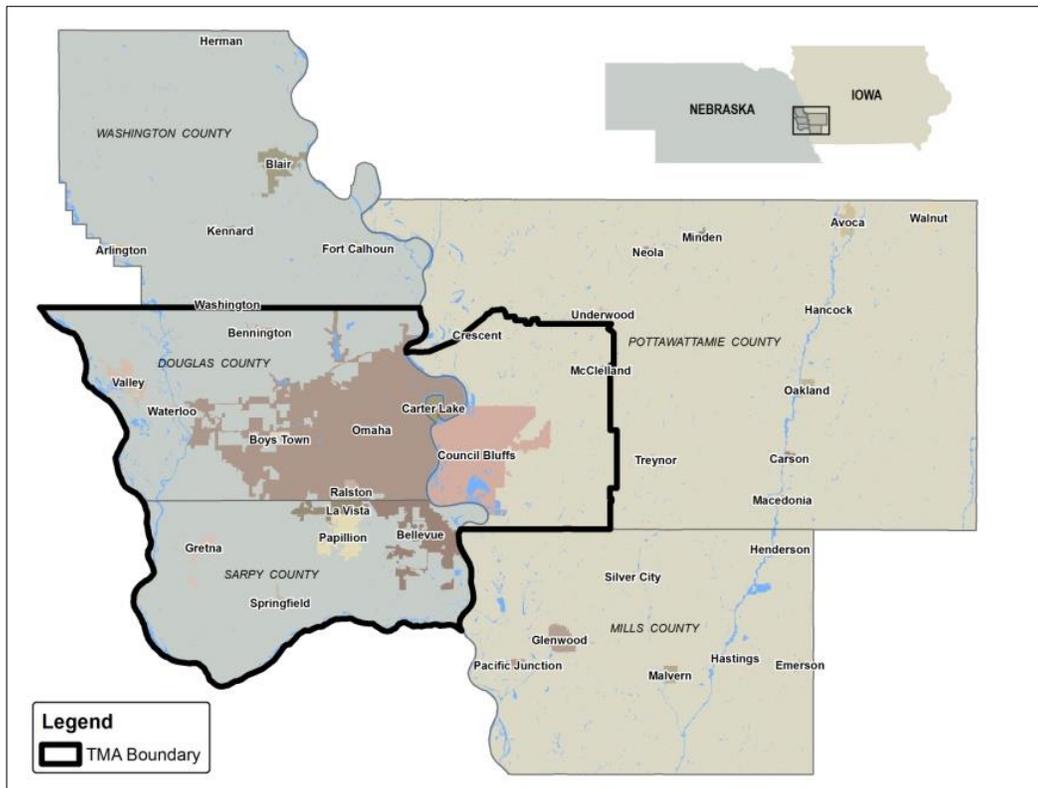
# Introduction

## Plan Purpose

This plan serves as the guiding document for human service transit providers in the metro region. This includes agencies and providers which will meet all Federal Transit Administration (FTA), Nebraska Department of Roads (NDOR), and Iowa Department of Transportation (IDOT) requirements and guidelines for funding eligibility. MAPA will use this plan in evaluation of grant applications for capital and operating funds from the FTA, as well as other available funds.

The jurisdictional area of this planning document is indicated by the bolded line in Figure 1.1. Federal-aid transit projects in the MAPA Transportation Management Area (TMA) must follow the policies and procedures outlined in the following chapters to receive funding.

**Figure 1.1: MAPA Region. Bolded Transportation Management Area (TMA) Boundary Consitutes the Jurisdictional Area of This Plan**



This plan and the process contained herein conform to requirements for the coordinated public transit-human services transportation planning requirements listed in

- 49 USC 5310,
- Additionally, this plan meets the requirements of 23 CFR 450.306(G).

This plan conforms to the following FTA Circulars:

- 8100.1C Program Guidance for Metropolitan and State Planning and Research Program Grants,
- 9070.1F Elderly Individuals and Individuals with Disabilities Program Guidance and Application Instructions (Section 5310)

The plan is a unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income, laying out strategies for meeting these needs and prioritizing services.

As a living document, this plan will be amended periodically to reflect changes in local priorities, funding availability, public input, or changes in federal or state policy. A full update will be completed every five (5) years.

### Federal and State Legislation

In 2012 President Obama signed the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) providing funding for federal surface transportation programs over two years through FY2014.

MAP-21 builds on many of the strengths of prior highway and transit authorizations. MAP-21 requires projects selected for funding under Section 5310 to be “derived from a locally developed, coordinated public transit-human services transportation plan” and that the plan be “developed through a process that includes representation of public, private, and nonprofit transportation and human services providers.” The following section outlines the funding source requiring this local plan.

### Iowa Passenger Transportation Development Plan

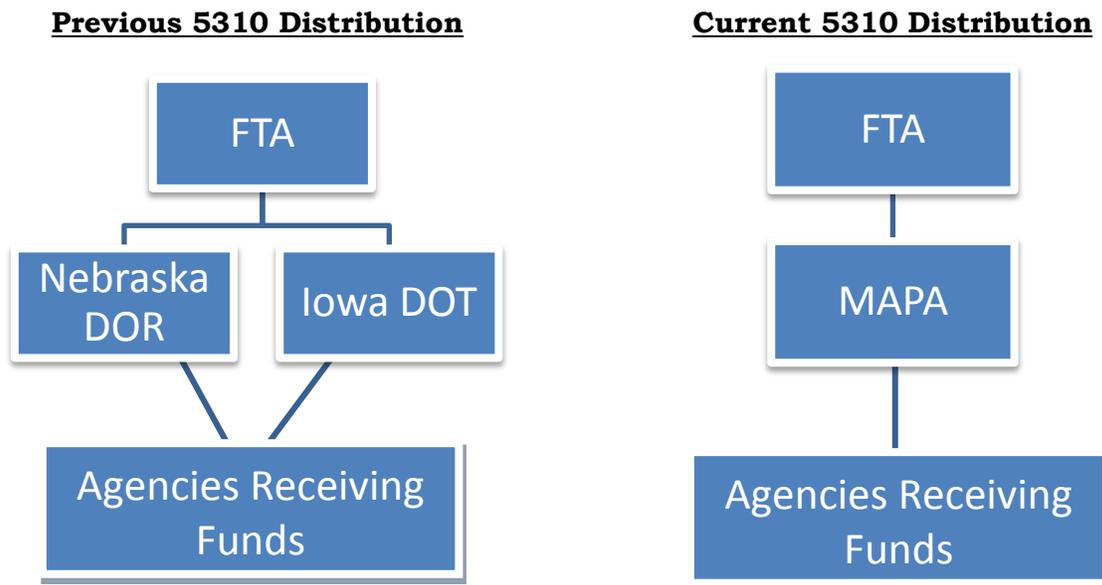
The Iowa Department of Transportation (Iowa DOT) instituted the Passenger Transportation Development Plan (PTDP) program for each of the transit providers in Iowa. Required elements of the Iowa PTDP, as appropriate, are included in this plan. Currently, the region’s PTDP is developed and administered by the Southwest Iowa Planning Council (SWIPCO). Metro Transit contracts with the Cities of Council Bluffs and Carter Lake for transit service.

## FTA Section 5310 Capital for Elderly and Disabled Transportation Funding Program

The Section 5310 program provides formula funding to States for the purpose of assisting private nonprofit groups and certain public bodies in meeting the transportation needs of elders and persons with disabilities. Funds may be used only for capital and operating expenses to support the provision of transportation services to meet the specific needs of seniors and individuals with disabilities. States receive these funds on a formula basis.

Prior to the passage of MAP-21, Section 5310 funding was distributed solely to the States of Iowa and Nebraska for distribution by their Departments of Transportation. MAP-21 created an apportioned sub-allocation of 5310 funding for MPOs specifically, therefore the Omaha-Council Bluffs MPO (MAPA) receives funds. MAPA is the designated recipient for these funds and works directly with FTA to program this funding. Figure 1.2 illustrates the previous and current 5310 distribution process.

**Figure 1.2: 5310 Designated Recipient**



The responsibility for application of Section 5310 funds is vested with each organization desiring these funds. Effort will be made to maximize the use of this funding and pool vehicles purchased with these funds to provide a coordinated system of support to those who would be serviced with the vehicles.

## Past Program Continuation

MAP-21 consolidated and eliminated several funding programs that had existed under the previous transportation authorization, Safe, Affordable, Flexible, Efficient, Transportation Equity Act - a Legacy for Users (SAFETEA-LU). The Job Access Reverse Commute (JARC) and New Freedoms Programs were eliminated as stand-alone funding programs. Projects that meet the purpose of these past programs are now eligible activities under:

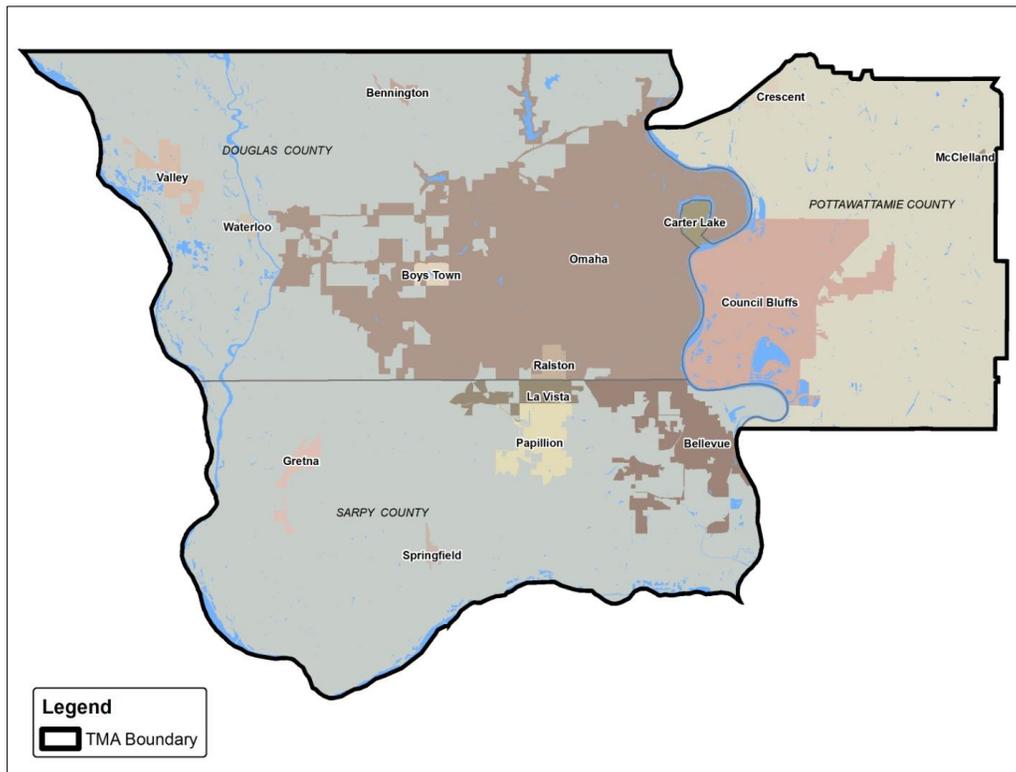
- Section 5307 — Urbanized Area Formula Grants
  - (Former Section 5316- JARC activities eligible)
    - MAP-21 — 5307 Fact Sheet:  
[http://www.fta.dot.gov/documents/MAP-21\\_Fact\\_Sheet\\_-\\_Urbanized\\_Area\\_Formula\\_Grants.pdf](http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Urbanized_Area_Formula_Grants.pdf)
- Section 5310 — Elderly Individuals and Individuals with Disabilities Program
  - (Former Section 5317- New Freedom activities eligible)
    - MAP-21 — 5310 Fact Sheet:  
[http://www.fta.dot.gov/documents/MAP-21\\_Fact\\_Sheet\\_-\\_Enhanced\\_Mobility\\_of\\_Seniors\\_and\\_Individuals\\_with\\_Disabilities.pdf](http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Enhanced_Mobility_of_Seniors_and_Individuals_with_Disabilities.pdf)
- Section 5311 — Rural Formula Grants
  - (Former Section 5316- JARC activities eligible)
    - MAP-21 — 5311 Fact Sheet:  
[http://www.fta.dot.gov/documents/MAP-21\\_Fact\\_Sheet\\_-\\_Formula\\_Grants\\_for\\_Rural\\_Areas.pdf](http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Formula_Grants_for_Rural_Areas.pdf)

Existing funding allocated previously to the MAPA Region under these past programs will continue to function as directed under SAFETEA-LU for the duration that the funding is used/programmed.

## **Local Service Area**

MAPA serves as the Metropolitan Planning Organization (MPO) for the Omaha and Council Bluffs metro area. The MPO functions as the guiding agency for transportation issues and concerns in a defined transportation management area in east-central Nebraska and southwest Iowa. The MAPA Transportation Management Area (TMA) consists of all of Douglas and Sarpy counties in Nebraska and the urbanized areas of Council Bluffs, Crescent and Carter Lake in Iowa. This area is displayed in Figure 1.3.

**Figure 1.3: MAPA Transportation Management Area**



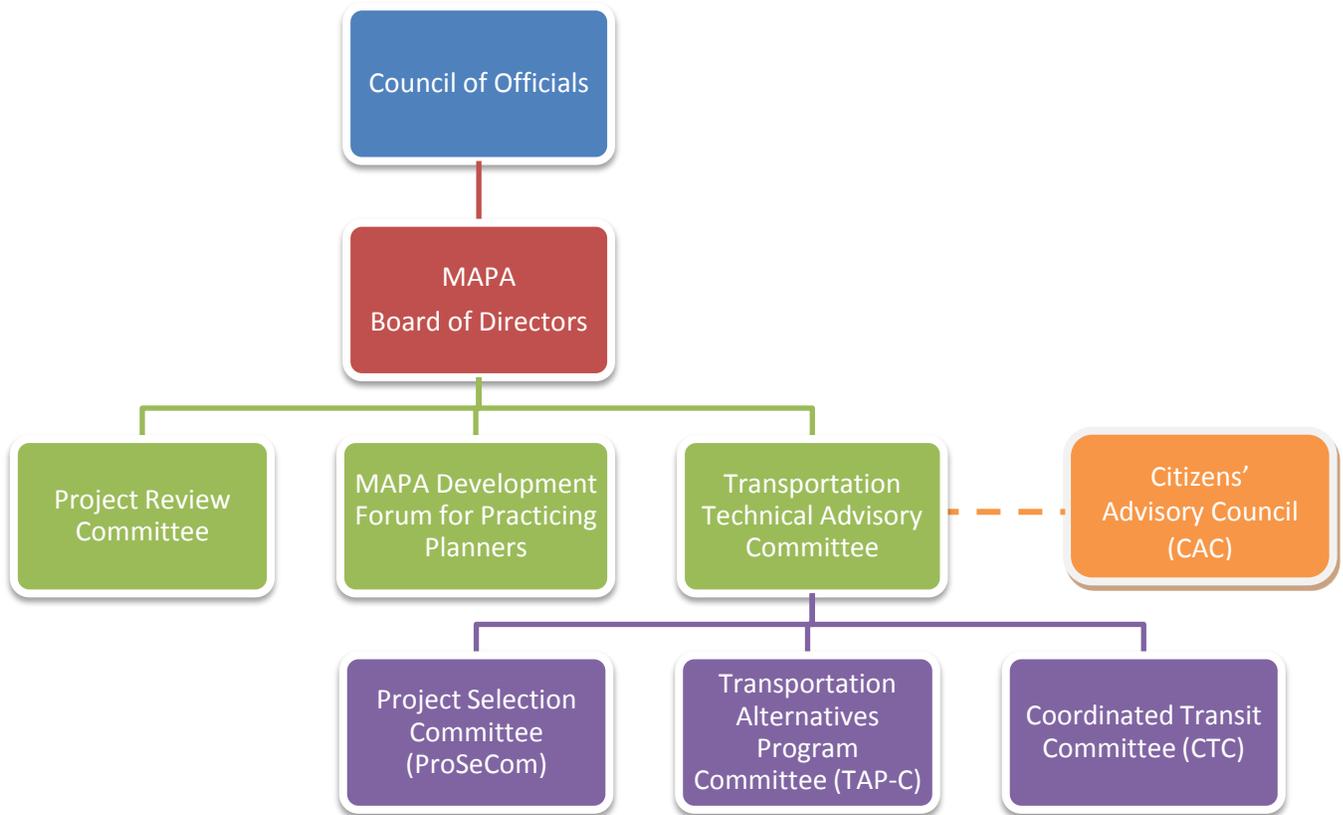
The MAPA Coordinated Transit Plan is a plan developed locally with the assistance of a local Coordinated Transit Committee (CTC). The Coordinated Transit-Human Services Stakeholder group has met, under the management of MAPA, since 2007. However, in 2013, the group was reorganized into the Coordinated Transit Committee (CTC). When the CTC was reorganized it was developed with elected officers and bylaws. The local service area is specific to MAPA’s geographic and current service areas.

MAPA is the designated recipient for Federal Transit Administration funds subject to this plan. Subsequent sections of this document will outline the general process and timeline for the competitive selection and approval of grant applications.

## **Program Structure**

The MAPA Coordinated Transit Plan (CTP) serves as the guiding document for the MAPA Coordinated Transit Committee (CTC). This committee is a sub-group of the larger MAPA Transportation Technical Advisory Committee (TTAC). TTAC administers the MAPA Transportation Improvement Program (TIP) and reviews and makes recommendations concerning transportation matters to the MAPA Board of Directors. The MAPA Board of Directors is a nine-member board that serves as the Council of Officials’ executive committee. The Council of Officials is comprised of elected officials representing cities and counties from the larger five-county MAPA region. A graphic displaying the breakdown of MAPA committees is shown in Figure 1.4.

**Figure 1.4: MAPA Committee Structure**



The Coordinated Transit Committee works to facilitate and encourage partnerships between transit providers in the MAPA region, reduce barriers to cooperation, and enhance the understanding and cooperation between users and providers. This process incorporates the three C's of transportation planning: comprehensive, cooperative, and continuing. The CTC also reviews, approves, and recommends programming of FTA funding to TTAC. TTAC then reviews the CTC recommendations and includes projects in the region's Transportation Improvement Program (TIP).

**MAPA TIP**

The MAPA Transportation Improvement Program (TIP) provides an organizational structure to address the major transportation issues facing the metropolitan area. It is the vehicle in which projects identified in the Long Range Transportation Plan (LRTP) and the Coordinated Transit Plan are programmed. The TIP is produced annually as a staged, fiscally constrained capital improvements document. All transportation, or transportation related projects, that receive federal funding must be included in the TIP.

Projects programmed in the most current Transportation Improvement Program (TIP) are programmed subsequently in the Iowa Department of Roads (Iowa DOT) and

Nebraska Department of Roads (NDOR) statewide TIPs, to allow for the release of federal funds for the projects.

Projects meeting all eligibility requirements and prioritized accordingly that do not have funding available may be programmed in the MAPA TIP as “illustrative.” These projects will serve as placeholder projects and will be funded if and when federal funding becomes available.

Projects selected through the CTC FTA selection process will be included in the TIP. As shown in Figure 1.5, the CTC develops the project selection criteria. Next a call for project is undertaken. Projects are scored by MAPA staff. Then the CTC reviews the scores and determines how to program the projects. These recommendations are taken to the TTAC, who develops a draft project list, which includes other funding sources and projects, such as highway projects. This list is reviewed by the public. Next the draft TIP document goes for public comment and then finally it is approved by the MAPA Board of Directors.

**Figure 1.5: TIP Development Process**



## Federal Programs Providing Transportation Service Funding

In 2003, the Government Accountability Office (GAO) identified 62 federal programs as having the greatest extent or potential for being used in partnership with Federal Transit Administration programs for serving “transportation disadvantaged” populations. GAO revisited this question in 2011 and identified 69 programs. The list of federal programs that provide transportation services can be found in Appendix A.

Funds offered by these programs are available to the various local human service agencies to provide transportation services to their respective clientele. Funds

earmarked for transportation may also be leveraged as local match against Section 5310 for projects identified in this document, as long as they are not other Department of Transportation funds.

## **Funding Sources**

There are several funding sources identified in MAP-21 that are to be administered through a coordinated plan:

Funding programs under MAP-21 include:

- Section 5307 — Urbanized Area Formula Grants
  - (Former Section 5316- JARC activities now eligible)
  - At this time, Metro Transit is the designated recipient of 5307 funds.
- Section 5310 — Elderly Individuals and Individuals with Disabilities Program
  - (Former Section 5317- New Freedom activities now eligible)
- Section 5311 — Rural Formula Grants
  - (Former Section 5316- JARC activities now eligible)
  - This funding category is only for rural areas; therefore, the entities within the TMA are not eligible for 5311 funding. This is administered by the States.

The period of availability for the above funding sources exists through FY2014. The passage of MAP-21 in 2012 discontinued Section 5316 and Section 5317 funding. Therefore, MAPA no longer receives Section 5316 or Section 5317 funding. Section 5310 funding prior to FY2013 is administered at the state level.

MAPA became the designated recipient for the Omaha-Council Bluffs Metropolitan Area's Section 5310 funding directly apportioned under MAP-21 on September 27, 2013. Section 5310 funding from FY2013 forward is subject to this plan.

## Funding Availability

MAPA is responsible for accepting, reviewing and processing grant requests for 5310 funds directly from the FTA. MAPA was previously responsible for Section 5316 and Section 5317 funds as well, but as the programs have been discontinued, MAPA is no longer responsible for allocating the funds. Table 1.1 shows the federal apportionments to the MAPA region by source and year.

<b>Fiscal Year</b>	<b>Elderly/Disabled Section 5310</b>	<b>JARC Section 5316</b>	<b>New Freedom Section 5317</b>
<b>2012</b>	NDOR/Iowa DOT*	\$333,325	\$187,922
<b>2013</b>	\$549,942	<b>Program Discontinued</b>	<b>Program Discontinued</b>
<b>2014</b>	\$550,000 (Estimated)	<b>Program Discontinued</b>	<b>Program Discontinued</b>
<b>2015</b>	\$550,000 (Estimated)	<b>Program Discontinued</b>	<b>Program Discontinued</b>
<b>2016</b>	\$550,000 (Estimated)	<b>Program Discontinued</b>	<b>Program Discontinued</b>
<b>2017</b>	\$550,000 (Estimated)	<b>Program Discontinued</b>	<b>Program Discontinued</b>
<b>2018</b>	\$550,000 (Estimated)	<b>Program Discontinued</b>	<b>Program Discontinued</b>
<b>2019</b>	\$550,000 (Estimated)	<b>Program Discontinued</b>	<b>Program Discontinued</b>
<b>2020</b>	\$550,000 (Estimated)	<b>Program Discontinued</b>	<b>Program Discontinued</b>

\* Under SAFETEA-LU, Section 5310 funds were administered by the Iowa DOT and the Nebraska DOR. Beginning in FY2013, MAPA is the Designated Recipient administering Section 5310 funds.

Funding must be obligated within a three-year window or the funding lapses and is returned to the Federal Government for redistribution. For planning purposes, this plan assumes similar amounts will be made available for these programs in future years.

## Local Share and Local Funding Requirements

Section 5310 funds are offered for capital purchases of vehicles with 80% of the cost provided by Federal funding. Operations funds can be offered directly to the sub-recipient or through Third Party Contracts at a maximum of 50% Federal funds. Additionally, operations can be capitalized through “capitalized cost of contracting” at the 80/20 capital split; however, specific conditions must be met before this can be approved by MAPA. A breakdown of the Section 5310 matching funds requirements are displayed in Table 1.2.

<b>Table 1.2: Section 5310 Funds Matching Requirements</b>	
<b>Types of Funding</b>	<b>Federal Grant/Local Match</b>
Capital	80/20
Operating	50/50 “capitalized cost of contracting” 80/20
Planning	80/20

### ***Local Match***

All local match funds for Section 5310 must be provided from sources other than those provided by the U.S. Department of Transportation. Such sources may include:

- State or local appropriations
- Other non-transportation federal funds that are eligible to be used for transportation, i.e.:
  - Temporary Assistance for Needy Families (TANF)
  - Medicaid
  - Employment training programs
  - Rehabilitation services
  - Administration on Aging
- Tax revenues
- Private donations
- Revenues for human service contracts
- In-kind donations such as volunteered services, as long as the value of the donations are documented and supported and are a cost that would otherwise be eligible under the program
- Income from contracts to provide human service transportation or other net income generated by social service agencies

## Exceptions to Local Match Requirements

There are several exceptions to local match requirements for certain types of purchases related to the Americans with Disabilities Act and the Clean Air Act. Table 1.3 displays two categories of projects. Projects related to purchasing vehicles may be matched locally with a minimum of 15%. Vehicle-related equipment and facilities required by the Americans with Disabilities Act may be matched locally at a minimum of 10%. However, these are regulated highly and should be discussed with MAPA before applicants pursue this matching requirement.

<b>Table 1.3: Clean Air Act or Americans with Disabilities Act Funds Matching Requirements</b>	
<b>Categories of Projects</b>	<b>Federal Grant/Local Match</b>
Vehicles	85/15
Vehicle-related equipment and facilities	90/10

## **Project Eligibility**

Project eligibility for the funding program is based on information published by the FTA. Current information on project eligibility may be downloaded from the FTA at:

### **Section 5307 – Urbanized Area Formula Grants**

[http://www.fta.dot.gov/documents/FTA\\_C\\_9050.1\\_JARC.pdf](http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC.pdf)

*(Circular based on provisions of SAFETEA–LU, revised August 2012)*

### **Section 5310 – Elderly and Handicapped Program**

<http://www.fta.dot.gov/documents/C9070.1F.pdf>

*(Circular based on provisions of SAFETEA–LU, released May 2007)*

[http://www.fta.dot.gov/images/photos/C9070\\_1G\\_Proposed\\_Circular.docx](http://www.fta.dot.gov/images/photos/C9070_1G_Proposed_Circular.docx)

*(Draft circular incorporates provisions of MAP-21, released July 2013)*

### **Section 5311 – Urbanized Area Formula Grants**

[http://www.fta.dot.gov/documents/FTA\\_C\\_9040.1F.doc](http://www.fta.dot.gov/documents/FTA_C_9040.1F.doc)

*(Circular based on provisions of SAFETEA–LU, revised April 2007)*

Given the propensity for change, it is recommended that **ALL** potential applicants research and review information located on these sites prior to applying for the grants.

These documents may also be requested from MAPA.

## Section 5307 – Urbanized Area Formula Grant

This program provides grants to urbanized areas to support public transportation. Funding is distributed by a formula based on the level of transit service provision, population, and other factors.

Section 5307 Urbanized Area Formula Grant now includes eligible activities of the former Section 5316 (Job Access and Reverse Commute, “JARC”). At this time, Metro Transit is the designated recipient of this funding category.

### Section 5310 – Elderly and Handicapped Program

Funds for this program are allocated by formula to states for capital costs of providing services to elderly persons and persons with disabilities. Typically, vans or small buses are available to support non-profit transportation providers.

This program provides funds to:

- 1) Serve the special needs of transit-dependent populations beyond traditional public transportation service, where public transportation is insufficient or unavailable;
  - 2) Projects that exceed the requirements of the Americans with Disabilities Act (ADA) act;
  - 3) Project that improve access to fixed route service and decrease reliance on complementary paratransit; and
  - 4) Projects that are alternatives to public transportation.
- 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.

\* Note: Former Section 5317 (New Freedom) projects are now included as eligible activities in the Section 5310.

This 55/45 split will be monitored by MAPA and the CTC as grant applications are approved and programmed each year.

### Section 5311 – Non-Urbanized Area Formula Program

This program provides capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. Funding is based on a formula that uses land area, population, and transit service.

Former Section 5316 (JARC) projects are now included as eligible activities in the Section 5311.

This program is only for rural areas; therefore, the entities within the MAPA TMA are not eligible for 5311 funding.

## **Project Methodology**

The Coordinated Transit Committee (CTC) was established to provide oversight and guidance in the development of the Coordinated Transit Plan, the project selection, and the prioritization process of distributing the federal funding. The steering committee is comprised of various health and human service agencies, private and not-for-profit providers, taxi companies, and concerned citizens. This Committee contains the following members (among others):

- Black Hills Workshop
- Catholic Charities
- City Officials
- Federal Transit Administration
- Friendship Program
- Heartland Family Service
- Iowa Department of Transportation
- Lutheran Family Services
- Mayor's Commission for Citizen's with Disabilities
- Metro Transit
- Nebraska Department of Roads
- Nebraska Veterans of Foreign Wars
- Papio-Missouri River Natural Resources District (PMRNRD)
- Sherwood Foundation
- United Way of the Midlands

The committee met to:

- Develop an inventory of existing transportation services available in the MAPA TMA (Transportation Management Area).
- Develop a list of unmet transportation needs that could be remedied by the use of Section 5310 funds or a combination of other funding sources.
- Develop strategies to address unmet transportation needs and deficiencies that could be funded by Section 5310 funds or a combination of other transit funding sources.
- Select projects which meet the needs identified by the Committee to be incorporated into the MAPA TIP.
- Develop this plan.

The Coordinated Transit Plan was derived from the efforts of the stakeholders (CTC). It is meant to provide information to the general public, local jurisdictions, and agencies to develop eligible transportation projects to meet the transportation needs of those with disabilities, the elderly, and the economically disadvantaged. It provides the means and mechanisms by which to apply for federal funding for such projects.

A list of stakeholders and resource agencies involved in this plan development can be found in Appendix E. Appendix F details plan development with dates for specific milestones and public comments.

## Planning Process

Figure 1.6 provides the Coordinated Transit Plan development process. As shown, the first step in this planning process was gathering data and receiving stakeholder input regarding needs and issues. This is illustrated in Chapters 1 and 2. The next step in the planning process was developing goals and objectives (Chapter 1). Then the existing conditions were reviewed (Chapter 3). Next, in the process was identifying needs and gaps (Chapter 4). Subsequently, strategies to address the needs and gaps were developed (Chapter 5). Following this, the implementation process, which includes prioritization and the programming process, was developed (Chapters 6 and 7). Lastly, public input was given regarding the draft document and it was approved in May 2014. This diagram will be utilized throughout this document for reference regarding the position in the planning process.

**Figure 1.6: Development Process**



## Goals and Objectives

As a part of plan development and the project selection criteria development the CTC developed the following six (6) goals and objectives for the committee and the Region.

1. **Improve mobility** for elderly persons, those with disabilities and those seeking employment and independence.
  - 1.1. Increase the coordination of human service transportation so that the average of trips scheduled per hour per vehicle is greater than 2.5 person trips per hour in the short term and then greater than 4.0 trips per hour in the long term.
  - 1.2. Coordinate with the Nebraska Health and Human Services (NHHS) Medicaid ride brokerage.
2. **Improve access** to transportation services getting to employment and to employment-related activities for the under-employed.
  - 2.1. Have at least 70% of the job seekers at the Nebraska Department of Labor & Workforce and Iowa Works offices find transportation successfully to job locations where they have job offers in the short term and have at least 85% of those job seekers find transportation successfully to jobs in the long term.
  - 2.2. Have at least 60% of the job seekers at Vocational Rehabilitation successfully find transportation to job locations where they have job offers within the short term and have at least 80% of those job seekers find transportation successfully to jobs in the long term.
  - 2.3. Reduce the coverage gap for public transit in the Metro Study Area by 10% within the short term and by another 10% in the long term.
3. **Provide tools** to overcome existing barriers facing those with disabilities and seniors seeking integration into the workforce and community activities.
  - 3.1. Increase the coordination of paratransit transportation so that the average of trips scheduled per hour per vehicle is greater than 2.5 trips per hour in the short term and then greater than 4 trips per hour in the long term.
  - 3.2. Collaborate to support rides for those with disabilities who live outside the Metro Area paratransit boundaries to seek grant opportunities to assist in funding transportation. Coordinate with trip providers to assist those who live outside the paratransit boundaries.
  - 3.3. Conduct training classes with collaborating agency staff to help riders with disabilities learn how to navigate the paratransit process of registration and scheduling rides.

4. **Include veterans** and military service families in the metro region with transportation suited to their needs.
  - 4.1. Reduce the number of eligible veteran “rides denied” to less than 12% of eligible veteran “rides requested” in the metro area within the short term and then reduced to less than 8% of eligible veteran rides requested in the long term.
  - 4.2. Conduct outreach public meetings at least quarterly to solicit input from military service families in the metro region about their transportation needs and continue the out-reach meetings for military service families throughout the metro region.
5. **Provide the basis** for drawing multi-jurisdictional, multi-disciplined stakeholders together to collaborate on how best to provide transportation services to include unmet needs.
  - 5.1. Conduct public outreach meetings at least quarterly within the short term to solicit input from citizens in the metro region about their needs for coordinated public transportation.
  - 5.2. Form a stakeholder group, which includes riders and reports to the committee, to assist in solving unmet needs in coordinated public transportation.
  - 5.3. Coordinate with governing bodies at the local, state and federal level that may be restricting movement through competing regulations.
6. **Facilitate coordination** for providing Human Service Transportation to fill unmet needs and gaps in the transportation system.
  - 6.1. Coordinate between regional public agencies to provide effective paratransit services to compensate for gaps in the transit system.
  - 6.2. Increase efficiency of transit and paratransit services to increase ridership.

# Needs Assessment

## Introduction

This chapter includes a demographic profile, containing a quantitative statistics for three key populations (older adults, persons with disabilities, and the economically disadvantaged) served by this plan. Areas with high minority and low income populations were evaluated, as well as zero vehicle households. Furthermore, employment projections were utilized to determine needs.

As shown in the adjacent graphic, this element of the plan occurs during the data and goals segment of the planning process. The goals and objectives were developed by the Coordinated Transit Committee (the stakeholders).

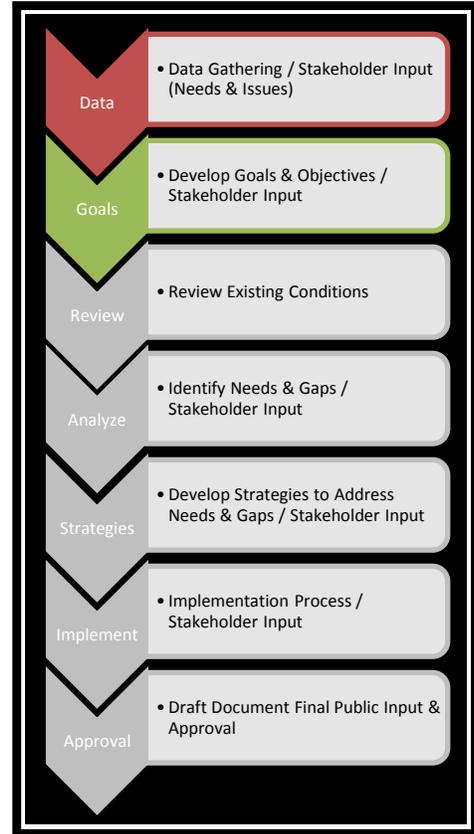
## Demographic Profile

A demographic profile establishes the framework for better understanding the local characteristics of the MAPA TMA and coordinated services study area, with a focus on the three affected population groups subject to this plan:

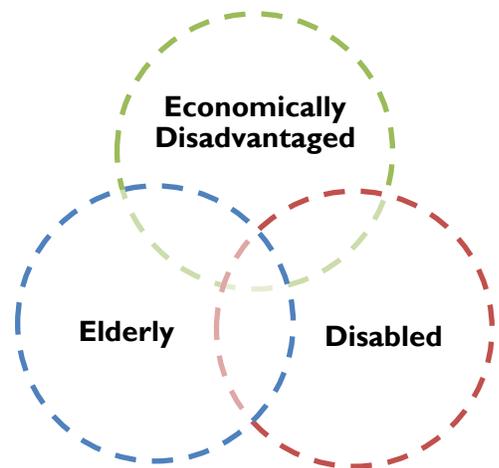
- Older adults
- Persons with disabilities
- Economically disadvantaged

These three groups are not mutually exclusive; many individuals may be part of more than one of the affected groups. In order to coordinate the provision of transportation to these groups effectively, the CTC must evaluate the needs of the three population groups. The interconnected natures of the groups are illustrated in Figure 2.1.

