

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE



Friday, October 21, 2022 | 10:00a
Boardroom - Main Level of the Metro Transit Building

AGENDA

Action Items

For TTAC Approval

A. Approval of the Minutes from the August 19th and September 16, 2022 meetings

Recommendations to MAPA's Board of Directors

B. Final 2022 Coordinated Transit Plan (CTP)

Travis Halm will present the final plan for coordination of service and project programming over the next five years.

MAPA staff seek a recommendation from TTAC for adoption of the 2022 CTP.

C. Amendment 2 to the FY2023 Transportation Improvement Program

Court Barber will present Amendment 2, which includes changes to projects sponsored by the City of Bellevue and the Nebraska DOT. Changes include the addition of two projects and the removal of two projects.

MAPA staff seek a recommendation from TTAC for approval of Amendment 2.

Discussion Items

D. Transportation Funding Status

Carlos Morales will share the current status of regional federal-aid transportation funding.

E. Project Selection Committee Update

Carlos Morales will present MAPA's thoughts on the creation of a new, unified project selection committee.

F. Southside Terrace Indian Hills Multimodal Study

Jesse Poore with FHU will present on the results of this Heartland 2050 Mini-Grant study.

G. Member Agency Updates

H. Additional Business

Future Meetings & Events

- MAPA Board of Directors: Thursday, October 27, 2022
- TTAC-RPAC Joint Meeting: Friday, December 2, 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 Aug 19, 2022

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

MINUTES

In attendance:

Voting Members

Dean Dunn (City of Bellevue)
Matt Cox (City of Council Bluffs)
Pat Dowse (City of La Vista)
Kevin Carder (City of Omaha)
Todd Pfitzer (City of Omaha)
Dan Kutilek (Douglas County)
Craig Wacker (NDOT)
Maurice Hinchey (NDOT)
Damion Stern (NDOT)
*Eric Williams (Papio-MO River NRD)
Dennis Wilson (Sarpy County)
*Alex Evans (Sarpy County Public Works)
*Bryan Guy (City of Omaha)
*Joe Soucie (City of La Vista)
Tim Weander (NDOT District 2)

Non Voting Members

*Jeremy Williams (HDR)
Jessica Smith (Benesch)
Bruce Fountain (City of La Vista)
Shane Swope (Schemmer)
Matt Selinger (JEO)
Kara Kosiski (Olsson)
Mark Tuch (Burns & McDonnell)
Lee Myers (AARP)

MAPA

Carlos Morales
Jim Boerner
Court Barber
Travis Halm
Lindsey Button
Michael Blank

** Attended virtually. Voting members are not eligible to vote while attending virtually and do not count for quorum.*

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 July 22, 2022 meeting

Correct July 17th to June 17th. Pfitzer moved to approve the minutes with the aforementioned change, seconded by Dowse. Motion carried.

B. TTAC Chair and Vice-Chair Election

Kutilek moved to elect Denny Wilson as Chair and Todd Pfitzer as Vice-Chair, seconded by Hinchey. Motion carried.

C. Safe Streets and Roads for All Application

Jim Borner brought SS4A to TTAC. Application submitting at the end of the month. City of Omaha is a joint applicant. Covers all jurisdictions in MAPA TMA except Pottawattamie County roads (they are applying separately). Requesting \$750k federal funds.

MAPA application covers all MPO members - please don't apply separately!

PM1 Annual Targets include the entire TMA.

SS4A Planning evaluates just the SS4A study area and local roads.

MAPA is still accepting letters of support, and it would be quite helpful as it will help bolster the application. Reach out to Lindsey Button if you are interested in this.

Pfitzer moved to recommend approval of the application and resolution, seconded by Dunn. Motion carried.

D. Draft Coordinated Transit Plan (CTP)

Travis Halm brought the draft CTP to TTAC. Plan is required for 5310 funding. Goals include: enhance collaboration, raise community awareness, and provide options and connections for transit in the region. It is now going to the public for the required 30-day comment period. After the comment period, this will come before TTAC again on October 21st, 2022.

Kutilek moved to recommend approval of opening a comment period for the draft CTP, seconded by Hinchey. Motion carried.

Discussion Items

E. Highway 75 Corridor and Freight Strategy Update

MAPA [Court Barber]: Court Barber presented an update on the progress of the study, including cost estimates for remaining alternatives. Over 100 people attended the open house on this project. The point of this project is to move traffic, especially freight traffic, away from 30th street in North Omaha. The final report should come around sometime in October. The two main alternatives that are being looked at during this time are 28th Avenue, and Alt 7 (which requires a new bridge over the Missouri River).

F. MAPA Committee Structure Discussion

MAPA [Court Barber]: Court Barber led a discussion on ideas for restructuring MAPA's committees. We have 4 selection committees, and it may make more sense to combine all 4 of these selection committees into one large selection committee that would include members from TTAC, RPAC, and CTC. It would be a single longer meeting instead of several smaller meetings where we would discuss and knock out selection issues for the various funding categories.

G. Member Agency Updates

MAPA [Court Barber]: We will take some time to remember Tom Doyle, Douglas County Engineer since 1983, who passed on August 6th.

Douglas County [Dan Kutilek]: I worked for Tom for 39 years, and he worked for grace and honor. He was calm at all times and very educated. Grew up in poverty but did well in high school, was on the debate team. He was involved in the Harrison St improvement project, Northwest Connector.

Omaha [Todd Pfitzer]: Tom helped me in my race, called me and helped coach me and kept up to date on what was occurring in the race.

MAPA [Carlos Morales]: We are continuing to look for additional federal funding, keeping our grant section of our website up to date, keeping coordination between Nebraska and Iowa in good shape, and if you have any questions feel free to reach out.

Douglas County [Dan Kutilek]: Construction updates, projects are moving along, traffic signals are being put in.

NDOT [Maurice Hinchey]: Highway 75 update construction update, paving is still underway, several sections have been completed with parts of the Highway reopening, but more sections will be closed soon for reconstruction. Western Douglas County trail is now open. Highway 36 pavement repairs are done, culvert extensions underway.

Council Bluffs [Matt Cox]: No Updates.

Bellevue [Dean Dunn]: A 36th Street Phase II letting next year.

La Vista [Pat Dowse]: Construction updates along 86th Street trail, grade-separated crossing between trail and 86th Street is being put in.

Omaha [Todd Pfitzer]: Farnam street construction updates. Public works has been busy with the Streetcar to evaluate the appropriate route, bridge costs over I-480, etc. Supply chain issues are delaying utility construction in another project. Starting the week after Labor Day, signal updates will begin.

Sarpy County [Dennis Wilson]: I direct you to ConnectSarpy.com as there are too many projects to discuss. Roundabouts are being put in. New golf course open for members. Transportation planning is being done by Sarpy County and several cities within Sarpy County for all arterial roads, partially north-south arterial roads.

H. Additional Business

Pfitzer moved to adjourn at 11:12am.

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE



Friday Sep 16, 2022

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

MINUTES

In attendance:

Voting Members

Pat Dowse (City of La Vista)
Todd Pfitzer (City of Omaha)
Dan Kutilek (Douglas County)
Craig Wacker (NDOT)
Maurice Hinchey (NDOT)
Damion Stern (NDOT)
Alex Evans (City of Papillion)
Bryan Guy (City of Omaha)
*Jeff Reissleman (City of Omaha)
Joe Soucie (City of La Vista)
*Derek Miller (City of Omaha)
Lauren Cencic (Metro)
Krista Wassenaar (City of Omaha)

Non Voting Members

Jeremy Williams (HDR)
Jessica Smith (Benesch)
Matt Selinger (JEO)
*Lee Myers (AARP)
Katie Salerno (Olsson)
*Justin Luther (FHWA)
*Dave Vermillion (City of Council Bluffs)
Joan Green (EAG)

MAPA

Carlos Morales
Jim Boerner
*Travis Halm
Lindsey Button
Michael Blank
Michael Helgerson

** Attended virtually. Voting members are not eligible to vote while attending virtually and do not count for quorum.*

Todd Pfitzer called the meeting to order at 10:03am.
Quorum was not met.

Action Items

For TTAC Approval

A. Approval of the Minutes from the August 19, 2022 meeting

Quorum was not met, so this item was not discussed.

Recommendations to MAPA's Board of Directors

B. [Amendment 1 to the FY2023 Transportation Improvement Program](#)

Carlos Morales presented Amendment 1, through which the Cities of Omaha, Council Bluffs, La Vista, Papillon, and NDOT seek Control Number Updates, Funding Adjustments, Phase Adjustments, and Project Additions. No vote was taken as quorum was not met.

Discussion Items

C. NDOT Systemic Safety Planning Presentation

MAPA [Jim Boerner]: NDOT has announced two programs:

1. 28' Top Highway Safety Improvement Program (HSIP) Funding is available. Eligible roads and HSIP funded safety improvements were presented. Application process involves a request submitted in NDOT 530 through MAPA, which will be reviewed by the NDOT Highway Safety Engineer. Applications must include a cost breakdown provided showing HSIP eligible costs. HSIP funds are provided at an 80/20 split.
2. Pedestrian Signal Replacement with RRFB - eligible for direct replacement of hardware only, over 2 or 3 lane roads (4 to 5 lanes would require further study). Safety study is not required, however consideration of the current crossing configuration and appropriateness of RRFB requested. Stern indicated that NDOT is coming up with a shortlist of projects where they will be updating signals. Pfitzer mentioned that Omaha has numerous signals that are in need of replacement, so this program will be highly beneficial.

D. Project Selection Committee Update

MAPA [Carlos Morales]: Morales presented an update on MAPA's internal discussions on committee structuring and project selection. A chart of the existing committee structure was provided. The plan at this time is to create a single unified project selection committee, composed of members from TTAC, CTC, and RPAC. This would reduce the total number of meetings required for project selection, and would look at the full funding spectrum, with the goal of having a more diverse and inclusive body of members involved in project selection. Currently MAPA is considering representatives from each of the three committees, with additional consideration to technical experience, bike-ped experience, transit experience, etc. Pfitzer noted that once you have a group over approximately 10 members, scheduling is difficult, proposing that this committee be no more than 10-12 individuals, and that terms of service for members must be established. Helgerson noted that MAPA generally tries to make sure committees with key deliverables are no more than 15 members for this reason. MAPA's goal for this restructuring is to limit the burden on committee members by reducing the total number of meetings and time commitment requirements.

Pfitzer noted that this committee should ensure equitable representation, possibly with proportional representation of the metro area, leading to more representation from Omaha. Helgerson stated that ultimately this will be in bylaws, but MAPA is in line with this idea. At this time MAPA is still brainstorming and getting initial thoughts and suggestions as to how this committee should be structured and how project selection should be conducted moving forward. Ultimately MAPA will propose a few options on committee structure and bylaws, which would be presented and approved by both TTAC and RPAC.

Next call for projects [Carlos Morales]: Current STBG, TAP, and 5310 programs are full through 2028. Developing the new committee structure and project selection guidelines will likely take until early summer 2023. **MAPA is planning to hold off on calling for projects until fall 2023.**

Pfitzer indicated that he will need to have a meeting with NDOT and MAPA to discuss the current MTIS plan and how that will be integrated over the next 10 years with City initiatives. Helgerson indicated that initial meetings have been held, but coordination on discretionary grants will need to be built upon.

Guy asked if there has been clarification on the federal funding bill since the last call for projects. Helgerson stated that there has been an increase in funding of approximately 20% in Nebraska, and approximately \$500,000 in funding to the Iowa side. TAP nearly doubled based on set aside increasing and the overall amount allocated based on population. STBG grew about 20-25%. There is also a new Carbon Reduction program that will be coming to the MAPA region. This funding has more of a narrow focus but can be paired with other projects and funding. Over the next calendar year MAPA will be working on a carbon reduction strategy. Wacker indicated that NDOT has a consultant that will be putting together a list of project types that would be priority for the state for this carbon reduction funding stream.

Challenges regarding the increased cost of projects due to inflation were discussed.

Helgerson emphasized the need for coordination between formula and discretionary funding, through proactive project selection, which will be easier to achieve with this unified selection committee and selection process. One aspect will be examining how we can use regional funding in a way that sets us up for success in other spaces.

