

Coordinated Public Transit Human Services Transportation Plan for 2007

*Incorporating SAFETEA-LU requirements for:
Job Access Reverse Commute (5316)
New Freedom Initiative (5317)
Elderly Persons and Persons with Disabilities (5310)*

Prepared for
Lincoln, Nebraska
Metropolitan Planning Organization
by



Basic and Emergency Needs
A Community Services Initiative

Revised January 2008

LINCOLN METROPOLITAN PLANNING ORGANIZATION

**Coordinated Public Transit
Human Services
Transportation Plan
for 2007**

*Prepared for
Lincoln Metropolitan Planning Organization
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Basic and Emergency Needs Coalition of
Community Services Initiative*

Basic and Emergency Needs Coalition Recommendation

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PLAN ABSTRACT

The preparation of the Coordinated Public Transit-Human Services Transportation Plan is a requirement of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) adopted on August 10, 2005 by Congress. Projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (Section 5316) and New Freedom (Section 5317) programs are to be derived from a locally developed, coordinated public transit-human services transportation plan developed through a process that includes representatives of public, private, and nonprofit transportation and human services providers and participation by the public.

The Role of Community Services Initiatives (CSI): This plan was developed by the Basic and Emergency Needs Coalition of Community Services Initiatives (CSI) and was a recommendation to the Lincoln Metropolitan Planning Organization (MPO) Technical Committee for their acceptance. The intent of this Plan is to be the basis for project selection and prioritization of Federal Transit Administration (FTA) funding for local projects and programs that support the development and maintenance of transportation services to address unmet transportation needs of the elderly, disabled, and low-income workers.

During plan development, many additional strategies were considered by the Basic and Emergency Needs Coalition of CSI but were not included because either, a) they did not specifically address needs and gaps identified in the plan, or b) they were deemed to be inefficient or not cost effective. The strategies identified in the Plan represent the human services community's priorities for helping to fill the gap towards unmet transportation needs.

EXECUTIVE SUMMARY

Purpose: In August 2005, Congress passed the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), reauthorizing the Surface Transportation Act. Part of this reauthorization established new requirements for three programs: the Job Access and Reverse Commute (JARC), New Freedom Initiative and Elderly and Disabled Transportation (5310) programs starting fiscal year 2007. These new requirements include the creation of coordination action plans for public transit and human services transportation at the state, regional, and local levels. The plans are meant to establish goals, criteria and strategies for delivering efficient, coordinated services to elderly, underemployed or otherwise financially disadvantaged persons and persons with disabilities. This Plan, the *Coordinated Public Transit Human Services Transportation Plan for 2007*, is intended to meet those requirements for the City of Lincoln and Lancaster County, Nebraska.

Programs: This Plan provides the framework for accessing the following three programs:

1. Job Access and Reverse Commute: This program supports the development and maintenance of transportation services so that welfare recipients and eligible low-income individuals can access jobs and job-related activities.
2. New Freedom Program: This is a newly created program under SAFETEA-LU. The purpose of New Freedom is to expand transportation services for the elderly and persons with disabilities beyond what is required by the Americans with Disabilities Act (ADA).
3. Elderly Individuals and Individuals with Disabilities Program (5310): Section 5310 is a formula-based funding program for capital vehicle expenses that assist local private non-profit and certain public agencies in delivering transportation to the elderly and disabled. The Nebraska Department of Roads administers this program. The current program structure is a competitive solicitation with a 20 percent local match.

Funding:

- JARC Program; FY 2006 funding to the Lincoln area is \$93,940 with future funding levels authorized as follows:

FY 2007: \$99,023; FY 2008: \$106,000*; FY 2009: \$111,111*

- New Freedom Program; FY 2006 funding to the Lincoln area is \$45,353 with future funding levels authorized as follows:

FY 2007: \$51,472; FY 2008: \$55,000*; FY 2009: \$60,000*

- The Elderly Individuals and Individuals with Disabilities Program; FY 2006 funding to the Lincoln area is currently programmed with future funding levels authorized as follows:

FY 2007: 133,000; FY 2008: \$142,000* FY 2009: \$148,000*

*Subject to Federal appropriations.

The Lincoln Metropolitan Planning Organization (MPO) is designated the recipient for the Lincoln Metropolitan Area for these funding programs and will publicly advertise their availability and selection criteria. The MPO is to develop an annual selection process that will prioritize these projects as deemed most important in addressing the needs within the Lincoln Metropolitan Area and will submit these for approval and final action on behalf of the recipients.

Required Elements of the Plan: Federal guidelines require the plan to include the following elements and are included in this Plan:

1. An assessment of available services that identifies current providers (public, private, and nonprofit).
2. An assessment of transportation needs for persons with disabilities, older adults, and people with low incomes.
3. Strategies and/or activities to address the identified gaps and achieve efficiencies in service delivery.
4. Relative priorities for implementation based on resources, time, and feasibility for implementing specific strategies/activities identified.

Although not required, the Plan also includes an analysis of demographics in the City and County.

Goals of the Plan:

- Increase the level of understanding of human services transportation needs - among stakeholders and elected officials in the community.
- Establish strategies for Federal funds that support coordination and meet the basic need for transportation.

General Findings: The assessment of transportation needs resulted in the following general findings:

- Lack of transportation is one of the greatest obstacles for meeting basic needs.
- Lack of transportation is a barrier to linking clients to services such as Temporary Assistance for Needy Families (TANF) and food stamps.
- Barriers prevent many transit dependent people from accessing support and services to meet their daily needs.
- Low-income people spend so much of their income on transportation which causes them to need other services.
- All people below poverty level have transportation needs, even those with access to transportation. There are an estimated 15,863 people over age 18 living in poverty, 7 percent of Lincoln's population.
- 6,758 households, 6.8 percent of Lincoln's households, do not own a vehicle. There appears to be a correlation between poverty and lack of vehicle ownership.
- In 2000, 34,024 households, 34.3 percent, had one vehicle available, an increase of 6,854 households, or 25.2 percent over 1990. A family or household may find that one vehicle is not adequate to serve their transportation needs. There may be conflicts over travel times and destinations.
- As the number of elderly increase, transportation needs will continue to increase, particularly social transportation needs.
- If developmentally disabled persons are not living at home with a caregiver to provide transportation, then those persons have transportation issues.
- Lack of adequate income results in inability to afford a car (purchase, maintenance and/or operation) without giving up another basic need.
- Transportation is a huge need for those needing specialized transportation who are also low income.

- There are more options available for medical appointments than for social transportation.
- Current levels of service need to be maintained. Current transportation services that rely on grant funding would be at risk should the funding not continue. This is especially true for StarTran, where about 20 percent of the operating budget is generated through federal and state grants.

General Conclusions: Human services transportation needs and gaps generally fall into the following six categories:

1. Unserved or underserved areas
2. Unserved or underserved people
3. Lack of availability
4. Paratransit does not always meet needs for persons with disabilities
5. Lack of awareness of available services
6. Affordability

Strategies/Activities to Address Identified Gaps and Needs: To begin to meet the needs and reduce the gaps identified in the plan, the following strategies have been developed:

1. Support the continuation and expansion of “Ride for Five” bus passport program.
2. Support the Transit Development Plan recommendations for improving the route network.
3. Promote use of vanpools, carpooling, or other innovative transportation services to provide transportation when StarTran is not available or an option.
4. Expand availability of specialized transportation services to accommodate needs of the elderly and disabled.
5. Encourage human service agencies to expand education efforts to their clients on using StarTran.
6. Develop and fund voucher program(s) for low-income people to purchase rides for work.
7. Support of a service, or the purchase or lease of a vehicle, by a non-profit or public agency to shuttle - low-income people between their residence and a place of employment, job training, or for education.
8. Support volunteer driver and aide programs for elderly and disabled people.
9. Support collaboration and coordination of non-profit agencies that provide transportation services and programs.

Priorities and Evaluation Criteria:

The strategies developed through this planning process are intended to begin to address unmet transportation needs of the elderly, disabled, and low-income workers in the City of Lincoln and Lancaster County. *Therefore, the strategies identified in this plan represent the human services community’s priorities for helping to fill the gap in unmet transportation needs.*

After the plan is reviewed and accepted, the MPO will initiate a Request for Proposals (RFP) to solicit applications for two of the federal grant programs: JARC and New Freedom Initiative. The Elderly Persons and Persons with Disabilities (5310) Program will continue to be administered by NDOR with project oversight by the MPO. It is recommended, in Section VI, that applications will be evaluated based on the following criteria:

1. Project meets documented need - Weight: 60 percent
2. Project is cost effective - Weight: 20 percent
3. Project Oversight/Coordination – Weight: 20 percent

I. INTRODUCTION

A. Federal Background

In August 2005, Congress passed the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), reauthorizing the Surface Transportation Act. Part of this reauthorization established new requirements for grantees under the Job Access and Reverse Commute (JARC), New Freedom Initiative and Elderly and Disabled Transportation (5310) programs, starting in fiscal year 2007. These new requirements include the creation of coordination action plans for public transit and human services transportation at the state, regional, and local levels. The plans are meant to establish goals, criteria and strategies for delivering efficient, coordinated services to elderly, underemployed or otherwise financially disadvantaged persons and persons with disabilities.

The May 1, 2007, Federal Transportation Administration (FTA) guidance for each funding program includes a chapter on the coordinated planning process. This chapter, which is identical for each program, states that projects selected for funding from each program must be "...derived from a locally developed, coordinated public transit-human services transportation plan..." and that the plan be "...developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public." The required elements and their corresponding location in this document are listed below.

Required Elements of the Coordinated Plan and Corresponding Sections:

Section III – An assessment of available services that identifies current providers (public, private, and non-profit).

Section IV – An assessment of transportation needs for persons with disabilities, older adults, and people with low incomes.

Section V – Strategies and/or activities to address the identified gaps and achieve efficiencies in service delivery.

Section VI – Relative priorities for implementation based on resources, time, and feasibility for implementing specific strategies/activities identified.

B. Programs

Job Access and Reverse Commute (Section 5316)

The Job Access and Reverse Commute (JARC) program provides funding for local programs that support the development and maintenance of transportation services so that

welfare recipients and eligible low-income individuals can access jobs and job-related activities.

