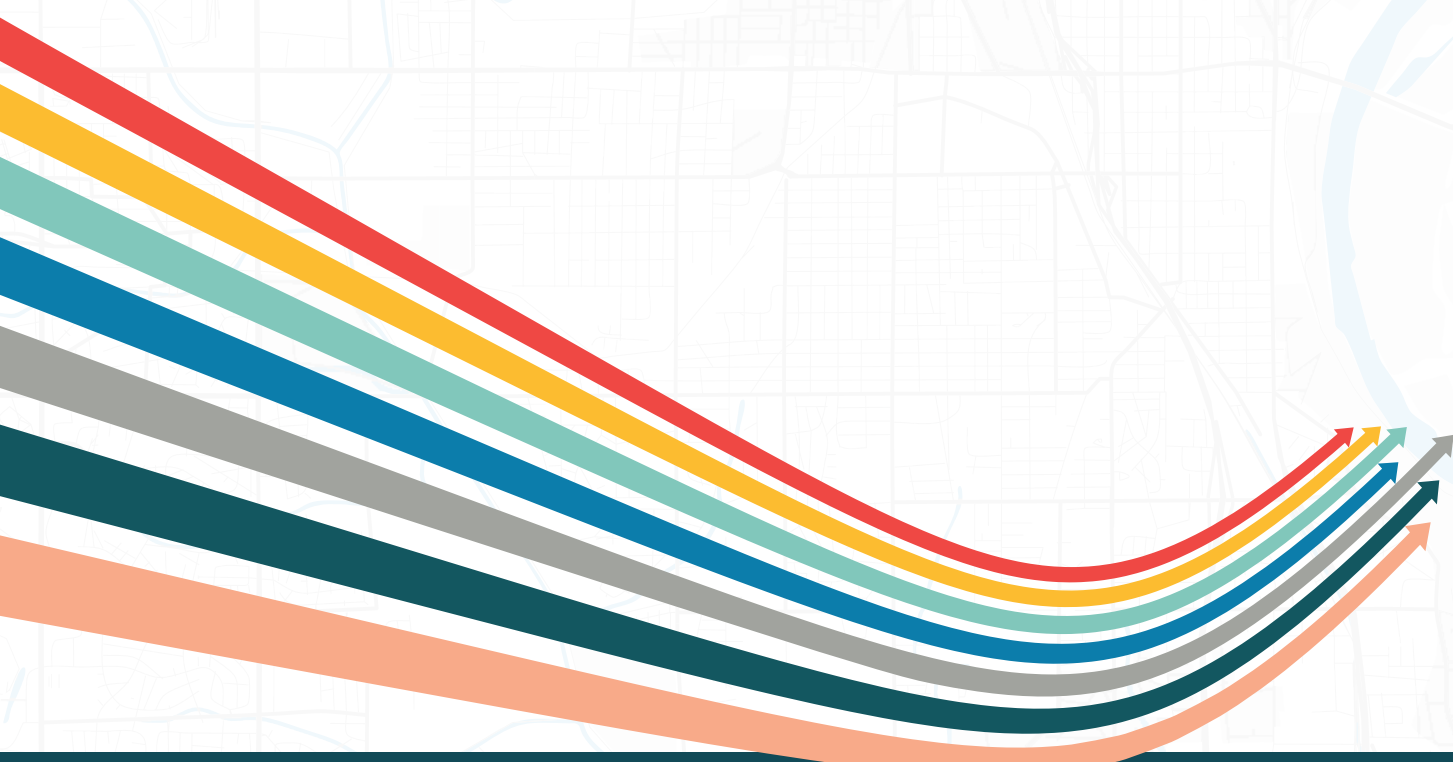


# COORDINATED TRANSIT PLAN

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2022 **UPDATE**





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# INTRODUCTION

## Coordinated Transit Plan Background

The MAPA Coordinated Transit Plan (CTP) sets regional priorities for 5310 investments and initiatives, while also providing guidance for local human service and transit providers to meet the needs of persons over 65 years of age and persons living with disabilities in the Omaha-Council Bluffs area. The 2022 CTP also serves as the federally required update to the 2017 update of this public transit - health services transportation plan, and will be included in future planning efforts for the long-range regional transportation plan.

The CTP was developed through the involvement of the Coordinated Transit Committee (CTC)—a group of regional stakeholders representing paratransit providers and non-profit organizations in Douglas, Sarpy and Pottawattamie Counties. The CTP considers the numerous existing and on-going planning efforts focused on the transportation needs of persons aged 65 and older, persons with disabilities, and persons with low incomes in the region. The plan provides three goals centered on providing connections, awareness, and enhancing transit services within the region. The plan outlines potential funding priorities to achieve over the next five years.

## PURPOSE:

- 1 Serve as the guiding document for 5310 Funding Allocation
- 2 Serve as the guiding document for the Coordinated Transit Committee, which works in tandem with 5310 Funding and its regional partners.

The CTP acts as the guiding document for the region on administering 5310 grants and providing tools for more comprehensive coordination efforts. The CTP goals and strategies align with the 2020 update to the MAPA Long Range Transportation Plan (LRTP) and provide key insight in its next update in 2025. These plans are updated every five years to adjust goals and objectives to policy, funding and organizational changes in the region. The COVID-19 pandemic in 2020 provided some of the largest changes to the landscape of transportation in decades. These specific changes have been addressed throughout the entirety of this plan.

## Federal Requirements for Coordinated Transit Plans

Federal transit law requires that projects selected for funding under the Enhanced Mobility for Individuals and Individuals with Disabilities (Section 5310) Program be “included in a locally developed, coordinated public transit-human services transportation plan,” and that the plan be “developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public” utilizing transportation services. These coordinated plans identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation.

This program (49 U.S.C. § 5310) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meet these needs. 5310 funding for private providers deals with 2 groups, older adults and disabled, but also transport services unavailable, insufficient or inappropriate to meet needs.

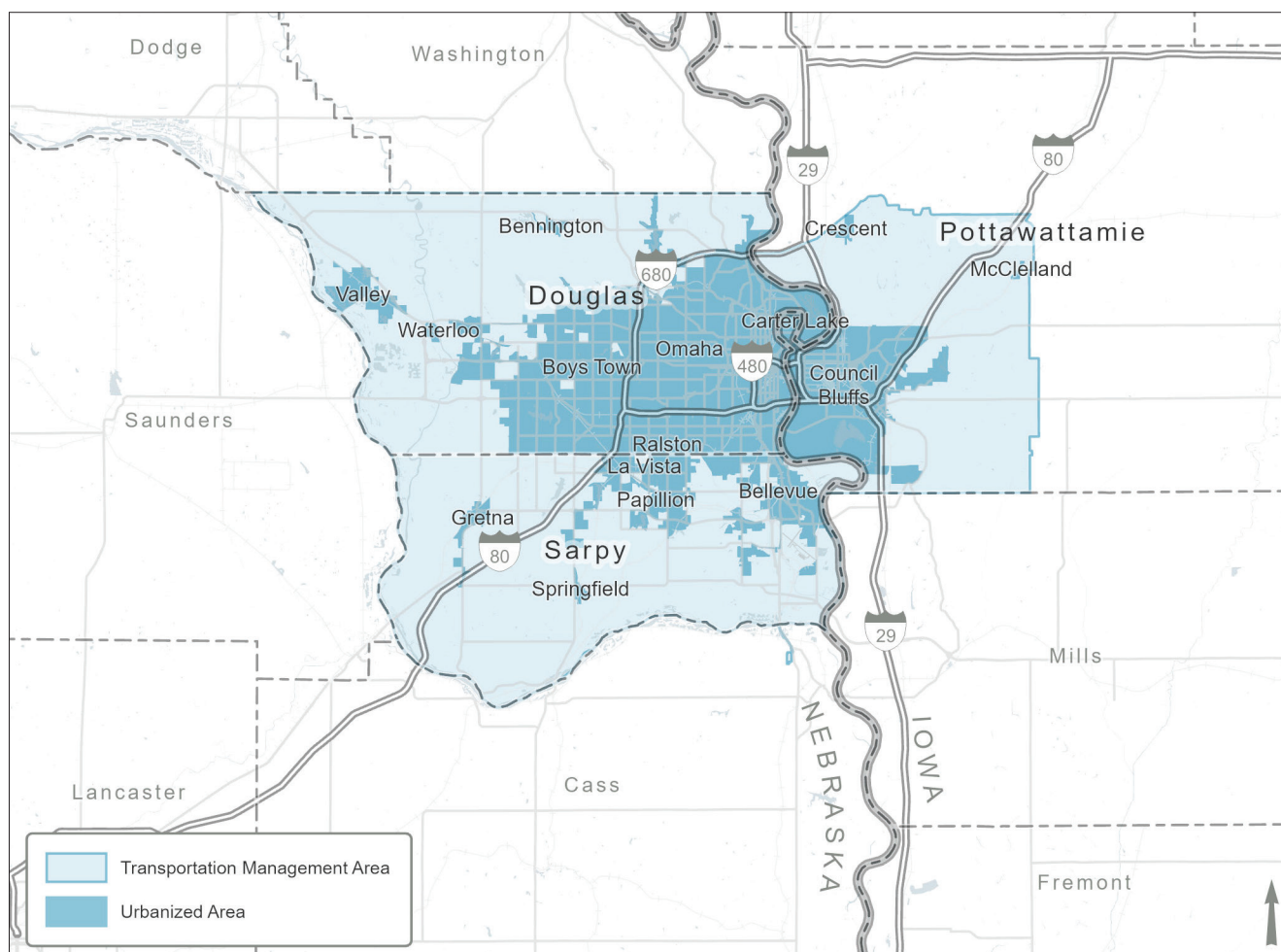
<sup>1</sup> 49 U.S.C. § 5310 <https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-sez->



## MAPA Background

Created in 1967, the Metropolitan Area Planning Agency (MAPA) is the designated Metropolitan Area Planning Organization (MPO) and the voluntary Council of Governments (COG) for the Omaha-Council Bluffs Region. An MPO is a federally designated and federally funded transportation policy-making organization that is made up of representatives from local government and governmental transportation authorities. MAPA serves as the facilitator for the Coordinated Transit Committee (CTC), along with the administration of 5310 Funding and convenes major transit services within the region to ensure better coordination among these service-providing entities. MAPA's federal mandate is focused on the Omaha-Council Bluffs Transportation Management Area (TMA), shown below in blue (figure 1). In addition, MAPA provides services to five counties adjacent to the TMA.

Figure 1: MAPA Transportation Management Area (TMA) Map



## Coordinated Transit Committee

The Coordinated Transit Committee (CTC) is a stakeholder and steering committee for coordinated transit and 5310 grant administration within the Omaha-Council Bluffs MAPA TMA region. The CTC is composed of a variety of paratransit agencies, human service providers, advocacy agencies and ride hailing services. The CTC allows members to connect and learn about new services offered within the region, share and coordinate best practices and training, and provides a forum for members to coordinate resources for rides, logistics, dispatch and the pooling of resources for transportation providers in the region.

The purpose of CTC is to:

1. Decide 5310 criteria and annual funding allocation for vehicle purchasing
2. Develop and implement the Coordinated Transit Plan
3. Establish and facilitate coordination efforts in the region
4. Share and highlight services in the region
5. Provide education, training and other shared resources



## Coordinated Transit Planning Process

The CTC serves as the guiding stakeholder group for the Coordinated Transit Plan. This federally-mandated document is required to be updated every five years to address changes in demographics, service changes, advancements in technology, and to identify which needs have been met from the previous update.



### Visioning and Direction

In early spring 2022, MAPA staff performed introductory demographic analysis based upon the latest data from the 2021 American Community Survey (ACS), and decennial census data through 2010 as 2020 census data is not yet available. Following this initial data collection, MAPA convened a strategic planning session of Coordinated Transit Committee members to analyze the goals and objectives of the 2017 plan. This analysis indicated the goals of that plan which were achieved, which ones were not achieved, and which ones would be carried forward in the 2022 CTP update.



### Outreach

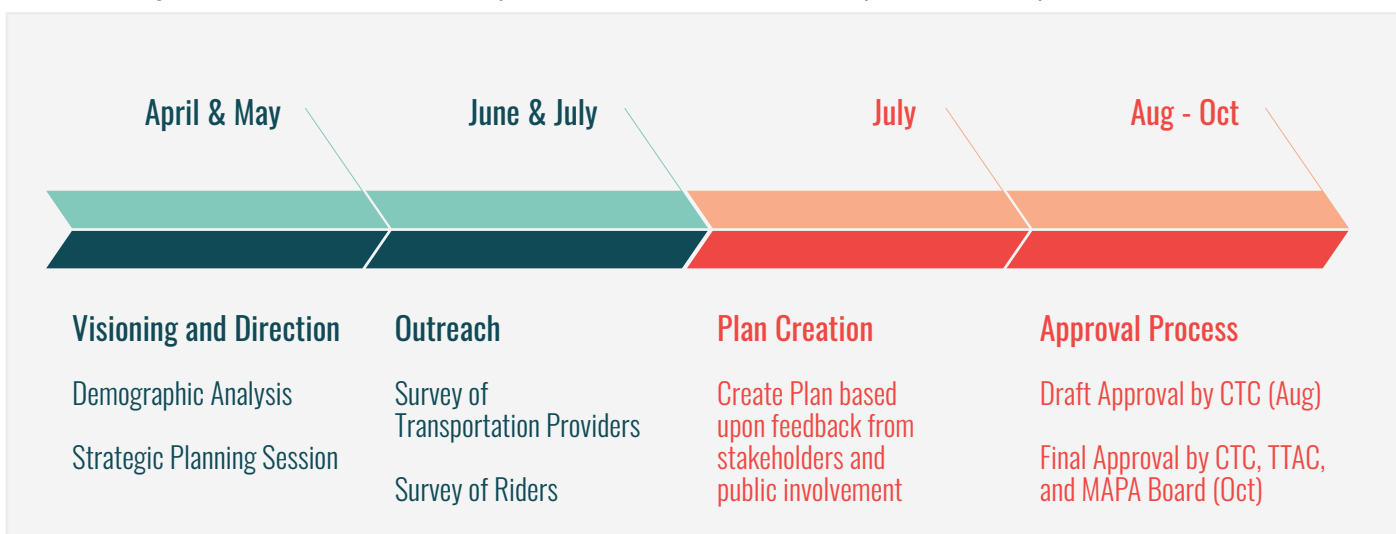
In May, MAPA staff created and distributed a survey to transportation providers within the region. This survey received 18 responses from municipalities and non-profit organizations which provide transportation in the region. The provider survey was followed by a rider survey, which was created and distributed in July. These 68 survey responses provided guidance on the initial goals and objectives laid out in the strategic planning session, while also identifying new priorities.



### Plan Creation

Following visioning, direction, and outreach, MAPA staff has developed the 2022 Coordinated Transit Plan and its subsequent analysis, inventory, and objectives. A draft was taken to the Coordinated Transit Committee in August 2022, in which a 30-day comment period will be initiated if the draft is approved by the committee. Following the 30-day public comment period, the plan will go to the Coordinated Transit Committee, the Transportation Technical Advisory Committee, and then the MAPA Board of Directors for final approval in October.

The following timeline was followed to implement the Coordinated Transportation Plan process:





## DEMOGRAPHIC ANALYSIS

### Current Demographics

The Coordinated Transit Plan looks at and assesses the present and projected needs of those eligible for 5310 funding.

Eligible persons include:

- Persons Over 65
- Persons with a disability

As the Omaha-Council Bluffs Metropolitan Area faces the nationwide trend of an aging population, new needs and stresses will be added to existing transportation, housing, and social service providers. With aging suburban populations expected in the coming years there will be additional pressure on existing providers to expand and enhance their services into areas that are more difficult to serve due to their less dense, and more decentralized design.

The sections below show the current concentrations of persons over 65, and persons with disabilities. As a part of the MAPA Equity Resolution in 2020, and in order to address systemic inequities in the planning process and advocate for fair and equitable resources in areas of the region that have historically been underserved and underrepresented, this plan will also examine disadvantaged communities. Specifically, populations living below the poverty line, zero vehicle households, and their correlations with populations of persons over 65 and persons with a disability, as these factors can strongly impact the need for transit services.

#### Data Sources

Due to delays imposed by the COVID-19 pandemic, 2020 decennial census data is not yet available. Current population estimates are therefore calculated from ACS 5 year estimates for 2016-2020. Data from 1970 through 2010 are taken from decennial census data collected by IPUMS National Historical Geographic Information System. Counts of persons over 65, persons living with a disability, persons living in poverty, and zero vehicle households were retrieved from ACS 5 year estimates for 2016-2020.



<sup>2</sup> U.S. Census Bureau (2020). About 2020 Census Data Products. Retrieved from <https://www.census.gov/programs-surveys/decennial-census/decade/2020/planning-management/release/about-2020-data-products.html>

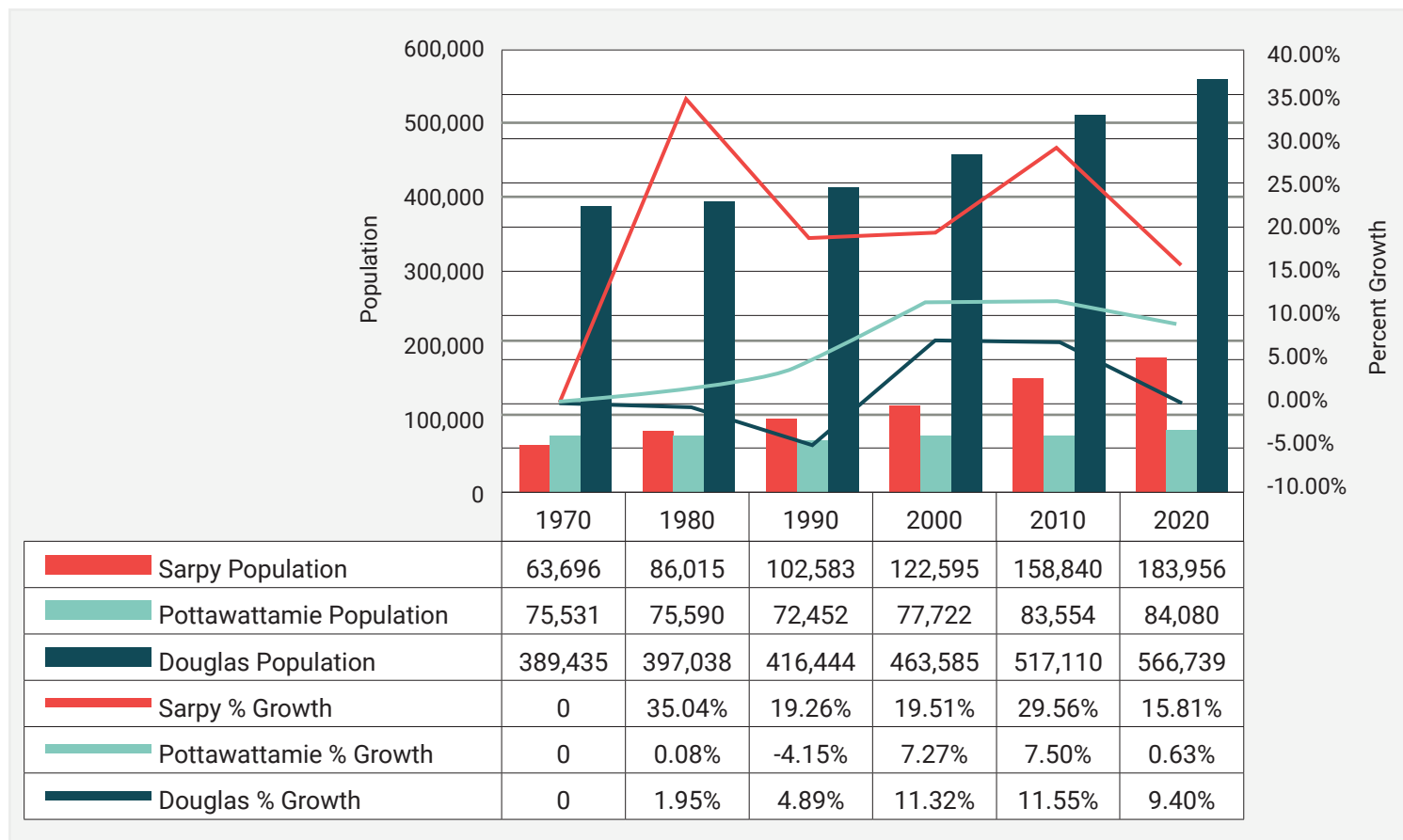
<sup>3</sup> U.S. Census Bureau (2020). 2016-2020 American Community Survey 5-year Estimates Subject Tables [CSV Data File]. Retrieved from <https://data.census.gov>

<sup>4</sup> Steven Manson, Jonathan Schroeder, David Van Riper, Tracy Kugler, and Steven Ruggles. IPUMS National Historical Geographic Information System: Version 16.0 [dataset]. Minneapolis, MN: IPUMS. 2021. <http://doi.org/10.18128/D050.V16.0>

## Overview

The Omaha-Council Bluffs Transportation Management Area (TMA) of Douglas, Sarpy and urban Pottawattamie County consists of 833,775 people, with a 5.5% growth in the last five years, making it the largest metropolitan area in either Nebraska or Iowa. Since 1970, when the total population was 528,662, growth has been increasing at varying rates within the region, with Sarpy County consistently indicating the largest percent growth of all three Counties, though the highest total population still exists in Douglas County (figure 2).