E. Member Agency Updates

Alex Evans [Papillion]: Intersection improvements ongoing. HAWK beacon in downtown Papillion has been completed.

La Vista [Pat Dowse]: 84th st trail system and redevelopment work is moving forward. Majority of our work is gearing up for busy 2023 pavement rehab. Currently looking for a better bid on sewer. Looking at residential roadway rehab.

Krista Wassenaar[City of Omaha]: Omaha Streetcar Authority board meeting coming up on Monday where they will be discussing the alignment of the streetcar. Pfitzer noted that Omaha is currently working with the DOT on alignment as it relates to the bridges that go over i40. 168th St bid has been received. 156th St from Dodge to Pacific will be coming up for bid later this year. Planned on getting 48th St as well but due to impacts with supply chain and OPPD we will have to push off another year for bidding. Baby Bob will be bidding early next year.

Brian Guy [City of Omaha]: Signal removal process: Construction this year is a bit behind schedule (held up by supply chain issues), but working on 2 projects and about 80 signals. Held up by supply chain issues. Received additional CMAQ funds (over what is shown in the TIP amendment) that will allow them to begin design on further phases. Brian will provide these details to MAPA so they can bring this TIP amendment to the board. Signal removals are underway and going smoothly. Some concerns have been raised and will be investigated. Retiming project for Dodge and Farnam streets is ongoing. Developed some safety videos as a part of this project and a social media component as well, focused on pedestrian safety from both pedestrian and driver standpoint. Pedestrian lead timing being rolled out in some locations.

Dan Kutelik [Douglas County]: 180th St. expected to be completed sometime next month. Local projects are wrapping up. Google datacenter on State St should be completed this fall. County board approved a program for Douglas County to adopt an "adopt a road" program to pick up litter.

Maurice [NDOT]: Numerous updates on highway and bridge resurfacing and repair projects including Hwy75, i460, i680, Hwy36, Hwy50, and Hwy370. West center at 156 is close to finishing the inside portion. Will soon be redirecting traffic to the inside lanes while work is conducted on the outside lanes. Western Douglas county trail is completed.

Mike Helgerson [MAPA]: MAPAs annual meeting and award night is coming up on October 5th with Keynote speaker Jeff Siegler. All are invited to attend. Nebraska Regional Officials Council has been working closely with NAACO on how counties outside of the MPO region access discretionary funding with progress being made with regards to a statewide bridge application. This is primarily with regards to Cass and Washington counties. More information to come.

Lauren Cencic [Metro]: Service changes are to be implemented October 2nd and will substantially increase service hours and frequency to numerous routes largely in response to growth in ridership. This is the first step in the implementation of the MetroNEXT strategic plan. Metro will hit 750,000 rides on ORBT either this or next week.

Joe Soucie [La Vista]: Nebraska chapter of APWA will be hosting the 2023 North American Snow Conference April 16-19 in Omaha - opportunity for staff members to attend a national conference without travel cost. Unlimited number of floor passes available to see the updates in equipment and network with vendors.

F. Additional Business

Todd Pfitzer wants to recognize Dan Kutelik. He's been at the county for the last 50 years and was asked to serve as the interim Douglas County Engineer.

Meeting adjourned at 11:25am.

Agenda Item B
Final 2022 Coordinated Transit
Plan

COORDINATED TRANSIT PLAN

2022 **UPDATE**

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INTRODUCTION

Coordinated Transit Plan Background

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

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

PURPOSE:

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

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

Federal Requirements for Coordinated Transit Plans

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

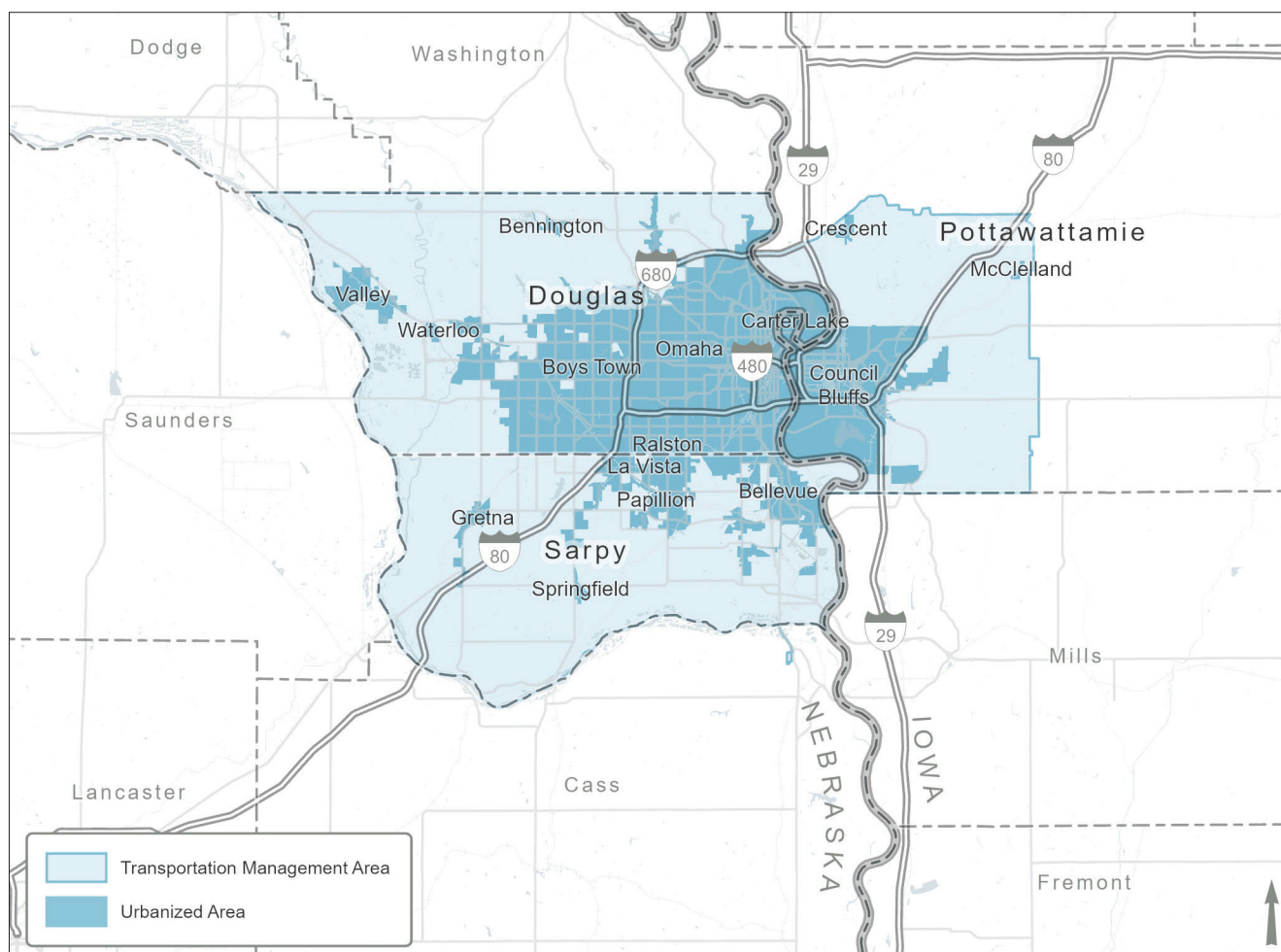
This program (49 U.S.C. § 5310) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meet these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

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

MAPA Background

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

Figure 1: MAPA Transportation Management Area (TMA) Map



Coordinated Transit Committee

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

The purpose of CTC is to:

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



Coordinated Transit Planning Process

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



Visioning and Direction

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



Outreach

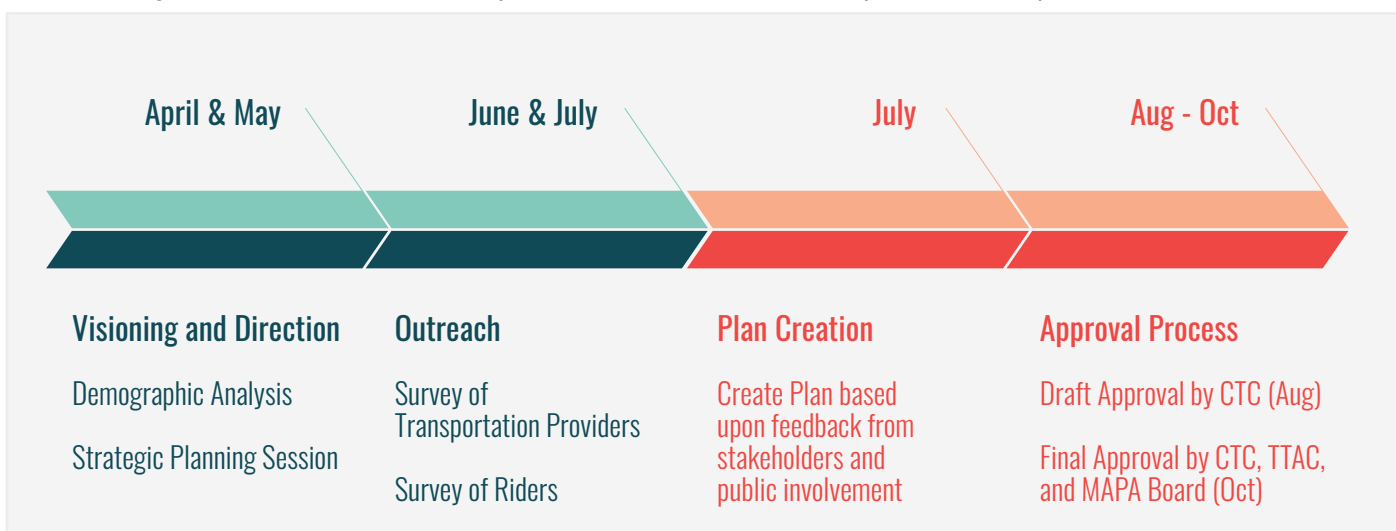
In May, MAPA staff created and distributed a survey to transportation providers within the region. This survey received 18 responses from municipalities and non-profit organizations which provide transportation in the region. The provider survey was followed by a rider survey, which was created and distributed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



Plan Creation

Following visioning, direction, and outreach, MAPA staff has developed the 2022 Coordinated Transit Plan and its subsequent analysis, inventory, and objectives. A draft 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, zero vehicle households, and their correlations with populations of persons over 65 and persons with a disability, as these factors can strongly impact the need for transit services.

