

TO: Citizens' Advisory Council

FR: Dan Park, Chairman

Megan Walker, Assistant Planner

RE: July 9th, 2015 Meeting

The Citizens' Advisory Council will meet **Thursday, July 9th at 4:30 pm** at the MAPA Offices – Lobby Conference Room. Please enter the building through Metro's front door and turn left into the glass conference room. The agenda items and meeting materials are available at the MAPA offices and online at <http://www.mapacog.org/boards-a-committees/58-agendas>.

#### **AGENDA**

1. Introductions
2. Approval of minutes  
Staff distributed meeting minutes from **June 11th<sup>th</sup>** with the meeting agenda packet (Action Item). (Attachment)

#### **Discussion Items**

3. 2016 TIP Comments  
The CAC will review the comments made on the 2016 Transportation Improvement Program. (Discussion Item). (Attachment)
4. Heartland 2050 Implementation Update  
MAPA staff will discuss the current phase of the HL2050 Project (Discussion Item).
5. 2050 LRTP Public Involvement Strategies  
MAPA staff and CAC members will review the suggestions made for the 2040 LRTP outreach and expand on these (Discussion Item). (Attachment)
6. Next Meeting  
The next CAC meeting is tentatively scheduled for the 13th of August
7. Adjourn

## Citizens' Advisory Council Minutes

**Date:** Thursday, June 11, 2015, 4:30 p.m.

**Location:** MAPA Offices, Omaha, NE – Lobby Conference Room

**In Attendance:**

Cindi Goff  
Curtis Bryant  
Dan Park  
Robert Hamer  
Steve Ziemba  
Tim O'Bryan

**MAPA Staff:**

Ashley Myers  
Megan Walker

**1. Introductions**

**2. Approval of Minutes** (Action Item) (Attachment)

There was not a meeting quorum and minutes from the April 9, 2015 meeting were not formally approved.

**3. 2016 Transportation Improvement Program (TIP) Review** (Recommendation Item)

Walker presented to the Council the TIP's projects broken up between local/state funding versus federal funding. She indicated the TIP is fiscally constrained and there are no changes.

Park commented on Mayor Stothert's comments of a funding shortage for transportation projects including sewer, infrastructure, etc. of \$175 million which is part of a national trend with a distinct need to address these shortages.

Walker continued by explaining the project selection process with a timeline and explained how projects go through ProSeCom and TTAC as projects are prioritized. She invited Council members to pass along comments to TTAC as the TIP will be presented following its public comment period before being finalized.

Ziemba MOTIONED to recommend the Transportation Improvement Program for TTAC's approval.

Hamer SECONDED.

Motion passed.

**4. Commuter Challenge Presentation** (Discussion Item)

Walker said the EPA has set a range for ozone levels between 65 and 70 ppb and Omaha is in the high 60's. If Omaha reaches nonattainment later this year, more funding may be required for congestion mitigation air quality programs which translates into fewer dollars for other road projects. Because transportation contributes heavily to raising ozone levels, the Little Steps Big Impact campaign targets that issue with many ways where we can easily do our part to fight this problem such as simply driving less.

Another part of Little Steps Big Impact in fighting the ozone problem is the Live Well Omaha's Commuter Challenge. This helps get folks out and using active forms of transportation such as biking, walking, carpooling and using the bus rather than relying on their cars to get to work. If ozone levels continue to rise, the impact can be passed on to the consumer with regulations on their cars, etc.

**5. Call Center Research** (Discussion Item)

Myers addressed the Council updating Call Center information. The Coordinated Transit Committee has worked for years developing a one-call center to be used for all of the human services providers in cities that provide transportation for the elderly, those with disabilities or in need as well as veterans to get them to appointments, etc. A summit was held for human services providers and other interested agencies in January where they provided examples of the centers. Jacksonville, Florida, is using the one-cell center and a representative attended and offered much insight into the process. Myers gave an overview of the various difference forms of one-call centers.

A grant was received from FTA to do research on the centers. MAPA has contracted with LSC Transportation Consultants and they are currently doing a case study for MAPA. Of specific interest is the cost benefits for each of the participating agencies which has been difficult partly because this is such a new concept and it's not been tracked.

**6. Van Pool Update** (Discussion Item)

Myers said the decision has been made to move forward with NDOR regarding the van pool program. NDOR is creating a RFP for contracting the van pooling project and it's hoped the RFP will go out in August. The MAPA staff is developing the proposal/funding plan to give to NDOR in anticipation of receiving CMAQ funding.

**7. Next Meeting**

The next CAC meeting is scheduled for Thursday, July 9 at 4:30 pm. Dan Park has a conflict and will not be in attendance.

**8. Adjourn**

The meeting adjourned at 5:32 p.m.

Metropolitan Area Planning Agency  
2222 Cuming Street  
Omaha, Nebraska  
68102

51503-1618  
Tel: 1-712-322-2966  
June 1, 2015

-To The Members of the Metropolitan Planning Agency-

First may I offer my gratitude for the opportunity to express my interest and concern for the many forthcoming Transportation Improvement Programs you are considering for the Metro Area. A most vital and challenging project.

In regard to the Public Transportation here in the Omaha/Council Bluffs area. There is a serious need in both of these growing communities.