The main focus is to allow for new or innovative services that match the locations of low-income workers with locations of jobs or new job creation. Funds may be used for capital expenses with Federal funds providing up to 80 percent of the project cost. For operating expenses, Federal funds are provided for up to 50 percent of the net operating cost of the project and allows other non-DOT Federal funds to be used as matching funds, so long as the Federal share does not exceed 95% of the total project cost.

New Freedom Program (Section 5317)

The New Freedom Program is a newly created program under SAFETEA-LU. It encourages service and facility improvements that address transportation needs of persons with disabilities beyond those required by the Americans with Disabilities Act of 1990 (ADA). The program is to provide additional tools that will allow individuals with disabilities to overcome barriers and be able to fully participate in society. It provides a formula grant program for associated capital and operating costs.

While designed to be awarded to existing public transit agencies, the administrative requirements of Section 5310 apply to this program. Funds may be used for capital expenses with Federal funds providing up to 80 percent of the project cost. For operating expenses, Federal funds are provided for up to 50 percent of the net operating cost of the project.

Elderly Individuals and Individuals with Disabilities Program (5310)

The Section 5310 program is a formula-based funding program for capital vehicle expenses that provides annual funding to states for the purchase of vehicles and equipment to be used by non-profit organizations or government agencies in delivering transportation to the elderly and disabled. The Nebraska Department of Roads administers the program, which is generally used for the purchase of accessible life-equipped vehicles that are purchased for non-profit organizations. Additional requirements under SAFETEA-LU include the provision that projects funded under this program must be included in a locally developed human services coordinated transportation plan. The current program structure is a competitive solicitation with recipients receiving up to 80 percent federal funding, contingent on a 20 percent local match.

Relationship of the Plan to the Section 5310 Program

In Nebraska, the Elderly Individuals and Individuals with Disabilities Program (Section 5310) will continue to be administered by the Nebraska Department of Roads. To ensure compliance with SAFETEA-LU requirements, the *Coordinated Public Transit-Human Services Transportation Plan* will serve as a basis for competitive project selection and funding for all Section 5310 projects within the Lincoln planning area. The evaluation will ensure that projects submitted for Section 5310 funding are consistent with this *Coordinated Plan*.

C. Eligible Project Uses

For these grant programs, funds may be used for capital expenses with Federal funds providing up to 80 percent of the cost of the project, or 50 percent of the operating expenses. These funds must be matched by other funding sources or in-kind. New Freedom projects must demonstrate that they are new and go beyond what is required by the ADA.

JARC projects include but are not limited to:

- Developing new or expanded transportation projects or services that provide access to employment opportunities.
- Promoting, through marketing efforts, public transportation by low-income workers, including the use of public transportation by workers with nontraditional work schedules.
- Supporting the administration and expenses related to voucher programs. This activity is intended to supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Vouchers can be used as an administrative mechanism for payment to providers of alternative transportation services. The JARC program can provide vouchers to low-income individuals to purchase rides, including (1) mileage reimbursement as part of a volunteer driver program, (2) a taxi trip, or (3) trips provided by a human services agency. Providers of transportation can then submit the voucher to the JARC Program administering agency for payment based on pre-determined rates or contractual arrangements. Transit passes for use on fixed route or ADA complementary paratransit service are not eligible. Vouchers are an operational expense which requires a 50/50 (Federal/local) match.
- Promoting the use of employer-provided transportation, including the transit pass benefit program under Section 132 of the Internal Revenue Code of 1986.
- Subsidizing the costs associated with adding reverse commute bus, train, carpool, van routes, or service from urbanized areas and other than urbanized areas to suburban workplaces.
- Subsidizing the purchase or lease by a non-profit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace.
- Facilitating public transportation services to suburban employment opportunities.

New Freedom projects include but are not limited to:

- Purchasing vehicles to support new accessible taxi, ride-sharing, and/or vanpooling programs.
- Providing paratransit services beyond minimum requirements (for example, 3/4 mile to either side of a fixed route), including for routes that run seasonally.
- Making accessibility improvements to transit and intermodal stations not designated as key stations.
- Supporting the administration and expenses related to voucher programs. This activity is intended to supplement existing transportation services by expanding the

number of providers available or the number of passengers receiving transportation services. Vouchers can be used as an administrative mechanism for payment to providers of alternative transportation services. The New Freedom program can provide vouchers to low-income individuals to purchase rides, including (1) mileage reimbursement as part of a volunteer driver program, (2) a taxi trip, or (3) trips provided by a human services agency. Providers of transportation can then submit the voucher to the New Freedom Program administering agency for payment based on pre-determined rates or contractual arrangements. Transit passes for use on fixed route or ADA complementary paratransit service are not eligible. Vouchers are an operational expense which requires a 50/50 (Federal/local) match.

- Supporting volunteer driver and aide programs.
- Supporting mobility management and coordination programs among public transportation providers and other human services agencies that provide transportation.

The Elderly Individuals and Individuals with Disabilities Program:

Capital projects are eligible for funding. Most funds are used to purchase vehicles, but acquisition of transportation services under contract, lease or other arrangements and state program administration are also eligible expenses.

D. Funding

Projects funded with the three sources of grant funds are to be selected through an annual competitive process and derived from this coordinated planning effort. The existing and expected funding apportionments by funding source are listed below.

Job Access and Reverse Commute Formula Program (Section 5316): The JARC Program existed under the previous transportation legislation but SAFETEA-LU has changed the funding from an earmark to a formula program based on the number of low-income individuals. Federal requirements are that JARC recipients be selected on a competitive basis.

FY 2006: \$ 93,940
FY 2007: \$ 99,023
FY 2008: \$106,000*
FY 2009: \$111,111*

*Subject to Federal funding appropriations.

New Freedom Program (Section 5317): This program is new under SAFETEA-LU and its purpose is to encourage services and facility improvements for addressing the transportation needs of people with disabilities, above and beyond what is required by the transportation section of the American with Disabilities Act. New Freedom funds may cover capital or operating costs, and grantees must be selected on a competitive basis.

FY 2006: \$ 45,353
FY 2007: \$ 51,472
FY 2008: \$ 55,000*

FY 2009: \$ 60,000

*Subject to Federal funding appropriations.

Elderly Individuals and Individuals with Disabilities (Section 5310): This program existed under the transportation legislation. The Section 5310 Program provides funds for capital costs associated with providing services to older adults and people with disabilities; generally, accessible vehicles are purchased for non-profit organizations.

FY 2006: Programmed

FY 2007: \$133,000

FY 2008: \$142,000*

FY 2009: \$148,000*

*Subject to Federal funding appropriations.

The Lincoln MPO has been designated by the Governor as responsible for administering JARC and New Freedom Program funds. The Elderly Individuals with Disabilities Program will continue to be administered by the Nebraska Department of Roads. The *Coordinated Public Transit-Human Services Transportation Plan* will also serve as the basis for competitive project selection and funding of all of the projects. The MPO, as recipient for JARC and New Freedom program funds within the Lincoln Metropolitan Area, will apply to FTA for these funds on behalf of subrecipients.

The Lincoln MPO will publicly advertise the availability of funds and selection criteria. The agreed upon criteria is identified in Section VI. An initial "Call for Proposals" to solicit projects is expected to be issued by the MPO toward the end of 2007 with applications due in January of 2008. The MPO will transmit these applications to the State, accompanied with a ranked order of projects deemed most important in addressing the identified needs within the Lincoln Metropolitan Area. The project proposals will be reviewed and prioritized, submitted to the Lincoln MPO Officials Committee for approval, and forwarded to the Nebraska Department of Roads for final action.

E. Background of the Lincoln Metropolitan Planning Organization

The Lincoln Metropolitan Planning Organization (MPO) is a policy-making board comprised of representatives from local government and transportation authorities that review transportation issues and develop transportation plans and programs for the metropolitan area. This organization is a forum for cooperative decision making and provides for the involvement of principal elected officials of general purpose local government.

To assist them in their decision-making process, the MPO board members rely upon other committees and support staff, as well as active participation from interested citizens, concerned business representatives, special action groups, and other voices in the community.

As stated above, the Lincoln MPO is the designated recipient for these grant funds. Per federal requirements, the designated recipient is responsible for the following:

1. Conducting an area wide competitive selection process.
2. Certifying a fair and equitable distribution of funds resulting from the competitive selection process.
3. Certifying that each project selected was derived from a locally developed coordinated public transit-human services transportation plan.
4. Certifying that local plans are developed through a process that included representatives of public, private, and non-profit transportation and human services providers and participation by the public.
5. Managing all aspects of grant distribution and oversight for subrecipients receiving funds under this program.

The Lincoln MPO is the administrator of the above-mentioned federal funding programs in the Lincoln area. The Lincoln MPO was assisted by the City of Lincoln Urban Development Department in developing the coordinated plan. The Community Services Initiatives (CSI) Basic and Emergency Needs Coalition, a local human services planning organization, was charged with developing the coordinated plan.

F. Background of the Community Services Initiatives (CSI)

CSI is a human services planning and implementation process that works to coordinate the local human services delivery system. CSI began in January, 2005 and is facilitated by the Human Services Federation. It consists of four coalitions comprised of many human services agencies that work together to give the community direction in human services, manage on-going funding needs, and evaluate the impact of its efforts on the community.

CSI is a partnership between area human services providers, the Human Services Federation, Lincoln and Lancaster County, and United Way of Lincoln and Lancaster County. The University of Nebraska, through its Center for Children, Families and Law also participates in this effort. The four coalitions are 1) Children and Youth, 2) Behavioral Health, 3) Stop Abuse, and 4) Basic and Emergency Needs. Collectively, the four coalitions represent approximately 180 local human services agencies.

In August, 2006 CSI's Basic and Emergency Needs Coalition completed and adopted the *Strategic Plan for Meeting Basic and Emergency Needs and Moving People to Self-Sufficiency* (revised January, 2007). This plan is based on an analysis of human services needs and gaps in the community. It includes goals, strategies, and action steps to meet identified needs and reduce service gaps. Lack of transportation was repeatedly identified throughout the planning process as a barrier to meeting basic needs and reaching self-sufficiency. As a result, the following goal is included in the *Strategic Plan*: "Improve public transportation and community transportation services that meet the basic and emergency/self-sufficiency needs of transit dependent populations."

The MPO designated the Coalition as the lead entity to develop this plan as a result of the involvement of the group in developing the *Strategic Plan*, and its broad representation of human services providers. Appendix A includes a list of member agencies of the CSI Basic and Emergency Needs Coalition.