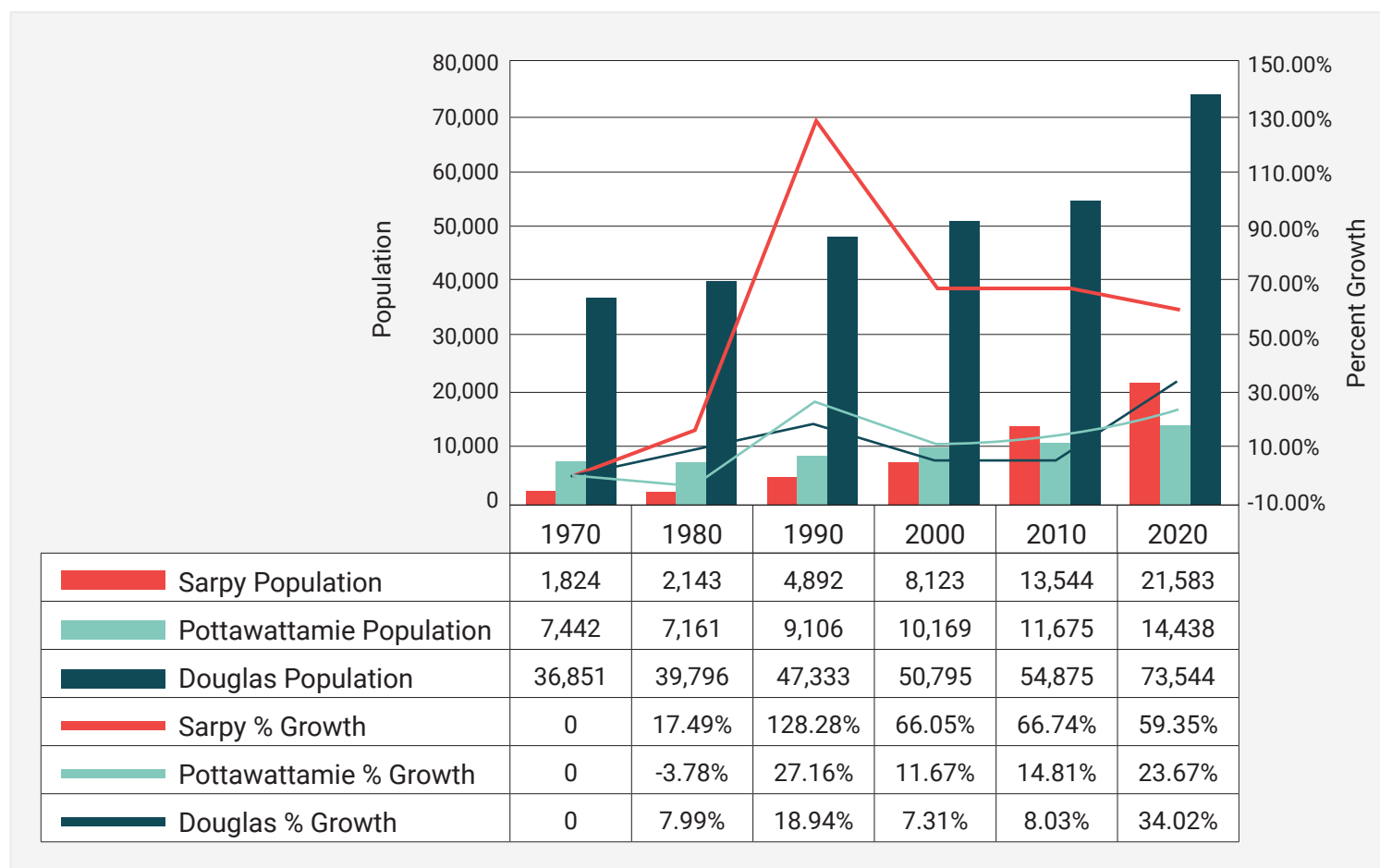
Figure 2: Total population and percent growth over time for the Omaha-Council Bluffs TMA from 1970 and 2020, split by County.



## Persons over 65 years of age

Presently there are 109,565 persons over 65 in the Omaha-Council Bluffs Metropolitan Area, roughly 13% of the total population, according to the ACS. This is an increase of 22.5% since the last coordinated transit plan in 2017, when there were 89,437 persons over 65. Population growth in this age bracket is substantially higher than the overall population growth for the region, reflecting a rapidly aging population. When disaggregated by County, we see a similar trend as with overall population in that the increase in population of persons over 65 is greatest in Sarpy County (figure 3).

Figure 3: Population over 65 years of age and percent growth over time for the Omaha-Council Bluffs TMA from 1970 and 2020, split by County.



Many of people over the age of 65 live outside of the urban core (figure 4) making it difficult to provide effective and consistent transportation services. In Nebraska and parts of Iowa, rural and suburban area transit needs are served by various nonprofits or by private caregivers which often puts the burden of care on family members or limits the mobility of seniors in these areas. The population pyramid for MAPA's TMA is reflective of the nation-wide trend towards an aging population (figure 5).

Figure 4: Map of percentage of the population 65 years of age and older by census tract

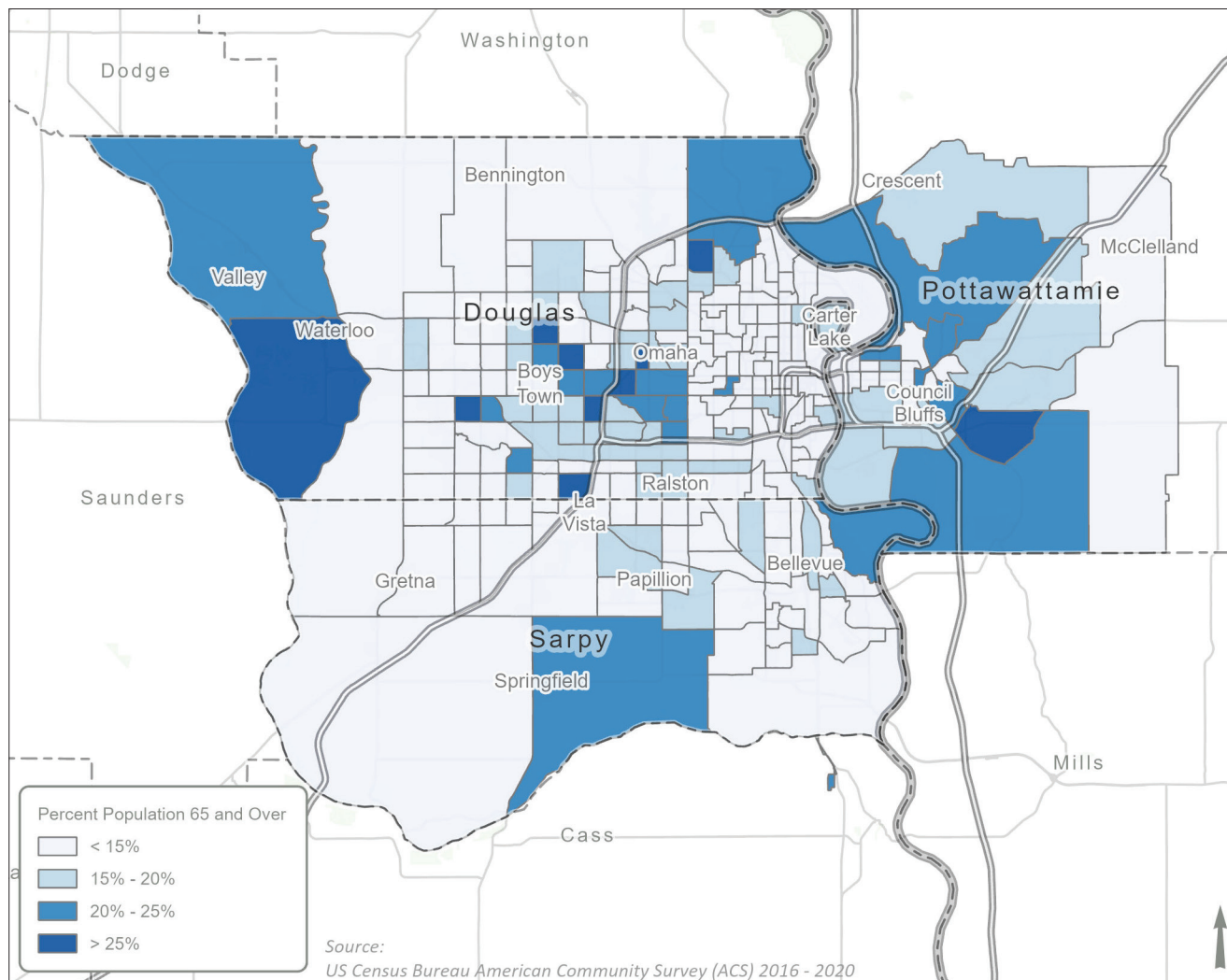
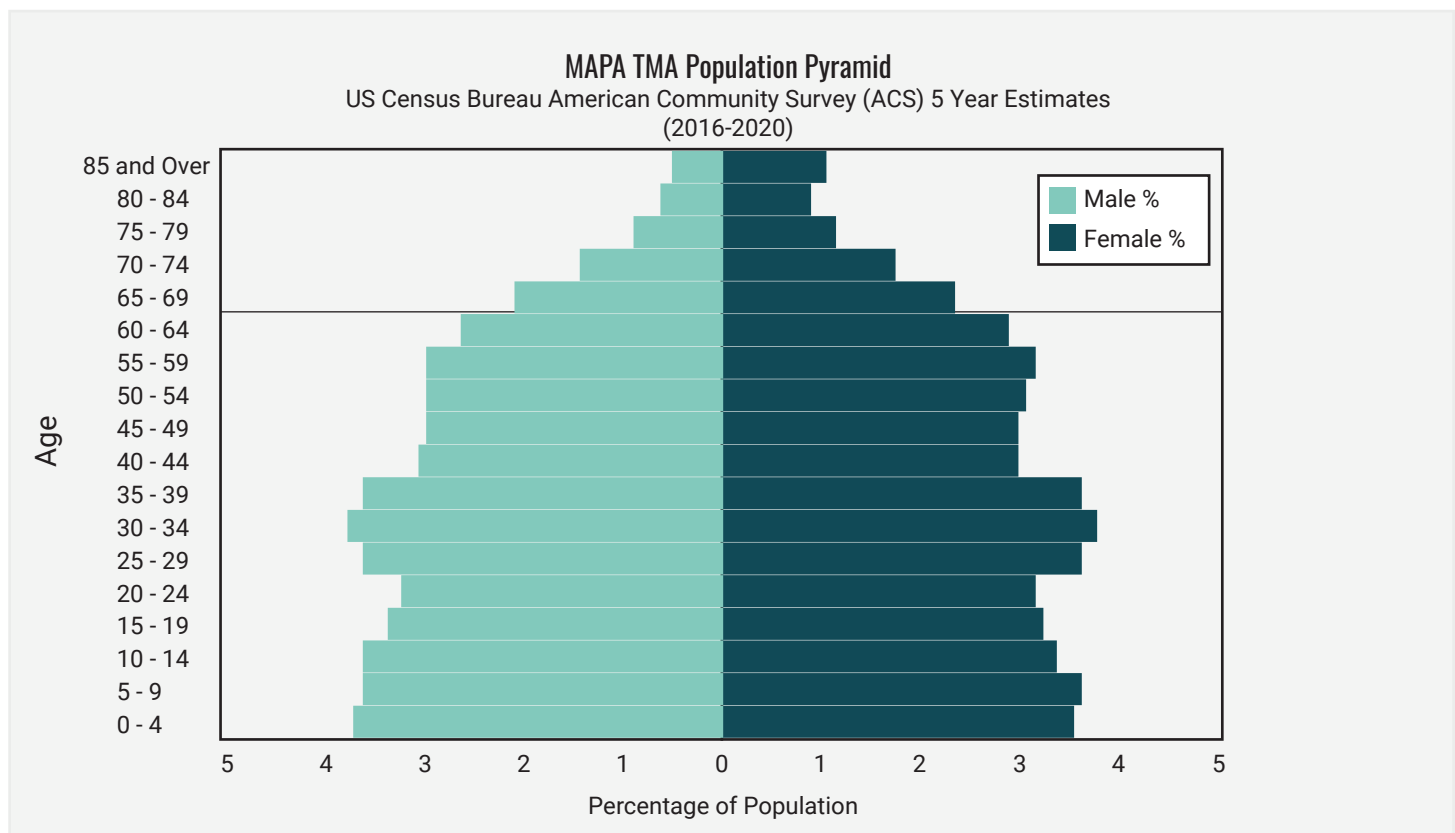


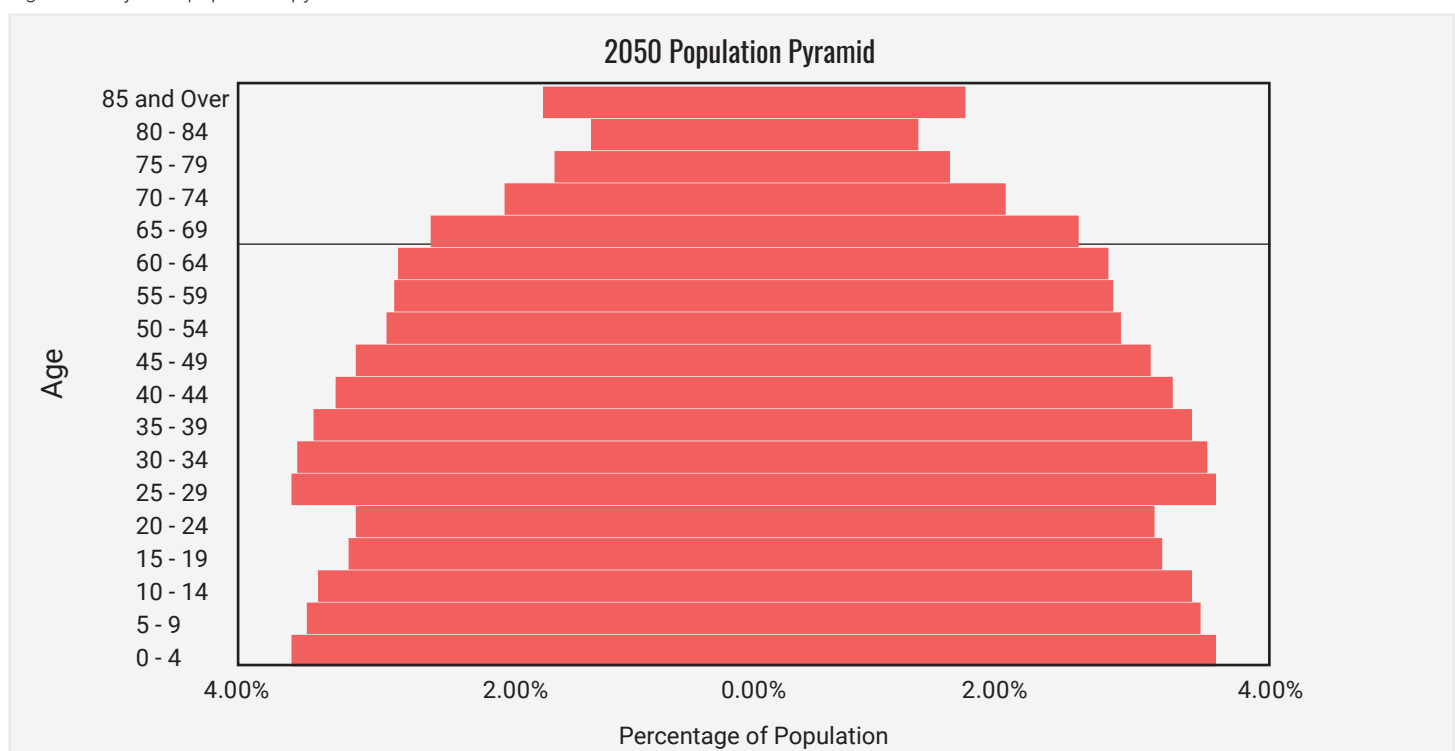
Figure 5: Current MAPA Region Population Pyramid



### Future Demographic Shifts

The population pyramid below predicts the population of MAPAs TMA in 2050 using data from the Nebraska State Data Center at the Center for Public Affairs Research of the University of Nebraska at Omaha, and the Iowa State Data Center at the State Library of Iowa. This shape is indicative of a rapidly growing population of persons over 65 years of age (figure 6).

Figure 6: Projected population pyramids for MAPAs TMA in 2050.

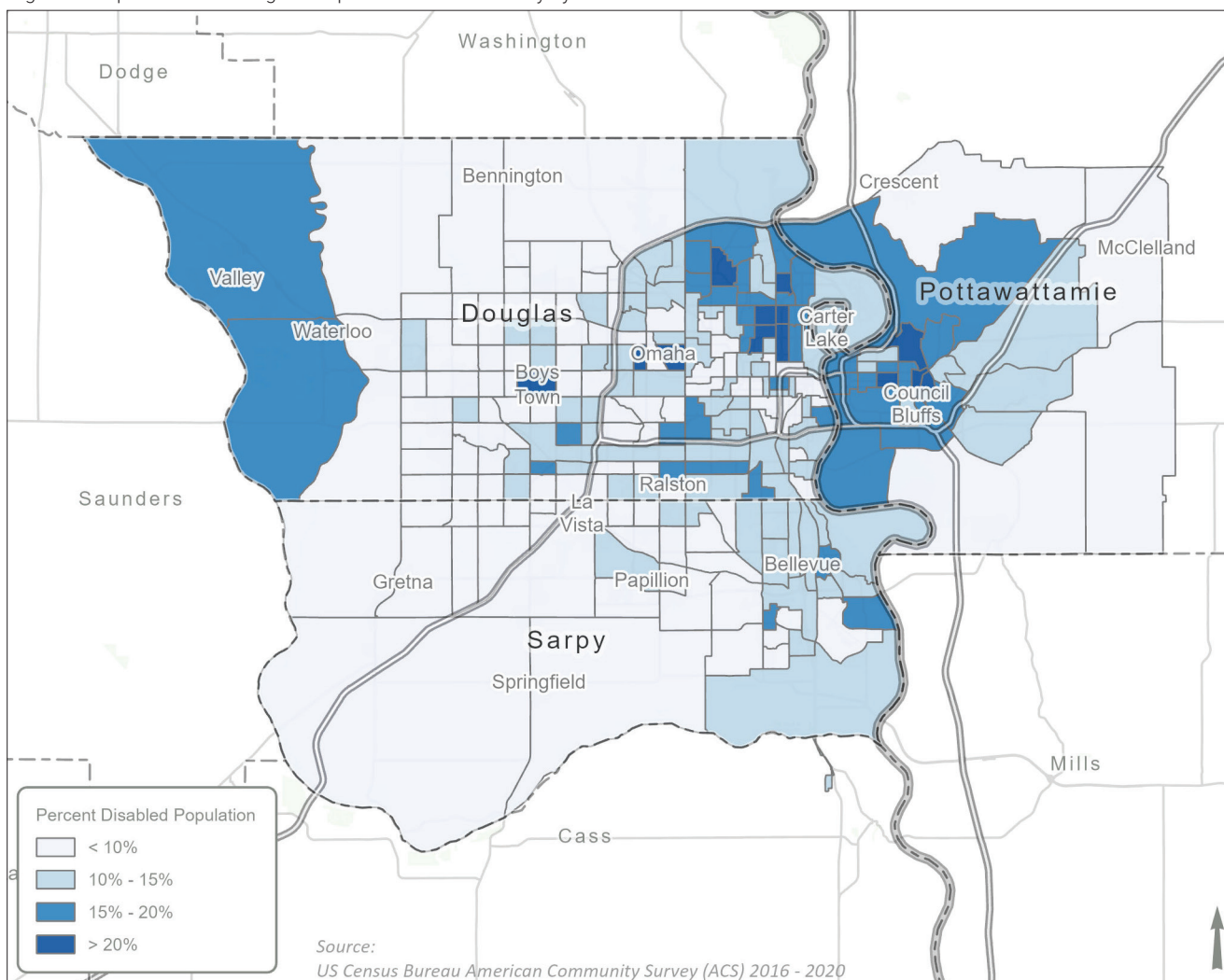




## Persons with a Disability

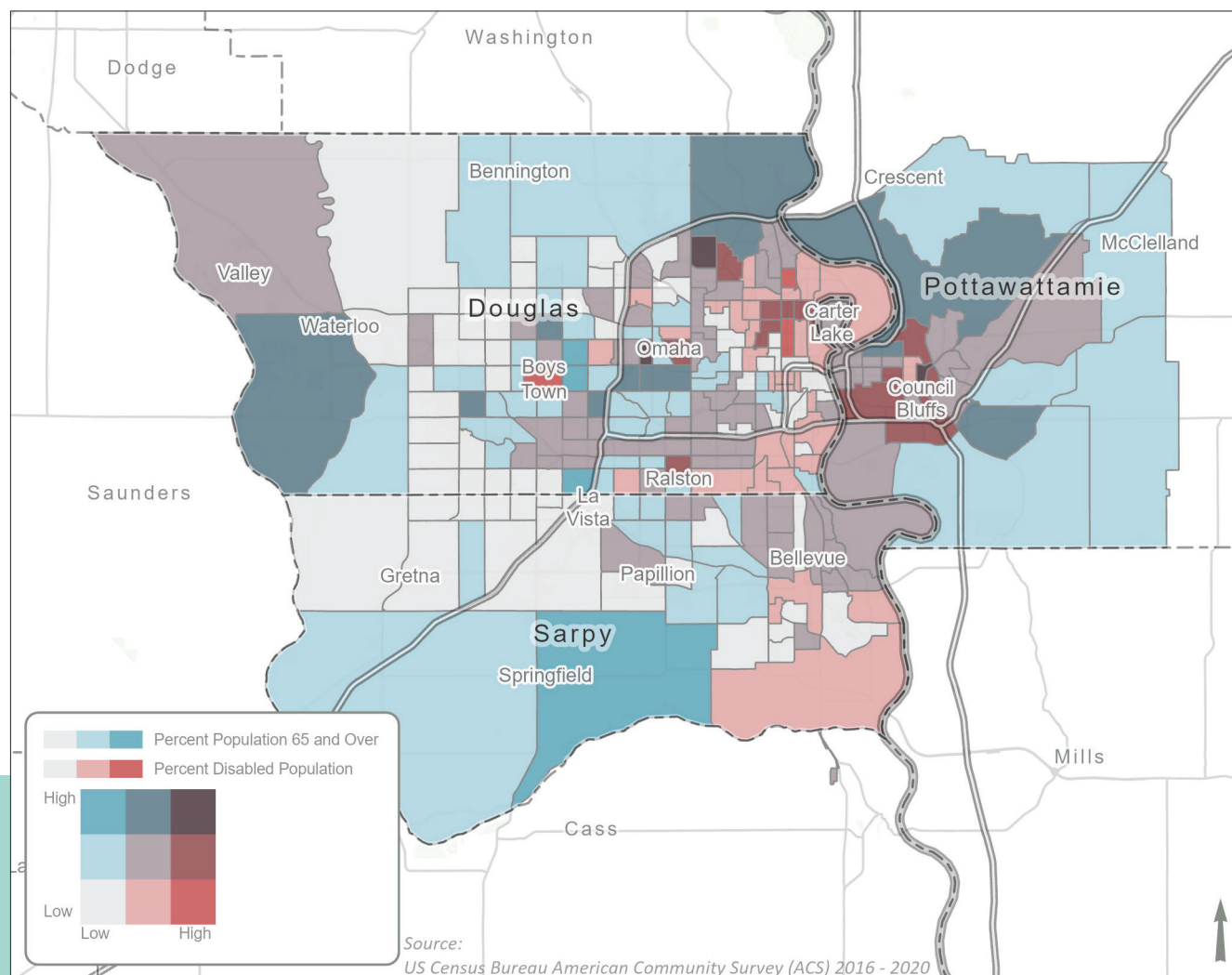
The number of people in the Omaha-Council Bluffs Metropolitan Area with a disability is 87,942 people, approximately 10% of the metro population. This is an 11.3% increase over the 78,992 individuals with disabilities in the region five years ago. The geographic distribution of this population is shown in figure 7.

