

# TRANSPORTATION TECHNICAL ADVISORY COMMITTEE



Friday, August 19, 2022 | 10:00a

Boardroom - Main Level of the Metro Transit Building

## AGENDA

### Action Items

For TTAC Approval

**A. Approval of the Minutes from the July 22, 2022 meetings**

**B. TTAC Chair and Vice-Chair Election**

Committee members can nominate members to fill either position.

Recommendations to MAPA's Board of Directors

**C. Safe Streets and Roads for All Application**

Jim Boerner will present the proposed application for funding a Comprehensive Safety Action Plan. Staff requests TTAC recommendation in favor of approving the presented resolution.

**D. Draft Coordinated Transit Plan (CTP)**

Travis Halm will present the in-development CTP, an effort to plan for continued paratransit service in the region, and request a recommendation to open a 30 day public comment period.

### Discussion Items

**E. Highway 75 Corridor and Freight Strategy Update**

Court Barber will present an update on the progress of the study, including cost estimates for remaining alternatives.

**F. MAPA Committee Structure Discussion**

Court Barber will lead a discussion on ideas for restructuring MAPA's committees.

**G. Member Agency Updates**

We will take some time to remember Tom Doyle, Douglas County Engineer since 1983, who passed on August 6th.

**H. Additional Business**

### Future Meetings & Events

- **MAPA Board of Directors: Thursday, August 25, 2022**
- **TTAC: Friday, September 16, 2022**

*Meeting Quorum: The presence of ten (10) members of TTAC at an officially called meeting shall constitute a quorum.*

# **Agenda Item A**

## **Meeting Minutes**

# TRANSPORTATION TECHNICAL ADVISORY COMMITTEE



Friday Jul 22, 2022

Metropolitan Area Planning Agency  
2222 Cuming Street, Omaha, NE 68102  
402-444-6866

## MINUTES

In attendance:

### Voting Members

Matt Cox (City of Council Bluffs)  
Pat Dowse (City of La Vista)  
Derek Miller (City of Omaha)  
Mark Stursma (City of Papillion)  
Dan Kutilek (Douglas County)  
Lauren Cencic (Metro)  
Maurice Hinchey (NDOT)  
Damion Stern (NDOT)  
Dan Owens (Omaha Airport Authority)  
Dennis Wilson (Sarpy County)  
Curtis Nosal (NDOT)  
Bruce Fountain (City of La Vista)

### Non Voting Members

Jessica Smith (Benesch)  
Katie Saurno (Olsson)  
David Anderson (Felsburg Holt & Ullevig)  
Dean Dunn (City of Bellevue, Virtual)  
Darla Hugaboon (Iowa - FHWA, Virtual)

### MAPA

Carlos Morales  
Jim Boerner  
Court Barber (Virtual)  
Michael Blank

Dennis Wilson called the meeting to order at 10:02am.  
Quorum was met.

## Action Items

For TTAC Approval

### **A. Approval of the Minutes from the May 20 and July 17, 2022 meetings**

Someone moved to approve both sets of minutes, seconded by Kutilek. Motion carried.

Recommendations to MAPA's Board of Directors

### **B. Amendment 8 - FY2022 Transportation Improvement Program (TIP)**

Court Barber brought Amendment 8 to TTAC. TAP-MAPA spending authority is being increased to align with IIJA estimates through FFY2027. The increased estimate enables MAPA to maintain fiscal constraint for the shift in funding for Papillion's project.

Censic moved to approve Amendment 8, seconded by Miller. Motion carried.

**C. UPWP Amendment 1**

Carlos Morales brought Amendment 1 to TTAC.

- Budget table change for carry over from Iowa DOT FY 2022 funds per Iowa DOT direction.
- Change label in contract budgets (budgets were switched to reflect actual funding) for:
  - 260 Little Steps Cleaner Air Campaign.
  - 260 Travel Demand Services (80/20)
- Narrative addition to City of Omaha PL funding narrative, no change in funding amount.

Miller moved to approve Amendment 1, seconded by Hinchey. Motion carried.

## Discussion Items

**D. NDOT Presentation on the National Electric Vehicle Infrastructure (NEVI) Formula Program**

**NDOT [Curtis Nosal]:** Craig's Boss, project manager for statewide NEVI. Funding for this came from the Bipartisan infrastructure bill, with funding towards new electric vehicle charging infrastructure. Deadline for submitting is August 1st. NEVI Program Basics: \$6 Million/Year over 5 Years, and is a 80/20 Program. There are various types of EV charging stations, with the one NEVI is focused on is DC Fast Charge. Electric infrastructure is not something NDOT usually dealt with, so this has been a learning experience.

BIL Program Goals:

- Goal 1: Develop a program for how the State of Nebraska intends to use the apportioned NEVI Program Funds consistent with statutory requirements.
- Goal 2: Support the national goal of a network of 500,000 interconnected EV chargers that by 2030 provides/ensures convenient, reliable, affordable and equitable experiences for all users.
- Goal 3: Review designated Alternative Fuel Corridors and consider additional corridors as part of the sixth round of Request for Nominations.
- Goal 4: Develop a plan that supports the broader Justice40 Initiative of 40% of benefits from federal investments in climate a clean energy infrastructure are distributed to disadvantaged communities.

Every 50 miles is the requirement for a charger on I-80.

Plan Development Tasks:

- Develop Nebraska Program Framework.
- Map Current Locations/Future Conditions.
- Identify/Select Locations.
- Program Evaluation.

We have around 2,600 fully electric vehicles across the state of Nebraska, or about 0.16% of vehicles. In District 2 (Omaha area) it's 0.27%.

NDOT has used surveys for engagement, and we far exceeded what we expected to get back on our first survey, which had around 11,000 responses. Additionally for engagement we have the NDOT webpage.

Nebraska recently passed legislation for P3, and while NDOT is not using it yet, we are moving to implement it.

**Mark Stursma:** For qualifying sites, we are focused on building out the I-80 corridor for every 50 miles. If you're under 50 miles, do you still qualify for a site?

**Curtis Nosal:** It is possible, just you would have less priority. The fact is the country is not uniform, there are places out in the Rockies or in western Texas where there are large gaps of electric charging stations, and even gas stations.

**Dan Owens:** Is the electric infrastructure included in the cost?

**Curtis Nosal:** It is.

?: How many chargers at each station?

**Curtis Nosal:** It will be four, but we will have to see if Washington [DC] will be more lenient and changes on four and allows more of a variance for how many chargers per station.

?: Can Tesla charge at these stations?

**Curtis Nosal:** They should be able to yes, it's just that other electric cars can't charge at Tesla chargers, they instead have to use universal charges.

**Carlos Morales:** Does Buy America apply?

**Curtis Nosal:** Yes. One last thing, if anyone else has any questions, feel free to reach out to me.

#### **E. Safe Streets for All Update**

**MAPA [Jim Boerner]:** The Bipartisan infrastructure bill provides a lot of funding also towards projects related to Safe Streets for All. Funding for these types of projects are given more leeway relative to other transportation projects, more local focused. MAPA's Safe Streets for All plan will include all related projects across all eligible entities. For this we need to incorporate the National Road Safety Strategy Guidance.

Application details:

- Requirements:
  - Applicant geography bound by census tracts.
  - Multiple applications from overlapping geographies not allowed.
  - Evaluation of local roads.
- Plan:
  - MAPA submitting Joint Planning Grant application.
  - City of Omaha is a co-applicant.
  - Requesting City Council resolution for support in August.
  - MAPA application to TTAC and Board next month.

MAPA application covers all MPO members - please don't apply separately! We are currently in year 1 of 5.

#### **F. Committee & Subcommittee Bylaws Update**

**MAPA [Carlos Morales]:** One of things we are looking at in our bylaws is representation. There was a Federal comment on our lack of meeting Quorum. We are also looking at our project selection committee and other subcommittees and how to get them to be representative of our projects.

#### **G. Member Agency Updates**

**MAPA [Carlos Morales]:** Safe streets for all is consuming most of the work we are doing, the reconnecting communities. Reconnecting communities looks at how to alter a highway, be it cap it, tear it down, and so on, to reconnect communities. We have a grant section where we are constantly feeding discretionary funding.

**Lauren Censic, Metro Transit:** We are getting some changes to get access to additional funds. We did the MetroNEXT plan, which shows what new routes and frequencies we want by 2030, which focuses on not just our current service area but potential future service area. We are doing an art contest for middle and high school students to make a painting celebrating transit in Omaha, submissions due at the end of this month. Lastly, we opened a new station for ORBT, and it is already being used and going well.

**Dan Kutilek, Douglas County:** Update on 180th Street and other county projects.

**Dan Owens, Omaha Airport Authority:** We have 3-4 months left on the project to rebuild the roadway entrance to the airport. We have completed a section of roadway up to the third level of the garage. In the last couple of weeks we secured a discretionary grant through the Bipartisan infrastructure bill to rebuild some of the roadway to add an extra lane and an entire canopy over the entire pickup and dropoff area. We are also under design right now to redesign and expand the terminal building. We should be finished with design sometime next year.

**Pat Dowse, City of La Vista:** Update on the Applewood Creek Trail progress, lane closures, and additional bike and ped improvement projects.

**Bruce Fountain, City of La Vista:** We received the bike and pedestrian grant through Heartland 2050.

**Maurice Hinchey, NDOT:** The work around Highway 75 is underway, with some sections already being paved. There were going to be more sections paved but there were some problems at the cement plant. In the downtown, the two bridges over 24th are all done. Someone decided to avoid using the detour at Dodge street so the driver moved the barriers, drove around the construction equipment, and flew off an incomplete section, destroying part of the truck. Next day when the driver came to get the truck, he told the police someone stole it, to which the driver was asked if it was stolen, how did he know where to go to get it.

**Mark Stursma, City of Papillion:** [Work at 132nd and Lincoln for signal installation. Helping to prepare a lawsuit pertaining to easements on 84th.

**Dennis Wilson, Sarpy County:** We are looking towards a possible project on Harrison street. Bellevue took over Fort Crook bridge, and we thank them for that.

#### **H. Additional Business**

**MAPA [Jim Boerner]:** Sarpy County I-80 project, we now have the survey and interactive map out, we would like your thoughts on that, and that will be open until August 10th on MAPA's website.

**A motion to adjourn was made at 11:18am.**

# **Agenda Item C**

## **Safe Streets and Roads for All Application**

**MAPA SS4A Grant Application  
Narrative (max 300 words)**

MAPA is the MPO for the Omaha-Council Bluffs Region, encompassing multiple municipal jurisdictions across both Nebraska and Iowa. MAPA brings together local governments and a variety of public and private stakeholders to engage in regional transportation planning. MAPA is applying jointly with the City of Omaha, which is currently developing a Vision Zero action plan that will be included and referenced in the proposed regional action plan. The regional action plan will cover MAPA's TMA, with the exception of unincorporated Pottawattamie County, which will be included in a separate application submitted by ICEA.

The proposed study area experienced 290 roadway fatalities from 2016 to 2020 (fatality rate of 7.02 per 100K). Over 13.7% of our regional population lives in underserved communities, however, they experienced 17.4% of all local roadway fatalities, with 44.8% of all non-motorist fatalities occurring within 100 feet of a disadvantaged community. MAPA also serves smaller rural communities that have historically been unable to benefit from federal transportation funding due to limited resources.

MAPA's Regional Comprehensive Safety Action Plan will build on MAPA's current safety planning efforts and achieve zero deaths by 2040. It will prioritize strategies that maximize opportunities for discretionary funding to implement local roadway projects in rural and disadvantaged communities. Additionally, MAPA will continue emphasizing public engagement throughout the planning process to develop solutions that adequately serve these communities. It will examine incidents among a variety of road users including, but not limited to, pedestrians, bicyclists, public transportation users, personal conveyance and micromobility users, motorists, and commercial operators. The plan will also develop low-cost, high-impact solutions and strategies at the regional level, complementing State systemic safety projects, and using innovative technologies under an evidence based, comprehensive safety action plan framework, to achieve the greatest impact.

**Word Count: 294**



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

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 Infrastructure Investment and Jobs (IIJA) Acts requires MPOs to set targets cooperatively with other planning partners; and

WHEREAS, MAPA has elected to set its own federal PM1 Safety Performance Targets in coordination with our members and the Nebraska Department of Transportation (NDOT) and the Iowa Department of Transportation (Iowa DOT); and,

WHEREAS, MAPA has developed an advisory committee representing a range of regional traffic safety stakeholders who assist in establishing and evaluating progress towards these measures; and,

WHEREAS, the IIJA provides over \$1B in roadway safety funding available in the form of Safe Streets and Roads for all (SS4A) grants available only to communities and regions with an eligible Comprehensive Safety Action Plan; and,

WHEREAS, MAPA is a partner in the City of Omaha's Vision Zero Action Plan (VZAP) which will maximize the City's potential to reduce the number of fatalities and severe injuries down to zero across the transportation system; and,

WHEREAS, nationwide, traffic deaths are increasing at an alarming rate and disadvantaged and underrepresented communities within the MAPA region have experienced a higher rate of nonmotorist fatalities than state averages; and,

WHEREAS, MAPA members will participate in development of a Comprehensive Safety Action Plan and assist the Omaha-Council Bluffs region to achieve significant decline in roadway fatalities and serious injuries on local roads with the goal of achieving zero by 2040; therefore be it

RESOLVED, that MAPA approves the joint applicant submission of a Safe Streets and Roads for All Planning Grant with the intention of developing a regional Comprehensive Safety Action Plan for all member jurisdictions within the Nebraska portion of the TMA, and the four cities within the Iowa portion of the TMA.

PASSED this 25th Day of August, 2022

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Doug Kindig  
Chair, MAPA Board of Director

# **Agenda Item D**

## **Draft Coordinated Transit Plan**

# COORDINATED TRANSIT PLAN

—  
**2022 DRAFT UPDATE**



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# Introduction

## Coordinated Transit Plan Background

The MAPA Coordinated Transit Plan (CTP) sets regional priorities for investments and initiatives, provides 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 and the MAPA Long Range Planning process.

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](#)<sup>1</sup> 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.