G. History of Coordination Efforts in Lincoln/Lancaster County

Beginning in 1989, a study was prepared that explored the potential for coordination of the current special transportation services for elderly and disabled persons in Lincoln and Lancaster County, Nebraska. The study/plan, entitled *Coordinated Elderly and Handicapped Transportation Services Study and Plan for Lincoln, Nebraska*, was prepared by Carter Goble Associates (CGA), Inc. by a contractual agreement funded by the Federal Transit Administration (FTA), the City of Lincoln, and Lancaster County. The plan identified a total of 37 public and private human services transportation provider agencies in Lincoln and Lancaster County. After evaluating the potential and feasibility of coordinating those existing services, CGA found that a fully coordinated special transportation program could potentially increase the level of available services and/or reduce the overall service costs by 25 percent. The importance of coordinating transportation services was affirmed by decision-making officials in Lincoln and Lancaster County, and by further detailing of the study utilizing ten initial candidate agencies.

In 1999, the United Way of Lincoln and Lancaster County and the Joint Budget Committee (JBC) of the City of Lincoln and Lancaster County commissioned a comprehensive community needs assessment on human services provision for Lincoln/Lancaster County. One of the priority needs identified was the “Provision of efficient and accessible means of travel to employment, services and other activities via publicly-accessible transportation.” As a result of this need, a series of discussions took place in December, 2002 to further explore coordinated transportation services.

The outcome of the facilitated discussions was the agreement by League of Human Dignity and StarTran to take the lead in finding ways for coordinating transportation services. With the assistance of local charitable foundations, a pilot coordinated project was formed in 2004. The pilot program was staffed by a transportation coordinator and was to be implemented over a three year period. The overall goal of the pilot program was to implement a fully coordinated transportation program as identified in the 1989 Carter Goble Study.

The pilot program, named the Lincoln-Lancaster County Human Services Coordinated Transportation Project (CTP), was comprised of six transportation providers charged with achieving a coordinated transportation system. The goals and objectives of the CTP were to implement a coordinated program over a three year period. Funding was secured through local foundations, with the League of Human Dignity and StarTran providing in-kind services.

During the first year, problems began to develop with the feasibility of vehicle sharing. In addition, confidentiality issues created by ride-sharing became a serious roadblock due to Health Insurance Portability and Accountability Action (HIPAA) confidentiality requirements. However, the greatest issue was the insurance coverage of vehicles which would be driven by people who were not employees of the agency owning the vehicle, and also providing rides to people who were not clients of that agency.

In the end, the ideal of true inter-agency coordination had been blocked by a variety of local laws, turf issues, insurance problems, and the absence of a source of on-going stable

funding. Differing transportation needs and the variability of the schedules of the clients of several agencies also contributed to the lack of success. The project has since been reconfigured and is now pursuing providing extended evening, weekend, and holiday hours transportation to mobility limited elderly and people with disabilities.

H. Plan Goals

The goals for this plan are:

- Increase the understanding of human services transportation needs among stakeholders and elected officials in the community.
- Establish strategies for Federal funds that support coordination and meet the basic need for transportation.

I. Study Area

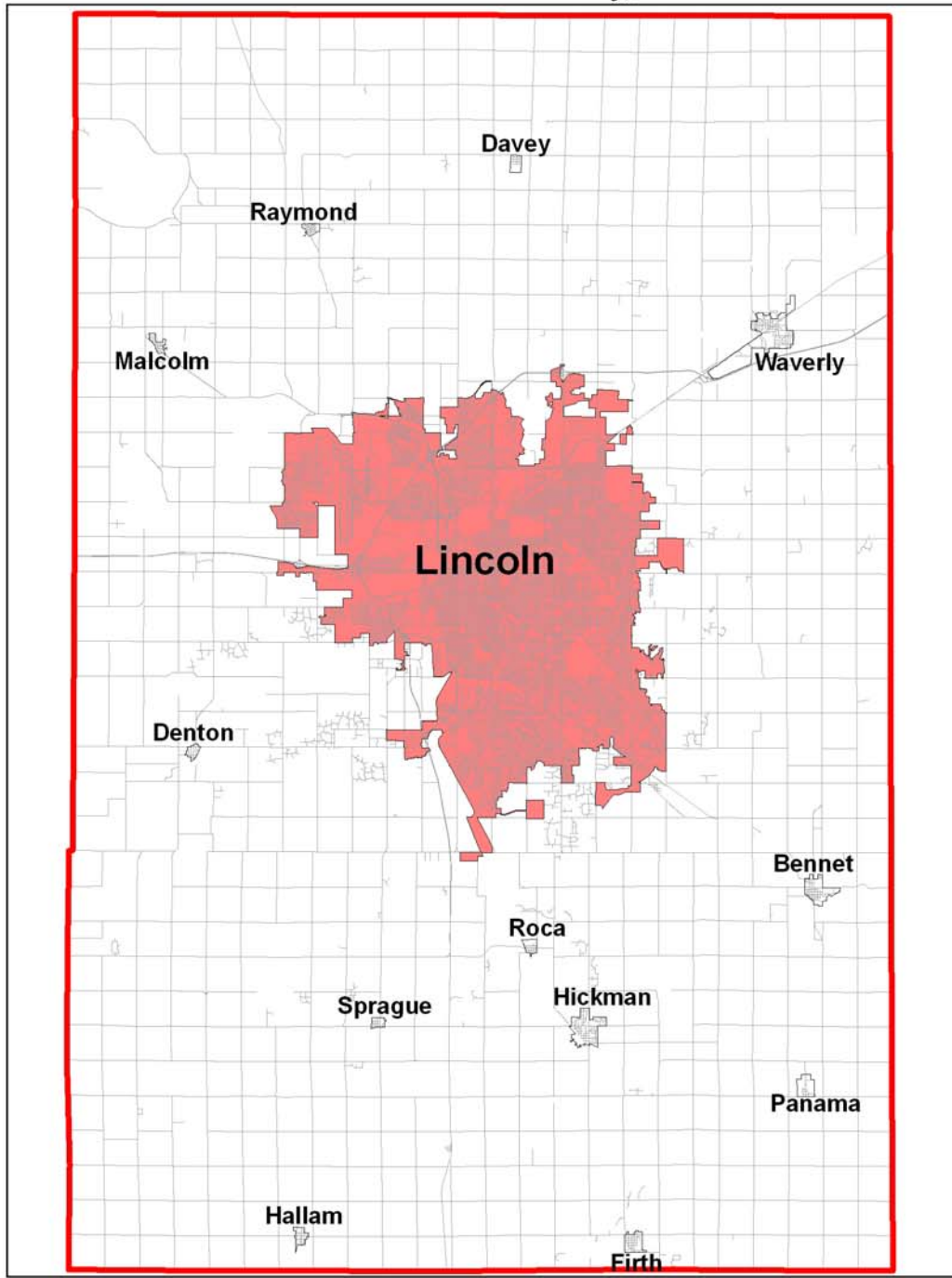
The effective area covered by this plan includes the City of Lincoln and Lancaster County. See the map on the following page.

J. Definitions

A list of definition of terms, used in this Plan, is included in Appendix B.

Exhibit 1

Area for the Coordinated Public Transit Human Services Transportation Plan, Lincoln and Lancaster County, Nebraska



II. DEMOGRAPHICS

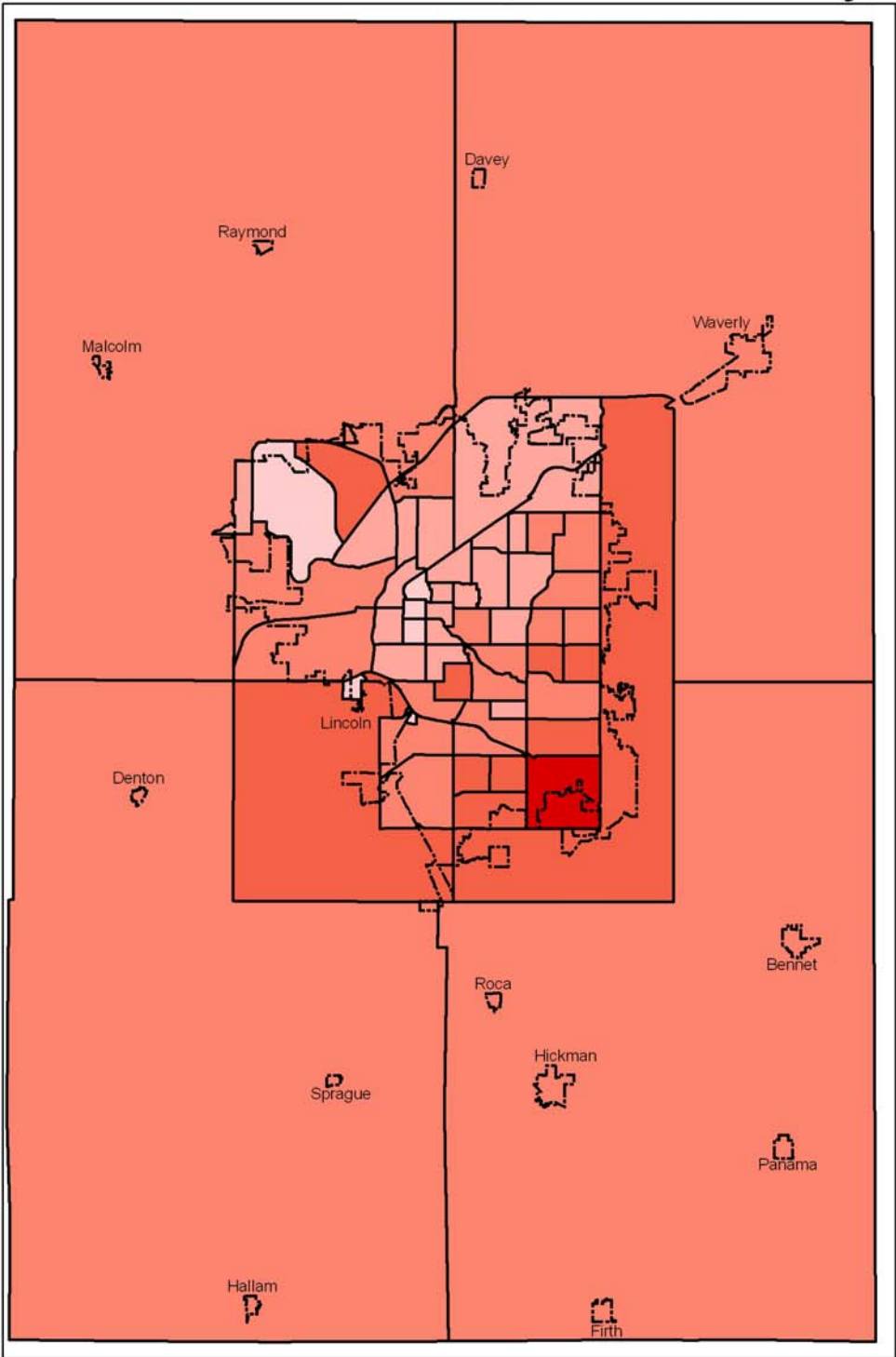
A. Population Maps

The following maps illustrate the concentrations of elderly, low-income people, and people with a disability, based on the 2000 census. A map of households without a vehicle is also included. Maps are of Lancaster County with a separate set detailing the City of Lincoln.