Data Sources

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



² 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>

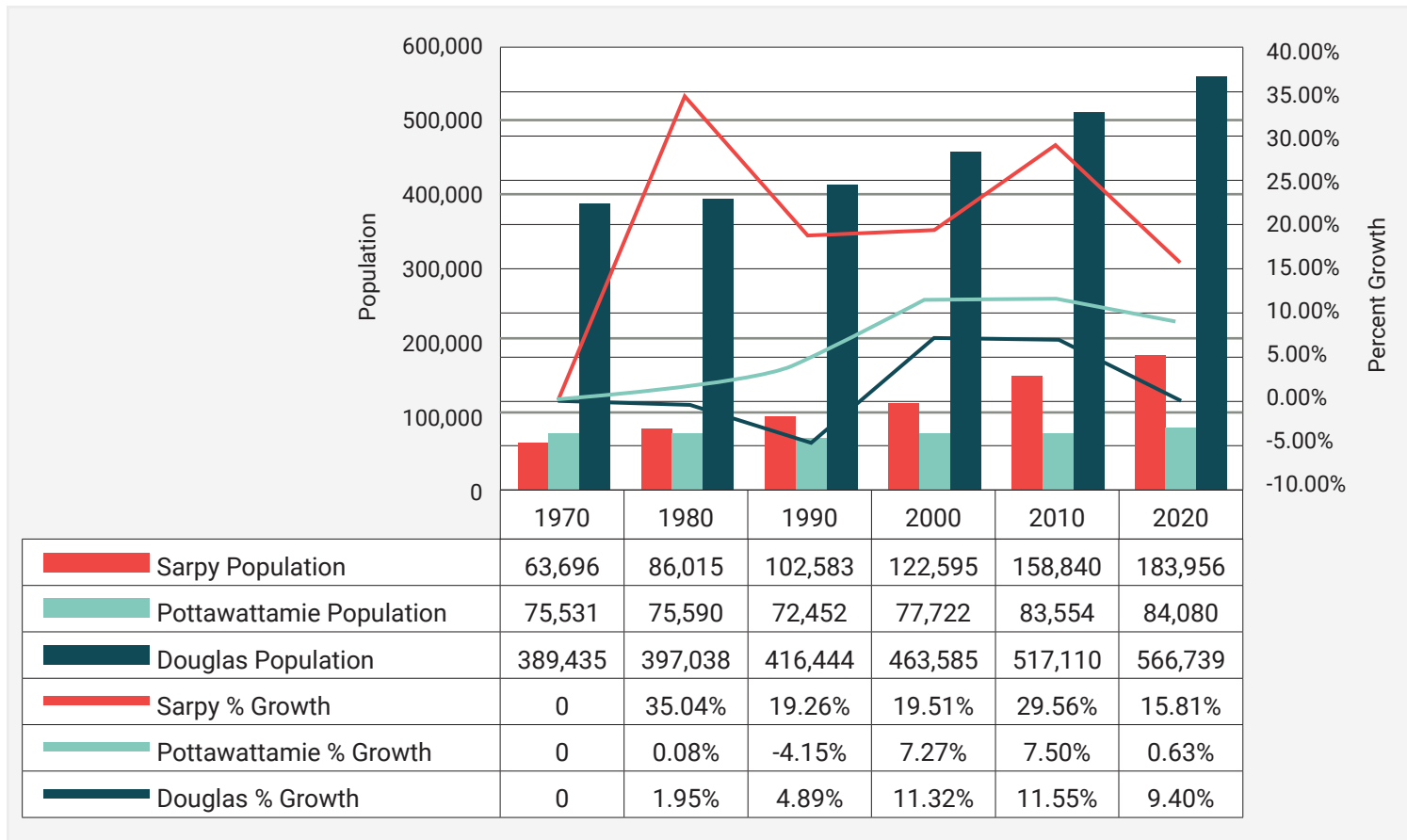
³ U.S. Census Bureau (2020). 2016-2020 American Community Survey 5-year Estimates Subject Tables [CSV Data File]. Retrieved from <https://data.census.gov>

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

Overview

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

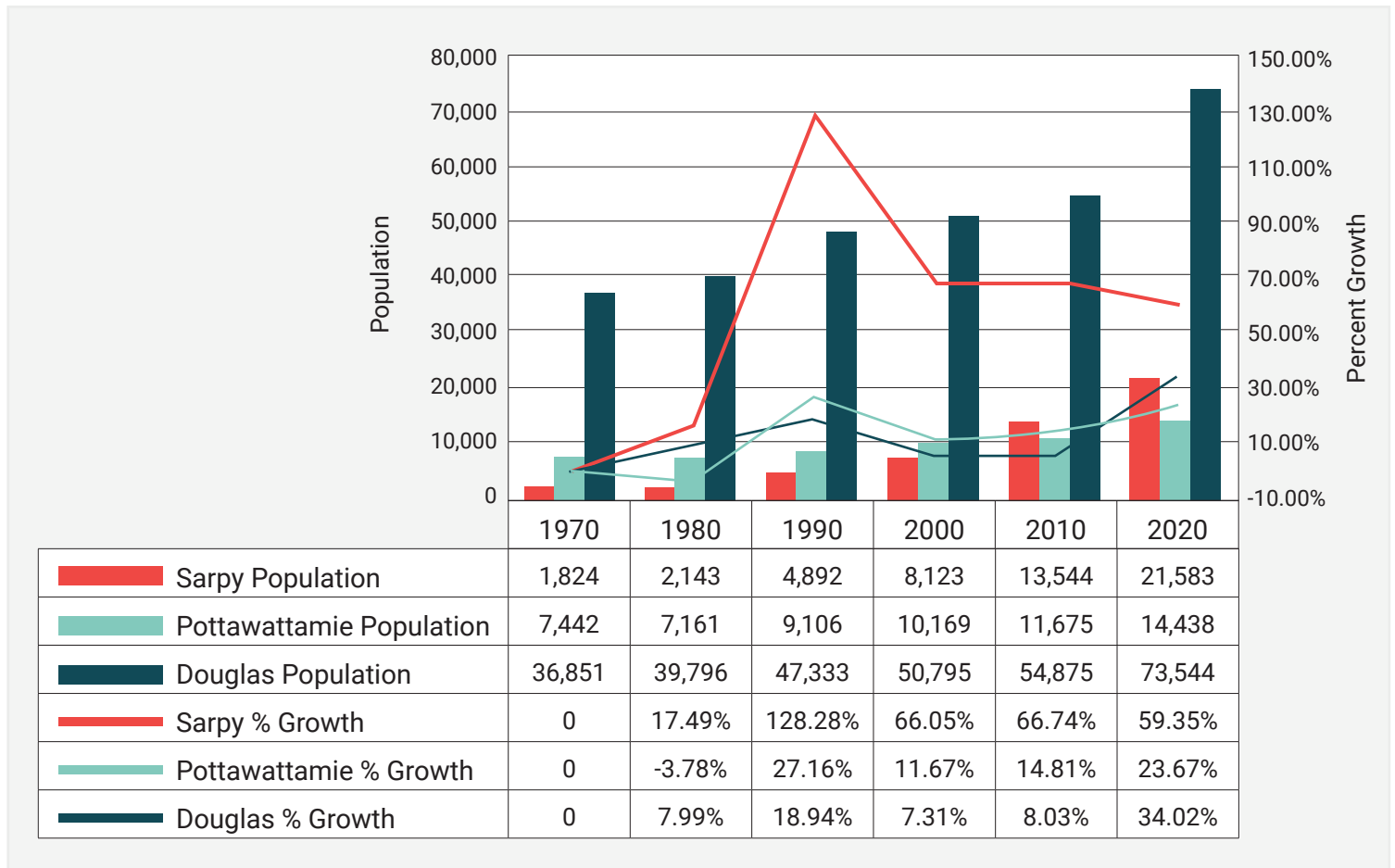
Figure 2: Total population and percent growth over time for the Omaha-Council Bluffs TMA from 1970 and 2020, split by County.



Persons over 65 years of age

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

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



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

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

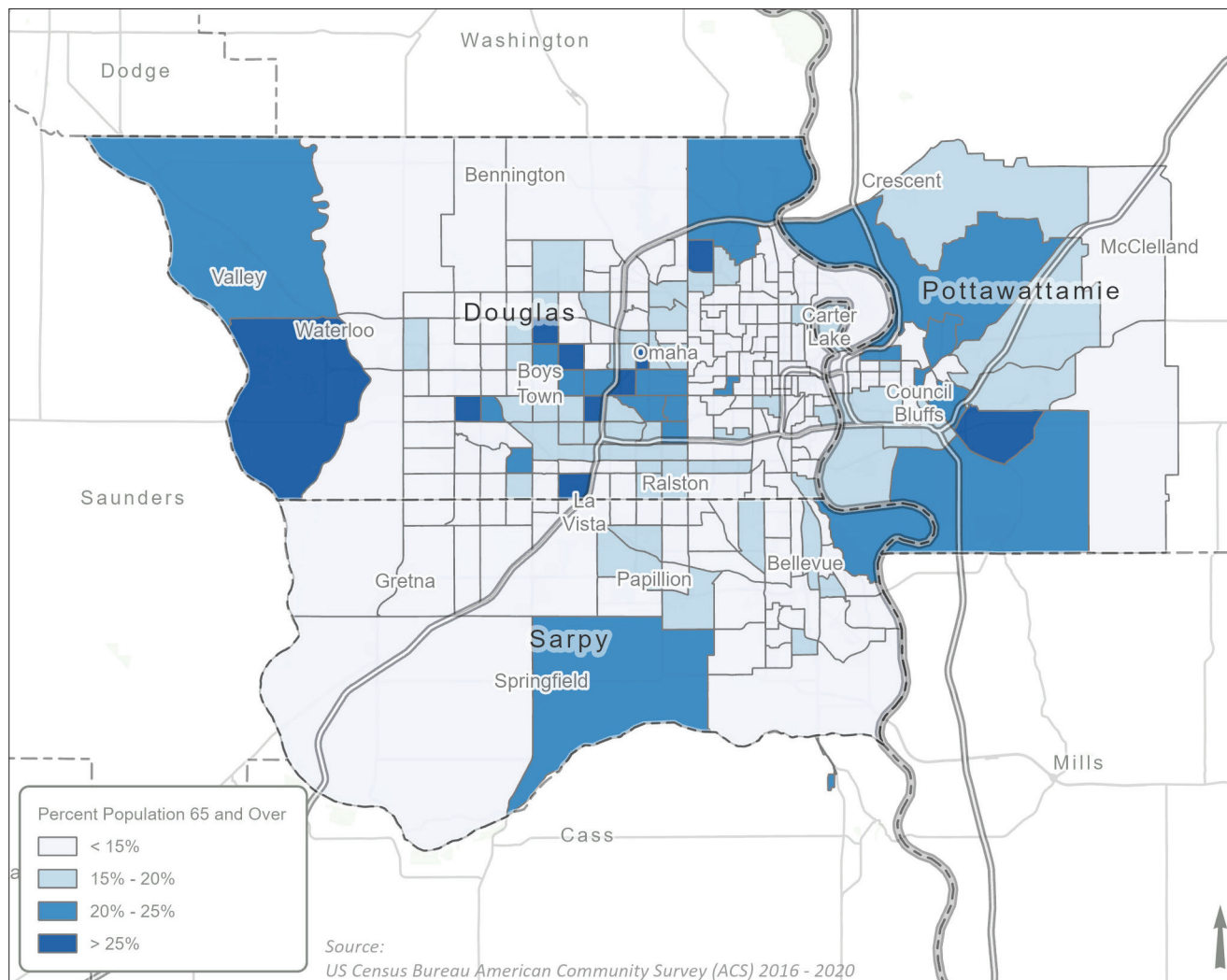
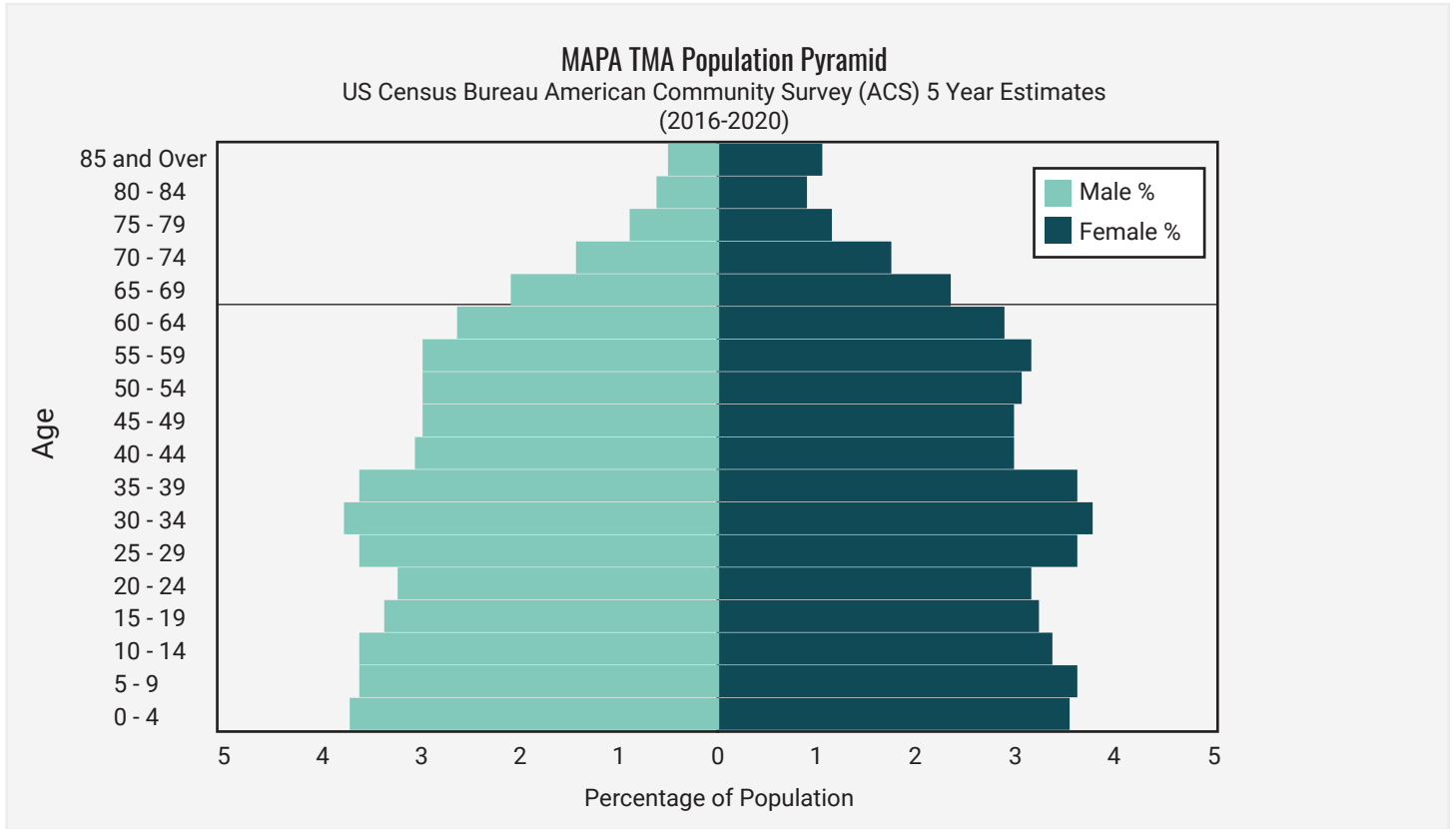