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<sup>1</sup> 49 U.S.C. § 5310

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

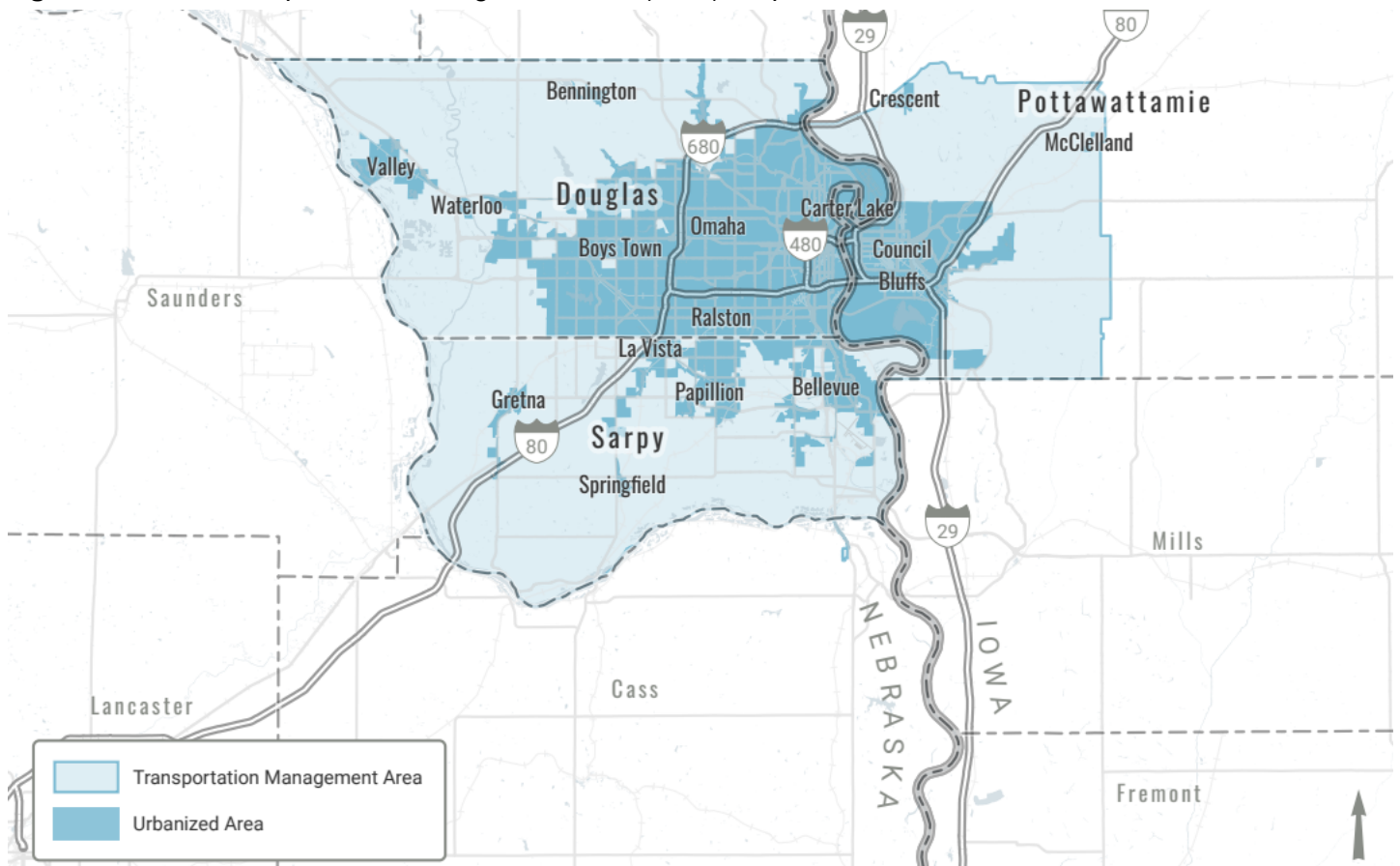
This program (49 U.S.C. § 5310) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting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

## 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:

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 new 2020 US Census data, and the latest data from the 2021 American Community Survey (ACS). 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.

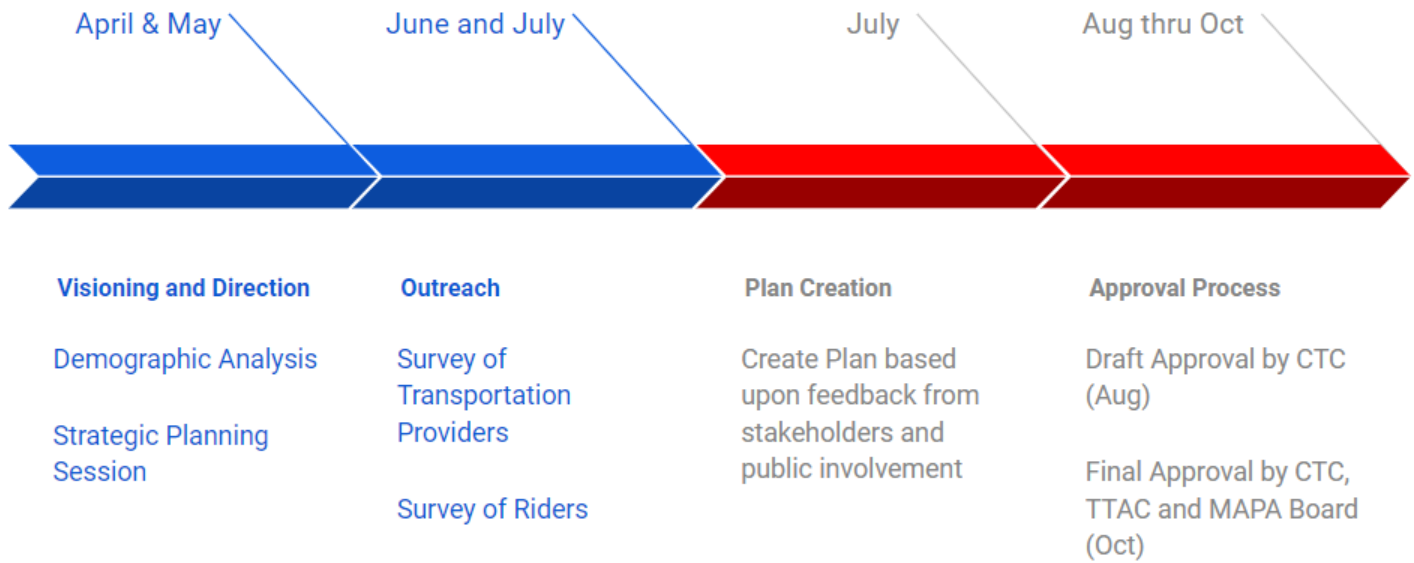
### **Outreach**

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 will be 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 and zero vehicle households and their correlation 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<sup>2</sup>. Current population estimates are therefore calculated from ACS 5 year estimates for 2016-2020<sup>3</sup>. Data from 1970 through 2010 are taken from decennial census data<sup>4</sup> 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.

### 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).

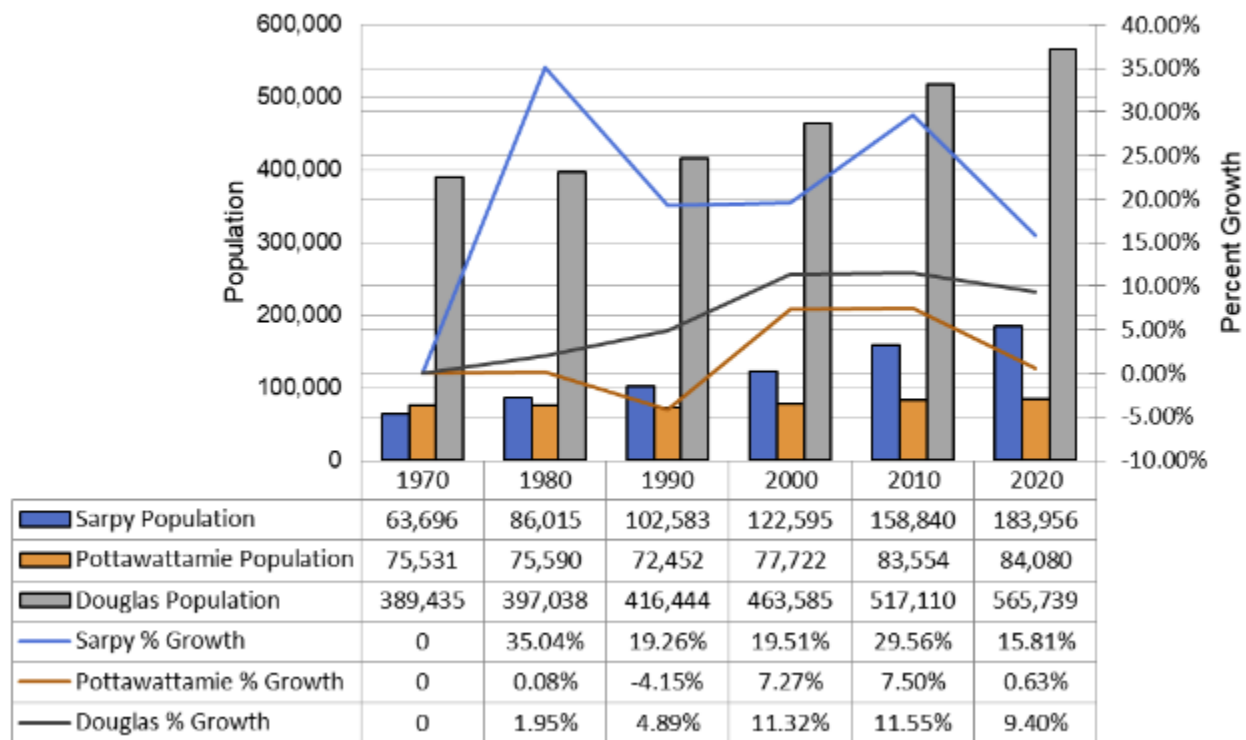
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<sup>2</sup> U.S. Census Bureau (2020). About 2020 Census Data Products. Retrieved from <https://www.census.gov/programs-surveys/decennial-census/decade/2020/planning-management/release/about-2020-data-products.html>

<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>

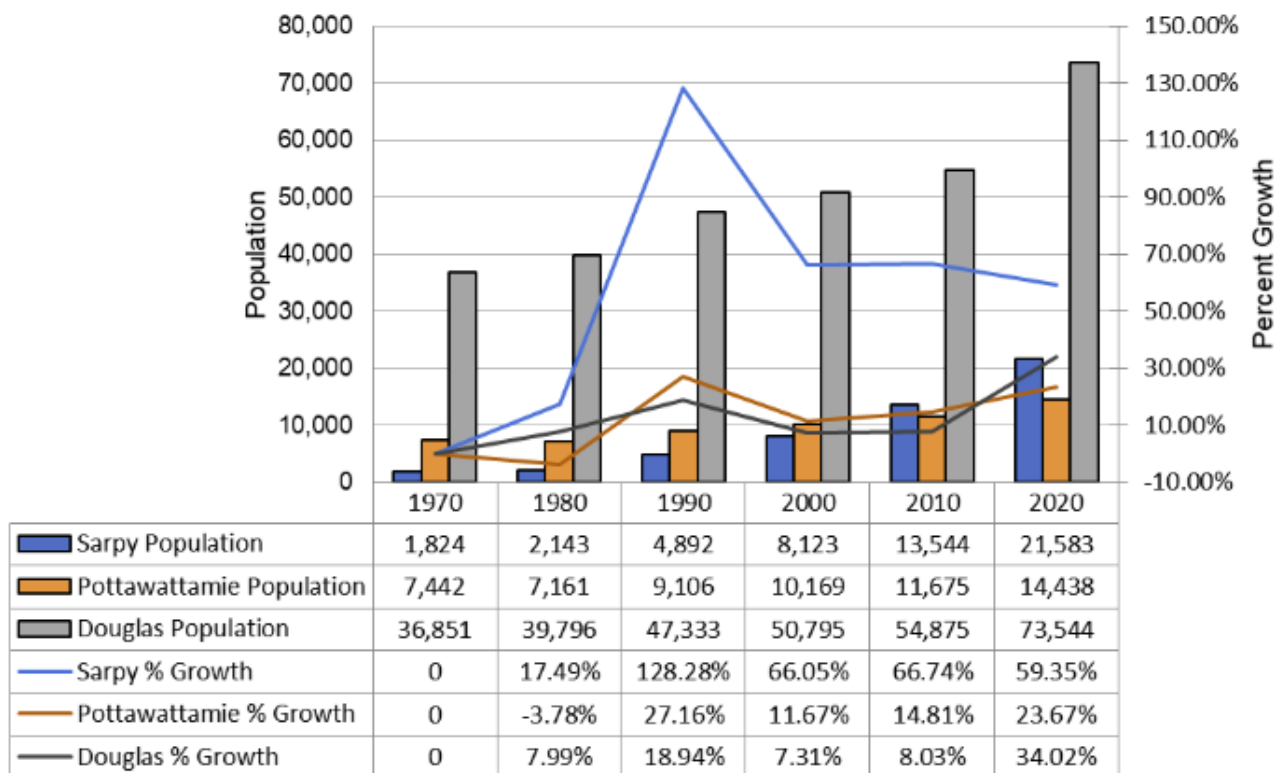
**Figure 2:** Total population and percent growth over time for the Omaha/Council Bluffs TMA from 1970 and 2020, split by County.



## Persons over 65 years of age

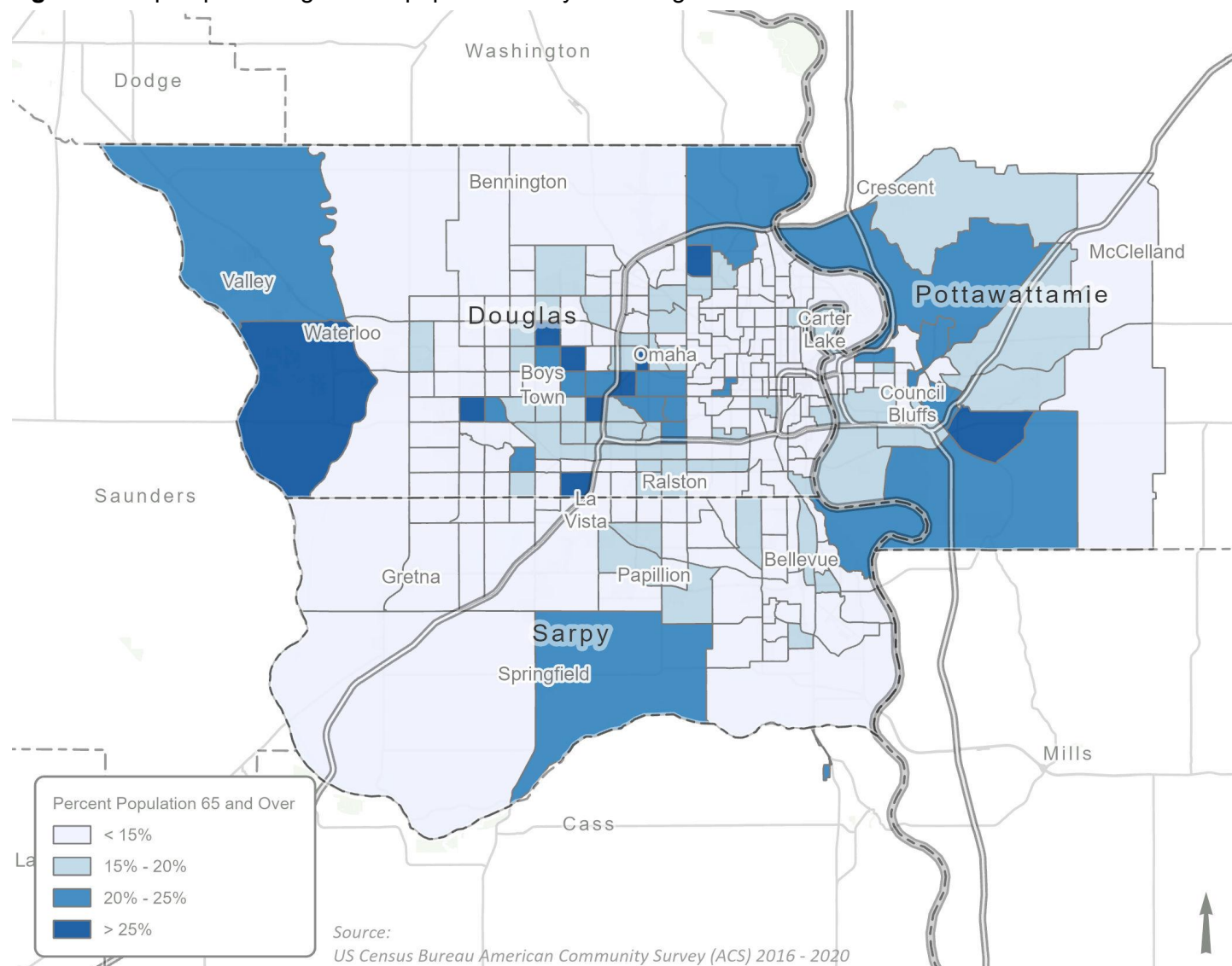
Presently there are 109,565 persons over 65 in the Omaha - Council Bluffs Metropolitan Area, roughly 13% of the total population, according to the American Community Survey. This is an increase of 22.5% since the last coordinated transit plan in 2017, when there were 89,437 persons over 65. Population 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.