The majority of people in Lancaster County live in the City of Lincoln. According to the 2000 Census, the population of Lancaster County was 250,291 with 225,581, or 90 percent, living in Lincoln. Therefore, the majority of demographic analysis will focus on Lincoln.

Exhibit 3

Median Household Income by Census Tract Census 2000, Lancaster County, NE



Legend

1999 Median Income

- \$0 - 20,000
- \$20,000 - 40,000
- \$40,000 - 60,000
- \$60,000 - 80,000
- \$80,000 - \$100,000
- \$100,000 - \$200,000

City of Lincoln,
Urban Development GIS
Created in 2002 from
Census 2000 SF-3 Table
P53 data - Median Household
Income in 1999.

Exhibit 4

Per Capita Income in 1999 Dollars, Census 2000, Lancaster County, NE

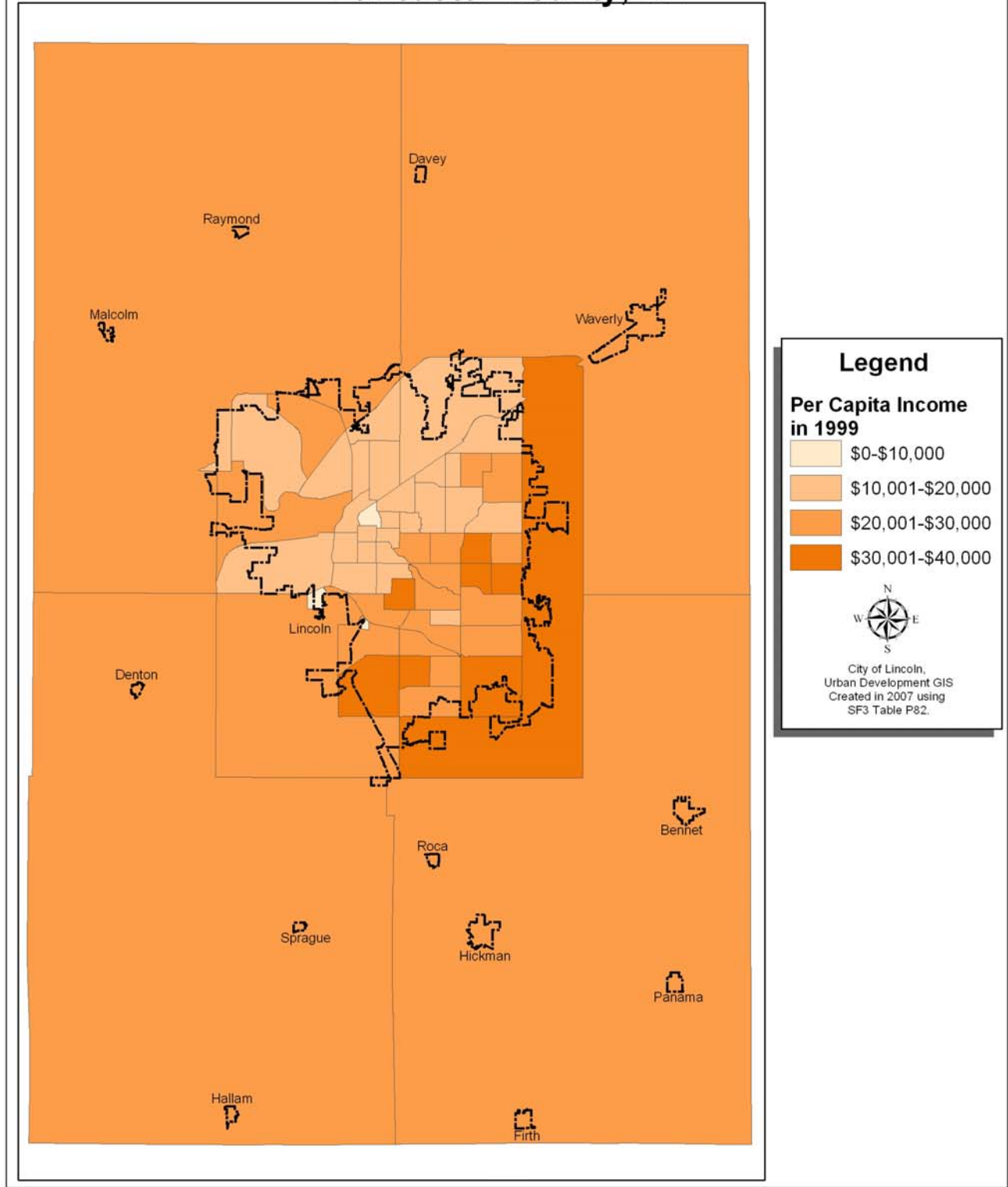


Exhibit 5

Households: Ratio of Income in 1999 to Poverty Level; Under 1.50 by Census Tract, Census 2000, Lancaster County, NE

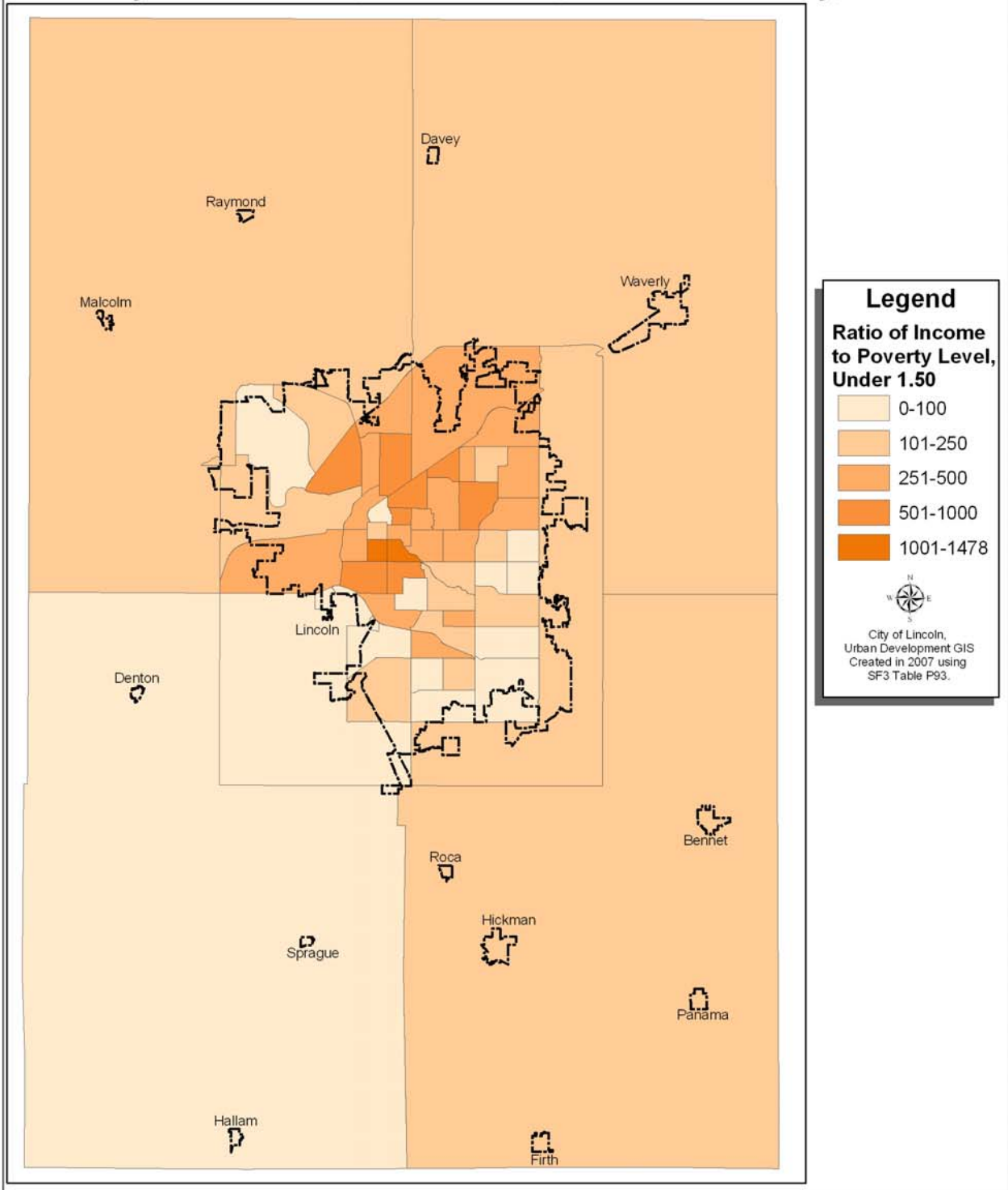


Exhibit 6

Total Disabilities Tallied for People 16-64 Years *, Census 2000, Lancaster County, NE

(*Civilian Non-Institutionalized Population)