At one point in time, during the 1950's through the 1970's, both Omaha and Council Bluffs had great inter-city and inter-state transit service.

Being a retired resident of the CB/Omaha area, working at W.O.W. Life Insurance Society in Omaha for 17 years and here in Council Bluffs for 27 years I relied on Public Transit for many years. Great service between the two cities and in each town. During this period bus service was every ten minutes between buses. Hard to believe but true.

But over the years with the growth of both cities, influx of cars and the interstate made it difficult for the public transit system to keep up with such rapid change, and indeed is still facing this ever growing situation.

As the situation stands the many residents who no longer can or are able to drive, and the many who cannot afford the luxury of owning a car have an extremely difficult time going to and from their destinations, be it schools, medical appointments, grocery shopping etc etc.

Here in Council Bluffs we have two Bus Routes-The Yellow which serves the ~~XXX~~ West end -Casino-Movie Complex and Two shopping areas and Omaha.

The Blue Bus Serves (in part) the East, from Downtown to Iowa Western College-Bennett Ave to Madison Ave and down to South First and Broadway to Omaha. The Yellow and Blue Bus, which runs every hour, Monday through Friday, and only two <sup>stops</sup> ~~stops~~ have shelters available! (In ~~EEECB~~). My understanding is that Omaha has discontinued them because of so much vandalism.

Then on Saturday, only one Bus is available here (The Yellow Bus) which comes from Omaha to 7th Street in C.B. to go to Wal-Mart, the stores at the Metro Shopping Centre-The Casinos & back to Omaha. No Bus to service the East ~~XX~~ of CB. Plus on Sundays, there are no buses <sup>AVAILABLE</sup> ~~available~~ at all, in Council Bluffs!

There is no easy solution to ~~XX~~ this problem, but as you are well aware, a public transit system is vital to every community, especially so ~~the~~

TWO

Collette K. Fedor

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2222 Cuming Street  
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Tel: 1-712-322-2966

June 1, 2015

*OF RAPID GROWTH*

in this time in cities and their population. A large need to be dealt with and I'm hoping, with the concern and interest and awareness you have, something will bring about a resolve to this, one of many challenges..

My thanks for your time and attention to this input, with hopes it will offer some helpful insight to your quest.

God bless and help and guide you all in the planning and challenges that you are facing for the future of two fine cities.

Cordially Yours,

*Collette K. Fedor*  
Collette K. Fedor

Enc 2  
C/C  
CKF



Ashley Myers &lt;amyers@mapacog.org&gt;

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**Fwd: TIP Public Comment**

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Sue Cutsforth &lt;scutsforth@mapacog.org&gt;

Wed, Jun 24, 2015 at 10:12 AM

To: Ashley Myers &lt;amyers@mapacog.org&gt;, Megan Walker &lt;mwalker@mapacog.org&gt;

**Sue Cutsforth**

Communications Coordinator  
Metropolitan Area Planning Agency (MAPA)  
2222 Cuming Street  
Omaha, NE 68102  
(402) 444-6866, ext. 226  
[scutsforth@mapacog.org](mailto:scutsforth@mapacog.org)

----- Forwarded message -----

From: **Mmbulger8 via MAPA** <[mapa@mapacog.org](mailto:mapa@mapacog.org)>

Date: Wed, Jun 24, 2015 at 10:07 AM

Subject: TIP Public Comment

To: [mapa@mapacog.org](mailto:mapa@mapacog.org)

Hello,

**Metro Transit governance and accountability appears to be in conflict of the guiding principles for TIP regarding public involvement and fiscal accountability.**

Metro Transit is governed by the Transit Authority Board. These Board members are not elected by the public, nor do they represent the totality of the Area of Omaha. The City of Omaha, Mayor's Office, and City Council have no interest, knowledge or influence over Metro Transit. There is no City of Omaha stakeholders representation with Metro Transit.

TIP is too complicated to be understood by most; and most are too busy to be actively engaged in MAPA. Those that are most involved with MAPA likely have a sole interest that impacts them most, sometimes at the expense or cannibalization of others.

**Elected representation is needed for those that are unable to lobby MAPA. Many that ride public transportation, are low income, minority and disabled people.**

Recent major bus route changes were made. Most that attended the public meeting opposed the changes. Surveys used to justify the changes were conducted before the changes were proposed. The disabled were not included or counted in the survey. The public meetings were open house format. People with concerns were isolated by staff so the public could hear the concerns of others. The issues were hidden like needles in a haystack. The public was only told the improvements, later hours and increase weekend coverage. They were not told about the cuts in service and the impact it had on the disabled in some areas. The Transit Authority Board never attended any public meetings. What was the decision making process supposed to be and was it followed?

The TIP plan looks great. Who is looking out for those that are unable to find the issues or hidden loopholes, like those that were hidden from the public during the recent bus route changes? Who is making sure that it is being followed? Where does one go for assistance and representation when there are issues raised from the public?

It is not always possible to please everyone in the public, but it is very reasonable to expect that the public be treated honestly, equally, and fairly.

Respectfully,

Mark Bulger  
President, Omaha Association of the Blind  
[402-201-0163](tel:402-201-0163)