Data from the 2010 US Census of the Population and American Community Survey were used to identify areas of the MAPA TMA that showed disproportionate levels of the affected populations. Because of their importance to populations with low mobility, Metro



**Figure 2.1: Three Affected Population Groups**

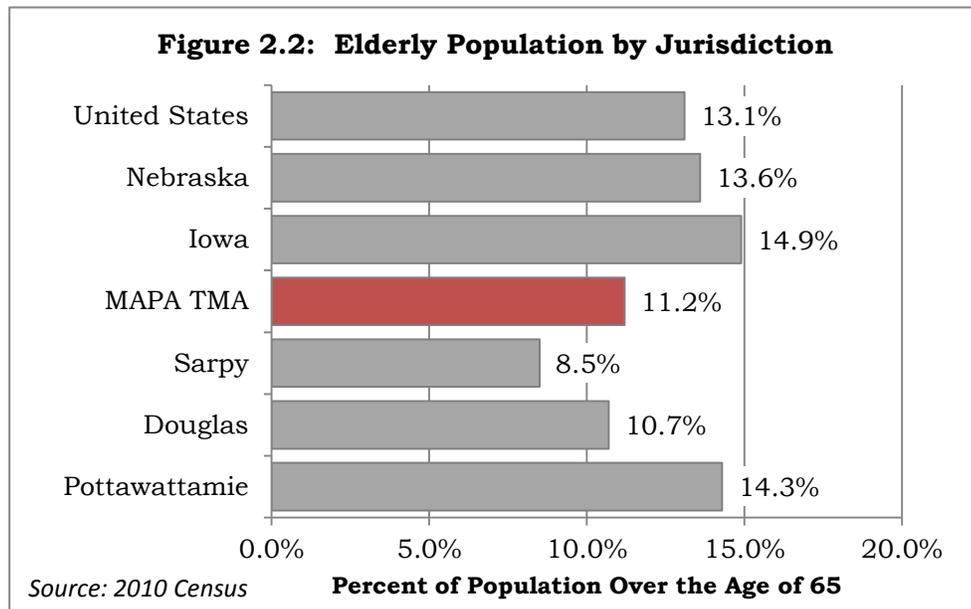


Transit fixed routes and other scheduled route services are also included in this analysis.

Additionally, information on key activity centers, population, major employers and employment projections are included to help identify gaps in existing service and areas of the MAPA TMA. MAPA's Land Use Allocation Model provides the figures for employment and population projections. Employment data and the location of key services throughout the MAPA TMA were derived from 2010 INFOGROUP data.

## Older Adults

In the last 20 years, the elderly population of the study area has grown significantly. As of the 2010 Census, (as shown in Figure 2.2), 11.2% of those in the study area are age 65 or older. This figure is lower than the national average (13.1%) and lower than both Iowa (14.9%) and Nebraska (13.6%). Within the MAPA region, Sarpy County maintains the lowest percentage of elderly citizens with 8.5%. Douglas County's elderly population is 11.0% of the total, while 14.3% of Pottawattamie County's population is age 65 or older.



Maps displaying elderly population can be found in Figure 2.3 and Figure 2.4. The darkest red color indicates the highest level of percentage of population age 65 and older by census tracts. This population is spread evenly across the Metro, except for a concentration at Pacific Street and 120<sup>th</sup> street. This distribution is important when planning for transportation needs, as people need to travel across the Metro area. Figure 2.4 also indicates the census tracts which have a high minority and low income with the crosshatch pattern (black grid pattern).

Figure 2.3

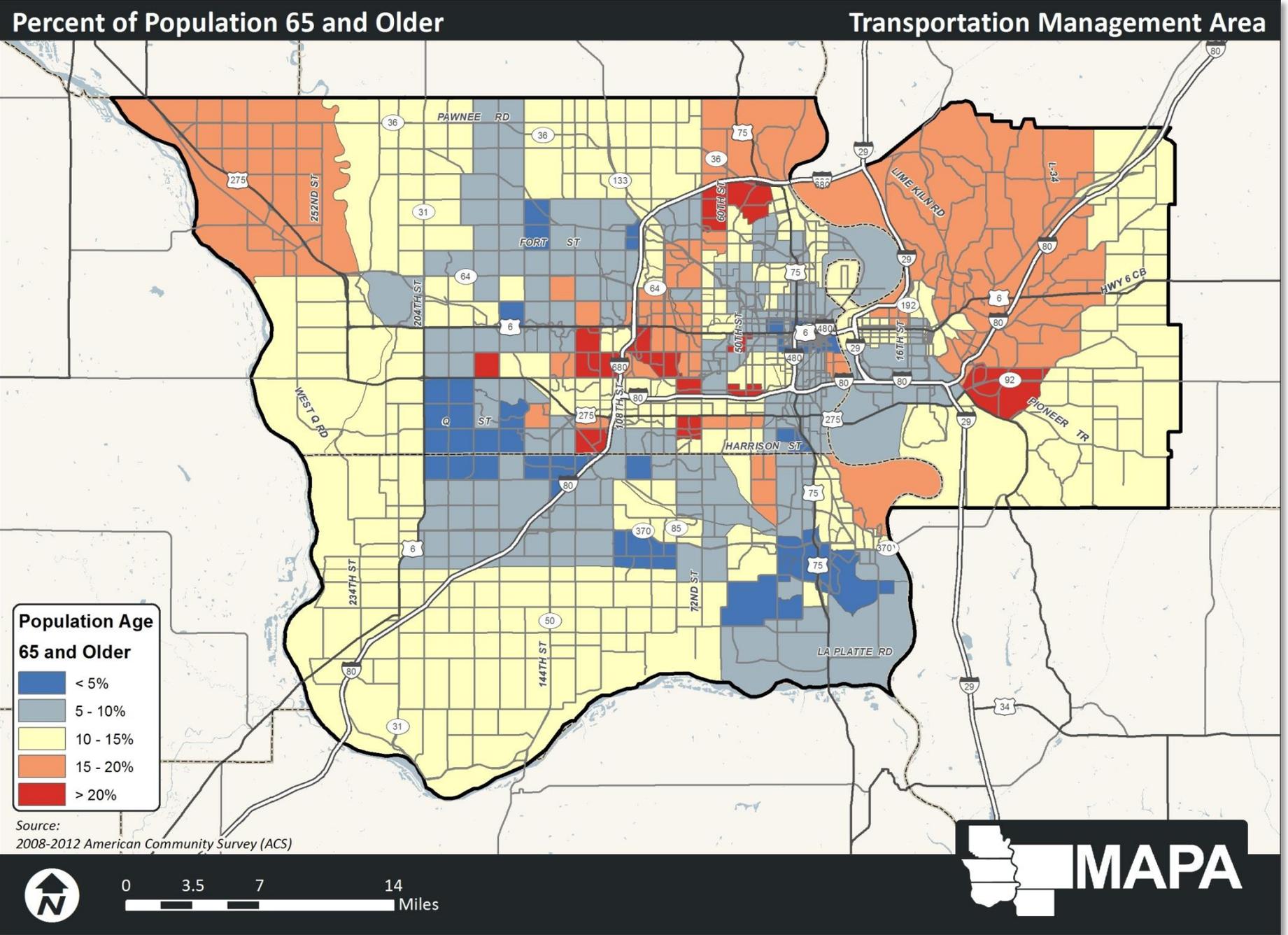
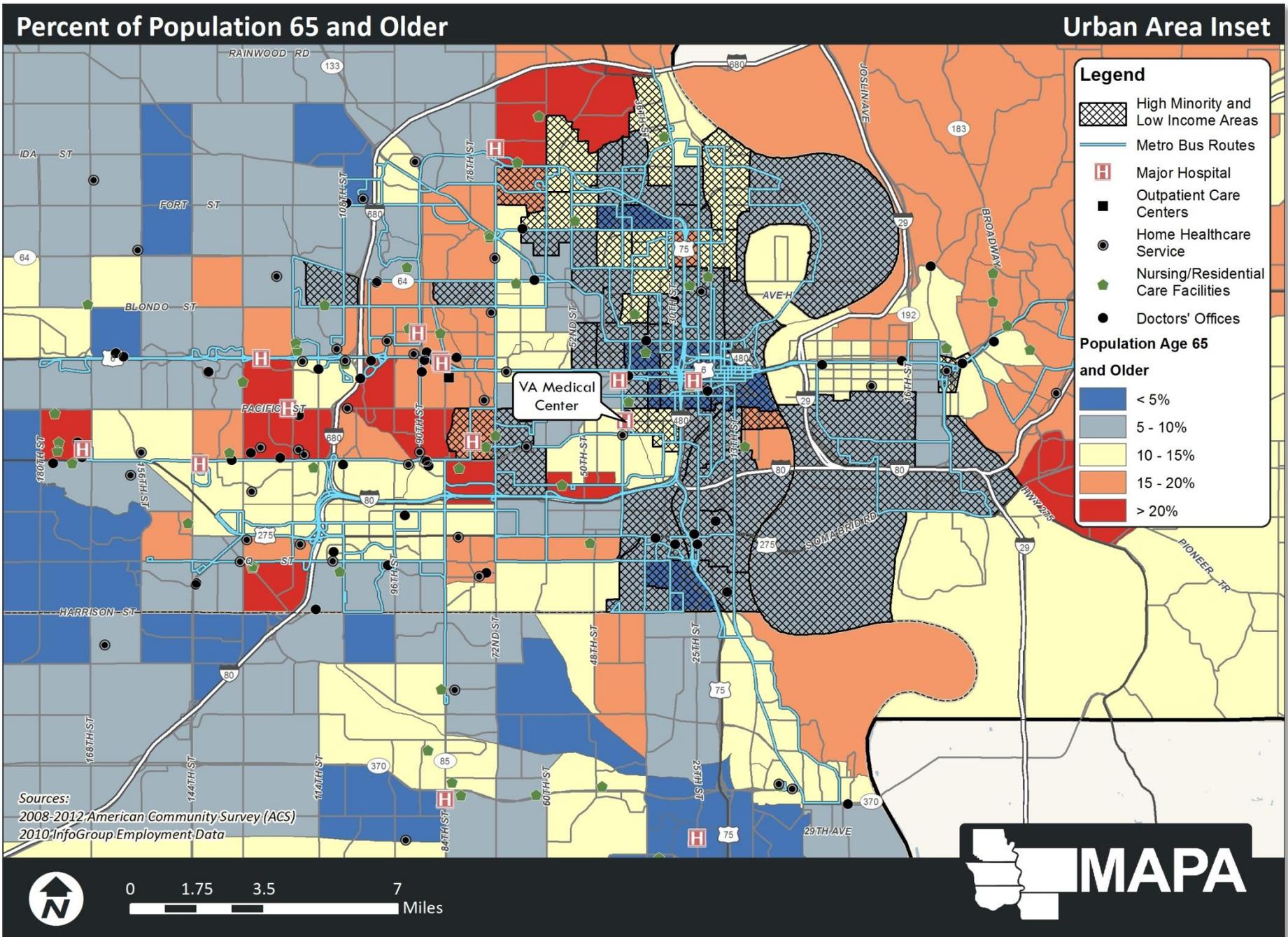


Figure 2.4



## Persons with Disabilities

As a part of its American Community Survey (ACS), the U.S Census Bureau collects information about the number of individuals with disabilities and the nature of those disabilities. Table 2.1 includes the most recent figures for the Omaha-Council Bluffs Metropolitan Area. Not surprisingly, persons over the age of 65 account for the highest levels of disability within each category of the survey. This information reflects the limited mobility of the elderly and the special consideration that need to be given to this cohort and its transportation needs. Information about independent-living disabilities is not aggregated by the Census Bureau for individuals within the 5-17 year cohort because of their status as dependents.

	Age		
	5 - 17	18 - 64	65+
Pop. with Identified Disability	5.1%	9.0%	33.4%
With a hearing difficulty	0.7%	2.3%	15.1%
With a vision difficulty	0.7%	1.4%	6.3%
With a cognitive difficulty	3.9%	3.7%	7.8%
With an ambulatory difficulty	0.7%	4.2%	20.3%
With a self-care difficulty	0.8%	1.4%	6.9%
With independent living difficulty	(X)	3.0%	13.4%

*Source: American Community Survey, 2010-2012*

As shown in Figure 2.5, persons with disabilities comprise 12.0% of the national population. Both Nebraska and Iowa fall below the national average at 10.8% and 11.4%, respectively. Sarpy (7.5%) and Douglas (10.2%) counties are below the Nebraska State average and the national average. In Iowa, Pottawattamie County is above the state average and the national average at 13.7%. Within each of these jurisdictions, disability rates are significantly higher for persons over the age of 65 years.

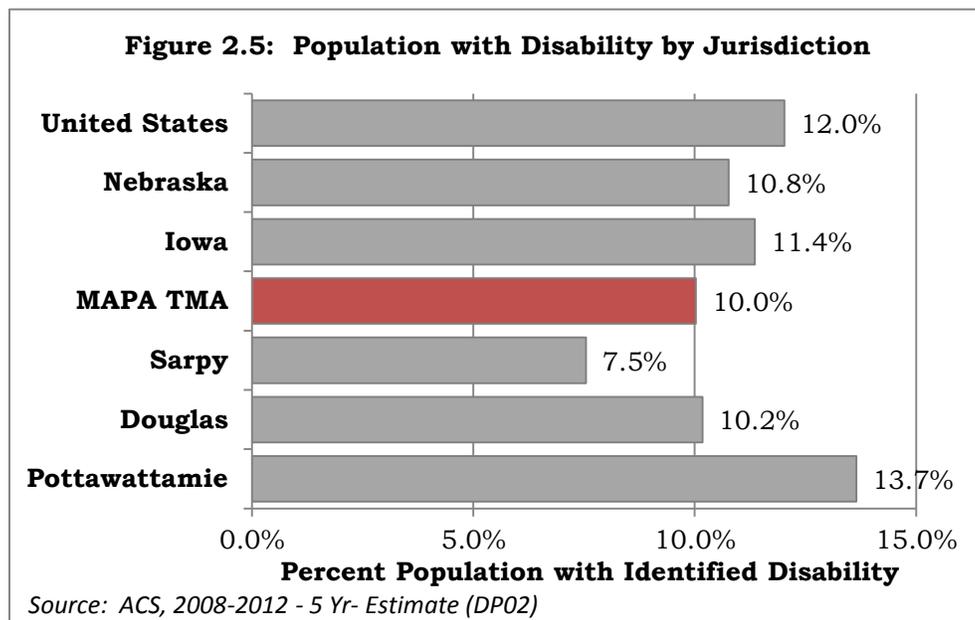


Figure 2.6 and Figure 2.7 indicate census tracts with a high percentage of people with disabilities, shown in red. The largest concentration is in Council Bluffs and near 72<sup>nd</sup> street in Omaha. Figure 2.7 displays healthcare facilities, bus routes, and high minority and low income areas.

Figure 2.6

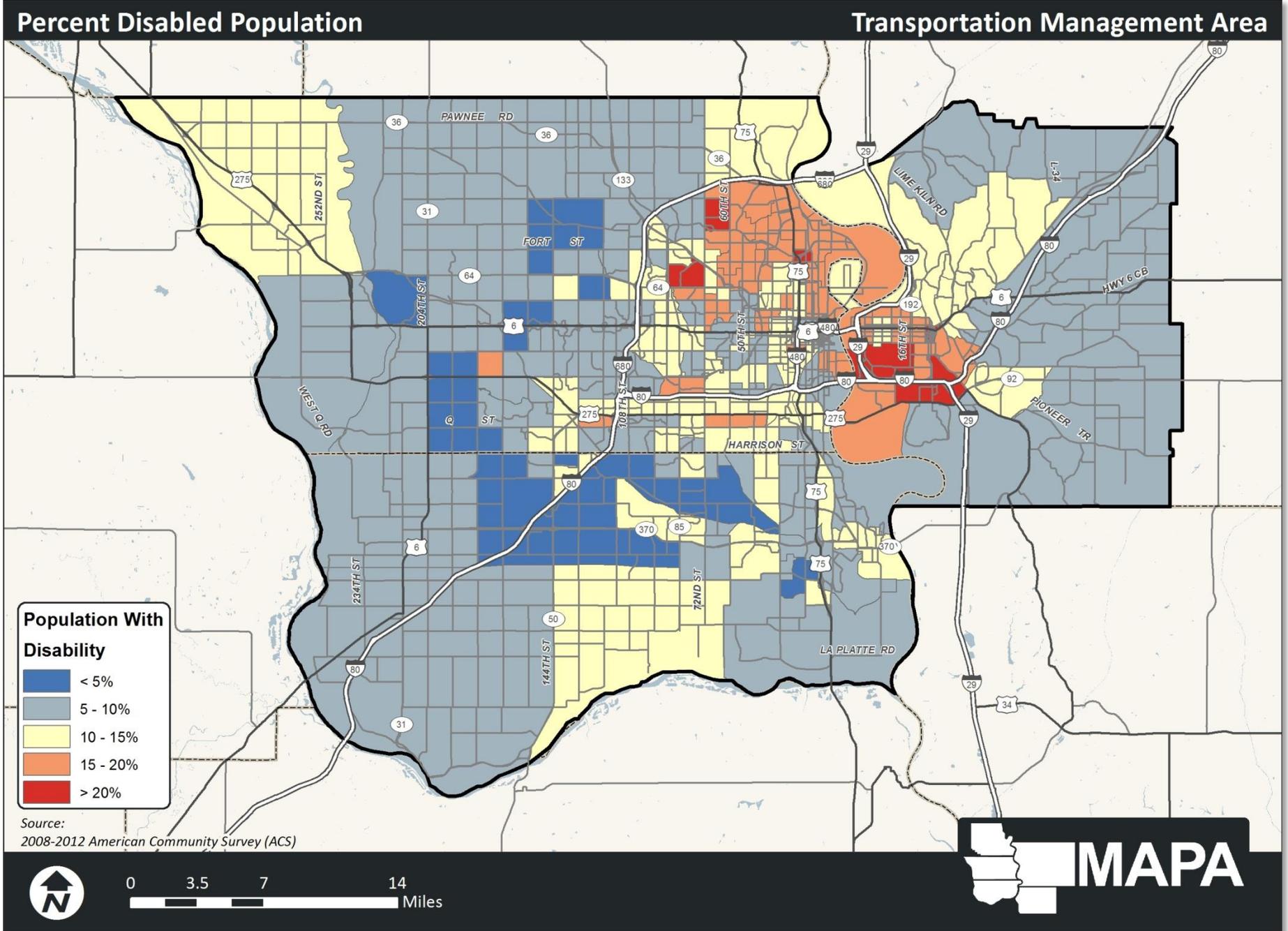
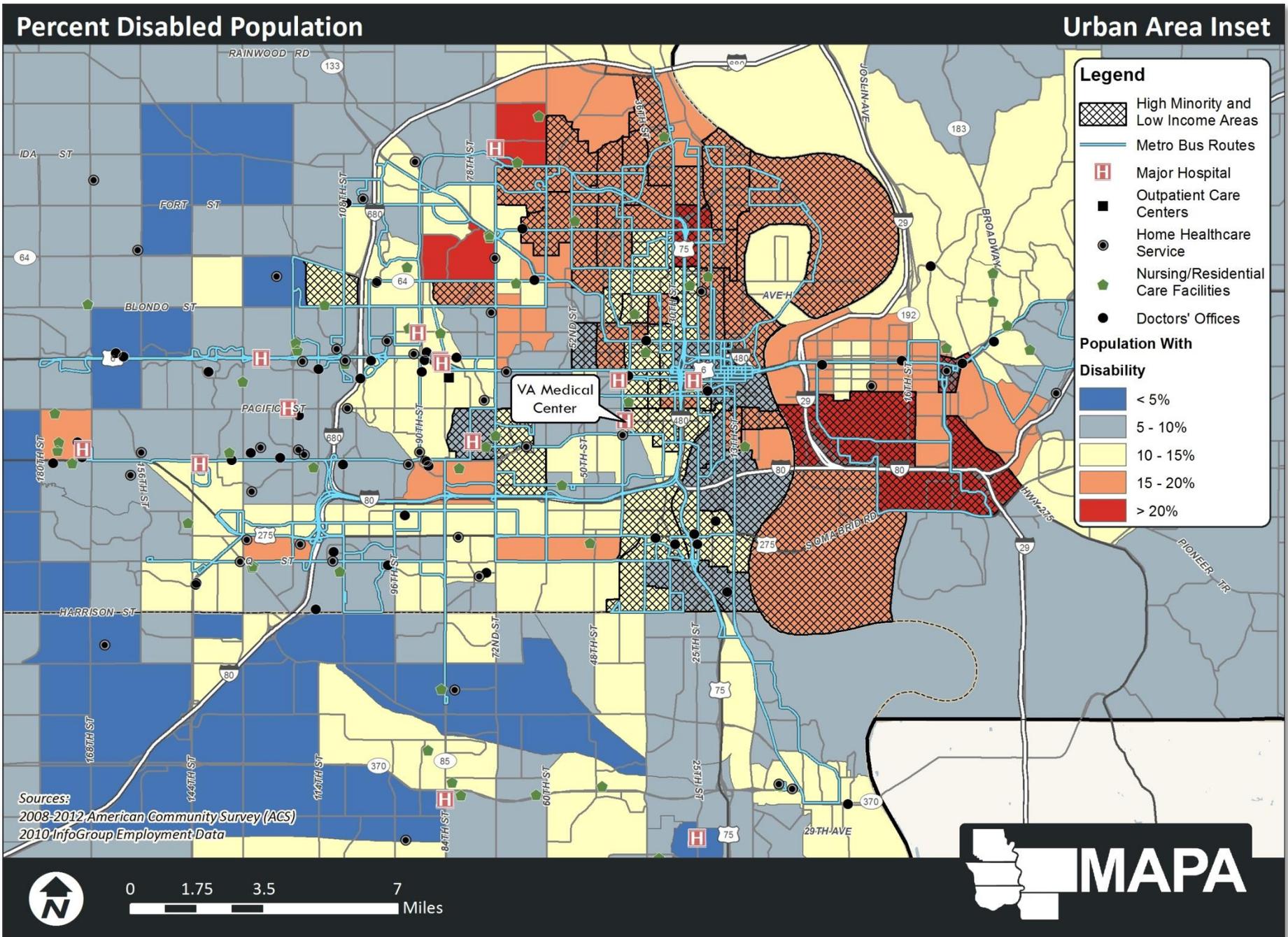


Figure 2.7



## Economically Disadvantaged

For the purpose of this plan the 2008-2012 American Community Survey populations are identified as being below the poverty level for identifying potential areas of poverty in the study area. This provides a general base for locating that segment of the population that is economically disadvantaged. Nationally, 14.9% of the population is classified as being below the poverty level (Figure 2.8).

Within the MAPA region, each of the three county's poverty rates is below the national average. Douglas County has the highest rate of poverty within the region at 14% exceeding the average for the state of Nebraska (12.4%). Sarpy County's poverty rate is well below the state and national averages at 6.6%. In Iowa, Pottawattamie County's poverty rate of 13.2% exceeds the average for the state of Iowa (12.2%).

More detailed Census data related to age, race, and poverty is available in Appendix B.

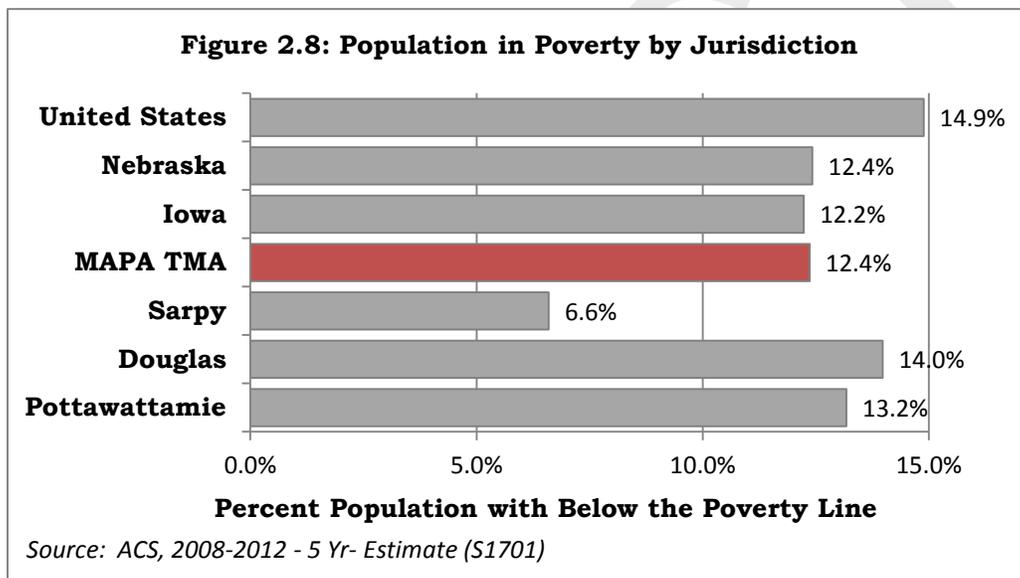


Figure 2.9 and Figure 2.10 displays percent of population in poverty by census tracts. The highest percentage of population in poverty is shown in red. Figure 2.9 shows most of the population in poverty lives in Northeast Omaha.

Figure 2.10 indicates the census tracts which have a high minority and low income with the crosshatch pattern. As shown, the red areas, which have a higher percentage of poverty, also tend to have a higher percentage of minority population. Figure 2.10 also displays employment locations. The size of the dot correlates to the amount of employment. As shown, there is a high concentration of employment centers in environmentally sensitive areas which are high minority and low income, encouraging and means people may have a chance to have high opportunity. However, not many of the green dots are in red areas (high percentage of poverty). Also many employment centers are not in environmentally sensitive areas. This needs to be kept in mind when planning. If someone in the environmentally sensitive areas is employed far away, the person may have difficulty reaching his or her place of employment and this needs to be served by the transportation network.

Figure 2.9

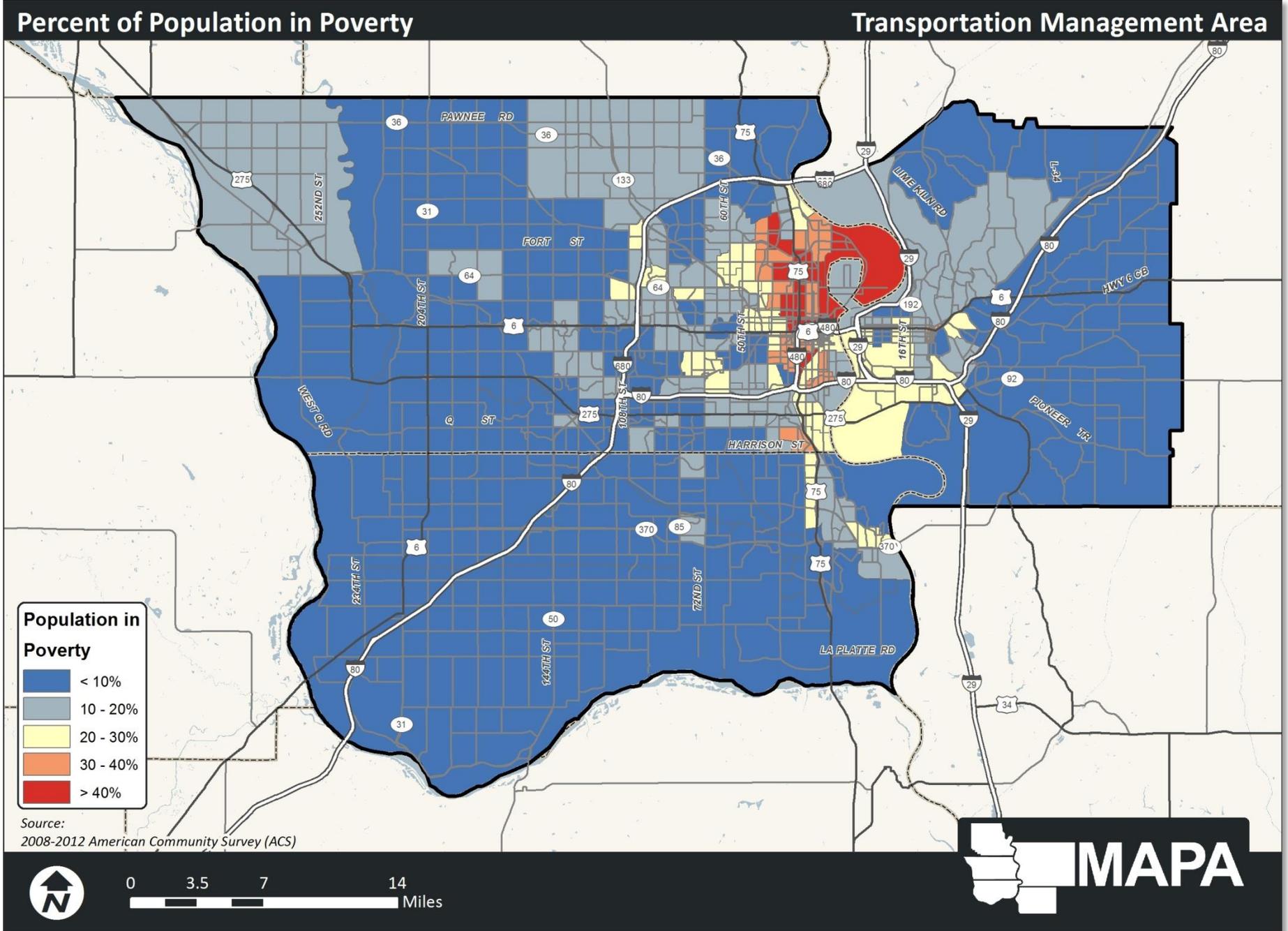
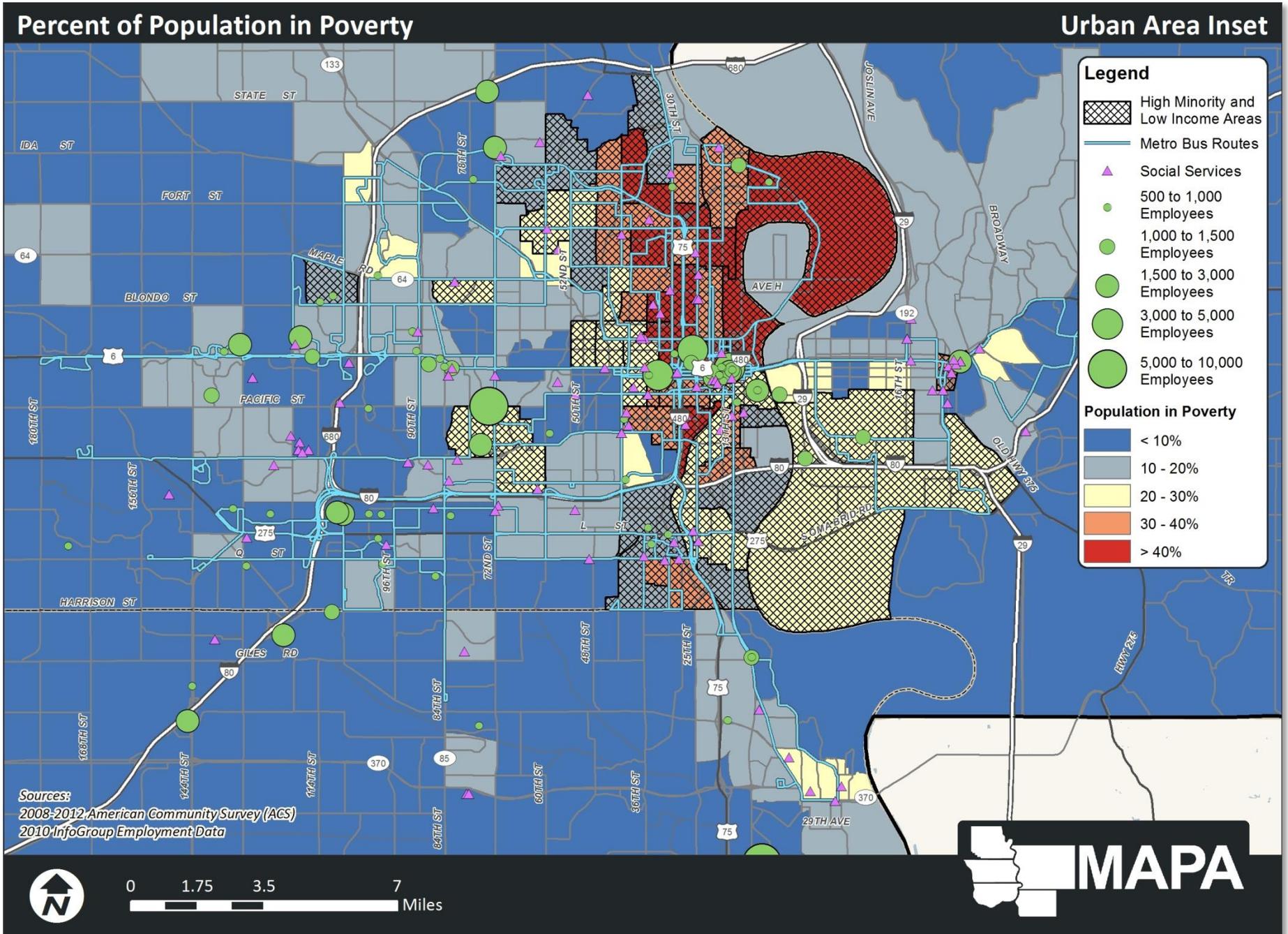


Figure 2.10



## Environmentally Sensitive

Table 2.2 displays specific data regarding the Limited English Proficiency (LEP) population. This data is from the approved Title VI Plan, which covers the April 2011 to April 2015 reporting period. As shown, the percentage of the total population which would be considered part of the LEP population, is relatively small. Approximately 4.88 percent of regional population speaks English *less than well*, which is approximately 33,317 persons in a population of more than 680,000 over the age of five, indicate they speak English *less than well*. An examination of the population by County indicates the LEP population is mostly heavily concentrated in Douglas County (5.72 percent of the population).

Figure 2.11 displays the environmentally sensitive populations of the TMA. As shown with the yellow color, the lower income population is generally concentrated around downtown Omaha. The blue indicates a concentration of high minority population. The green designates high minority and lower income, and the Limited English Proficiency census tracts are highlighted with the diagonal lines. Not surprisingly, a number of high minority, low income, or high minority and low income census tracts are also Limited English Proficiency areas. Special consideration of the high minority/low income areas must be a high priority, along with the Limited English Proficiency areas. Areas with Limited English Proficient people need to be remembered when projects, services, and activities are in the planning and implementation phases. Outreach will need to be tailored to the people with Limited English Proficiency.

## Zero-Vehicle Households

Figure 2.12 illustrates the percentage of households without a vehicle. The red color indicates the number of households without a vehicle. The highest concentration is north of downtown Omaha, along US 75 Highway.