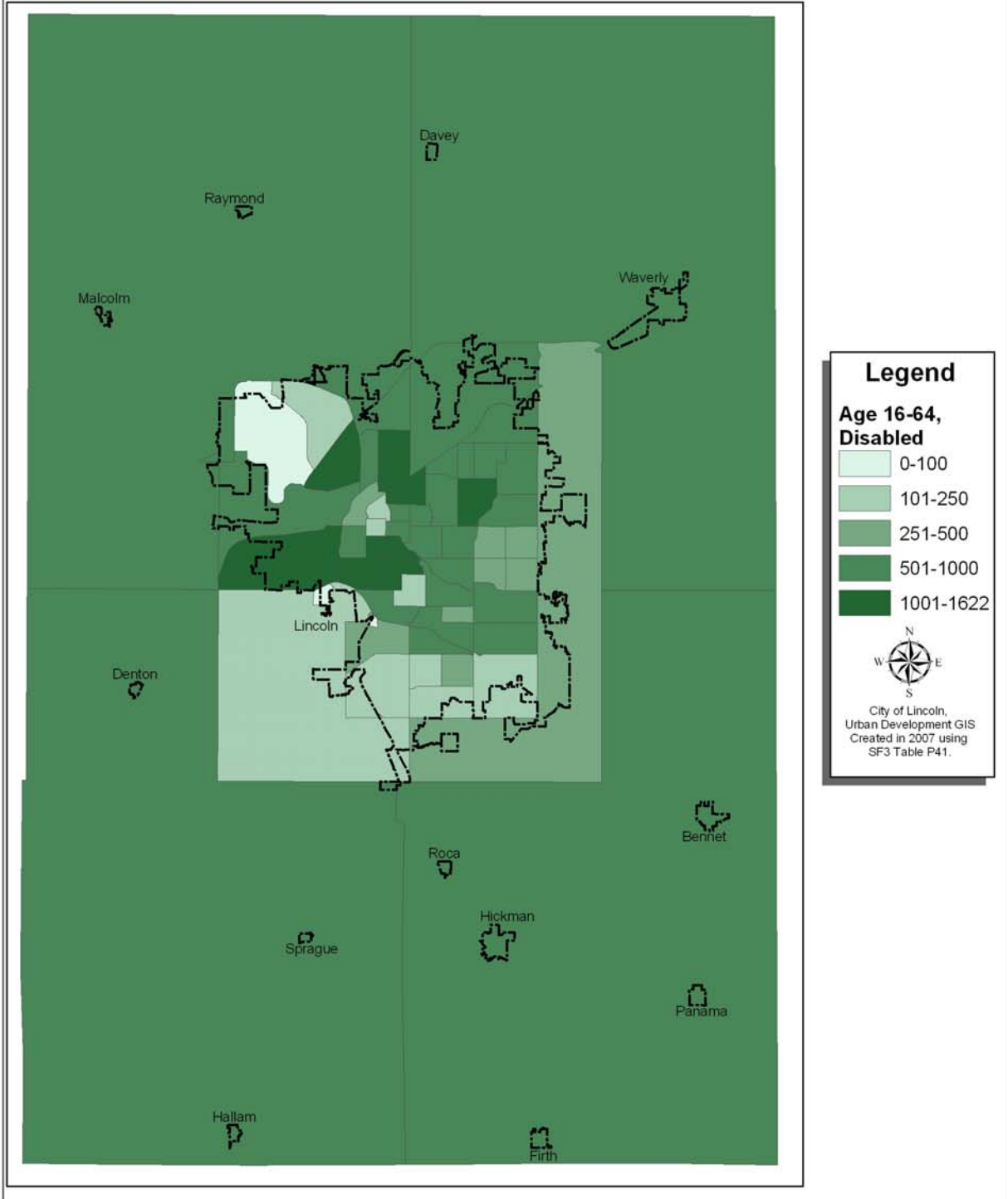


Exhibit 7

Total Occupied Housing Units with No Vehicle Available Census 2000, Lancaster County, NE