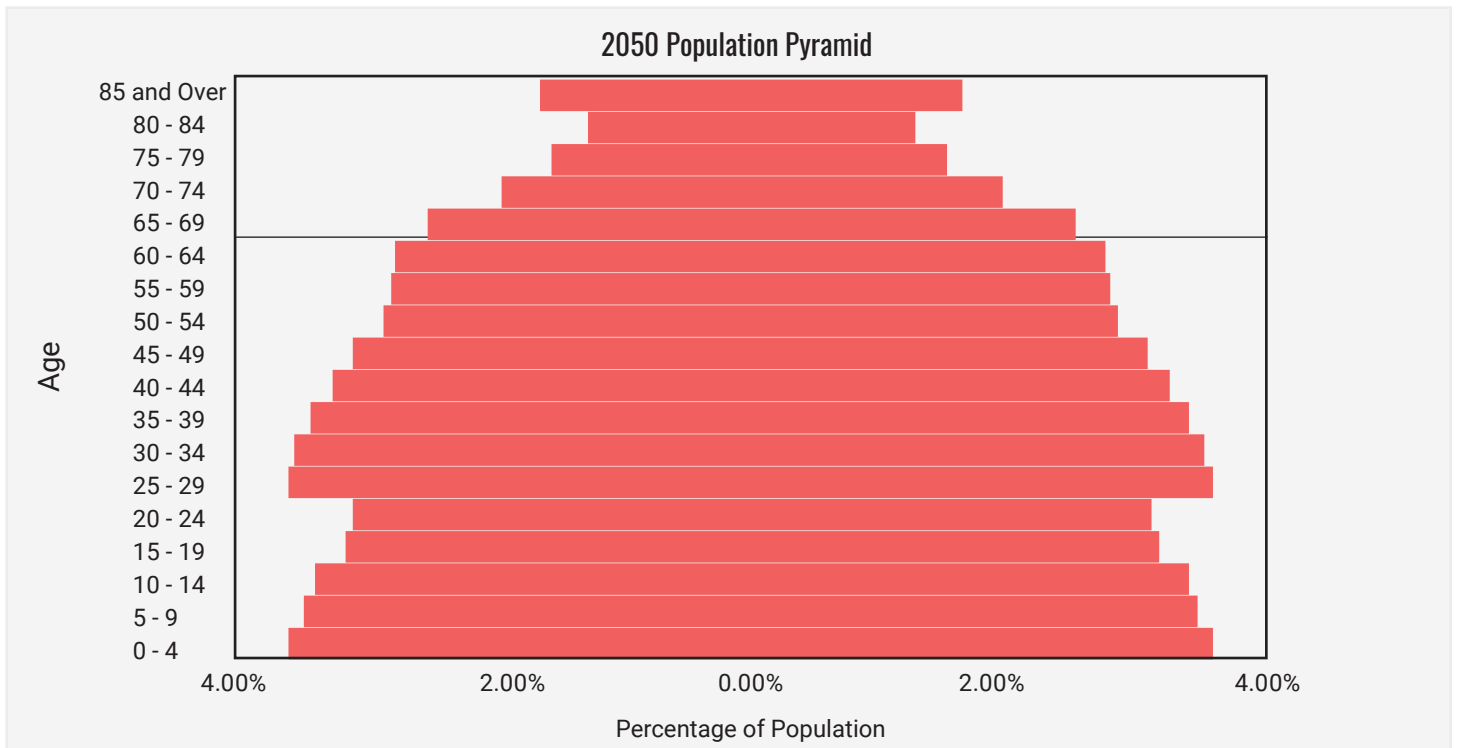
Figure 5: Current MAPA Region Population Pyramid



Future Demographic Shifts

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

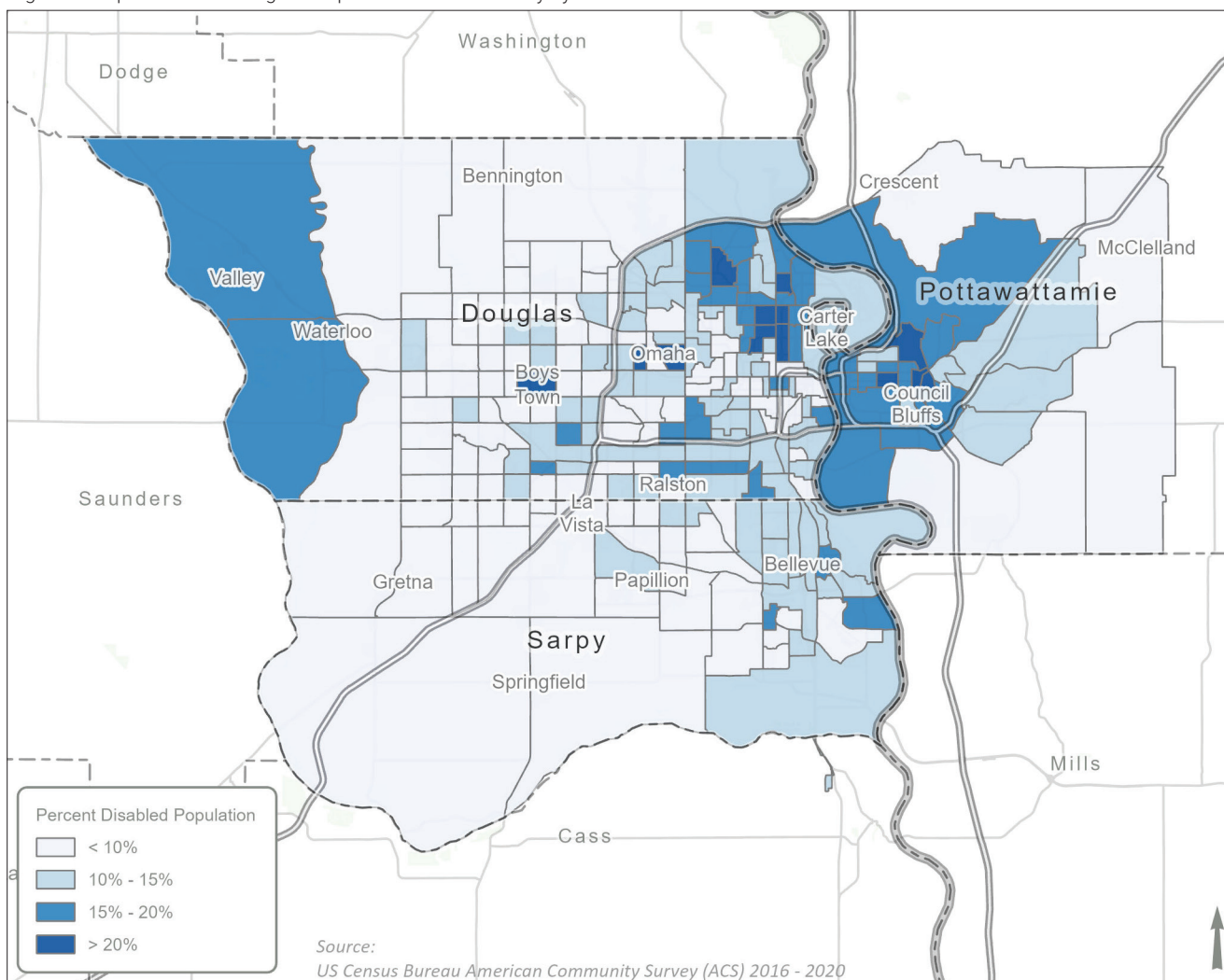
Figure 6: Projected population pyramids for MAPAs TMA in 2050.



Persons with a Disability

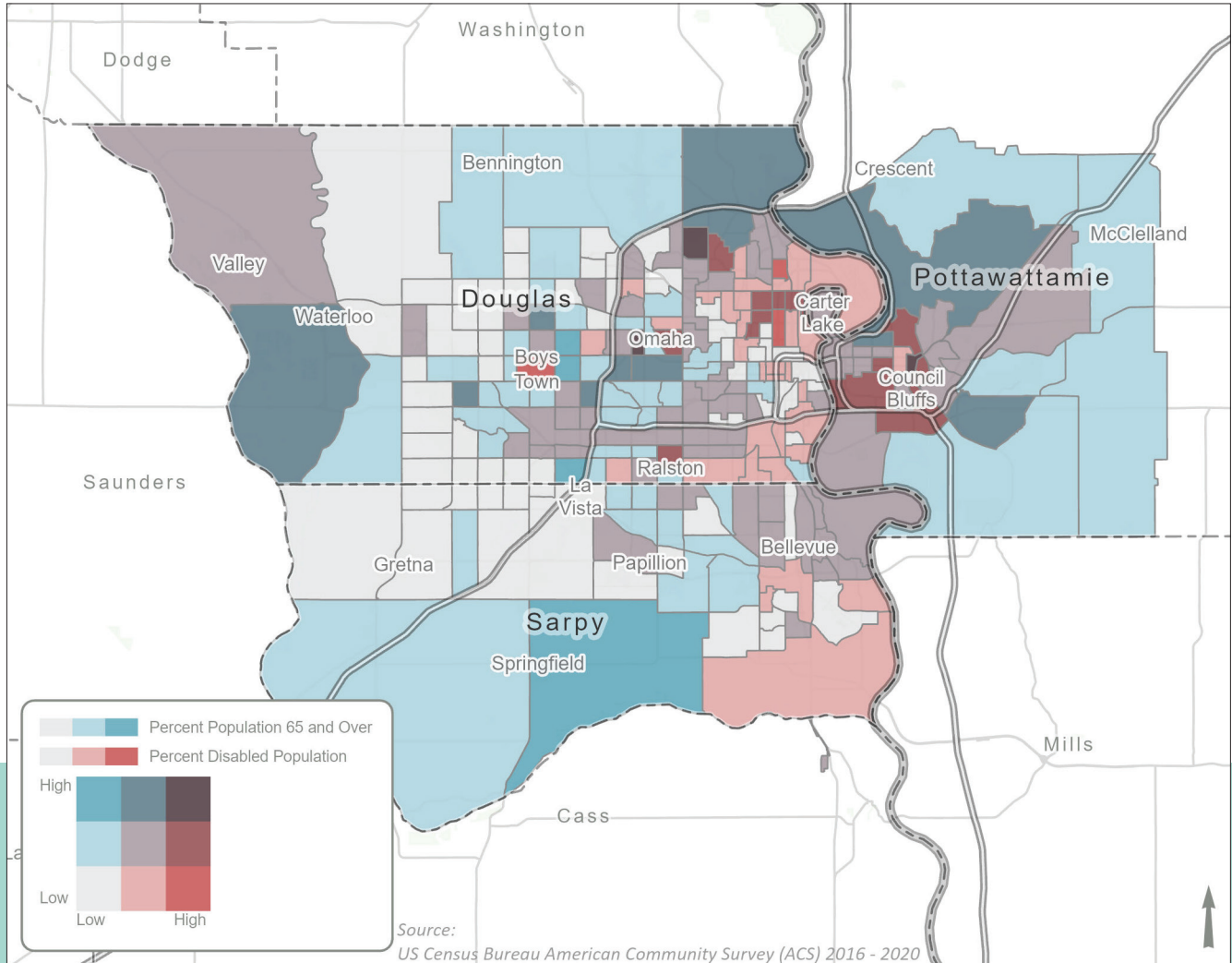
The number of people in the Omaha-Council Bluffs Metropolitan Area with a disability is 87,942 people, approximately 10% of the metro population. This is an 11.3% increase over the 78,992 individuals with disabilities in the region five years ago. The geographic distribution of this population is shown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