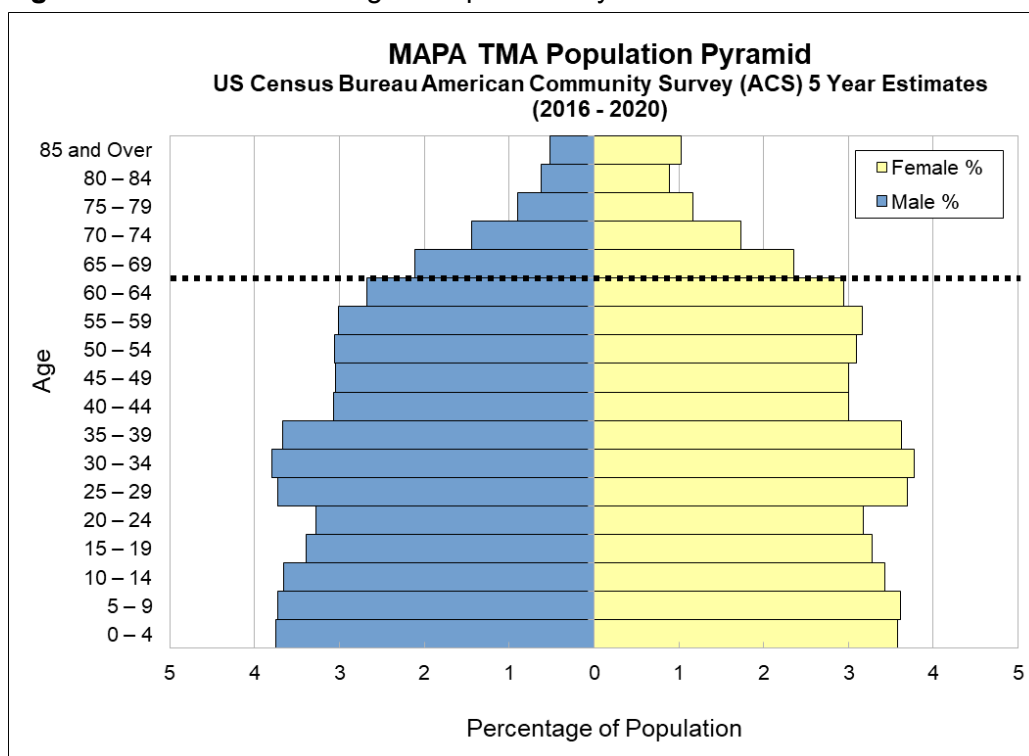


Many of people over the age of 65 live outside of the urban core (figure 4) making it difficult to provide effective and consistent transportation services. In Nebraska and parts of Iowa, rural and suburban area transit needs are served by various nonprofits or by private caregivers which often puts 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 nationwide trend towards an aging population (figure 5).

**Figure 4:** Map of percentage of the population 65 years of age and older



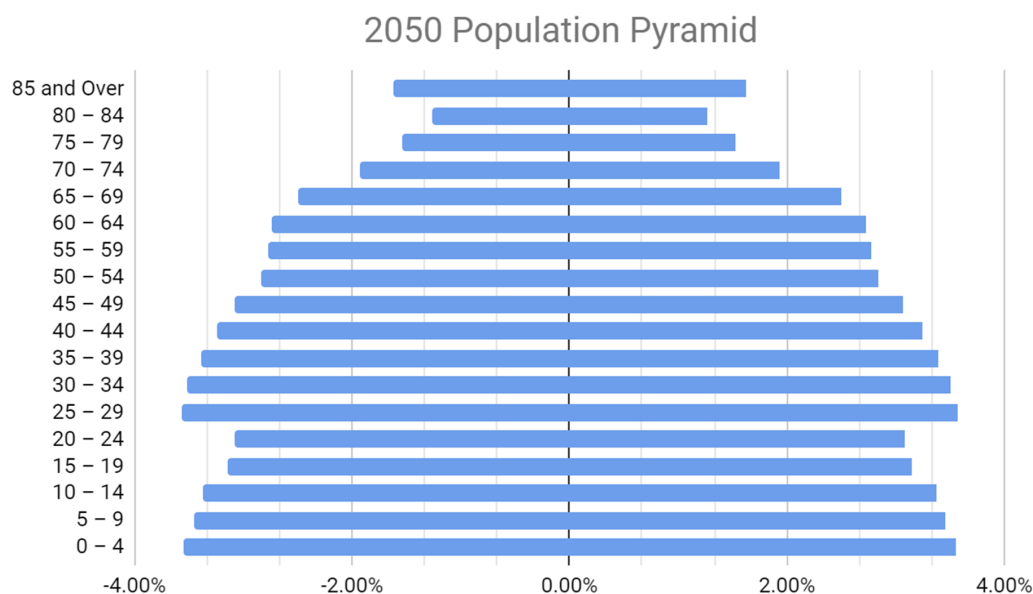
**Figure 5: Current MAPA Region Population Pyramid**



### 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).

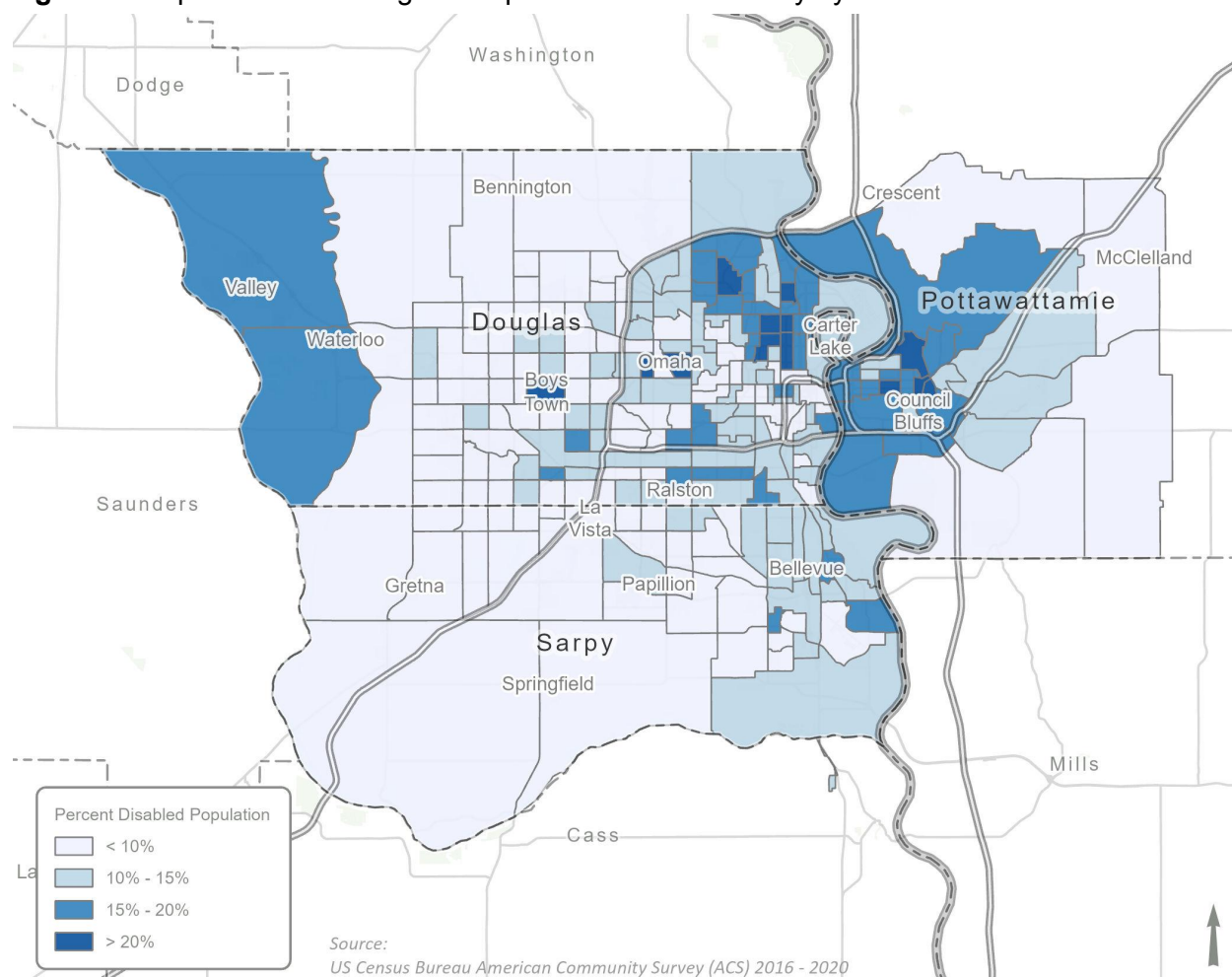
**Figure 6: Projected population pyramids for MAPAs TMA in 2050.**



## 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.

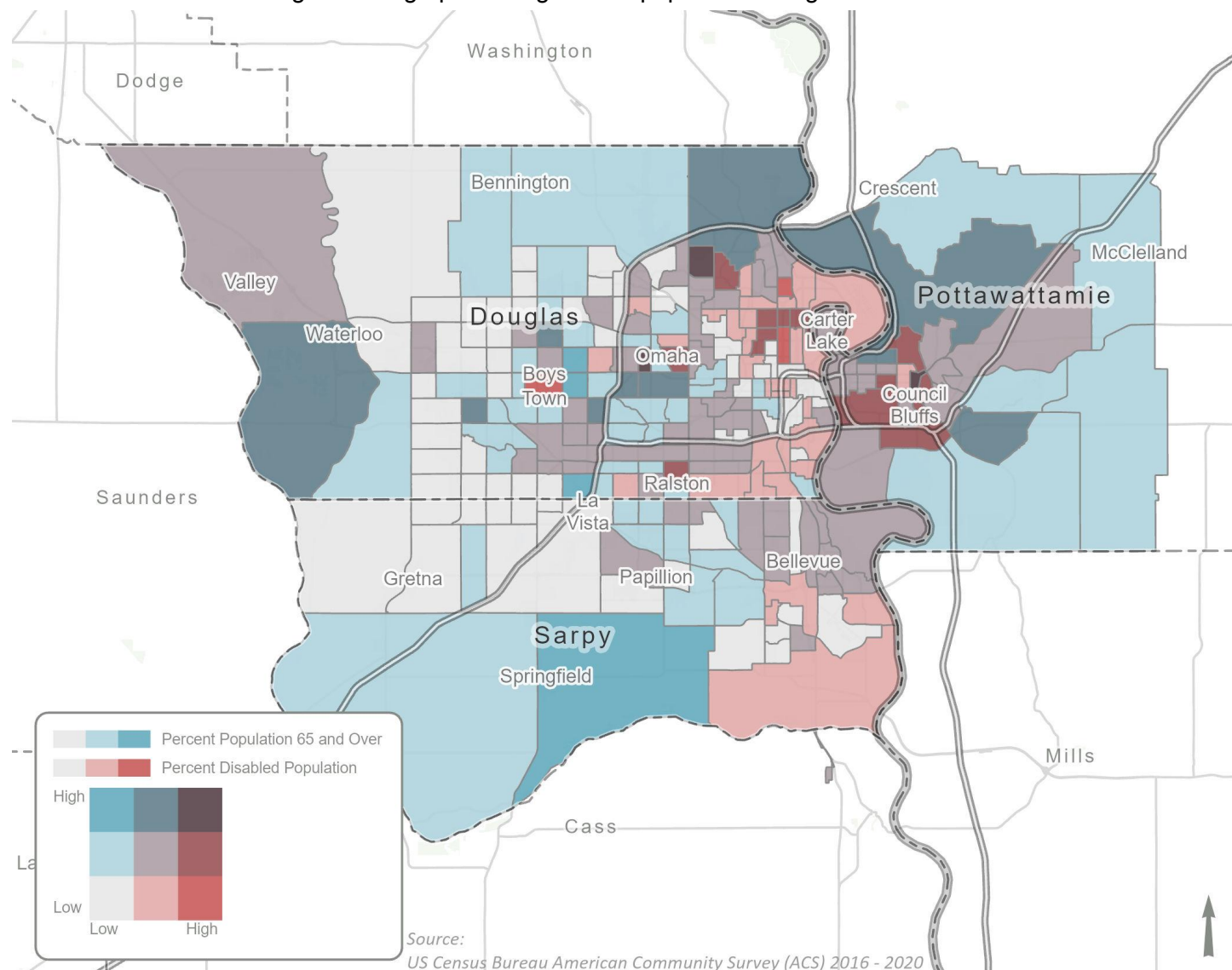
**Figure 7:** Map of the Percentage of Population with a disability by census tract



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, in order to use the planning process to advocate 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.

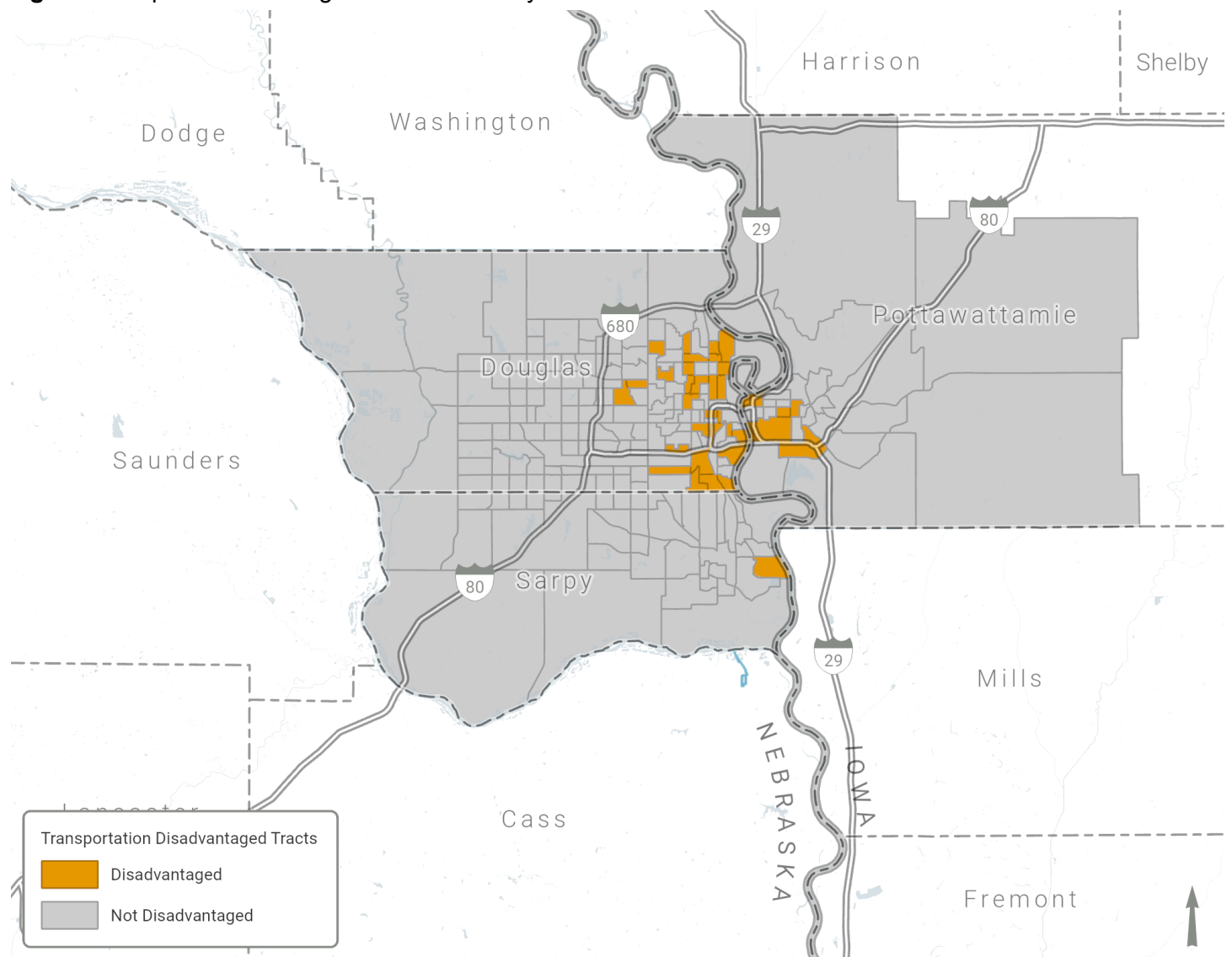
Interim definitions for disadvantaged communities (DACs) have been developed by the U.S. Department of Transportation (DOT). DOT methodology evaluates each community at the census tract level against six categories. Each category has one or more measurable indicators which are ranked nationally. The 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<sup>5</sup>.