Figure 7: Map of the Percentage of Population with a disability by census tract



There is some moderate overlap between populations over 65 and populations of persons with a disability (figure 8). This correlation is strongest in one tract in North Omaha and another in Council Bluffs, while the urban core experiences higher rates of disability, and suburban and rural areas, particularly in Sarpy County, experience a higher percentage of their population being over the age of 65.

Figure 8: Bivariate map showing census tracts with a low to high percentage population over 65 years of age, with census tracts showing low to high percentage of the population living with disabilities.



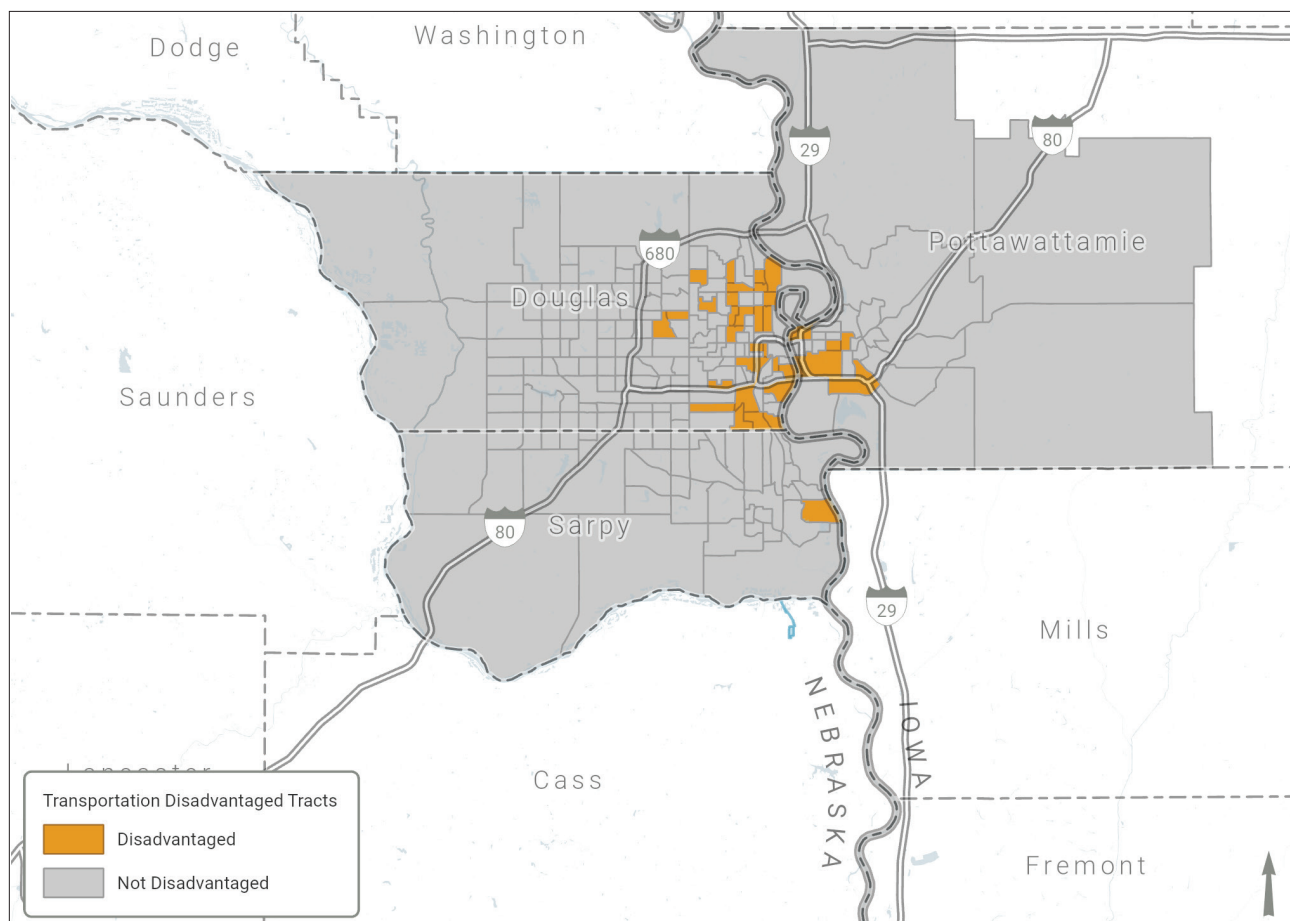
## Disadvantaged Communities

In 2020, the MAPA Board of Directors signed an equity resolution to directly address systemic inequities in the planning process. This resolution committed MAPA to ensure that the planning process advocates for fair and equitable resources in all aspects of the region that have historically been unavailable in these disadvantaged communities. This resolution serves as an agency-wide commitment to addressing issues of racial equity within our metropolitan area, especially related to government services and “closing the gap” between these populations and resources of employment, healthcare, education, grocery and others. As a part of this commitment, we are including disadvantaged communities in this report and will also focus on two key factors of particular relevance to persons 65 and older and persons with disabilities with regards to transit opportunity; poverty, and zero-vehicle households.

Interim definitions for disadvantaged communities (DACs) have been developed by the U.S. Department of Transportation (DOT). DOT methodology evaluates each community at the census tract level against six categories. Each category has one or more measurable indicators which are ranked nationally. The categories are: Transportation, Health, Economy, Equity, Resilience, and Environment. A census tract is deemed a “disadvantaged community” if four or more of these categories are above the national threshold. Additional information on Interim DOT Disadvantaged Communities definitions and methodologies are available online.

Disadvantaged communities in the Omaha-Council Bluffs metropolitan area exist primarily in the downtown cores (figure 9) where social and transit services are focused, and current Metro and SWITA operations focus on providing comprehensive service to these areas, though connections to suburban service sector jobs are often lacking. There is an additional disadvantaged community to the south in Bellevue, which is served by the City of Bellevue paratransit service.

Figure 9: Map of disadvantaged communities by census tract.





Communities in North Omaha in particular have been subject to historic discriminatory practices and the removal of resources, which has led to issues of systemic disadvantage within these areas. Although not specifically called out as a priority of the 5310 Funding Program, numerous parallels exist within the Omaha-Council Bluffs region, and nationally, between race and ethnicity and the three target demographics of Persons 65 and older, Persons with Disabilities and Persons below the poverty line. Areas in both north and south Omaha have higher poverty rates and high concentrations of racial minority populations.



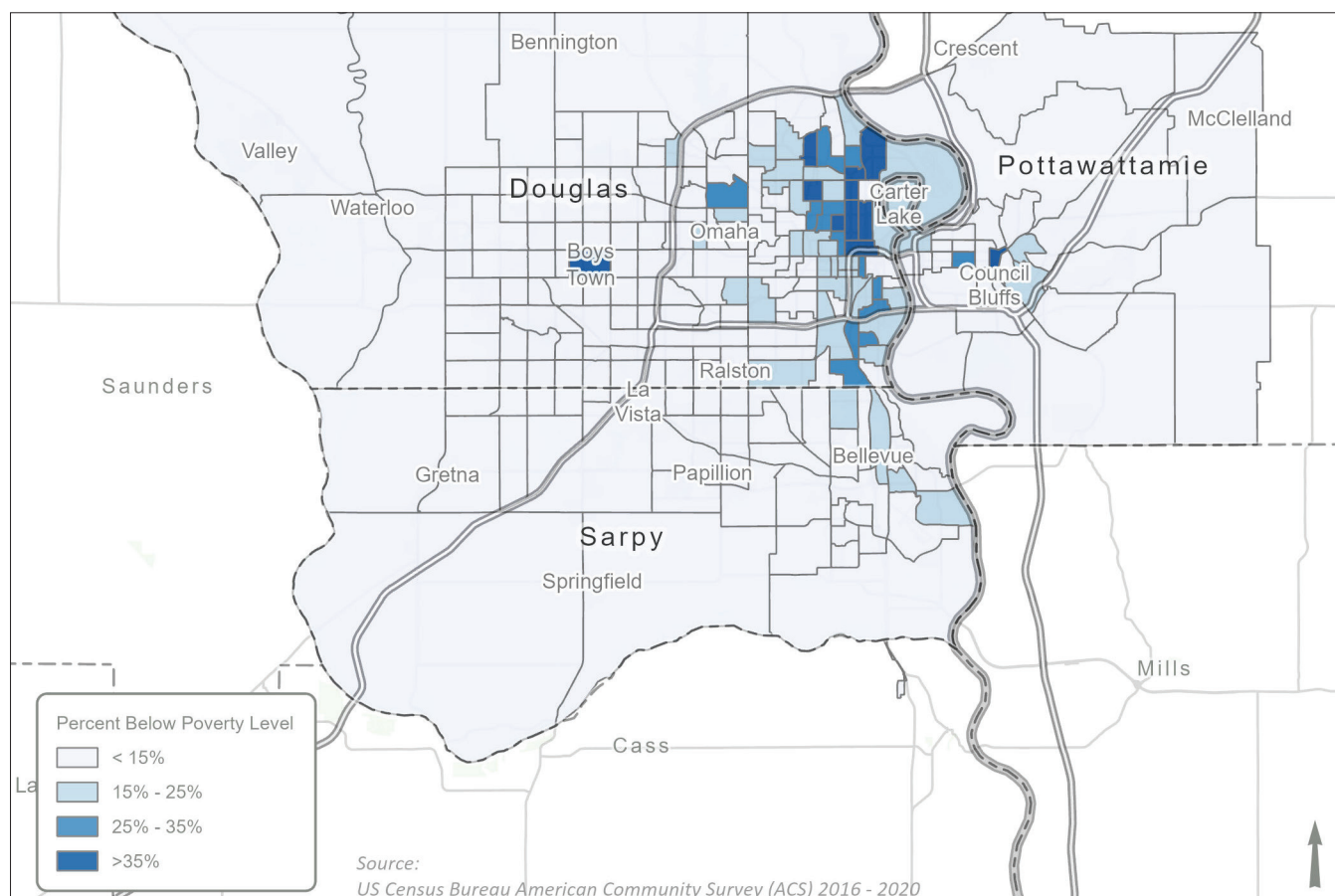
### Persons living below the poverty line

The concentrations of poverty in Omaha and Council-Bluffs are primarily located in the downtown cores (figure 10). Areas of poverty were determined using ACS 5 year estimates for 2016-2020 and are defined as a family's total pre tax income being less than the family's poverty threshold as defined by the Census Bureau. Current Metro and SWITA operations focus on providing comprehensive service to these areas, though connections to suburban service sector jobs are often lacking.

Some areas of the United States have seen poverty become more dispersed in suburban and exurban areas as housing costs in urban cores rise quickly. Omaha and Council Bluffs have not seen widespread issues related to this trend and there are many diverse advocacy groups who are working to ensure that there continue to be affordable housing options throughout Omaha and that job opportunities are available for all within the region.

High concentrations of persons living below the poverty line exist in North and South Omaha, along with Western Council Bluffs (figure 10). North and South Omaha are served by frequent transit service, while Council Bluffs has some transit service within close proximity. These populations in North and South Omaha also include higher percentages of immigrant and racial minority populations.

Figure 10: Map of census tracts showing percent population living below the poverty line.



<sup>5</sup>U.S. Census Bureau (2020). 2016-2020 American Community Survey 5-year Estimates Subject Tables [CSV Data File]. Retrieved from <https://data.census.gov/cedsci/table?q=S1701%3A%20POVERTY%20STATUS%20IN%20THE%20PAST%2012%20MONTHS&tid=ACST5Y2020.S1701>

<sup>6</sup>United States Census Bureau: How the Census Bureau Measures Poverty. Accessed online <https://www.census.gov/topics/income-poverty/poverty/guidance/poverty-measures.html>



Though there is some overlap between persons over 65 and those living in poverty (figure 11), there is a stronger spatial relationship between persons with disabilities and persons living in poverty, particularly in areas of North Omaha, South Omaha, and Carter Lake (figure 12).

Figure 11: Bivariate map showing census tracts with a low to high percentage of the population 65 and older, with census tracts showing low to high percentage of the population living in poverty.

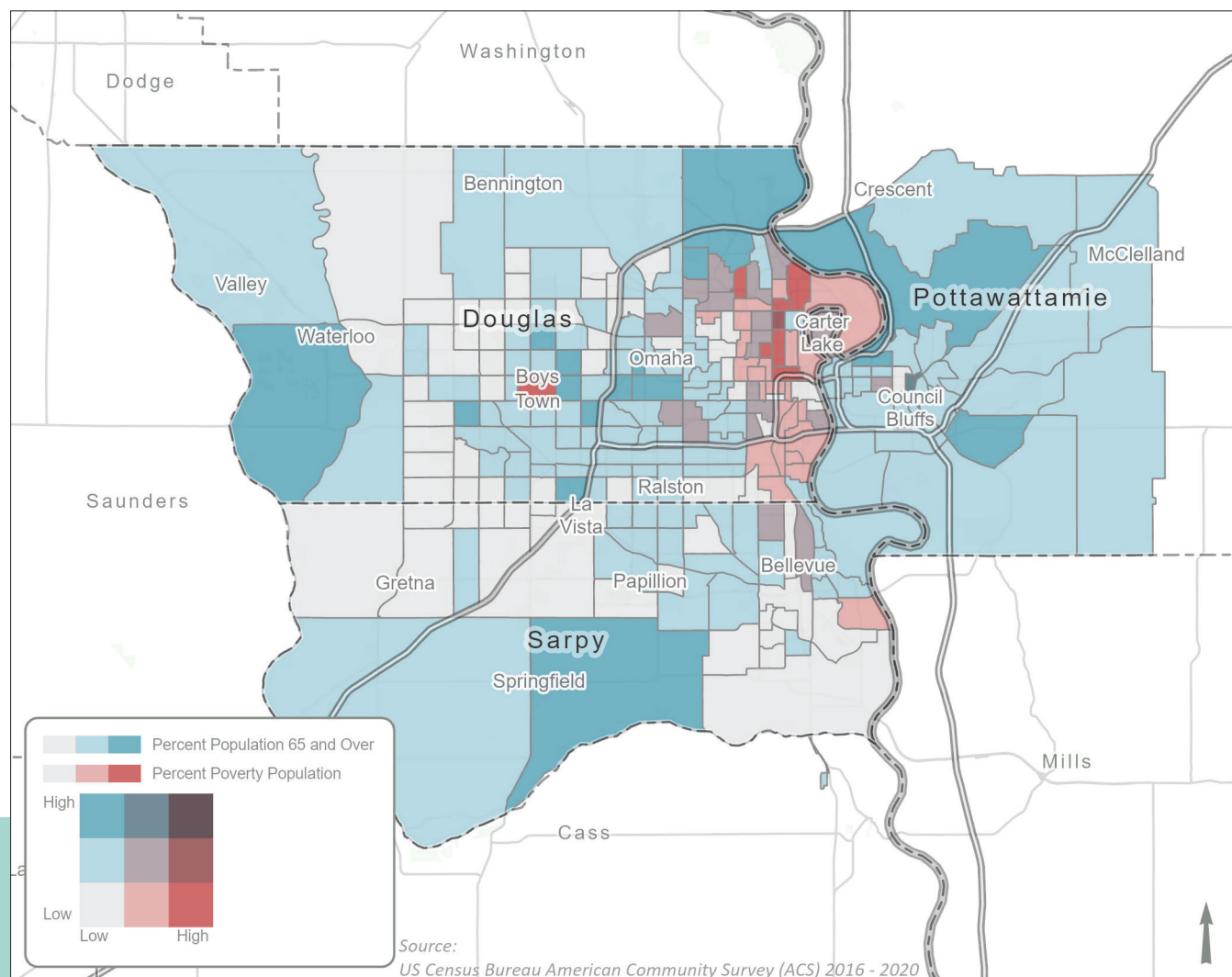
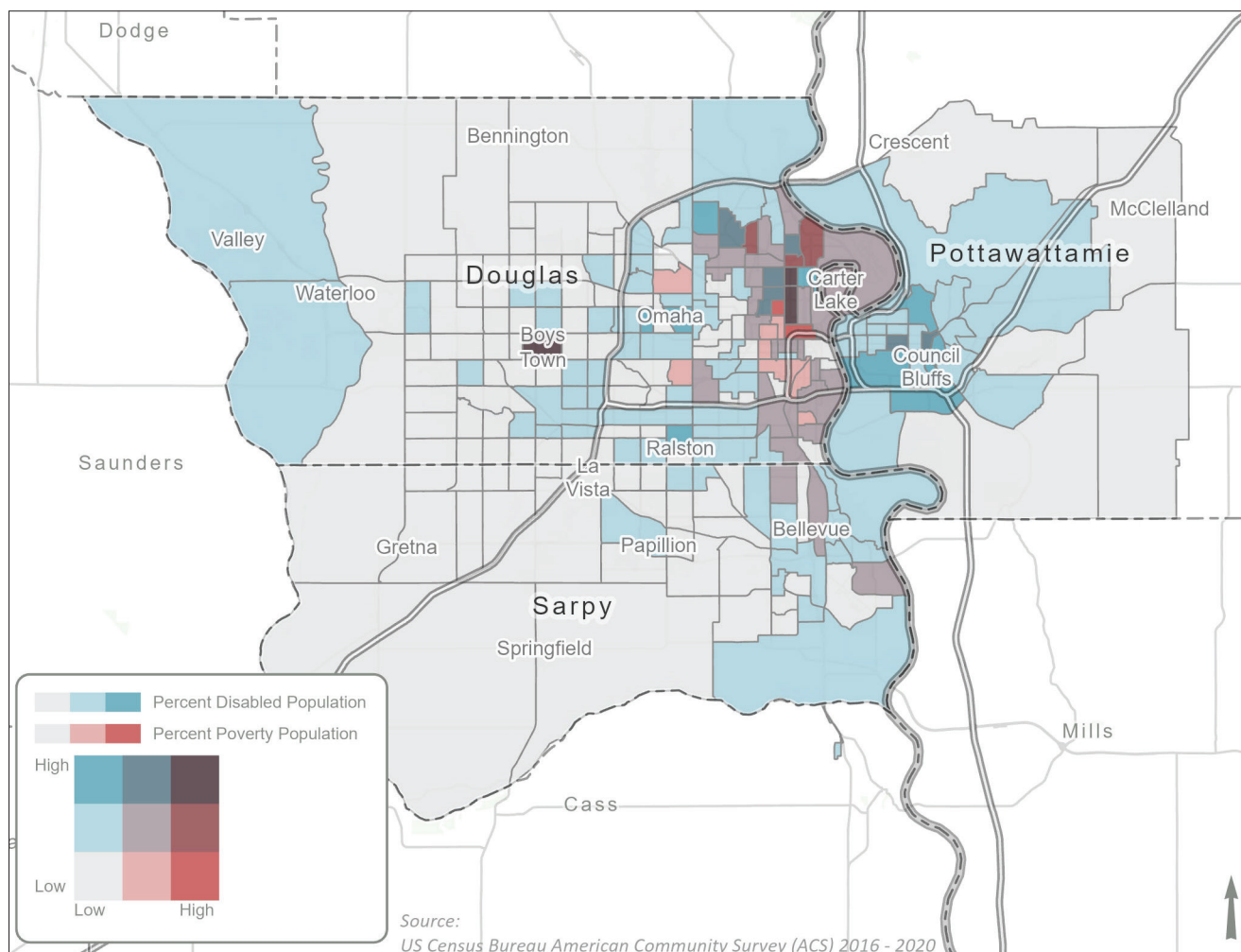



Figure 12: Bivariate map showing census tracts with a low to high percentage of persons with a disability, with census tracts showing low to high percentage of the population living in poverty.



The percentage of the population of both persons 65 and older, persons with a disability, and persons living in poverty has decreased between 2017 to 2022 (table 1). While this is an exciting trend, the correlation between poverty and these two 5310 eligible demographics still exists, and emphasizes the need to continue working towards providing adequate transit services to further reduce these poverty rates.

Table 1: Percentage of persons 65 and older and/or with a disability populations currently living in poverty (rolling average of 2016-2020) compared to approximately 5 years prior (rolling average of 2011-2015).