**Table 2.2: Persons who Speak English Less than Well by Language Spoken at Home**

Region	Total Population over Age 5	Speak Spanish		Speak Other Indo-European Language		Speak Asian/Pacific Island Language		Speak Other Language		Total: Speak English Less than Well	
		#	%	#	%	#	%	#	%	#	%
<b>Douglas Co., NE</b>	466,259	20,305	4.35%	2,175	0.47%	2,917	0.63%	1,293	0.28%	26,690	5.72%
<b>Sarpy Co., NE</b>	139,271	2,414	1.73%	431	0.31%	999	0.72%	342	0.25%	4,186	3.01%
<b>Pottawattamie Co., IA</b>	76,580	2,112	2.76%	112	0.15%	211	0.28%	6	0.01%	2,441	3.19%
<b>Total</b>	682,110	24,831	3.64%	2,718	0.40%	4,127	0.61%	1,641	0.24%	33,317	<b>4.88%</b>

Source: ACS 2006-2010- 5-Yr- Estimate

Figure 2.11

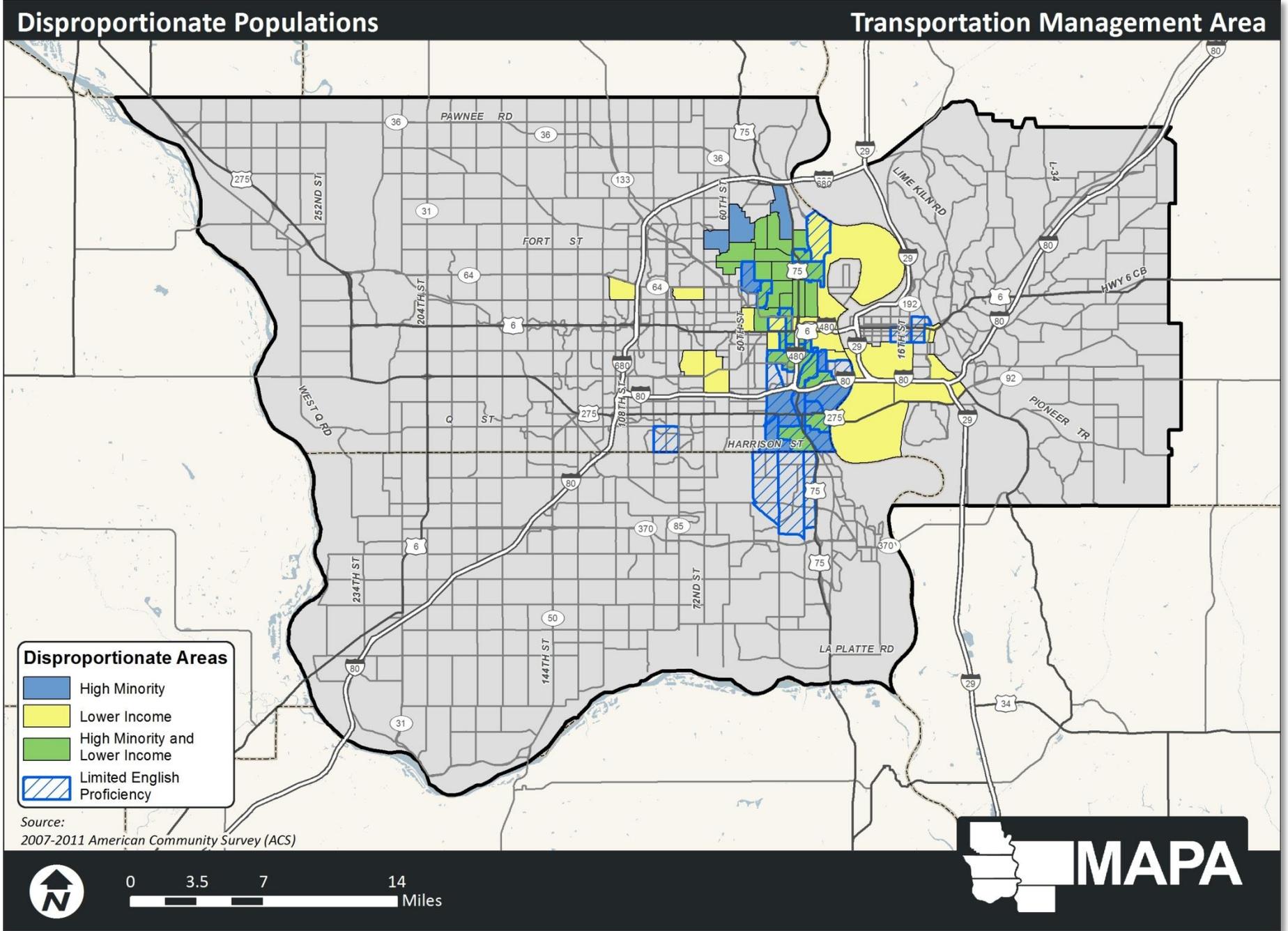
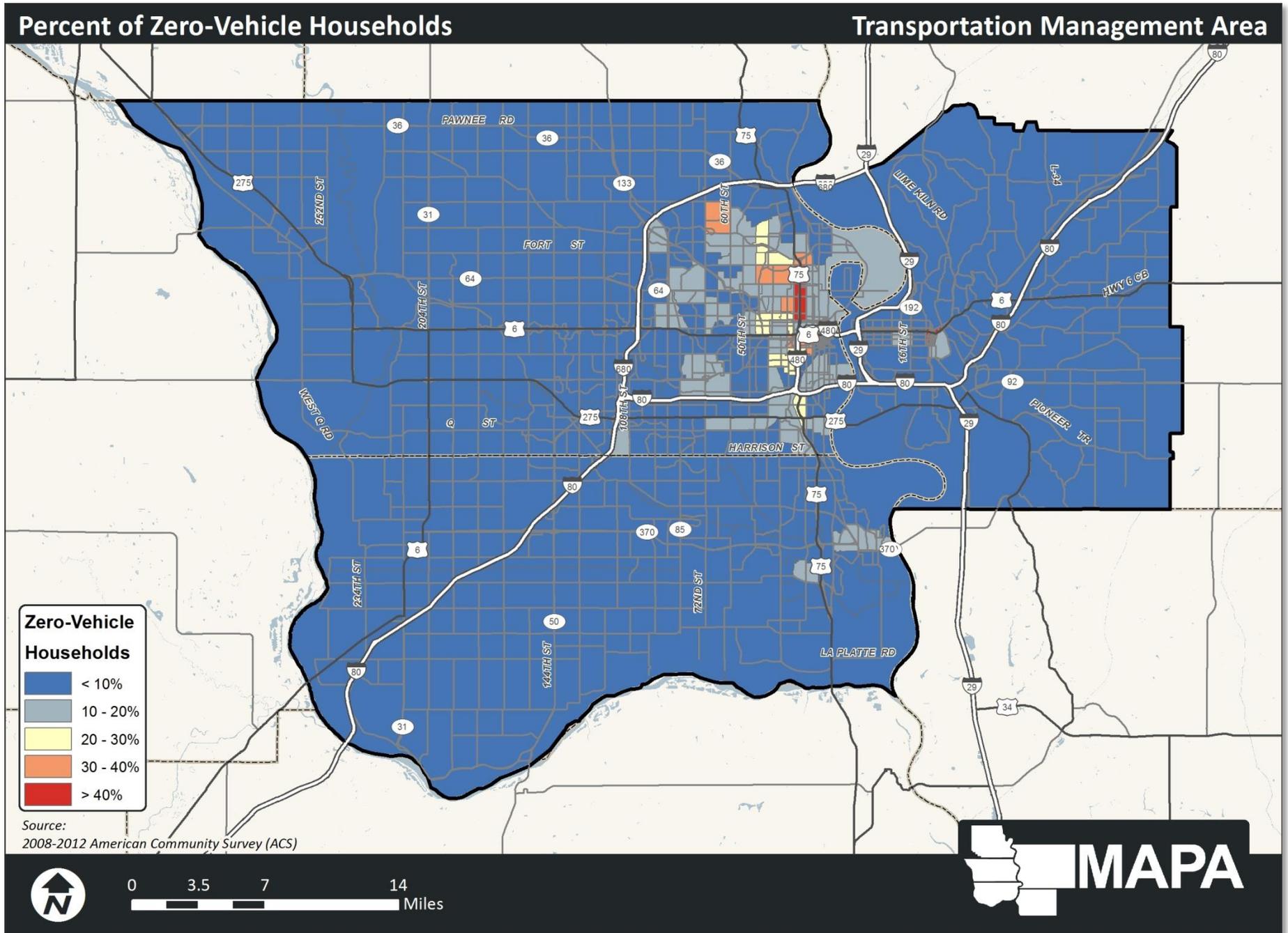
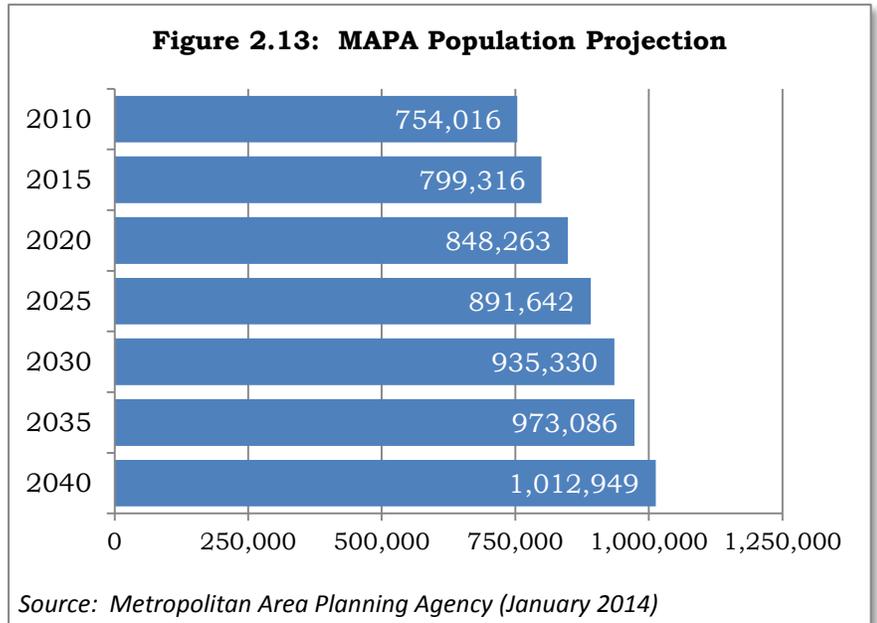


Figure 2.12



## Population Trends

The study region is a vibrant, growing environment. Population trends suggest a continued population growth in the region. Population is projected to increase relatively evenly in each of the three counties through 2040. According to MAPA’s Land Use Activity Allocation Model (LUAAM), Douglas is anticipated to increase 18% by 2040. Sarpy and Pottawattamie counties are anticipated to grow 61% and 17%, respectively. Overall the region is predicted to increase 34% from 2010 to 2040. The projected five year growth is displayed in Figure 2.13.



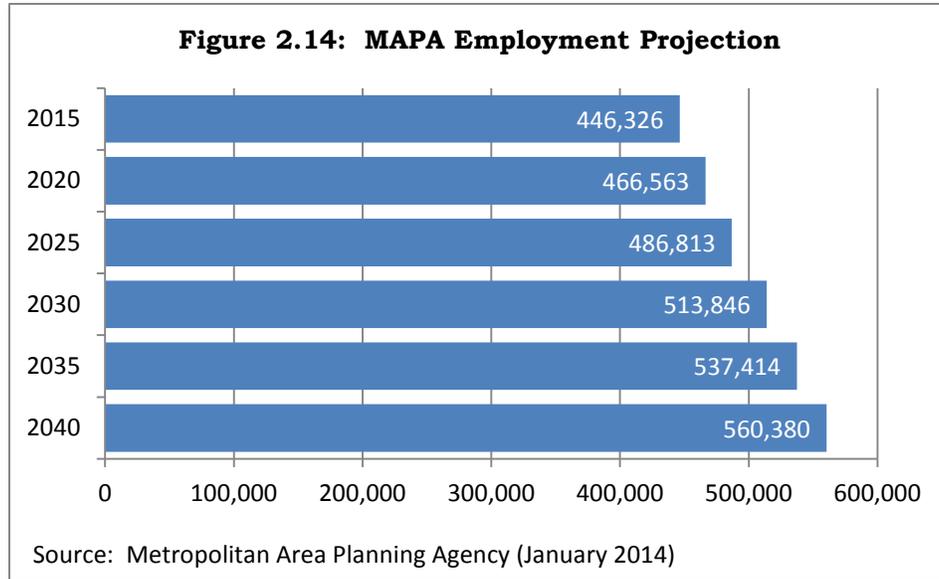
## Employment

MAPA’s Land Use activity Allocation Model (LUAAM) also projects employment growth throughout the MAPA region. Table 2.2 displays the total employment allocation for each of the counties in the TMA, along with the total TMA population. Employment projections based on this model show 4.1% growth between 2015 and 2020. And a 25.6% increase from 2015 to 2040.

Employment distributions among the three metro counties will remain relatively consistent through 2040. Douglas County will continue having the largest concentration of employers, followed by Sarpy County and Pottawattamie County. The projected five year employment growth is shown in Figure 2.14. Table 2.3 displays the number of total employment allocation.

<b>Table 2.3: Number of Total Employment Allocation</b> (including public and quasi-public employment, allocated in proportion)				
	<b>Total</b>	<b>Counties</b>		
		<b>Douglas</b>	<b>Sarpy</b>	<b>Pottawattamie</b>
<b>2015</b>	446,326	332,772	72,718	40,836
<b>2020</b>	466,563	342,868	80,125	43,570
<b>2025</b>	486,813	352,789	88,042	45,982
<b>2030</b>	513,846	365,600	99,323	48,923
<b>2035</b>	537,414	376,305	109,595	51,514
<b>2040</b>	560,380	386,823	119,750	53,807

Source: Metropolitan Area Planning Agency (January 2014)



As shown in Table 2.4, Douglas County is projected to continue to have the highest percentage of total employment. Although, it is forecasted over the next twenty-five years, Sarpy County will gain small percentages of total employment.

<b>Table 2.4: Percent of Total Employment Allocation (including public and quasi-public employment, allocated in proportion)</b>						
<b>Jurisdiction</b>	<b>2015</b>	<b>2020</b>	<b>2025</b>	<b>2030</b>	<b>2035</b>	<b>2040</b>
Douglas County	75%	74%	73%	71%	70%	69%
Sarpy County	16%	17%	18%	19%	20%	21%
Pottawattamie County	9%	9%	9%	10%	10%	10%

Source: Metropolitan Area Planning Agency (January 2014)

## Summary

This chapter provided insight regarding the needs assessment of the Metro region. The percentage of elderly population and persons with disabilities are both a little below State and National level, but are not significant. However, the percentage of people in poverty is similar to the State of Nebraska and Iowa which is slightly over 12%.

The high minority and low income which are environmentally sensitive areas are located mostly in downtown Omaha stretching to the Douglas County line. While the Limited English Proficiency population is located generally along the Nebraska-Iowa State line, extending from North Omaha to Bellevue.

In summary, while there is a larger population in poverty compared to the other two affected groups (the elderly and those with disabilities), it must be remembered that improving services and quality of life for the economically disadvantaged population will most likely also improve conditions for older adults and persons with disabilities as well.

# Existing Conditions

## Introduction

This chapter contains the existing transportation services found in the MAPA TMA. This includes the two public transportation services operated by the City of Omaha, Metro Transit and Metro Transit’s on-demand paratransit service (MOBY), the City of Council Bluffs services, the Southwest Iowa Transit Agency (SWITA) services, and other human service transportation providers. As a part of plan development a transportation inventory survey was conducted to gather information on existing services and the potential agencies which would want to participate in a coordinated transit network.

As shown in the adjacent graphic, this element of the plan occurs during the review of existing conditions segment of the planning process.



## Existing Transportation Services

Transportation services and systems in the MAPA TSA consist of various public, private, not-for-profit and non-profit vendors. Additionally, various human services agencies, medical organizations and employer-based transportation systems also exist.

## Metro Transit

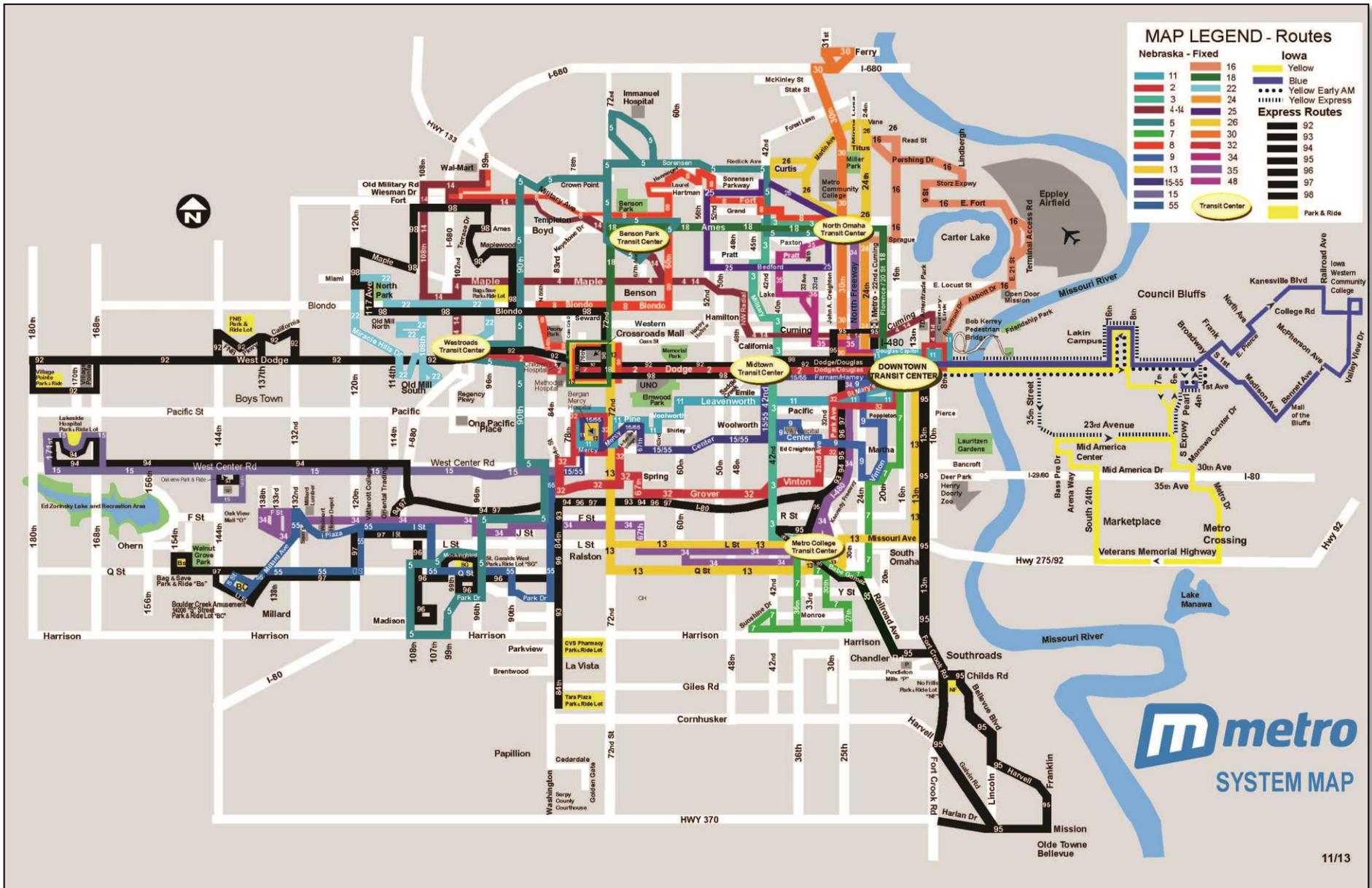
Within the MAPA TMA public transportation is operated by the Transit Authority, City of Omaha — Metro — formerly known as Metro Area Transit d/b/a “MAT”. The 82nd Nebraska State Legislature passed Legislative Bill 1275 “enabling” the creation of Metro which began operations on July 1, 1972. As a political subdivision autonomous in nature, Metro operates on a daily basis as a quasi public/private entity under the direction of a five-member Board of Directors. Board members are appointed by the City of Omaha’s Mayor with concurrence from the City of Omaha’s City Council and the Douglas County Board of Commissioners. The first Metro Board was sworn in and took office on May 30, 1972. The Metro Board meets monthly and are conducted in compliance with the State of Nebraska’s Open Meeting Laws.

Metro’s authority and dedicated taxing boundaries coincide with those of the City of Omaha which is approximately 120 square miles. Transit services operated outside the Omaha city limits and with private entities are “turnkey” contracts. All transit services operated by Metro are open to the general public with published schedules

and fares charged. Current contracting cities are: Council Bluffs, Iowa and Bellevue, La Vista, Papillion, and Ralston, Nebraska.

Metro occupies a unique position as the sole major provider of public transportation services in the Metropolitan area. Currently, Metro operates a timed-transfer bus system for multi-directional travel transferring at six Transit Centers. Figure 3.1 shows a map of Metro's current route system. A table identifying Metro bus routes and schedules is located in Appendix C.

**Figure 3.1  
Metro Transit System Map**



Collectively Metro is responsible for the operations of 33 routes – 24 fixed, 7 express and 2 downtown circulators. Service is operated seven days a week with service hours generally: Monday – Friday from 4:00 a.m. to 11:30 p.m., on Saturday from 5:30 a.m. to 10:00 p.m., and Sunday from 6:00 a.m. to 7:00 p.m.

Fixed routes maximize access by providing frequent stops while commuter/express routes increase speed by including non-stop segments. Commuter/express routes operate on arterials and freeways and provide primarily suburban to Central Business District (CBD) service.

Metro’s current routes with the highest ridership are:

- **Route 2** (Dodge Street Corridor, from Westroads Mall to Omaha CBD)
  - Service to: Downtown Omaha, Medical Center, Midtown Transit Center, UNO, Crossroads, Methodist & Children's Hospital and Westroads Transit Center
  
- **Route 18** (North Omaha “Beltway” to Omaha CBD, along 72<sup>nd</sup> Street, Ames Avenue, Florence Boulevard)
  - Service to: Downtown Omaha, Crossroads, North Omaha Transit Center, North High School, Central High School, Benson Park Shopping Center, Creighton Prep, Lewis and Clark Middle School and Benson Park Transit Center
  
- **Route 30** (Omaha CBD to Florence along 30<sup>th</sup> Street)
  - Service to: Downtown Omaha, Creighton University and Medical Center, Omaha Public Schools, North Omaha Transit Center, Metro Community College - Fort Omaha, Weber Place, Florence Business District and Central High School

Metro’s Transit Centers include:

**Downtown**

16th Street Transit Center  
 16<sup>th</sup> Street - Dodge to Harney Streets  
 Omaha, Nebraska 68102

**Midtown**

Mid Town Transit Center  
 Douglas Street – 42<sup>nd</sup> to 44<sup>th</sup> Streets  
 Omaha, Nebraska 68107

**North Omaha**

North Omaha Transit Center  
 4308 North 30<sup>th</sup> Street  
 Omaha, Nebraska 68111

**South Omaha**

Metropolitan Community College – South Campus  
 2801 Babe Gomez Avenue  
 Omaha, Nebraska 68103

**West Omaha**

Westroads Transit Center  
 1099 North 102<sup>nd</sup> Street  
 Omaha, Nebraska 68114

**Northwest Omaha**

Benson Park Transit Center  
 7098 Military Avenue  
 Omaha, Nebraska 68104

All six Transit Centers adhere to ADA regulations and have similar amenities, e.g., enclosed and wall-less covered shelters, seating, posted schedule information, signage

indicating individual bus stops, lighting, concrete passenger platforms, trash containers, etc.

Secondary transit centers are located in the Crossroads area at 76<sup>th</sup> & Dodge, as well as the Bergan Mercy Medical Center located at 75<sup>th</sup> & Dorcas.

Park and ride lots are another option for Metro commuters. Metro shares lot space with private entities to provide this passenger service. Park and ride lot locations are shown on the Metro routes system map (Figure 3.1) and include:

- Village Pointe Shopping Centre – Marcus Village Pointe Theater;
- First National Bank – Surface Lot, 14010 FNB Parkway;
- Lakeside South Professional Center – 168<sup>th</sup> and Lakeside Hills Plaza;
- Dillard’s – Oakview Mall, 144<sup>th</sup> and Center Streets;
- Tara Plaza – Hogan Drive & Tara Road, Papillion;
- CVS Pharmacy – 84<sup>th</sup> & Harrison, La Vista
- Bag N’ Save – 90<sup>th</sup> and Maple Streets;
- No Frills – Childs Road and Hwy 75, Bellevue;
- Boulder Creek Amusement Park, 14208 “S” Street, Walnut Grove Bag N’ Save - 153<sup>rd</sup> and Weir Drive;
- St Gerald’s – 9602 “Q” Street;

Since September 2008, all Metro buses have been equipped with bike racks. Each bus accommodates two bikes on a first come, first served basis. In Calendar Year 2012 total bike rack usage increased 71% over Calendar Year 2011 (18,299 versus 10,704 respectively). Metro works very closely with the metropolitan area cycling community to both enhance and increase multi-modal travel.

Metro fixed route service produced approximately 4.2 million unlinked passenger trips and 3.9 million revenue miles driven in 2012 (Source: Metro Transit). Table 3.1 displays more Metro Transit data.

<b>Table 3.1: Metro Transit Data</b>				
<b>Revenue Hours</b>	<b>Revenue Miles</b>	<b>Total Ridership</b>	<b>Ridership per Revenue Hour</b>	<b>Ridership per Revenue Mile</b>
285,335	3,918,008	4,225,034	14.8	1.08
<i>Source: Metro Transit (2012)</i>				

**Rolling Stock**

Metro currently owns 160 transit vehicles, all of which are ADA compliant. There are 134 buses (35’ and 40’ in length) and 26 cut away vehicles. Complementary paratransit cut-away vehicles are 22’ and 23’ long. Metro is in the planning process of supplementing Complementary Paratransit service with sedans which should be in service in 2014.

### ***Purchased Transportation***

Metro may solicit proposals to contract with private providers to operate service segments when capacity exceeds rolling stock/man power availability. Metro's solicitation could include both bus and/or complementary paratransit services.

### **Metro MOBY Service**

Metro Transit offers on-demand paratransit service to persons who cannot independently use fixed transit due to a disability within the city of Omaha through their MOBY service. This service is mandated of public transit providers by the Americans with Disabilities Act (ADA). MOBY service is limited to areas within .75 miles of an existing bus route within the Omaha city limits.

MOBY vehicles are operated and maintained by Metro and dispatched into service from the central dispatch center at the Metro building. Clients wishing to use the MOBY service contact Metro to schedule trips. In 2012, Metro delivered approximately 103,000 passenger trips accounting for nearly 750,000 vehicle revenue miles for MOBY service in Omaha (Source: Metro Transit).

### **City of Council Bluffs, Iowa**

The City of Council Bluffs contracts with Metro Transit to provide fixed-route service for the City. The City also contracts with Midwest Medical Transport Service to provide paratransit services in Council Bluffs. The vehicles used by Midwest Medical Transport Service for service in Council Bluffs are purchased with Section 5307 funds and the services provided by Midwest Medical Transport Service are supported in part with Section 5310 funding.

Contracted fixed route service recorded approximately 187,000 passenger trips and 181,000 revenue miles in 2012. (Source: Metro Transit)

All four of the Special Transit Services (STS) vehicles are ADA lift equipped. They are all light-duty buses, 176 in wheelbase, Supreme Star Trans on 4500 Chevy Chassis. Two are 2010 models, one is 2011, and one is a 2012 model.

### **Southwest Iowa Transit Agency (SWITA)**

Although the SWITA service area is outside the established study area, rural transit and human service agencies operate transportation services to Council Bluffs and Omaha.

### **Other Human Service Transportation Providers**

A variety of programs offer transportation services in the Omaha/Council Bluffs metro area. They consist of non-profit and other transportation providers but mostly consist

of social service or volunteer programs that offer transportation as a part of their agency mission.

### Section 5310 Operations

The MAPA area has been fortunate receiving Section 5310 grants from the NDOR. In the past the metro area has received 13 vehicles (10 small buses and 3 vans) for use by multiple private and non-profit organizations.

Section 5310 operations in Nebraska accounted for approximately 17,610 passenger trips and 67,127 miles driven in FY 2012-2013 (Source: Nebraska Department of Roads.) These figures do not include vans and small buses operated by Greater Omaha Community Action, as the agency did not file records with the Nebraska Department of Roads.

Similar operations in Council Bluffs account for approximately 15,658 total rides and 105,702 revenue miles driven in FY 2012-2013 (Source: Iowa Department of Transportation). The fiscal year for both Iowa DOT and Nebraska DOR is July 1, 2012 through June 30, 2013.

### **Transportation Inventory Survey**

MAPA conducted an inventory of existing services and potential agencies that would be willing to participate in a coordinated transit network in the Omaha/Council Bluffs metropolitan area in late 2012. The following sections detail the information gathered. Table 3.2 displays the survey responses from major agencies in a matrix summary format; while the subsequent section provides a more detailed description of survey responses including the number of vehicles each organization operates and difficulties they face as an organization.

According to the survey, at least 150 vehicles are utilized to provide transportation services in the Metro region. Appendix D displays the survey form.

## Matrix of Survey Responses

<b>Table 3.2: Transportation Inventory Survey</b>								
	<b>Metro MOBY</b>	<b>Bellevue</b>	<b>Papillion</b>	<b>Disabled Am Vets</b>	<b>ENCAP</b>	<b>ENOA</b>	<b>Goodwill</b>	<b>Heartland Family Service-A</b>
Hours each day	4 am – 12 am	7 am – 3:30 pm	7:30am – 4 pm	6 am – 3:30 pm	6 am – 6 pm	7 am – 5 pm	n/a	7 am – 7 pm
Days of Week	7	5	5	5	5	5	7	7
Rides per day	500	40	40	60	30	20	10	80
Geography/Area	City Omaha	City Bellevue	City Papillion	Statewide	Douglas	Rural metro	Metro	NE & IA
Vehicles for D/R	27	6	2	15	10	5	4	18
Annual \$/Budget	\$ 2,100,000	\$ 277,000	\$ 76,000	N/A	\$ 250,000	\$ 196,686	\$ 7,500	\$ 2,504,338
Fares (y/n)	2.50	yes	yes	no	yes	yes	no	yes
Dispatch (y/n)	yes	yes	no	yes	yes	yes	no	yes
Medical Trips (y/n)	yes	yes	yes	yes	yes	yes	no	yes
Work Trips (y/n)	yes	yes	yes	no	yes	yes	yes	yes
Social Trips (y/n)	yes	yes	yes	no	yes	yes	no	yes
Curb to Curb	yes	yes	yes	yes	yes	yes	yes	yes
Door to Door	no	yes	no	yes	yes	yes	yes	yes
Thru Door	no	no	no	no	no	no	no	no
Non-Profit entity	no	no	no	yes	yes	no	yes	yes
Governmental entity	yes	yes	yes	no	no	yes	no	no
Coordination Interest?	possibly	possibly	possibly	yes	yes	no	possibly	y
Funding Types F=federal; S=state; L=local; D=foundation	F,S,L	S, L	S, L	F, D	F, L, D	F, S, L	F, S, L, D	S, L, D

	<b>City Council Bluffs</b>	<b>Salvation Army</b>	<b>Community Alliance</b>	<b>Girls Inc.</b>	<b>Trailblazers</b>	<b>Florence Home</b>	<b>Lutheran Family Service</b>	<b>Catholic Charities</b>
Hours each day	6:30 am – 11:30 pm	varies	6 am – 12 am	2 pm – 5 pm	7 am – 7 pm	n/a	8 am – 5 pm	8 am – 10 pm
Days of Week	6	5	7	5	6	7	5	4
Rides per day	50	60	60	60	60	4	1-4	15
Geography/Area	City CB	Douglas	Douglas & Sarpy	Metro	Metro	Omaha	Omaha	Omaha
Vehicles for D/R	20	9	12	7	7	2	2	4
Annual \$/Budget	\$ 730,000	\$ 250,000	N/A	\$ 115,000	\$ 19,000	\$ 79,500	\$ 18,500	\$ 500,000
Fares (y/n)	2.50	yes	no	no	yes	yes	no	no
Dispatch (y/n)	yes	no	no	no	no	no	no	no
Medical Trips (y/n)	yes	yes	yes	no	no	yes	no	yes
Work Trips (y/n)	yes	yes	yes	no	no	no	yes	yes
Social Trips (y/n)	yes	yes	yes	yes	yes	yes	yes	yes
Curb to Curb	yes	yes	yes	yes	yes	yes	yes	yes
Door to Door	no	yes	yes	no	yes	yes	yes	yes
Thru Door	no	yes	yes	no	yes	yes	yes	yes
Non-Profit entity	no	yes	no	yes	yes	yes	yes	yes
Governmental entity	yes	no	yes	no	no	no	no	no
Coordination Interest?	possibly	possibly	yes	yes	yes	yes	no	yes
Funding Types F=federal; S=state; L=local; D=foundation	F, S, L	L, D	S	L, D	D	L, D	S, L, D	S, L, D

Source: MAPA Transportation Survey December 2012

## Descriptions of Survey Responses

### Catholic Charities

Catholic Charities is a non-profit organization funded in part by the Archdiocese of Omaha, United Way of the Midlands, the Nebraska Department of Health and Human Services. The agency offers transportation between 8:00 a.m. and 10 p.m. four days a week with an average of 15 rides per day in the Omaha area. They own four vehicles and have annual revenue of \$500,000. They do not charge for their transportation services and offer door to door service. Catholic Charities are interested in coordinating transportation services.

### City of Bellevue Specialized Transportation

The city government of Bellevue offers transportation services for those with disabilities with a doctor's note or those over the age of 60. These trips consist of transportation for employment, medical trips, shopping/recreation, and education/training. This door-to-door and on-demand paratransit service is available to residents within the Bellevue city limits seeking service within Bellevue. The agency provides between 30 and 39 rides per day with a combination of owned and leased mini-buses. The agency employs one full-time dispatcher with a backup, three full-time drivers, one part-time driver, and two backups. The City of Bellevue Specialized Transportation has an annual budget of \$277,000 funded through the city, state, and rider fares. The agency has both a centralized dispatch center and a database of system users. The agency doesn't believe it would be possible to integrate their service with others; however, they would be interested in a joint driver training program.

### City of Council Bluffs

The city government of Council Bluffs offers both a fixed route service and a special transit service for those with disabilities. These transportation services are for the elderly, handicapped, and transit dependent for employment, medical trips, shopping/recreation, and education/training needs. The service operates within the Council Bluffs city limits Monday through Friday from 6:30 a.m. to 11:30 p.m. and Saturday from 6:30 a.m. to 9:00 p.m. The fixed route service provides more than 60 rides per day while the special transit service has more than 40-49 riders. Council Bluffs has both owned and leased vehicles with four small buses for the paratransit service and 16 vehicles for the special transit service. The services receive funding from the city, state, federal, grants and rider fares and has an annual revenue of \$730,000. There is one employee at the agency in charge of transportation while the drivers are hired through a paid subcontractor. The Special Transit Service (STS) charged \$2.50 per trip in rider fares. The City of Council Bluffs maintains a database of system users and their contractor has a centralized dispatch center. They are not sure if there is a possibility of integrating their services with others but would be interested in cooperatively purchasing vehicles and grant writing assistance.

### City of Omaha Metro Transit

Metro Transit operates an ADA mandated service, MOBY, in the areas where Metro operates fixed route buses during the days and times the fixed route buses run.

### City of Papillion

The municipality of Papillion offers transportation services to handicapped and disability residence within a ten mile radius of Papillion. The curb-to-curb service runs Monday through Friday during normal business hours. The two buses they own help provide between 30 and 39 trips per day. The service received funding from the city, state, and rider fares, with total yearly revenue of \$40,662. The City of Papillion employs three people to be involved with transportation and three drivers. They do not believe there is a possibility of integrating their services with others but would be interested in cooperatively purchasing vehicles and a joint driver training program.

### Community Alliance

Community Alliance is a human services agency that provides transportation for transit dependent, employment, medical, shopping and the day program. They operate their own vehicles but also purchase and distribute transit agency passes as many of their clients reach them using transit fixed route and paratransit service. The Worksource program transports job seekers and employed clients to job sites in staff's personal vehicles as needed. They offer both door-to-door and enter destination services for the geographical area of Douglas and Sarpy counties. The services run every day of the week during normal business hours but they also provide the Worksource program that transports participants any time between 6 a.m. to 12 a.m. The services provide over 60 rides per day. Community Alliance receives funding through the state. They own approximately 12 vans and 30 autos. There is a possibility of integrating with the Worksource program and other services in the area but at this time they are unsure if integration would be possible with their other programs. They are interested in joining a network of service providers, having centralized fueling, participating in a joint driver training program, and grant writing assistance.

### Community Education Foundation- STARS Scholarship

The Community Education Foundation is a school foundation that offers no transportation services; however, they do pay for bus passes to and from the school from scholarship recipients upon request. The Foundation is funded through grants. This organization did not supply any additional data for a possibility of transportation coordination.

### Council Bluffs Senior Center, Inc.

The Council Bluffs Senior Center is a private non-profit in Council Bluffs, Iowa. They offer no transportation but would like to in the future. Currently, many of their clients reach them using transit agency fixed routes, transit authority paratransit and other transportation services. They believe there is a possibility of integrating their service with others. They are interested in joining a network of service providers, centralizing scheduling and operations, pooling transportation resources, grant writing assistance, shared routes, and private/public partnerships. The Council Bluffs Senior Center believes transportation is so important for them because many elderly have had to give up their vehicles due to health and related costs. Doctor, dentist, and grocery shopping are especially important for these individuals.

### Disabled American Veterans Transportation Network

The DAV Transportation Network provides medical transportation services to those with disabilities. Additionally, some of their clients reach them through transit agency fixed and paratransit services; therefore, they purchase and distribute transit agency passes to clients. Their door-to-door transportation service serves Omaha as well as parts of Madison, Mills, Crawford, and other counties in the Nebraska and Iowa area. DAV Transportation Network owns 15 vans which can hold about five clients per vehicle. This makes for 40-59 daily users. The service runs Monday to Friday during regular business hours every week of the year. The service is funded privately and users do not have to pay for rides. Approximately 125 people are involved with transportation at the agency and 135 volunteers drive the vehicles. The DAV Transportation Network maintains a database of users as well as operates a centralized dispatch center. They have agreements with other agencies to pool their transportation resources and believe there is a possibility of integrating their service with other services. They would be interested in joining a network of service providers and participating in a joint driver training program.

### Douglas County General Assistance

The Douglas County General Assistance is a human services agency in Omaha, Nebraska. They purchase and distribute transit agency passes to their clients as a way of providing transportation services. They utilized Metro and Moby to provide service for employment, medical, and education. To receive these passes, the users must apply and meet eligibility requirements. They receive funding through the county. The Douglas County General Assistance agency believes there should be more direct north-south routes transit routes and to provide additional east-west routes with later hours to accommodate for late work hours should be provided. However, General Assistance would not be able to coordinate transportation services because they are a closed transportation system that provides bus tickets to clients who meet eligibility requirements.

### Easter Seals Nebraska

The human services agency Easter Seals Nebraska offers a volunteer transportation program in the Lincoln office. This curb-to-curb service provides service for the elderly Monday through Friday during regular business hours, 52 weeks per year. They use volunteer drivers and coordinate them with riders, providing between 10 and 19 rides per day. They receive their funding through the city, federal government, grants, and rider fares. There is a suggested donation of \$12.00 per ride. The agency has a centralized dispatch center and maintains a database of system users. Easter Seals Nebraska would be interested in integrating their service with other services in the area. They see a possibility in transportation coordination through a pooling of transportation resources, a joint driver training program, and through private/public partnerships. The biggest difficulty their clients face is the lack of transportation from Omaha to other cities.