Disadvantaged communities in the Omaha-Council Bluffs metropolitan area exist primarily in the downtown cores where social and transit services are focused (figure 9), 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.

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<sup>5</sup> U.S. Department of Transportation Justice40 Initiative. <https://www.transportation.gov/equity-Justice40>

**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<sup>6</sup> 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<sup>7</sup>. 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.

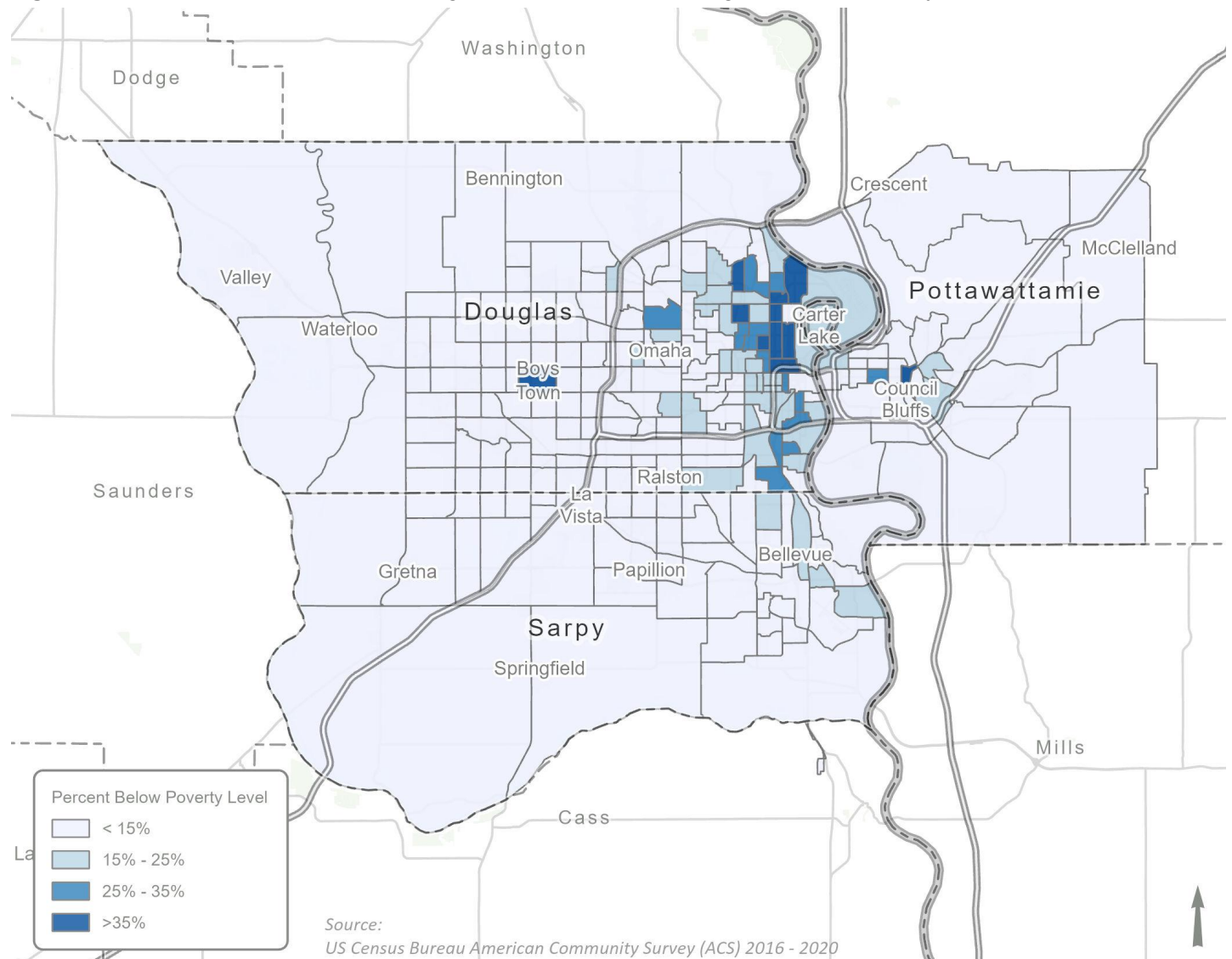
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<sup>6</sup> U.S. Census Bureau (2020). 2016-2020 American Community Survey 5-year Estimates Subject Tables 9CSV Data File]. Retrieved from

<https://data.census.gov/cedsci/table?q=S1701%3A%20POVERTY%20STATUS%20IN%20THE%20PAST%2012%20MONTHS&tid=ACST5Y2020.S1701>

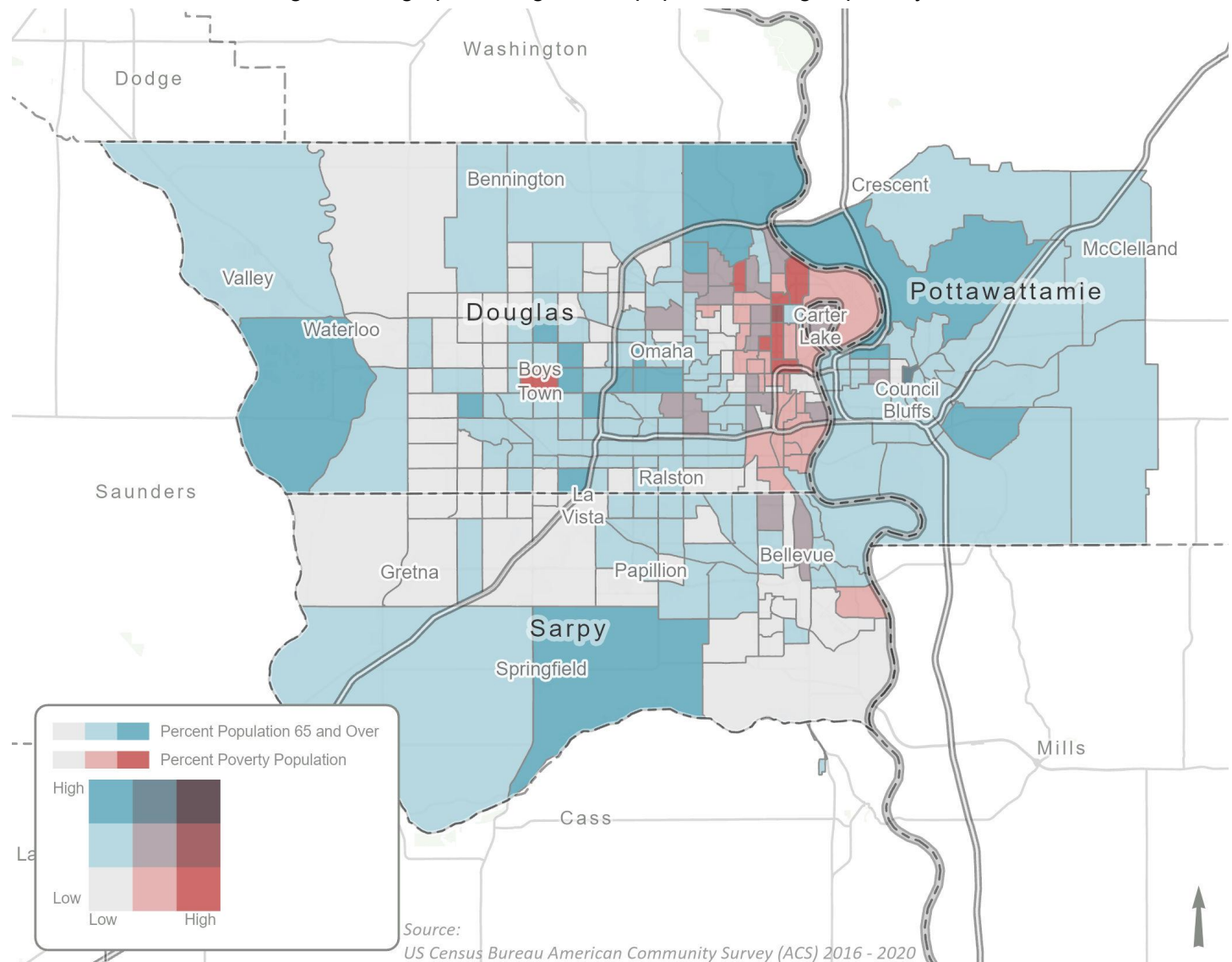
<sup>7</sup> United States Census Bureau: How the Census Bureau Measures Poverty. Accessed online <https://www.census.gov/topics/income-poverty/poverty/guidance/poverty-measures.html>

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



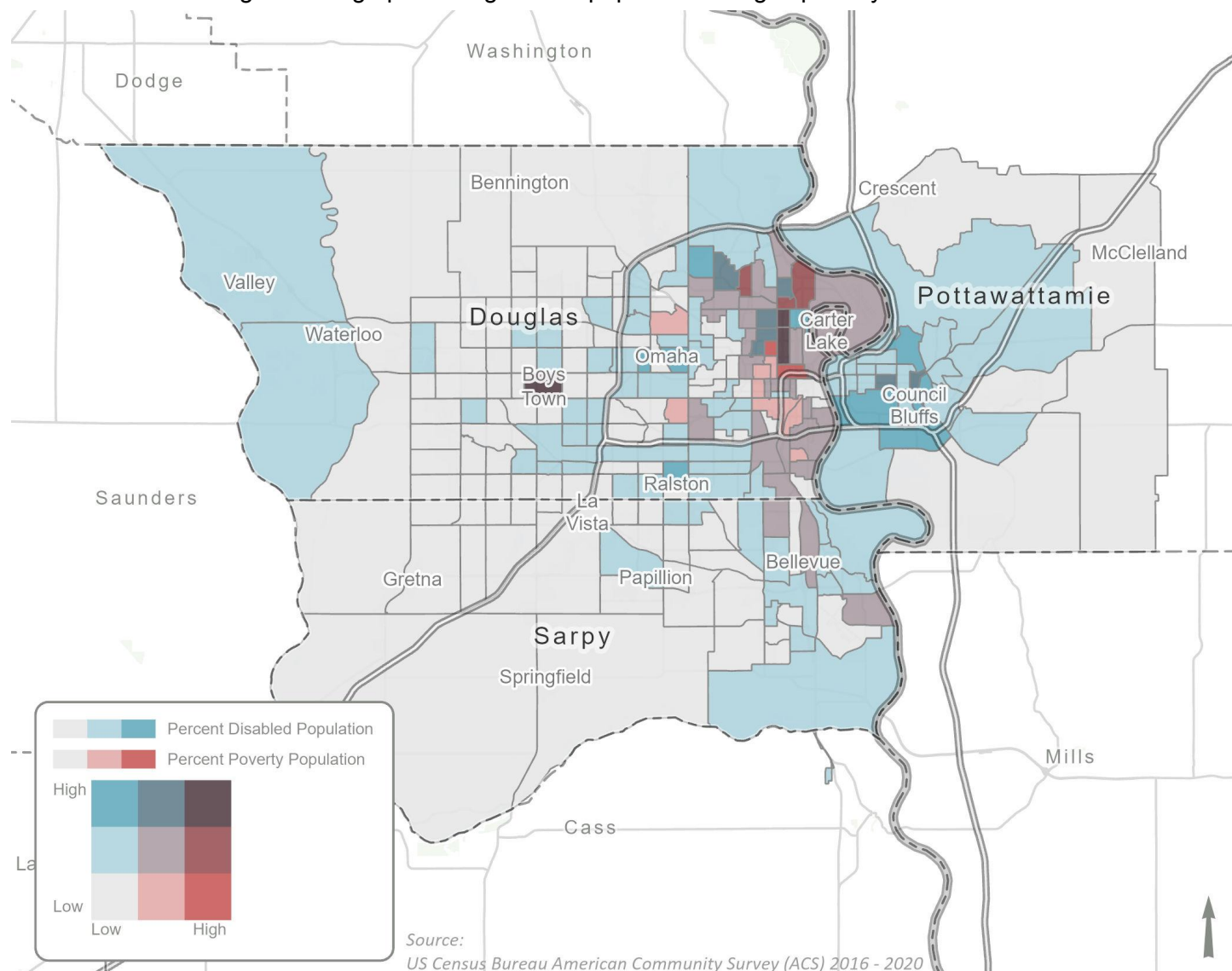
Though there is some overlap between persons over 65 and those living in poverty (figure 11), there is a stronger spatial relationship between persons with disabilities and persons living in poverty, particularly in areas of North Omaha, South Omaha, and Carter Lake (figure 12).