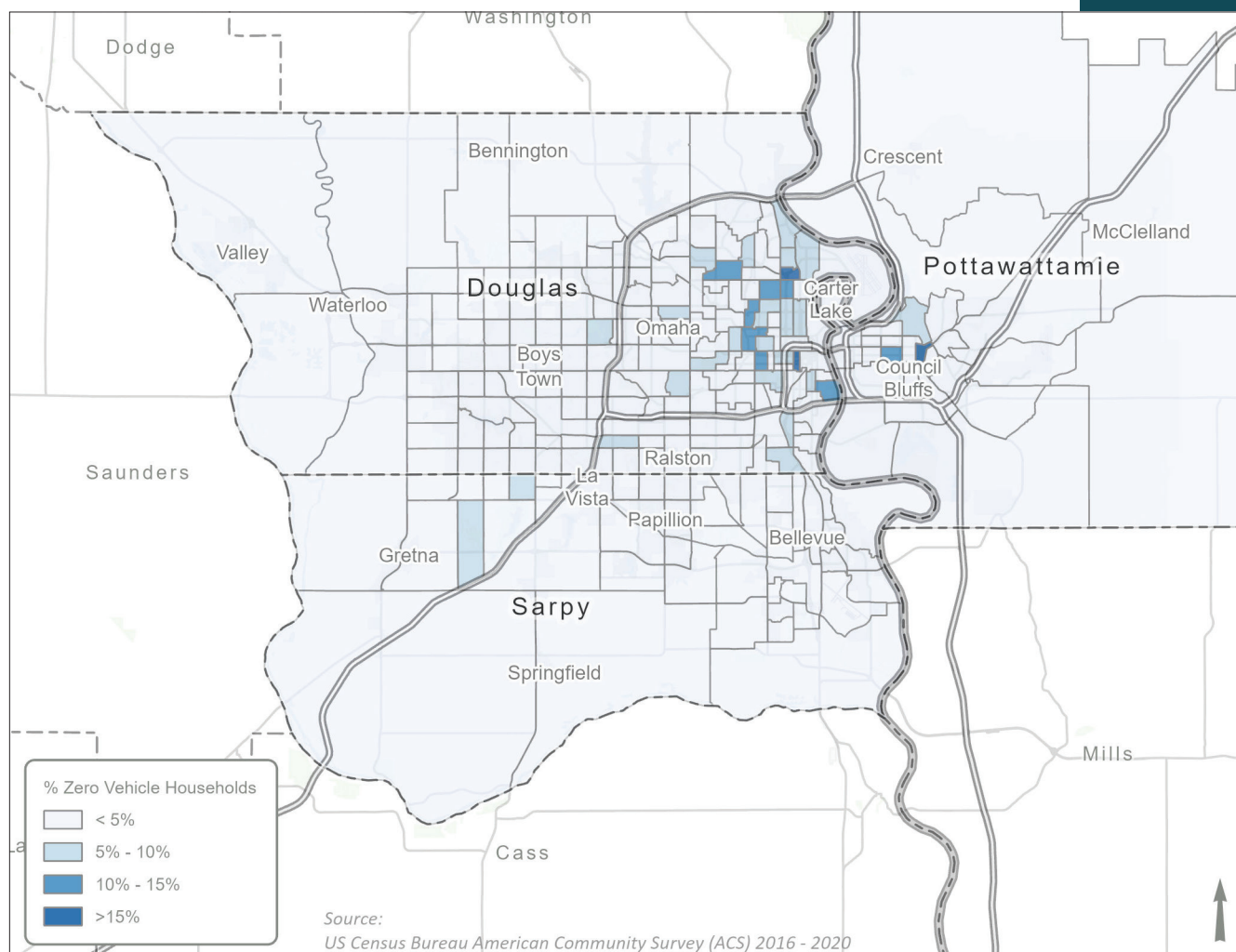
	% OF THE POPULATION LIVING IN POVERTY	
	2011 - 2015	2016 - 2020
Over 65 years of age	7.23%	6.91%
Persons with disabilities	2.04%	1.79%

### Zero-Vehicle Households

Though there are relatively few zero vehicle households when looking at the region as a whole, these households are primarily concentrated in North Omaha and Council Bluffs (figure 13)



Figure 13: Map of Percentage of Zero-Vehicle Households per census tract





Though there is not a strong correlation between the percentage of the population 65 years of age and over and the percentage of the population in zero vehicle households (figure 14), there is a noticeable overlap between the percentage of the population living with disabilities and the percentage of the population in zero vehicle households (figure 15).

Figure 14: Bivariate map showing census tracts with a low to high percentage of the population over 65 years of age, with census tracts showing low to high percentage of zero vehicle households.

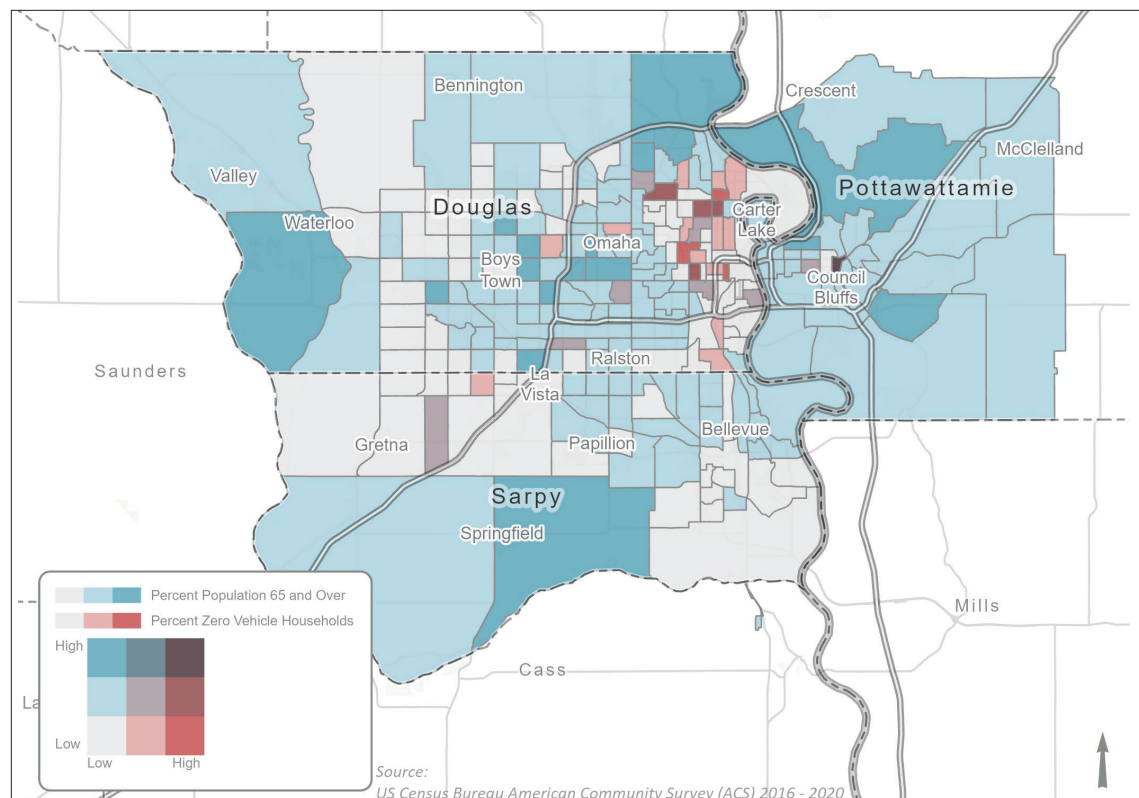
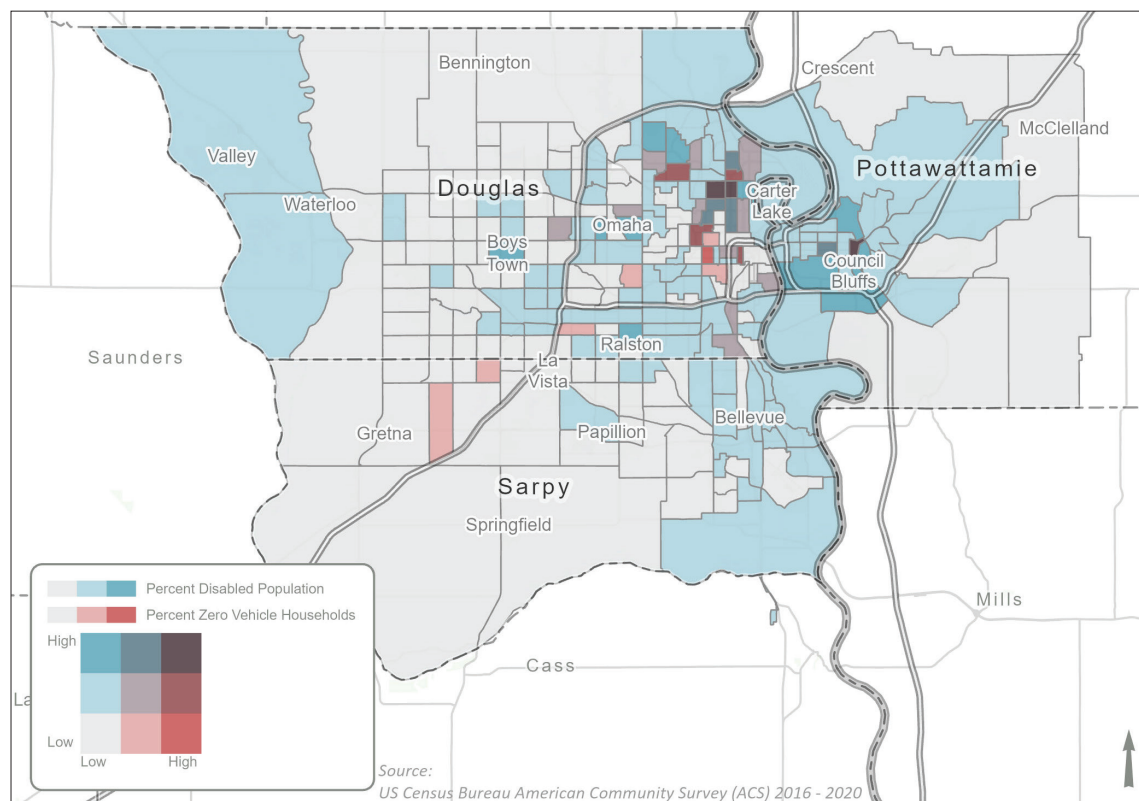


Figure 15: Bivariate map showing census tracts with a low to high percentage of persons with a disability population, with census tracts showing low to high percentage of zero vehicle households.



### Demographic Summary

The population of the Omaha-Council Bluffs Metropolitan Area is rapidly aging, with 22.5% population growth in the total population over 65 over the last five years. This population is primarily concentrated in areas outside of the urban core. As the population of the region continues to grow and also continues to see higher percentages of persons go above the 65 year threshold, pressure is mounting to expand their paratransit services into areas that are more difficult due to their less dense, more decentralized design.

While the percentage of the population living with disabilities has increased 11.3% over the last 5 years, this is roughly twice the growth rate of the regional population as a whole (5.5%). Geographic overlap between persons with disabilities and persons over 65 years in age exists primarily on the edges of the urban core. Persons with disabilities are primarily concentrated within the urban core, and in more rural areas such as Valley and Waterloo, NE, and Pottawattamie County, IA.

There exists a strong geographic overlap between the location of persons with disabilities and both the percentage of persons living in poverty, and the percentage of zero vehicle households, most notably in North Omaha, South Omaha, Council Bluffs, and the urban core. Both poverty and lack of vehicular access increase the importance of paratransit services to these regions. This overlap is not as strong for the percentage of persons over the age of 65, meaning that strategies for persons over the age of 65 do not necessarily solve the same issues as persons with disabilities.



## EXISTING TRANSPORTATION SERVICE

The MAPA region contains numerous jurisdictions and agencies that provide specialized paratransit or Americans with Disabilities Act (ADA) accessible transportation options within the metropolitan area. These services are detailed below in table 2 which provides a summary of the agencies and relevant operations. A full list of CTC Transit and Paratransit service providers can be found in Appendix B.

### Service Providers

Table 2: List of Service Providers

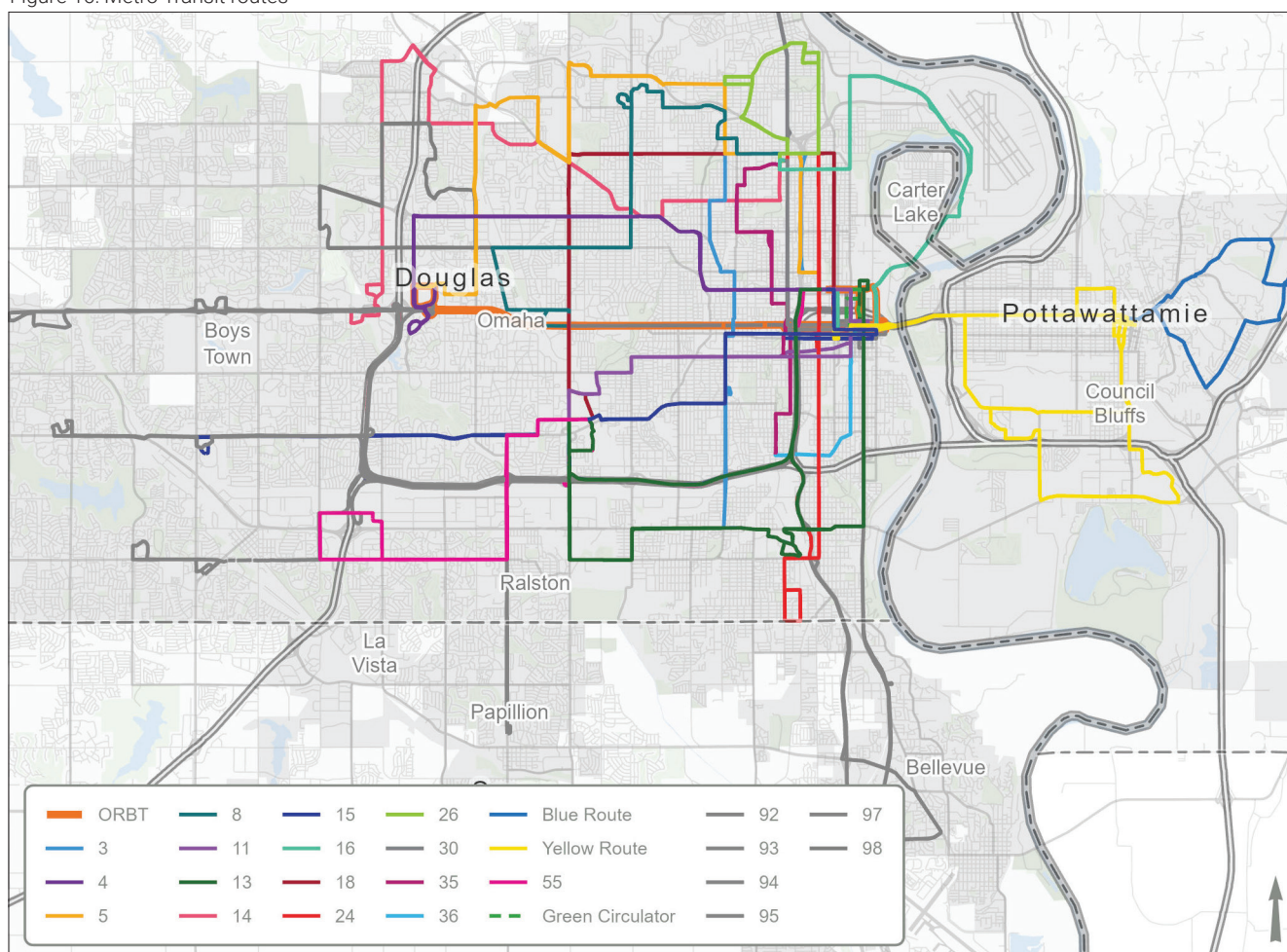
Agency	Location	Days of Operation							Hours
Metro Transit	Omaha	M	T	W	R	F	S	S	M-F: 4:30am-12:00am Sat: 5:00am-11:30pm Sun: 6:30am-10:30pm
Metro Transit: MOBY	Omaha	M	T	W	R	F	S	S	M-F: 4:30am-12:00am Sat: 5:00am-11:30pm Sun: 6:30am-10:30pm
SWITA	Cass, Fremont, Harrison, Mills, Montgomery, Page, Pottawattamie and Shelby Counties	M	T	W	R	F	S	S	24/7 depending on driver availability
City of Bellevue	Within City Limits and to destinations in region	M	T	W	R	F	S	S	8:00am-3:30pm
City of Council Bluffs	Within City Limits and to destinations in region	M	T	W	R	F	S	S	M-F: 5:15am-11:30pm Sat: 6:45am-8:45pm
City of LaVista/Ralston	Within City Limits and to destinations in region	M	T	W	R	F	S	S	7:00am-4:30pm
City of Papillion	Within City Limits and to destinations in region	M	T	W	R	F	S	S	MWF: 7:30am-3:00pm TR: 8:45am-2:30pm



## Metro Transit

Metro Transit provides service to the City of Omaha, along with contracted service in Sarpy County and Council Bluffs. Metro Transit's 27 routes primarily exist inside of I-680 and north of Harrison Street (see route map in figure 16). Service west of I-680 is largely in the form of "express routes," which have direct service from West Omaha pickup sites to Downtown Omaha and run once or twice per weekday, or during peak commuter weekday hours only. Most routes at time of writing run in either a 30 minute, or hourly schedule, with few exceptions, including the ORBT (Omaha Rapid Bus Transit), which runs every 10 minutes during peak hours.

Figure 16: Metro Transit routes



Metro Transit provides fixed-route service for all ages, income levels and abilities. All buses are equipped with ADA wheelchair-accessible ramps and seating. New ORBT buses have at-grade entrances which allow for seamless entrance when in a wheelchair.

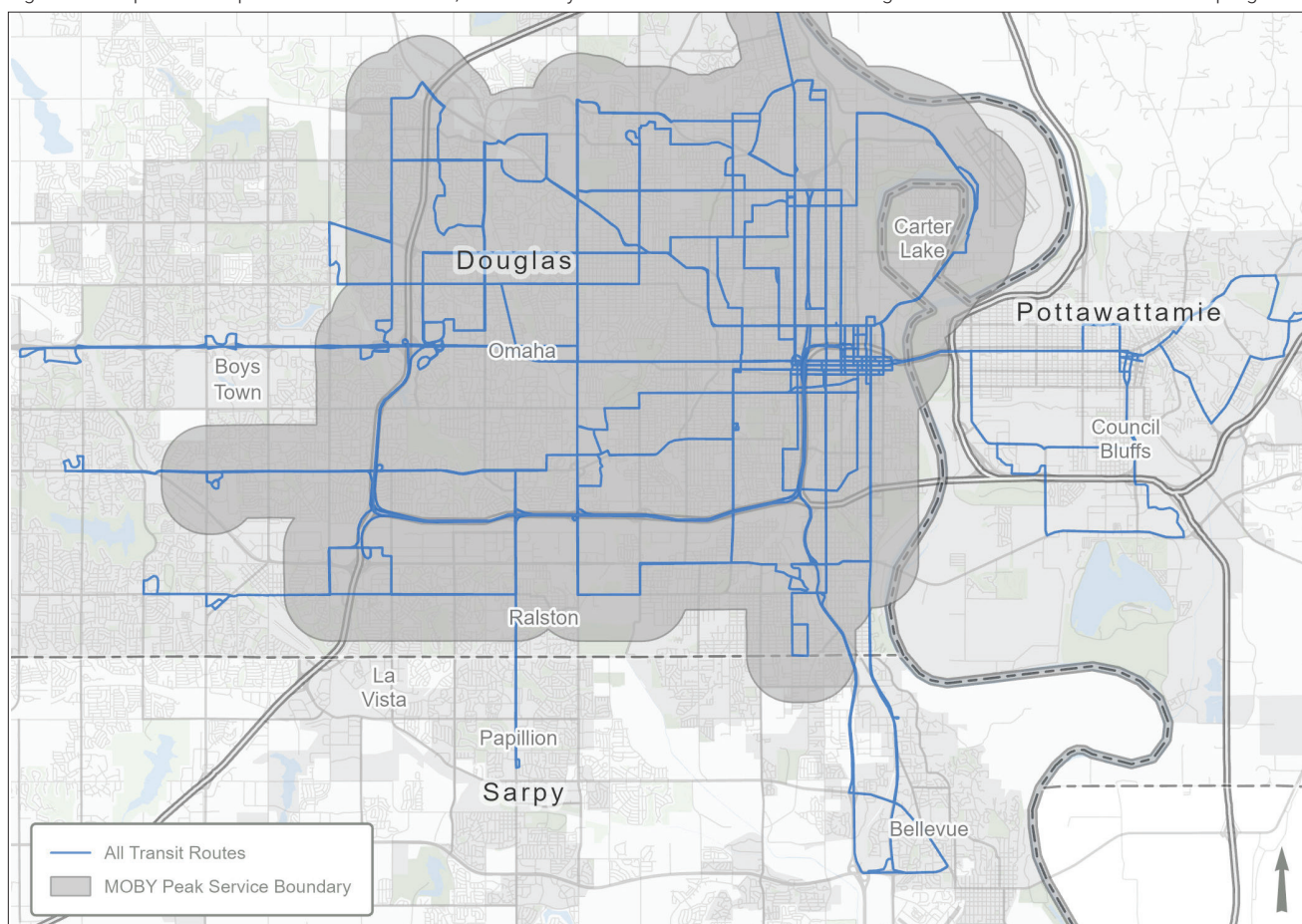
In 2015, Metro Transit had a route overhaul with numerous routes streamlined in its first major restructure of routes. During the Coronavirus Pandemic, service was scaled back as ridership decreased as work-from-home situations increased drastically throughout the metro area. Service in 2022 has still not fully returned to pre-pandemic levels, as ridership is still down.

Demographic data from the previous section showed that census tracts with higher percentages of persons with a disability can be found primarily in North Omaha, and Council Bluffs, with pockets in South Omaha and areas in far western Douglas County (figure 7). As shown here in figure 16, North and South Omaha have frequent transit routes to serve these populations, while Council Bluffs, Sarpy County and Western Douglas County are not adequately served by transit services which can prevent these populations from accessing resources within our community frequently or reliably. Independence, opportunities and quality of life can be challenging for these persons due to this large transportation barrier.

### Metro Transit MOBY Service

MOBY is a curb-to-curb paratransit service provided by Metro Transit. MOBY provides federally-required ADA paratransit service within a .75 mile radius of all regular Metro Transit lines – excluding express routes in West Omaha and contracted routes in Sarpy County and Council Bluffs (figure 17). Eligibility for MOBY ridership requires certification that a condition exists which prevents a rider from being able to use regular fixed route services. All MOBY buses and vans are ADA compliant and allow for personal care attendants to ride at no cost. Companion riders must pay a fee.

Figure 17: Map of MOBY paratransit service area, indicated by a 0.75 mile radius around existing Metro Transit lines included in the program.



### SWITA

Southwest Iowa Transit Agency (SWITA) is the public transportation system for Southwest Iowa. Transportation is available for all residents in Cass, Fremont, Harrison, Mills, Montgomery, Page, Pottawattamie, and Shelby Counties. SWITA provides ADA-compliant on-demand transportation and vanpooling options in Council Bluffs specifically, including across the Missouri River into locations in Douglas and Sarpy County, if the trip is generated in Southwest Iowa. SWITA does not have fixed routes within the TMA.