### Eastern Nebraska Community Action Partnership

The Eastern Nebraska Community Action Partnership (ENCAP) non-profit agency provides medical and elderly transportation services to their clients based on age and special needs. ENCAP also purchase and distribute transit passes because some of their clients reach them through transit agency fixed route service. The door-to door service serves Douglas County Monday through Friday every week of the year. The service consists of seven buses, one van and two autos owned by the agency. The agency employs five drivers to provide between 20 and 29 rides per day. The agency funds this service through contracts and users are charged per the trips they take. They have a centralized dispatch center and a database of system users. The Eastern Nebraska Community Action Partnership believes there is a possibility of integrating their service with other services in the area. They are meeting all of the needs of their customers but would be interested in joining a network of service providers, having centralized fueling, and joining in private/public partnerships.

### Eastern Nebraska Human Services Agency

The Eastern Nebraska Human Services Agency is a human services agency that serves Dodge, Washington, Cass, Sarpy, and Douglas Counties. They provide transportation to and from the agency's day service for those with a primary diagnosis of developmental disabilities. The agency provides door-to-door and scheduled route services Monday through Friday every week of the year. Eastern Nebraska Human Services Agency owns 25 passenger vans that are funded by the state. With these vans, the agency is able to provide more than 60 rides per day. The agency employees 21 people for the transportation program. The agency is not interested in transportation coordination because they are a closed transportation system that provides services only to people in the day service programs.

### Eastern Nebraska Office on Aging

The human services agency provides elderly, handicapped, employment, and medical transportation to clients based upon home address. The services are provided only for those in a rural location. The door-to-door service runs from Monday through Friday during normal business hours. The five owned vans provide between 10 and 19 trips per day. The transportation service is funded through the county, state, and federal government and has an annual budget of \$196,686. There are four people within the agency involved in transportation and six drivers. The agency does not believe there would be a possibility of integrating their services or being a part of transportation coordination.

### Eastern Nebraska Veterans Home

The Eastern Nebraska Veteran Home is a state agency that offers transportation services to the elderly and handicapped for medical and shopping trips. The vehicles they own help them provide scheduled routes and occasionally transfer service to other providers or agencies. Members of the Veterans Home are the only people able to use the service. On average, they provide between five and ten rides per day. There are three paid employees at the home involved in transportation. Funding for these services is provided by the state. The Eastern Nebraska Veteran Home has both a centralized dispatch center and a database of users and would be very interested in integrating service with another service in the area. The areas of coordination most appealing to them include a joint driver training program and grant writing assistance.

### Florence Home

The Florence Home is a private non-profit located in Omaha. The home supplies transportation services in which they operate their own vehicles and contract with another entity which provides the transportation service to them. Additionally, some of the clients reach the Florence Home by other transportation services. The agency provides transportation for the elderly and handicapped. These rides include medical and shopping trips. The only people eligible for the Florence Home's transportation services are their residents. The agency receives their funding through rider fares, in which they charge per mile plus for staff time, and the state for Medicaid residents. The home owns their own vehicles and has six employees involved in transportation. They stated that it wouldn't be possible to integrate their transportation service with other organizations unless it was another care facility. They are interested in joining a network of service providers, grant writing assistance, and private/public partnerships in the future. They believe there needs to be more transportation provided more frequently for shopping trips and medical appointments for the elderly.

### Girls Incorporated of Omaha

Girls Inc., a private non-profit, offers transportation from schools in South Omaha, North Omaha, West Omaha, and Bellevue to either of the Girls Inc. locations. To receive this transportation the children must be members of Girls Inc. The service runs Monday through Friday from 2:30 to 4:30 p.m. More than 60 rides are provided every day in the agency vehicles which include four buses, two vans, and an automobile. The agency receives funding through grants and membership fees and has an annual budget of approximately \$115,000. There are 15 people within the agency involved in transportation and 31 drivers. Girls Inc. believes transportation integration could be possible depending on the other services and times. The agency would be interested in pooling transportation resources or a joint driver training program.

### Goodwill Industries

Goodwill Industries is a private non-profit and human services agency in the Greater Omaha Metro. They offer employment and education/training transportation services for those in their program with disabilities. They also provide transit passes for program participants. The service runs every day of the year. Goodwill Industries owns four passenger vans which are funded through the state and federal government, and grants. The paid employees are not only drivers but have additional job duties within the organization unrelated to transportation. The agency provides less than ten rides per day. Goodwill does not see a possibility of integrating their services with others. The agency would be willing to cooperatively purchase vehicles and would be interested in private/public partnerships.

### Great Plains Paralyzed Veterans of America

Great Plains Paralyzed Veterans of America is a military, non-profit organization. They offer no transportation services to clients. At this point the agency is unaware if there would be a possibility of integrating their service with another service in the area. They believe there should be more transportation options for people with disabilities, including after school youth programs and other special needs programs.

### Heartland Family Service - A

Heartland Family Service is a private non-profit agency which offers elderly and transit dependent clients in the residential facilities transportation for shopping/recreation and education/training needs. The service is provided for nine counties in Nebraska and SW Iowa. The transportation runs every day of the week from 7 a.m. to 7 p.m. The Heartland Family Service has a daily ridership of more than 60 rides. The agency receives funding through the state, grants, rider fares, and United Way of the Midlands for an annual revenue of \$2,504,338. The agency owns one bus, 16 vans and 41 automobiles. There are 58 people employed at Heartland Family Service involved in transportation and more than 200 drivers. The senior center charges \$1.75

per trip. The Heartland Family Service believes there would be a possibility of integrating their services with others in the area. The agency would be interested in joining a network of service providers, having centralized fueling, pooling transportation resources, cooperatively purchasing vehicles, contracting to purchase or provide transportation services or participating in a joint driver training program.

#### Heartland Family Service - B

Heartland Family Service is a private non-profit that provides transportation services to the elderly. This door-to-door service operates Monday through Friday from 9 a.m. to 2p.m. every week of the year. They own one 14-passenger bus and fund the service through donations. They see a typical daily ridership of 10-19 users. These users pay .50 cents for a one-way ride. Two people are employed at the agency to work with transportation. They also employ one paid driver. While they currently do not have a centralized dispatch center or a database of users, the Heartland Family Service believes there is a possibility of integrating their service with other services in the area.

#### Heartland Workforce Solutions

Heartland Workforce Solutions (HWS) is a private non-profit agency serving the counties of Washington, Douglas, and Sarpy, and potentially Council Bluffs. At this time, they offer no transportation services but would like to in the future. Currently they purchase and distribute transit agency passes to clients and many of the clients reach HWS through transit fixed route or paratransit service. They are interested in a service for employment and education. This service would be door-to-door and could include transfers to another agency. They are also interested in a hub or center to work or link public route. The future transportation service would run during normal business hours and days. The requirements would include low income, work site inaccessible or scheduled routes that do not connect with their clients' work. Currently, they do not offer the service because of a lack of funds but if they did they would receive funding from the federal government or grants. They are interested in integrating their service with another agency and would like to cooperatively purchase vehicles through a contractor.

#### Iowa Workforce

Iowa Workforce is a state agency in Council Bluffs, Iowa. It offers no transportation service and is not looking to integrate with any other agencies on transportation.

### IWCC Adult Learning Center

The IWCC Adult Learning Center is an educational agency. They offer no transportation services to their clients. They see a need for scheduled route and curb-to-curb transportation for their clients but acknowledge that these could be unrealistic for the agency. They have no budget to assist with transportation.

### Lutheran Family Service

Lutheran Family Services of Nebraska (LFS) is a faith-based, not-for-profit, multi-service human care agency which serves the Omaha area. They offer door to door transportation between 8:00 a.m. to 5 p.m. Monday through Friday. They own two vehicles, and on average offer one to four rides per day. The agency does not believe there would be a possibility of integrating their services or being a part of transportation coordination.

### Medics at Home/Omaha Ambulance

Medics at Home is a private EMS organization for Nebraska and surrounding states. They offer private party call transportation for elderly, handicapped, and transit dependent, and for employment, medical, and shopping related needs. The agency supplies more than 60 rides a day. Medics at Home receives funding through the state, federal government, rider fares and insurance. The agency owns ten courtesy vans, which hold up to five people each; wheelchair vans, which transport one or two wheelchairs; and a rider, three autos, and nine ambulances. The agency has 75 employees involved in transportation and 60 drivers employed. Medics at Home has a centralized dispatch center and a database of system users. They would interested in joining a network of service providers, centralized fueling, cooperatively purchasing vehicles, participating in a joint driver training program, receiving grant writing assistance, and entering in private/public partnerships.

### Metropolitan Community College

Metropolitan Community College is a public education organization. They offer no transportation service; however, they purchase and distribute transit agency passes for their students. The type of transportation services needed include those for the handicapped, transit dependent, and those riding for educational purposes. These services would need to be between specific locations and on scheduled routes. Requirements for use of the transportation would be enrollment in classes or employment by the college. The service could have a potential 250 people riding daily. The funding would come from the state and rider fares. While they do not have a dispatch center or pooled transportation resources with other agencies, Metropolitan Community College maintains a database of system users and would be open to the possibility of integrating service with another service in the area. They are interested in contracting to purchase or provide transportation services, grant writing assistance, and private/public partnerships.

### State of Nebraska Medicaid Brokered Transportation

The Nebraska Department of Health and Human Services contracts its transportation trips provided for its eligible Medicaid recipients through a state-wide brokerage currently operated by AMR of Denver, Colorado. During the calendar year 2012 this Medicaid brokerage arranged approximately 500,000 trips in Nebraska, of which about 300,000 trips were in the Omaha metro area. The approximate cost paid by DHHS for the brokerage services was about \$3.50 per trip while the operations costs for each trip were about \$16.

### The Salvation Army- Social Services

The Salvation Army non-profit agency provides transportation to participants but only for specific programs. The types of transportation include services for the elderly, disabled and transit dependent, and for medical, shopping/recreation, and education/training. They serve Douglas County and the service time varies per program. The Salvation Army owns several vans and cars. Funding is provided through the federal government, rider fares and fundraising. Approximately 30 people are involved with transportation within the organization. The drivers are 50 percent paid and 50 percent volunteer. The charge for clients is \$2.00 per trip for the senior center. They are attempting to pool agency transportation resources with another organization at this time. Currently, they are unsure if they would be interested in coordination of transportation services but would be interested in discussions about this topic.

### Trailblazers

The Trailblazers is a private non-profit group in Council Bluffs, Iowa that serves the areas of Omaha, Council Bluffs, Carter Lake and other surrounding areas. They offer transportation services for elderly, shopping/recreation, education/training, and events. They own their own vehicles and run the vehicles Monday-Saturday from 7:00 a.m. to 7:00 p.m. On average they provide over 60 rides a day. The funding for their service comes from grants, rider fares, and donations. They own four buses and three vans which hold between 12-65 people. There are eight individuals involved with transportation at the agency while the drivers of the vehicles are all volunteers. Clients are charged by a set fee. Maintenance is done on-site by agency staff and on and off-site by contracted employees. They have agreements with other agencies to pool resources but they believe there is a possibility to integrate their service with other services in the area. The Trailblazers are interested in joining a network of service providers, sharing vehicles with other agencies, contracting to purchase or provide transportation services, and joining in private/public partnerships.

### Women's Center for Advancement

The Women's Center for Advancement, a private non-profit, does not currently offer transportation services but would like to in the future. They contract with someone

else to provide emergency cab ride service for those experiencing domestic violence. This service is available any day and time year round within the Douglas County area. There are typically less than ten users per day and the service is funded through donations. The Women's Center for Advancement maintains a database of system users and would be interested in possibly integrating their service with another in the area. They are open to joining a network of service providers, sharing vehicles with other agencies, cooperatively purchasing vehicles, and receiving grant writing assistance. They are in need of rides to and from hospitals, mental health providers, etc. for those without insurance.

# Gaps in Service & Strategies

## Introduction

This chapter discusses the gaps and deficiencies of special transportation services in the Metro region. Barriers to transportation management coordination are identified, as are strategies to serve the three impacted populations of this plan (those with disabilities, the elderly, and the economically disadvantaged).

As shown in the adjacent graphic, this element of the plan occurs during the analysis of needs and gaps segment of the planning process. This analysis involved stakeholder input in defining the issues and various strategies to address the gaps.



## Defining Gaps & Deficiencies

Gaps in existing services, as well as unmet transportation needs in the Omaha/Council Bluffs metro area were identified by the Coordinated Transit Committee (CTC). Gaps and deficiencies in transportation services were identified for those with disabilities, the elderly, and the economically disadvantaged segments of the area population.

These gaps and deficiencies in transportation service generally fall within four basic categories:

1. Enhancing, revising, or optimizing existing transportation services,
2. New service or expansion of existing service,
3. Economic considerations, and
4. Public awareness and information dissemination.

Major examples of these gaps and deficiencies in service, by category, are:

1. Enhancing, revising, optimizing existing transportation services
  - Desired destinations not served
  - Excessive travel times to and from destinations
  - Multiple transit transfers to get from point A to point B
  - Duplication of some services and no service to others
  - Coordination of multiple providers to provide a seamless trip

- Institutional issues that prohibit coordination of services (i.e. insurance requirements, driver training and licensing requirements, specific clientele requirements, hours of operation requirements, etc.)
  - Time of service and service area (including places in North Omaha, the airport, and the Omaha Housing Authority Underwood Tower)
2. New service options or expansion of existing services to meet identified needs
    - Lack of weekend transit services
    - Lack of suburban and inter-city service
    - Hours of service operation do not match with hours that service is needed
    - Desire more connection between Omaha and Council Bluffs
    - Transportation for newly released hospital patients is needed
  3. Economic considerations
    - Lack of uniform fee schedules
    - Lack of affordability for services
    - Operation and maintenance costs of providers in establishing or maintaining services
    - High insurance costs
  4. Public awareness and dissemination of information related to existing services.
    - General lack of awareness of available services
    - No marketing of transportation services for affected clients
    - Lack of education about transit assistance and transportation options
    - No central coordination of transportation information
    - Limited or no public-private partnerships with local businesses

To provide flexibility and latitude to the Coordinated Transit Committee selection process the list of transportation gaps and deficiencies are not prioritized. Individual projects designed to mitigate these needs and gaps in transportation service will be solicited from the CTC and the general public.

## **Local Barriers to Transportation Management Coordination**

The coordinated planning process resulted in the idea of a Transportation Management Coordination Center (TMCC). Therefore, preliminary research was conducted regarding the feasibility of developing a TMCC. The following nine barriers were identified during preliminary research.

1. Identification of a legal operational entity.
2. Coordination of comingled rides on MOBY vans at Metro to attract MOBY's paid paratransit trips into the coordinated pool of daily Computer-Aided-Dispatching (CAD).
3. Allocation of available Federal Transit Administration (FTA) funds and other subsidies to a legal entity to support ride expenses for persons with disabilities, for those persons under-employed and for seniors.

4. Selection of computer aided dispatch (CAD) software for coordination of vehicles, drivers, and schedules to best fit with regional operations and local budgets.
5. Coordination with the Nebraska Medicaid transportation brokerage's Medicaid purchased trips, attracting their trips into the coordinated pool of daily Computer-Aided-Dispatching.
6. Budgeted funding beyond the first 2-year start up phase – budgeting beyond the Veterans Transportation and Community Living Initiative which can establish baseline operating financials for the first two years.
7. Having an accounting system able to reconcile cash expenses and cash income payments and non-cash (match) payments among five separate accounts: the FTA project account, the MAPA project account, the MAPA budget, the MAPA work plan and the bank/cash account.
8. Identification of additional participating agencies and funds to support the TMCC into year three and beyond.
9. Writing operating manuals and command and control processes for an operating company.

## **Identification of Strategies**

The strategies to meet the needs of those with disabilities, the elderly, and the economically disadvantaged are based on a set of five basic directives, which build on the goals and objectives developed by the CTC:

- Meet the needs of the transit customers, improve service, increase access for those with disabilities, the elderly, and the economically disadvantaged.
- Leverage federal funding to provide greater mobility to transit users of the affected population segments.
- Move people efficiently and coordinate with various transit resources
- Minimize duplication of services between and among those who provide service for the disabled, elderly, and economically disadvantaged.
- Market transportation opportunities and solicit private/public partnerships to facilitate better cooperation and coordination of services for those with disabilities, the elderly, and the economically disadvantaged.

The identified strategies provide direction for the CTC. Strategies can be applied to leverage funding potential across the multiple needs of the affected population. Projects designed for Section 5310 funds will be solicited, reviewed, approved and programmed based on these basic strategies:

- Expand service into rural/outlying areas.
- Collaborate to create a feeder service from rural areas (and those areas outside of transit service areas) to mainline transit.
- Develop a shuttle service to and from nursing homes, churches, transit transfer centers, etc.

- Work together to expand transit service to social service agencies serving low income individuals, elderly individuals, and/or disabled individuals.
- Create a program to provide reduced fare for low income individuals.
- Improve or expand work-related trips (reverse commute, off-hour, etc.).
- Provide service (medical trips, shopping trips, work trips, etc.) at non-traditional times (weekends, 6pm to 6am, etc.).
- Provide guaranteed ride home program.
- Standardize rate schedules.
- Provide individualized service (escort, door to door, etc)
- Provide transit signage and transit information by installing local kiosks.
- Establish brokerage to coordinate transportation service provided to transportation-disadvantaged individuals.

Specific strategies to address the barriers in the creation of a Transportation Management Coordination Center (TMCC) will need to be developed.

## **Prioritization of Needs**

The priority of this program is to meet existing transportation needs and fill gaps in transportation services. Funding availability, the success of individual programs, and changes in the socio-economic structures of the study area provides a basis for change in the priority of needs.

Applications for funding will be scored by MAPA staff, which will be reviewed by the Coordinated Transit Committee and prioritized on an annual basis. New applications will be reviewed and prioritized based on an established selection process, which incorporates the CTC goals and objectives (as stated in Chapter 1). Chapter 7, Programming Process, elaborates on the project rating process.

# Strategies to Eliminate Gaps & Duplications in Service

## Introduction

Strategies which can lead to elimination of gaps and duplication are divided into two main sections — additional services or coordination opportunities. General strategies which may be appropriate for the MAPA TMA are presented in the following discussion and will be elaborated on in Chapter 6 (Prioritization & Implementation).

As shown in the adjacent graphic, this element of the plan occurs during the strategy development segment of the planning process. Stakeholder input was involved in determining the strategies.

## General Strategies to Diminish Gaps

The general service gaps to meet the needs of the MAPA TMA include the following:

- Provide regular scheduled regional service for the general public.
- Increase service area, service hours, and frequency of existing transit services in the major communities that have experienced growth in the area.
- Provide weekend service.
- Use economical vehicles for long distance trips.
- Develop car/vanpool programs, thereby providing more commuting choices.
- Require additional vehicles to reach more rural areas to connect public housing with employment and other services.
- Require additional vans to meet the paratransit needs.
- Develop the Transportation Management Coordination Center (TMCC) which will act as a transportation hub providing connectivity with various transportation services and one-call services, increasing the public profile for transit services.



## **General Strategies to Diminish Duplications**

Duplication of services in the region exists in geographic and temporal forms. Various agencies may travel the exact same route, but might have a restricted client base due to agency policy or funding, such as private nursing homes providing specific transportation to paying clients. Thus coordination efforts are needed to overcome duplications of efforts.

## **Coordination Strategies to Diminish Gaps and Duplications**

There are general coordination strategies which could ultimately improve service efficiency in the area and increase transit capacity. The following are broad concepts that can aid in improving the existing levels of coordination and may be appropriate to use in the MAPA Region.

### Coalitions

A coalition is a group of agencies and organizations that are committed to coordinate transportation and have access to funding. The coalition should include local stakeholders, providers, decision-makers, business leaders, Councils of Government, users, and others as appropriate. The coalition could be either an informal or formal group which is recognized by the decision-makers, and which has some standing within the community. Coalitions can be established for a specific purpose (such as to obtain specific funding) or for broad-based purposes (such as to educate local communities about transportation needs).

#### Benefits

- Development of a broad base of support for the improvement of transit services in the region.
- The coalition is able to speak with the community and region's decision-makers, thereby increasing local support for local funding.

#### Implementation Steps

- Identify individuals in the region that are interested in improving transit's level of service and have the time and skills to develop a true grassroots coalition.
- Set up a meeting of these individuals in order to present the needs and issues that face the agencies.
- Agencies need to work with the coalition in order provide base information and data on the existing and future needs of transit across the region.
- Timing: 1 to 3 years.

## Coordinating Council

Similar to a coalition, a coordinating council is made up of a myriad of agencies and partners with a common goal of coordinating transportation resources. This group differs from a coalition in the fact that it is primarily made up of agencies which have a need for service and other groups (such as local municipalities) specifically formed to accomplish a strategic goal (such as to implement a new service). The coordinating council acts similar to a Transportation Advisory Committee in either a local or regional area.

### Benefits

- Allows for greater input from the key transportation agencies in the region.
- Allows the members to share information and knowledge on a one-on-one basis.
- Provides greater opportunity to identify possible coordination actions.
- Increases the integration of transit planning within the region.

### Implementation Steps:

- Agencies interested in being members of the council need to meet and develop by-laws for the council.
- Council members need to elect a Chair and Vice-Chair.
- Council members need to develop a mission statement, vision, goals, and objectives.
- Council members need to set a date for the monthly or quarterly meeting.
- Timing: 1 to 3 years.

## Joint Planning and Decision Making

Joint planning and decision making involves agencies working cooperatively either with other similar agencies or a local provider to make known the needs of their clients and become involved in the local planning of services. Other transportation providers could work with each other in joint planning to meet the needs of their communities and the market segments they serve.

### Benefits

- The need for expensive planning documents for each transit agency will be reduced.
- More complex coordination in capital development and operational functions will be allowed.
- The duplication of services among the coordinating agencies will be reduced.

### Implementation Steps

- The agencies could assist the planning and decision-making efforts by:
- Informing and raising the level of awareness of passenger transportation.
- Identifying and discussing goals and objectives for planning efforts.
- Helping to develop time lines for planning processes.

- Providing information and making recommendations regarding operations, capital, funding, coordination, and administrative functions.
- Timing: 5 to 10 years.

### Joint Training Programs

Joint training programs among agencies, in everything from preventative maintenance to safe wheelchair tie-down procedures, can lead to more highly skilled employees. Joint training can also lead to reduced training costs with agencies that each possesses a specialized trainer who can be responsible for one or more disciplines. For example, one agency could provide Passenger Service & Safety (PASS), one agency could specialize in preventative maintenance training, etc. The agencies could also purchase special training from reputable organizations/companies and allow other agencies' employees to attend. Training costs could be shared among the agencies.

#### Benefits

- Each agency's training budget will be reduced.
- The drivers and staff have more opportunities to learn from each other.

#### Implementation Steps

- The training needs of each agency's staff should be identified.
- Training courses that meet the greatest needs should be determined.
- The agency or organization/company that could provide the needed training should be identified.
- State and federal grants that could assist in paying for the training should be determined.
- Timing: 5 to 10 years.

### Joint Eligibility Programs

The transit and human service providers in the region could work together to develop a single application for services. Subsequently a database could be created to house the information derived from the single application. This can be accessed by all of the transit and human service providers in the region.

#### Benefits

- Ease of use for the applicant, as a single application would be less repetitive and save time.
- Reduction of paperwork for each agency, as the information would be kept in a single digital database.
- Agencies are able to determine gaps in services based on the applications and services offered.

### Implementation Steps

- Agencies need to determine if they are interested in collaborating in this manner.
- Determine the appropriate central hub location of the database, perhaps the Transportation Management Coordination Center (TMCC).
- Develop a single program application.
- Timing: 5 to 10 years.

## One-Call Center = Transportation Management Coordination Center (TMCC)

A single office would oversee the dispatching of vehicles and the scheduling of reservations for all of the participating transportation entities in order to provide transportation service within a geographic area. This shared informational telephone line provides potential users with the most convenient access to information on all transportation services in the region.

### Benefits

- Reduction in the duplication of administrative costs, based on an economy of scale.
- Increase in the marketability of the region's transit service.
- Allows for improved fleet coordination.
- Users will only need to call one telephone number to obtain all the transit information they need, thereby improving customer service.

### Implementation Steps

- Agencies need to meet in order to determine which agency will house the coordination effort and call center, along with how the call center will be funded and what information will be provided to customers.
- The telephone line should be established and the needed communication equipment should be purchased.
- A marketing brochure should be developed detailing the purpose of the call center, hours of service, and telephone number.
- Each agency's level of funding should be identified to cover the cost of the dispatching service.
- Intergovernmental agreement needs to be created detailing the responsibility of each agency.
- Timing: 3 to 6 years.

## Contracts for Service

An agency/entity could contract with another agency/entity or another human service agency to provide needed trips. This could be done occasionally on an as-needed basis or as part of scheduled service.

### Benefits

- The amount of local match that can be used to pull additional state and federal funding for transit services into the region will be increased.
- The duplication of services in the region will be reduced, thereby creating an economy of scale and improving the overall transit performance level.

### Implementation Steps

- The agencies should meet to identify the needs and capacities of the contract parties.
- A contract should be developed detailing the responsibility of each party.
- Timing: 5 to 10 years.

## Consolidated Transportation Program

A consolidated transportation program occurs when all transit services are provided by a single agency. This includes the vehicles, facilities, administration functions, maintenance, and operations.

### Benefits

- Creation of an economy of scale, thereby reducing the cost per passenger, administrative costs, and operational costs.
- Increase in the level of local match funding available to obtain federal funding, through contract services provided to other agencies in the region.
- Reduction in the duplication of services and facilities.

### Implementation Steps

- Intergovernmental agreement needs to be created detailing the level of service that will be provided by the single agency for the level of funding detailed in the contract.
- Each agency's council and/or board would need to approve the intergovernmental agreement.
- Create a new board for the consolidated agency that would be made up of the participating agencies and would oversee the service.
- Transfer all vehicles and facilities to the consolidated agency.
- Timing: 3 to 6 years or longer.

# Prioritization & Implementation

## Introduction

In December 2013 the Coordinated Transit Committee (CTC) conducted a workshop to prioritize the Coordination Strategies identified in Chapter 5. These strategies were evaluated based on the potential for improved service efficiency in the region and to increase the capacity of transit providers.

As shown in the adjacent graphic, this element of the plan occurs during the implementation segment of the planning process. Stakeholder input was involved in determining the prioritization and implementation process.

## Prioritization of Strategies

During the December workshop, participating CTC members were asked to vote by placing three (3) “sticker dots” on a chart representing potential coordination strategies. These votes were aggregated to demonstrate the prioritization of the potential strategies identified in Chapter 5. The CTC prioritized the Committee’s investment in the following manner:



Rank	Strategy
1	One-Call Center = TMCC
2	Coalitions
3	Joint Eligibility Programs
4	Coordinating Council
-	Joint Planning & Decision Making
-	Joint Training Programs
-	Contracts for Service
8	Consolidated Transportation Program

Based on the results of this ranking workshop, the Coordinated Transit Committee determined which strategies were short, medium and long-term priorities. The results of this prioritization are noted below:

**Short-Term Priorities (1 to 5 Years)**

One-Call Center (Transportation Management Coordination Center (TMCC))  
Coalitions  
Contracts for Service

**Medium-Term Priorities (6 to 10 Years)**

Coordination Council  
Joint Eligibility Programs  
Joint Training Programs  
Joint Planning & Decision-Making

**Long-Term Priorities (10 to 20 Years)**

Consolidated Transportation Program

Figure 6.1 displays the relationship between these priorities and a preliminary implementation schedule. Specific implementation steps associated with these priorities will be undertaken as resources and opportunities for coordination arise. Some priorities were advanced ahead of others which received more votes due to the fact that they are inputs to larger processes.

**Figure 6.1: Preliminary Implementation Schedule**

	Short-Term (1-5 Years)					Short-Term (6-10 Years)					Long-Term (11-20 Years)				
<b>Coalitions</b>															
- Identify interested individuals															
- Set up meeting of interested individuals															
- Coalition provides data and information															
<b>Contracts for Service</b>															
- Identify needs and capacity of contracting parties															
- Develop contract detailing responsibilities of each party															
<b>One-Call Center (TMCC)</b>															
- Identify agency to house coordination effort															
- Install necessary communication infrastructure															
- Identify level of funding for each participating agency															
- Develop agreements detailing responsibilities of each party															
- Create marketing brochure with hours of service															
<b>Coordinating Council</b>															
- Develop by-laws for the council															
- Elect a Chair and Vice-Chair															
- Develop a mission statement, vision, goals, and objectives															
- Establish regular meeting schedule															
<b>Joint Planning &amp; Decision Making</b>															
- Identifying goals and objectives for joint planning efforts															
- Develop timelines for key planning processes															
- Develop recommendations for funding, coordination & structure															
<b>Joint Eligibility Programs</b>															
- Determine interest in this collaboration															
- Identify location to house central database															
- Develop single program application															
<b>Joint Training Programs</b>															
- Identify training needs of the agency															
- Identify potential state and federal funding sources for training															
- Develop courses to meet the region's greatest needs															
<b>Consolidated Transportation Program</b>															
- Develop implementation agreement detailing agency responsibilities															
- Approval of agreement by participating agencies															
- Identify governing board of new agency															
- Transfer vehicles and facilities to consolidated agency															

## Financial Analysis

The Coordinated Transit Committee analyzed the Federal funding which is anticipated during the planning horizon of this document. This analysis included funding from MAPA’s 5310 apportionment and an award of competitive Veterans Transportation and Community Living Initiative (VTCLI, 5309) funding secured by MAPA. Cost estimates for equipment and services were developed and programmed in accordance with the implementation goals discussed earlier in this chapter and were inflated by 3% to account for rising costs throughout the planning period. The results of this analysis are shown in the fiscal constraint table in Table 6.2.

Generally, the activities of the Coordinated Transit Committee fall into the categories of Operations and Capital Expenditures. The CTC intends to fund a variety of Operations activities with 5310 funding throughout the planning period including coordination planning activities, the operations of local services, and sustaining the operations of the call center. Capital Expenditures under the 5310 program are focused on the purchase of new vehicles for coordination partners,

dispatching/coordination software, Automatic Vehicle Location (AVL) systems, and alternative fuel projects.

Additionally, 5309 funding from the Federal Transit Administration's Veterans Transportation and Community Living Initiative (VTCLI) was secured by MAPA in order to implement the priority goal of a One-Call Center. Because of the period of performance of this award, the investments related to these funds occur early in the planning period. The 5309 funding is limited to Capital Expenditures and the necessary engineering and planning activities to support the development of the center. Hardware, software, and AVL systems will be purchased with these funds in order to support the coordination of transit services in the Omaha metropolitan area.

Table 6.2 is built off of Table 6.3 (Unit Costs) and Table 6.4 (Unit Quantity Per Year). The Unit Costs Table (6.3) displays the per unit price, showing the federal and local share for each item. The Unit Quantity Per Year Table (6.4) displays the number of each item forecasted the specific year, based on the estimated funding level.

The Fiscal Analysis Table (6.2) multiplies the federal portion of the Unit Cost Table by the Unit Quantity Per Year Table. The expenses were inflated by 3%, while the anticipated revenue was flat lined without inflation. This analysis is fiscally constrained, meaning if the quantity of projected items are purchased, there should be enough revenue to cover the costs without causing a deficit.

**Table 6.2: Financial Analysis**

Projects	Projected CTC Budget										Total Project Cost
	Fiscally Constrained Years						Illustrative Years				
	2015	2016	2017	2018	2019	2020	2021-2025	2026-2030	2031-2035	2036-2040	
<b>Vehicles (5310 Capital)</b>	\$ 416,000	\$ 428,480	\$ 441,334	\$ 397,753	\$ 351,159	\$ 301,411	\$ 1,586,150	\$ 1,751,093	\$ 1,329,058	\$ 1,326,161	\$ 8,328,599
<b>Dispatching Software (5310 Capital)</b>	\$ 20,000	\$ 20,600	\$ 21,218	\$ 17,484	\$ 18,008	\$ 18,548	\$ 60,268	\$ 58,793	\$ 68,157	\$ 79,012	\$ 382,088
<b>AVL (5310 Capital)</b>	\$ 16,000	\$ 16,480	\$ 16,974	\$ 17,484	\$ 18,008	\$ 18,548	\$ 80,849	\$ 58,793	\$ 68,157	\$ 79,012	\$ 390,305
<b>Alternative Fuel Projects (5310 Capital)</b>	\$ 12,800	\$ 13,184	\$ 13,580	\$ 13,987	\$ 14,407	\$ 14,839	\$ 64,679	\$ 47,034	\$ 54,525	\$ 63,210	\$ 312,244
<b>Operations Local Services ( 5310 Operations)</b>	\$ 56,000	\$ 57,680	\$ 59,410	\$ 61,193	\$ 63,028	\$ 64,919	\$ 177,503	\$ 205,774	\$ 238,549	\$ 276,544	\$ 1,260,601
<b>Coordination Planning (5310 Operations)</b>	\$ 50,000	\$ 51,500	\$ 53,045	\$ 54,636	\$ 56,275	\$ 57,964	\$ 158,485	\$ 183,727	\$ 212,990	\$ 246,914	\$ 1,125,536
<b>Operations Call Center (5310 Operations)</b>	\$ 100,000	\$ 103,000	\$ 106,090	\$ 109,273	\$ 112,551	\$ 115,927	\$ 475,454	\$ 551,181	\$ 638,970	\$ 740,742	\$ 3,053,188
<b>AVL/ Veteran's Grant (5309 Capital)</b>	\$ 260,000	\$ 263,680	\$ 212,180	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 735,860
<b>Design/ Engineering Veteran's Grant (5309 Capital)</b>	\$ 32,000	\$ 32,960	\$ 33,949	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 98,909
<b>Technology/ Software Veteran's Grant (5309 Capital)</b>	\$ 32,000	\$ 32,960	\$ 33,949	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 98,909
<b>Total Project Cost</b>	\$ 994,800	\$ 1,020,524	\$ 991,729	\$ 671,809	\$ 633,436	\$ 592,157	\$ 2,603,386	\$ 2,856,396	\$ 2,610,407	\$ 2,811,595	\$ 15,786,240
<b>Revenue</b>											
<b>5310 Beginning Balance (Carryover)</b>	\$ 731,633	\$ 610,833	\$ 469,909	\$ 308,257	\$ 186,449	\$ 103,012	\$ 60,855	\$ 207,469	\$ 101,073	\$ 240,666	
<b>5310 Spending Authority</b>	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 2,750,000	\$ 2,750,000	\$ 2,750,000	\$ 2,750,000	\$ 15,031,633
<b>5310 Total Funding (Carryover + Spending Authority)</b>	\$ 1,281,633	\$ 1,160,833	\$ 1,019,909	\$ 858,257	\$ 736,449	\$ 653,012	\$ 2,810,855	\$ 2,957,469	\$ 2,851,073	\$ 2,990,666	
<b>5310 Project Costs</b>	\$ 670,800	\$ 690,924	\$ 711,652	\$ 671,809	\$ 633,436	\$ 592,157	\$ 2,603,386	\$ 2,856,396	\$ 2,610,407	\$ 2,811,595	
<b>5310 Ending Balance</b>	\$ 610,833	\$ 469,909	\$ 308,257	\$ 186,449	\$ 103,012	\$ 60,855	\$ 207,469	\$ 101,073	\$ 240,666	\$ 179,071	
<b>5309 Beginning Balance (Carryover)</b>	\$ 933,750	\$ 609,750	\$ 280,150								
<b>5309 Spending Authority</b>											\$ 933,750
<b>5309 Total Funding (Carryover + Spending Authority)</b>	\$ 933,750	\$ 609,750	\$ 280,150								
<b>5309 Project Costs</b>	\$ 324,000	\$ 329,600	\$ 280,078								
<b>5309 Ending Balance</b>	\$ 609,750	\$ 280,150	\$ 72								
<b>Total Funding</b>	\$ 2,215,383	\$ 1,770,583	\$ 1,300,059	\$ 858,257	\$ 736,449	\$ 653,012	\$ 2,810,855	\$ 2,957,469	\$ 2,851,073	\$ 2,990,666	\$ 15,965,383
											<b>Total Project Cost</b> \$ 15,786,240
											<b>Total Funding</b> \$ 15,965,383
											<b>Deficit/Surplus</b> \$ 179,143

Cost is based on 3% inflation. This is based on the federal portion of funding. Federal Fiscal Years are October 1 to September 30.

At least 55% of expenses must be spent on eligible capital expenses. 55% is a floor, not a ceiling.