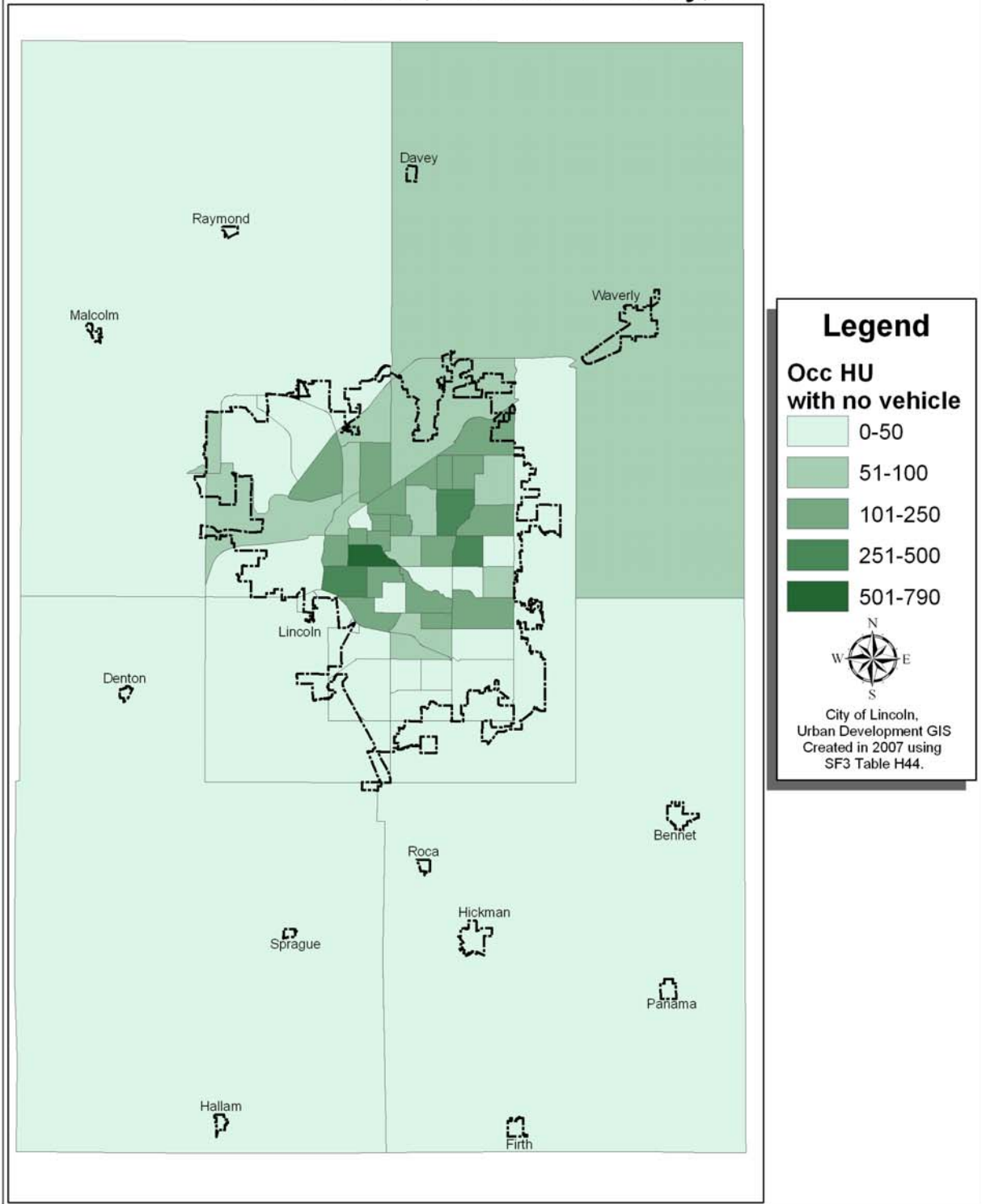


Exhibit 8

Population Age 65 and Over by Census Tract Census 2000, Lincoln, NE

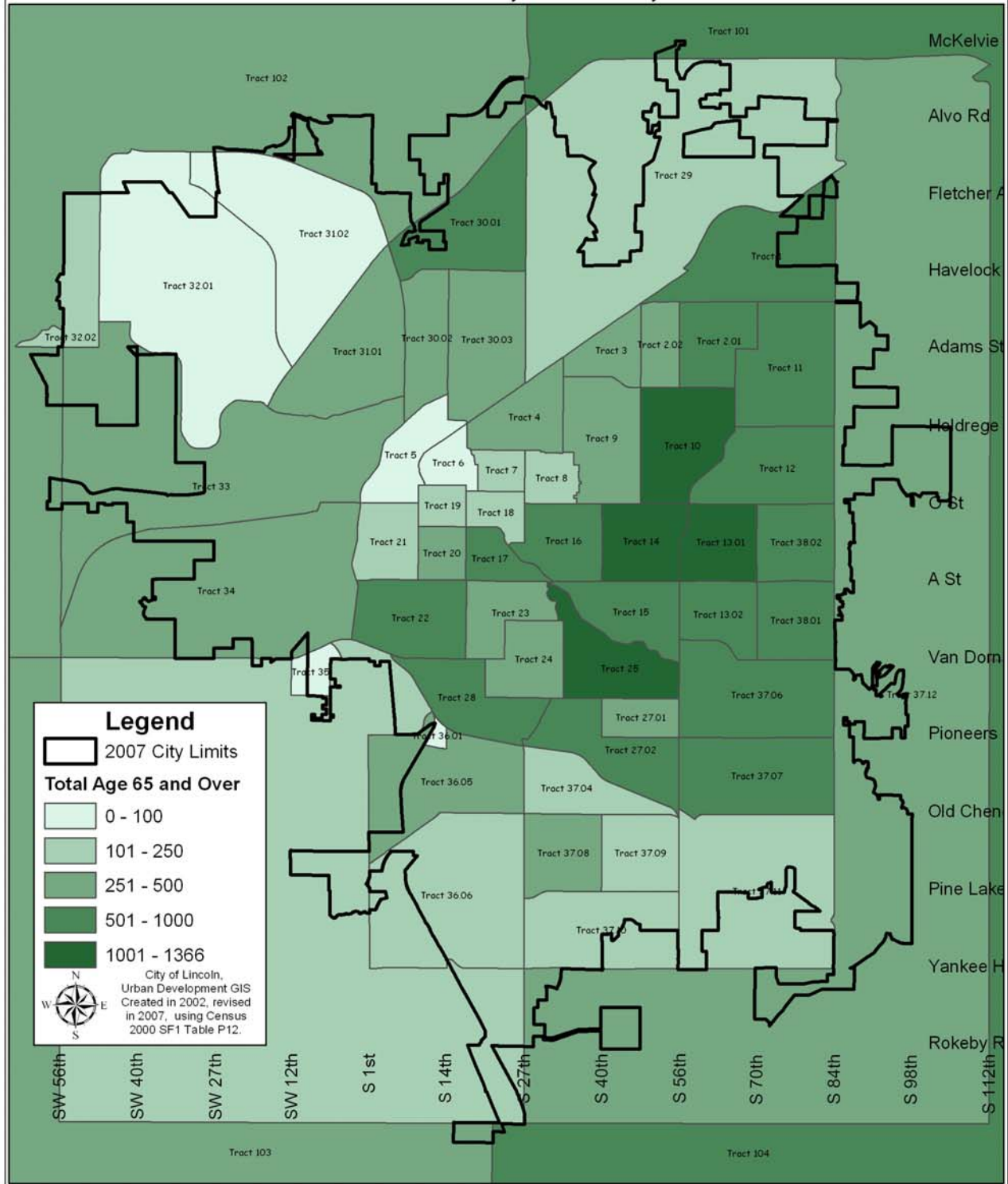


Exhibit 9

Median Household Income by Census Tract Census 2000, Lincoln, NE

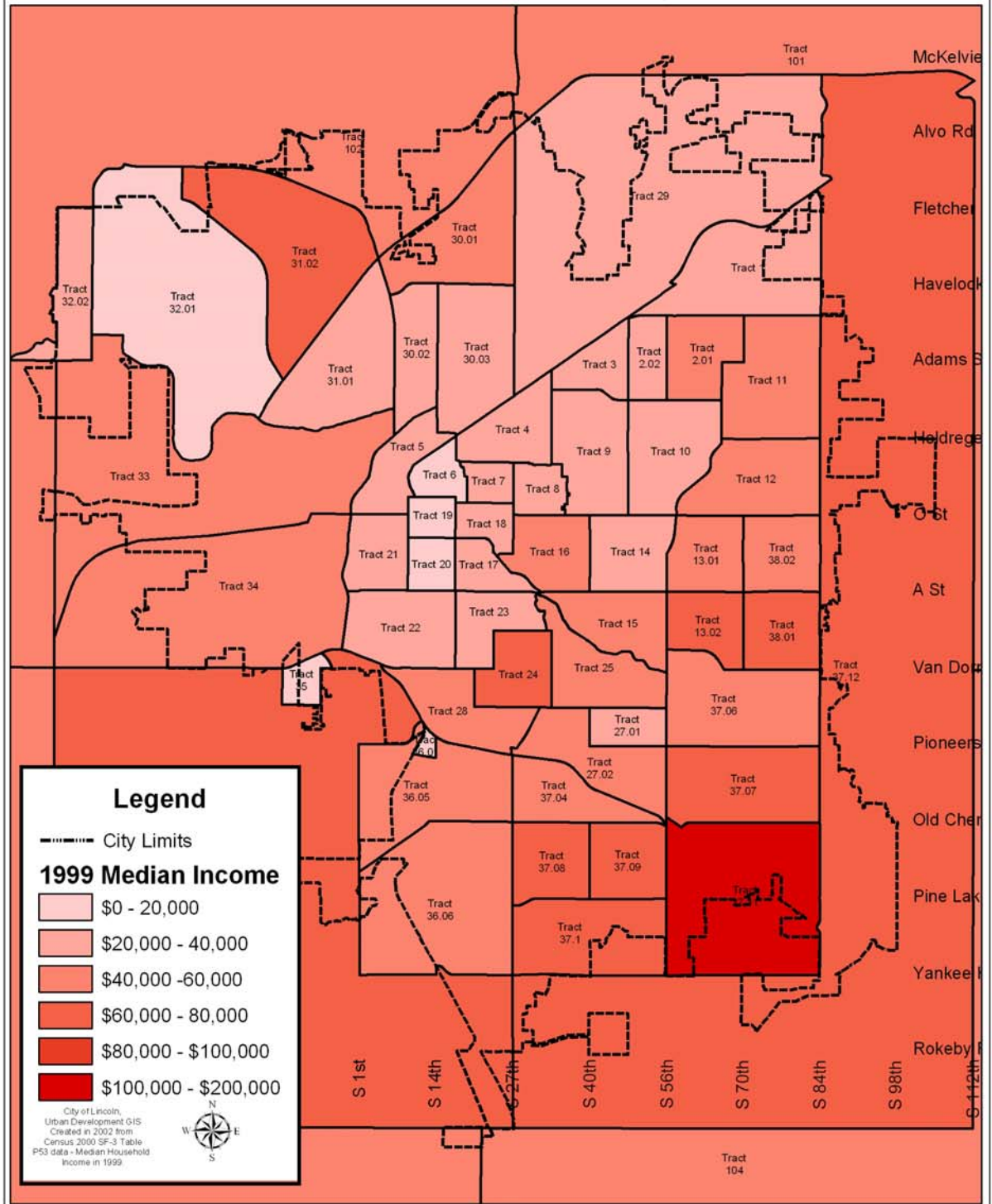


Exhibit 10

Per Capita Income in 1999 Dollars Census 2000, Lincoln, NE

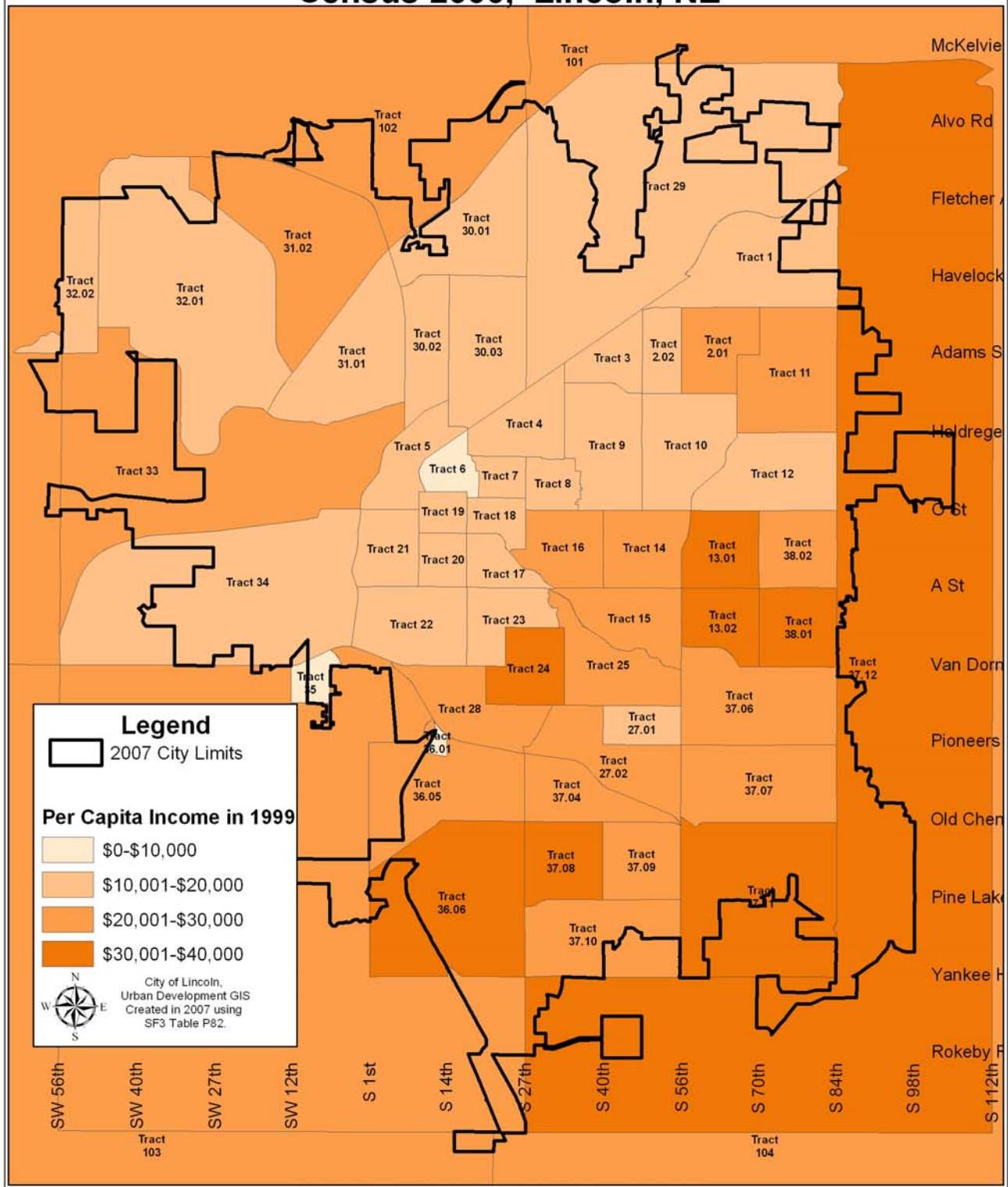


Exhibit 11

Households: Ratio of Income in 1999 to Poverty Level; Under 1.50 by Census Tract, Census 2000, Lincoln, NE