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



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

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



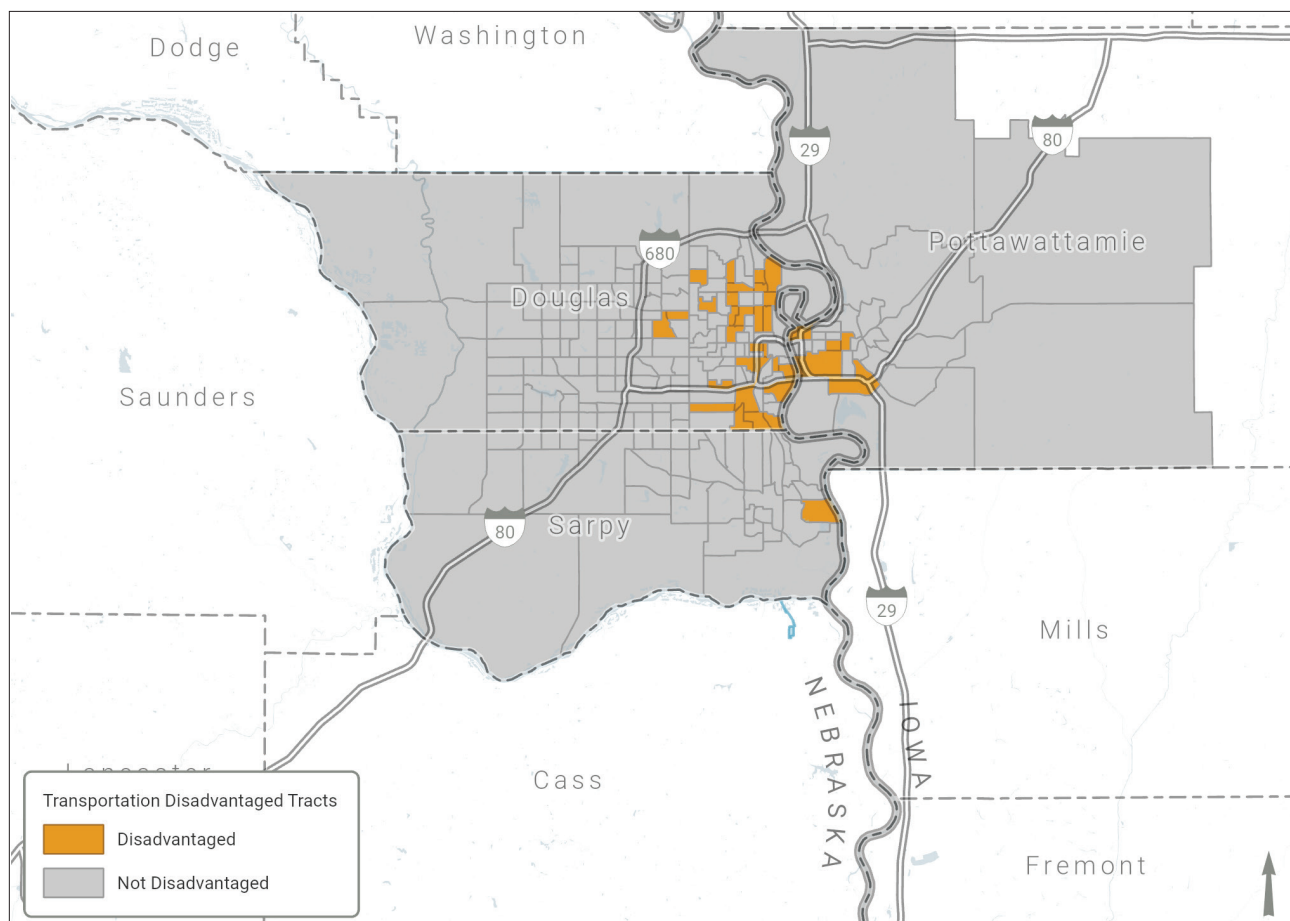
Disadvantaged Communities

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

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

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

Figure 9: Map of disadvantaged communities by census tract.