### Jurisdictions providing transportation

The cities of Bellevue, Council Bluffs, LaVista/Ralston (provide service together), and Papillion provide para-transit service to persons within their city limits. These services are often utilized for medical and grocery trips during the day, in addition to workplace trips, for persons who cannot board, ride or deboard a fixed-route bus, or cannot physically access a nearby bus stop. These services utilize 16-passenger buses and minivans to provide these services. Council Bluffs is required to provide paratransit service by federal law to complement standard fixed route service. Other communities listed above are not required to provide this service since they do not have standard fixed-route transit routes.

### Non-profit organizations providing transportation service

The non-profits shown in table 3 provide transportation services or utilize other transportation services through other types of support (including vouchers) to ensure transportation access is available for their service areas or clients. These groups cater to senior citizens, persons with disabilities, and persons with low income, whether for medical, employment or shopping trips. These organizations are also members of the Coordinated Transit Committee and receive 5310 Funding. A list of 5310-funded projects is located in the funding section of this document.

Table 3: Non-profit organizations providing transportation service

Agency	Location	Days of Operation							Hours
Black Hills Works	Omaha (metro area) & Offut Air Force Base	M	T	W	R	F	S	S	2am-12am
Care-A-Van	Western Douglas County	M	T	W	R	F	S	S	8am-5pm
Eastern Nebraska Community Action Partnership	Douglas and Sarpy County	M	T	W	R	F	S	S	7am-6pm
Eastern Nebraska Human Service Agency	Omaha	M	T	W	R	F	S	S	24 hour service if needed
Florence Home	Omaha (Florence)	M	T	W	R	F	S	S	As Needed
Intercultural Senior Center	Omaha	M	T	W	R	F	S	S	8am-5pm
New Cassel Retirement Home	Omaha	M	T	W	R	F	S	S	7am-5pm
Refugee Empowerment Center	Douglas and Sarpy County	M	T	W	R	F	S	S	8am-5pm
Trivium Life Services (Crossroads of Western Iowa)	Council Bluffs	M	T	W	R	F	S	S	8am-5pm



## Other Transportation Services

In addition to the paratransit and fixed route services offered in the Metro area there are several taxi, private bus, and commuter transit services offered, which serve as an option when other transit services are unavailable. These services operate in Omaha and Lincoln, providing options for inter and intra city transit.

### Ridesharing



#### **Metro Rideshare**

MAPA operates a regional trip matching platform known as MetroRideshare. This platform, developed by Rideshark, allows users to sign up and enter their trip origin, destination, preferred modes, and gender to match with others in the region looking to make a similar trip. Several large area employers have adopted this platform and use it to manage parking demand and promote active commuting options. Metro Rideshare is found online at <http://metrorideshare.org/>.



#### **Vanpooling**

The Nebraska Department of Transportation offers a subsidized vanpool program through Enterprise Rent-A-Car. Vanpools are arranged through employers for employees to commute to and from work and each vanpool is set up to best suit the needs of the riders. Southwest Iowa Transit Authority (SWITA) also provides employer-based vanpools for trips which originate from Iowa.



#### **Ride hailing service**

Z-trip operates in both Omaha and Council Bluffs, providing on demand and scheduled taxi services. Cab service is operated all day every day of the week; rates are set by the Public Service Commission. Both Uber and Lyft operate throughout the entirety of the Omaha-Council Bluffs Metropolitan Area providing on demand service, rates may vary by time of day and levels of demand. Ridesharing services like Uber have various different ride types in which riders can select to match them with a driver and vehicle which accommodates them. Services like Z-trip have ADA-accessible vans which provide more capabilities and accommodations for people with mobility impairments. These services also require service animals to be allowed in vehicles.



#### **Intercity Transit**

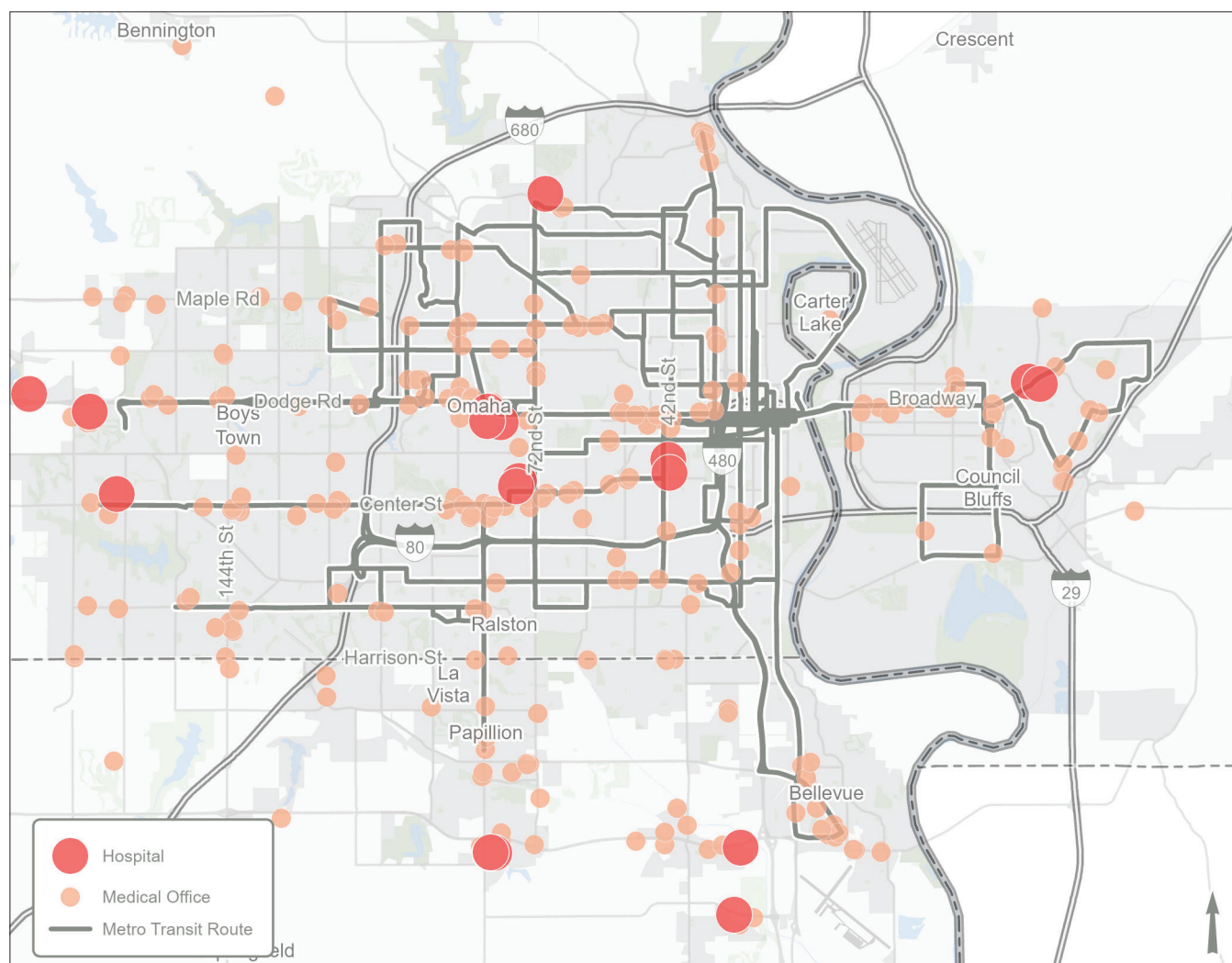
Burlington Trailways currently offers intercity bus service as part of its national bus network through Omaha. Amtrak currently provides one daily train which provides a connection to Chicago and Denver, which does provide ADA accommodations and a discounted fare.

## Access to Resources

### Hospitals and medical offices

The map below shows full service hospitals and medical offices within the region alongside existing metro transit routes (figure 18). As people age, the likelihood of needing these medical facilities increases dramatically. A high number of census tracts with more than 20% of the population over the age of 65 exist near many medical centers within the region, notably in west-central portions of the City of Omaha. However, many of these areas do not have access to MOBY service, since they exist further than  $\frac{3}{4}$  mile from regular service fixed route transit lines. Following the discontinuation of ENOA transportation service in western Douglas County, riders have had to find new forms of transportation to these medical centers and other resources in the absence of that service.

Figure 18: Map of major hospitals, medical offices, and Metro Transit routes.

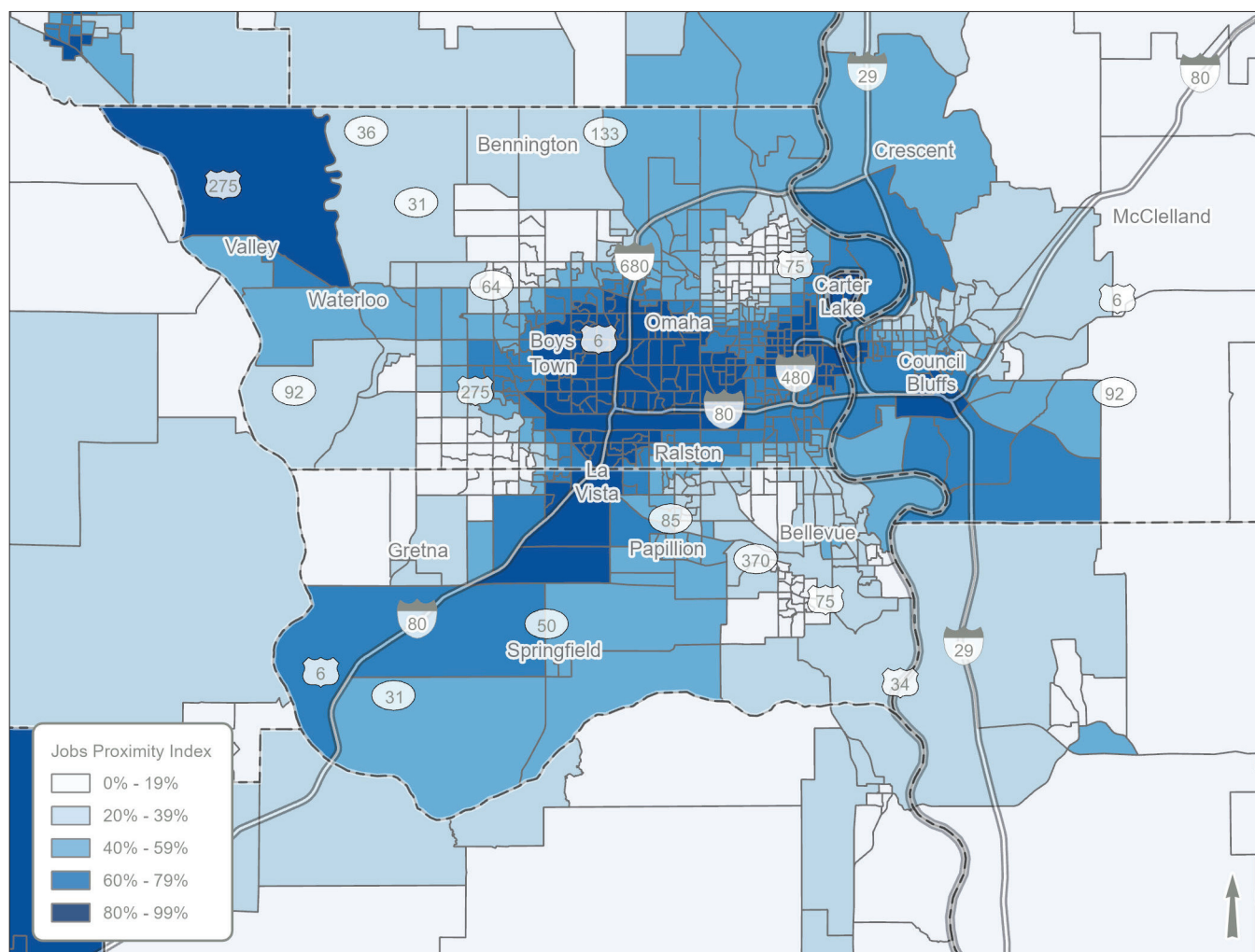




### Jobs Proximity Index

The map below shows the jobs proximity index, depicting areas of the region which can access jobs within 30 minutes by car or 50 minutes by transit (figure 19). The jobs proximity index quantifies the accessibility of a given residential neighborhood as a function of its distance to all job locations within a core-based statistical area (CBSA), with larger employment centers weighted more heavily. Specifically, a gravity model is used, where the accessibility ( $A_i$ ) of a given residential block-group is a summary description of the distance to all job locations, with the distance from any single job location weighted positively by the size of employment (job opportunities) at that location and weighted inversely by the labor supply (competition) to that location.

Figure 19: Map of job proximity index; areas of the region that can access jobs within 30 minutes by car or 50 minutes by transit.



Areas of North and South Omaha, which also have a higher prevalence of populations living below the poverty limit and zero vehicle households, also have areas scoring low in the Jobs Proximity Index. Other areas with these specific populations exist in areas where transit service and job proximity are high, in particular within two miles of Downtown Omaha. Areas of Bellevue, Papillion and Northwest Douglas County have a lower percentage of jobs within proximity than many other areas in the metropolitan area. These areas also have limited or no access to Metro Transit Service, which only provides express bus service for commuters to Downtown.

## Existing Services Summary

Metro Transit (including MOBY service) coupled with jurisdictional services provide service on weekdays and during normal working hours during the weekday for persons needing transportation assistance. Weekend service is more limited to Metro Transit and to certain nonprofit providers. Weekend transportation is provided minimally by most communities and nonprofit organizations, making Metro, MOBY and SWITA a primary form of transportation for persons needing weekend access to services.



## PUBLIC OUTREACH

### Provider Survey

A survey was distributed in May to CTC Members who provide transportation services. The survey had 37 questions related to demographics and the services they provide. Overall, 18 service providers within the region filled out the survey.



The service providers were asked to list the main barriers to providing better service to their clients and communities, as well as what the goals should be for the Coordinated Transit Committee for the next five years. A full summary of survey responses can be found on in Appendix D.

#### Barriers

- Funding
- Lack of Drivers
- Not enough transportation options
- Cost of Vehicles
- Vehicle Supply Chain Issues
- Inconsistent education of transit options
- Non-virtual CTC meetings

#### Goals

- Obtain 5310 vehicles faster
- Coordinate with other agencies for a new service
- Better CTC communication
- More Drivers and Higher Ridership
- More of a priority on smaller providers
- Have CTC meetings with a virtual option

## Rider Survey

MAPA staff also developed a survey for transportation users and potential transportation users which was given to CTC Members for distribution to their service users. The goal of this survey was to obtain rider opinion on some of the gaps indicated in the provider survey. The rider survey was also distributed via social media on MAPA Facebook and Twitter. Overall, MAPA staff received 68 survey responses via paper or online survey format.





## COORDINATED TRANSIT PRIORITIES

The Coordinated Transit Plan serves as the guiding document for 5310 Funding within the region. This document is also being created as a guide for the Coordinated Transit Committee, facilitated by the Metropolitan Area Planning Agency (MAPA). MAPA also administers 5310 Funding. This unique ability to facilitate both the Coordinated Transit Committee (CTC) and administer 5310 Funding allows MAPA to provide a more streamlined pathway between vision and action for providers of transportation services for the populations served by this program.

### Coordinated Transit Committee Goals

The following goals were adopted by the CTC at the Strategic Planning Session. These goals are meant to encompass and reflect the needs and gaps discussed during the strategic planning session, and identified during public outreach efforts.



Improve efficiency through inter-agency coordination



Include additional, and more diverse, voices into the transportation planning process; highlight the issues of those with impaired mobility; and promote current services. Bring more people into the conversation, shine a light on the challenges for those with limited mobility, and promote services that currently exist.



Maintain and improve transportation options for all in the region regardless of zip code and income.

## Needs and Gaps

During the strategic planning session in April, coupled with provider and rider surveys, the following needs and gaps to service within the Omaha-Council Bluffs Metropolitan Area were identified. These needs were frequently stated in provider and rider surveys conducted by MAPA.

Funding Gaps	Service Enhancement (Weekend and Evening Service)	ADA Accessibility	Service Reliability	Education and Advocacy
<b>Driver Funding</b> <ul style="list-style-type: none"> <li>Many providers utilize volunteers to provide service</li> </ul> <b>Vehicle Funding</b> <ul style="list-style-type: none"> <li>Many providers would not be able to replace vehicles following their 3-5 year "useful life cycle" without the 5310 program.</li> </ul>	<ul style="list-style-type: none"> <li>Peak service for most providers is between 8am-5pm on weekdays</li> <li>Weekend, evening and overnight service is minimal</li> <li>Access to employment is a hurdle for persons without a car</li> </ul>	<ul style="list-style-type: none"> <li>Some riders state they needed to cancel a ride due to an ADA accommodation not being met</li> <li>Not all facilities and services meet Olmstead Act requirements</li> </ul>	<ul style="list-style-type: none"> <li>Long wait times (above 30 minutes) were noted by some rider survey participants</li> <li>Some ride cancellations also occur, per surveys</li> <li>These inconsistencies lead to appointment cancellations and rescheduling, and delays accessing other locations like pharmacy or grocery.</li> </ul>	<ul style="list-style-type: none"> <li>Need to educate existing and future riders on which options are available and how to ride</li> <li>Need to promote services publicly to increase awareness of services available</li> <li>Need to advocate politically for enhanced transportation services for persons 65 years and older and persons with disabilities</li> </ul>

## Coronavirus Impacts

The COVID-19 (Coronavirus) Pandemic caused unforeseen challenges to jurisdictions and providers of transportation in the Omaha-Council Bluffs Metropolitan Area. Some of these challenges existed prior to the pandemic, while others arose during the peak of the pandemic (March 2020 - March 2021) and some that have persisted after vaccinations began to allow life to return to relative normalcy.

During COVID Peak (Spring 2020- Summer 2021)	Post-COVID Peak (Since Summer 2021)
<ul style="list-style-type: none"> <li>Ridership plummeted as many services also ceased operations or were done remotely</li> <li>Most meetings and services went virtual if possible</li> </ul>	<ul style="list-style-type: none"> <li>Ridership for fixed-route service has still not returned to 100% pre-pandemic level</li> <li>Hiring and retaining drivers has become harder</li> <li>Supply Chain issues have delayed bus purchases and increased bus prices</li> <li>Meeting attendance has lacked post-pandemic, despite Nebraska Open Meetings Act not allowing virtual meetings</li> </ul>

## Strategies

The strategies below have been developed under the three main goal categories of the Coordinated Transit Plan. Some strategies address multiple goals and needs. While not an exhaustive list of strategies or solutions, these initiatives have been identified to address key needs and gaps, in addition to being a spark which can provide additional coordination and camaraderie among agencies to create new and innovative solutions not yet imagined. The Coordinated Transit Committee will serve as the catalyst for prioritizing, coordinating, and implementing these strategies.

<b>FUNDING</b>	<b>Provide Options and Connections</b>	<b>Enhance Collaboration</b>	<b>Raise Community Awareness</b>
Identify grants and funding opportunities for CTC members, including service enhancements and vehicle purchases.	<b>X</b>	<b>X</b>	<b>X</b>
Raise funds through a special entity developed by the committee for events like Omaha Gives	<b>X</b>	<b>X</b>	<b>X</b>
Work as a committee to partner on grants and projects, utilizing MAPA staff to apply for grants when applicable	<b>X</b>	<b>X</b>	
Seek out ways to streamline the process to purchase and deliver paratransit vehicles	<b>X</b>	<b>X</b>	
<b>SERVICE ENHANCEMENT</b>	<b>Provide Options and Connections</b>	<b>Enhance Collaboration</b>	<b>Raise Community Awareness</b>
Identify grants and funding opportunities for CTC members, including service enhancements and vehicle purchases.	<b>X</b>	<b>X</b>	<b>X</b>
Raise funds through a special entity developed by the committee for events like Omaha Gives	<b>X</b>	<b>X</b>	<b>X</b>
Lend CTC Support to the development of transit-related Projects in the region.	<b>X</b>	<b>X</b>	<b>X</b>
Work as a committee to partner on grants and projects, utilizing MAPA staff to apply for grants when applicable	<b>X</b>	<b>X</b>	
Seek out ways to streamline the process to purchase and deliver paratransit vehicles	<b>X</b>	<b>X</b>	
Develop Regional Bus Training	<b>X</b>	<b>X</b>	
<b>ADA ACCESSIBILITY</b>	<b>Provide Options and Connections</b>	<b>Enhance Collaboration</b>	<b>Raise Community Awareness</b>
Identify grants and funding opportunities for CTC members, including service enhancements and vehicle purchases.	<b>X</b>	<b>X</b>	<b>X</b>
Lend CTC Support to the development of transit-related Projects in the region	<b>X</b>	<b>X</b>	
Make a priority to have a rider or client at every CTC Meeting	<b>X</b>	<b>X</b>	<b>X</b>
<b>ENHANCE COLLABORATION</b>	<b>Provide Options and Connections</b>	<b>Enhance Collaboration</b>	<b>Raise Community Awareness</b>
Utilize 211 as unified location for transportation resource information	<b>X</b>	<b>X</b>	<b>X</b>
Engage in collaboration with peer cities		<b>X</b>	
Re-activate CTC Subcommittees	<b>X</b>	<b>X</b>	
Increase CTC involvement in TTAC, ProSeCom and Heartland 2050 Meetings	<b>X</b>	<b>X</b>	<b>X</b>
Increased Meeting Attendance and Virtual Meeting Options		<b>X</b>	<b>X</b>
<b>EDUCATION AND ADVOCACY</b>	<b>Provide Options and Connections</b>	<b>Enhance Collaboration</b>	<b>Raise Community Awareness</b>
Utilize 211 as unified location for transportation resource information	<b>X</b>	<b>X</b>	<b>X</b>
Make a priority to have a rider or client at every CTC Meeting			<b>X</b>
Use new communication technology and social media to promote and collaborate		<b>X</b>	<b>X</b>
Develop and regularly update the Transportation Resource Guide	<b>X</b>		<b>X</b>
Develop training for elected officials and transit entities on how to ride transit as someone with a disability		<b>X</b>	<b>X</b>
Work as a committee to partner on grants and projects, utilizing MAPA staff to apply for grants when applicable		<b>X</b>	<b>X</b>

## 5310 FUNDING PROGRAM

### 5310 Overview

The Section 5310 program provides formula funding to states and other designated recipients for the purpose of assisting private nonprofit groups and certain public bodies in meeting the transportation needs of senior citizens 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 and Transportation Management Areas (TMAs) receive these funds on a formula based on population.