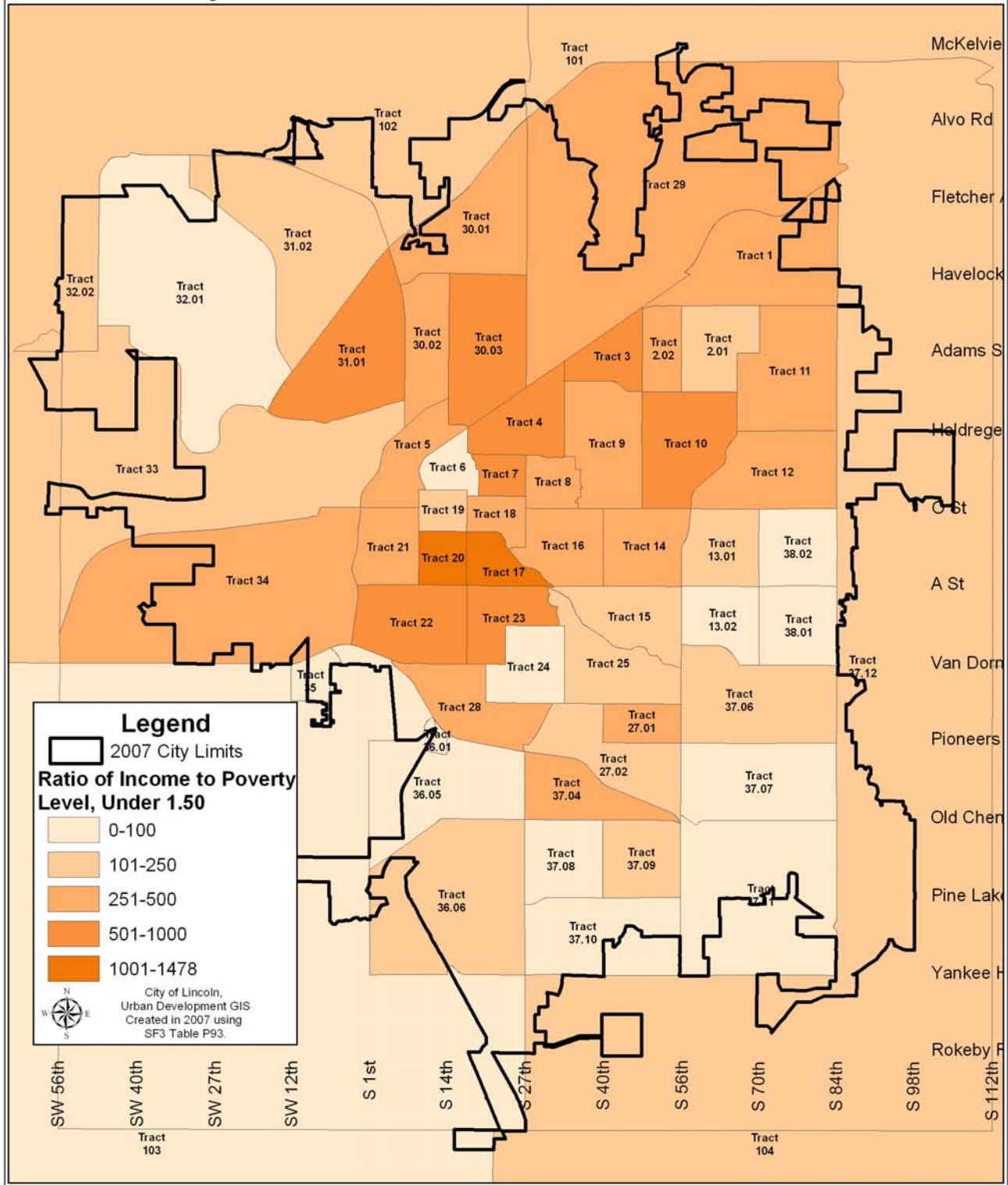


Exhibit 12

Total Disabilities Talled for People 16-64 Years *, Census 2000, Lincoln, NE (*Civilian Non-Institutionalized Population)

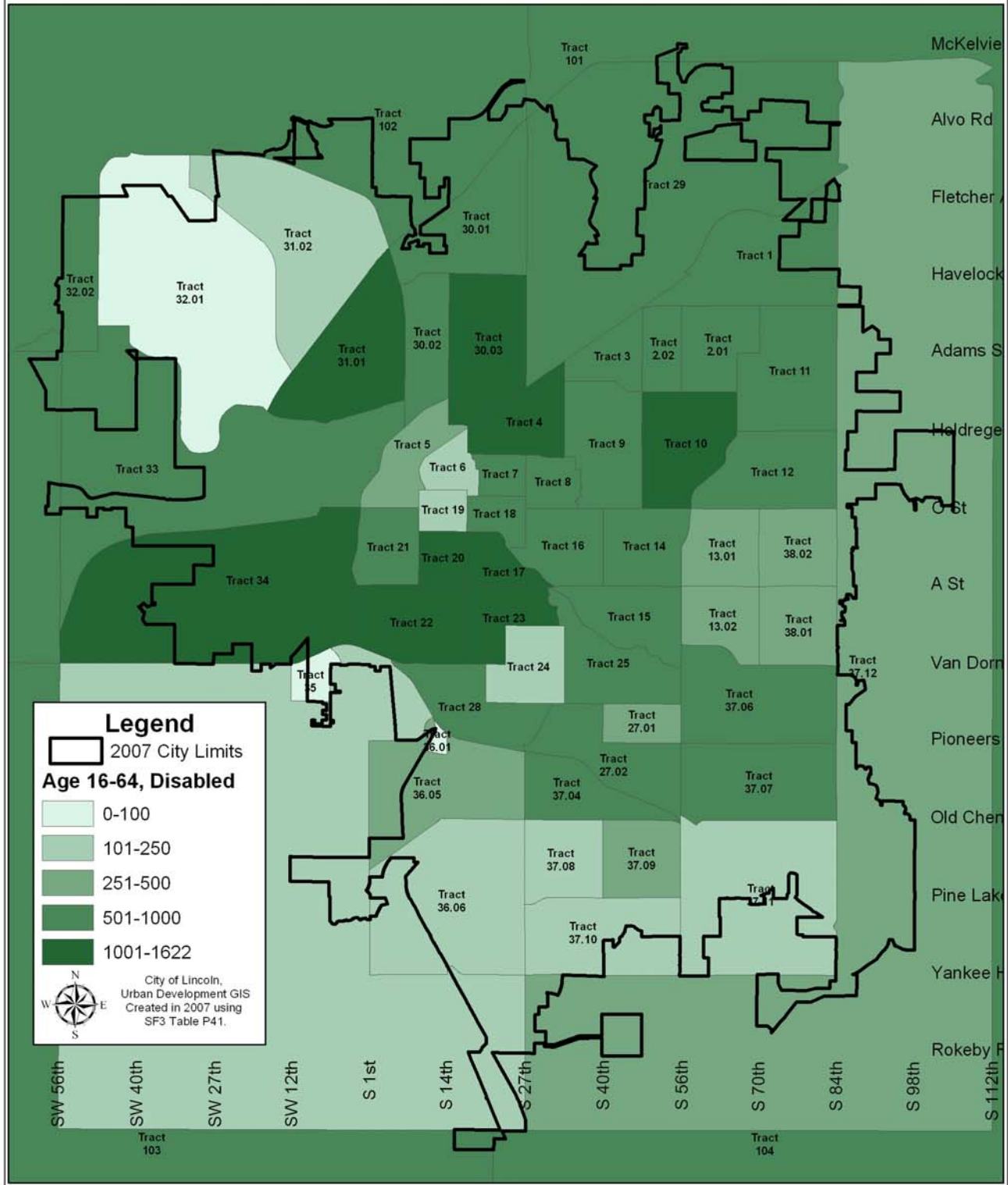
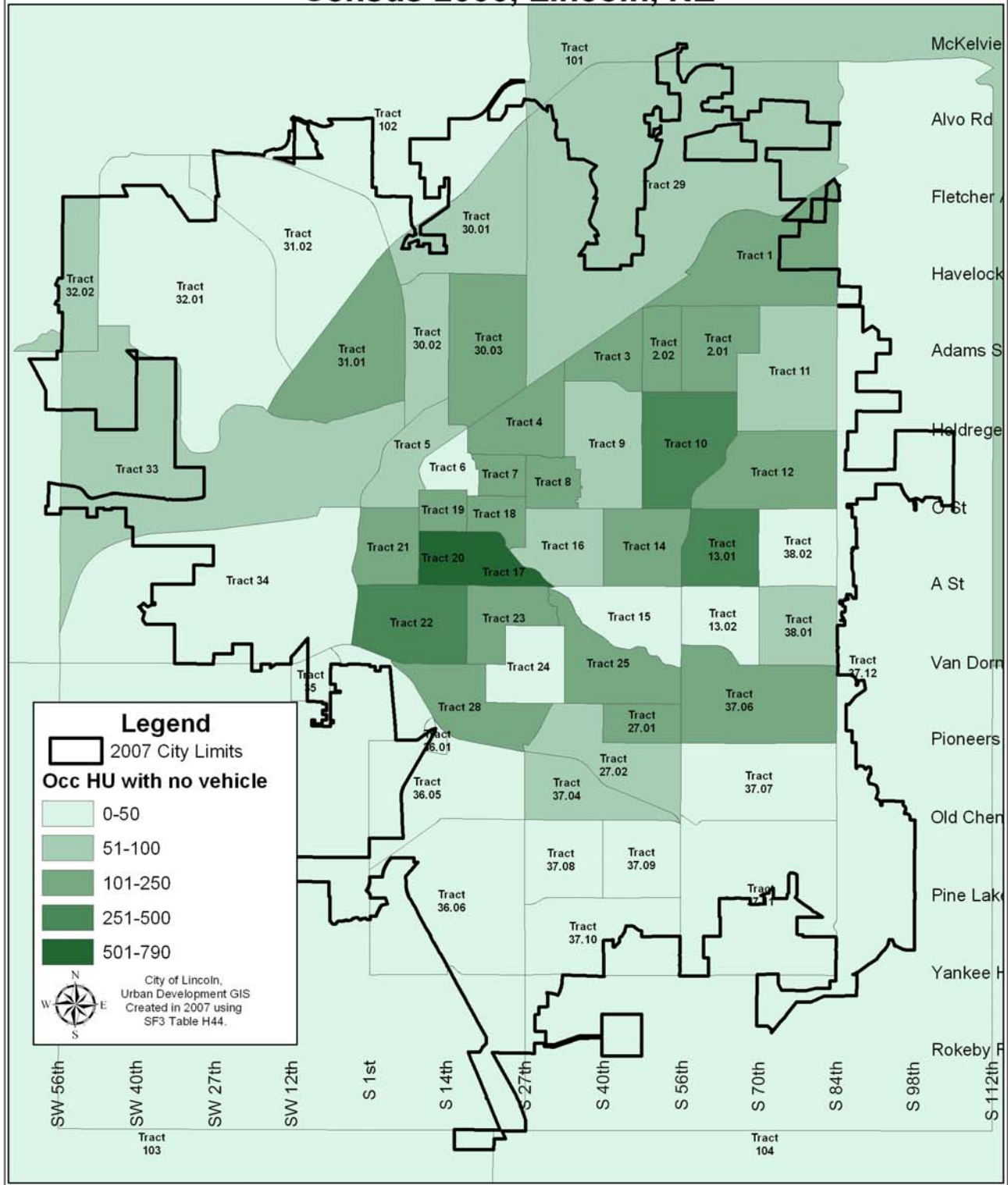


Exhibit 13

Total Occupied Housing Units with No Vehicle Available Census 2000, Lincoln, NE



B. Senior Population Data, Low-Income Population, Persons with Disabilities

Senior Population: The majority of people age 65 and over, also live in Lincoln including 90 percent of the County's 26,080 people over the age of 65. In total numbers, 23,501 of the County's residents over the age of 65 reside in the City.