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



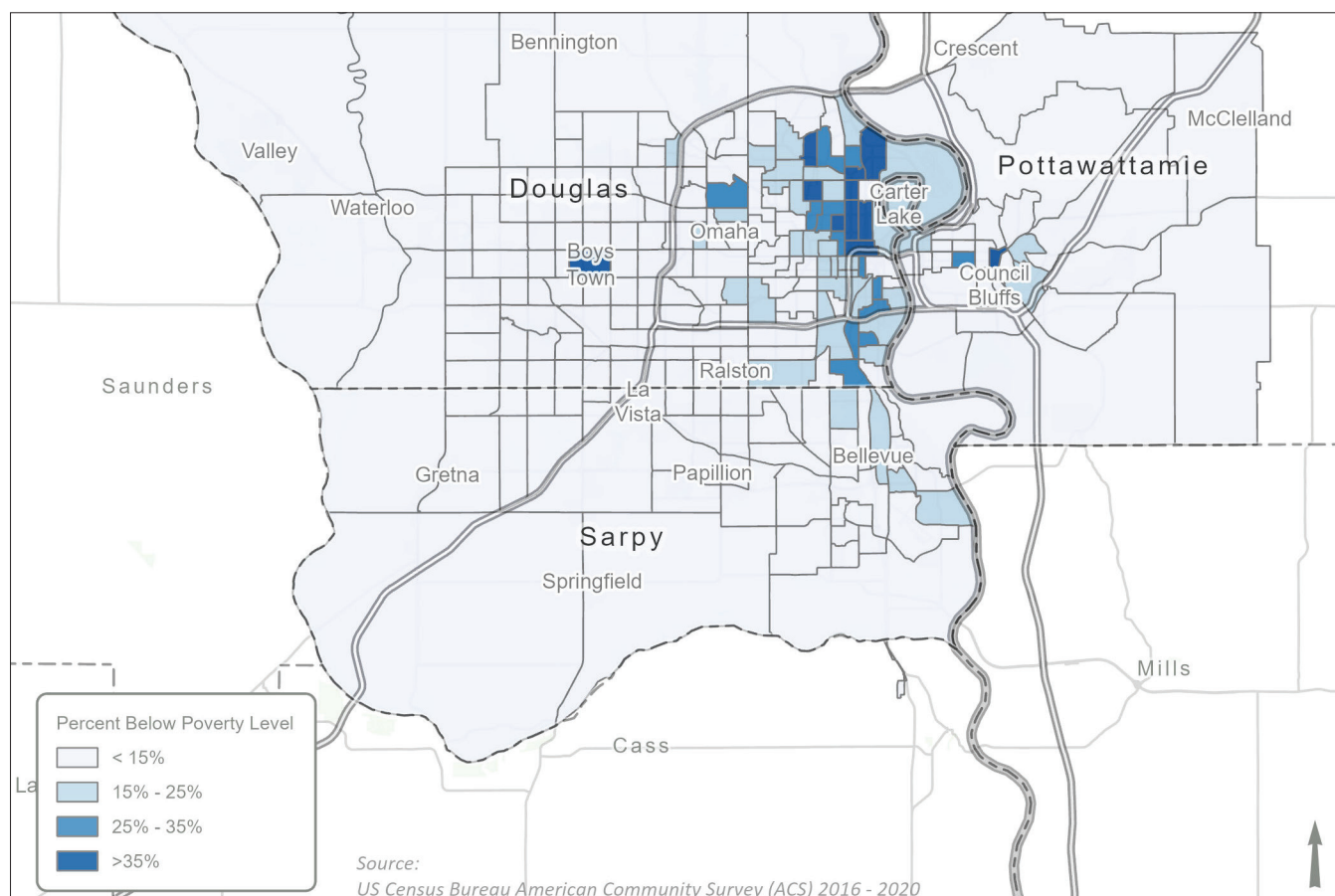
Persons living below the poverty line

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

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

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

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



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

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

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

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

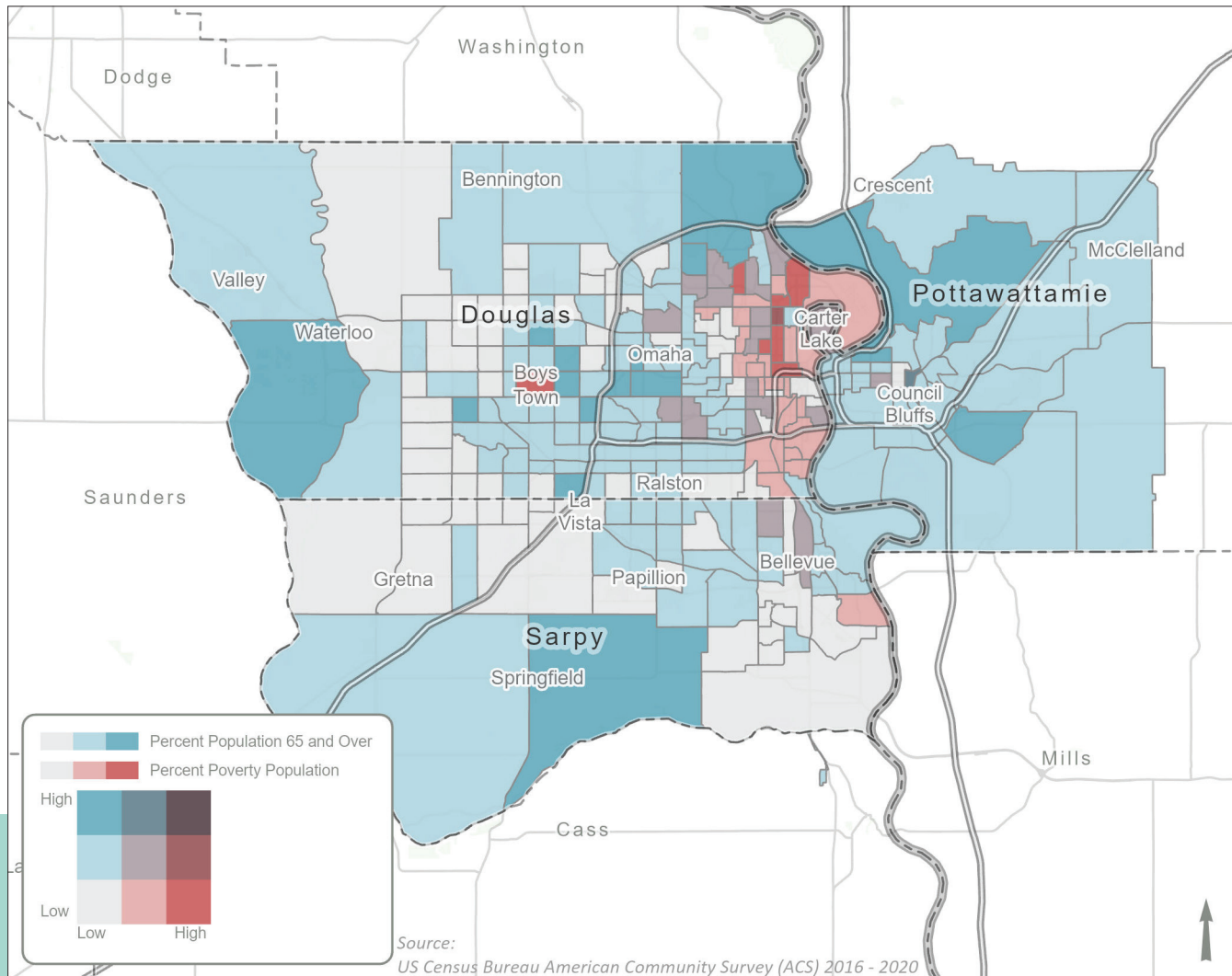
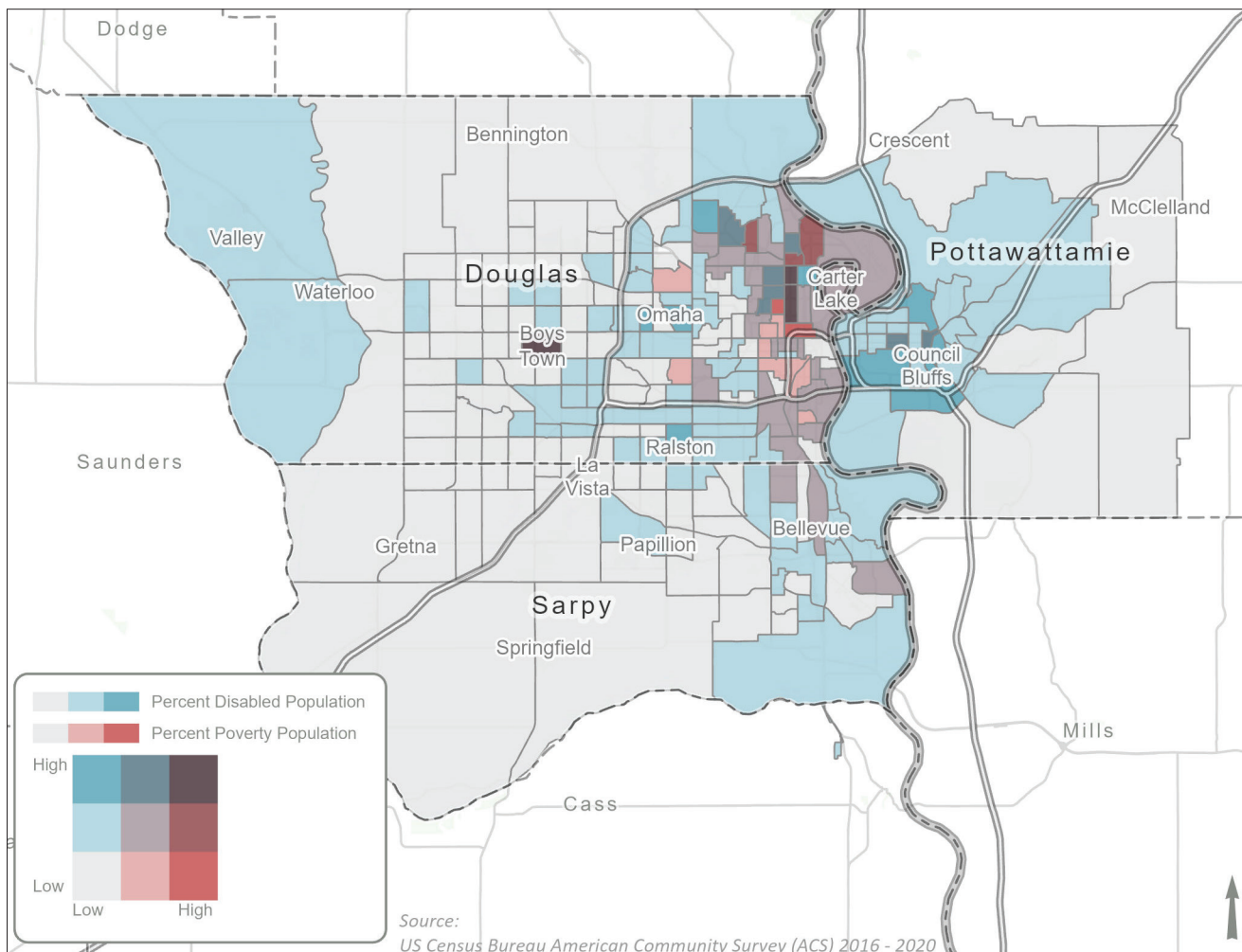



Figure 12: Bivariate map showing census tracts with a low to high percentage of persons with a disability, with census tracts showing low to high percentage of the population living in poverty.



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

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

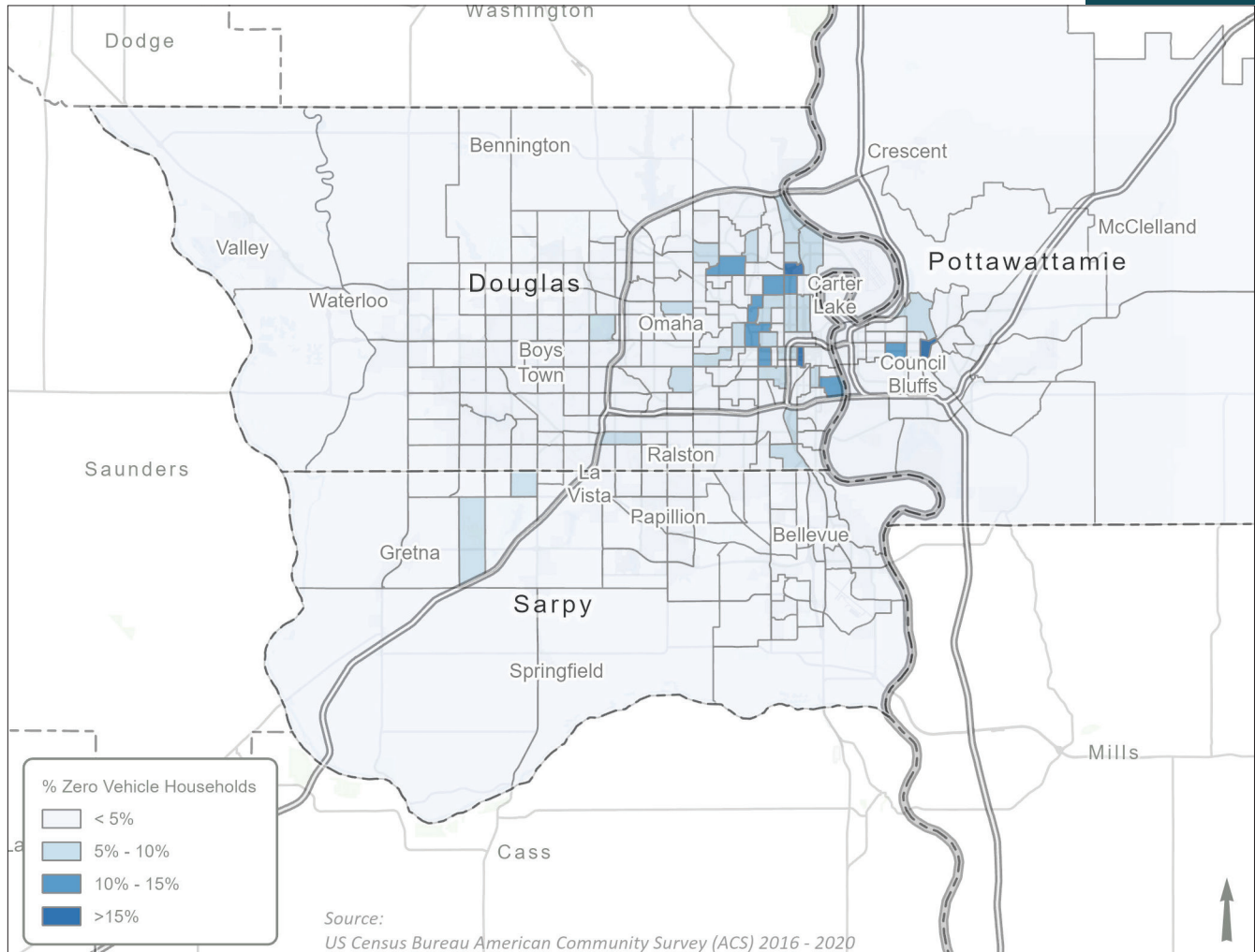
	% OF THE POPULATION LIVING IN POVERTY	
	2011 - 2015	2016 -2020
Over 65 years of age	7.23%	6.91%
Persons with disabilities	2.04%	1.79%

Zero-Vehicle Households

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



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



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

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

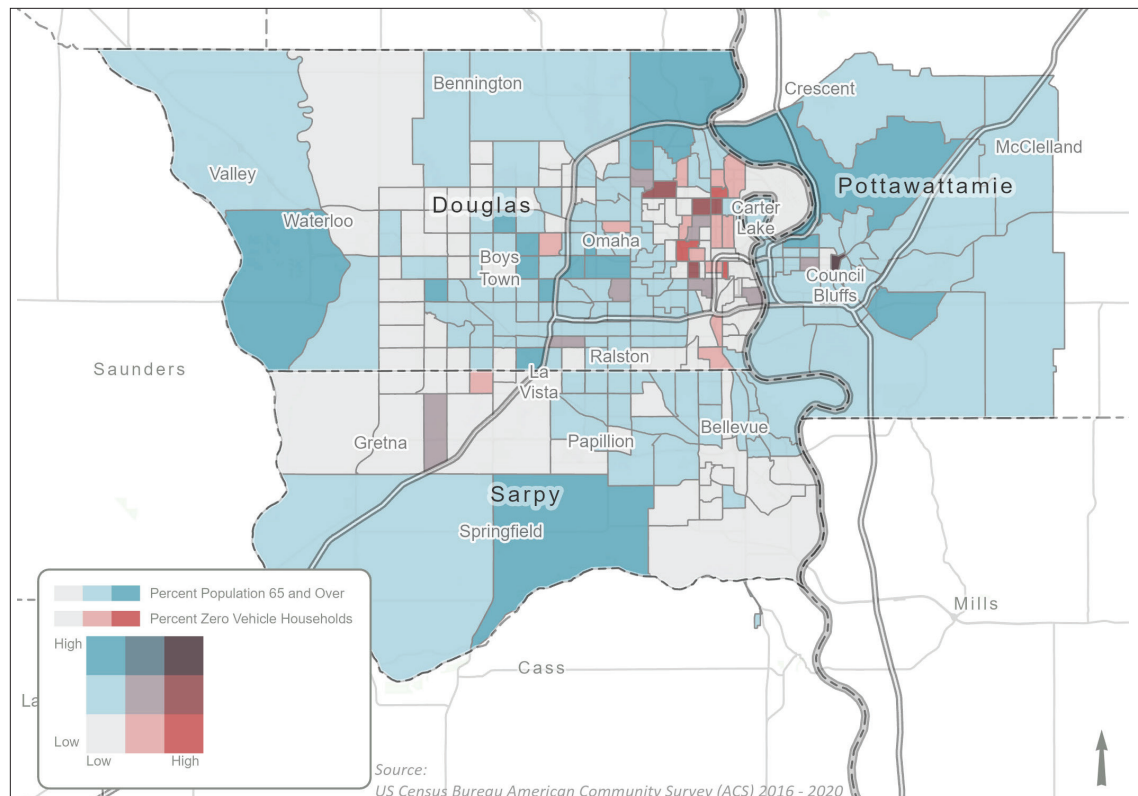
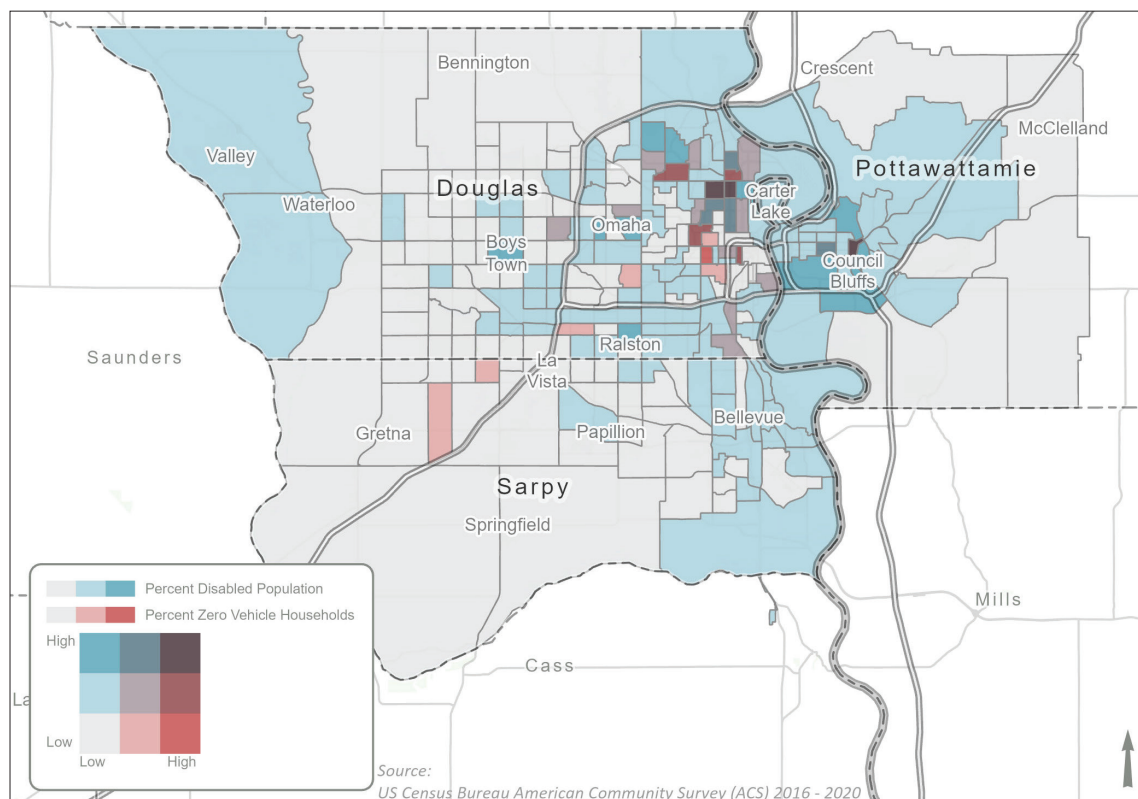