### 5310 Program Intent

According to the Federal Transit Administration,

*"The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both "traditional" capital investment and "nontraditional" investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services."*

MAPA and its CTC aim to meet this intent by directing funding to organizations that provide eligible service most efficiently to areas of the region with the greatest need.

### Capital Funding

Capital Purchases must make up at least 55% of the funds allocated in a year. This funding is for the purchase of infrastructure for paratransit service or the coordination of paratransit services. In the past, applications for capital funding focused on maintaining existing service. In light of this, MAPA is looking at these funds from an asset management perspective. Our program will revolve around replacing eligible paratransit vehicles, but remain flexible to allow for new regionally significant projects that may be proposed.

Examples of Capital Purchase include:

- ADA compliant vehicles
- Wheelchair lifts, ramps, and securement devices
- Scheduling, routing, and call systems for paratransit
- Mobility management programs
- Contracting or leasing of transportation services

**For a more complete list please visit the FTA website at:**

<https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>

<sup>7</sup> <https://www.transit.dot.gov/funding/grants/coordinated-public-transit-human-services-transportation-plans>



## Operations Funding

Operations funding cannot make up more than 45% of the funds allocated in a year. This funding is for projects related to the operations and management of paratransit service and for programs that promote the coordination of paratransit services.

Examples of uses for operations funding include:

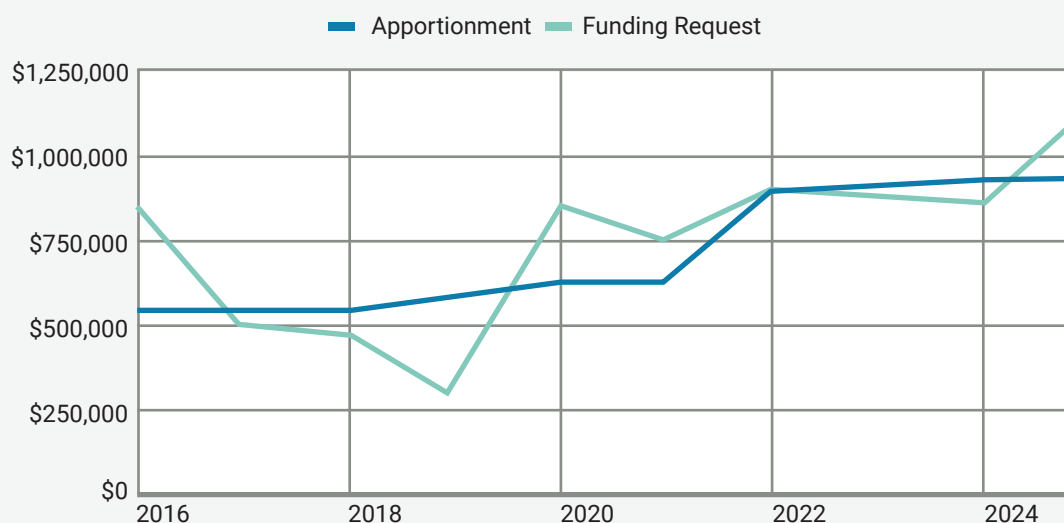
- Travel training
- Mobility management
- Bus stop shelter and facility improvements
- Signage and wayfinding projects
- Volunteer training programs

For a more complete list please visit the FTA website at: <https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>

## Funding Amounts

FTA funding is based on population and funds for the 5310 program are directly tied to the number of senior citizens and persons with disabilities counted in the Omaha-Council Bluffs region in the decennial census. The Investing in Infrastructure and Jobs Act (IIJA) bill, signed in 2021, programmed funding for federal fiscal years 2022 through 2026. The exact amounts will be determined each year, with \$891,510 apportioned to the region in the first year. The chart below shows the amount of funding the region received from 2016 through 2022 and the anticipated amounts for 2023 through 2025. Also included is the amount requested each year in grant applications from local agencies.

**Apportionment and Funding Request**



The following three tables show the project funding summary by project category for 2018, 2022, and the difference between them. The mix of vehicle purchases and service contracts remains about the same as a percentage of the total, but with the rising cost of vehicles the increased amount of funding only manages to keep pace with need for replacement.

### 5310 Funding by Project Type, FY2018

Category	Total	Percent	# of Projects
Vehicles	\$381,200	68.44%	10
Contracts	\$120,800	21.69%	3
Admin	\$55,000	9.87%	1
<b>Total</b>	<b>\$557,000</b>	<b>100.00%</b>	<b>14</b>

### 5310 Funding by Project Type, FY2022

Category	Total	Percent	# of Projects
Vehicles	\$625,200	70.13%	10
Contracts	\$218,310	24.26%	4
Admin	\$50,000	5.61%	1
<b>Total</b>	<b>\$891,510</b>	<b>100.00%</b>	<b>15</b>

### 5310 Funding Difference, FY2018-FY2022

Category	Total	Percent	# of Projects
Vehicles	\$244,000	1.69%	0
Contracts	\$95,510	2.58%	1
Admin	-\$5,000	-4.27%	0
<b>Total</b>	<b>\$334,510</b>	<b>0.00%</b>	<b>1</b>



### Local Match Requirement

All federal funding requires local match; the amount of match required varies based on program and project type. The 5310 Program funding is broken down into two programs, Capital and Operations, which have different local match requirements. Federal funding generally cannot be matched with other federal funds. In-kind match can be used for some local match but is often more difficult to track.



### Capital Funding Match

For capital projects, 5310 program funds can be used for up to 80% of the project cost. A minimum of 20% local match dollars must be provided from state or local funds. It is encouraged that this match be cash and not in-kind match of staff time or other services.



### Operations Funding Match

For operations projects, 5310 program funds can be used for up to 50% of the project cost. A minimum of 50% local match dollars must be provided from state or local funds. It is encouraged that this match be cash and not in-kind match of staff time or other services.



### Project Selection

The 5310 project selection process was developed by an in depth subcommittee process and approved by the CTC, approved for recommendation by the Transportation Technical Advisory Committee (TTAC) and approved by the MAPA Board. It consists of two parts: a vehicle replacement plan for capital funds and applications for operations. This process may undergo changes on an annual basis. The most up to date vehicle purchase plan and operations funding application can be found here on MAPA's website.



### 5310 Projects

The following tables show projects selected by MAPA's Coordinated Transit Committee through fiscal year 2026. An estimate of projects for fiscal year 2027 is also included, but the projects have not been officially approved by the CTC as of the writing of this plan.

## Iowa 5310 Capital Projects

Project	FY2023	FY2024	FY2025	FY2026	FY2027 (est)	Total
FY2023 Iowa 5310 Service Contracts	\$90,000	\$0	\$0	\$0	\$0	<b>\$90,000</b>
FY2023 Iowa 5310 Vehicle Purchases	\$225,000	\$0	\$0	\$0	\$0	<b>\$225,000</b>
FY2024 Iowa 5310 Service Contracts	\$0	\$87,500	\$0	\$0	\$0	<b>\$87,500</b>
FY2024 Iowa 5310 Vehicle Purchases	\$0	\$74,000	\$0	\$0	\$0	<b>\$74,000</b>
FY2025 Iowa 5310 Service Contracts	\$0	\$0	\$80,000	\$0	\$0	<b>\$80,000</b>
FY2025 Iowa 5310 Vehicle Purchases	\$0	\$0	\$78,000	\$0	\$0	<b>\$78,000</b>
FY2027 Iowa 5310 Service Contracts	\$0	\$0	\$0	\$0	\$100,000	<b>\$100,000</b>
FY2027 Iowa 5310 Vehicle Purchases	\$0	\$0	\$0	\$0	\$200,000	<b>\$200,000</b>
<b>Total</b>	<b>\$315,000</b>	<b>\$161,500</b>	<b>\$158,000</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$934,500</b>

## Nebraska 5310 Capital Projects

Project	FY2023	FY2024	FY2025	FY2026	FY2027 (est)	Total
FY2023 Nebraska 5310 Service Contracts	\$277,520	\$0	\$0	\$0	\$0	<b>\$277,520</b>
FY2023 Nebraska 5310 Vehicle Purchases	\$208,800	\$0	\$0	\$0	\$0	<b>\$208,800</b>
FY2024 Nebraska 5310 Service Contracts	\$0	\$208,500	\$0	\$0	\$0	<b>\$208,500</b>
FY2024 Nebraska 5310 Vehicle Purchases	\$0	\$180,000	\$0	\$0	\$0	<b>\$180,000</b>
FY2025 Nebraska 5310 Service Contracts	\$0	\$0	\$105,000	\$0	\$0	<b>\$105,000</b>
FY2025 Nebraska 5310 Vehicle Purchases	\$0	\$0	\$498,600	\$0	\$0	<b>\$498,600</b>
FY2026 Nebraska 5310 Service Contracts	\$0	\$0	\$0	\$108,030	\$0	<b>\$108,030</b>
FY2027 Nebraska 5310 Service Contracts	\$0	\$0	\$0	\$0	\$150,000	<b>\$150,000</b>
FY2027 Nebraska 5310 Vehicle Purchases	\$0	\$0	\$0	\$0	\$300,000	<b>\$300,000</b>
<b>Total</b>		<b>\$388,500</b>	<b>\$603,600</b>	<b>\$108,030</b>	<b>\$450,000</b>	<b>\$2,036,450</b>

## Regional 5310 Operations Projects

Project	FY2023	FY2024	FY2025	FY2026	FY2027	Total
MAPA 5310 Adminiastration	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	<b>\$250,000</b>

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY  
RESOLUTION NUMBER 2023 – 08

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

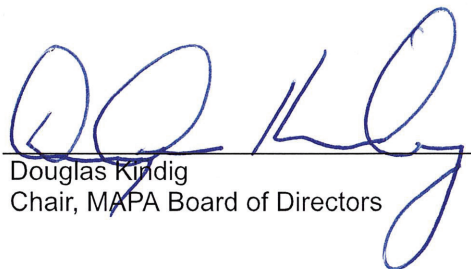
WHEREAS, the Coordinated Transit Plan fulfills the Federal Transit Administration, Nebraska Department of Transportation and Iowa Department of Transportation Passenger Transportation Plan (PTP) requirements for Coordinated Transit Plan documents; and,

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 2022 Coordinated Transit Plan has been given due consideration by the MAPA Board of Directors; therefore be it

RESOLVED, that MAPA adopts the 2022 Coordinated Transit Plan.

PASSED this 26th Day of October, 2022



Douglas Kindig  
Chair, MAPA Board of Directors



## APPENDIX A: CTC MEMBERSHIP

### Voting Agency

Council Bluffs Special Transit Service  
Nebraska Vocational Rehabilitation

Bellevue Specialized Transportation  
Black Hills Works  
Eastern Nebraska Human Services Agency  
Eastern Nebraska Community Action Partnership  
Empowerment Network  
Florence Home  
Friendship Program  
La Vista / Ralston  
Metro Transit  
Ollie Webb Center  
Omaha Association of the Blind  
Omaha Public Schools  
Southwest Iowa Transit Agency

### Non-Voting

AARP  
City of Omaha  
Developmental Services of Nebraska  
Eastern Nebraska Office on Aging  
Easterseals  
Great Plains Veterans Affairs  
Heartland Workforce Solutions  
Intelli Ride  
Intercultural Senior Center  
Iowa DOT  
MCC  
Nebraska DOT  
Ponca Tribe of Nebraska  
Sarpy County  
Sheltering Tree  
Sherwood Foundation  
Sisters of Notre Dame  
United Way  
UNMC

### Representative(s)

Ann Grober – CHAIR  
Rich McFall – VICE CHAIR  
  
Amanda Parker  
Bob Matthews / Phil Johnson  
Randy Stonys  
Tom Bosco  
Vicki Quaites-Ferris  
Tammy Bradley-Larsen  
Cliff Hall / Susan Stolinski  
Scott Stopak / Dan Freshman  
Kelly Shadden  
Lisa McMichael  
Mark Bulger  
Dan Stuche / Traci Shobe  
Mark Lander / Daurine Peterson

### Representative(s)

Lee Myers  
Kellie L. Johnston Dorsey  
Britt Sommers  
Chris Gillette / Yvonne Betts  
Shauna Dahlgren  
Amanda Vazquez  
Erin Porterfield  
Jamie Chambers  
Sarah Gilbert  
Scott Suhr  
Lyndsie Gibbs  
Kari Ruse  
Jacob Olsufka  
Danielle Richler / Lisa Haire  
Shirley McNally  
Tess Larson  
Scott Adams  
Heather Tomczack  
Anne Woodruff

## APPENDIX B: CTC TRANSIT AND PARATRANSIT PROVIDERS

### TRANSIT

#### **Metro Transit**

##### Fixed Route

Metro Transit offers open fixed routes and express route services in the Omaha City limits with 28 different routes. Fixed route services operate from 4:30am – Midnight Monday-Friday, 5:00am-11:30pm on Saturdays, and 6:30am- 10:30pm on Sundays, with several of the more central routes operating on 15 minute frequencies. All Metro transit buses are equipped with wheelchair ramps and restraints and are ADA accessible.

##### MOBY Service

Metro Transit offers on demand, curb-to-curb paratransit service at a ¾ mile buffer along all of its fixed routes. To be eligible for Moby service riders must have a condition that prevents them from being able to use the regular fixed route services provided. All Moby buses and vans are ADA compliant and allow for personal care attendants to ride at no cost, companions are allowed to ride but must pay a fee.

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

SWITA provides rural transit service to Cass, Fremont, Harrison, Mills, Montgomery, Page, Pottawattamie, and Shelby Counties. Services provided include limited fixed routes, express routes, and on demand curb-to-curb service, as well as in city taxi service. Commuter services do exist in Douglas and Sarpy County for commuters with trips originating or terminating within Southwest Iowa. SWITA service operates 24/7 based upon driver availability.

#### **Veterans Affairs**

The VA Hospital in Omaha provides curb to curb service to any VA patients in the area that the hospital covers, this includes all of Omaha, Douglas County, Sarpy County, Council Bluffs, and Pottawattamie, Fremont, Harrison, Mills, Montgomery, Page, and Shelby Counties. This service runs Monday through Friday during business hours.

#### **Bellevue Paratransit Agency**

The City of Bellevue operates an on-demand, curb-to curb bus service for residents of Bellevue who are over 60 or have a disability which makes them unable to operate a vehicle. This service operates Monday- Friday from 7:30am – 3:30pm.

#### **La Vista - Ralston Special Services Bus Program**

The Cities of La Vista and Ralston operate a combined on-demand, curb-to curb bus service for residents of Bellevue who are over 60 or have a disability that makes them unable to operate a vehicle. This service operates Monday- Friday from 7:30am – 4:30pm.

### **Papillion Paratransit Agency**

The City of Papillion operates an on demand bus service for residents of Papillion who are over 65 or are Medicaid/Medicare eligible. This service operates Monday- Friday from 7am – 4pm and takes residents in a 10 mile radius of the City limits.

### **Council Bluffs Special Transit Service**

Council Bluffs contracts to provide ADA paratransit services to the residents of the City of Council Bluffs to Omaha from Hamilton Street, to Woolworth Avenue, and as far west as 42nd Street. This includes service to the VA Medical Center and the University of Nebraska Medical Center. The hours of operation for the paratransit service are now 5:15 am to 11:30 pm Monday – Friday and 6:45 am to 8:45 pm on Saturday. This service is open to those who are Medicare/Medicaid eligible or have a disability which prohibits them from operating a vehicle.

## **NONPROFIT ORGANIZATIONS**

### **Eastern Nebraska Human Service Agency**

ENHSA operates door-to-door paratransit services to their clients from 8am-5pm and on extended hours for special activities and appointments. ENHSA operates within Douglas, Sarpy, Cass, Dodge, and Washington counties. Transit services are primarily for clients to get to and from EHSA events but can also be used for shopping, medical, educational, and work trips.

### **Heartland Family Services**

The Heartland Family Services provides as needed transportation services to clients, who meet certain requirements, Monday- Friday. The transportation runs during regular business hours to and from doctor's office, shopping, and other trips.

### **Lutheran Family Services**

Lutheran Family Services' Community Services Division in Omaha transports refugee clients on a limited basis using one dedicated van. Additional staff members provide rides to clients in order to insure that they get to critical appointments, job interviews, and new employee orientations.

### **Heartland Workforce Solutions**

Heartland Workforce Solutions distributes transit passes for their clients. The agency does not provide direct transportation for their clients.

### **Crossroads of Western Iowa**

Crossroads of Western Iowa offers door-to-door transportation to its clients with disabilities. The service is available in the morning, afternoon and evening hours to Pottawattamie, Harrison, Woodbury, and Monona counties.

### **Black Hills Works**

The Black Hills Works provides transportation to those who are Medicaid/Medicare eligible, over 65, and those with disabilities in the metro area.

### **Eastern Nebraska Community Action Partnership**

The ENCAP offers door-to-door, curb-to-curb and scheduled routes transportation choice to those over 65, persons with a disability, low income, veterans, children and youth, and those who are Medicaid/Medicare eligible. The service is available 24hrs, 7 days a week in the Douglas and Sarpy County area.

### **Florence Home**

Florence Home offers comprehensive door-to-door, enter residence, enter destination, and on-demand paratransit transportation to its residents who are over 65, with a disability, and Medicaid/Medicare eligible. The transportation is provided for medical, shopping and recreational purposes. The service is available from 7am-6pm, Monday-Friday.

### **Sheltering Tree**

Sheltering Tree builds affordable housing communities for persons with developmental disabilities. As part of their service, the organization distributes transit passes for their clients. The agency does not provide transportation.

### **New Cassel Retirement Center**

The New Cassel Retirement center offers door-to-door, enter destination, on-demand paratransit, and transfer service to another agency transportation to those over 65, disable and economically/socially disadvantaged. The service is available 7-days a week during the day and some evenings in the Omaha metro area.

### **Pottawattamie County Veterans Affairs**

The Pottawattamie County Veterans Affairs offers door-to-door transportation to persons over the age of 65, persons with disabilities, and persons in other socially disadvantaged demographic groups. The agency transports their clients to and from the VA hospital.

### **Refugee Empowerment Center**

One of many services provided by the Refugee Empowerment center is door-to-door transportation service to refugees from 8am-5pm. The transit service is primarily for medical and employment purposes.



## APPENDIX C: REGIONAL MOBILITY GUIDE

### Medicaid and Medicare

Medicaid covers transportation services for trips necessary to obtain medical care when you have no other means of transportation. Medicaid may cover transportation services for a parent, caretaker, or attendant to escort an eligible person to and from medical care when necessary and when there is no other means of transportation.

Contact your local DHHS if you need assistance with transportation.

For more Information call 1-844-847-2660 The Nebraska Department of Health and Human Services has a centralized call center for Medicaid/Medicare

Toll Free: 844-531-3783  
Local Omaha: 402-401-6999  
TTY Line: 402-401-6998  
Provider Line: 402-401-6990  
Fax: 402-934-8622  
Email: kimberly.early@nebraska.gov

### **Iowa Medicaid Fee-for-Service (FFS) Members - Access2Care Phone: 866-572-7662 (Toll Free)**

IA Health Link Members Each MCO has selected a NEMT vendor. Members may contact the NEMT vendor of their assigned MCO at the numbers listed below to schedule their NEMT services:  
Amerigroup Iowa, Inc. - Logisticare Phone: 1-844-544-1389

UnitedHealthcare Plan of the River Valley - MTM  
Phone: 1-888-513-1613

### General Resources

**Highway Traffic Information** call 5-1-1 or visit [511.nebraska.gov](http://511.nebraska.gov) or [511ia.gov](http://511ia.gov)

**Bike and Pedestrian Resources** call MAPA at 402-444-6866 or visit [bikemap.mapacog.org](http://bikemap.mapacog.org)

**Specialized Transportation Services 2-1-1** (Dial 2-1-1) Administered by United Way, 2-1-1 is a free National information and referral service which connects people who need assistance to the proper channel. Assistance is available in multiple languages. 2-1-1 is available Monday - Friday 7:00 am to 8:00 pm Saturday 8:00 am to 5:00 pm

### Frequently Asked Questions

» **Who do I call if I'm not sure which Service I Need?** Please call 2-1-1, United Way's FREE 24/7 bilingual helpline for referrals to an appropriate transportation provider

» **What are the different types of transportation services and what do they mean?**

**Fixed Route** transit service runs on a specific route with set stops and a time schedule. This is what most people think of when they think of bus service.

**Paratransit** is a demand response service provided along with regular fixed route service for those with disabilities that prevents them from being able to use regular fixed route services. Paratransit services run within a quarter mile buffer zone around all fixed route lines.

**On Demand** is a service where passengers call ahead and schedule a ride with the transit operator. There is usually a 24 time limit for scheduling.

» **Are the Transportation Resources listed Accessible by Wheelchair?**

Not all of the provider vehicles may be equipped to handle wheelchairs. Please call ahead of your scheduled pick-up to request a wheelchair accessible vehicle.

» **I travel with a Personal Care Assistant (PCA).**

**May my PCA travel for free or at a discount rate?** You should call the transportation provider at least 24 hours ahead of time to determine a rate for your PCA. Some providers offer free or discounted rates, while other providers charge the full fare.

» **Who can I contact with suggestions about improving our area's transportation service?**

Please visit the Metro Transit website or call at <http://www.ometro.com/index.php/contact/comment-form/> or call 402-341-0800 and ask for the Transportation Planner

» **Where can I learn more about transportation in our area?**

To learn more about transportation planning in our area please visit [www.mapacog.org](http://www.mapacog.org) or call 402-444-6866 for details regarding the next transportation planning meeting open to the public.



**MAPA**

## Regional Transportation Resource Guide

An informational guide to transportation and paratransit services within the Omaha - Council Bluffs Metropolitan Area





### Fixed & Express Routes

Metro Transit provides fixed route and express route service to the Omaha-Council Bluffs region. Riders board the bus at fixed stops and pay for the ride on the bus using a fare card or cash. If you use a Metro Reduced Fare ID for students, seniors, disabled, or Medicaid, please have the ID ready to show the operator when you deposit your fare. These routes are shown below. "How to Ride" instructions and tips can be found at <http://www.ometro.com/index.php/rider-guide/how-to-ride/>

To contact Metro Transit, please call 402-341-0800

### Moby ADA/Paratransit

Moby is an advanced reservation paratransit service for the Metropolitan area and is designed for those with disabilities that prevent them from riding Metro Transit's regular fixed route bus service.