**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.

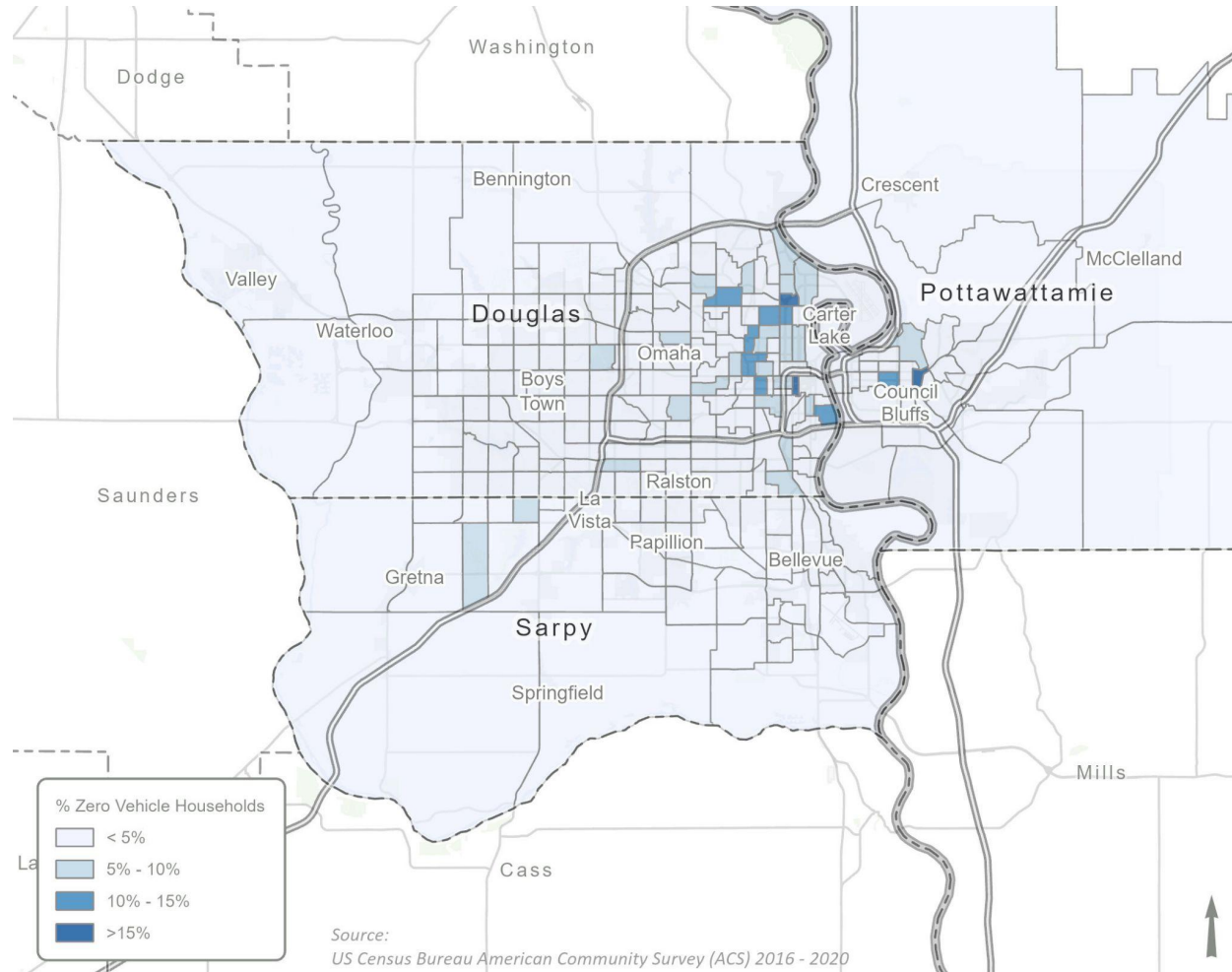
**Table 1:** Percentage of persons 65 and older and/or with a disability populations currently living in poverty (rolling average of 2016-2020) compared to approximately 5 years prior (rolling average of 2011-2015).

	% 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)

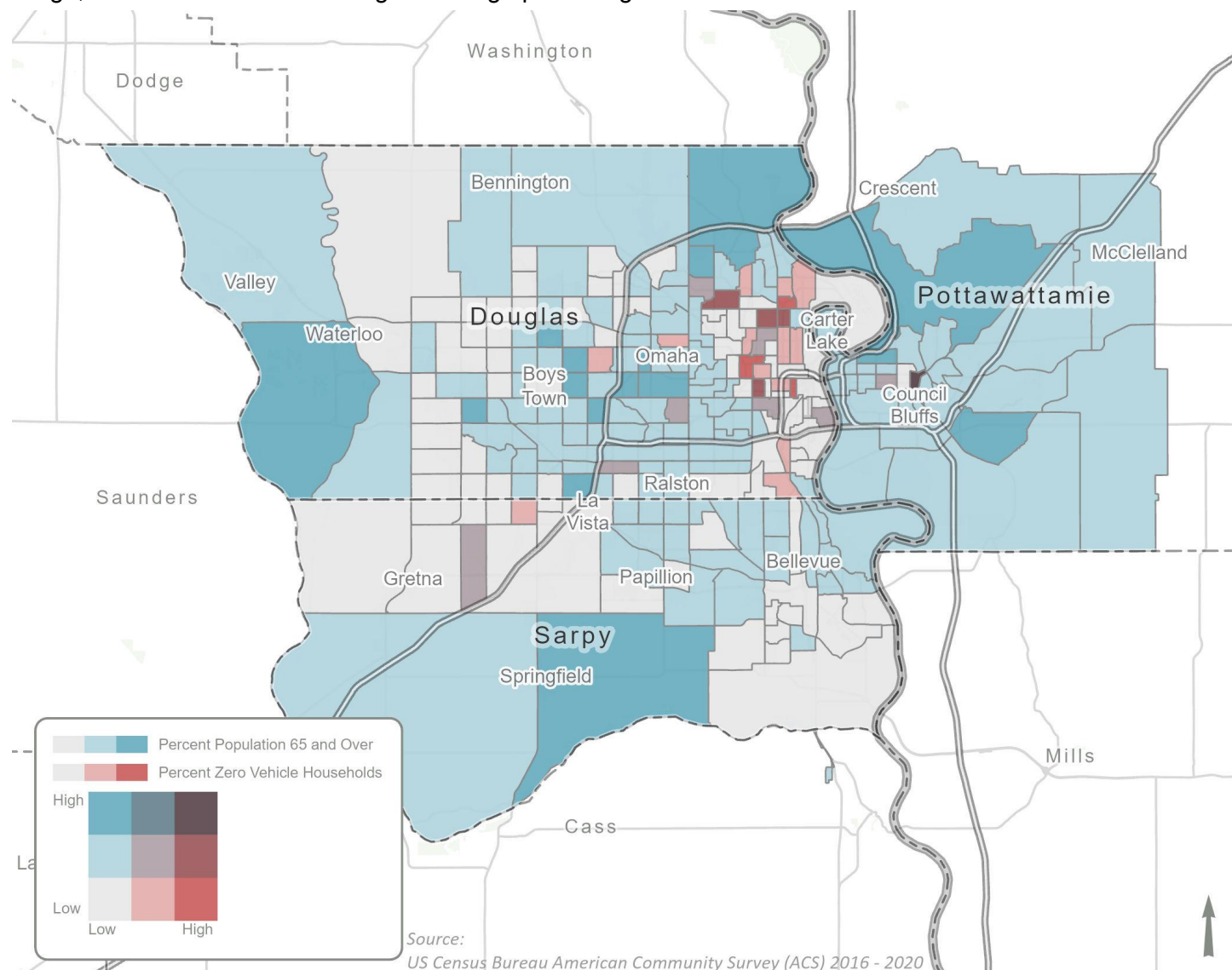
**Figure 13:** Map of Percentage of Zero-Vehicle Households per census tract



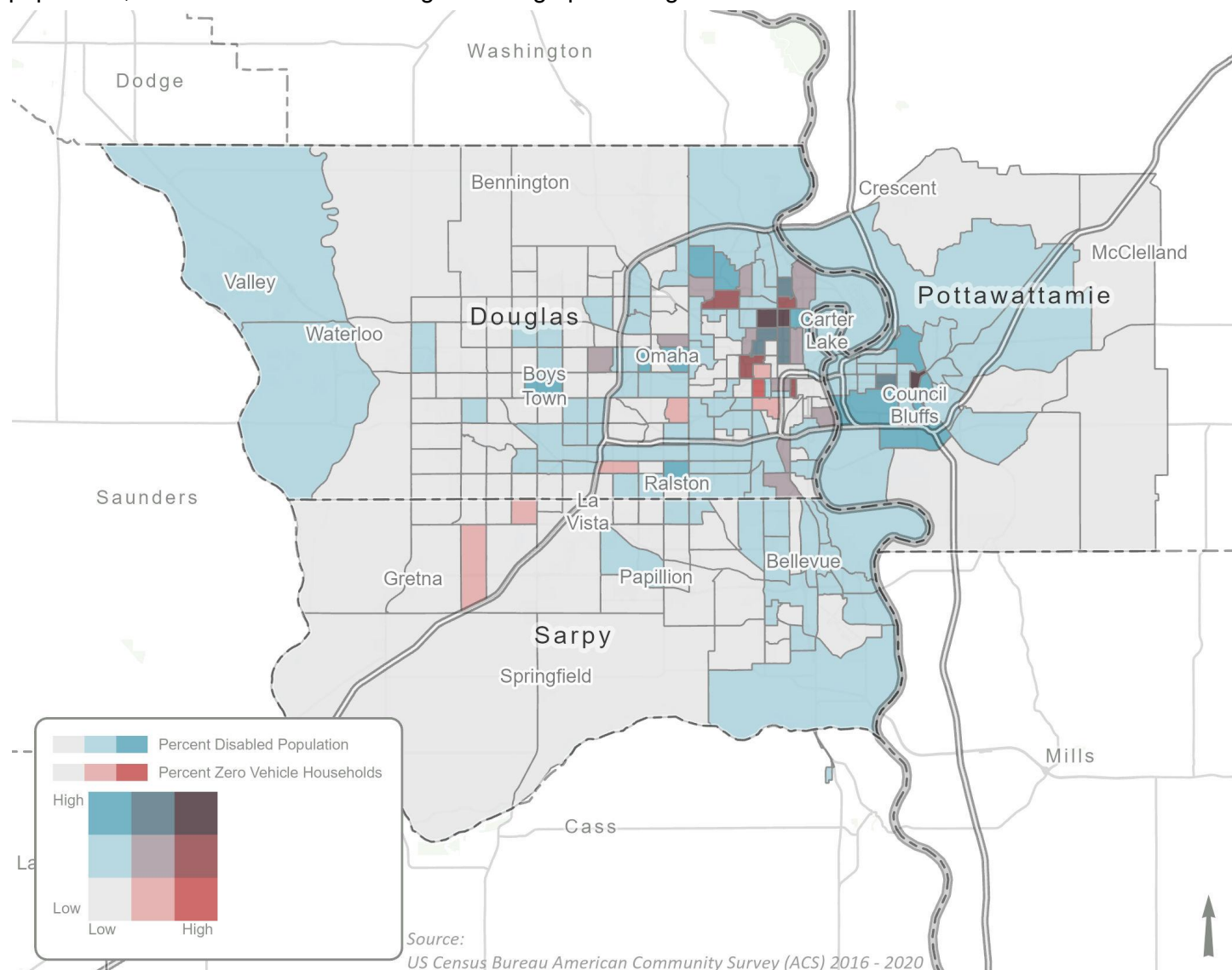
Though there is not a strong correlation between the percentage of the population 65 years of age and over and the percentage of the population in zero vehicle households (figure 14), there is a noticeable overlap between the percentage of the population living with disabilities and the percentage of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

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.

## Service Providers

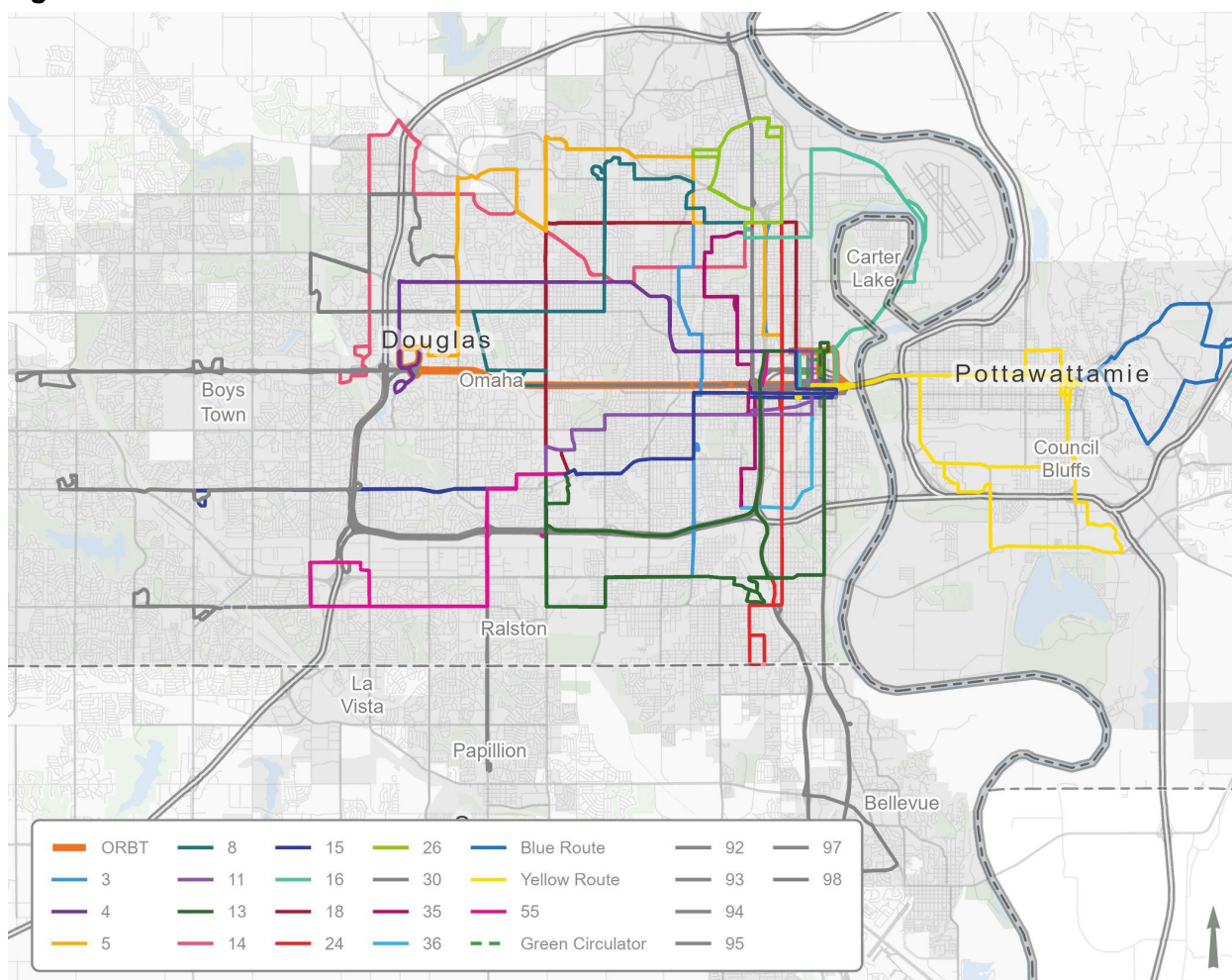
Table 2: List of Service Providers

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

## 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 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 to buses which allow for seamless entrance to buses 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.