Figure 15: Bivariate map showing census tracts with a low to high percentage of persons with a disability population, with census tracts showing low to high percentage of zero vehicle households.



Demographic Summary

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

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

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



EXISTING TRANSPORTATION SERVICE

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

Service Providers

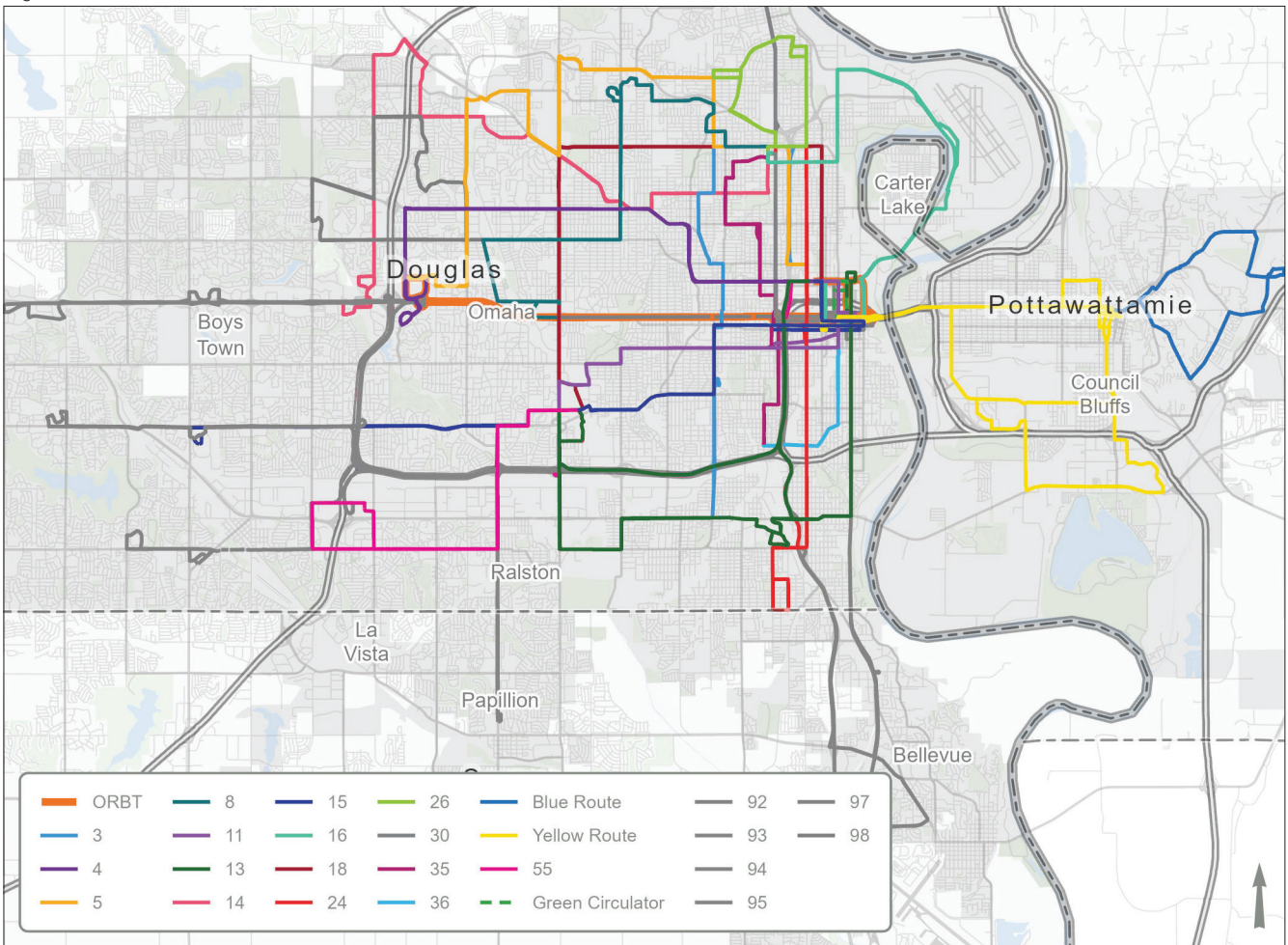
Table 2: List of Service Providers

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

Metro Transit

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

Figure 16: Metro Transit routes



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

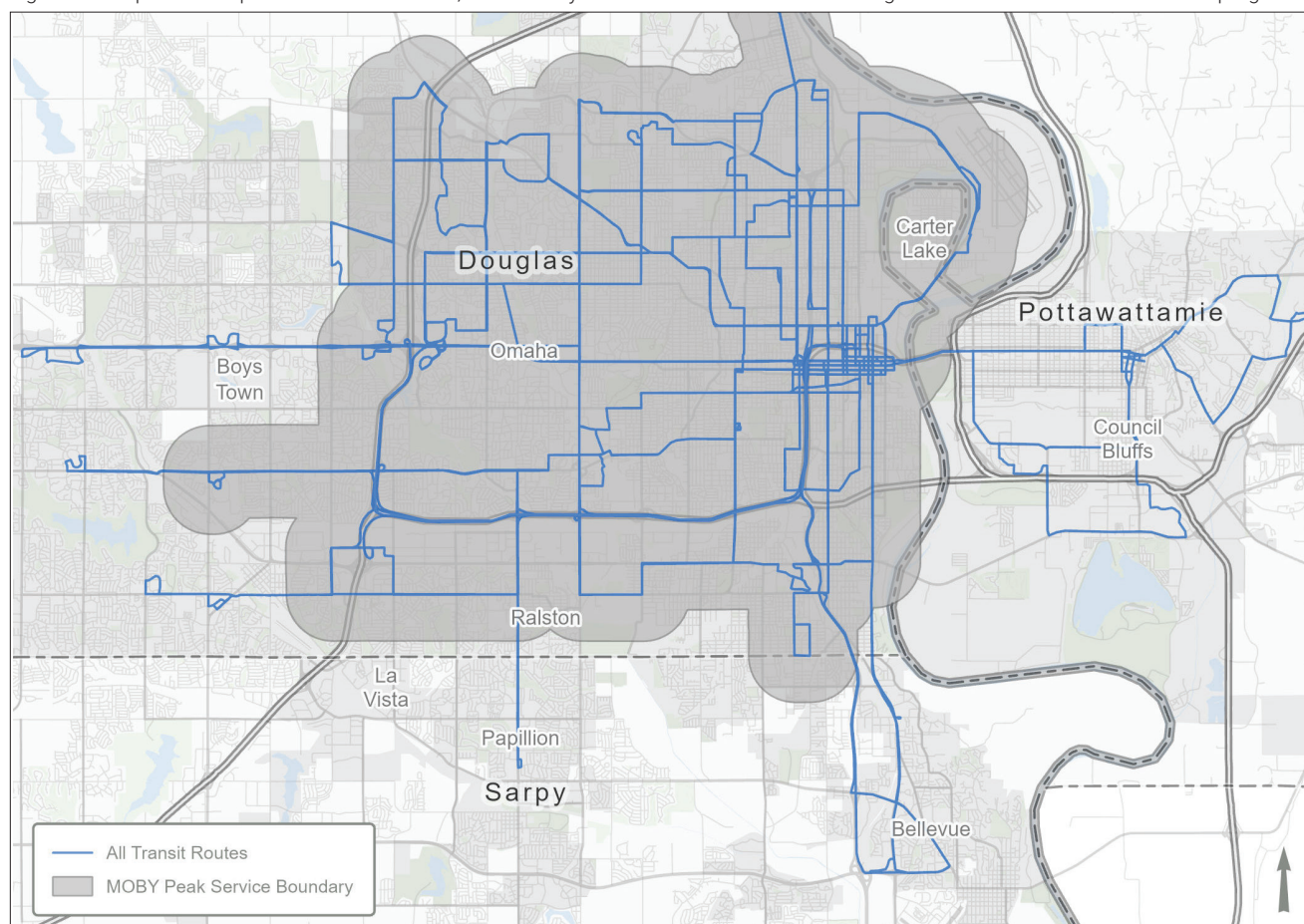
In 2015, Metro Transit had a route overhaul with numerous routes streamlined in its first major restructure of routes. During the Coronavirus Pandemic, service was scaled back as ridership decreased as work-from-home situations increased drastically throughout the metro area. Service in 2022 has still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