Prospective Moby clients must complete an ADA application to determine eligibility. The applications are available online or by calling 402-341-0800, ext 2105

<http://www.ometro.com/index.php/rider-guide/mobyada/>



SWITA serves rural western Iowa, including Mills, Pottawattamie, and Harrison counties as well as areas of Council Bluffs. SWITA provides demand response services and paratransit services for this area in conjunction with Metro Transit and the City of Council Bluffs's Special Transit Service.

Route information and types of services can be found on the SWITA website at <http://www.swipco.org/transit-swita/>

Call 1-800-842-8065 to schedule your ride or for more information on any of SWITA's services

## Specialized Transit Provider Guide



Hours:  
5:15am-11:30pm  
Monday-Friday  
6:45am-8:45pm  
Saturday

### City of Council Bluffs

» Serving Council Bluffs city limits, 3 hospitals in Omaha  
» Senior and Wheelchair accessibility  
» Transport Services include: Medical, Education, Shopping, Social/ Recreational, Court/Probation and Employment

**Contact:**  
» 712-890-5296 or  
» [bit.ly/CouncilBluffsTransport](http://bit.ly/CouncilBluffsTransport)



Hours:  
7:00am-4:30pm  
Monday-Friday

### Cities of La Vista & Ralston

» Serving La Vista and Ralston  
» Senior and Wheelchair accessibility  
» Transport Services include: Medical, Education, Shopping, and Employment

**Contact:**  
» 402-331-3455 or  
» [bit.ly/LaVistaRalston](http://bit.ly/LaVistaRalston)



### Eastern NE Community Action Partnership

» Serving Douglas and Sarpy County  
» General Population  
» Transport Services include: Education and Employment  
Hours:

**Contact:**  
» 402-453-5656 or  
» [encapnebraska.org](http://encapnebraska.org)



Hours:  
7:00am-3:30pm  
Monday-Friday

### City of Bellevue

» Serving Bellevue, Papillion & Omaha North to Dodge & West to 84th Street  
» Senior and Wheelchair accessibility  
» Transport Services include: Medical, Education, Shopping, Social/ Recreational, Court/Probation and Employment

**Contact:**  
» 402-293-3138 or  
» [bit.ly/bellevuetransport](http://bit.ly/bellevuetransport)



Hours:  
7:45am-3:00pm  
Monday-Friday

### City of Papillion

» Servicing a 10 mile radius around Papillion  
» Veteran, Senior and Wheelchair accessibility  
» Transport Services include: Medical, Education, Shopping, and Employment

**Contact:**  
» 402-680-3970 or  
» [bit.ly/PapillionTransport](http://bit.ly/PapillionTransport)

## **APPENDIX D: 5310 APPLICATION AND PROJECT SELECTION CRITERIA**

Included in this appendix are the following;

1. Application for New 5310 service
2. Application for Continuing 5310 service
3. Application for Expanded 5310 service
4. Application for 5310 vehicle award
5. Pages from MAPAs 5310 Program Management Plan pertaining to project selection criteria

# Add 5310 Program Evaluation

Begin by selecting the type of application you would like to enter.

**Continuing Service** applications are for organizations that are not starting new service or expanding existing service, but wish to request funding to continue operating with minimal changes.

**Service Expansion** applications are for any organizations currently providing service that wish to increase their boundaries, service time, and/or capacity.

**New Service** applications are for organizations that do not currently provide transportation, but wish to begin operating in that capacity.

Please select an application type.

New Service



Is this project included in, or consistent with, MAPA's 2050 LRTP?

No



Is this project included in, or consistent with, local planning documents?

No



Do you wish to request a service contract with MAPA? (formerly operating assistance)

No



Do you wish to purchase a vehicle through MAPA's 5310 program?

No



Do you need funding earlier than the current target year?

No



If awarded funding, will your organization be able to continue providing service without future support from MAPA's 5310 program?

No



What is the estimated total annual budget of the program you are proposing?

What is the estimated annual total number of one-way trips for the program you are proposing?



**Please describe the program you are proposing. Include in your description the program's purpose, the population served, the geographical extent of the service, and the times the service will be offered.**

**Please upload a map of the area your new or expanded program will serve. (PDF preferred)**

Choose File

 No file chosen

# Add 5310 Program Evaluation

Begin by selecting the type of application you would like to enter.

**Continuing Service applications** are for organizations that are not starting new service or expanding existing service, but wish to request funding to continue operating with minimal changes.

**Service Expansion applications** are for any organizations currently providing service that wish to increase their boundaries, service time, and/or capacity.

**New Service applications** are for organizations that do not currently provide transportation, but wish to begin operating in that capacity.

Please select an application type.

Continuing Service



Is this project included in, or consistent with, MAPA's 2050 LRTP?

No



Is this project included in, or consistent with, local planning documents?

No



What calendar year is your most recent transit data from?

How many one-way trips did your service provide for medical purposes in the most recent calendar year?

How many one-way trips did your service provide for employment purposes in the most recent calendar year?

How many one-way trips did your service provide for education purposes in the most recent calendar year?

How many one-way trips did your service provide for social purposes in the most recent calendar year?

**How many one-way trips did your service provide for general purposes in the most recent calendar year?**

**What was your transportation program's budget for the most recent calendar year?**

**Do you wish to request a service contract with MAPA? (formerly operating assistance)**

 ▼

**If awarded funding, will your organization be able to continue providing service without future support from MAPA's 5310 program?**

 ▼

# Add 5310 Program Evaluation

Begin by selecting the type of application you would like to enter.

**Continuing Service** applications are for organizations that are not starting new service or expanding existing service, but wish to request funding to continue operating with minimal changes.

**Service Expansion** applications are for any organizations currently providing service that wish to increase their boundaries, service time, and/or capacity.

**New Service** applications are for organizations that do not currently provide transportation, but wish to begin operating in that capacity.

Please select an application type.

Service Expansion



Is this project included in, or consistent with, MAPA's 2050 LRTP?

No



Is this project included in, or consistent with, local planning documents?

No



What is the purpose of the expansion? (select all that apply)

- ☐ Increase Hours of Operation
- ☐ Increase Service Area
- ☐ Increase Rider Capacity/Reduce Wait & Denials

What calendar year is your most recent transit data from?

How many one-way trips did your service provide for medical purposes in the most recent calendar year?

How many one-way trips did your service provide for employment purposes in the most recent calendar year?

How many one-way trips did your service provide for education purposes in the most recent calendar year?



**How many one-way trips did your service provide for social purposes in the most recent calendar year?**

**How many one-way trips did your service provide for general purposes in the most recent calendar year?**

**What was your transportation program's budget for the most recent calendar year?**

**Do you wish to request a service contract with MAPA? (formerly operating assistance)**

No ▼

**Do you wish to purchase a vehicle through MAPA's 5310 program?**

No ▼

**Do you need funding earlier than the current target year?**

No ▼

**If awarded funding, will your organization be able to continue providing service without future support from MAPA's 5310 program?**

No ▼

**What is the estimated total annual budget of the program you are proposing?**

**What is the estimated annual total number of one-way trips for the program you are proposing?**

**Please describe the program you are proposing. Include in your description the program's purpose, the population served, the geographical extent of the service, and the times the service will be offered.**

**Please upload a map of the area your new or expanded program will serve. (PDF preferred)**

Choose File

 No file chosen

# Add 5310 Vehicle

## Asset Type

Use the dropdown menu to select the type of vehicle that best matches your entry.

## VIN

Enter this asset's Vehicle Identification Number.

## Asset Description

Describe this asset as you would identify it in your organization. If it has an internal ID number or name you can enter that here. This field is primarily for your identification purposes.

## Make

[+ Add a new option](#)

## Model

If the asset has a model number, please enter it here.

## Purchase Date

## Purchase Cost

## Federal Portion of Cost

Please enter the portion (as a decimal) of the total asset cost that was paid with federal funds. Typically this is .08 for a vehicle, meaning 80% of the cost was paid for with federal funds and 20% with local funds.

### Modifications

Select...



[+ Add a new option](#)

### Mileage

### Condition

Select...



Enter the condition of the vehicle using the TERM scale. Please see the additional information link at the top of your 5310 organization page for details.

### Requested Replacement Year

Select...



Use this field to tell MAPA when you would like to replace the vehicle. We will do our best to meet the target, but cannot guarantee it.

### Disposition

Not Dispositioned



This field is for marking whether the FTA maintains an interest in the vehicle. If the vehicle was not purchased with federal funds, select that option. If the vehicle has been replaced and gone through disposition, select the option that describes the result. If neither of those cases apply, or you are unsure, just leave this entry at its default of "Not Dispositioned."

### Disposition Revenue

If the vehicle was sold through disposition, please enter the amount it sold for here.

### **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. (MAPA must confirm the in-kind local match is appropriate.)
- Income from contracts to provide human service transportation or other net income generated by social service agencies

## **Project Selection Criteria and Method of Distributing Funds**

### **Application and Approval Process**

The application process follows a predetermined set of requirements developed by the CTC. These requirements delineate the competitive project selection timeline and the 5310 policy guide (which includes the selection criteria and application) and are determined before the call for projects. An application for the Section 5310 funding is available to potential candidates on request and is on the MAPA website (<http://mapacog.org/projects/ctc/>). Completed forms and related information will be scored by MAPA staff and subsequently reviewed by the CTC.

### **Notice of Availability**

MAPA, on behalf of the CTC planning committee, will follow the MAPA Public Participation Plan to disseminate information regarding potential Section 5310 funds and how to apply. Application information will be listed on the MAPA website. Additionally, MAPA will send notices to Coordinated Transit Committee stakeholders 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/projects/public-participation-plan/>).

### **Application Form**

Application forms for the 5310 funding source will be updated to optimize the selection process according to CTC preference. The application forms (Traditional-Capital and Other/New Freedom-Capital & Operations) are located online at: <http://mapacog.org/projects/ctc/> and are included in Appendix B.

### **Application Procedures**

Applications for the 5310 program should be completed based on the criteria and eligibility requirements stated for the program. Applications will be reviewed once a year, currently 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
- Prioritized by the merit of the project
- Approved by the CTC and recommended to the TTAC and the MAPA Board of Directors
- Programmed in the MAPA TIP based on funding availability

### ***Project Ranking***

Following an initial eligibility determination, project applications are evaluated and scored by the 5310 Project Selection Subcommittee based upon their particular project type (capital, operations, or both) and the information supplied. MAPA staff will then present the scores to the CTC for review. The 5310 Project Selection Subcommittee 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 which meet eligibility requirements will be scored individually using MAPA's 5310 Project Selection Manual, the contents of which are included here:

Federal Transit Administration (FTA) Section 5310 project selection in the MAPA region is broken into two major categories – Capital Projects and Operations Projects. Capital projects include, but are not limited to, vehicles, accessibility add-ons, information technology systems, maintenance, communication equipment, and contracted services. Operations projects focus on administrative expenses and help to pay for wages, fuel costs, and other expenses that do not fall under the FTA's definition of capital project.

Section 5310 funds carry the following restrictions:

- Projects must be geared toward serving the target population (disabled and elderly individuals)
- Projects must be transportation related
- At least 55% of the region's apportionment must be spent on capital projects; no more than 45% may be used for operations
- Up to 80% of a capital project's total cost can be paid for with Section 5310 funds, the remaining 20% must come from a local source
- Up to 50% of an operations project's total cost can be paid for with Section 5310 funds, the remaining 50% must come from a local source

Additional details about the Section 5310 program and its requirements can be found in [FTA Circular C 9070.1G](#).

### **5310 Project Selection Subcommittee**

Evaluation of projects will be done by a subsection of MAPA's Coordinated Transit Committee. The subcommittee will consist of:

- 2 MAPA Staff Members
- 2 Nonprofit Representatives
- 2 Municipal Representatives
- 1 Representative from Metro Transit

Only those members of the CTC whose agencies are not being evaluated to receive funding that year will be eligible to sit on this subcommittee.

Evaluation of all projects will take a combined qualitative-quantitative approach. Committee members will score projects according to the criteria outlined below and will be empowered to adjust rankings in cases where quantitative measures are insufficient.

## Analysis of Regional Significance

Section 5310 projects will be evaluated based on their contribution to the region. MAPA, assisted by a project selection committee comprised of non-award-seeking members of the Coordinated Transit Committee, will make this determination based on the following criteria:

- **Ridership & Budget**

Total ridership, ridership per vehicle, and ridership by population served will all be analyzed to help determine the significance of the agency's program. We will also consider each applicant's program budget in this analysis. The goal is to ensure funds are used efficiently by awarding them to agencies with a large impact in the region.

- **Service Availability**

Where and when the agency operates are important considerations because it may be the only option for service in the area or at a specific time. If either of these are the case the agency will have increased priority for funding.

- **Priority of Service Type**

The project selection committee will consider the type(s) of service the agency provides. Medical trips are weighed most heavily, followed by Employment, Education, General Living (grocery, home needs), and finally Social/Recreational trips.

- **Sustainability**

Agencies must demonstrate an ability to carry on the program in the absence of these funds. In addition to a required letter of commitment to complete the project, the project selection committee will evaluate sustainability based on:

- Letters of Support
- Availability of other sources of funding identified by the applicant
- The agencies capacity to bill for and adhere to the stipulations of the 5310 program through past successful experiences with state and federal funds
- Plans for programs, both by the application and partner agencies, for how this project will expand future services and fill anticipated gaps in service

## Capital Projects

All capital projects will be evaluated using the analysis of regional significance as outlined above. Applications will be separated into two categories: the Vehicle Replacement Program and New Capital Projects.

## Vehicle Replacement Program

Capital funds in the MAPA region have historically been used for replacing vehicles in programs focused on transporting disabled and/or elderly individuals. MAPA's project selection process for capital projects takes this into account through a vehicle replacement program. MAPA maintains a database of eligible subrecipients and their fleets, evaluating their programs for regional significance when vehicles reach the end of their useful life.

Agencies seeking to replace vehicles with 5310 funds must submit an application to be entered into the database. At this stage applicants must meet the following criteria:

- Vehicles to be replaced must be part of a program that meets federal requirements under Section 5310
- Vehicles to be replaced must be part of a program that is in line with the goals established in MAPA's Coordinated Transit Plan

Each year MAPA will develop a replacement program two years in advance. For example, in 2018 MAPA would develop the replacement program for 2020. Each year's program will be developed with the following process:

### **Step One:** Evaluate vehicle condition

Eligible vehicles in MAPA's database will be sorted by useful life. Vehicles at or nearing the end of their useful life will be prioritized for replacement. A cut line will be established based on available funding.

### **Step Two:** Evaluate programs for regional significance

Agencies with vehicles determined to be eligible for replacement in step one will undergo an analysis of regional significance.

## New Capital Projects

Any capital project that is not strictly a vehicle replacement can apply for funds as a new capital project. Starting new programs is the true intent of the 5310 program and eligible new capital projects found to be regionally significant will be given priority over vehicle replacement. In addition to being analyzed for regional significance as outlined above, new capital projects must meet one of the following criteria:

- The project must be part of the creation of a brand new transit program
- The project must be part of a significant expansion (as determined by the Project Selection Subcommittee) of an existing transit program

## Operations Projects

All operations projects will be evaluated using the analysis of regional significance as outlined above. Applications will be separated into two categories: Maintenance of Existing Service and Expanded/New Service.

## Continuing Service Program

Similar to capital projects, operations funds in the MAPA region have historically been used for t through the continuing service program.

Agencies seeking to maintain service with 5310 funds must submit an application to be entered into the database. At this stage applicants must meet the following criteria:

- Operations must be part of a program that meets federal requirements under Section 5310
- Operations must be part of a program that is in line with the goals established in MAPA's Coordinated Transit Plan

Each year MAPA will develop a continuing service program two years in advance. For example, in 2018 MAPA would develop the program for 2020. Funds for a given year will be distributed based on an evaluation of each applicant's regional significance.

### **New Operations Projects**

Any operations project that proposes benefits beyond maintaining existing service can apply for funds as a new operations project. Starting new programs is the true intent of the 5310 program and eligible new operations projects found to be regionally significant will be given priority over continuing service. In addition to being analyzed for regional significance as outlined above, new operations projects must meet one of the following criteria:

- The project must be part of the creation of a brand new transit program
- The project must be part of a significant expansion (as determined by the Project Selection Subcommittee) of an existing transit program

### **Project Implementation**

Projects are implemented through a tiered process. 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. As the CTC determines appropriate additional criteria, further categories may be included in the future. The MAPA CTC 5310 Policy Guide is reviewed annually and includes the most up to date criteria for project selection (<http://mapacog.org/projects/ctc/>).

Once a project is selected during the Transportation Improvement Program (TIP) development cycle it is included in the draft TIP document, which goes through a public participation process and is eventually approved. There may be instances when funding needs to be allocated outside of the annual process based on need, regulation, or other situations. For these projects, applications will be reviewed and approved by the Coordinated Transit Committee, TTAC, and the MAPA Board. Then the project funding will be amended into the current TIP document.

Concurrently, during the TIP development cycle, the projects selected for 5310 funding are listed in an annual Program of Projects (POP). The POP and two meeting minutes of the Coordinated Transit Committee will be attached to the 2014 Coordinated Transit Plan as a part of Appendix G. (The meeting minutes are required by the Iowa Department of Transportation.) The POP will go through the TIP public participation process, giving the public ample time to comment on the projects. The amended Appendix G of the Coordinated Transit Plan and a separate POP file will be uploaded to the MAPA website yearly. This information will be located at <http://mapacog.org/projects/ctc/>.

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.

Once a project is incorporated into the TIP and the funding is available, MAPA will insert the project into the Federal Transit Administration's (FTA) grant management system. The project description will include the date of TIP approval and inclusion in the Coordinated Transit Plan, along with other pertinent information, such as name of agency and purpose of the project.

Concurrent to approval in FTA's grant management system, MAPA will begin developing the contract between MAPA and the sub-recipient. This contract will be signed once the grant is approved in FTA's grant management system and portions of the grant agreement can be attached to the contract.

## APPENDIX E: VEHICLE INVENTORY OF CTC MEMBER TRANSPORTATION PROVIDERS

Papillion											
Vehicle Type	Owned/ Leased?	Model	Make	Year built	Seating Capacity	ADA Modifications?	Mileage	Age	Condition	Federally funded?	Vin #*
Bus	Owned	E450	Ford	2016	12	Lift with wheelchair space	79,399	6	Good	Yes	1FD4E4FS2GDC26177
Bus	Owned	E450	Ford	2018	12	Lift with wheelchair space	42,184	4	Good	Yes	1FD4E4FS2JDC06406

Bellevue											
Vehicle Type	Owned/ Leased?	Model	Make	Year built	Seating Capacity	ADA Modifications?	Mileage	Age	Condition	Federally funded?	Vin #*
Bus	Owned	Ford 220	GOSHEN	2019	12	Yes	52,517	3	Good	Yes	1FD4E4FS3KDC27668
Bus	Owned	Ford 220	GOSHEN	2018	12	Yes	61,813	4	Good	Yes	1FD4E4FS5JDC02625
Bus	Owned	Ford 220	GOSHEN	2018	12	Yes	67,563	4	Good	Yes	1FD4E4FS7JDC02626
Bus	Owned	Ford	SENTATOR II	2016	10	Yes	86,171	6	Fair	Yes	1FD4E4FS0GDC21088
Bus	Owned	Ford E450	SUPERIOR	2014	10	Yes		8	Poor	Yes	1FD4E4FS0DDB31001
Bus	Owned	Ford E450	SUPREME	2012	10	Yes	109,019	10	Poor	Yes	1FD4E4FS0CDA94529

Council Bluffs											
Vehicle Type	Owned/ Leased?	Model	Make	Year built	Seating Capacity	ADA Modifications?	Mileage	Age	Condition	Federally funded?	Vin #*
Bus	Owned	Chevrolet	Goshen	2017	12 + 2	Yes	81,064	5	Fair	Yes	1HA6GUBG6HN006967
Bus	Owned	Chevrolet	Goshen	2017	12 + 2	Yes	88,937	5	Fair	Yes	1HA6GUBG4HN009138
Bus	Owned	Chevrolet	Goshen	2017	12 + 2	Yes	92,289	5	Fair	Yes	1HA6GUBG3HN009194
Bus	Owned	Chevrolet	Goshen	2018	12 + 2	Yes	78,559	4	Fair	Yes	1HA6GUBG4HN008748



City of LaVista/Ralston Special Services Bus											
Vehicle Type	Owned/ Leased?	Model	Make	Year built	Seating Capacity	ADA Modifications?	Mileage	Age	Condition	Federally funded?	Vin #*
Passenger Bus #418	Own/ City of Ralston	E450	FORD	2018	14	Yes - Lift	49,185	4	Good	No	1FD4E4FS4JDC06407
Passenger Bus #421	Own/ City of La Vista	F450	FORD	2019	14	Yes - Lift	14,481	3	Good	No	1FD4E4SF7KDC65307

Eastern Nebraska Veterans Home											
Vehicle Type	Owned/ Leased?	Model	Make	Year built	Seating Capacity	ADA Modifications?	Mileage	Age	Condition	Federally funded?	Vin #*
Minivan	Leased	Grand Caravan	Dodge	2017	7	No	22,479	5	Good	No	
Minivan	Leased	Grand Caravan	Dodge	2012	5	Yes	92,665	10	Fair	Yes	2C4RDGBG8CR322605
Minivan	Leased	Grand Caravan	Dodge	2012	5	Yes	95,224	10	Fair	Yes	2C4RDGBGXCR322606
Minibus	Leased	E450	Ford	2010	10	Yes	18,827	12	Good	Yes	1FD4E4FS2ADB00781
Minibus	Owned	E450	Ford	2006	11	Yes	45,478	16	Fair	No	
Van	Owned	E350	Ford	2006	7	Yes	110,106	16	Fair	No	
Van	Owned	Promaster	Dodge	2017	4	Yes	15,548	5	Good	No	
Truck	Owned	Ram 2500	Dodge	2008	3	No	63,794	14	Fair	No	
Truck	Owned	Ram 2500	Dodge	2008	3	No	83,986	14	Fair	No	

VFW Department of Nebraska											
Vehicle Type	Owned/ Leased?	Model	Make	Year built	Seating Capacity	ADA Modifications?	Mileage	Age	Condition	Federally funded?	Vin #*
Minivan	Owned	Grand Caravan	Dodge	2012	5	Yes	92,665	10	Fair	Yes	2C4RDGBG8CR322605
Minivan	Owned	Grand Caravan	Dodge	2012	5	Yes	95,224	10	Fair	Yes	2C4RDGBGXCR322606
Minibus	Owned	E450	Ford	2010	10	Yes	18,827	12	Good	Yes	1FD4E4FS2ADB00781