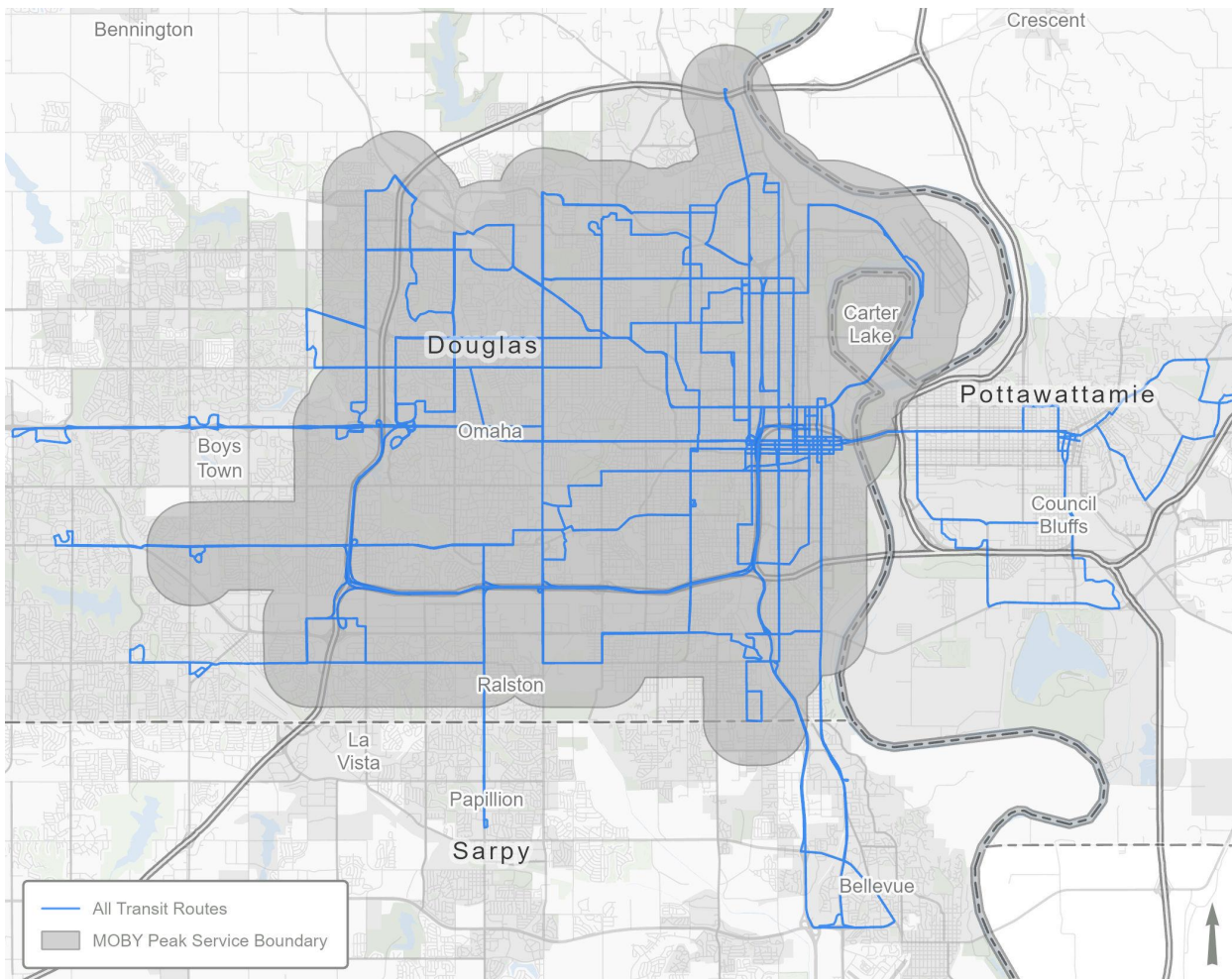
Demographic data from the previous section showed that census tracts with higher percentages of persons with a disability can be found primarily in North Omaha, and Council Bluffs, with pockets in South Omaha and areas in far western Douglas County (figure 7). As shown here in figure 16, North and South 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 allow these populations to access 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 paratransit 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 following non-profits 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.

Agency	Location	Days of Operation							Hours
Black Hills Works	Omaha (metro area) & Offutt Air Force Base	M	T	W	R	F	S	S	2a-12a
Care-A-Van	Western Douglas County	M	T	W	R	F	S	S	8a-5p
Eastern Nebraska Community Action Partnership	Douglas and Sarpy County	M	T	W	R	F	S	S	7a-6p
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	8a-5p
Nebraska VR	Omaha	M	T	W	R	F	S	S	Funding assistance available for any rides
New Cassel Retirement Home	Omaha	M	T	W	R	F	S	S	7a-5p
Refugee Empowerment Center	Douglas and Sarpy County	M	T	W	R	F	S	S	8a-5p
Trivium Life Services (Crossroads of Western Iowa)	Council Bluffs	M	T	W	R	F	S	S	8a-5p



## 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

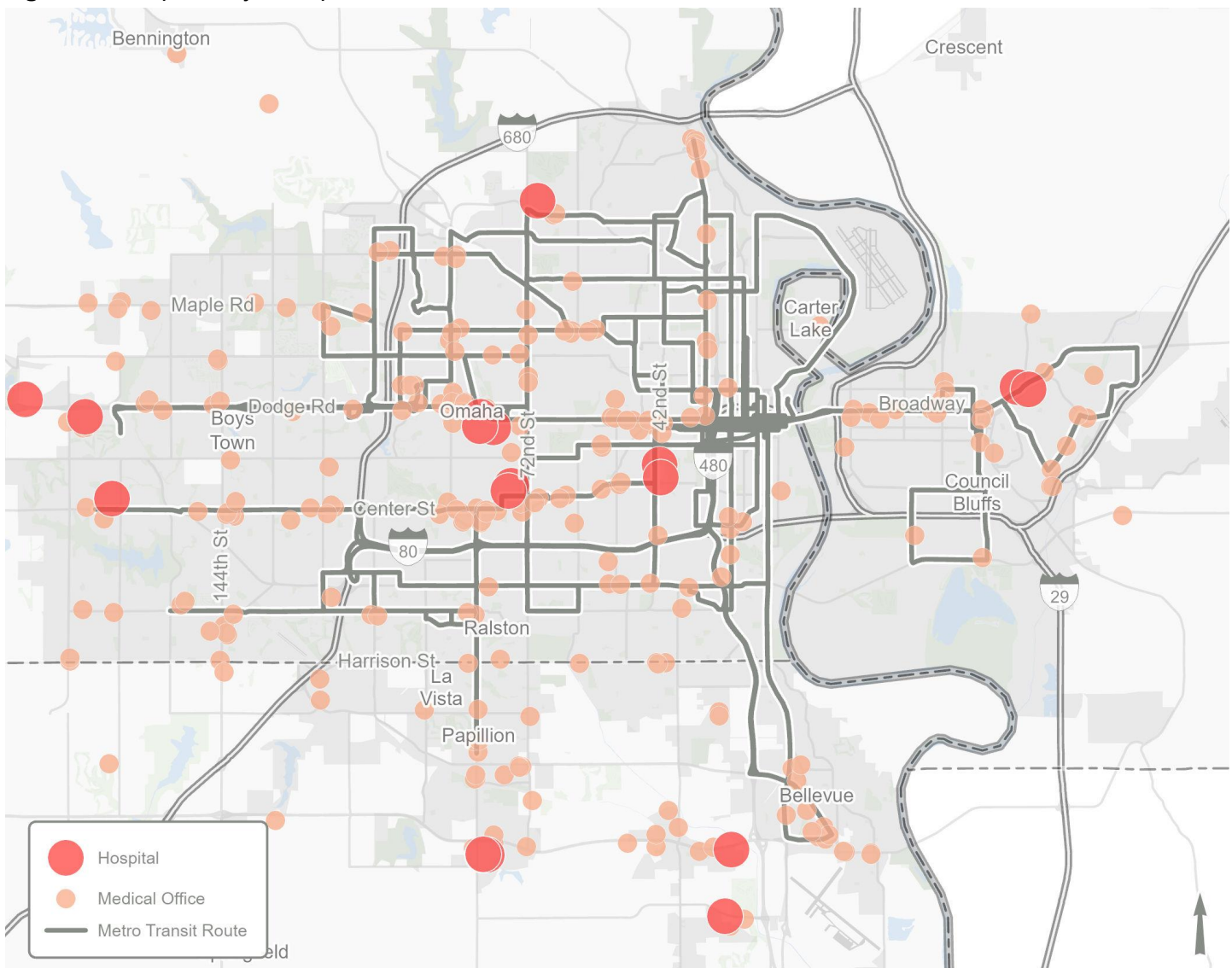
Burlington Trailways currently offers intercity bus service as part of their national bus network through Omaha. Amtrak currently provides one daily train which provides a connection to Chicago and Denver, which does provide ADA accommodations and a discounted fare.

## 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.

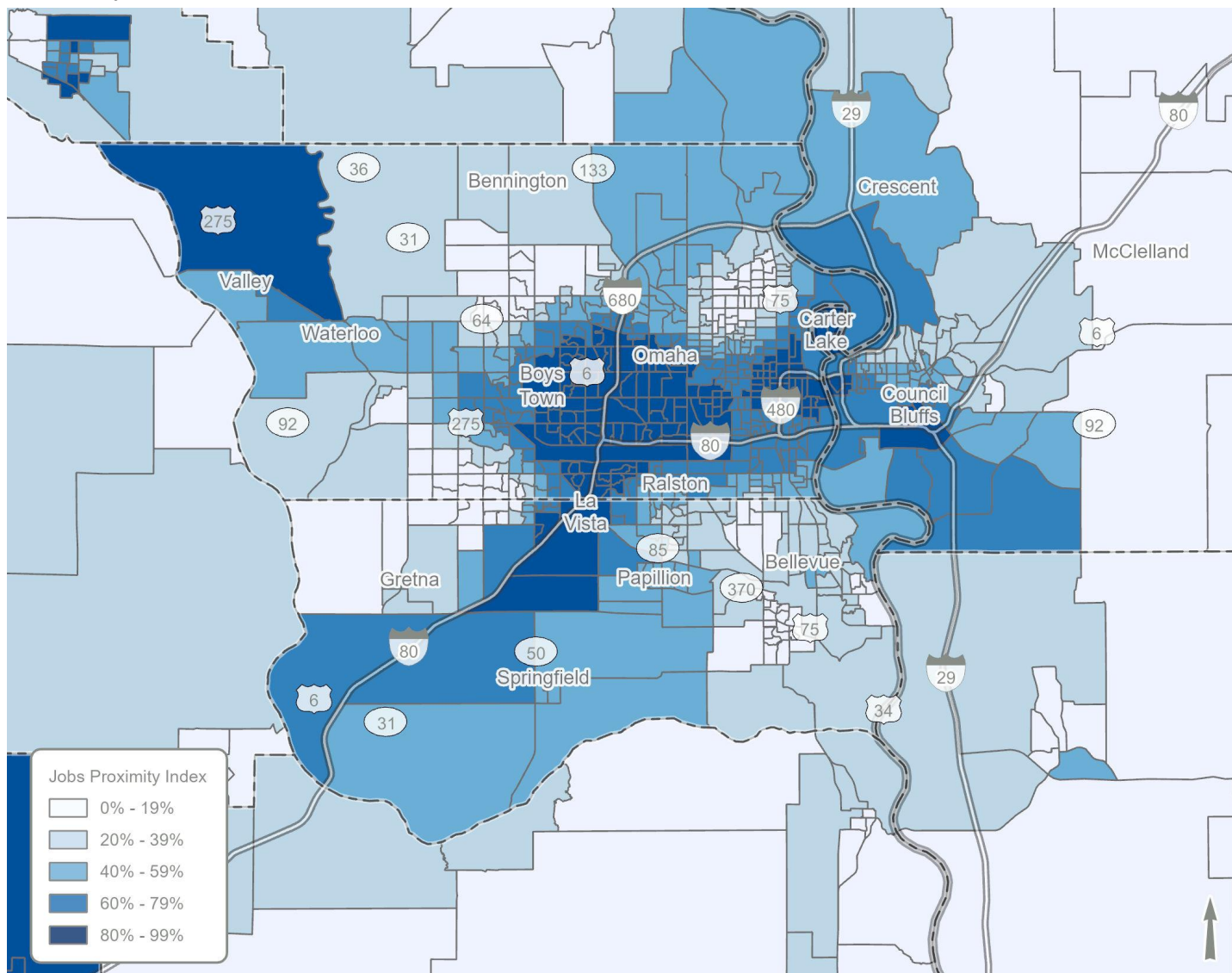


### Jobs Proximity Index

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 positively weighted by the size of employment (job opportunities) at that location and inversely weighted 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 serves 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 of transportation and social service providers 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.

89% of respondents serve persons with disabilities; 61% serve persons over the age of 65	78% of respondents provide rides for clients. 22% subcontract for ride services	60% of providers require riders to have a disability; 27% require a rider to be 65 years or older
46% of providers serve a particular geographic area; 27% require a rider to be a client	<b>Key Provider Survey Takeaways</b>	100% of providers surveyed provide Monday-Friday service. 60% Saturday; 53% Sunday.
67% of providers say their peak service times are weekday afternoons; 60% weekday mornings	43% of providers say retention of drivers was a problem prior to COVID-19, but is now more difficult	42% of respondents showed interest in joining a network of providers

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 the MAPA website. (insert link here eventually)

<b>Barriers</b> <ul style="list-style-type: none"> <li>• Funding</li> <li>• Lack of Drivers</li> <li>• Not enough transportation options</li> <li>• Cost of Vehicles</li> <li>• Vehicle Supply Chain Issues</li> <li>• Inconsistent education of transit options</li> <li>• Non-virtual CTC meetings</li> </ul>	<b>Goals</b> <ul style="list-style-type: none"> <li>• Obtain 5310 vehicles faster</li> <li>• Coordinate with other agencies for a new service</li> <li>• Better CTC communication</li> <li>• More Drivers and Higher Ridership</li> <li>• More of a priority on smaller providers</li> <li>• Have CTC meetings with a virtual option</li> </ul>
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## Rider Survey

MAPA staff also developed a survey for transportation users and potential transportation users which was distributed to CTC Members to distribute to transportation users of their services. 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. A full summary of survey responses can be found...

73% of respondents do not have regular access to a personal vehicle that they drive	46% of riders surveyed are “extremely satisfied” with their service. 12% are “not satisfied.” 42% somewhere in the middle.	44% of respondents have a mobility limitation which limits their ability to walk to a bus stop or board a vehicle
15% of respondents say they sometimes experience cancellations from their service. 55% say this has never been an issue.	<b>Key Rider Survey Takeaways</b>	66% of respondents with a mobility limitation say they had that limitation accommodated by their ride service
23% of respondents have some wait times (30 minutes or longer) from their current ride service	21% of respondents say they’ve had a disability accommodation not met by a ride provider	20% of respondents do not have access to internet or a smartphone



# 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), which 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 and services for the populations served in 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.

<b>Enhance Collaboration</b> <i>Improve efficiency through inter-agency coordination</i>	<b>Raise Community Awareness</b> <i>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.</i>	<b>Provide Options and Connections</b> <i>Maintain and improve transportation options for all in the region regardless of zip code and income.</i>
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## 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.

<b>Funding Gaps</b> <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>	<b>Service Enhancement (Weekend and Evening Service)</b> <ul style="list-style-type: none"> <li>Peak service for most providers is between 8am-5pm on weekdays (concurrent with most medical appointments)</li> <li>Weekend, evening and overnight service is minimal.</li> <li>Access to employment a hurdle for persons without a car</li> </ul>	<b>ADA Accessibility</b> <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>
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<b>Service Reliability</b> <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>	<b>Education and Advocacy</b> <ul style="list-style-type: none"> <li>Need to educate existing and future riders 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>
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## 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.