**Table 6.3: Unit Costs**

<b>UNITS COSTS</b>	<b>Per Unit Price</b>	<b>Federal</b>	<b>Local</b>
Vehicles (5310 Capital)	\$ 65,000	\$ 52,000	\$ 13,000
Dispatching Software (5310 Capital)	\$ 5,000	\$ 4,000	\$ 1,000
AVL (5310 Capital)	\$ 5,000	\$ 4,000	\$ 1,000
Alternative Fuel Projects (5310 Capital)	\$ 4,000	\$ 3,200	\$ 800
Operations Local Services ( 5310 Operations)	\$ 70,000	\$ 56,000	\$ 14,000
Coordination Planning (5310 Operations)	\$ 50,000	\$ 50,000	-
Operations Call Center (5310 Operations)	\$ 125,000	\$ 100,000	\$ 25,000
AVL/ Veteran's Grant (5309 Capital)	\$ 5,000	\$ 4,000	\$ 1,000
Design/ Engineering Veteran's Grant (5309 Capital)	\$ 40,000	\$ 32,000	\$ 8,000
Technology/ Software Veteran's Grant (5309 Capital)	\$ 40,000	\$ 32,000	\$ 8,000

**Table 6.4: Unit Quantity Per Year**

<b>UNIT QUANTITY PER YEAR</b>											
	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021-2025</b>	<b>2026-2030</b>	<b>2031-2035</b>	<b>2036-2040</b>	<b>Total</b>
Vehicles (5310 Capital)	8	8	8	7	6	5	24	23	15	13	<b>117</b>
Dispatching Software (5310 Capital)	5	5	5	4	4	4	12	10	10	10	<b>69</b>
AVL (5310 Capital)	4	4	4	4	4	4	16	10	10	10	<b>70</b>
Alternative Fuel Projects (5310 Capital)	4	4	4	4	4	4	16	10	10	10	<b>70</b>
Operations Local Services ( 5310 Operations)	1	1	1	1	1	1	3	3	3	3	<b>16</b>
Coordination Planning (5310 Operations)	1	1	1	1	1	1	3	3	3	3	<b>16</b>
Operations Call Center (5310 Operations)	1	1	1	1	1	1	4	4	4	4	<b>21</b>
AVL/ Veteran's Grant (5309 Capital)	65	64	50								<b>179</b>
Design/ Engineering Veteran's Grant (5309 Capital)	1	1	1								<b>3</b>
Technology/ Software Veteran's Grant (5309 Capital)	1	1	1								<b>3</b>
<b>Total</b>	<b>91</b>	<b>90</b>	<b>76</b>	<b>22</b>	<b>21</b>	<b>20</b>	<b>77</b>	<b>62</b>	<b>54</b>	<b>52</b>	

# Programming Process

## Introduction

This chapter will discuss the 5310 application and approval process. This process includes a notice of availability, project eligibility, and application procedures.

As shown in the adjacent graphic, this element of the plan occurs during the implementation segment of the planning process. The stakeholders are involved in the programming process.

## Application and Approval Process

The application process will follow a predetermined set of requirements to determine candidate projects to be funded in the MAPA TMA. An application for the Section 5310 funding administered by this plan will be made available to potential candidates on request and is also available online. Completed forms and related information will be scored by MAPA staff and then reviewed by the CTC.

### Notice of Availability

MAPA, on behalf of the CTC planning committee, will follow the public participation plan to disseminate information regarding potential Section 5310 funds and how to apply. This will be listed on the MAPA website. Additionally, MAPA will send out notices to Coordinated Transit Committee stakeholders once per year providing similar information.

All public notices, access to information and dissemination of materials will be in accordance with guidelines stated in the **MAPA Public Participation Plan** (<http://mapacog.org/public-participation>).



## Project Eligibility

Project eligibility for the 5310 funding program is based on information provided by the Federal Transit Administration. Given the potential for change and revision to these requirements, it is advisable to review the most current eligibility requirements at the FTA website at:

### ***Section 5310 – Elderly and Handicapped Program***

[http://www.fta.dot.gov/documents/C9070.1F\(1\).doc](http://www.fta.dot.gov/documents/C9070.1F(1).doc)

For the most up-to-date information regarding MAPA 5310 project eligibility please review the CTC 5310- MAPA Policy Guide at:

[www.mapacog.org/coordinated-transit-committee](http://www.mapacog.org/coordinated-transit-committee)

## Application Procedures

Applications for each of the federal programs should be completed based on the criteria and eligibility requirements stated for the program. Applications will be reviewed once a year, most likely in January. All applications should be submitted on or before the determined due date. Applications received after the deadline will be reviewed and prioritized in the next funding cycle.

Once received, project applications will be:

- Reviewed for eligibility based on the requirements for 5310 funding.
- Forwarded for further review or rejected based on eligibility.

Eligible projects will then be:

- Reviewed, scored, and rated on criteria established by the CTC.
  - (Projects must meet or exceed a set minimum review score established for each funding source).
- Prioritized by the merit of the project.
- Approved by the CTC.
- Programmed in the MAPA TIP based on funding availability.

### ***Application Form***

Application forms for the 5310 funding source will be updated to optimize the selection process according to CTC preference. Figure 7.1 displays

**Figure 7.1: 5310 2014 Application**

**Application for 5310-MAPA Funding for FY2014**  
Human Service Transit Projects

Project Name: \_\_\_\_\_  
Project Sponsor: \_\_\_\_\_  
Location: \_\_\_\_\_  
Description: \_\_\_\_\_

Is this project listed in the MAPA 2035 L RTP?  Yes  No  
Is this project listed in local planning documents? (TIP, etc.)  Yes  No

**Geographic Coverage**  
 Environmental Justice  Development Zone Increase in service area (%) \_\_\_\_\_

How will the proposed project improve the reliability and quality of transit services?  
\_\_\_\_\_  
\_\_\_\_\_

How will the proposed project improve the availability of transit services?  
 Increase hours of operations  
 Increase number of vehicles available  
 Reduce short term or long term coverage gaps  
Please explain below:  
\_\_\_\_\_  
\_\_\_\_\_

How will the proposed project increase ridership and by what percentage?  
 5% Increase  5% - 10% Increase  Greater than 10% Increase  
Please explain below:  
\_\_\_\_\_  
\_\_\_\_\_

Will the proposed project increase transit access for the groups below?  
 Veterans  Senior Citizens  Disabled Citizens  
 Employment Help Centers  Job Access for the Under-Employed  
Please explain below:  
\_\_\_\_\_  
\_\_\_\_\_

How many local public agencies or different jurisdictions will the project involve?  
Please list the involved stakeholders below:  
\_\_\_\_\_  
\_\_\_\_\_

an example application. This form will be located online at [www.mapacog.org/coordinated-transit-committee](http://www.mapacog.org/coordinated-transit-committee)

**Project Rating**

Following an initial eligibility determination, project applications are evaluated and scored by MAPA staff based upon their particular project type and the information supplied. MAPA staff will then present the scores to the CTC for review (Figure 7.2 displays an example of a scoring rubric). MAPA staff will recommend a prioritization of projects to the CTC for approval to be incorporated into the Draft MAPA Transportation Improvement Program (TIP) as allowed by fiscal constraint. All projects will be prioritized and programmed as funding amounts will allow. Projects not receiving funding will be put on a backup list, listed by their priority, in case additional funds become available.

All Section 5310 applications that meet eligibility requirements will be scored individually using the basic criteria listed below. As the CTC determines appropriate additional criteria, further categories may be included in the future. Please check the **CTC 5310 - MAPA Policy Guide** for the most up-to-date criteria.

1. Geographic Coverage
2. Reliability and Quality of Service
3. Availability of Transportation Services
4. Ridership
5. Accessibility Improvements
6. Interagency Coordination
7. Life Cycle of Vehicles
8. Operation of Service

**Figure 7.2: 5310 2014 Scoring Rubric**

Project Selection is the purview of the Coordinated Transit Committee (CTC). Projects selected and prioritized by the CTC will be presented to the MAPA Transportation Technical Advisory Committee and Board of Directors for final approval, programming and implementation.

Actual funding provisions are at the discretion of the MAPA Board. Funding may be made available in total or in part for any given project.

As mentioned in Chapter 1, a minimum of 55% of funds must be spent on capital projects. Therefore, when the CTC is programing operating applications they will be capped at 45% of the available funds.

Scoring Rubric for 5310-MAPA Funding FY2014			
Human Service Transit Projects			
Name/Organization:			
Project Name:			
Project Sponsor:			
Description:			
Is this project listed in the MAPA 2035 LRTP and Local Planning Documents?		Yes	No
Is this project located on an identified complete streets corridor?		Yes	No
		Available Points	Assigned Points
Geographic Coverage	Environmental Justice Area	5	
	Redevelopment Area	5	
	Service Area increased by 5-10%	5	
	Service Area increased by 10-20%	10	
	Service Area increased by +20%	15	
Reliability and Quality of Service	Reduce travel time per vehicle	10	
	Reduce time spent by rider on vehicle	10	
	Improve response time	10	
Availability of Transportation Services	Increase hours of operations	5	
	Increase number of vehicles available	10	
	Reduce short term/long term coverage gaps	10	
Ridership	Increase in Ridership	Increased +10%	30
		Increased 5-10%	20
		Increased 5%	10
Accessibility Improvements	Increase transit access to Veterans	10	
	Increase transit access for Senior Citizens	10	
	Increase transit access for disabled citizens	10	
	Increase access to employment help centers	10	
	Increase access to jobs for under-employed	10	
Interagency Coordination	6+ Partners	15	
	5 Partners	12	
	4 Partners	9	
	3 Partners	6	
	2 Partners	3	
Life Cycle of Vehicles	Extend life of current transit vehicles	10	
	Introduce newer/more efficient transit vehicles	10	
	Reduce operating costs of transit vehicles	10	
Operation of Services	Increase Human Service ridership ≥10% or more	5	
	Improve customer service response time	10	
	Increase number of destinations per trip	10	
	Provide training for disabilities assistance	10	
	Increase efficiency of ride dispatching	15	
	Decrease number of rider denials	15	
Total Score		270	

## Plan Update & Amendment

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### Introduction

This chapter contains the plan update cycle (every 5 years), how plan amendments will be processed, the authority and responsibility of the plan and 5310 funds, and the conflict resolution process.

### Plan Update

The plan will be updated on a 5-year cycle to accommodate changes in federal funding, federal policy, accomplishment of the various tasks and changes in policy and attitude. This update cycle parallels the MAPA Long Range Transportation Plan development cycle, just slightly offset by one year. The Coordinated Transit Plan (CTP) is a living document and amendments will be made as needed. The CTP will be reviewed and updated, as needed, to reflect changes in policy, changes in priorities or funding availability.

Any major changes in policy and procedures will be approved by the CTC. Changes to the plan will be reviewed by the public for input. All major changes to the plan must be approved by the MAPA Board of Directors.

MAPA will be responsible for maintaining and updating the CTP based on the input from stakeholders and the public, as well as approval by the MAPA Board of Directors.

The MAPA Transportation Improvement Program (TIP) is updated annually through an open project selection process. The 5310 projects will be incorporated into the TIP. Furthermore, the 5310 Program of Projects (POP) will be included in the TIP and in Appendix G (Coordinated Transit Planning Data from MAPA's TIP) of this document. Appendix G will be updated yearly after the information is evaluated through the TIP public participation process and the TIP is approved by the MAPA Board of Directors.

### Plan Amendments

The Coordinated Transit Plan may be amended between update cycles to reflect new priorities, changes in strategies and goals or to accommodate changes and revisions to the plan.

All amendments will be reviewed by the Coordinated Transit Committee and approved by the MAPA Board of Directors.

All public notices, access to information, dissemination of materials, and amendments to this plan will be done in accordance with guidelines stated in the **MAPA Public Participation Plan**.

## **Authority and Responsibility**

MAPA is the designated recipient of Section 5310 – Elderly and Disabled Program – funds for the Omaha-Council Bluffs Metropolitan Area. The Transportation Technical Advisory Committee (TTAC) developed the Coordinated Transit Committee on behalf of the MAPA Board of Directors and the MAPA Council of Officials.

The Coordinated Transit Committee is a direct function of the MAPA transportation planning process. This process is governed by the MAPA Board of Directors, on behalf of the MAPA Council of Officials. Therefore, the MAPA Board of Directors maintains responsibility over the Coordinated Transit Plan development, the maintenance of the plan and any and all amendments to the plan.

The MAPA Board will confirm the appointment of a Coordinated Transit Committee Chair annually to facilitate meetings, confer with MAPA staff and work to forward the goals and actions of the Coordinated Transit Plan.

The roles and responsibilities of the Coordinated Transit Committee, related sub committees and those components involved in the transportation planning process are identified in the CTC bylaws which were approved by the CTC, the TTAC, and the MAPA Board of Directors.

## **Conflict Resolution**

The MAPA Board of Directors provides the final determination in matters of conflict resolution. All matters of concern will be presented to the MAPA Board of Directors for disposition.

# Appendix A: Federal Programs

In its 2003 report, the Government Accountability Office (GAO) identified 62 federal programs as having the greatest extent or potential for being used in partnership with Federal Transit Administration programs for serving “transportation disadvantaged” populations. In 2011, GAO revisited this question and identified 69 such programs. This table and information came from the [www.unitedweride.gov](http://www.unitedweride.gov).

Primary Target Population key: “D” = individuals with disabilities, “E” = elderly persons, “L” = low-income persons or households, “V” = veterans, “Y” = children or youth

<i>Agency &amp; Program</i>	<i>FY2010 Funding (transportation amount, if known)</i>	<i>Primary Target Population</i>	<i>Who are the main direct recipients of Federal funds?</i>	<i>Statewide and/or Metropolitan (or equiv) Planning?</i>	<i>Is Mobility Management Eligible?</i>	<i>Can One-Call Services be Funded?</i>	<i>Can Transit Fares/Vouchers be Purchased?</i>	<i>Can Vehicles be Purchased?</i>
<b>U.S. DEPARTMENT OF AGRICULTURE Food and Nutrition Service</b>								
<b>SNAP Employment and Training Program</b> (formerly Food Stamp Employment and Training Program) <a href="http://www.fns.usda.gov/snap/rules/Memo/Support/employment-training.htm">http://www.fns.usda.gov/snap/rules/Memo/Support/employment-training.htm</a> State nutrition agencies may receive grants from USDA to provide employment and training services for participants in their Supplemental Nutrition Assistance Program (formerly known as “Food Stamps”). Transportation services connected with participants’ job search, job training and job retention can be eligible uses of these funds, at a state’s discretion.	<b>\$344M</b>	<b>L</b>	<b>States</b>	<b>N</b>	<b>N</b>	<b>N</b>	<b>N</b>	<b>N</b>
<b>Hunger-Free Communities</b> <a href="http://www.fns.usda.gov/outreach/grants/hfc_grants.htm">http://www.fns.usda.gov/outreach/grants/hfc_grants.htm</a> The Hunger-Free Communities grants are a one-time opportunity for funds aimed at helping communities increase food access by promoting coordination and partnerships between public, private and non-profit partners.	<b>\$5M</b>	<b>L</b>	<b>Local entities</b>	<b>N</b>	<b>N</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>
<b>USDA Rural Development</b>								
<b>Community Facilities Loans and Grants</b> <a href="http://www.rurdev.usda.gov/HCF_CF.html">http://www.rurdev.usda.gov/HCF_CF.html</a> Community Facilities Programs provide loans and grants and loan guarantees for water and environmental projects, as well as community facilities projects. Community facilities projects develop essential community facilities for public use in rural areas and may include hospitals, fire protection, safety, as well as many other community-based initiatives, including rural transit facilities.	<b>\$490M</b> (in lending authority)	<b>Other</b>	<b>Local entities</b>	<b>N</b>	<b>N</b>	<b>N</b>	<b>N</b>	<b>Y</b>

Appendix A: Federal Programs

<b>Agency &amp; Program</b>	<b>FY2010 Funding (&amp; transportation amount, if known)</b>	<b>Primary Target Population</b>	<b>Who are the main direct recipients of Federal funds?</b>	<b>Statewide and/or Metropolitan (or equivalent) Planning?</b>	<b>Is Mobility Management Eligible?</b>	<b>Can One-Call Services be Funded?</b>	<b>Can Transit Fares/Vouchers be Purchased?</b>	<b>Can Vehicles be Purchased?</b>
<b>DEPARTMENT OF EDUCATION</b>								
<b>Office of Elementary and Secondary Education</b>								
<b>21st Century Community Learning Centers</b> <a href="http://www2.ed.gov/programs/21stcclc/index.html">http://www2.ed.gov/programs/21stcclc/index.html</a> This program supports the creation of community learning centers that provide academic enrichment opportunities during non school hours for children, particularly students who attend high-poverty and low-performing schools. The program helps students meet state and local student standards in core academic subjects, such as reading and math; offers students a broad array of enrichment activities that can complement their regular academic programs, including transportation services related to these activities; and offers literacy and other educational services to the families of participating children.	\$1.2B	Y	States	N	N	N	N	N
<b>Office of Innovation and Improvement</b>								
<b>Voluntary Public School Choice</b> <a href="http://www2.ed.gov/programs/choice/index.html">http://www2.ed.gov/programs/choice/index.html</a> This program supports efforts to establish or expand intra-district, inter-district, and open enrollment public school choice programs to provide parents, particularly parents whose children attend low-performing public schools, with expanded educational options. Programs and projects assisted are required to use a portion of the grant funds to provide the students selected to participate in the program with transportation services, or the cost of transportation, to and from the public elementary schools and secondary schools, including charter schools, which the students choose to attend under the program. The nature of how funds may be spent on transportation services will hinge, in large part, on each state's unique requirements concerning school bus transportation.	\$26M	Y	States, local entities	N	N	N	N	N
<b>Office of Special Education and Rehabilitative Services</b>								
<b>Special Education State Grants</b> (Assistance for Education of All Children with Disabilities) <b>Special Education Pre-School Grants</b> <b>Special Education Grants for Infants and Families</b> <a href="http://www2.ed.gov/about/offices/list/osers/osep/programs.html">http://www2.ed.gov/about/offices/list/osers/osep/programs.html</a> . The Office of Special Education Programs (OSEP) supports a comprehensive array of programs and projects authorized by the <i>Individuals with Disabilities Education Act (IDEA)</i> that improve results for infants, toddlers, children and youth with disabilities. Transportation is a critical element to these programs' success, but the nature of how these funds may be spent on transportation services will hinge, in large part, on each state's unique requirements concerning school bus transportation.	\$11.5B	Y	States	State	N	N	N	Y

Appendix A: Federal Programs

<b>Agency &amp; Program</b>	<b>FY2010 Funding (&amp; transportation amount, if known)</b>	<b>Primary Target Population</b>	<b>Who are the main direct recipients of Federal funds?</b>	<b>Statewide and/or Metropolitan (or equivalent) Planning?</b>	<b>Is Mobility Management Eligible?</b>	<b>Can One-Call Services be Funded?</b>	<b>Can Transit Fares/Vouchers be Purchased?</b>	<b>Can Vehicles be Purchased?</b>
<p><b>Centers for Independent Living Independent Living State Grants</b>  <a href="http://www.rsa.ed.gov/programs.cfm?pc=CIL&amp;sub=purpose">http://www.rsa.ed.gov/programs.cfm?pc=CIL&amp;sub=purpose</a>  <b>Independent Living Services for Older Individuals Who Are Blind</b>  <a href="http://www2.ed.gov/programs/rsailob/index.html">http://www2.ed.gov/programs/rsailob/index.html</a>  <b>Supported Employment Services for Individuals with Most Significant Disabilities</b>  <a href="http://www.rsa.ed.gov/programs.cfm?pc=SE&amp;sub=purpose">http://www.rsa.ed.gov/programs.cfm?pc=SE&amp;sub=purpose</a></p> <p>Through a combination of formula-based grants to states' independent living councils, grants to individual centers for independent living, grants to states to provide independent living for older persons who are blind, and grants to help support employment opportunities for individuals with significant disabilities, persons with disabilities receive training, counseling, advocacy and supportive services that enable them to be more fully integrated into the mainstream of American society.</p>	\$255M	D	States	N	Y	Y	Y	Y
<p><b>Vocational Rehabilitation Grants</b>  <a href="http://www.rsa.ed.gov/programs.cfm?pc=BASI_C-VR&amp;sub=purpose">http://www.rsa.ed.gov/programs.cfm?pc=BASI_C-VR&amp;sub=purpose</a>                      Vocational rehabilitation grants are distributed to state rehabilitation agencies on a formula basis to provide a full range of rehabilitative services. Funds may be used for transportation to these services.</p>	\$3.1B Transport: \$79.4m	D	States	State	Y	N	Y	N
<p><b>Vocational Rehabilitation Projects for American Indians with Disabilities</b>  <a href="http://www2.ed.gov/programs/vramerind/index.html">http://www2.ed.gov/programs/vramerind/index.html</a>                      The purpose of this program is to assist tribal governments to develop or to increase their capacity to provide a program of vocational rehabilitation services, in a culturally relevant manner, to American Indians with disabilities residing on or near federal or state reservations. Funds may be used for transportation to these services.</p>	\$43M	D	Tribes	N	Y	N	Y	N

Appendix A: Federal Programs

<b>Agency &amp; Program</b>	<b>FY2010 Funding (&amp; transportation amount, if known)</b>	<b>Primary Target Population</b>	<b>Who are the main direct recipients of Federal funds?</b>	<b>Statewide and/or Metropolitan (or equivalent) Planning?</b>	<b>Is Mobility Management Eligible?</b>	<b>Can One-Call Services be Funded?</b>	<b>Can Transit Fares/Vouchers be Purchased?</b>	<b>Can Vehicles be Purchased?</b>
<b>DEPARTMENT OF HEALTH AND HUMAN SERVICES</b>								
<b>Administration for Children and Families</b>								
<b>Social Services Block Grant</b> <a href="http://www.acf.hhs.gov/programs/ocs/ssbg/inde_x.html">http://www.acf.hhs.gov/programs/ocs/ssbg/inde_x.html</a> Also known as Title XX, this program provides formula funds to state welfare agencies for the provision of social services, often including transportation, that help individuals reduce welfare dependency, achieve economic self sufficiency, or forestall unnecessary use of institutional care. Many states rely of this program to fill programmatic gaps that cannot be addressed through TANF (see below).	<b>\$1.7B</b>	<b>L</b>	<b>States</b>	<b>State</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>
<b>Child Care and Development Fund</b> <a href="http://www.acf.hhs.gov/programs/ccb/">http://www.acf.hhs.gov/programs/ccb/</a> The CCDF program is authorized by the Child Care and Development Block Grant Act and Section 418 of the Social Security Act and assists low-income families in obtaining child care so that they can work or attend training and/or education activities. The program also improves the quality of child care and promotes coordination among early childhood development and afterschool programs.	<b>\$2.1B</b>	<b>Y</b>	<b>States</b>	<b>State</b>	<b>Y</b>	<b>N</b>	<b>Y</b>	<b>N</b>
<b>Head Start</b> <a href="http://www.acf.hhs.gov/programs/ohs/">http://www.acf.hhs.gov/programs/ohs/</a> Head Start is a program of comprehensive services for economically disadvantaged preschool children. Funds are distributed to tribes and local public and nonprofit agencies to provide child development and education services, as well as supportive services such as transportation. Head Start funds are used to provide transportation services, acquire vehicles and provide technical assistance to local Head Start centers.	<b>\$7.2B</b>	<b>Y</b>	<b>Local entities</b>	<b>N</b>	<b>Y</b>	<b>N</b>	<b>Y</b>	<b>Y</b>
<b>Refugee and Entrant Assistance Programs</b> <a href="http://www.acf.hhs.gov/programs/orr/">http://www.acf.hhs.gov/programs/orr/</a> This is a family of programs that distributes funds on reimbursement, formula and discretionary bases for cash medical assistance and social services to refugees. A leading program goal is to help refugees achieve economic self-sufficiency quickly. Transportation is supported when provided as a component of these services.	<b>\$563M</b>	<b>other</b>	<b>States</b>	<b>N</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>N</b>

Appendix A: Federal Programs

<b>Agency &amp; Program</b>	<b>FY2010 Funding (&amp; transportation amount, if known)</b>	<b>Primary Target Population</b>	<b>Who are the main direct recipients of Federal funds?</b>	<b>Statewide and/or Metropolitan (or equivalent) Planning?</b>	<b>Is Mobility Management Eligible?</b>	<b>Can One-Call Services be Funded?</b>	<b>Can Transit Fares/Vouchers be Purchased?</b>	<b>Can Vehicles be Purchased?</b>
<p><b>Developmental Disabilities Basic Support and Advocacy Grants</b> (State Councils on Developmental Disabilities and Protection and Advocacy Grants)  <a href="http://www.acf.hhs.gov/programs/add/addprogr am.html">http://www.acf.hhs.gov/programs/add/addprogr am.html</a>  <b>Developmental Disabilities Projects of National Significance</b>  <a href="http://www.acf.hhs.gov/programs/add/pns/pns.h tml">http://www.acf.hhs.gov/programs/add/pns/pns.h tml</a>                      The Administration on Developmental Disabilities (ADD) provides formula-based grants to state agencies serving the developmentally disabled, and awards discretionary grants for demonstrations and special projects that address the unique needs of those with developmental disabilities also. Among the activities supported through these various grants are employment, training and housing-related services. Transportation often figures into ADD-funded projects and services.</p>	<b>\$130M</b>	<b>D</b>	<b>States</b>	<b>State</b>	<b>Y</b>	<b>Y</b>	<b>N</b>	<b>N</b>
<p><b>Temporary Assistance to Needy Families</b>  <a href="http://www.acf.hhs.gov/programs/ofa/tanf/index. html">http://www.acf.hhs.gov/programs/ofa/tanf/index. html</a>                      States receive these formula grants, known as TANF, to provide cash assistance, work opportunities, and necessary support services for needy families with children. States may choose to spend some of their TANF funds on transportation and related services needed by program beneficiaries.</p>	<b>\$16.5B</b> Transport: \$355.3m	<b>L</b>	<b>States</b>	<b>State</b>	<b>Y</b>	<b>N</b>	<b>Y</b>	<b>N</b>
<p><b>Community Services Block Grant</b>  <a href="http://www.acf.hhs.gov/programs/ocs/csbg/inde x.html">http://www.acf.hhs.gov/programs/ocs/csbg/inde x.html</a>                      Under this family of programs, states and tribes receive funding to provide a broad range of services for low-income persons. Most of the funds in this set of programs are awarded as formula-based grants to states, which pass them on to local community action programs. An important component of these community services programs is the Job Opportunities for Low-income Individuals (JOLI) program, through which the federal Office of Community Services awards discretionary grants to local non-profits who are creating employment and business opportunities for welfare recipients and other low-income individuals. Transportation services are commonly provided in both the block grant and JOLI programs.</p>	<b>\$700M</b>	<b>L</b>	<b>States</b>	<b>N</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>
<p><b>Transitional Living Program for Older Homeless Youth</b>  <a href="http://www.acf.hhs.gov/programs/fysb/content/y outhdivision/programs/tlpfactsheet.htm">http://www.acf.hhs.gov/programs/fysb/content/y outhdivision/programs/tlpfactsheet.htm</a> The Transitional Living Program provides competitive grants to support projects that provide long-term residential services to homeless youth ages 16-21. The services offered are designed to help young people who are homeless make a successful transition to self-sufficient living. Transitional living programs are required to provide youth with stable, safe living accommodations, and services – sometimes</p>	<b>\$39M</b>	<b>Y</b>	<b>Local entities</b>	<b>N</b>	<b>N</b>	<b>N</b>	<b>Y</b>	<b>N</b>

## Appendix A: Federal Programs

including transportation that help them develop the skills necessary to become independent.								
<b>Native American Programs</b> <a href="http://transition.acf.hhs.gov/programs/ana/programs">http://transition.acf.hhs.gov/programs/ana/programs</a> The Administration for Native Americans promotes social and economic self-sufficiency in communities through its Social and Economic Development Services (SEDS) grants. These competitive financial assistance grants support locally determined projects designed to reduce or eliminate community problems and achieve community goals, which can include strategies for addressing transportation and mobility goals.	\$22M	Other	Tribes	N	Y	Y	Y	Y
<b>Native Employment Works</b> (Tribal Work Grants) <a href="http://www.acf.hhs.gov/programs/ofa/programs/new">http://www.acf.hhs.gov/programs/ofa/programs/new</a> The purpose of the Native Employment Works (NEW) program is to make work activities available to Native Americans. Allowable activities include educational activities, training and job readiness activities, employment activities, and supportive and job retention services such as transportation; child care; items such as uniforms, clothing, tools, and eyeglasses that are needed for employment or training; medical services; counseling, et al.	\$8M	L	Tribes	N	N	N	Y	N
<b>Chafee Foster Care Independence Program</b> <a href="http://www.acf.hhs.gov/programs/cb/programs/fund/state_tribal/jh_chafee.htm">http://www.acf.hhs.gov/programs/cb/programs/fund/state_tribal/jh_chafee.htm</a> The John H. Chafee Foster Care Independence Program offers assistance to help current and former foster care youths achieve self sufficiency. Grants are offered to States and Tribes who submit a plan to assist youth in a wide variety of areas designed to support a successful transition to adulthood. Activities and programs include, but are not limited to, help with education, employment, financial management, housing, emotional support and assured connections to caring adults for older youth in foster care. The program is intended to serve youth who are likely to remain in foster care until age 18, youth who, after attaining 16 years of age, have left foster care for kinship guardianship or adoption, and young adults ages 18-21 who have "aged out" of the foster care system.	\$140M	Y	States Tribes	State Tribal	Y	N	Y	N
<b>Administration on Aging</b>								
<b>Supportive Services and Senior Centers</b> <a href="http://www.aoa.gov/AoARoot/AoA_Programs/HCLTC/supportive_services/index.aspx">http://www.aoa.gov/AoARoot/AoA_Programs/HCLTC/supportive_services/index.aspx</a> Through this program, authorized under Title III-B of the Older Americans Act, funds are awarded by formula to state units on aging for the purpose of providing supportive services to older persons, including the operation of multi purpose senior centers. In turn, states award funds to area agencies on aging, most of whom use a portion of their funding allocations to help meet the transportation needs of older persons.	\$368M Transport: \$72.3M	E	States	State Metro	Y	Y	Y	Y

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<b>Agency &amp; Program</b>	<b>FY 2010 Funding (&amp; transportation amount, if known)</b>	<b>Primary Target Population</b>	<b>Who are the main direct recipients of Federal funds?</b>	<b>Statewide and/or Metropolitan (or equivalent) Planning?</b>	<b>Is Mobility Management Eligible?</b>	<b>Can One-Call Services be Funded?</b>	<b>Can Transit Fares/Vouchers be Purchased?</b>	<b>Can Vehicles be Purchased?</b>
<p><b>Services for Native American Elders</b> (Program for American Indian, Alaskan Native and Native Hawaiian Elders)  <a href="http://www.aoa.gov/AoARoot/AoA_Programs/HCLTC/Native_Americans/index.aspx">http://www.aoa.gov/AoARoot/AoA_Programs/HCLTC/Native_Americans/index.aspx</a>                      Authorized by Title VI of the Older Americans Act, this program supports nutrition, information and referral, multi-purpose senior centers and other supportive services for American Indian Alaskan Natives and Native Hawaiian elders. Transportation is among the supportive services provided through this program. Federally recognized tribes, Alaska native corporations and Native Hawaiian organizations are the only eligible grant recipients.</p>	<b>\$28M</b>	<b>E</b>	<b>Tribes</b>	<b>N</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>
<b>Centers for Disease Control and Prevention</b>								
<p><b>Communities Putting Prevention to Work</b>  <a href="http://www.cdc.gov/communitiesputtingpreventionto/work/">http://www.cdc.gov/communitiesputtingpreventionto/work/</a>                      First established under the American Recovery and Reinvestment Act, and then continued under the Affordable Care Act, Communities Putting Prevention to Work (CPPW) is a locally driven initiative supporting 50 communities to tackle obesity and tobacco use. Through CPPW, these communities are implementing environmental changes to make healthy living easier, such as improving means for safe active transportation for pedestrians, bicyclists and transit users; ensuring provision of healthy food and beverage options in schools; limiting exposure to secondhand smoke; and increasing available tobacco cessation resources.</p>	<b>\$5M</b>	<b>Other</b>	<b>Local entities</b>	<b>N</b>	<b>Y</b>	<b>N</b>	<b>Y</b>	<b>N</b>
<b>Centers for Medicare and Medicaid Services</b>								
<p><b>Medicaid</b> <a href="http://www.cms.gov/home/medicaid.asp">http://www.cms.gov/home/medicaid.asp</a>                      Medicaid is a state-federal partnership that ensures medical assistance to qualified low income persons and persons with disabilities. States are mandated to provide certain categories of health care, and some choose to expand these benefits as appropriate for their beneficiary population. There is a federal mandate for states to arrange the provision of transportation when necessary for accessing health care, but each state may set its own guidelines, payment mechanisms, and participation guidelines for these transportation services. Over the past dozen years, federal legislation has expanded the scope of mandated Medicaid coverage: the 1999 Ticket to Work and Work Incentives Improvement Act required a Medicaid safety net of continued health coverage and related services for qualified persons with disabilities who are entering the workforce. The 2010 Affordable Care Act requires states to extend Medicaid eligibility to all persons at or below 133 percent of the federal poverty line.</p>	<b>\$286.2B</b> Transport: \$704.0M	<b>L</b>	<b>States</b>	<b>State</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>N</b>

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<b>Agency &amp; Program</b>	<b>FY2010 Funding</b> (& transportation amount, if known)	<b>Primary Target Population</b>	<b>Who are the main direct recipients of Federal funds?</b>	<b>Statewide and/or Metropolitan (or equivalent) Planning?</b>	<b>Is Mobility Management Eligible?</b>	<b>Can One-Call Services be Funded?</b>	<b>Can Transit Fares/Vouchers be Purchased?</b>	<b>Can Vehicles be Purchased?</b>
<p><b>Children’s Health Insurance Program</b> (State Children’s Health Insurance Program) <a href="http://www.cms.gov/home/chip.asp">http://www.cms.gov/home/chip.asp</a>            States receive formula-based funds under this program to initiate and expand child health assistance for uninsured, low-income children. States may accomplish this goal either by providing health insurance benefits to eligible children, or by expanding the coverage of their Medicaid program (see above) to include these children under those benefits. In either case, states may choose to include transportation as a covered benefit.</p>	<p><b>\$10.7B</b>            Transport: \$4.5m</p>	<p><b>Y</b></p>	<p><b>States</b></p>	<p><b>State</b></p>	<p><b>Y</b></p>	<p><b>Y</b></p>	<p><b>Y</b></p>	<p><b>N</b></p>
<b>Health Resources and Services Administration</b>								
<p><b>Health Centers Program</b> (Community Health Centers) <a href="http://bphc.hrsa.gov/">http://bphc.hrsa.gov/</a>            Federal funds are allocated to community based health centers in medically underserved areas, migrant and seasonal farmworker communities, public housing sites, and at locations providing medical care to homeless persons. Funds may be used to provide transportation services as necessary for the delivery of primary health care services. A few community health centers provide transportation services directly, and some others contract with other providers to meet their transportation needs.</p>	<p><b>\$2.1B</b>            Transport: \$24.3M</p>	<p><b>L</b></p>	<p><b>Local entities</b></p>	<p><b>N</b></p>	<p><b>N</b></p>	<p><b>N</b></p>	<p><b>N</b></p>	<p><b>Y</b></p>
<p><b>State Health Access Program</b> (Healthy Communities Access Program) <a href="http://www.hrsa.gov/statehealthaccess/index.html">http://www.hrsa.gov/statehealthaccess/index.html</a>            This program of competitive grants builds on existing models of health care service integration to help health care providers develop integrated, community-wide health systems that serve the uninsured and underinsured. Grants are designed to increase access to health care by eliminating fragmented service delivery, improving efficiencies among safety net providers, and by encouraging greater private sector investment. To the extent that participating networks choose to include transportation services as part of their funded health care “safety net,” such services can be supported with these funds.</p>	<p><b>\$75.0M</b></p>	<p><b>L</b></p>	<p><b>States</b></p>	<p><b>N</b></p>	<p><b>N</b></p>	<p><b>Y</b></p>	<p><b>N</b></p>	<p><b>N</b></p>
<p><b>HIV Care (“Ryan White”) Formula Grants</b> <a href="http://hab.hrsa.gov/">http://hab.hrsa.gov/</a>            Authorized under the Ryan White AIDS CARE Act, these comprise a set of programs that help communities provide emergency assistance, comprehensive HIV/AIDS care, early intervention, dental services, education and outreach, training, and pediatric services to children with HIV/AIDS. Some of these funds are awarded on a formula basis to state public health agencies, others are awarded directly to health agencies in communities affected disproportionately by HIV/AIDS, and some funds are available for competitive, discretionary grants. In many communities, health agencies use a small portion of these funds to contract for, or reimburse, necessary transportation services.</p>	<p><b>\$2.3B</b></p>	<p><b>Other</b></p>	<p><b>States</b></p>	<p><b>State</b></p>	<p><b>Y</b></p>	<p><b>Y</b></p>	<p><b>N</b></p>	<p><b>Y</b></p>