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

Metro Transit MOBY Service

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

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



SWITA

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

Jurisdictions providing transportation

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

Non-profit organizations providing transportation service

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

Table 3: Non-profit organizations providing transportation service

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

Other Transportation Services

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

Ridesharing



Metro Rideshare

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



Vanpooling

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



Ride hailing service

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



Intercity Transit

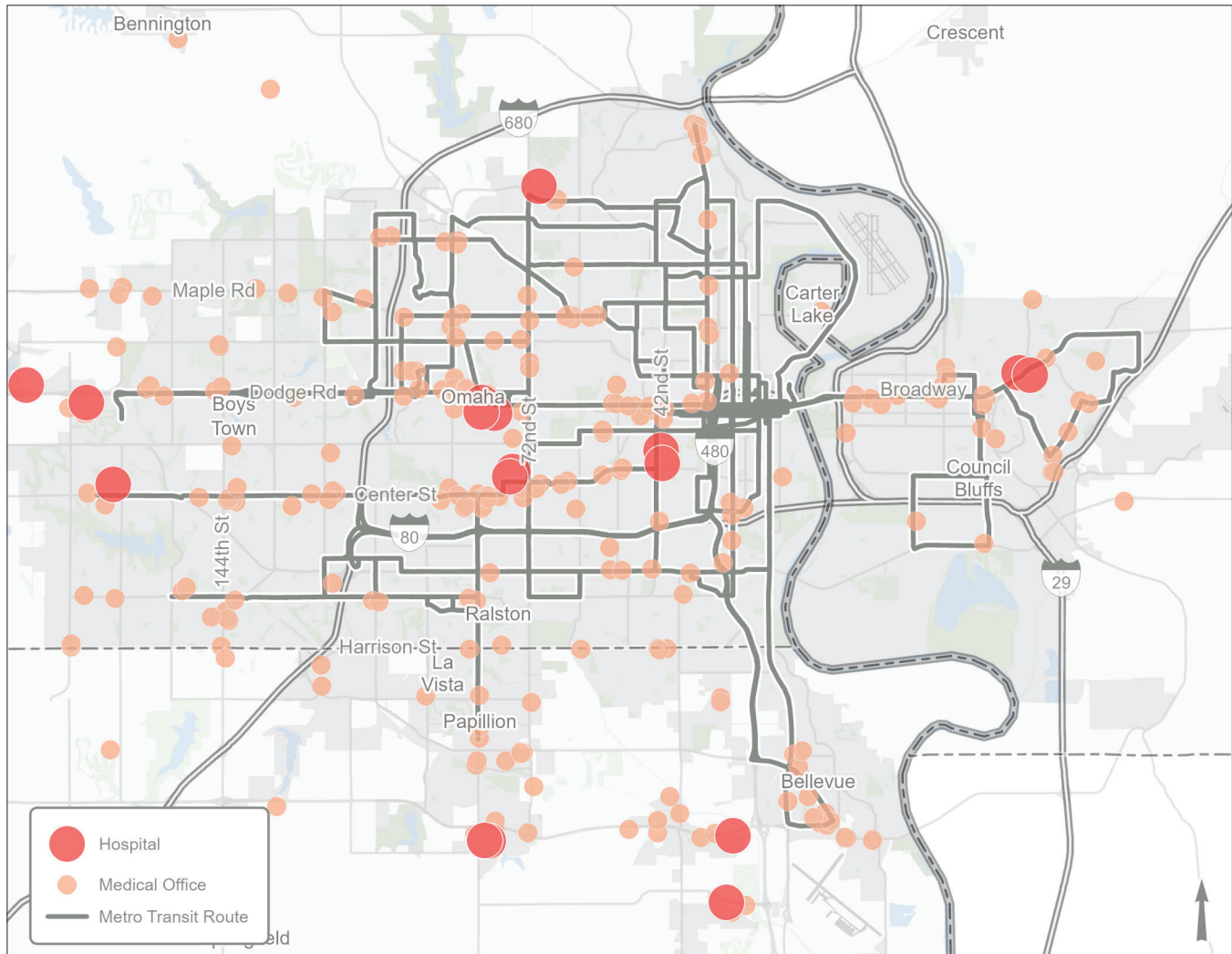
Burlington Trailways currently offers intercity bus service as part of its national bus network through Omaha. Amtrak currently provides one daily train which provides a connection to Chicago and Denver, which does provide ADA accommodations and a discounted fare.

Access to Resources

Hospitals and medical offices

The map below shows full service hospitals and medical offices within the region alongside existing metro transit routes (figure 18). As people age, the likelihood of needing these medical facilities increases dramatically. A high number of census tracts with more than 20% of the population over the age of 65 exist near many medical centers within the region, notably in west-central portions of the City of Omaha. However, many of these areas do not have access to MOBY service, since they exist further than ¾ mile from regular service fixed route transit lines. Following the discontinuation of ENOA transportation service in western Douglas County, riders have had to find new forms of transportation to these medical centers and other resources in the absence of that service.

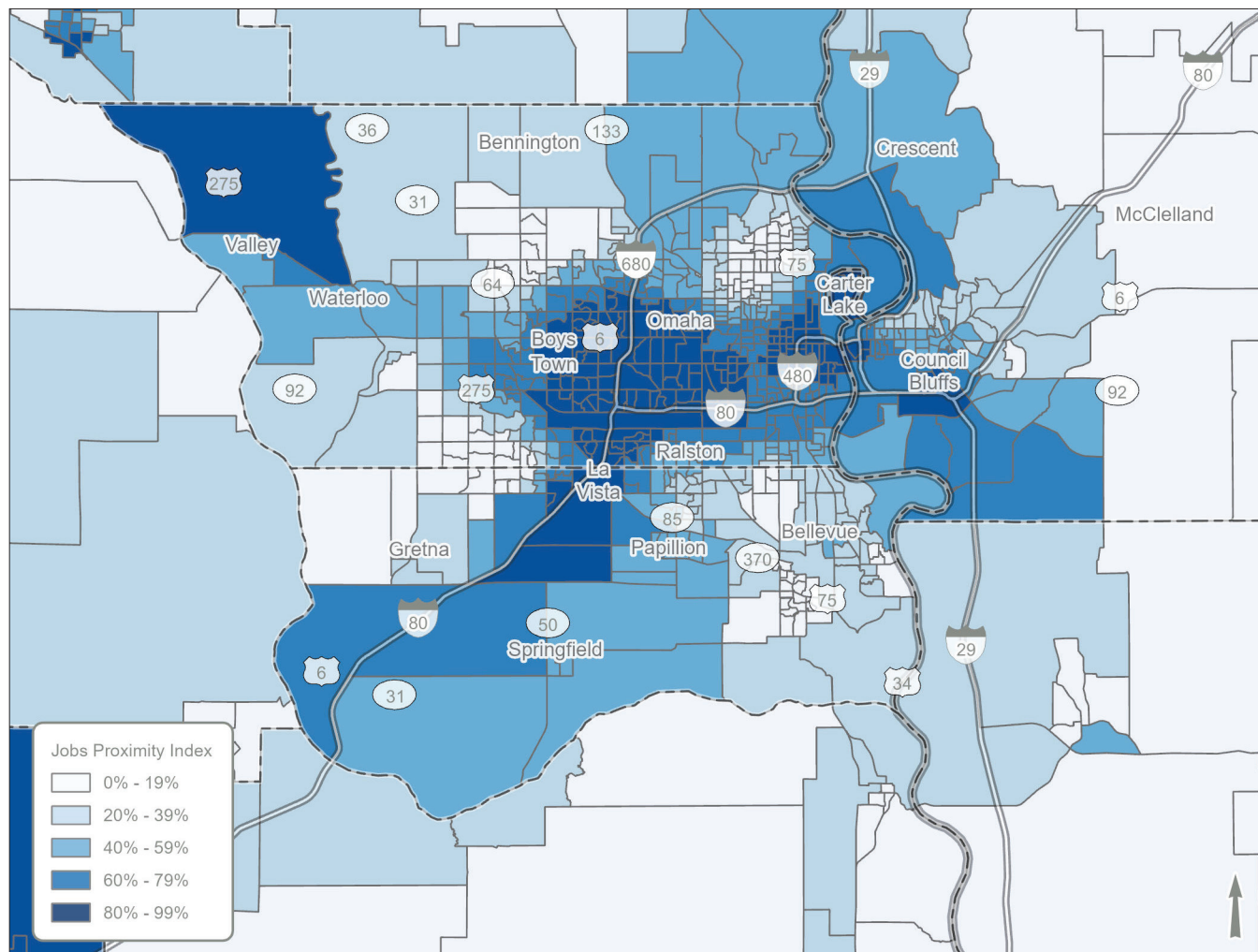
Figure 18: Map of major hospitals, medical offices, and Metro Transit routes.



Jobs Proximity Index

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

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



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

Existing Services Summary

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



PUBLIC OUTREACH

Provider Survey

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



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

Barriers

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

Goals

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

Rider Survey

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



COORDINATED TRANSIT PRIORITIES

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

Coordinated Transit Committee Goals

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



Improve efficiency through inter-agency coordination



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



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

Needs and Gaps

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

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

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.

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

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

FUNDING	Provide Options and Connections	Enhance Collaboration	Raise Community Awareness
Identify grants and funding opportunities for CTC members, including service enhancements and vehicle purchases.	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	
SERVICE ENHANCEMENT	Provide Options and Connections	Enhance Collaboration	Raise Community Awareness
Identify grants and funding opportunities for CTC members, including service enhancements and vehicle purchases.	X	X	X
Raise funds through a special entity developed by the committee for events like Omaha Gives	X	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	
ADA ACCESSIBILITY	Provide Options and Connections	Enhance Collaboration	Raise Community Awareness
Identify grants and funding opportunities for CTC members, including service enhancements and vehicle purchases.	X	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
ENHANCE COLLABORATION	Provide Options and Connections	Enhance Collaboration	Raise Community Awareness
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
EDUCATION AND ADVOCACY	Provide Options and Connections	Enhance Collaboration	Raise Community Awareness
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.”

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>

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

Operations Funding

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

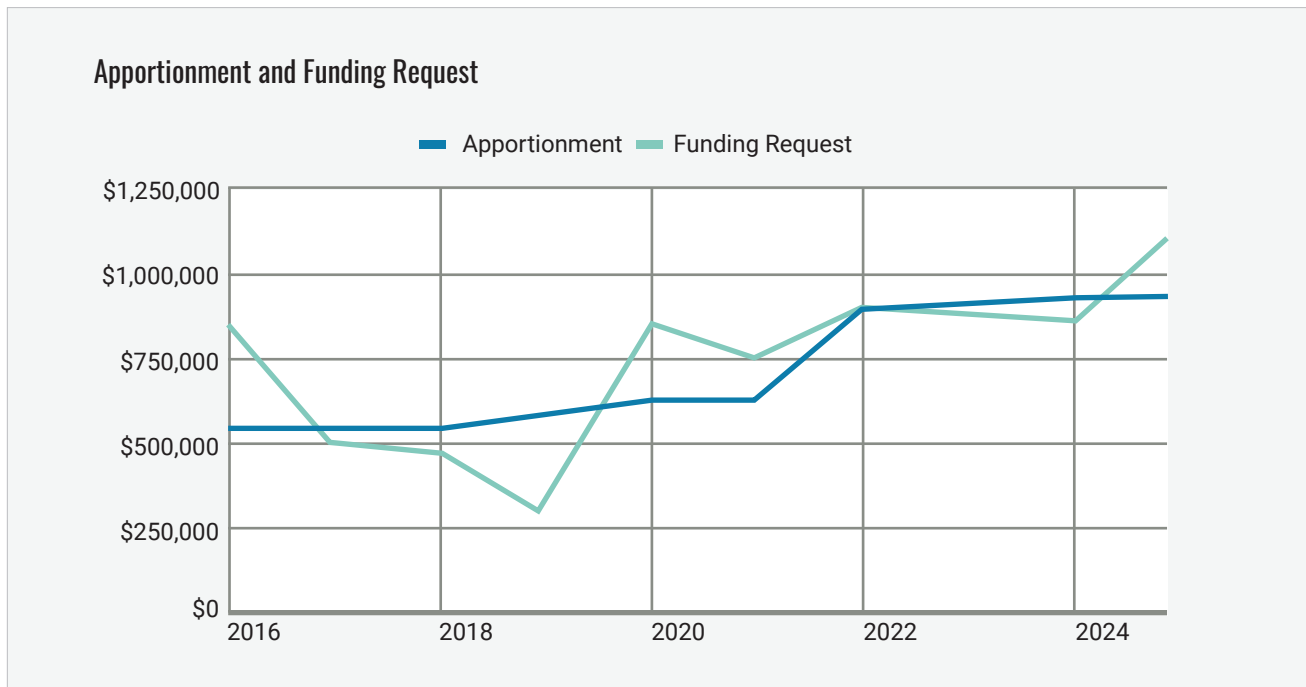
Examples of uses for operations funding include:

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

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

Funding Amounts

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



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

5310 Funding by Project Type, FY2018

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

5310 Funding by Project Type, FY2022

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

5310 Funding Difference, FY2018-FY2022

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



Local Match Requirement

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



Capital Funding Match

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



Operations Funding Match

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



Project Selection

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



5310 Projects

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

Iowa 5310 Capital Projects

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

Nebraska 5310 Capital Projects

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

Regional 5310 Operations Projects

Project	FY2023	FY2024	FY2025	FY2026	FY2027	Total
MAPA 5310 Administration	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000

Agenda Item C

Amendment 2

FY2023 TIP Amendment 2

Effective Date 10/27/2022

ONEDOT STIP Approval Date

ONEDOT STIP Approval Letter

MAPA Board Resolution

NDOT Approval

Revisions

OLA	Project Name	Description	Details
Project Added - In Previous TIP			
Bellevue	Fort Crook Road Corridor Study	Project added to the TIP with \$100,000 of STBG-MAPA funding in FY2023 for General Planning.	view
Project Added - New			
Bellevue	Fort Crook Road Bridge Feasibility and Planning and Environmental Linkages	Project added to the TIP with \$440,000 of Other Discretionary funding programmed in FY2023 for General Planning.	view
Project Removed from TIP			
NDOT	Elkhorn River East	Project was removed from the FY2023 TIP because the project was let in FY2022.	view
NDOT	NH-34-7(132)	Project was removed from the FY2023 TIP because the project was let in FY2022.	view