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<b>Omaha Senior Care</b>											
Vehicle Type	Owned/ Leased?	Model	Make	Year built	Seating Capacity	ADA Modifications?	Mileage	Age	Condition	Federally funded?	Vin #*
Bus	Owned	Econoline E450	Ford	2014	12 passenger	Yes	38,836	8	Fair	Yes	1FD4E4FS2EDA75936
Bus	Owned	E450 Super Duty	Ford	2016	12 passenger	Yes	10,638	6	Good	Yes	3FD4E4FS6GDC51440
Van	Owned	Grand Caravan	Dodge/Braun	2017	5 passenger	Yes	31,446	5	Good	Yes	2C7WDGBG3HR712959
Bus	Owned	Econoline E450	Ford	2019	12 passenger	Yes	27,668	3	Excellent	Yes	1FD4EF57KDC09285
Van	Owned	Grand Caravan	Dodge/Braun	2019	5 passenger	Yes	14,465	3	Excellent	Yes	2C7WDGBG6KR803053

<b>Metro Transit (MOBY)</b>												
Vehicle Type	Owned/ Leased?	Model	Make	Year built	Seating Capacity	ADA Modifications?	Mileage	Age	Condition	Federally funded?	VIN	ID #
Minivan	Owned	Grand Caravan	Dodge	2016		Yes	45,372	6	Good	GRANT	2C7WDGBG5GR202935	BL-015
Van	Owned	E-250	FORD	2014			93,395	8	Fair		1FTNS2EW2EDA86467	BLV-004
Minivan	Owned	Grand Caravan	DODGE	2019		Yes	11,086	3	Good	GRANT	2C7WDGBG2KR808251	BLV-019
Van	Owned	E-350	FORD	2009			200,440	13	Poor		1FBNE31L49DA85842	BLV-038
Van	Owned	E-350	FORD	2011		Yes	137,248	11	Fair		1FBSS3BL0BDA59514	BLV-046
Minivan	Owned	Grand Caravan	DODGE	2018			44,710	4	Good		2C4RDGBG0JR176620	BLV-058
Minivan	Owned	Grand Caravan	DODGE	2017		Yes	37,096	5	Good	GRANT	2C7WDGBG1HR855098	BLV-110
Minivan	Owned	Grand Caravan	DODGE	2017		Yes	18,173	5	Good	GRANT	2C7WDGBG7HR855073	BLV-125
Van	Owned	E-250	FORD	2014		Yes	96,924	8	Fair		1FTNS2EW2EDA90339	BLV-29
Van	Owned	E-150	FORD	2014			89,809	8	Good		1FMNE1BL8EDA71477	BLV-49
Minivan	Owned	Grand Caravan	DODGE	2018			59,333	4	Good		2C4RDGBG4JR176619	BLV-94
Minivan	Owned	Grand Caravan	Dodge	2018			65,285	4	Good		2C4RDGBG4JR176622	BRV-001
Van	Owned	E-250	FORD	2014		Yes	74,741	8	Fair		1FTNS2EW7EDA90336	BRV-012
Van	Owned	E-350	FORD	2010			174,123	12	Poor		1FBNE3BL1ADA50016	BRV-047

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Minivan	Owned	Grand Caravan	Dodge	2017		Yes	28,474	5	Good	GRANT	2C7WDGBG4HR687120	BRV-2
Minivan	Owned	Grand Caravan	Dodge	2019		Yes	9,983	3	Good	GRANT	2C7WDGBG3KR803012	FV-044
Van	Owned	E-350	FORD	2002		Yes	85,451	20	Fair		1FBSS31L23HA19527	FV-075
Minivan	Owned	Grand Caravan	Dodge	2017		Yes	30,543	5	Good	GRANT	2C7WDGBG1HR838575	FV-112
Van	Owned	Express	CHEVROLET	2010			80,602	12	Good	GRANT	1GAZGRDG5A1155100	FV-129
Minivan	Owned	Grand Caravan	DODGE	2014			57,015	8	Good		2C4RDGBG1ER335828	FV-135
	Owned	Escape	FORD	2016			58,391	6	Good		1FMCU9GX9GUC26402	FV-21
Van	Owned	E-150	FORD	2014			63,146	8	Good		1FMNE1BLXEDA71481	FV-36
Van	Owned	Express	CHEVROLET	2015			131,018	7	Fair		1GAWGPFF4F1109289	FV-54
Van	Owned	E-150	FORD	2014			64,895	8	Good		1FMNE1BL6EDA71476	FV-57
Van	Owned	Transit	Ford	2017		Yes	28,161	5	Good		1FTYR2CM0HKA31106	MSU-65
Minivan	Owned	Grand Caravan	DODGE	2011		Yes	48,427	11	Good		2D4RN5DG3BR672353	MSU-99
Minivan	Owned	Grand Caravan	DODGE	2016		Yes	54,266	6	Good	GRANT	2C7WDGBG4GR195511	NV-003
Van	Owned	E-250	FORD	2010		Yes	128,247	12	Fair		1FTNS2EW2ADA71736	NV-028
Van	Owned	E-350	FORD	2009			14,483	13	Fair		1FBNE31LX9DA85845	NV-033
Van	Owned	E-350	FORD	2009			193,987	13	Poor		1FBNE31L39DA85847	NV-035
Minivan	Owned	Grand Caravan	DODGE	2016		Yes	48,468	6	Good	GRANT	2C7WDGBG6GR195509	NV-06
	Owned	Impala	CHEVROLET	2018			26,226	4	Good		2G11X5S34J9124924	NV-108
	Owned	Impala	CHEVROLET	2018			22,964	4	Good		2G11X5S32J9124257	NV-109
Minivan	Owned	Grand Caravan	DODGE	2017		Yes	23,758	5	Good	GRANT	2C7WDGBG7HR853484	NV-124
Minivan	Owned	Grand Caravan	DODGE	2017		Yes	27,561	5	Good	GRANT	2C7WDGBG8HR855096	NV-126
Van	Owned	E-350	FORD	2007		Yes	164,415	15	Poor		1FBSS31L17DB41809	NV-23
Van	Owned	E-250	FORD	2008		Yes	75,127	14	Fair		1FTNS24L58DA29871	NV-27
Van	Owned	E-350	FORD	2009		Yes	112,826	13	Fair		1FBSS31L99DA85850	NV-31
Van	Owned	E-350	FORD	2009			153,200	13	Poor		1FBNE31L89DA85844	NV-39
Van	Owned	E-350	FORD	2011			195,952	11	Poor		1FBNE3BL1BDA12173	NV-45
Van	Owned	E-350	FORD	2012			176,594	10	Poor		1FBNE3BL0CDB31558	NV-8
Minivan	Owned	Grand Caravan	DODGE	2014			80,690	8	Fair		2C4RDGBG2ER190668	NV-87
Minivan	Owned	Grand Caravan	DODGE	2018			33,227	4	Good		2C4RDGBG8JR176624	NV-98

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Minivan	Owned	Grand Caravan	DODGE	2012		Yes	21,765	10	Good	GRANT	2C4RDGBG8CR298645	RESP-128
Van	Owned	E-350	FORD	2012			116,589	10	Fair		1FBNE3BL9CDB31560	SV-10
Minivan	Owned	Grand Caravan	DODGE	2018			23,466	4	Good		2C4RDGBG6JR176623	SV-100
Minivan	Owned	Grand Caravan	DODGE	2016		Yes	11,561	6	Good	GRANT	2C7WDGBG5GR195503	SV-11
Minivan	Owned	Grand Caravan	DODGE	2017		Yes	19,318	5	Good	GRANT	2C7WDGBG2HR838634	SV-111
Van	Owned	E-350	FORD	2007		Yes	189,501	15	Poor		1FBSS31L87DB41807	SV-25
Van	Owned	E-350	FORD	2009			145,740	13	Fair		1FBNE31L79DA85849	SV-37
Van	Owned	E-350	FORD	2011		Yes	129,246	11	Fair		1FBSS3BL9BDA31257	SV-40
Van	Owned	Express	CHEVROLET	2015			117,882	7	Fair		1GAWGPFF2F1284673	SV-50
Van	Owned	Transit	FORD	2015		Yes	91,162	7	Good		1FTNR2CMXFKB01386	SV-60
Van	Owned	Transit	FORD	2015		Yes	120,685	7	Fair		1FTNR2CM3FKB01388	SV-61
	Owned	Impala	CHEVROLET	2018			39,945	4	Good		2G11X5S30J9148072	SV-74
Minivan	Owned	Grand Caravan	DODGE	2018			32,372	4	Good		2C4RDGBGXJR176625	SV-96
Van	Owned	Express	Chevrolet	2015			142,630	7	Fair		1GAWGPFF7F1109500	V-055
Van	Owned	Express	CHEVROLET	2015			162,763	7	Poor		1GAWGPFF7F1109643	V-056
	Owned	Impala	CHEVROLET	2018			32,827	4	Good		2G11X5S3XJ9123535	V-107
Van	Owned	Express	CHEVROLET	2018			98,700	4	Fair		1GAWGEFG0J1335545	V-114
Van	Owned	Express	CHEVROLET	2018			56,474	4	Good		1GAWGEFG5J1335511	V-115
	Owned	Explorer	FORD	2018			20,607	4	Good		1FM5K7B8XJGC85712	V-116
Van	Owned	Express	CHEVROLET	2019			64,560	3	Good		1GAWGEFG7K1153424	V-117
Van	Owned	Express	CHEVROLET	2019			75,610	3	Good		1GAWGEFG3K1158457	V-118
Van	Owned	Express	CHEVROLET	2019			55,127	3	Good		1GAWGEFG9K1155868	V-121
Van	Owned	Express	CHEVROLET	2019			55,252	3	Good		1GAWGEFG9K1156115	V-122
Van	Owned	Express	CHEVROLET	2019			59,967	3	Good		1GAWGEFG3K1156207	V-123
Van	Owned	Transit	FORD	2019		Yes	40,590	3	Good		1FTYR2CM3KKA06742	V-127
Van	Owned	E-250	FORD	2014		Yes	88,040	8	Fair		1FTNS2EW0EDA90338	V-13
	Owned	Malibu	CHEVROLET	2019			15,523	3	Good		1G1ZC5ST9KF158221	V-130
Van	Owned	Transit	FORD	2019		Yes	12,318	3	Good		1FTYR2CM7KKB19805	V-136
Van	Owned	Transit	FORD	2019		Yes	35,393	3	Good		1FTYR2CM4KKB12357	V-137

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Van	Owned	Transit	FORD	2019		Yes	34,519	3	Good		1FTYR2CMXKKB19801	V-138
Van	Owned	Transit	FORD	2019		Yes	29,540	3	Good		1FTYR2CM5KKB19804	V-139
Van	Owned	E-250	FORD	2014		Yes	100,358	8	Fair		1FTNS2EW9EDA90340	V-16
Van	Owned	E-150	FORD	2014			57,406	8	Good		1FMNE1BL5EDA71484	V-30
Van	Owned	E-350	FORD	2009			195,928	13	Poor		1FBNE31L19DA85846	V-34
Van	Owned	E-350	FORD	2011			169,714	11	Poor		1FBNE3BL6BDA12170	V-42
Van	Owned	Express	Chevrolet	2015			130,406	7	Fair		1GAWGPFFXF1108910	V-52
Van	Owned	Express	CHEVROLET	2015			155,244	7	Poor		1GAWGPFF6F1108922	V-53
Van	Owned	Express	CHEVROLET	2017			85,678	5	Fair		1GAWGEFFXH1110471	V-62
Van	Owned	Express	Chevrolet	2017			97,790	5	Fair		1GAWGEFF5H1110166	V-63
Van	Owned	Transit	FORD	2017		Yes	77,800	5	Good		1FTYR2CM9HKA31105	V-64
Van	Owned	E-350	FORD	2012			195,892	10	Poor		1FBNE3BL2CDB31559	VS-009

Southwest Iowa Transit Authority (SWITA)												
Vehicle Type	Owned/ Leased?	Model	Make	Year built	Seating Capacity	ADA Modifications?	Mileage	Age	Condition	Federally funded?	Serial Number	ID
Bus	Owned	FORD EL DORADO	Ford	2007		No	171,959	15			1FDXE45S37DA43005	713
Bus	Owned	FORD EL DORADO	Ford	2008		Yes	235,739	14			1FD3E35S28DB46104	904
Bus	Owned	FORD EL DORADO	Ford	2008		Yes	263,587	14			1FD4E45S38DB47840	905
Bus	Owned	FORD EL DORADO	Ford	2008		Yes	265,051	14			1FD3E35S88DB47838	906
Bus	Owned	FORD EL DORADO	Ford	2008		Yes	138,556	14			1FD3E35SX8DB47839	907
Bus	Owned	FORD EL DORADO	Ford	2008		Yes	199,645	14			1FD3E35S48DB46105	908
Bus	Owned	FORD ELDORADO	Ford	2010		Yes	230,775	12			1FD4E45SX9DA88425	1009
Van	Owned	DODGE CARAVAN ADA	Dodge	2010		Yes	232,560	12			2D4RN4DE6AR164529	1013
Van	Owned	DODGE CARAVAN ADA	Dodge	2010		Yes	175,264	12			2D4RN4DE2AR164530	1014
Bus	Owned	FORD EL DORADO	Ford	2010		Yes	221,000	12			1FD4E45S19DA91519	1016



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Bus	Owned	Ford Eldorado	Ford	2011	Yes	225,941	11			1FD4FE4FS2BDB09613	1201
Bus	Owned	Ford Eldorado	Ford	2011	Yes	221,241	11			1FS4FE4FS4BDB09614	1202
Bus	Owned	Ford Eldorado	Ford	2011	Yes	264,714	11			1FD4FE4FS6BDB09615	1203
Bus	Owned	Ford Glaval	Ford	2012	Yes	167,034	10			1FD4FE4FS9CDB04782	1301
Bus	Owned	Ford Glaval	Ford	2012	Yes	235,788	10			1FD4FE4FS9CDB04788	1302
Bus	Owned	Ford Glaval	Ford	2012	Yes	223,780	10			1FD4FE4FS9CDB04786	1303
Bus	Owned	Ford Glaval	Ford	2012	Yes	235,541	10			1FD4FE4FS2CDB18958	1304
Bus	Owned	Ford Eldorado	Ford	2013	Yes	155,036	9			1FD4FE4FS8CDB30242	1305
Bus	Owned	Eldorado	Ford	2012	Yes	194,900	10			1FD4FE4FS4CDB30240	1306
Bus	Owned	Ford Eldorado	Ford	2013	Yes	157,509	9			1FD4FE4FS6CDB30241	1307
Bus	Owned	Ford Eldorado	Ford	2012	Yes	162,888	10			1FD4FE4FS8CDB30239	1308
Sedan	Owned	Ford Taurus	Ford	2012	No	174,293	10			1FA4HP2EW8CG110979	1401
Bus	Owned	Ford Glaval	Ford	2014	Yes	166,052	8			1FD4FE4FS1EDA88306	1405
Bus	Owned	Ford Glaval	Ford	2014	Yes	272,754	8			1FD4FE4FS5EDA88308	1406
Bus	Owned	Ford Glaval	Ford	2014	Yes	172,139	8			1FD4FE4FS5EDA88305	1407
Bus	Owned	Ford Glaval	Ford	2014	Yes	214,205	8			1FD4FE4FS5EDA88307	1408
Van	Owned	Ford Freestar Se	Ford	2006	No	250,994	16			2FMZA51676BA50952	1501
Bus	Owned	Eldorado Aero Tech	Eldorado	2015	Yes	94,749	7			1FD4FE4FS1FDA25465	1503
Bus	Owned	Eldorado Aerotech	Eldorado	2015	Yes	106,119	7			1FD4FE4FS1FDA25466	1504
Bus	Owned	Eldorado Aerotech	Eldorado	2015	Yes	164,097	7			1FD4FE4FS1FDA25467	1505
Bus	Owned	Eldorado Aerotech	Eldorado	2015	No	113,345	7			1FD4FE4FS1FDA25468	1506
Bus	Owned	Ford/E450 Cutaway	Ford	2016	Yes	139,916	6			1FD4FE4FS6GDC27199	1601
Bus	Owned	Ford/E450 Cutaway	Ford	2016	Yes	145,762	6			1FD4FE4FS6GDC27200	1602
Minivan	Owned	Dodge ADA minivan	Dodge	2016	Yes	91,112	6			2C7WDGBG9GR237526	1603
Minivan	Owned	Dodge ADA minivan	Dodge	2016	Yes	89,763	6			2C7WDGBG9GR237527	1604
Minivan	Owned	minivan	Dodge	2016	Yes	67,188	6			2C7WDGBG9GR237528	1605

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Sedan	Owned	Chevrolet Malibu LS	Chevrolet	2012	No	176,178	10			1G1ZA5EU2CF322100	1701
Bus	Owned	Eldorado 176 WB ADA bus	Eldorado	2017	Yes	77,472	5			1FD4E4FS5HDC19162	1703
Minivan	Owned	Braun(DODGE) Minivan	Dodge	2016	Yes	52,492	6			2C7WDGBG7GR382337	1704
Minivan	Owned	MV-1		2016	Yes	93,556	6			57WMD2C61GM100205	1705
Bus	Owned	AeroElite 320 33 passenger		2016	No	145,951	6			1FDAF5GY0GEA74345	1706

## APPENDIX F: DEFINITIONS

Americans with Disabilities Act	The Americans with Disabilities Act (ADA) became law in 1990. The ADA is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public. The purpose of the law is to make sure that people with disabilities have the same rights and opportunities as everyone else. The ADA gives civil rights protections to individuals with disabilities similar to those provided to individuals on the basis of race, color, sex, national origin, age, and religion. It guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, state and local government services, and telecommunications.
Coordinated Transit	Coordinated transit is the process of coordinating multiple services to provide cost or time savings. Some of the most common examples of coordinated transit nationwide include: <ul style="list-style-type: none"> <li>Combining passengers for trips</li> <li>Sharing dispatching services</li> <li>Inter-local agreements to provide services across boundaries</li> <li>Collaborating on training and certifications</li> </ul>
Coordinated Transit Committee	Committee which oversees 5310 Funding for the Omaha-Council Bluffs Metropolitan Area and coordinated transit work in the area.
Long Range Transportation Plan	MAPA's 2050 Long Range Transportation Plan is a 30 year vision for the future of transportation in the Omaha-Council Bluffs region. The MAPA 2050 Long Range Transportation Plan is developed in harmony with Heartland 2050, ConnectGO, and the other planning initiatives undertaken in the region in recent years. As MAPA's adopted regional vision, Heartland 2050 calls for purposefully probing the fundamental building blocks to community vibrancy.
Mobility Management	Mobility management is when a variety of stakeholders from all levels of service, public and private come together to provide easy to use transit options for the community to access. In the MAPA region this most often means providing referral and information resources about the services which best fit a client's needs.
Transportation Management Area	A Transportation Management Area (TMA) is an area designated by the Secretary of Transportation, having an urbanized area population of over 200,000, or upon special request from the Governor and the MPO designated for the area.

## APPENDIX G: ACRONYMS

ACS	American Community Survey
ADA	Americans with Disabilities Act
CBSA	Core-based statistical area
COG	Council of Governments
CTC	Coordinated Transit Committee
CTP	Coordinated Transit Plan
DACs	Disadvantaged Communities
FTA	Federal Transit Administration
Iowa DOT	Iowa Department of Transportation
L RTP	Long Range Transportation Plan
MAPA	Metropolitan Area Planning Agency
MPO	Metropolitan Planning Organization
NDOT	Nebraska Department of Transportation
ORBT	Omaha Rapid Bus Transit
ProSeCom	Project Selection Committee
RPAC	Regional Planning Advisory Committee
SWITA	Southwest Iowa Transit Agency
TAP	Transportation Alternatives Program (funding)
TMA	Transportation Management Area
TTAC	Transportation Technical Advisory Committee
USDOT	U.S. Department of Transportation

## APPENDIX H: PUBLIC COMMENTS

MAPA held a 30-day public comment period for the Coordinated Transit Plan from August 26, 2022 to September 26, 2022. In addition to the public comment period, MAPA held an open house and an online presentation on Facebook Live of the Coordinated Transit Plan. The Facebook live video received 41 views and can be accessed here: <https://www.facebook.com/MAPA2222/videos/1058039118410719>.

The following public comments were received:

Comment	MAPA Response
<p>The current CTC plan that is being considered for the Omaha area transportation service seems to have significant gaps. The survey that is reflected in this plan was not properly (in my opinion) disseminated to those who truly need improved transportation. I would like to see the survey reissued to give those in desperate need a chance to give feedback.</p> <p>I am also curious what attempts were made to get data from those who are not English speaking?</p> <p>The current set up for transportation does not allow for connections within providers...so many services are limited. The plan did not explain how we are going to address that. I believe that the plan lacks details. People with disabilities took approximately 17 pages before being mentioned....we are a multi marginalized group that needs much more attention.</p> <p>It is my hope that we can look more at that data gaps before going forward with this plan.</p>	<p>This survey process was sent to all stakeholder groups and was posted publicly on MAPA social media sites. MAPA believes this survey was done thoroughly, but will continue to reach out to the communities referenced in this comment throughout the Coordinated Transit Planning process.</p>
<p>Since Bellevue is larger and faster growing than Council Bluffs, the Transit Plan's name should be changed to be reflective of the community/area/region and the where the people living in it are today and not 20 years ago. Perhaps: The Coordinated Transit Plan for the Omaha - Bellevue - Council Bluffs Region</p>	<p>Bellevue is represented in this plan, however the name of the plan follows the name of the metropolitan area, which is the Omaha - Council Bluffs Metropolitan Area.</p>



<p>More emphasis on non-vehicle planning. For example, pedestrians' usage of the street. What are people to do between the actions of driving to a place and entering that place? Suppose I want to walk somewhere. Thank you.</p>	<p>MAPA continues to participate in planning efforts including "Block Talks" which actively engage the community in public involvement activities to address walkability within the community, both for persons covered by the 5310 program, and the broader metropolitan area. Olmstead Act Compliance was also a key discussion point in the April Strategic Planning Session for the Coordinated Transit Plan.</p>
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