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<b>Agency &amp; Program</b>	<b>FY2010 Funding</b> (& transportation amount, if known)	<b>Primary Target Population</b>	<b>Who are the main direct recipients of Federal funds?</b>	<b>Statewide and/or Metropolitan (or equivalent) Planning?</b>	<b>Is Mobility Management Eligible?</b>	<b>Can One-Call Services be Funded?</b>	<b>Can Transit Fares/Vouchers be Purchased?</b>	<b>Can Vehicles be Purchased?</b>
<p><b>Maternal and Child Health Block Grant</b> (Maternal and Child Services Grants) <a href="http://mchb.hrsa.gov/programs/default.htm">http://mchb.hrsa.gov/programs/default.htm</a>                      Most of these funds are distributed to states as formula-based block grants to help provide health services to mothers, infants and children. There are particular emphases on caring for children with special health care needs and children in low-income families. Some of these funds are reserved to help support competitive grants for special projects of regional or national significance. Both formula and discretionary grants' funds may be used to support transportation that is part of these grants' services.</p>	<b>\$661M</b>	<b>Other</b>	<b>States</b>	<b>N</b>	<b>N</b>	<b>Y</b>	<b>N</b>	<b>N</b>
<p><b>Rural Health Program Grants</b> (Rural Health Care, Rural Health Network, and Small Health Care Provider Grants).  <a href="http://www.hrsa.gov/ruralhealth/grants/index.html">http://www.hrsa.gov/ruralhealth/grants/index.html</a>                      Through this initiative, state offices of rural health receive funds for discretionary grants to rural hospitals that then form integrated networks to address community health needs, such as the formation of rural health maintenance organizations, co-located health and social services, telemedicine, or transportation services as needed for rural residents' health care. A portion of these programs' funds are reserved for federally awarded demonstration grants to expand or enhance the availability of health services in rural areas.</p>	<b>\$107M</b> Transport: \$187K	<b>Other</b>	<b>States</b>	<b>N</b>	<b>Y</b>	<b>Y</b>	<b>N</b>	<b>N</b>
<p><b>Healthy Start Initiative</b>  <a href="http://mchb.hrsa.gov/healthystart/phase1report/">http://mchb.hrsa.gov/healthystart/phase1report/</a>                      This initiative supports a community-oriented approach to reducing infant mortality. A total of 94 Healthy Start communities have been designated to demonstrate this program. There are no funds for replication or for additional sites. Transportation services that help link pregnant women and new mothers to necessary health care and related services are provided in some of the initiative's locations.</p>	<b>\$105M</b>	<b>Y</b>	<b>Local entities</b>	<b>N</b>	<b>N</b>	<b>N</b>	<b>Y</b>	<b>Y</b>

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<b>Agency &amp; Program</b>	<b>FY2010 Funding (&amp; transportation amount, if known)</b>	<b>Primary Target Population</b>	<b>Who are the main direct recipients of Federal funds?</b>	<b>Statewide and/or Metropolitan (or equivalent) Planning?</b>	<b>Is Mobility Management Eligible?</b>	<b>Can One-Call Services be Funded?</b>	<b>Can Transit Fares/Vouchers be Purchased?</b>	<b>Can Vehicles be Purchased?</b>
<b>Indian Health Service</b>								
<b>Urban Indian Health Program</b> <a href="http://www.ihs.gov/nonmedicalprograms/urban/UIHP.asp">http://www.ihs.gov/nonmedicalprograms/urban/UIHP.asp</a> The Indian Health Service addresses the health care needs of urban American Indian and Alaska Native populations by funding 34 urban Indian health organizations operating at 41 sites located in cities throughout the United States. These health organizations engage in a variety of activities, ranging from the provision of outreach and referral services to the delivery of comprehensive ambulatory health care. Services currently include medical services, dental services, community services, alcohol and drug abuse prevention, education and treatment, AIDS and sexually transmitted disease education and prevention services, mental health services, nutrition education and counseling services, pharmacy services, health education, optometry services, social services (including transportation), and home health care.	<b>\$43M</b> Transport: \$27K	Other	Local entities	N	N	N	Y	N
<b>Community Health Representatives</b> <a href="http://www.ihs.gov/NonMedicalPrograms/chr/">http://www.ihs.gov/NonMedicalPrograms/chr/</a> The Indian Health Service typically does not provide direct transportation services. Instead, it relies on its network of Community Health Representatives (CHRs) to provide not only health outreach and health promotion services, but also to provide transportation as needed for American Indians and Alaska Natives to access the medical services at IHS facilities.	n/a	Other	IHS-employed CHRs	N	N	N	N	N
<b>Special Diabetes Program for Indians</b> <a href="http://www.ihs.gov/MedicalPrograms/Diabetes/index.cfm?module=programsSDPI">http://www.ihs.gov/MedicalPrograms/Diabetes/index.cfm?module=programsSDPI</a> This is a program to treat and prevent diabetes among American Indians and Alaska Natives. Grants are provided on a discretionary basis to IHS, tribal and urban Indian Health programs to provide community-based diabetes treatment and prevention services, including the transportation aspects of diabetes countermeasures such as physical fitness and access to nutrition	<b>\$112M</b> Transport: \$359K	Other	IHS facilities and programs	N	Y	N	Y	N
<b>Substance Abuse and Mental Health Services Administration</b>								
<b>Community Mental Health Services Block Grant</b> <a href="http://www.samhsa.gov/about/cmhs.aspx">http://www.samhsa.gov/about/cmhs.aspx</a> The Community Mental Health Services Block Grant is a formula grant awarded to states and territories to improve access (including transportation, if necessary) to community based health care delivery systems for adults with serious mental illnesses and children with serious emotional disturbances.	\$400M	Other	States	State	Y	Y	N	N
<b>Substance Abuse Prevention and Treatment Block Grants</b> <a href="http://www.samhsa.gov/grants/blockgrant/">http://www.samhsa.gov/grants/blockgrant/</a> States receive these formula-based grants to address substance	\$1.8B	Other	States	N	Y	Y	N	N

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abuse prevention, treatment, recovery supports and other services (sometimes including transportation) that will supplement services covered by Medicaid, Medicare and private insurance.								
<p><b>Comprehensive Community Mental Health Services Program for Children and Their Families</b>  <a href="http://www.samhsa.gov/grants/">http://www.samhsa.gov/grants/</a>            Under this program, communities selected competitively provide coordinated mental health services to children and families through a system of care that is not limited to traditional mental health services, but also may offer services such as respite care, tutoring, vocational counseling, legal services, peer-to-peer and family-to-family support systems, and therapeutic recreation, along with the possibility of necessary transportation for these services.</p>	\$85M	Other	Local entities	N	N	N	Y	N
<p><b>Access to Recovery</b> <a href="http://www.atr.samhsa.gov/">http://www.atr.samhsa.gov/</a>            Access To Recovery (ATR) is a program of three-year competitive grants program funded by the Substance Abuse and Mental Health Services Administration, Center for Substance Abuse Treatment. ATR provides vouchers to clients for purchase of substance abuse clinical treatment and recovery support services. The goals of the program are to expand capacity, support client choice, and increase the array of faith-based and community based providers for clinical treatment and recovery support services, including transportation.</p>	\$95M Transport: \$3.0m	Other	Local entities	N	N	N	Y	N
<b>DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT</b>								
<i>Office of Community Planning and Development</i>								
<p><b>Community Development Block Grant</b>  <a href="http://www.hud.gov/offices/cpd/communitydevelopment/programs/">http://www.hud.gov/offices/cpd/communitydevelopment/programs/</a>            The Community Development Block Grant (CDBG) program supports a wide variety of community and economic development activities, with priorities determined at the local level. Some communities have used CDBG funds to assist in the construction of transportation facilities or for operating expenses and vehicle acquisition for community transportation services. Most CDBG funds are distributed on a formula basis to entitled cities, states and urban counties, but some funds are retained for national community development initiatives.</p>	\$3.9B Transport: \$4M	L	States, local entities	State Metro	Y	Y	Y	Y

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<b>Agency &amp; Program</b>	<b>FY2010 Funding (&amp; transportation amount, if known)</b>	<b>Primary Target Population</b>	<b>Who are the main direct recipients of Federal funds?</b>	<b>Statewide and/or Metropolitan (or equivalent) Planning?</b>	<b>Is Mobility Management Eligible?</b>	<b>Can One-Call Services be Funded?</b>	<b>Can Transit Fares/Vouchers be Purchased?</b>	<b>Can Vehicles be Purchased?</b>
<p><b>Emergency Solutions Grants</b> (formerly Emergency Shelter Grants) <a href="http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/homeless/programs/esg">http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/homeless/programs/esg</a>                      The purpose of the Emergency Solutions Grant (ESG) program is to assist individuals and families regain stability quickly in permanent housing after experiencing a housing crisis or homelessness. ESG funds are available for five program components: street outreach, emergency shelter, homelessness prevention, rapid re-housing assistance, and data collection through the Homeless Management Information System. Transportation costs related to emergency shelter services are eligible under this program.</p>	<b>\$250M</b>	<b>Other</b>	<b>States, local entities</b>	<b>N</b>	<b>N</b>	<b>N</b>	<b>Y</b>	<b>N</b>
<p><b>Housing Opportunities for Persons with AIDS</b>  <a href="http://www.hud.gov/offices/cpd/aidshousing/ind_ex.cfm">http://www.hud.gov/offices/cpd/aidshousing/ind_ex.cfm</a>                      The Housing Opportunities for Persons with AIDS (HOPWA) program provides grants for housing and supportive services for low-income persons with HIV/AIDS and their families. Grants may be used to provide transportation services to assist clients in accessing health care and other services. Most of this program's funding is awarded on a formula basis to state and city governments, who then may contract with local providers of transportation and other services.</p>	<b>\$314M</b> Transport: \$2.6M	<b>Other</b>	<b>States, local entities</b>	<b>State Metro</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>N</b>
<p><b>Supportive Housing and Related Programs for the Homeless</b>  <a href="http://www.hud.gov/offices/cpd/homeless/programs/shp/">http://www.hud.gov/offices/cpd/homeless/programs/shp/</a>                      Through programs authorized by the McKinney-Vento Act, HUD helps local governments and private nonprofits provide housing and supportive services to homeless persons. Transportation is among the services many of these local housing providers seek to furnish for their residents. Most McKinney Act funds are awarded by formula to states and localities, but some are available for competitive grants from HUD's headquarters' offices. Another aspect of the McKinney Vento Act is that it requires facilities federally owned or property that no longer is needed for federal purposes to be considered first for use to serve the needs of the homeless before being considered for sale or transfer to non federal entities.</p>	<b>\$1.7B</b> Transport: \$43.0M	<b>Other</b>	<b>States, local entities</b>	<b>N</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>N</b>
<b>Office of Public and Indian Housing</b>								
<p><b>HOPE VI</b> (Revitalization of Severely Distressed Public Housing)  <a href="http://www.hud.gov/offices/pih/programs/ph/hop_e6/index.cfm">http://www.hud.gov/offices/pih/programs/ph/hop_e6/index.cfm</a>                      These grants allow public housing authorities to improve the living environments for residents of public housing which is in severely distress through demolition, revitalization or replacement of housing units. This program's funds also may be used to promote sustainable community development and supportive services, including transportation. HOPE VI funds may be used as</p>	<b>\$120M</b>	<b>L</b>	<b>Local entities</b>	<b>N</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>

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matching funds for Federal Transit Administration programs.								
<p><b>Moving to Work</b>  <a href="http://portal.hud.gov/hudportal/HUD?src=/program_offices/public_indian_housing/programs/ph/mtw">http://portal.hud.gov/hudportal/HUD?src=/program_offices/public_indian_housing/programs/ph/mtw</a>            Moving to Work (MTW) is a demonstration program for public housing authorities (PHAs) that provides them the opportunity to design and test innovative strategies which are designed locally that use federal dollars more efficiently, help residents find employment and become self sufficient, and increase housing choices for low-income families. MTW gives PHAs exemptions from many existing public housing and voucher rules and more flexibility with how they use their federal funds, including some opportunities to include transportation services as appropriate to local priorities.</p>	\$3.8B	L	Local entities	N	Y	N	Y	N
<p><b>Resident Opportunities and Self Sufficiency Service Coordinators (ROSS)</b>  <a href="http://portal.hud.gov/hudportal/HUD?src=/program_offices/public_indian_housing/programs/ph/ross/about">http://portal.hud.gov/hudportal/HUD?src=/program_offices/public_indian_housing/programs/ph/ross/about</a>            The purpose of the ROSS Service Coordinator program is to provide funding to hire and maintain Service Coordinators who will assess the needs of residents of conventional public housing or Indian housing, and coordinate available resources in the community to meet those needs. This program works to promote the development of local strategies to coordinate the use of assistance under the public housing program with public and private resources, for supportive services and resident empowerment activities. These services should enable participating families to increase earned income, reduce or eliminate the need for welfare assistance, make progress toward achieving economic independence and housing self-sufficiency, or, in the case of residents who are elderly or have disabilities, help improve living conditions and enable residents to age-in place.</p>	\$66M	L	Local entities	N	Y	N	N	N
<p><b>Choice Neighborhoods</b>  <a href="http://portal.hud.gov/hudportal/HUD?src=/program_offices/public_indian_housing/programs/ph/cn">http://portal.hud.gov/hudportal/HUD?src=/program_offices/public_indian_housing/programs/ph/cn</a>            Choice Neighborhoods grants transform distressed neighborhoods and public and assisted projects into viable and sustainable mixed-income neighborhoods by linking housing improvements with appropriate services, schools, public assets, transportation, and access to jobs.</p>	\$122M	L	Local entities	N	N	N	N	N
<b>Office of Housing</b>								
<p><b>Supportive Housing for the Elderly</b>  <a href="http://portal.hud.gov/hudportal/HUD?src=/program_offices/housing/mfh/progdsc/eld202">http://portal.hud.gov/hudportal/HUD?src=/program_offices/housing/mfh/progdsc/eld202</a>            Also known as Section 202, this program helps expand the supply of affordable housing with supportive services for the elderly. It</p>	\$411M	E	Local entities	N	Y	N	Y	N

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provides very low-income elderly with options that allow individuals to live independently but in an environment that provides support activities such as cleaning, cooking, transportation, etc.								
<p><b>Supportive Housing for Persons with Disabilities</b>  <a href="http://portal.hud.gov/hudportal/HUD?src=/program_offices/housing/mfh/progdesc/disab811">http://portal.hud.gov/hudportal/HUD?src=/program_offices/housing/mfh/progdesc/disab811</a>            Through the Section 811 Supportive Housing for Persons with Disabilities program, HUD provides funding to develop and subsidize rental housing with the availability of supportive services, including transportation, for very low income adults with disabilities.</p>	\$115M	D	Local entities	N	Y	N	Y	N
<p><b>Congregate Housing Services Program</b>  <a href="http://portal.hud.gov/hudportal/HUD?src=/program_offices/housing/mfh/progdesc/chsp">http://portal.hud.gov/hudportal/HUD?src=/program_offices/housing/mfh/progdesc/chsp</a>            Although HUD has made no new grants under this program since 1995, it continues to provide technical assistance to assist previous recipients in their efforts to provide meals and other supportive services needed by frail elderly residents and residents with disabilities in housing which is federally subsidized.</p>	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a	n/a
<b>Office of Sustainable Housing and Communities</b>								
<p><b>Sustainable Communities Initiative</b>  <a href="http://portal.hud.gov/hudportal/HUD?src=/program_offices/sustainable_housing_communities/">http://portal.hud.gov/hudportal/HUD?src=/program_offices/sustainable_housing_communities/</a>            The objective of the Sustainable Communities Initiative is to stimulate more integrated and sophisticated regional planning and outcomes that guide state, metropolitan and local investments in land use, transportation and housing, as well as challenging localities to undertake zoning and land use reforms. This initiative has undertaken national competitive challenge grants, competitive regional planning grants, and competitive capacity building grants.</p>	\$102M	Other	States, local entities	Y	Y	Y	N	N
<b>DEPARTMENT OF INTERIOR</b>								
<b>Bureau of Indian Affairs</b>								
<p><b>Tribal Human Services</b>  <a href="http://www.bia.gov/WhoWeAre/BIA/OIS/HumanServices/index.htm">http://www.bia.gov/WhoWeAre/BIA/OIS/HumanServices/index.htm</a>            The Bureau of Indian Affairs' Division of Human Services provides direct funding to individuals and activities related to social services, welfare assistance, Indian child welfare and tribes' human services program administration.</p>	\$118M	Other	Tribes, Individuals	N	Y	Y	Y	N
<p><b>Tribal Community, Economic &amp; Workforce Development</b>  <a href="http://www.bia.gov/WhoWeAre/ASIA/IEED/DWD/index.htm">http://www.bia.gov/WhoWeAre/ASIA/IEED/DWD/index.htm</a>            The Bureau of Indian Affairs' Division of Workforce Development manages a wide variety of job placement and training activities to promote job training and employment opportunities. These include coordination of federal employment and training resources for tribes, providing training for economic development opportunities toward job creation, and administering other tribal job training programs.</p>	\$42M	Other	Tribes	N	Y	Y	Y	N

Appendix A: Federal Programs

<b>Agency &amp; Program</b>	<b>FY2010 Funding (&amp; transportation amount, if known)</b>	<b>Primary Target Population</b>	<b>Who are the main direct recipients of Federal funds?</b>	<b>Statewide and/or Metropolitan (or equivalent) Planning?</b>	<b>Is Mobility Management Eligible?</b>	<b>Can One-Call Services be Funded?</b>	<b>Can Transit Fares/Vouchers be Purchased?</b>	<b>Can Vehicles be Purchased?</b>
<b>Bureau of Indian Education</b>								
<b>Indian Schools Student Transportation Assistance for Indian Children with Severe Disabilities Administrative Cost Grants for Indian Schools Indian Education Assistance to Schools</b> <a href="http://www.bie.edu/Schools/PrimarySecondary/index.htm">http://www.bie.edu/Schools/PrimarySecondary/index.htm</a> The Bureau of Indian Education oversees a total of 183 elementary and secondary schools, located on 64 reservations in 23 states. Of these, 59 are BIE-operated and 124 are operated Tribally under BIE contracts or grants. The Bureau also funds or operates off reservation boarding schools and peripheral dormitories near reservations for students attending public schools. BIE provides for school bus transportation of children to and from its schools. Furthermore, BIE provides for the educational needs of Indian children with disabilities, including their necessary transportation, in compliance with the Individuals with Disabilities Education Act.	<b>\$147M</b> Transport: \$50.5m	<b>Y</b>	<b>Tribes</b>	<b>N</b>	<b>N</b>	<b>N</b>	<b>N</b>	<b>Y</b>
<b>Family and Child Education</b> <a href="http://www.bie.edu/Programs/FACE/index.htm">http://www.bie.edu/Programs/FACE/index.htm</a> Known by its acronym as FACE, this program was initiated in 1990, and currently has programs in 44 Bureau of Indian Education (BIE) funded schools. It was designed as a family literacy program, and has become an integrated model for an early childhood/parental involvement program for American Indian families in BIE-funded schools. The goals of the FACE program are: to support parents/primary caregivers in their role as their child's first and most influential teacher; to increase family literacy; to strengthen family-school-community connections; to promote the early identification and services to children with special needs; to increase parent participation in their children's learning; to support and celebrate the unique cultural and linguistic diversity of each American Indian community served by the program; and to promote lifelong learning. Transportation in support of these goals may be provided.	<b>\$11M</b>	<b>Y</b>	<b>Tribes</b>	<b>N</b>	<b>N</b>	<b>N</b>	<b>Y</b>	<b>N</b>

Appendix A: Federal Programs

<b>Agency &amp; Program</b>	<b>FY2010 Funding (&amp; transportation amount, if known)</b>	<b>Primary Target Population</b>	<b>Who are the main direct recipients of Federal funds?</b>	<b>Statewide and/or Metropolitan (or equivalent) Planning?</b>	<b>Is Mobility Management Eligible?</b>	<b>Can One-Call Services be Funded?</b>	<b>Can Transit Fares/Vouchers be Purchased?</b>	<b>Can Vehicles be Purchased?</b>
<b>DEPARTMENT OF LABOR</b>								
<b>Employment and Training Administration</b>								
<b>Trade Adjustment Assistance Training Grants</b> <a href="http://www.doleta.gov/tradeact/">http://www.doleta.gov/tradeact/</a> The Trade Adjustment Assistance (TAA) program is a federal program that provides a path for employment growth and opportunity through aid to US workers who have lost their jobs as a result of foreign trade. The TAA program seeks to provide these workers with opportunities to obtain the skills, resources and support they need to become reemployed.	<b>\$685M</b>	<b>Other</b>	<b>States</b>	<b>N</b>	<b>Y</b>	<b>N</b>	<b>Y</b>	<b>N</b>
<b>Workforce Investment Act Adult &amp; Dislocated Worker Programs</b> <a href="http://www.doleta.gov/programs/general_info.cfm">http://www.doleta.gov/programs/general_info.cfm</a> <b>Workforce Investment Act Youth Activities</b> <a href="http://www.doleta.gov/youth_services/">http://www.doleta.gov/youth_services/</a> <b>Native American Employment and Training</b> <a href="http://www.doleta.gov/dinap/">http://www.doleta.gov/dinap/</a> <b>National Farmworker Jobs Program</b> (Migrant and Seasonal Farmworker Program) <a href="http://www.doleta.gov/MSFW/html/NFJP.cfm">http://www.doleta.gov/MSFW/html/NFJP.cfm</a> The Workforce Investment Act (WIA) authorizes funding to state, tribal and local workforce development agencies for a variety of employment and training services for youths, adults, dislocated workers, migrant and seasonal farmworkers and their families, and Native Americans. These funds may be used to help provide transportation to training programs for program participants.	<b>\$3.5B</b>	<b>Other</b>	<b>States</b>	<b>State Metro</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>N</b>
<b>Youthbuild</b> <a href="http://www.doleta.gov/youth_services/youthbuild.cfm">http://www.doleta.gov/youth_services/youthbuild.cfm</a> Youthbuild is an alternative education program that assists youth who are often behind significantly in basic skills with obtaining the education and employment skills necessary to achieve economic self-sufficiency. It also provides these disadvantaged youth with opportunities for meaningful work, fostering a commitment to community development among youth in low-income communities, and expanding the supply of permanent affordable housing by utilizing the energies and talents of disadvantaged youth.	<b>\$116M</b>	<b>Y</b>	<b>Local entities</b>	<b>N</b>	<b>N</b>	<b>N</b>	<b>Y</b>	<b>N</b>
<b>Senior Community Service Employment Program</b> <a href="http://www.doleta.gov/seniors/">http://www.doleta.gov/seniors/</a> This program, authorized at Title V of the Older Americans Act, provides formula grants to states, and grants to national nonprofit organizations, for subsidized employment and related services for low-income elders. Transportation is among the services provided through this program.	<b>\$820M</b>	<b>E</b>	<b>States</b>	<b>N</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>N</b>

Appendix A: Federal Programs

**Employment Standards Administration**

<p><b>Black Lung Benefits Program</b>  <a href="http://www.dol.gov/owcp/dcmwc/regs/compliance/bltable.htm">http://www.dol.gov/owcp/dcmwc/regs/compliance/bltable.htm</a>            Coal industry workers who have been disabled from pneumoconiosis, or “Black Lung Disease,” and the widow(er)s and surviving dependents of these workers, receive monthly cash payments and other benefits from the Black Lung Disability Trust Fund. In addition to the cash payments, which carry no restriction on their use, persons disabled due to pneumoconiosis are reimbursed for their travel to and from necessary medical care; these reimbursements can be for payments to transportation providers.</p>	\$596M	Other	Eligible Individuals	N	Y	N	Y	N
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**Office of Job Corps**

<p><b>Job Corps</b> <a href="http://www.jobcorps.gov/home.aspx">http://www.jobcorps.gov/home.aspx</a>            Job Corps is an alternative education and training program that helps young people from low-income households earn a high school diploma or GED, and find and keep a good job.</p>	\$1.7B	Y		N	N	N	Y	N
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**Veterans’ Employment and Training Service**

<p><b>Veterans Workforce Investment Program</b> (Veterans’ Employment Program)  <a href="http://www.dol.gov/vets/programs/vwip/main.htm">http://www.dol.gov/vets/programs/vwip/main.htm</a> <b>Homeless Veterans Reintegration Project</b>  <a href="http://www.dol.gov/vets/grants/hvrp.htm">http://www.dol.gov/vets/grants/hvrp.htm</a>            The Labor Department’s Veterans’ Employment and Training Service addresses the specific needs of veterans, including veterans with disabilities, as they transition from military service to non-military employment. Working through state and local workforce agencies, veterans groups, and One-Stop Career Centers, a variety of job search, training, transitional assistance and necessary supportive services, occasionally including transportation, are provided to veterans, with particular emphasis paid to addressing the needs of veterans with disabilities and homeless veterans.</p>	\$43M	V	State	State	Y	Y	Y	N
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Appendix A: Federal Programs

<b>Agency &amp; Program</b>	<b>FY2010 Funding (&amp; transportation amount, if known)</b>	<b>Primary Target Population</b>	<b>Who are the main direct recipients of Federal funds?</b>	<b>Statewide and/or Metropolitan (or equivalent) Planning?</b>	<b>Is Mobility Management Eligible?</b>	<b>Can One-Call Services be Funded?</b>	<b>Can Transit Fares/Vouchers be Purchased?</b>	<b>Can Vehicles be Purchased?</b>
<b>DEPARTMENT OF TRANSPORTATION</b>								
<b>Federal Transit Administration</b>								
<b>Federal Transit Formula Grants – Nonurbanized (“rural”) Areas</b> <a href="http://www.fta.dot.gov/funding/grants/grants_financing_3555.html">http://www.fta.dot.gov/funding/grants/grants_financing_3555.html</a> Commonly known by its authorizing legislation as Section 5311, this is a program of formula funding to states for the purpose of supporting public transportation in areas with populations of less than 50,000. Funds may be used to support administrative, capital or operating costs of local transportation providers. States are to spend 15 percent of their funding allocations on rural intercity bus needs, unless their governor certifies these needs already are adequately met. States may distribute funding to public, private non-profit, or tribal organizations.	<b>\$633M</b>	<b>Other</b>	<b>States</b>	<b>State</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>
<b>Federal Transit Formula Grants – Urbanized Areas</b> <a href="http://www.fta.dot.gov/funding/grants/grants_financing_3561.html">http://www.fta.dot.gov/funding/grants/grants_financing_3561.html</a> Commonly known by its authorizing legislation as Section 5307, this program provides formula-based funding for transit projects in urbanized areas with populations greater than 50,000. In areas with populations greater than 200,000, funds are apportioned directly to designated recipients in the urbanized area, and may be used almost solely for capital expenses, although both preventive maintenance and mobility management activities are considered eligible capital expenses (these urbanized areas also may spend up to 10 percent of their Section 5307 allocations on the costs of their ADA complementary paratransit operations, and are required to spend 1 percent of their allocations on safety and security, and 1 percent on transit enhancements). In urbanized areas with populations between 50,000 and 200,000, Section 5307 funds may be used either for capital or operating costs, and typically are allocated to states for distribution among the smaller urbanized areas within the state.	<b>\$4.9B</b>	<b>Other</b>	<b>States, local entities</b>	<b>State Metro</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>

Appendix A: Federal Programs

<b>Agency &amp; Program</b>	<b>FY2010 Funding (&amp; transportation amount, if known)</b>	<b>Primary Target Population</b>	<b>Who are the main direct recipients of Federal funds?</b>	<b>Statewide and/or Metropolitan (or equivalent) Planning?</b>	<b>Is Mobility Management Eligible?</b>	<b>Can One-Call Services be Funded?</b>	<b>Can Transit Fares/Vouchers be Purchased?</b>	<b>Can Vehicles be Purchased?</b>
<b>Federal Highway Administration</b>								
<b>Indian Reservation Roads</b> <a href="http://fh.fhwa.dot.gov/programs/irr/">http://fh.fhwa.dot.gov/programs/irr/</a> The Indian Reservation Roads Program addresses transportation needs of tribes by providing funds for planning, designing, construction and maintenance activities. These funds may be used for the capital and operating costs of tribal transit programs, as based on plans that assess the condition and relative need of all transportation infrastructure on Indian reservations.	<b>\$450M</b>	<b>Other</b>	<b>Tribes</b>	<b>Tribal</b>	<b>N</b>	<b>N</b>	<b>N</b>	<b>Y</b>
<b>DEPARTMENT OF VETERANS AFFAIRS</b>								
<b>Veterans Health Administration</b>								
<b>Veterans Medical Care Benefits</b> <a href="http://www.va.gov/health/MedicalCenters.asp">http://www.va.gov/health/MedicalCenters.asp</a> Veterans are eligible for a wide range of hospital-based and outpatient medical services. The Department of Veterans Affairs (VA) will reimburse eligible veterans for some transportation to covered medical care. In addition, many VA Medical Centers work with volunteer networks to provide transportation for veterans seeking health care, and there are opportunities occasionally for transportation providers to contract directly with VA Medical Centers to provide some services. A growing number of VA Medical Centers have transportation mobility managers, and those VA Medical Centers participating in VA's Veterans Transportation Service provide transportation services above and beyond volunteer networks and individual reimbursements. VA also has specific funding opportunities for organizations serving homeless veterans.	<b>\$36.1B</b> Transport: \$314.8M	<b>V</b>	<b>Individuals</b>	<b>N</b>	<b>N</b>	<b>N</b>	<b>Y</b>	<b>N</b>
<b>Homeless Providers Grant and Per Diem Program</b> <a href="http://www.va.gov/homeless/gpd.asp">http://www.va.gov/homeless/gpd.asp</a> This is a program of annual discretionary grants to community agencies that provide services to homeless veterans. The purpose is to promote the development and provision of supportive housing and/or supportive services with the goal of helping veterans achieve residential stability, increase their occupational skills and income, and obtain greater self-determination.	<b>\$122M</b> Transport: \$283K	<b>V</b>	<b>Local entities</b>	<b>N</b>	<b>N</b>	<b>N</b>	<b>N</b>	<b>Y</b>
<b>Veterans Benefits Administration</b>								
<b>Automobiles and Adaptive Equipment</b> <a href="http://www.vba.va.gov/VBA/benefits/factsheets/index.asp">http://www.vba.va.gov/VBA/benefits/factsheets/index.asp</a> The Department of Veterans Affairs (VA) will pay for the acquisition of an accessible personal vehicle, or for the adaptation of a personal vehicle, to accommodate a veteran or service member with certain disabilities that resulted from an injury or disease incurred or aggravated during active military service.	<b>\$75M</b>	<b>V</b>	<b>Individuals</b>	<b>N</b>	<b>N</b>	<b>N</b>	<b>N</b>	<b>N</b>

Appendix A: Federal Programs

Agency & Program	FY2010 Funding (& transportation amount, if known)	Primary Target Population	Who are the main direct recipients of Federal funds?	Statewide and/or Metropolitan (or equivalent) Planning?	Is Mobility Management Eligible?	Can One-Call Services be Funded?	Can Transit Fares/Vouchers be Purchased?	Can Vehicles be Purchased?
<b>CORPORATION FOR NATIONAL AND COMMUNITY SERVICE</b>								
<b>National Senior Service Corps</b> <a href="http://www.seniorcorps.gov">http://www.seniorcorps.gov</a> Senior Corps connects volunteers age 55+ with community service opportunities where they are needed most, and provides limited stipends and transportation reimbursements when needed for successful program participation. The three components of the Senior Corps are the Foster Grandparent Program, the Senior Companion Program, and RSVP (the Retired Senior Volunteer Program)	\$205M	E	Local entities, individuals	N	N	N	Y	N
<b>SOCIAL SECURITY ADMINISTRATION</b>								
<b>Ticket to Work Program</b> <a href="http://www.ssa.gov/work/aboutticket.html">http://www.ssa.gov/work/aboutticket.html</a> Under the Ticket to Work program, Social Security beneficiaries may receive “tickets” that help connect them with designated employment networks, where they can obtain employment services vocational rehabilitation services, or other support services necessary to achieve a vocational goal.	\$84M	D	Individuals	N	Y	Y	Y	N
<p>Source: Government Accountability Office (GAO) and United We Ride Initiative. <a href="http://www.unitedweride.gov/NRC_FederalFundingUpdate_-_Chart.pdf">http://www.unitedweride.gov/NRC_FederalFundingUpdate - Chart.pdf</a> Accessed February 6, 2014</p> <p>Primary Target Population key:                      “D” = individuals with disabilities                      “E” = elderly persons,                      “L” = low-income persons or households                      “V” = veterans                      “Y” = children or youth</p>								

The State of Iowa also offers State Transit Assistance Special Project (STA) funds. The bulk of this funding is distributed by formula to the designated public transit systems. It also provides that \$300,000 is set-aside each year for special projects to improve transit in the state of Iowa; individual special projects for the purpose of supporting start-up of new coordination activities. This will be in addition to the continuing use of these funds for statewide or emergency projects, and funds not needed for special projects still can be moved into the formula portion of the program. The special projects will be to help transit systems respond to needs identified by human service agencies, with preference given to projects involving match coming from the human services side. Projects must involve open-to-the-public services. Projects would allow start-up funding, until the services have a chance to be reflected in the STA formula. Applications are reviewed with the Iowa Transportation Coordination Council, and may be submitted anytime during the year. More information can be found at <http://www.iowadot.gov/transit/applications.html#sta>.