<b>During COVID Peak (Spring 2020- Summer 2021)</b> <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>	<b>Post-COVID Peak (Since Summer 2021)</b> <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>
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## Strategies

Strategies 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 eligible foundation grants and opportunities for CTC members. This can include grants that could fund service provisions or the purchase of ADA Accessible vehicles	X	X	X
Raise funds through a special entity developed by the committee for events like Omaha Gives	X	X	X
Work as a committee to partner on grants and projects, utilizing MAPA staff to apply for grants when applicable	X	X	
Seek out ways to streamline the process to purchase and deliver paratransit vehicles	X	X	
<b>Service Enhancement</b>	<b>Provide Options and Connections</b>	<b>Enhance Collaboration</b>	<b>Raise Community Awareness</b>
Identify eligible foundation grants and opportunities for CTC members. This can include grants that could fund service provisions or the purchase of ADA Accessible vehicles	X		
Raise funds through a special entity developed by the committee for events like Omaha Gives	X		X
Lend CTC Support to the development of transit-related Projects in the region.	X	X	X
Work as a committee to partner on grants and projects, utilizing MAPA staff to apply for grants when applicable	X	X	
Seek out ways to streamline the process to purchase and deliver paratransit vehicles	X	X	
Develop Regional Bus Training	X	X	

<b>ADA Accessibility</b>	<b>Provide Options and Connections</b>	<b>Enhance Collaboration</b>	<b>Raise Community Awareness</b>
Identify eligible foundation grants and opportunities for CTC members. This can include grants that could fund service provisions or the purchase of ADA Accessible vehicles	X	X	
Lend CTC Support to the development of transit-related Projects in the region.	X	X	
Make a priority to have a rider or client at every CTC Meeting	X	X	X
<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	X	X	X
Engage in collaboration with peer cities		X	
Re-activate CTC Subcommittees	X	X	
Increase CTC involvement in TTAC, ProSeCom and Heartland 2050 Meetings	X	X	X
Increased Meeting Attendance and Virtual Meeting Options		X	X
<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	X	X	X
Make a priority to have a rider or client at every CTC Meeting			X
Use new communication technology and social media to promote and collaborate		X	X
Develop and regularly update the Transportation Resource Guide	X		X
Develop training for elected officials and transit entities on how to ride transit as someone with a disability		X	X
Work as a committee to partner on grants and projects, utilizing MAPA staff to apply for grants when applicable		X	X

# 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.”<sup>8</sup>*

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>

## 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:

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<sup>8</sup> <https://www.transit.dot.gov/funding/grants/coordinated-public-transit-human-services-transportation-plans>

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

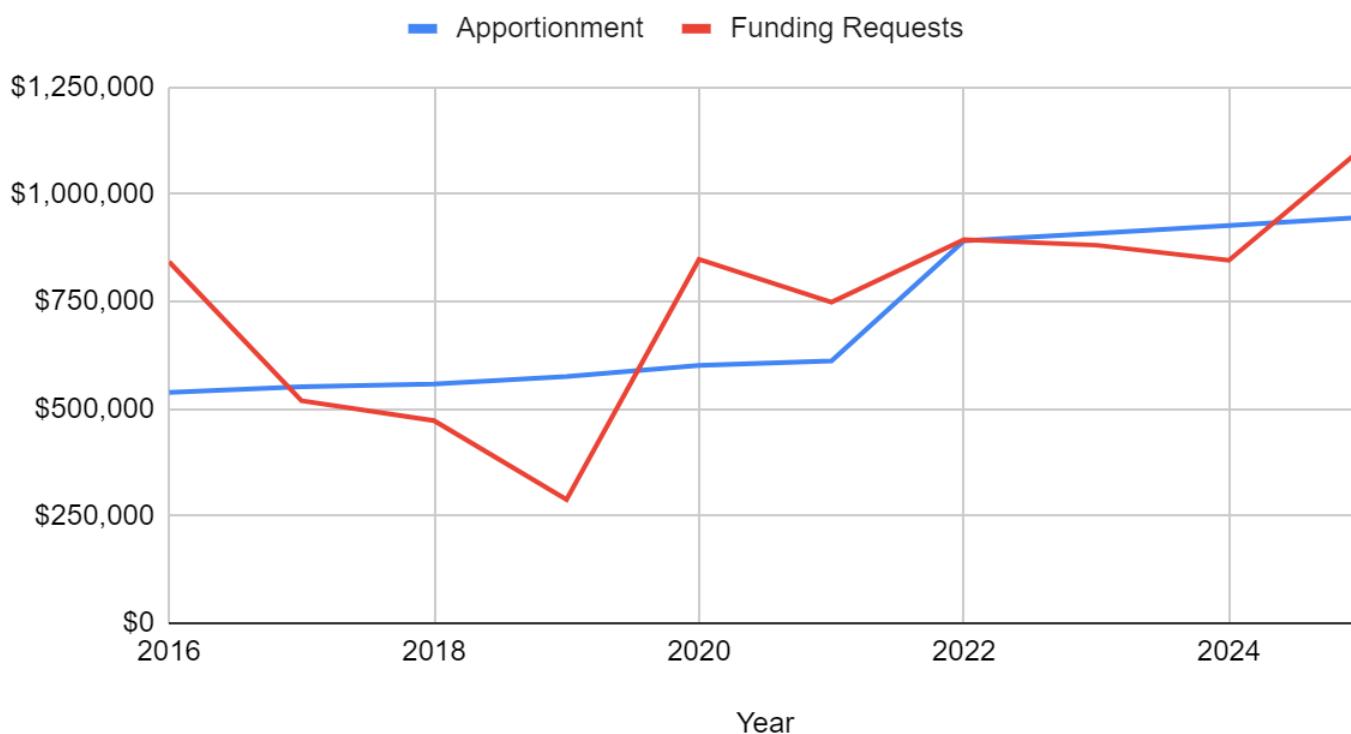
For a more complete list please visit the FTA website at:

<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 Requests



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	Number 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	Number of Projects
Vehicles	\$625,200	70.13%	10
Contracts	\$216,310	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	Number 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 project 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.

<b>Iowa 5310 Capital Projects</b>						
<b>Project</b>	<b>FY2023</b>	<b>FY2024</b>	<b>FY2025</b>	<b>FY2026</b>	<b>FY2027 (est)</b>	<b>Total</b>
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>

<b>Nebraska 5310 Capital Projects</b>						
<b>Project</b>	<b>FY2023</b>	<b>FY2024</b>	<b>FY2025</b>	<b>FY2026</b>	<b>FY2027 (est)</b>	<b>Total</b>
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>\$486,320</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 Administration	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	<b>\$250,000</b>





# Appendix

## 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

# 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 Paratransit Agency**

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.

# Regional Mobility Guide



## Regional Transportation Resource Guide



This informational resource serves as a guide to residents looking for public transportation

### 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.



This Resource Guide is brought to you by the Omaha-Council Bluffs Metropolitan Area Planning Agency

### 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](mailto: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

## Metro Transit Services

### 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 Services

SWITA serves mostly 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

## zTrip

zTrip combines the best taxi service with the best technology to create a new hybrid of on demand transportation in Metro area and outside area. Services can be used through the zTrip app or website as well as by phone or hail them from the street like a taxi. zTrip offers special services designed specifically for ADA approved mobility devices and persons with disabilities.

To schedule a ride with zTrip, please call 763-318-2900 or go to the zTrip site to schedule a ride at <https://www.ztrip.com/book-a-ride/>

zTrip app can be downloaded using your smartphone device

## 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:  
6:00am-5:00pm  
Monday-Sunday

### SWITA

» Serving Fremont, Page, Mills, Montgomery, Pottawattamie, Cass, Shelby, and Harrison Counties  
» General Population, Senior and Wheelchair accessibility  
» Transport Services include: Medical, Education, Shopping, Social/Recreational, Court/Probation and Employment

**Contact:**  
» 712-243-4196 or  
» [swipco.org/transit-swita/](http://swipco.org/transit-swita/)



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)



Hours:

### Eastern NE Community Action Partnership

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

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



Hours:  
5:30am-5:00pm  
Monday-Friday  
or Call for Appt

### Eastern Nebraska Office on Aging

» Serving Cass, Dodge, Douglas, Sarpy, & Washington Counties  
» Veteran, Senior and Wheelchair accessibility  
» Transport Services include: Medical, Education, Shopping, and Employment

**Contact:**  
» 402-444-6536 or  
» [enoa.org](http://enoa.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)

## 5310 Application and Scoring Rubric

(will be included in final document. Link here:

<https://drive.google.com/file/d/1g2ph11ITU-sar3wub3zGrNApuU56qmL3/view?usp=sharing>)

# Vehicle Inventory of CTC Member Transportation Providers

(Link to spreadsheet here for final formatting:

<https://docs.google.com/spreadsheets/d/1hI0ywUTCeg255VPZIV9N7eP9Gd2oL88V/edit#gid=1802723415>)

Papillion											
Vehicle Type (Bus/Van/Vehicle/Other)	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	1FDDE4FS2GD C26177
Bus	Owned	E450	Ford	2018	12	Lift with wheelchair space	42,184	4	Good	Yes	1FDDE4FS2JD C06406
Bellevue											
Vehicle Type (Bus/Van/Vehicle/Other)	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	1FDDE4FS3KD C27668
Bus	Owned	Ford 220	GOSHEN	2018	12	Yes	61,813	4	Good	Yes	1FDDE4FS5JD C02625
Bus	Owned	Ford 220	GOSHEN	2018	12	Yes	67,563	4	Good	Yes	1FDDE4FS7JD C02626
Bus	Owned	Ford	SENTINEL II	2016	10	Yes	86,171	6	Fair	Yes	1FDDE4FS0GD C21088
Bus	Owned	Ford E450	SUPERIOR	2014	10	Yes		8	Poor	Yes	1FDDE4FS0DD B31001
Bus	Owned	Ford E450	SUPREME	2012	10	Yes	109,019	10	Poor	Yes	1FDDE4FS0CD A94529
Council Bluffs											
Vehicle Type (Bus/Van/Vehicle/Other)	Owned/Leased?	Model	Make	Year built	Seating Capacity	ADA Modifications?	Mileage	Age	Condition	Federally funded?	Vin #*
Bus	Owned	Chevrolet	Goshen	2017	12 + 2	Yes	81064	5	Fair	Yes	1HA6GUBG6 HN006967
Bus	Owned	Chevrolet	Goshen	2017	12 + 2	Yes	88937	5	Fair	Yes	1HA6GUBG4 HN009138
Bus	Owned	Chevrolet	Goshen	2017	12 + 2	Yes	92289	5	Fair	Yes	1HA6GUBG3 HN009194
Bus	Owned	Chevrolet	Goshen	2018	12 + 2	Yes	78559	4	Fair	Yes	1HA6GUBG4 HN008748



**City of LaVista/Ralston Special Services Bus**

Vehicle Type (Bus/Van/Vehicle/Other)	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	1FDFE4FS4JDC06407	
Passenger Bus #421	Own/City of La Vista	F450	FORD	2019	14	Yes - Lift	14,481	3	Good	No	1FDFE4SF7KDC65307	

**Eastern Nebraska Veterans Home**

Vehicle Type (Bus/Van/Vehicle/Other)	Owned/Leased?	Model	Make	Year built	Seating Capacity	ADA Modifications?	Mileage	Age	Condition	Federally funded?	Vin #*	
Minivan	Leased	Grand Caravan	Dodge	2017	7	no	22479	5	good	no		
Minivan	Leased	Grand Caravan	Dodge	2012	5	yes	92665	10	fair	yes	2C4RDGBG8CR322605	
Minivan	Leased	Grand Caravan	Dodge	2012	5	yes	95224	10	fair	yes	2C4RDGBGXC R322606	
Minibus	Leased	E450	Ford	2010	10	yes	18827	12	good	yes	1FDFE4FS2ADB00781	
Minibus	Owned	E450	Ford	2006	11	yes	45478	16	fair	no		
Van	Owned	E350	Ford	2006	7	yes	110106	16	fair	no		
Van	Owned	Promaster	Dodge	2017	4	yes	15548	5	good	no		
Truck	Owned	Ram 2500	Dodge	2008	3	no	63794	14	fair	no		
Truck	Owned	Ram 2500	Dodge	2008	3	no	83986	14	fair	no		

**VFW Department of Nebraska**

Vehicle Type (Bus/Van/Vehicle/Other)	Owned/Leased?	Model	Make	Year built	Seating Capacity	ADA Modifications?	Mileage	Age	Condition	Federally funded?	Vin #*	
Minivan	Owned	Grand Caravan	Dodge	2012	5	yes	92665	10	fair	yes	2C4RDGBG8CR322605	
Minivan	Owned	Grand Caravan	Dodge	2012	5	yes	95224	10	fair	yes	2C4RDGBGXC R322606	
Minibus	Owned	E450	Ford	2010	10	yes	18827	12	good	yes	1FDFE4FS2ADB00781	

Omaha Senior Care												
Vehicle Type (Bus/Van/Vehicle/Other)	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	38836	8	Fair	Yes	1FDDE4FS2ED A75936	
Bus	Owned	E450 Super Duty	Ford	2016	12 passenger	Yes	10638	6	Good	Yes	3FDDE4FS6GD C51440	
Van	Owned	Grand Caravan	Dodge/Braun	2017	5 passenger	Yes	31446	5	Good	Yes	2C7WDGBG3 HR712959	
Bus	Owned	Econoline E450	Ford	2019	12 passenger	Yes	27668	3	Excellent	Yes	1FDDEF57KDC 09285	
Van	Owned	Grand Caravan	Dodge/Braun	2019	5 passenger	Yes	14465	3	Excellent	Yes	2C7WDGBG6 KR803053	
Metro Transit (MOBY)												
Vehicle Type (Bus/Van/Vehicle/Other)	Owned/Leased?	Model	Make	Year built	Seating Capacity	ADA Modifications?	Mileage	Age	Condition	Federally funded?	VIN	ID #
Minivan	Owned	Grand Caravan	Dodge	2016		YES	45372	6	GOOD	GRANT	2C7WDGBG5 GR202935	BL-015
Van	Owned	E-250	FORD	2014			93395	8	FAIR		1FTNS2EW2E DA86467	BLV-004
Minivan	Owned	Grand Caravan	DODGE	2019		YES	11086	3	GOOD	GRANT	2C7WDGBG2 KR808251	BLV-019
Van	Owned	E-350	FORD	2009			200440	13	POOR		1FBNE31L49 DA85842	BLV-038
Van	Owned	E-350	FORD	2011		YES	137248	11	FAIR		1FBSS3BL0BD A59514	BLV-046
Minivan	Owned	Grand Caravan	DODGE	2018			44710	4	GOOD		2C4RDGBG0J R176620	BLV-058
Minivan	Owned	Grand Caravan	DODGE	2017		YES	37096	5	GOOD	GRANT	2C7WDGBG1 HR855098	BLV-110
Minivan	Owned	Grand Caravan	DODGE	2017		YES	18173	5	GOOD	GRANT	2C7WDGBG7 HR855073	BLV-125
Van	Owned	E-250	FORD	2014		YES	96924	8	FAIR		1FTNS2EW2E DA90339	BLV-29
Van	Owned	E-150	FORD	2014			89809	8	GOOD		1FMNE1BL8E DA71477	BLV-49
Minivan	Owned	Grand Caravan	DODGE	2018			59333	4	GOOD		2C4RDGBG4J R176619	BLV-94
Minivan	Owned	Grand Caravan	Dodge	2018			65285	4	GOOD		2C4RDGBG4J R176622	BRV-001

Vehicle Type (Bus/Van/Vehicle/Other)	Owned/Leased?	Model	Make	Year built	Seating Capacity	ADA Modifications?	Mileage	Age	Condition	Federally funded?	VIN	ID #
Van	Owned	E-250	FORD	2014		YES	74741	8	FAIR		1FTNS2EW7E DA90336	BRV-012
Van	Owned	E-350	FORD	2010			174123	12	POOR		1FBNE3BL1A DA50016	BRV-047
Minivan	Owned	Grand Caravan	Dodge	2017		YES	28474	5	GOOD	GRANT	2C7WDGBG4 HR687120	BRV-2
Minivan	Owned	Grand Caravan	Dodge	2019		YES	9983	3	GOOD	GRANT	2C7WDGBG3 KR803012	FV-044
Van	Owned	E-350	FORD	2002		YES	85451	20	FAIR		1FBSS31L23H A19527	FV-075
Minivan	Owned	Grand Caravan	Dodge	2017		YES	30543	5	GOOD	GRANT	2C7WDGBG1 HR838575	FV-112
Van	Owned	Express	CHEVROLET	2010			80602	12	GOOD	GRANT	1GAZGRDG5A 1155100	FV-129
Minivan	Owned	Grand Caravan	DODGE	2014			57015	8	GOOD		2C4RDGBG1E R335828	FV-135
	Owned	Escape	FORD	2016			58391	6	GOOD		1FMCU9GX9 GUC26402	FV-21
Van	Owned	E-150	FORD	2014			63146	8	GOOD		1FMNE1BLXE DA71481	FV-36
Van	Owned	Express	CHEVROLET	2015			131018	7	FAIR		1GAWGPFF4F 1109289	FV-54
Van	Owned	E-150	FORD	2014			64895	8	GOOD		1FMNE1BL6E DA71476	FV-57
Van	Owned	Transit	Ford	2017		YES	28161	5	GOOD		1FTYR2CM0H KA31106	MSU-65
Minivan	Owned	Grand Caravan	DODGE	2011		YES	48427	11	GOOD		2D4RN5DG3B R672353	MSU-99
Minivan	Owned	Grand Caravan	DODGE	2016		YES	54266	6	GOOD	GRANT	2C7WDGBG4 GR195511	NV-003
Van	Owned	E-250	FORD	2010		YES	128247	12	FAIR		1FTNS2EW2A DA71736	NV-028
Van	Owned	E-350	FORD	2009			14483	13	FAIR		1FBNE31LX9 DA85845	NV-033
Van	Owned	E-350	FORD	2009			193987	13	POOR		1FBNE31L39 DA85847	NV-035
Minivan	Owned	Grand Caravan	DODGE	2016		YES	48468	6	GOOD	GRANT	2C7WDGBG6 GR195509	NV-06
	Owned	Impala	CHEVROLET	2018			26226	4	GOOD		2G11X5S34J9 124924	NV-108

Vehicle Type (Bus/Van/Vehicle/Other)	Owned/Leased?	Model	Make	Year built	Seating Capacity	ADA Modifications?	Mileage	Age	Condition	Federally funded?	VIN	ID #
	Owned	Impala	CHEVROLET	2018			22964	4	GOOD		2G11X5S32J9124257	NV-109
Minivan	Owned	Grand Caravan	DODGE	2017		YES	23758	5	GOOD	GRANT	2C7WDGBG7HR853484	NV-124
Minivan	Owned	Grand Caravan	DODGE	2017		YES	27561	5	GOOD	GRANT	2C7WDGBG8HR855096	NV-126
Van	Owned	E-350	FORD	2007		YES	164415	15	POOR		1FBSS31L17DB41809	NV-23
Van	Owned	E-250	FORD	2008		YES	75127	14	FAIR		1FTNS24L58DA29871	NV-27
Van	Owned	E-350	FORD	2009		YES	112826	13	FAIR		1FBSS31L99DA85850	NV-31
Van	Owned	E-350	FORD	2009			153200	13	POOR		1FBNE31L89DA85844	NV-39
Van	Owned	E-350	FORD	2011			195952	11	POOR		1FBNE3BL1BDA12173	NV-45
Van	Owned	E-350	FORD	2012			176594	10	POOR		1FBNE3BL0CDB31558	NV-8
Minivan	Owned	Grand Caravan	DODGE	2014			80690	8	FAIR		2C4RDGBG2ER190668	NV-87
Minivan	Owned	Grand Caravan	DODGE	2018			33227	4	GOOD		2C4RDGBG8JR176624	NV-98
Minivan	Owned	Grand Caravan	DODGE	2012		YES	21765	10	GOOD	GRANT	2C4RDGBG8CR298645	RES P-128
Van	Owned	E-350	FORD	2012			116589	10	FAIR		1FBNE3BL9CDB31560	SV-10
Minivan	Owned	Grand Caravan	DODGE	2018			23466	4	GOOD		2C4RDGBG6JR176623	SV-100
Minivan	Owned	Grand Caravan	DODGE	2016		YES	11561	6	GOOD	GRANT	2C7WDGBG5GR195503	SV-11
Minivan	Owned	Grand Caravan	DODGE	2017		YES	19318	5	GOOD	GRANT	2C7WDGBG2HR838634	SV-111
Van	Owned	E-350	FORD	2007		YES	189501	15	POOR		1FBSS31L87DB41807	SV-25
Van	Owned	E-350	FORD	2009			145740	13	FAIR		1FBNE31L79DA85849	SV-37
Van	Owned	E-350	FORD	2011		YES	129246	11	FAIR		1FBSS3BL9BDA31257	SV-40
Van	Owned	Express	CHEVROLET	2015			117882	7	FAIR		1GAWGPFF2F1284673	SV-50
Van	Owned	Transit	FORD	2015		YES	91162	7	GOOD		1FTNR2CMXFKB01386	SV-60

Vehicle Type (Bus/Van/Vehicle/Other)	Owned/Leased?	Model	Make	Year built	Seating Capacity	ADA Modifications?	Mileage	Age	Condition	Federally funded?	VIN	ID #
Van	Owned	Transit	FORD	2015		YES	120685	7	FAIR		1FTNR2CM3F KB01388	SV-61
	Owned	Impala	CHEVROLET	2018			39945	4	GOOD		2G11X5S30J9 148072	SV-74
Minivan	Owned	Grand Caravan	DODGE	2018			32372	4	GOOD		2C4RDGBGXJ R176625	SV-96
Van	Owned	Express	Chevrolet	2015			142630	7	FAIR		1GAWGPFF7F 1109500	V-055
Van	Owned	Express	CHEVROLET	2015			162763	7	POOR		1GAWGPFF7F 1109643	V-056
	Owned	Impala	CHEVROLET	2018			32827	4	GOOD		2G11X5S3XJ9 123535	V-107
Van	Owned	Express	CHEVROLET	2018			98700	4	FAIR		1GAWGEFG0J 1335545	V-114
Van	Owned	Express	CHEVROLET	2018			56474	4	GOOD		1GAWGEFG5J 1335511	V-115
	Owned	Explorer	FORD	2018			20607	4	GOOD		1FM5K7B8XJ GC85712	V-116
Van	Owned	Express	CHEVROLET	2019			64560	3	GOOD		1GAWGEFG7 K1153424	V-117
Van	Owned	Express	CHEVROLET	2019			75610	3	GOOD		1GAWGEFG3 K1158457	V-118
Van	Owned	Express	CHEVROLET	2019			55127	3	GOOD		1GAWGEFG9 K1155868	V-121
Van	Owned	Express	CHEVROLET	2019			55252	3	GOOD		1GAWGEFG9 K1156115	V-122
Van	Owned	Express	CHEVROLET	2019			59967	3	GOOD		1GAWGEFG3 K1156207	V-123
Van	Owned	Transit	FORD	2019		YES	40590	3	GOOD		1FTYR2CM3K KA06742	V-127
Van	Owned	E-250	FORD	2014		YES	88040	8	FAIR		1FTNS2EW0E DA90338	V-13
	Owned	Malibu	CHEVROLET	2019			15523	3	GOOD		1G1ZC5ST9KF 158221	V-130
Van	Owned	Transit	FORD	2019		YES	12318	3	GOOD		1FTYR2CM7K KB19805	V-136
Van	Owned	Transit	FORD	2019		YES	35393	3	GOOD		1FTYR2CM4K KB12357	V-137
Van	Owned	Transit	FORD	2019		YES	34519	3	GOOD		1FTYR2CMXK KB19801	V-138
Van	Owned	Transit	FORD	2019		YES	29540	3	GOOD		1FTYR2CM5K KB19804	V-139
Van	Owned	E-250	FORD	2014		YES	100358	8	FAIR		1FTNS2EW9E DA90340	V-16

Vehicle Type (Bus/Van/Vehicle/Other)	Owned/Leased?	Model	Make	Year built	Seating Capacity	ADA Modifications?	Mileage	Age	Condition	Federally funded?	VIN	ID #
Van	Owned	E-150	FORD	2014			57406	8	GOOD		1FMNE1BL5E DA71484	V-30
Van	Owned	E-350	FORD	2009			195928	13	POOR		1FBNE31L19 DA85846	V-34
Van	Owned	E-350	FORD	2011			169714	11	POOR		1FBNE3BL6B DA12170	V-42
Van	Owned	Express	Chevrolet	2015			130406	7	FAIR		1GAWGPFFX F1108910	V-52
Van	Owned	Express	CHEVROLET	2015			155244	7	POOR		1GAWGPFF6 F1108922	V-53
Van	Owned	Express	CHEVROLET	2017			85678	5	FAIR		1GAWGEFFX H1110471	V-62
Van	Owned	Express	Chevrolet	2017			97790	5	FAIR		1GAWGEFF5 H1110166	V-63
Van	Owned	Transit	FORD	2017		YES	77800	5	GOOD		1FTYR2CM9H KA31105	V-64
Van	Owned	E-350	FORD	2012			195892	10	POOR		1FBNE3BL2C DB31559	VS-009

<b>Southwest Iowa Transit Authority (SWITA)</b>												
Vehicle Type (Bus/Van/Vehicle/Other)	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		N	171959	15			1FDXE45S37D A43005	713
Bus	Owned	FORD EL DORADO	Ford	2008		Y	235739	14			1FD3E35S28D B46104	904
Bus	Owned	FORD EL DORADO	Ford	2008		Y	263587	14			1FD4E45S38D B47840	905
Bus	Owned	FORD EL DORADO	Ford	2008		Y	265051	14			1FD3E35S88D B47838	906
Bus	Owned	FORD EL DORADO	Ford	2008		Y	138556	14			1FD3E35SX8D B47839	907
Bus	Owned	FORD EL DORADO	Ford	2008		Y	199645	14			1FD3E35S48D B46105	908

Vehicle Type (Bus/Van/Vehicle/Other)	Owned/Leased?	Model	Make	Year built	Seating Capacity	ADA Modifications?	Mileage	Age	Condition	Federally funded?	VIN	ID #
Bus	Owned	FORD ELDORADO	Ford	2010		Y	230775	12			1FDFE45SX9DA88425	1009
Van	Owned	DODGE CARAVAN ADA	Dodge	2010		Y	232560	12			2D4RN4DE6AR164529	1013
Van	Owned	DODGE CARAVAN ADA	Dodge	2010		Y	175264	12			2D4RN4DE2AR164530	1014
Bus	Owned	FORD ELDORADO	Ford	2010		Y	221000	12			1FDFE45S19DA91519	1016
Bus	Owned	Ford Eldorado	Ford	2011		Y	225941	11			1FDFE4FS2BD0B09613	1201
Bus	Owned	Ford Eldorado	Ford	2011		Y	221241	11			1FSFE4FS4BD0B09614	1202
Bus	Owned	Ford Eldorado	Ford	2011		Y	264714	11			1FDFE4FS6BD0B09615	1203
Bus	Owned	Ford Glaval	Ford	2012		Y	167034	10			1FDFE4FS9CD0B04782	1301
Bus	Owned	Ford Glaval	Ford	2012		Y	235788	10			1FDFE4FS9CD0B04788	1302
Bus	Owned	Ford Glaval	Ford	2012		Y	223780	10			1FDFE4FS9CD0B04786	1303
Bus	Owned	Ford Glaval	Ford	2012		Y	235541	10			1FDFE4FS2CD0B18958	1304
Bus	Owned	Ford Eldorado	Ford	2013		Y	155036	9			1FDFE4FS8CD0B30242	1305
Bus	Owned	Eldorado	Ford	2012		Y	194900	10			1FDFE4FS4CD0B30240	1306
Bus	Owned	Ford Eldorado	Ford	2013		Y	157509	9			1FDFE4FS6CD0B30241	1307
Bus	Owned	Ford Eldorado	Ford	2012		Y	162888	10			1FDFE4FS8CD0B30239	1308
Sedan	Owned	Ford Taurus	Ford	2012		N	174293	10			1FAHP2EW8CG110979	1401
Bus	Owned	Ford Glaval	Ford	2014		Y	166052	8			1FDFE4FS1ED0A88306	1405



Vehicle Type (Bus/Van/Vehicle/Other)	Owned/Leased?	Model	Make	Year built	Seating Capacity	ADA Modifications?	Mileage	Age	Condition	Federally funded?	VIN	ID #
Bus	Owned	Ford Glaval	Ford	2014		Y	272754	8			1FDFE4FS5ED A88308	1406
Bus	Owned	Ford Glaval	Ford	2014		Y	172139	8			1FDFE4FS5ED A88305	1407
Bus	Owned	Ford Glaval	Ford	2014		Y	214205	8			1FDFE4FS5ED A88307	1408
Van	Owned	Ford Freestar Se	Ford	2006		N	250994	16			2FMZA51676 BA50952	1501
Bus	Owned	Eldorado Aero Tech	Eldorado	2015		Y	94749	7			1FDFE4FS1FD A25465	1503
Bus	Owned	Eldorado Aerotech	Eldorado	2015		Y	106119	7			1FDFE4FS1FD A25466	1504
Bus	Owned	Eldorado Aerotech	Eldorado	2015		Y	164097	7			1FDFE4FS1FD A25467	1505
Bus	Owned	Eldorado Aerotech	Eldorado	2015		N	113345	7			1FDFE4FS1FD A25468	1506
Bus	Owned	Ford/E450 Cutaway	Ford	2016		Y	139916	6			1FDFE4FS6GD C27199	1601
Bus	Owned	Ford/E450 Cutaway	Ford	2016		Y	145762	6			1FDFE4FS6GD C27200	1602
Minivan	Owned	Dodge ADA minivan	Dodge	2016		Y	91112	6			2C7WDGBG9 GR237526	1603
Minivan	Owned	Dodge ADA minivan	Dodge	2016		Y	89763	6			2C7WDGBG9 GR237527	1604
Minivan	Owned	minivan	Dodge	2016		Y	67188	6			2C7WDGBG9 GR237528	1605
Sedan	Owned	Chevrolet Malibu LS	Chevrolet	2012		N	176178	10			1G1ZA5EU2C F322100	1701

Vehicle Type (Bus/Van/Vehicle/Other)	Owned/Leased?	Model	Make	Year built	Seating Capacity	ADA Modifications?	Mileage	Age	Condition	Federally funded?	VIN	ID #
Bus	Owned	Eldorado 176 WB ADA bus	Eldorado	2017		Y	77472	5			1FDFE4FS5HDC19162	1703
Minivan	Owned	Braun(DODGE) Minivan	Dodge	2016		Y	52492	6			2C7WDGBG7GR382337	1704
Minivan	Owned	MV-1		2016		Y	93556	6			57WMD2C61GM100205	1705
Bus	Owned	AeroElite 320 33 passenger		2016		N	145951	6			1FDAF5GY0GEA74345	1706

## 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.

## 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
LRTP	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

### In final plan:

Minutes from CTC - Aug 17

Minutes from TTAC - Aug 19

Minutes from MAPA Board - Aug 25