## Appendix B: Census Data

County	Tract	Elderly Population			Disabled Population			Population Below Poverty Level		
		Total Population	Population Age 65 or Older	% of Total Population	Total Population	Population With Disability	% of Total Population	Total Population	Population Below Poverty Level	% of Total Population
Douglas	200	3,580	471	13.2%	3,431	524	15.3%	3,408	674	19.8%
Douglas	300	2,489	214	8.6%	2,489	467	18.8%	2,420	754	31.2%
Douglas	400	2,538	273	10.8%	2,538	484	19.1%	2,538	1015	40.0%
Douglas	500	2,080	129	6.2%	1,352	224	16.6%	1,297	656	50.6%
Douglas	600	1,426	112	7.9%	1,426	380	26.6%	1,426	776	54.4%
Douglas	700	1,158	185	16.0%	1,158	348	30.1%	1,153	459	39.8%
Douglas	800	2,040	270	13.2%	2,040	364	17.8%	2,036	970	47.6%
Douglas	1100	2,734	213	7.8%	2,723	353	13.0%	2,693	1458	54.1%
Douglas	1200	2,709	228	8.4%	2,709	448	16.5%	2,633	918	34.9%
Douglas	1600	2,351	57	2.4%	2,281	124	5.4%	226	141	62.4%
Douglas	1800	3,442	123	3.6%	2,353	177	7.5%	2,402	532	22.1%
Douglas	1900	1,276	52	4.1%	1,270	184	14.5%	1,271	387	30.4%
Douglas	2000	4,052	252	6.2%	4,052	354	8.7%	4,044	1024	25.3%
Douglas	2100	2,191	178	8.1%	2,191	372	17.0%	2,191	680	31.0%
Douglas	2200	1,129	206	18.2%	1,123	201	17.9%	990	161	16.3%
Douglas	2300	2,435	445	18.3%	2,275	350	15.4%	2,275	316	13.9%
Douglas	2400	3,439	290	8.4%	3,439	313	9.1%	3,420	1167	34.1%
Douglas	2500	2,620	198	7.6%	2,616	197	7.5%	2,610	361	13.8%
Douglas	2600	2,492	202	8.1%	2,492	254	10.2%	2,492	509	20.4%
Douglas	2700	2,362	161	6.8%	2,338	273	11.7%	2,342	693	29.6%
Douglas	2800	2,985	248	8.3%	2,985	189	6.3%	2,984	573	19.2%
Douglas	2900	5,097	231	4.5%	5,097	350	6.9%	5,018	2005	40.0%
Douglas	3000	6,546	547	8.4%	6,512	874	13.4%	6,482	1016	15.7%

Appendix B: Census Data (2008-2012 ACS 5-Yr Estimates)

		Elderly Population			Disabled Population			Population Below Poverty Level		
		Total Population	Population Age 65 or Older	% of Total Population	Total Population	Population With Disability	% of Total Population	Total Population	Population Below Poverty Level	% of Total Population
County	Tract									
Douglas	3100	3,635	343	9.4%	3,635	382	10.5%	3,626	562	15.5%
Douglas	3200	2,735	175	6.4%	2,732	377	13.8%	2,732	617	22.6%
Douglas	3300	2,677	162	6.1%	2,674	309	11.6%	2,596	1134	43.7%
Douglas	3401	4,019	423	10.5%	4,014	398	9.9%	3,948	812	20.6%
Douglas	3402	2,529	299	11.8%	2,529	274	10.8%	2,529	146	5.8%
Douglas	3500	4,546	661	14.5%	4,540	651	14.3%	4,536	538	11.9%
Douglas	3600	4,075	328	8.0%	4,075	355	8.7%	4,075	245	6.0%
Douglas	3700	2,552	287	11.2%	2,552	225	8.8%	2,536	164	6.5%
Douglas	3800	3,877	524	13.5%	3,476	475	13.7%	3,476	1217	35.0%
Douglas	3900	2,888	124	4.3%	2,888	436	15.1%	2,861	983	34.4%
Douglas	4000	2,951	246	8.3%	2,874	395	13.7%	2,874	1117	38.9%
Douglas	4200	1,764	71	4.0%	1,764	193	10.9%	1,742	618	35.5%
Douglas	4300	2,912	231	7.9%	2,864	357	12.5%	2,768	747	27.0%
Douglas	4400	1,174	100	8.5%	1,139	70	6.1%	1,134	74	6.5%
Douglas	4500	2,997	641	21.4%	2,985	332	11.1%	2,997	155	5.2%
Douglas	4600	2,619	260	9.9%	2,607	175	6.7%	2,619	382	14.6%
Douglas	4700	2,804	293	10.4%	2,804	234	8.3%	2,096	43	2.1%
Douglas	4800	4,852	328	6.8%	4,852	453	9.3%	4,852	1082	22.3%
Douglas	4900	4,421	363	8.2%	4,421	717	16.2%	4,389	1030	23.5%
Douglas	5000	3,902	180	4.6%	3,902	419	10.7%	3,878	1074	27.7%
Douglas	5100	2,493	210	8.4%	2,470	295	11.9%	2,347	1052	44.8%
Douglas	5200	1,468	88	6.0%	1,468	226	15.4%	1,464	593	40.5%
Douglas	5300	2,017	212	10.5%	2,013	278	13.8%	2,017	725	35.9%
Douglas	5400	3,219	197	6.1%	3,219	343	10.7%	3,219	857	26.6%
Douglas	5500	5,089	443	8.7%	5,077	439	8.6%	5,089	511	10.0%

Appendix B: Census Data (2008-2012 ACS 5-Yr Estimates)

County	Tract	Elderly Population			Disabled Population			Population Below Poverty Level		
		Total Population	Population Age 65 or Older	% of Total Population	Total Population	Population With Disability	% of Total Population	Total Population	Population Below Poverty Level	% of Total Population
Douglas	5600	4,837	534	11.0%	4,701	578	12.3%	4,658	495	10.6%
Douglas	5700	4,214	331	7.9%	4,214	689	16.4%	4,208	924	22.0%
Douglas	5800	3,987	323	8.1%	3,975	700	17.6%	3,850	739	19.2%
Douglas	5901	2,214	287	13.0%	2,208	367	16.6%	2,191	677	30.9%
Douglas	5902	1,950	284	14.6%	1,950	268	13.7%	1,950	938	48.1%
Douglas	6000	4,008	223	5.6%	3,990	727	18.2%	3,900	1280	32.8%
Douglas	6101	2,047	197	9.6%	2,047	395	19.3%	2,023	686	33.9%
Douglas	6102	4,164	333	8.0%	4,164	678	16.3%	4,120	1792	43.5%
Douglas	6202	4,546	558	12.3%	4,480	754	16.8%	4,453	733	16.5%
Douglas	6301	2,584	328	12.7%	2,581	492	19.1%	2,459	422	17.2%
Douglas	6302	4,508	550	12.2%	4,441	831	18.7%	4,371	1001	22.9%
Douglas	6303	2,957	214	7.2%	2,957	554	18.7%	2,957	793	26.8%
Douglas	6400	4,861	536	11.0%	4,778	720	15.1%	4,861	841	17.3%
Douglas	6503	2,699	422	15.6%	2,690	386	14.3%	2,685	74	2.8%
Douglas	6504	3,437	655	19.1%	3,390	754	22.2%	3,385	399	11.8%
Douglas	6505	1,927	729	37.8%	1,753	434	24.8%	1,753	257	14.7%
Douglas	6506	3,615	597	16.5%	3,465	576	16.6%	3,465	476	13.7%
Douglas	6602	5,762	1027	17.8%	5,701	656	11.5%	5,582	754	13.5%
Douglas	6603	2,833	275	9.7%	2,827	452	16.0%	2,743	782	28.5%
Douglas	6604	3,972	679	17.1%	3,874	351	9.1%	3,874	325	8.4%
Douglas	6701	3,824	708	18.5%	3,814	476	12.5%	3,787	426	11.2%
Douglas	6703	3,176	412	13.0%	3,157	249	7.9%	3,157	304	9.6%
Douglas	6704	1,598	412	25.8%	1,598	163	10.2%	1,598	148	9.3%
Douglas	6803	1,940	541	27.9%	1,940	110	5.7%	1,940	65	3.4%
Douglas	6804	1,527	258	16.9%	1,527	99	6.5%	1,527	62	4.1%

Appendix B: Census Data (2008-2012 ACS 5-Yr Estimates)

		Elderly Population			Disabled Population			Population Below Poverty Level		
		Total Population	Population Age 65 or Older	% of Total Population	Total Population	Population With Disability	% of Total Population	Total Population	Population Below Poverty Level	% of Total Population
County	Tract									
Douglas	6805	3,329	739	22.2%	3,306	360	10.9%	3,329	235	7.1%
Douglas	6806	2,579	452	17.5%	2,424	122	5.0%	2,411	664	27.5%
Douglas	6903	2,575	377	14.6%	2,567	232	9.0%	2,566	330	12.9%
Douglas	6904	3,883	573	14.8%	3,879	206	5.3%	3,879	141	3.6%
Douglas	6905	1,820	252	13.8%	1,820	316	17.4%	1,820	188	10.3%
Douglas	6906	3,352	822	24.5%	3,319	577	17.4%	3,281	335	10.2%
Douglas	7001	3,506	327	9.3%	3,467	437	12.6%	2,987	783	26.2%
Douglas	7002	3,301	723	21.9%	3,196	319	10.0%	3,196	331	10.4%
Douglas	7003	2,674	272	10.2%	2,674	301	11.3%	2,657	302	11.4%
Douglas	7101	3,292	514	15.6%	3,240	510	15.7%	3,240	453	14.0%
Douglas	7102	3,549	433	12.2%	3,549	357	10.1%	3,529	105	3.0%
Douglas	7303	3,028	584	19.3%	2,995	428	14.3%	2,995	210	7.0%
Douglas	7304	1,451	356	24.5%	1,405	215	15.3%	1,405	17	1.2%
Douglas	7309	3,933	217	5.5%	3,933	244	6.2%	3,900	439	11.3%
Douglas	7310	2,799	181	6.5%	2,799	232	8.3%	2,799	122	4.4%
Douglas	7311	3,563	147	4.1%	3,554	334	9.4%	3,541	770	21.7%
Douglas	7312	1,831	261	14.3%	1,825	241	13.2%	1,831	266	14.5%
Douglas	7313	6,540	402	6.1%	6,540	375	5.7%	6,540	619	9.5%
Douglas	7314	2,873	69	2.4%	2,873	75	2.6%	2,864	4	0.1%
Douglas	7315	3,520	210	6.0%	3,520	155	4.4%	3,492	186	5.3%
Douglas	7316	2,931	137	4.7%	2,892	21	0.7%	2,919	0	0.0%
Douglas	7317	4,223	427	10.1%	4,223	356	8.4%	4,223	481	11.4%
Douglas	7318	3,691	256	6.9%	3,691	194	5.3%	3,688	52	1.4%
Douglas	7405	2,304	221	9.6%	1,614	106	6.6%	1,614	163	10.1%
Douglas	7406	4,942	768	15.5%	4,807	319	6.6%	4,820	543	11.3%

Appendix B: Census Data (2008-2012 ACS 5-Yr Estimates)

County	Tract	Elderly Population			Disabled Population			Population Below Poverty Level		
		Total Population	Population Age 65 or Older	% of Total Population	Total Population	Population With Disability	% of Total Population	Total Population	Population Below Poverty Level	% of Total Population
Douglas	7407	3,121	698	22.4%	3,121	268	8.6%	3,099	484	15.6%
Douglas	7408	4,102	588	14.3%	4,102	377	9.2%	4,102	449	10.9%
Douglas	7409	2,380	313	13.2%	2,307	320	13.9%	2,307	86	3.7%
Douglas	7424	2,928	492	16.8%	2,928	321	11.0%	2,914	330	11.3%
Douglas	7429	3,741	417	11.1%	3,724	232	6.2%	3,740	21	0.6%
Douglas	7431	4,166	300	7.2%	4,166	289	6.9%	4,166	271	6.5%
Douglas	7432	3,367	266	7.9%	3,367	240	7.1%	3,367	283	8.4%
Douglas	7433	3,948	382	9.7%	3,936	240	6.1%	3,948	241	6.1%
Douglas	7434	3,709	303	8.2%	3,709	375	10.1%	3,673	509	13.9%
Douglas	7435	3,847	385	10.0%	3,847	374	9.7%	3,847	619	16.1%
Douglas	7436	4,668	476	10.2%	4,668	535	11.5%	4,611	1134	24.6%
Douglas	7438	1,920	379	19.7%	1,894	249	13.1%	1,894	124	6.5%
Douglas	7439	4,616	351	7.6%	4,589	211	4.6%	4,616	183	4.0%
Douglas	7440	1,878	120	6.4%	1,878	207	11.0%	1,866	365	19.6%
Douglas	7441	2,631	122	4.6%	2,631	67	2.5%	2,631	13	0.5%
Douglas	7442	4,927	442	9.0%	4,927	196	4.0%	4,927	208	4.2%
Douglas	7443	3,473	640	18.4%	3,403	251	7.4%	3,473	290	8.4%
Douglas	7444	4,232	310	7.3%	4,218	283	6.7%	4,232	498	11.8%
Douglas	7445	2,357	444	18.8%	2,357	229	9.7%	2,353	369	15.7%
Douglas	7446	3,933	282	7.2%	3,886	191	4.9%	3,886	30	0.8%
Douglas	7447	2,969	239	8.0%	2,969	251	8.5%	2,955	306	10.4%
Douglas	7448	2,717	711	26.2%	2,635	261	9.9%	2,635	63	2.4%
Douglas	7449	3,226	737	22.8%	3,226	484	15.0%	3,226	62	1.9%
Douglas	7450	3,301	383	11.6%	3,301	190	5.8%	3,301	60	1.8%
Douglas	7451	5,065	471	9.3%	5,065	265	5.2%	5,065	471	9.3%

Appendix B: Census Data (2008-2012 ACS 5-Yr Estimates)

County	Tract	Elderly Population			Disabled Population			Population Below Poverty Level		
		Total Population	Population Age 65 or Older	% of Total Population	Total Population	Population With Disability	% of Total Population	Total Population	Population Below Poverty Level	% of Total Population
Douglas	7452	5,279	286	5.4%	5,279	272	5.2%	5,279	98	1.9%
Douglas	7453	3,471	148	4.3%	3,471	208	6.0%	3,461	194	5.6%
Douglas	7454	4,252	790	18.6%	4,209	355	8.4%	4,200	211	5.0%
Douglas	7455	1,582	140	8.8%	1,582	199	12.6%	1,582	240	15.2%
Douglas	7456	2,240	421	18.8%	2,237	381	17.0%	2,240	105	4.7%
Douglas	7457	2,700	289	10.7%	2,700	204	7.6%	2,700	127	4.7%
Douglas	7458	2,737	335	12.2%	2,737	204	7.5%	2,737	361	13.2%
Douglas	7459	2,974	599	20.1%	2,974	363	12.2%	2,922	177	6.1%
Douglas	7460	4,137	147	3.6%	4,137	118	2.9%	4,137	0	0.0%
Douglas	7461	6,118	256	4.2%	6,085	325	5.3%	6,118	133	2.2%
Douglas	7462	4,648	443	9.5%	4,648	468	10.1%	4,622	313	6.8%
Douglas	7463	4,451	292	6.6%	4,426	537	12.1%	4,426	273	6.2%
Douglas	7464	2,631	663	25.2%	2,535	243	9.6%	2,535	107	4.2%
Douglas	7465	4,286	392	9.1%	4,260	370	8.7%	4,286	229	5.3%
Douglas	7466	5,443	425	7.8%	5,429	394	7.3%	5,443	711	13.1%
Douglas	7467	5,224	431	8.3%	5,211	621	11.9%	5,207	421	8.1%
Douglas	7468	2,433	290	11.9%	2,423	202	8.3%	2,433	132	5.4%
Douglas	7469	3,385	263	7.8%	3,385	228	6.7%	3,370	57	1.7%
Douglas	7470	5,571	318	5.7%	5,571	204	3.7%	5,533	106	1.9%
Douglas	7471	3,378	359	10.6%	3,368	225	6.7%	3,378	299	8.9%
Douglas	7472	4,404	434	9.9%	4,285	252	5.9%	4,328	37	0.9%
Douglas	7504	3,056	514	16.8%	3,005	431	14.3%	2,961	326	11.0%
Douglas	7505	3,495	353	10.1%	3,495	347	9.9%	3,481	125	3.6%
Douglas	7506	2,090	202	9.7%	2,090	76	3.6%	2,075	174	8.4%
Douglas	7508	2,362	332	14.1%	2,362	202	8.6%	2,353	126	5.4%

Appendix B: Census Data (2008-2012 ACS 5-Yr Estimates)

		Elderly Population			Disabled Population			Population Below Poverty Level		
		Total Population	Population Age 65 or Older	% of Total Population	Total Population	Population With Disability	% of Total Population	Total Population	Population Below Poverty Level	% of Total Population
County	Tract									
Douglas	7509	3,906	563	14.4%	3,906	202	5.2%	3,906	75	1.9%
Douglas	7511	4,664	316	6.8%	4,664	405	8.7%	4,655	486	10.4%
Douglas	7512	5,529	680	12.3%	5,438	415	7.6%	5,318	394	7.4%
Douglas	7513	4,419	322	7.3%	4,409	223	5.1%	4,409	61	1.4%
Douglas	7514	3,109	164	5.3%	3,109	81	2.6%	3,100	38	1.2%
Douglas	7515	3,420	134	3.9%	3,402	84	2.5%	3,420	0	0.0%
Douglas	7516	3,185	148	4.6%	3,185	156	4.9%	3,167	30	0.9%
Douglas	7517	4,408	84	1.9%	4,386	92	2.1%	4,408	350	7.9%
Sarpy	10103	4,548	722	15.9%	4,416	374	8.5%	4,541	213	4.7%
Sarpy	10104	1,963	235	12.0%	1,946	168	8.6%	1,952	164	8.4%
Sarpy	10105	2,869	394	13.7%	2,817	254	9.0%	2,746	331	12.1%
Sarpy	10106	4,488	637	14.2%	4,471	626	14.0%	4,400	971	22.1%
Sarpy	10107	3,325	200	6.0%	3,230	171	5.3%	3,286	647	19.7%
Sarpy	10108	3,375	454	13.5%	3,351	375	11.2%	3,375	461	13.7%
Sarpy	10203	4,549	549	12.1%	4,300	435	10.1%	4,461	81	1.8%
Sarpy	10204	3,075	147	4.8%	2,969	259	8.7%	3,069	195	6.4%
Sarpy	10205	5,468	202	3.7%	5,089	335	6.6%	5,468	110	2.0%
Sarpy	10206	4,445	289	6.5%	4,280	212	5.0%	4,445	80	1.8%
Sarpy	10207	2,089	243	11.6%	1,962	198	10.1%	2,072	117	5.6%
Sarpy	10208	2,674	239	8.9%	2,612	200	7.7%	2,674	230	8.6%
Sarpy	10302	1,232	0	0.0%	717	45	6.3%	881	14	1.6%
Sarpy	10305	1,752	0	0.0%	1,262	8	0.6%	1,613	157	9.7%
Sarpy	10306	1,999	0	0.0%	1,539	91	5.9%	1,973	110	5.6%
Sarpy	10401	2,990	434	14.5%	2,874	406	14.1%	2,937	341	11.6%
Sarpy	10402	4,810	473	9.8%	4,780	499	10.4%	4,783	805	16.8%

Appendix B: Census Data (2008-2012 ACS 5-Yr Estimates)

		Elderly Population			Disabled Population			Population Below Poverty Level		
		Total Population	Population Age 65 or Older	% of Total Population	Total Population	Population With Disability	% of Total Population	Total Population	Population Below Poverty Level	% of Total Population
County	Tract									
Sarpy	10501	6,220	607	9.8%	6,102	436	7.1%	6,211	522	8.4%
Sarpy	10502	4,458	687	15.4%	4,436	491	11.1%	4,453	385	8.6%
Sarpy	10503	3,151	466	14.8%	3,126	248	7.9%	3,137	240	7.7%
Sarpy	10614	5,441	421	7.7%	5,415	624	11.5%	5,371	695	12.9%
Sarpy	10615	2,108	129	6.1%	2,108	162	7.7%	2,108	99	4.7%
Sarpy	10616	3,582	383	10.7%	3,539	141	4.0%	3,575	13	0.4%
Sarpy	10617	5,563	446	8.0%	5,510	273	5.0%	5,562	130	2.3%
Sarpy	10618	5,698	297	5.2%	5,510	252	4.6%	5,698	123	2.2%
Sarpy	10619	4,732	592	12.5%	4,346	473	10.9%	4,492	690	15.4%
Sarpy	10620	3,307	303	9.2%	3,169	207	6.5%	3,189	180	5.6%
Sarpy	10621	5,527	541	9.8%	5,474	438	8.0%	5,515	495	9.0%
Sarpy	10622	2,878	124	4.3%	2,869	52	1.8%	2,868	54	1.9%
Sarpy	10623	4,233	580	13.7%	4,128	516	12.5%	4,157	86	2.1%
Sarpy	10624	5,858	155	2.6%	5,658	253	4.5%	5,758	351	6.1%
Sarpy	10625	5,414	89	1.6%	5,366	294	5.5%	5,348	231	4.3%
Sarpy	10626	5,071	308	6.1%	5,036	243	4.8%	5,058	377	7.5%
Sarpy	10627	2,807	72	2.6%	2,798	90	3.2%	2,807	21	0.7%
Sarpy	10628	4,268	387	9.1%	4,268	160	3.7%	4,268	62	1.5%
Sarpy	10629	1,792	113	6.3%	1,781	59	3.3%	1,792	19	1.1%
Sarpy	10630	2,225	50	2.2%	2,225	112	5.0%	2,203	55	2.5%
Sarpy	10631	4,380	487	11.1%	4,309	233	5.4%	4,297	96	2.2%
Sarpy	10632	3,677	293	8.0%	3,605	256	7.1%	3,655	77	2.1%
Sarpy	10633	2,786	87	3.1%	2,786	348	12.5%	2,786	124	4.5%
Sarpy	10634	2,716	125	4.6%	2,716	128	4.7%	2,716	60	2.2%
Sarpy	10701	2,384	273	11.5%	2,360	179	7.6%	2,384	28	1.2%

Appendix B: Census Data (2008-2012 ACS 5-Yr Estimates)

		Elderly Population			Disabled Population			Population Below Poverty Level		
		Total Population	Population Age 65 or Older	% of Total Population	Total Population	Population With Disability	% of Total Population	Total Population	Population Below Poverty Level	% of Total Population
County	Tract									
Sarpy	10702	3,486	485	13.9%	3,483	353	10.1%	3,444	149	4.3%
Pottawattamie	21200	3,743	392	10.5%	3,743	475	12.7%	3,721	557	15.0%
Pottawattamie	21400	3,450	523	15.2%	3,441	297	8.6%	3,450	99	2.9%
Pottawattamie	21501	2,447	353	14.4%	2,437	214	8.8%	2,435	272	11.2%
Pottawattamie	21502	2,809	574	20.4%	2,785	424	15.2%	2,785	289	10.4%
Pottawattamie	21602	2,519	341	13.5%	2,519	126	5.0%	2,519	36	1.4%
Pottawattamie	21603	2,435	285	11.7%	2,435	198	8.1%	2,421	127	5.2%
Pottawattamie	21701	2,183	417	19.1%	2,120	293	13.8%	2,118	269	12.7%
Pottawattamie	21702	1,996	330	16.5%	1,996	249	12.5%	1,996	153	7.7%
Pottawattamie	30100	6,323	1074	17.0%	6,149	813	13.2%	6,138	693	11.3%
Pottawattamie	30200	3,284	361	11.0%	3,284	485	14.8%	3,270	543	16.6%
Pottawattamie	30300	3,091	586	19.0%	3,091	574	18.6%	3,091	248	8.0%
Pottawattamie	30401	3,763	413	11.0%	3,758	624	16.6%	3,758	443	11.8%
Pottawattamie	30402	2,893	382	13.2%	2,893	461	15.9%	2,893	589	20.4%
Pottawattamie	30501	2,283	283	12.4%	2,274	311	13.7%	2,271	357	15.7%
Pottawattamie	30502	2,540	313	12.3%	2,540	319	12.6%	2,448	197	8.0%
Pottawattamie	30601	2,261	376	16.6%	2,261	394	17.4%	2,261	437	19.3%
Pottawattamie	30602	2,863	329	11.5%	2,863	455	15.9%	2,843	615	21.6%
Pottawattamie	30700	2,682	245	9.1%	2,518	427	17.0%	2,493	465	18.7%
Pottawattamie	30800	3,683	355	9.6%	3,683	564	15.3%	3,667	533	14.5%
Pottawattamie	30900	1,522	204	13.4%	1,506	585	38.8%	1,506	596	39.6%
Pottawattamie	31000	2,192	257	11.7%	2,098	317	15.1%	2,098	188	9.0%
Pottawattamie	31100	3,059	350	11.4%	3,052	374	12.3%	2,986	872	29.2%
Pottawattamie	31200	3,484	685	19.7%	3,484	552	15.8%	3,449	383	11.1%
Pottawattamie	31300	2,910	247	8.5%	2,910	613	21.1%	2,897	684	23.6%

Appendix B: Census Data (2008-2012 ACS 5-Yr Estimates)

County Tract		Elderly Population			Disabled Population			Population Below Poverty Level		
		Total Population	Population Age 65 or Older	% of Total Population	Total Population	Population With Disability	% of Total Population	Total Population	Population Below Poverty Level	% of Total Population
Pottawattamie	31400	3,650	260	7.1%	3,650	620	17.0%	3,593	1020	28.4%
Pottawattamie	31601	4,008	656	16.4%	3,972	321	8.1%	3,972	62	1.6%
Pottawattamie	31602	2,657	732	27.5%	2,499	283	11.3%	2,499	126	5.0%
Pottawattamie	31700	4,414	772	17.5%	4,327	388	9.0%	3,736	362	9.7%
Pottawattamie	31800	3,675	649	17.7%	3,451	423	12.3%	3,451	555	16.1%
Pottawattamie	31900	3,974	557	14.0%	3,974	341	8.6%	3,909	177	4.5%

*Source: 2008-2012 American Community Survey 5-Year Estimates (Accessed January 23, 2014)*

## Appendix C: Metro Bus Routes

Route	Route Name	Weekday				Saturday				Sunday			
		Span		Frequency	Interlined	Span		Frequency	Interlined	Span		Frequency	Interlined
				Peak / Off-peak				All Day				All Day	
2	Dodge	5:05 AM	11:47 PM	15/20		5:58 AM	10:14 PM	30		6:58 AM	7:02 PM	30	
3	North 40th / South 42nd	4:57 AM	10:45 PM	30/60	25	6:18 AM	9:52 PM	60	25	8:04 AM	6:52 PM	60	25
4	Maple/Fort	4:40 AM	10:26 PM	30/60	14, 22	6:24 AM	10:19 PM	75	22	6:08 AM	6:04 PM	90	
5	North 90th / South 96th	5:08 AM	7:01 PM	30/60		5:52 AM	8:04 PM	90					
7	South 16th / 24th	4:40 AM	11:46 PM	30/30		6:23 AM	10:15 PM	45		6:53 AM	7:01 PM	45	
8	North 60th / West Blondo	5:05 AM	10:38 PM	30/60		5:56 AM	10:39 PM	60		6:56 AM	7:09 PM	60	
9	South 20th / Vet's Loop	5:09 AM	6:15 PM	60/60		7:07 AM	6:33 PM	120	32	8:15 AM	5:13 PM	120	32
11	Leavenworth	5:15 AM	11:05 PM	30/30		7:19 AM	10:07 PM	45		6:47 AM	6:40 PM	90	
13	Beltway South	4:57 AM	11:42 PM	30/30	18	6:39 AM	10:13 PM	60	18	7:10 AM	5:48 PM	90	
14	Maple/Fort	4:01 AM	11:42 PM	30/60	4								
15	West Center / Q Street	5:15 AM	11:38 PM	60/60	30	5:58 AM	10:46 PM	30	30	6:58 AM	7:01 PM	60	30
16	East Omaha / North 16th	5:38 AM	6:50 PM	45/NS									
18	Beltway North	4:22 AM	11:37 PM	15/30	13	6:39 AM	10:19 PM	60	13	6:23 AM	6:31 PM	60	
22	West Dodge Circulator	5:35 AM	6:32 PM	30/60	4	7:15 AM	5:57 PM	75	4				
24	24th Street	4:38 AM	10:39 PM	30/30	35	6:28 AM	9:08 PM	60	35	6:58 AM	5:29 PM	60	35
25	Bedford / Hartman Loop	5:08 AM	11:19 PM	60/60	3, 24, 35	6:29 AM	9:48 PM	120	3, 24, 35	9:45 AM	6:19 PM	120	3
26	North Omaha Circulator	5:08 AM	11:20 PM	60/60	24, 35	6:28 AM	9:51 PM	90	24, 35	5:58 AM	6:07 PM	90	
30	Florence	4:26 AM	11:23 PM	30/30	15, 55	5:57 AM	10:00 PM	30	15, 55	6:58 AM	6:05 PM	60	15
32	Gover /Vinton	4:40 AM	6:47 PM	30/60		6:25 AM	5:27 PM	120	9	7:10 AM	6:15 PM	120	9
34	Industrial parks	5:38 AM	4:35 PM	One Trip	93, 96								
35	North 33rd	5:08 AM	10:45 PM	30/30	24, 25, 26	6:59 AM	9:15 PM	60	24, 26	6:28 AM	6:12 PM	60	24
41	Council Bluffs - Blue	6:35 AM	11:40 PM	60/60									
43	Council Bluffs - Yellow	5:02 AM	7:30 PM	45/60		6:30 AM	9:02 PM	90					
48	Crosstown South	5:17 AM	5:59 PM	30/NS									
55	West Center / Q Street	5:11 AM	7:56 PM	60/60	30	6:23 AM	7:14 PM	30	30				
200	Green Downtown Circulator	5:30 AM	7:30 PM	5/NS									
300	Red Downtown Circulator	6:30 AM	5:45 PM	5/NS									
92	Dodge Express	5:10 AM	7:20 PM	30/NS									
93	Tri-Communities Express	6:05 AM	6:17 PM	30/NS	34								
94	West Center Express	5:49 AM	6:28 PM	30/NS									
95	Bellevue Express	4:13 AM	7:47 PM	60/NS									
96	Express	5:56 AM	6:24 PM	30/NS	34								
97	Millard Express	5:34 AM	6:27 PM	15/NS									
98	Maple Village Express	5:52 AM	6:39 PM	15/NS									

NS=No Service

Current as of November 20, 2013

# **Appendix D:**

## **Transportation Inventory Survey**

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Three versions of the transportation inventory survey were distributed in late 2012. One of the surveys can be found below.

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### **Transportation Services Coordination Survey**

#### **Omaha-Council Bluffs Metropolitan Area Planning Agency**

#### **MAPA**

#### **December 2012 (a)**

#### **I. PURPOSE**

The purpose of this Transportation Services Coordination Survey is to develop baseline information about transportation services available in the Omaha-Council Bluffs metro region and its transit service areas. This survey is being conducted as part of the development of the MAPA Coordinated Public Transit – Human Services Transportation Plan. It is a key element in the public, private and non-profit transit planning efforts in the MAPA region.

Your cooperation and assistance in the completion of this survey is appreciated. If you'd like an electronic Word.doc of this survey, let me know.

If you have any questions about the survey, please contact me. Return the completed surveys to me.

Lee Myers  
Mobility Coordinator  
Metropolitan Area Planning Agency  
2222 Cuming Street  
Omaha, Nebraska 68102  
402.444.6866 ext 216  
[LMyers@mapacog.org](mailto:LMyers@mapacog.org)

## MAPA Transportation Services Coordination SURVEY

### II. CONTACT INFORMATION

Agency Name \_\_\_\_\_

Agency Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Contact Name \_\_\_\_\_ Title \_\_\_\_\_

Phone \_\_\_\_\_ Email Address \_\_\_\_\_

Person completing this survey \_\_\_\_\_

### III. QUESTIONNAIRE

1. What is the general mission of your agency?

- Transit Agency                       State Agency
- Private Non-profit                       Private organization
- Human Services Agency                       Other (please specify) \_\_\_\_\_

2. Which of the following best describes your situation with regard to transportation services?

- We offer no transportation services
- We offer transportation services.
- We would like to offer transportation services in the future in some way.

3. In which of the following ways do you provide transportation service? (Check all that apply)

- We operate our own vehicles.
- We contract with someone else who provides transportation service for us.
- We purchase and distribute transit agency passes for our clients.
- Some of our clients reach us using transit agency fixed route service.
- Some of our clients reach us using transit authority paratransit service.
- Some of our clients reach us using other transportation services.
- We provide no transportation services to our clients.
- Other (please explain)

4. What is the nature and type of transportation services offered by your agency? (Check all that apply)

- Elderly
- Handicapped
- Transit Dependent
- Employment
- Medical
- Shopping/Recreation
- Education / Training
- Other (specify) \_\_\_\_\_

5. What type of transportation service do you provide for your clients? (Check all that apply)

- Door-to-Door
- On-demand paratransit
- Scheduled routes
- Transfer service to another provider/agency
- Curb-to-Curb
- Enter Residence
- Enter Destination

6. What is the geographical area of services provided by your agency?

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7. What days of the week and times of the day do you offer transportation services to your clientele?

- Monday – Friday       Saturday       Sunday

8. What hours of the day do you offer transportation? \_\_\_\_\_

9. How many weeks of the year do you offer transportation? \_\_\_\_\_

10. Do you offer transportation service outside of normal business hours (i.e. weekends, after 5:00pm/before 6:00am, holidays, etc.)?

Holidays       YES  NO

Outside of Normal Business Hours       YES  NO

11. What are the eligibility requirements for using your agency's transportation services?

- Age  
 Disability  
 Other \_\_\_\_\_

12. What is your daily ridership on days you provide rides?

- < 10       30 – 39       > 60  
 10 -19       40 – 49  
 20- 29       50 – 59

13. Where does funding for your agency's transportation services come from? (Check all that apply)

- City       Federal       Other \_\_\_\_\_  
 County       Grants  
 State       Rider Fares

14. Of the vehicles used by your agency, do you:

- Own your vehicles
- Lease your vehicles
- Combination of own and lease      % owned \_\_\_\_\_ % leased \_\_\_\_\_

15. How many vehicles do you own/lease that provide transportation services to your clientele?

\_\_\_\_\_ Bus    \_\_\_\_\_ Van    \_\_\_\_\_ Auto    \_\_\_\_\_ Other (specify) \_\_\_\_\_

16. What is the general passenger capacity of the vehicles deployed by your agency?

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

17. How many people at your agency are involved in transportation? \_\_\_\_\_

18. How many drivers do you employ? \_\_\_\_\_

19. When are your peak days for transportation? \_\_\_\_\_

20. Are the persons driving transportation vehicles for your agency:

- Paid staff
- Paid subcontractor
- Volunteer
- A combination of paid and volunteer operators [%Paid\_\_ % Volunteer \_\_ ]

21. What are your annual budget amounts:

<b>Operating Cost Categories</b>	<b>Annual Costs in \$</b>
Labor	
Drivers	
Other	
Scheduling & Dispatching	
Labor	
Technology	
Outside Services	
Professional	
Contracted	
Other	
Materials and Supplies	
Fuel and lubricants	
Other	
Utilities	
Insurance	
<b>TOTAL OPERATING COSTS</b>	
<b>Capital Costs</b>	
Vehicles	
Facilities	
Equipment	
<b>TOTAL CAPITAL COSTS</b>	
<b>Revenue Sources</b>	
Fares	
Donations	
Grants	
Contracts	
<b>TOTAL REVENUES</b>	

22. How do you charge your clients for trips?

Do you charge:

- Per mile. \$ \_\_\_\_\_
- Per trip. \$ \_\_\_\_\_
- Set Monthly/Weekly Fee \$ \_\_\_\_\_
- Provide Voucher \$ \_\_\_\_\_

23. Is maintenance on your transportation vehicles performed:

- On-site by agency staff
- On-site by contracted employees
- Off-site by agency staff
- Off-site by contract employees

24. Do you have a centralized dispatch center?

- YES
- NO

25. Do you maintain a database of system users?

- YES
- NO

26. Do you have agreements with other agencies to pool your transportation resources?

- YES
- NO

27. Is there the possibility of integrating your service with another service offered in your area?

- YES
- NO

28. What areas of transportation coordination would be of interest to your agency? (Check all that apply)

- Joining a network of service providers  Grant writing assistance
- Centralized fueling  Shared routes
- Centralized scheduling  Private / Public partnerships
- Centralized operations  Other (please specify) \_\_\_\_\_
- Pooling transportation resources
- Sharing vehicles with other agencies
- Cooperatively purchasing vehicles
- Contracting to purchase or provide transportation services
- Consolidating services to a single provider
- Joint driver training program

29. Thinking of your agency or community, what transportation needs are not being met adequately? Please include any special needs or requirements your clients or passengers may have.

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30. Please describe transportation needs in the Omaha / Council Bluffs metro area that you feel should be addressed?

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31. Is there a need for additional transportation services in your coverage area? What are they?

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# Appendix E: Stakeholders and Resource Agencies

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The following stakeholders are Coordinated Transit Committee (CTC) members and attend meetings regularly.

- AARP
- Black Hills Workshop
- Catholic Charities
- City Officials
  - City of Bellevue
  - City of Council Bluffs
  - City of LaVista
  - City of Omaha
  - City of Papillion
- Eastern Nebraska Community Action Partnership
- Friendship Program
- Goodwill Industries
- Heartland Family Service
- Heartland Workforce Solutions
- Lutheran Family Services
- Mayor's Commission for Citizen's with Disabilities
- Metro Transit
- Nebraska Veterans of Foreign Wars
- Papio-Missouri River Natural Resources District (PMRNRD)
- Paralyzed Veterans of America
- Sherwood Foundation
- Southern Sudan Community Association
- United Way of the Midlands

The following list includes various stakeholders involved with the development of the plan.

- African American Empowerment Network
- Boys and Girls Club of Omaha
- Career Solutions, Inc.
- Employment First
- Friendship Program
- Greater Omaha Chamber
- Human Services Advisory Council
- Kids Can Community Center
- Nebraska Department Adjutant
- Nebraska Department Health and Human Services
- Nonprofit Association of the Midlands
- Omaha Ambulance Service
- Ponca Tribe of Nebraska
- Salvation Army
- Society of St. Vincent de Paul
- Southwest Iowa Planning Council
- State of Nebraska Department of Veterans' Affairs
- University of Nebraska at Omaha
- VFW Department of Nebraska
- Visiting Nurse Association
- Women's Center for Advancement

The Resource agencies and interested parties involved with plan development are listed in Tables E.1 and E.2

Appendix E: Stakeholders and Resource Agencies

Assiniboine and Sioux Tribes of the Fort Peck Indian Reservation	Nebraska Dept. of Labor
Bellevue Chamber Of Commerce	Nebraska Game and Parks Commission
Burlington Northern	Nebraska State Historical Preservation Office
Council Bluffs Chamber of Commerce	Nebraska Trucking Association
FHWA- Iowa	Omaha Airport Authority
FHWA- Nebraska	Omaha Tribe of Nebraska
Greater Omaha Chamber	Organization
Gretna Chamber of Commerce	Otoe-Missouria Tribe of Indians
Iowa DOT	Ponca Tribe of Nebraska
Iowa Department of Environmental Quality	Ponca Tribe of Nebraska
Iowa Department of Veterans' Affairs	Pottawattamie County Development Corporation
Iowa Economic Development Authority	Ralston Chamber of Commerce
Iowa State Historical Society	Sac and Fox Nation
Iowa Transportation Commission	Sac and Fox Nation of Missouri in Kansas and Nebraska
Iowa Tribe of Kansas and Nebraska	Sac and Fox Tribe of the Mississippi in Iowa
Iowa Tribe of Oklahoma	Sarpy County Chamber of Commerce
Iowa Trucking Association	Union Pacific
Iowa Workforce Development, Region 13	US Environmental Protection Agency-Nebraska
La Vista Chamber of Commerce	US Environmental Protection Agency-Regional
NDOR	US Fish and Wildlife Service- Iowa Office
Nebraska Department of Economic Development	US Fish and Wildlife Service- Nebraska Office
Nebraska Department of Environmental Quality	Werner Trucking
Nebraska Department of Veterans' Affairs	

Appendix E: Stakeholders and Resource Agencies

<b>Table E.2: Interested Parties</b>	
75 North Revitalization, Inc.	Market West Neighborhood Alliance
African American Empowerment Network	Mayor's Youth Leadership Commission
Alegent Creighton Health	McCarthy Construction
Avenue Scholars Foundation	Metro Transit
Bellevue Public Works Department	Metropolitan Community College
Benson-Ames Alliance	Metropolitan Omaha Education Consortium
BHI Development Inc.	Metropolitan Utilities District
Blair Public Works Department	Midtown Neighborhood Alliance
Boys & Girls Clubs of the Midlands	Mills County Engineer's Office
Boys Town	Mills County, Iowa
Cass County Department of Roads	ModeShift Omaha
Cass County, Nebraska	NeighborWorks Home Solutions
City of Bellevue, Nebraska	North Downtown Alliance
City of Blair, Asst City Admin	North Omaha Neighborhood Alliance
City of Council Bluffs	NP Dodge Real Estate
City of La Vista, Nebraska	Omaha by Design
City of Lavista	Omaha Economic Development Corp.
City of Omaha	Omaha Housing Authority
Council Bluffs Public Works Department-Engineering	Omaha Public Power District
CQuence Health Group	Omaha Public Works Department
Douglas County Engineer's Office	Papillion Public Works Department
Douglas County, Nebraska	Pottawattamie Co. Engineer's Office
Eastern Nebraska Office on Aging (ENOA)	Pottawattamie County, Iowa
Emerging Terrain	Sarpy County Engineer's Office
ENOA	Sarpy County Public Works
Glenwood Area Chamber of Commerce	Sarpy County, Nebraska
Great Plains Communications	Saunders County, Nebraska
Greater Omaha Chamber of Commerce	Saunders Department of Roads
Harrison County Engineer's Office	South Omaha Neighborhood Alliance
Harrison County, Iowa	Southwest Iowa Transit Agency
Holy Name Housing Corporation	University of Nebraska at Omaha
Iowa West Foundation	UNO- Dept of PBA
Iowa Western Community College	USAF - Offutt Air Force Base
Latino Center of the Midlands	Waitt Corporation
LaVista Public Works Department	Washington County, Nebraska
Live Well Omaha	Washington Department of Roads

# Appendix F: Public Involvement in Plan Development

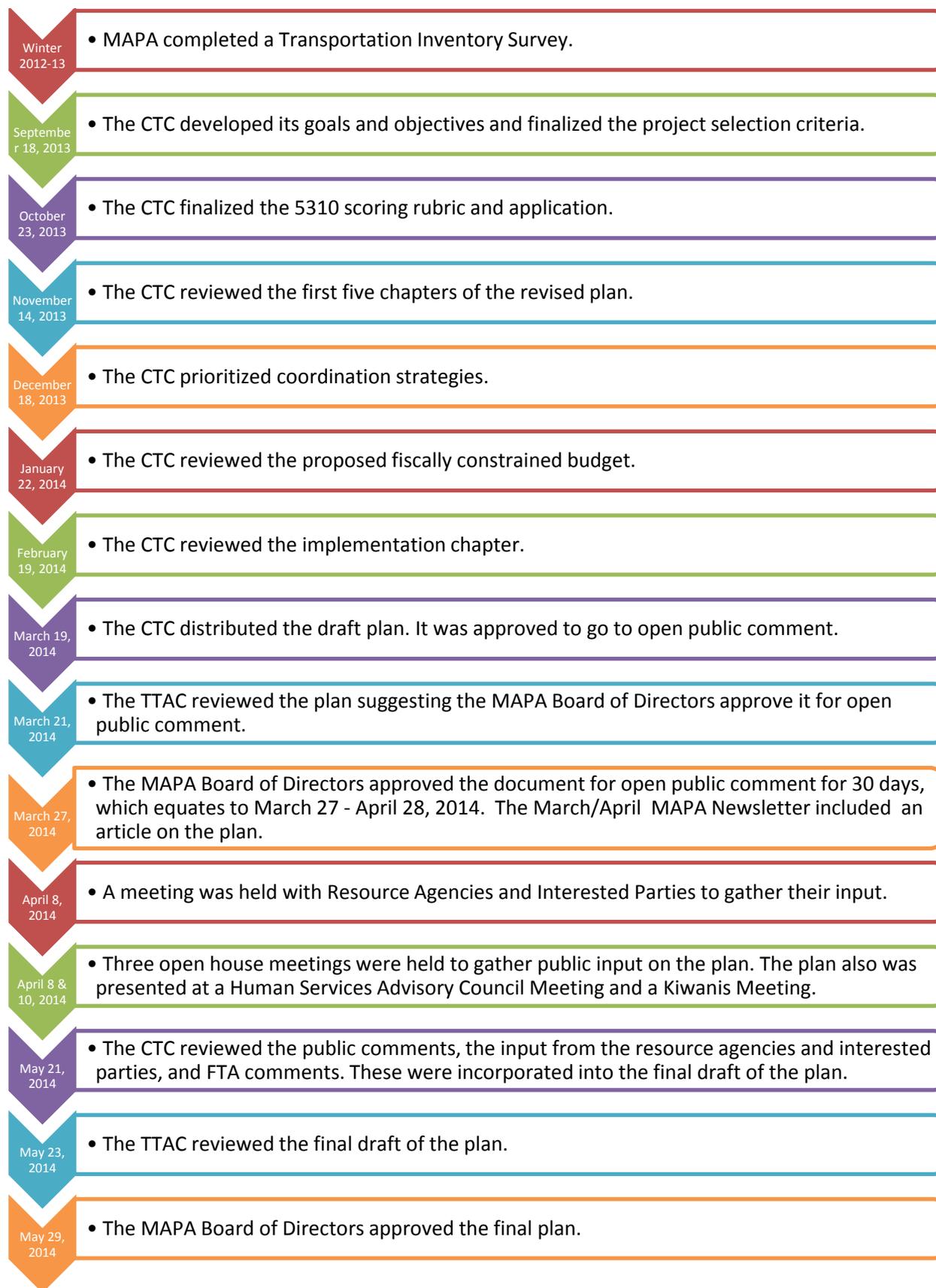
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Figure F.1 displays the timeline for plan development. Figure F.2 includes the MAPA *What's Happening* Newsletter and the public notice for the public comment period and open house meetings.

MAPA held a Resource Agency and Interested Parties Collaboration meeting on April 8, 2014. A list of meeting attendees and a summary of comments can be found in Table F.1. Three open houses were held to gather public input on the planning process. The meeting location, number of attendees, and comments are displayed in Table F.2.

## Appendix F: Public Involvement in Plan Development

### Figure F.1: Plan Development timeline



**Figure F.2: Newsletter and Public Notice**

**What's Happening**  
for Community Leaders  
March/April 2014

**Coordinated Transit Plan submitted**

What are the needs and gaps in paratransit services for the Omaha-Council Bluffs metropolitan area? They are detailed in MAPA's Draft 2014 Coordinated Transit Plan. Three open house meetings took place in early April around the metro area during the public comment period of March 27th through April 28th. Those meetings resulted in valuable insight regarding human service transportation in the Omaha-Council Bluffs Metro area and improved the plan.

The Plan is a guiding document for human service transit providers and has been under development by the Coordinated Transit Committee (CTC) for the last year. It details the existing conditions of service, the needs and gaps, and strategies to address the identified barriers. It includes an implementation process as well. Furthermore, the plan is used when evaluating grant applications for Federal Transit Administration (FTA) funds. The plan can be accessed at <http://mapacog.org/coordinated-transit-committee>.

**Commuter Challenge revamped for 2014**

People participating in the annual Heartland Commuter Challenge co-hosted by MAPA and Metro Transit can expect a new look and new changes. The program is getting a facelift. MAPA has joined forces with Live Well Omaha to create a challenge focusing on active transportation across most months when ground-level ozone in the Omaha-Council Bluffs metropolitan area is at risk of rising above the federal standard for good air quality.

The Live Well Omaha Challenge powered by MAPA and Metro Transit runs from May 1st through September 30th. While the previous challenge focused on one month's of activity, participants will be able to log all miles and trips throughout the five-month period. Each month will feature an educational element on a method of alternate transportation.

Participants can log all methods of alternate transportation used each week to replace one regular commuting trip by single-occupancy vehicle. Those who log their trips weekly are eligible for prize drawings. MAPA's Little Steps, Big Impact ozone awareness

**Public Notice**

The Metropolitan Area Planning Agency (MAPA) is hosting Open House Meetings for the 2014 Coordinated Transit Plan on **April 8<sup>th</sup> and April 10<sup>th</sup>**.

This Plan serves as the guiding document for human service transit providers in the Omaha-Council Bluffs Metro Region. It details the existing conditions of paratransit service, the needs and gaps, and strategies to address the identified barriers. It also includes an implementation process. This document is used when evaluating grant applications for Federal Transit Administration (FTA) funds.

Please join us at any of the locations/times below:

**Tuesday, April 8, 2014,  
1:30 pm - 3:30 pm  
Heartland Workforce Solutions  
5752 Ames Ave, Omaha**

**Tuesday, April 8, 2014,  
5:00 pm - 7:00 pm  
MAPA Board Room  
2222 Cuming Street, Omaha**

**Thursday, April 10, 2014,  
1:30 pm - 3:30 pm  
Salvation Army (Lakin Campus)  
715 N 16th St, Council Bluffs**

If you are unable to attend a meeting and would like to comment on the plan, please submit written comments via mail or email by 4 pm on April 28<sup>th</sup>, 2014.

**Metropolitan Area Planning Agency  
2222 Cuming Street  
Omaha, Nebraska 68102-4328  
Email: [mapa@mapacog.org](mailto:mapa@mapacog.org)**

View the plan at:  
<http://mapacog.org/coordinated-transit-committee>

Meetings of the Metropolitan Area Planning Agency are conducted in compliance with the Nebraska Statutes of the Open Meetings Act.

Auxiliary aids, language assistance, and services are available when requested in advance.

Si necesita ayuda con traducción, por favor llame la oficina.  
3-25-14

The notice for public comment and the open houses were posted on MAPA's website and Facebook/Twitter pages on March 25<sup>th</sup>. Furthermore, the Title VI, public participation list, and CTC were emailed the notice and flyer asking for participation. The flyer, which was posted online and at the MAPA Office, is displayed in Figure F.3. The draft plan was mailed to the local libraries and jurisdictions asking for public comment on March 27<sup>th</sup>.

**Figure F.3: Public Comment and Open House Flyer**

## Open House Meetings for the 2014 Coordinated Transit Plan



Metropolitan Area Planning Agency

The Metropolitan Area Planning Agency (MAPA) and the Coordinated Transit Committee (CTC) developed the **2014 Coordinated Transit Plan**. This Plan serves as the guiding document for human service transit providers in the Omaha-Council Bluffs Metro Region.

Three open housing meetings will be held during the Plan's open public comment period of March 27 - April 28. Please join us at any of the locations/times to provide YOUR input.

We need **YOUR** input and participation. Help plan for your transportation needs. Attend one of the open house meetings and let us know what you want and need for potential transportation services.

The meetings will be an open house type format, so please arrive at any time during the meeting timeframe. A presentation will begin 30 minutes after the meeting start time.

Tuesday, April 8, 2014, 1:30 pm - 3:30 pm

- Heartland Workforce Solutions
- 5752 Ames Avenue, Omaha

Tuesday, April 8, 2014, 5:00 pm – 7:00 pm

- MAPA Board Room
- 2222 Cuming Street, Omaha

Thursday, April 10, 2014, 1:30 pm - 3:30 pm

- Salvation Army (Lakin Campus)
- 715 N. 16th Street, Council Bluffs

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If you cannot attend a meeting and would like to comment on the plan, please submit written comments via mail or email by **4 pm on April 28, 2014:**

Metropolitan Area Planning Agency 2222 Cuming Street Omaha, Nebraska 68102	Email: <a href="mailto:mapa@mapacog.org">mapa@mapacog.org</a> Phone: (402) 444-6866 Fax: (402) 951-6517
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Office hours: Monday – Friday: 8:00 am – 4:30 pm

Access the Coordinated Transit Plan at [www.mapacog.org/coordinated-transit-committee](http://www.mapacog.org/coordinated-transit-committee)

Meetings of the Metropolitan Area Planning Agency are conducted in compliance with the Nebraska Statutes of the Open Meetings Act. Auxiliary aids, language assistance, and services are available when requested in advance.

Si necesita ayuda con traducción, por favor llame la oficina.

<b>Table F.1: Resource Agency/Interested Parties Meetings</b>		<b>Comments</b>
<b>Date</b> April 8, 2014, 9:00 - 10:00 am <b>Location</b> MAPA, Omaha <b># of People</b> 15		<u>Educate</u> - Develop a flow chart displaying coordination efforts with other MAPA activities to education the public on efforts - Create an executive summary for the plan to aid in readability  <u>Coordinate</u> - Conduct outreach regarding the plan and the CTC to agencies with a larger amount of clientele, make phone contact with agencies/stakeholders, reach affected individuals
<b>Agencies Represented</b>	<ul style="list-style-type: none"> <li>• City of Omaha</li> <li>• Empowerment Network</li> <li>• Iowa Dept. of Transportation</li> <li>• Iowa West Foundation</li> <li>• Live Well Omaha</li> <li>• Nebraska Department of Roads</li> </ul>	<ul style="list-style-type: none"> <li>• NW Home Solutions</li> <li>• Omaha Economic Development Corporation</li> <li>• Offutt Air Force Base</li> <li>• Omaha By Design</li> <li>• Ponca Tribe of NE</li> <li>• University of Nebraska at Omaha</li> </ul>

Appendix F: Public Involvement in Plan Development

<b>Table F.2: Open House Meetings</b>		<b>Comments</b>
<b>Date</b>	April 8, 2014, 1:30 - 3:30 pm	<u>Educate</u> - Educate and coordinate with service providers regarding options  <u>Coordination</u> - Create a system to provide coordinated transportation services (possibly provider funded)
<b>Location</b>	Heartland Workforce Solutions,	
<b># of People</b>	Omaha 3	

<b>Open House Meetings</b>		<b>Comments</b>
<b>Date</b>	April 8, 2014, 5:00 - 7:00 pm	<u>Metro Transit/Moby Gaps</u> - MOBY needs some improvements for efficiency - Bus drivers sometimes do not wait for riders - Some routes are not frequent enough - Wheelchairs on buses should be secured so people can remain in them  <u>Coordination</u> - Need to know what agencies are open to coordination? - How many other human service providers exist besides MOBY? - What strategies/incentives exist for getting agencies involved? - Involvement of vouchers for cab companies?  <u>Gaps</u> - Gaps in paratransit services in Omaha are significant - Possibility of creating a 1 step service center/call center, where one application determines eligibility for all services is great - Transportation is needed for patients being released from hospitals - It looks like the VA Hospital is not on the maps displayed at the meeting
<b>Location</b>	MAPA, Omaha	
<b># of People</b>	13	

Appendix F: Public Involvement in Plan Development

<b>Open House Meetings</b>		<b>Comments</b>
<b>Date</b>	April 10, 2014, 1:30 - 3:30 pm	<u>Metro Transit/Moby Gaps</u> - What types of routes apply to this plan? - Gaps exist now due to Metro route changes, i.e. time of day, location - Smaller transit vehicles for older/heavily populated neighborhoods might fit easier into the neighborhoods - Circulators feeding into main routes might be good - South Omaha bridge bus to north Council Bluffs route - Need expanded service on Sundays  <u>Gaps</u> - Need service on Sundays - Lack of information regarding eligible services  <u>Coordination</u> - What non-profits are applying for these funds? HFS, Etc - Transportation issues extend across a broad area/population and coordination is needed - How is this plan linked to Heartland 2050?
<b>Location</b>	Salvation Army, Council Bluffs	
<b># of People</b>	9	

## Comments

MAPA received comments via phone, email, and comment forms. These comments can generally be divided into two groups: gaps in service and coordination.

- Gaps in Service
  - There is a gap in service in North Omaha, people have a hard time reaching jobs.
  - There is a gap in service from The Omaha Housing Authority Underwood Tower to the grocery store in Dundee. The bus line is six blocks away, which is difficult if you are disabled or are carrying groceries. Many of the people who live in Underwood Tower do not qualify for MOBY and cab fees can become expensive.
  - There is a gap in service to the Omaha airport. Only one public bus runs there, but the schedule is minimal and there isn't an internal waiting area.
  - We need more hours and days (Sundays possibly alternating yellow and blue routes) of Metro service in Council Bluffs and connection services between Omaha and Council Bluffs.
  
- Coordination
  - I like the idea of a Coalition and Coordinating Council to diminish gaps and duplication. I think many of the organizations you could invite to those are already in existence such as Omaha By Design, Omaha Bikes, LiveWell Omaha, WELCOM, DMV, the smaller neighborhood business associations, etc. Being strategic about this step is a great show of community support. Also, UNO, the Charles Drew Health Center, and OneWorld Community Health Center all also provide transportation services.
  - As we think about coordinated services, we shouldn't forget about the Omaha-Chicago passenger rail services currently under development by the Iowa Department of Transportation.

## MAPA's Action on the Public Comments

MAPA completed the actions suggested by the resource agencies/interested parties, including calling the organizations involved in plan development to make sure they were aware of the public comment period and developing an executive summary to aid in plan readability.

The comments, which MAPA received regarding gaps in services, affirmed what was discovered during plan development. Specific gaps were included in the list of gaps in the plan. Furthermore, the education and coordination comments aligned with the CTC goals and objectives and will be completed through the planning horizon.

The comments regarding Metro Transit were forwarded to them for consideration.

## **Appendix G: Coordinated Transit Planning Data from MAPA's TIP**

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MAPA elected to align the FTA funding selection process with the Transportation Improvement Program (TIP) development cycle. Projects selected for FTA funding through the TIP selection process shall be included in the MAPA Coordinated Transit Plan. Thus, this Appendix is reviewed through the TIP development process. After TIP approval is finalized, updated information will be attached to this document each year.

Three elements are required by Iowa DOT: FTA Program of Projects (POP), a public notice regarding the projects selected for 5310 funding, and two meeting minutes of the Coordinated Transit Committee (CTC). These items are listed below.

**Program of Projects (POP)**

There is no FY14 POP, as the carryover FY13 and FY14 funds will be brought forward to FY15. This is due to the alignment of the 5310 selection process with the Transportation Improvement Program (TIP) process. The TIP process runs on the Federal fiscal year beginning in October. Thus, the projects selected in the winter/spring of 2014 were included in the FY15 TIP, essentially skipping the FY14 funds.

MAPA's 5310 Program of Projects																									
State: Nebraska and Iowa Agency: Metropolitan Area Planning Agency (MAPA)																									
5310: FY 13 Apportionment: \$549,942 Carryover: \$0																									
<b>FY2013</b>																									
Total Funds Available: \$549,942																									
Total number of subrecipients funded in this Program of Projects: 4																									
Project Number	Capital/Operating	Meets 55% Capital Traditional 5310 Projects	Recipient	City	State	Congressional District	Counties Served	Public/Private Non-Profit	Rural/Urban	Tribes Served	Project Description	Scope/ALI	Local Match %	Federal Share	Total Amount	Admin Funds (10% Allowed)	FY Requesting	Entity	Replacement Vehicle Information						
																			Year	Make	Type	VIN	Mileage	Date Placed in Service	Met Useful Life?
MAPA-FY13-5310-001	Administration	No	MAPA	Omaha	NE	1, 2, and 3	Douglas, Sarpy, & Pottawattamie	Public	Urban	NA	Project Administration & Mobility Coordination	44200/442421	0%	\$50,000	\$50,000	0	FY13	NA	NA	NA	NA	NA	NA	NA	NA
MAPA-FY13-5310-002	Operating	No	City of Council Bluffs	Council Bluffs	IA	3	Pottawattamie	Public	Urban	NA	Provide Paratransit Special Transit Service (STS) to disabled citizens	30000/300900	50%	\$17,000	\$34,000	0	FY13	NA	NA	NA	NA	NA	NA	NA	NA
MAPA-FY13-5310-003	Capital	Yes	Metro Transit	Omaha	NE	1 and 2	Douglas & Sarpy	Public	Urban	NA	AVL in support of coordinated transportation services	99300/114207 & 114208	20%	\$219,481	\$274,351	0	FY13	NA	NA	NA	NA	NA	NA	NA	NA
MAPA-FY13-5310-004	Operating	No	Black Hills Workshop	Bellevue	NE	1 and 2	Douglas & Sarpy	Private Non-Profit	Urban	NA	Provides transportation for people with disabilities employed at Offutt AFB, serving areas Metro Transit does not, during all times of the day	30000/300900	50%	\$81,828	\$163,656	0	FY13	NA	NA	NA	NA	NA	NA	NA	NA
														<b>Total Funds Expended</b>	<b>\$368,309</b>	<b>\$522,007</b>									
														Total 5310 Funding Available	<b>\$549,942</b>										
														Remaining Balance	<b>\$181,633</b>										

\*Note: Tribes Served = Tribal Entities/Tribal Transportation Needs Served

MAPA's 5310 Program of Projects

State: Nebraska and Iowa Agency: Metropolitan Area Planning Agency (MAPA)

5310: FY 15 Apportionment: \$550,000 Carryover: \$731,633

**FY2015**

Total Funds Available: \$1,281,633

Total number of subrecipients funded in this Program of Projects: 4

Project Number	Capital/Operating	Meets 55% Capital Traditional 5310 Projects	Recipient	City	State	Congressional District	Counties Served	Public/Private Non-Profit	Rural/Urban	Tribes Served	Project Description	Scope/ALI	Local Match % for ALI	Federal Share	Total Amount	Admin Funds (10% Allowed)	FY Requesting	Replacement Vehicle Information										
																		Entity	Year	Make	Type	VIN	Mileage	Date Placed in Service	Met Useful Life?			
in progress	Administration		MAPA	Omaha	NE	1, 2, and 3	Douglas, Sarpy, & Pottawattamie	Public	Urban	NA	Project Administration & Mobility Coordination	44200/442421	0%	\$50,000	\$50,000	0	FY15, 16, 17, 18	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
in progress	Operating		City of Council Bluffs	Council Bluffs	IA	3	Pottawattamie	Public	Urban	NA	Provide Paratransit Special Transit Service (STS) to disabled citizens	30000/300900	50%	\$73,000	\$146,000	0	FY15, 16, 17, 18	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
in progress	Capital		Metro Transit	Omaha	NE	1 and 2	Douglas & Sarpy	Public	Urban	NA	AVL in support of coordinated transportation services	99300/114207 & 114208	20%	\$200,000	\$250,000	0	FY15	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
in progress	Capital	Yes	Metro Transit	Omaha	NE	1 and 2	Sarpy	Public	Urban	NA	Replace 1 aging vehicle for the City of Papillion and Bellevue	11100/11215	16%	\$115,000	\$136,000	0	FY15	Papillion	2010	Ford	E450	1FDFE4FS8ADA38240		3/3/2010	Useful life – 4 years or 100,000 miles whichever comes first			
																		Bellevue	2008	Ford	E450?	1FD4E45P58DB44191		7/29/2008	Useful life – 4 years or 100,000 miles whichever comes first			
														<b>Total</b>	<b>\$438,000</b>	<b>\$582,000</b>												
														Total 5310 Funding Available	<b>\$1,281,633</b>													
														Remaining Balance	<b>\$843,633</b>													

\*Note: Tribes Served = Tribal Entities/Tribal Transportation Needs Served

MAPA received a limited amount of FY12 5316 (Job Access and Reverse Commute, JARC) funds. These funds were programmed through the Coordinated Transit Committee in August of 2013. The Transportation Technical Advisory Committee (TTAC) and the MAPA Board of Directors amended it into the FY14 TIP in December 2013. As shown in the 5316 Program of Projects (POP) below, two projects were selected, Lutheran Family Services and Metro Transit's AVL project.

## MAPA's 5316 (JARC) Program of Projects

State: Nebraska and Iowa Agency: Metropolitan Area Planning Agency (MAPA)

5316: FY 12 Apportionment: \$0

Carryover: \$227,025

**FY2012**

Total Funds Available: \$227,025

Total number of subrecipients funded  
in this Program of Projects: 2

Project Number	Capital/ Operating	Recipient	City	State	Congressional District	Counties Served	Public/ Private Non-Profit	Rural/ Urban	Tribes Served	Project Description	Scope/ALI	Local Match %	Federal Share	Total Amount
MAPA-FY12-JARC-001	Operating	Lutheran Family Services	Omaha	NE	2	Douglas	Private Non-Profit	Urban	NA	Access to Services Transportation Program to assist refugees w/ transportation needs	64600/300901	50%	\$189,564	\$379,128
MAPA-FY12-JARC-002	Capital	Metro Transit	Omaha	NE	1 and 2	Douglas & Sarpy	Public	Urban	NA	AVL in support of coordinated transportation services	99300/114207 & 114208	20%	\$37,461	\$46,826

\*Note: Tribes Served = Tribal Entities/Tribal Transportation Needs Served

<b>Total Funds Expended</b>	<b>\$227,025</b>	<b>\$425,954</b>
Total 5316 Funding Available	<b>\$227,025</b>	
Remaining Balance	<b>\$0</b>	

## Public Notice Regarding Selected Projects

<p><b>Douglas County, NE</b>                  Bennington                  Boys Town                  Omaha                  Omaha City Council                  Ralston                  Valley                  Waterloo</p> <p><b>Sarpy County, NE</b>                  Bellevue                  Gretna                  La Vista                  Papillion                  Springfield</p> <p><b>Washington County, NE</b>                  Arlington                  Blair                  Fort Calhoun                  Herman                  Kennard                  Washington</p> <p><b>Mills County, IA</b>                  Emerson                  Glenwood                  Hastings                  Henderson                  Malvern                  Pacific Junction                  Silver City</p> <p><b>Pottawattamie County, IA</b>                  Avoca                  Carson                  Carter Lake                  Council Bluffs                  Crescent                  Hancock                  Macedonia                  McClelland                  Minden                  Neola                  Oakland                  Treynor                  Underwood                  Walnut</p> <p>Bellevue Public Schools                  Council Bluffs Planning                  Commission                  Fremont Public Schools                  Golden Hills Resource                  Conservation &amp; Development                  District                  Iowa Western Community                  College                  Metro Transit                  Metropolitan Community                  College                  Metropolitan Utilities District                  Millard Public Schools                  Millard Suburban Fire District                  Omaha Airport Authority                  Omaha Housing Authority                  Omaha Planning Board                  Omaha Public Power District                  Papillion / La Vista Public                  Schools                  Papio-Missouri River                  Natural Resources District                  Pony Creek Drainage District                  Ralston Public Schools                  Valley Fire Protection                  District # 5</p>	<p><b>METROPOLITAN AREA PLANNING AGENCY</b>                  2222 Cuming Street                  Omaha, Nebraska 68102-4328                  Phone: (402) 444-6866                  Fax: (402) 342-0949                  www.mapacog.org                  mapa@mapacog.org</p> <p>For Immediate Release                  Media Contact: Sue Cutsforth, Communications Coordinator                  (402) 444-6866, ext. 226</p> <p style="text-align: center;"><b>MAPA Releases Top FY2015-FY2020 Transportation Improvement Program Projects</b></p> <p><b>Omaha, NE-March 27, 2014</b>—The Project Selection Subcommittee of the Metropolitan Area Planning Agency (MAPA) is releasing its prioritized list of top projects for MAPA funding in the FY2015-FY2020 MAPA Transportation Improvement Program (TIP). The projects listed below, in priority order, were found to have met the requirements for selection by the committee:</p> <p><b>Nebraska STP (Surface Transportation Program):</b></p> <ul style="list-style-type: none"> <li>• 168<sup>th</sup> St. - Q Street to Center Street</li> <li>• 72<sup>nd</sup> and D Street Viaduct</li> <li>• Deployment of Omaha traffic signal network and traffic management system (2018-2019 only)</li> <li>• Metro Replacement Buses</li> <li>• Replacement of two adjacent bridges – 42<sup>nd</sup> St. at C &amp; D Streets</li> <li>• 114<sup>th</sup> St. widening – Pacific to Burke</li> <li>• 180<sup>th</sup> St. widening – Blondo to HWS Cleveland - and bridge construction</li> </ul> <p><b>Iowa STP (Surface Transportation Program):</b></p> <ul style="list-style-type: none"> <li>• West Broadway Reconstruction Phase</li> </ul> <p><b>Iowa TAP (Transportation Alternative Program)</b></p> <ul style="list-style-type: none"> <li>• Pottawattamie Multi-Use Trail Phase 1, along Railroad Highway from Council Bluffs city limits to 330<sup>th</sup> St.</li> </ul> <p><b>5310 (Elderly &amp; Disabled Funding)</b></p> <ul style="list-style-type: none"> <li>• Metro Automatic Vehicle Location (AVL) Project</li> <li>• Metro Paratransit Replacement Buses</li> <li>• City of Council Bluffs Special Transit Service (STS)</li> </ul> <p>Projects receiving the highest scores through MAPA's Project Selection Process were prioritized and programmed into the TIP in the earliest available fiscal years, subject to existing project phasing. Projects listed in FY2019 and beyond are subject to re-application and future evaluation by the Project Selection Subcommittee. Projects listed from 2015 to 2018 are considered to be firm commitments for future funding. Projects listed in 2019 and beyond are illustrative and may be subject to future prioritization. Project construction and delivery may occur over multiple years.</p> <p>Written comments regarding the FY2015 TIP projects which were selected can be submitted via mail or email to:</p> <p><b>Metropolitan Area Planning Agency</b>                  2222 Cuming Street                  Omaha, Nebraska 68102</p> <p style="text-align: right;">Email: mapa@mapacog.org                  Phone: (402) 444-6866                  Fax: (402) 951-6517</p>
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## **Coordinated Transit Committee Minutes**

**Date: Wednesday, October 23, 2013, 10:30 a.m.**

Location: MAPA Offices, Omaha, NE – Training Room

In Attendance: Michael Felschow, MAPA  
Ashley Myers, MAPA  
Brayden McLaughlin, MAPA  
Chair - Lisa Picker, Heartland Family Services  
Bob Matthews, Black Hills Works  
Steve Anderson, Southwest Iowa Transit  
Mary Angus, Mayor's Committee  
Heather Tomczak, United Way  
Rich Surber, Lutheran Family Services  
Patrick Sather, Lutheran Family Services  
Scott Larsen, Lutheran Family Services  
Kelly Shadden, Metro Transit  
Amanda Vazquez, Great Plains PVA  
Fred Conley, Papio NRD  
John Synowiecki, Catholic Charities

### 1. Introductions

Lisa Picker welcomed the committee and introductions were made.

### 2. Approval of Minutes

Lisa Picker introduced the minutes and asked if there were any changes or additions. No changes were made.

Mary Angus MOTIONED to approve the minutes.

Bob Matthews SECONDED.

Motion passed unanimously.

### 3. CTC Selection Criteria

Brayden McLaughlin presented on the new CTC project selection criteria. Amanda Vazquez asked if projects that did not receive points from scoring would be moved to a backup list, but McLaughlin recommended that they stay on the same list to ensure that projects would not be lost. Michael Felshow said that if projects don't get scored- can be listed as illustrative projects and not in the fiscal portion of the TIP, then they can reapply every year to be moved up. Lisa Picker asked what would happen if a project was ineligible, and Felshow said it would not be listed. Bob Matthews asked if the new criteria could be used for all 5310 projects as well and MAPA staff said that they could. Matthews was also curious if the new criteria had been applied to previously selected projects. MAPA staff said they had not, but would look into applying it.

Mary Angus MOTIONED to approve the selection criteria.

Fred Conley SECONDED.

Motion passed unanimously.

#### **4. CTC Plan Development Schedule**

Brayden McLaughlin and Michael Felshow explained the schedule and reasons for what was included. Michael Felshow also recommended that the tentative final CTC plan approval date be moved up to May 31 to ensure completion in time for inclusion in the TIP. Edits will be made to the schedule by MAPA staff and approval was tabled until the next meeting.

#### **5. Regular CTC Meetings**

Fred Conley and Mary Angus proposed that regular CTC meetings should be held on the 3<sup>rd</sup> Wednesday of the month, but action on this will be tabled until after the first of the year.

#### **6. Next Meeting**

The next meeting of the CTC is scheduled for November 14<sup>th</sup> at 10:30 am. MAPA staff will present the draft CTC rubrics and applications, with a presentation on VTCLI from Cambridge Systematics immediately after the meeting. The next meeting is scheduled for December 18<sup>th</sup> at 10:30 a.m.

#### **7. Additional Business**

Mary Angus requested that a glossary of terms be brought to the next CTC meeting to help avoid any confusion.

#### **8. Adjourn**

Meeting adjourned at 11:15 a.m.

## **Coordinated Transit Committee TIP Project Selection Meeting Minutes**

**Date: Wednesday, February 5, 2014, 1:00 pm.**

Location: MAPA Offices, Omaha, NE – Downstairs Training Room

In Attendance: Michel Felschow, MAPA  
Ashley Myers, MAPA  
Brayden McLaughlin, MAPA  
Chair - Lisa Picker, Heartland Family Services, arrived at 1:15.  
Vice-Chair- Bob Matthews, Black Hills Works  
Claudia Rodenburg, City of Council Bluffs  
Fred Conley, Papio NRD  
Heather Tomczak, United Way of the Midlands  
Lauren Cencic, Metro  
Lee Myers, AARP  
Mary Angus, Mayor's Commission for Citizens With Disabilities  
Rich Surber, Lutheran Family Services  
Tim Irish, ENCAP

### **1. Introductions**

Vice Chair Bob Matthews called the meeting to order at 1:00. He welcomed the committee and introductions were made.

### **2. Project Selection**

Matthews turned the meeting over to Michael Felschow for project selection.

Felschow spoke about the project rankings and asked Lauren Cencic to speak about the late project Metro submitted. Cencic spoke about the combination of 5310 funding sources. The cities of Bellevue and Papillion usually gets their vehicles through Metro using 5307 funds, but after discussing it with FTA and MAPA, it became apparent that the Cities could be funded through 5310 funds. The Cities lease the vehicles from Metro for \$1 a year for as long as the vehicle is usable. If it is sold for over \$5,000 than some of the money must go to FTA.

Matthews said the City of Bellevue doesn't participate on this committee anymore and they cut the transportation services they offer. Mary Angus said perhaps we should encourage Bellevue to join the committee, when they benefit from the money. We should invite them especially to participate. Fred Conley asked who is responsible for maintenance of vehicles for the project that Metro submitted. Cencic said the outlying communities are responsible. Conley stated if the smaller cities in the region have the ability to apply directly to the CTC, they should do that and not go through Metro. Heather Tomczak asked if there is a conflict of interest with Metro applying for the funds for the two cities. Felschow said there is not a conflict of interest because MAPA is the one who receives the money, not Metro.

## Appendix G: Coordinated Transit Planning Data from MAPA's TIP

Fred Conley MOTIONED to approve the Metro AVL project for \$200,000 of federal funds.

Bob Matthews SECONDED.

Motion passed unanimously. Lauren Cencic abstained.

Fred Conley MOTIONED to approve Metro's two replacement vehicles at the cost of \$115,000 for the Cities of Bellevue and Papillion with an understanding the CTC would like to encourage the Cities to join the CTC.

Mary Angus SECONDED.

Motion passed unanimously. Lauren Cencic abstained.

Claudia Rodenburg spoke about losing JARC funding, so now she needs \$73,000 instead of \$17,000 every year for the next 4 years. This money will go towards the paratransit services the City operates. Rich Surber asked about different pots of money and the direct recipient. Cencic explained MAP-21 and 5310 requirements. Felschow said we would push the projects out until there are enough funds. It is problematic for operations. The CTC would have to look at it. Surber asked what happens if there isn't enough money with the new legislation (as MAP-21 isn't authorized past the end of September 2014), Felschow explained that the CTC would have to wait to find out how Congress acts and adjust the funds accordingly.

Bob Matthews MOTIONED to approve giving the City of Council Bluffs Special Transit Services \$73,000 every year for the next four years.

Fred Conley SECONDED.

Motion passed unanimously. Claudia Rodenburg abstained.

### **3. Additional Business**

Angus stated she was happy about the last meeting, that the CTC went over the budget and that over time we will get higher scores as more people understand what is expected of them.

Conley asked about the status of the One-Call Center. MAPA staff replied that they were coordinating with Metro and FTA but that local match would be needed to do the project.

Felschow spoke about MAPA trying to develop a RFP for systems engineering to figure out how to actually create the one-call center. The RFP will come before the CTC and the CTC will be a part of the firm selection process.

### **4. Next Meeting**

Picker stated the next meeting of the CTC is scheduled for February 19 at 10:30 am in the MAPA downstairs training room.

### **5. Adjourn**

Picker adjourned the meeting at 1:45 p.m.