Persons 75 and older made up just over 5 percent of the population in Lincoln in 2000 and increased by almost 21 percent over the last decade. Reasons for the increase include the size of the population of 65 to 75 year olds in 1990 that have aged 10 years, and the fact that older people are living slightly longer now than they were ten years ago. The average age at death increased from 72.1 to 73.3 from 1990 to 2000.

Housing options for persons 65 and older have led to the concentration of these households in certain areas in the city. More than half of the census tracts around the City had percentages of persons age 65 and older under 10 percent of the total population for the tract. Those tracts with higher concentrations of the older population tended to be east of 40th Street, south of "A" Street, and north of Highway 2. Senior housing is also located in the Downtown (tract 19) and Bicentennial Estates (tract 30.01) areas. Senior housing complexes were also responsible for even higher concentrations in tracts 13.02 and 14 (with a percentage over 20) and tract 13.01 (with a percentage over 30).

According to data compiled by the Seniors Foundation of Lincoln & Lancaster County, the senior population in the County will experience huge increases in the 20 years between 2000 and 2020. The number of people age 60 and older is projected to increase from about 30,000 in 2000 to approximately 65,000 in 2020, and increase of 101 percent. Similarly, the number of people age 85 and older is projected to increase by about 100 percent, almost 3,000 in 2000 to nearly 6,000 in 2020.

According to a survey conducted by the Seniors Foundation, 50 percent of the 218 respondents indicated they either limit or no longer drive at night. The Foundation identified a key local issue impacting older adult transportation as people outliving their ability to drive.

Poverty and Low Income: Families and persons are classified as below poverty if their total income was less than the poverty threshold specified for their household size, age, and number of related children under age 18 present. For example, the 1999 poverty threshold (maximum income) was \$8,667 for a single-person household under 65 years of age and \$7,990 over 65 years of age. A four-person household with two children had a poverty threshold of \$16,895.

Similar to general population characteristics, most of the county's population living in poverty, based on 2000 census data, reside in the City of Lincoln: 93 percent of families and 95 percent of individuals living below poverty reside in the City. Actual numbers are shown below.

Table 1: Poverty in Lincoln and Lancaster County, 2000 Census

	<u>Number of Families Below Poverty</u>	<u>Number of Individuals Below Poverty</u>
Lancaster County	3,393	22,722
City of Lincoln	3,164	21,627

Just over 10 percent of the City’s population had incomes below the poverty threshold in 1999. This is an improvement over the 1990 poverty level of just over 11 percent. However, poverty is more prevalent among children, single-parent households, and minority racial and/or ethnic categories.

Children, with an 11 percent poverty rate, are somewhat more likely to be in poverty than adults ages 19 to 64, with a poverty rate of 10 percent, and much more than persons age 65 or older, with a poverty rate of 6 percent. Children in families with a single parent, specifically with a female-headed household, are more likely to be in poverty.

Persons with a disability are more likely to be in poverty at any age than persons without a disability. As shown in the table below, 15 percent of persons with a disability have incomes below poverty, where as 9 percent of persons without a disability have incomes below poverty. The poverty rate is highest among 16 to 20 year olds for both persons with (25 percent) and without (22 percent) disabilities, but is highest among those with a disability.

Persons with a physical disability are less likely to be employed than persons without a disability. Approximately 52 percent of persons age 16 to 64 with physical disabilities were employed in 2000, versus 81 percent of persons in that age group without physical disabilities.

Table 2: Employment Status of Persons with Disabilities by Type, Lincoln, 2000

Population 16 to 64	Persons without Disability			Persons with Disability		
	Total	Employed	% Employed	Total	Employed	% Employed
Physical Disability	146,156	118,817	81.3%	6,645	3,428	51.6%
Sensory Disability	150,056	120,455	80.3%	2,745	1,790	65.2%
Self-Care Disability	151,044	121,563	80.5%	1,757	682	38.8%
Mental Disability	147,869	119,784	81.0%	4,932	2,461	49.9%
Go-outside-the-Home Disability	147,383	119,189	80.9%	5,418	3,056	56.4%
Employment Disability	140,432	113,754	81.0%	12,369	8,491	68.6%

Source: Census 2000

The Table 2 shows that between 80 and 81 percent of persons ages 16 to 64 without disabilities of various types were employed in 2000. However, the employment rate for persons with disabilities ranged from 39 percent to 69 percent, depending on the type of disability. Nearly 52 percent of those with a physical disability were employed at the time of the Census. Therefore, the other 48 percent may be relying on unemployment and/or disability payments as their sources of income.

Persons with disabilities, particularly those most in need, must often rely on fixed sources of income to pay for housing and services related to housing. While there are programs to assist those in need of home modifications (i.e., barrier removal) or services (i.e., mental health services) because of their disability, requests for assistance often exceed the funds available. With a considerable amount of income paying for housing, other basic needs, including transportation, are often sacrificed.

Low-income, as defined by the Federal Transit Administration, is 150 percent of the poverty level. The maps in the preceding section illustrate that low-income people in Lincoln live in the core of the City and other older areas stretching from the inner-City neighborhoods to University Place and Havelock.

According to the 2000 Census, 6,758 households or 6.8 percent of the County's households had no vehicle available. One vehicle households comprised 34.3 percent of the County's households representing 34,024 households. Comparing the map illustrating households in Lincoln with no vehicle available and the map illustrating households living under 150 percent of poverty appears to show a direct correlation.

Disability Population: A disability is a long-lasting physical, emotional, or mental condition that may make it difficult or impossible for a person to perform daily activities, such as walking, working, learning, etc. Approximately 15 percent (33,485 people) of the County's non-institutionalized population ages five or older had one or more disabilities in 2000. Once again, the majority live in Lincoln: 30,376 or 91 percent of the County's population with a disability live in the City.

In Lincoln, persons 65 years of age and older are much more likely to have a disability, with the likelihood of disability growing with age. Nearly 39 percent of those 65 years of age and older had a disability, as opposed to 5 percent of those five to 15 years of age. The following table shows that a total of 17,222 persons had one type of disability, while 13,154 had more than one. Six types of disabilities are measured by the Census. Four disabilities – physical, sensory, self-care, and mental – are tallied for persons five years of age and older, and are shown in Table 3.

Table 3: Persons 5 and Older with a Disability by Type as a Percent of Total Non-Institutionalized Population, Lincoln, 2000

Age Categories	Total	Physical Disability		Sensory Disability		Self-Care Disability		Mental Disability	
		Persons	Percent	Persons	Percent	Persons	Percent	Persons	Percent
5 to 15 years	30,803	257	0.8%	253	0.8%	307	1.0%	1,301	4.2%
16 to 20 years	21,547	227	1.1%	151	0.7%	98	0.5%	639	3.0%
21 to 64 years	131,254	6,418	4.9%	2,594	2.0%	1,659	1.3%	4,293	3.3%
65 to 74 years	11,897	2,078	17.5%	873	7.3%	507	4.3%	656	5.5%
75 years +	10,777	3,578	33.2%	2,252	20.9%	1,543	14.3%	1,178	10.9%
Total Persons	206,278	12,558	6.1%	6,123	3.0%	4,114	2.0%	8,067	3.9%

Source: Census 2000

These categories have changed somewhat since 1990, comparing the disability data for the two decades is not accurate. Physical disabilities are the most common type of disability among the general population, again with the likelihood increasing with the age of the population. Over 6 percent of the population (12,558 people) had a physical disability. Less than 1 percent of youth five to 15 had a physical disability, compared to over 17 percent of 65 to 74 year olds, and 33 percent of persons 75 or older. Persons with physical disabilities may require modifications to their homes or specifically designed homes to accommodate a wheelchair or other assistive devices. They may also require access to services such as transportation or medical care.

Other disabilities listed in Table 3 may also require housing modifications, special types of housing, and/or access to services. Approximately 3 percent of the population (6,123 persons) had a sensory disability, 2 percent (4,114 persons) had a self-care disability, and 4 percent (8,067 persons) had a mental disability. These disabilities were all highest among persons age 75 and older and second highest among those 65 to 74.

“Go-Outside-The-Home” disabilities are tallied for persons 16 and older. Finally, employment disabilities are tallied for persons 16 to 64 (Table 4). Table 4 also shows that, among persons 16 and older, over 5 percent (9,625 persons) had a disability which made it difficult to go outside the home. Again, the greatest percent of persons with this disability are 75 or older. Approximately 8 percent (12,369 persons) had an employment disability. From 1990 to 2000, the number of persons with a work disability increase by 49 percent from 8,322 to 12,369. (Because the definition of employment disability remained the same, data can be compared over the last decade).

Table 4: Persons 16 and Older with a Disability by Type as a Percent of Total Non-Institutionalized Population, Lincoln, 2000

Age Categories	Total	Go-Outside-Home Disability		Employment Disability	
		Persons	Percent	Persons	Percent
16 to 20 years	21,547	419	1.9%	940	4.4%
21 to 64 years	131,254	4,999	3.8%	11,429	8.7%
65 to 74 years	11,897	1,218	10.2%	-	-
75 years +	10,777	2,989	27.7%	-	-
Total Persons	175,475	9,625	5.5%	12,369	8.1%

Source: Census 2000

Table 5 illustrates that 8,066 people with disabilities needed help with daily living activities. Comparing this to Table 4, nearly 84 percent of people with a “Go-Outside-The-Home” disability (9,625 people) also needed assistance with daily living activities.

Table 5: Persons with a Disability by Age Category Needing Personal Assistance with Activities of Daily Living, Lincoln, 2000

Age Categories	Total		Females		Males	
	Persons	Percent	Persons	Percent	Persons	Percent
18 to 44	1,752	1.6%	870	1.7%	882	1.6%
45 to 64	2,049	4.7%	1,232	5.5%	816	3.8%
65 to 74	1,111	9.4%	679	10.4%	431	8.2%
75 and older	3,155	27.0%	2,329	30.5%	827	20.3%
Total	8,066	4.6%	5,110	5.8%	2,956	3.4%

Source: Census 2000 and Center for Disease Control, National Health Interview Survey, 1992, <http://www.cdc.gov/nchs/nhis.htm>

Reviewing the maps illustrates that disabled people live all over the City, but in higher concentrations in the core of the City.

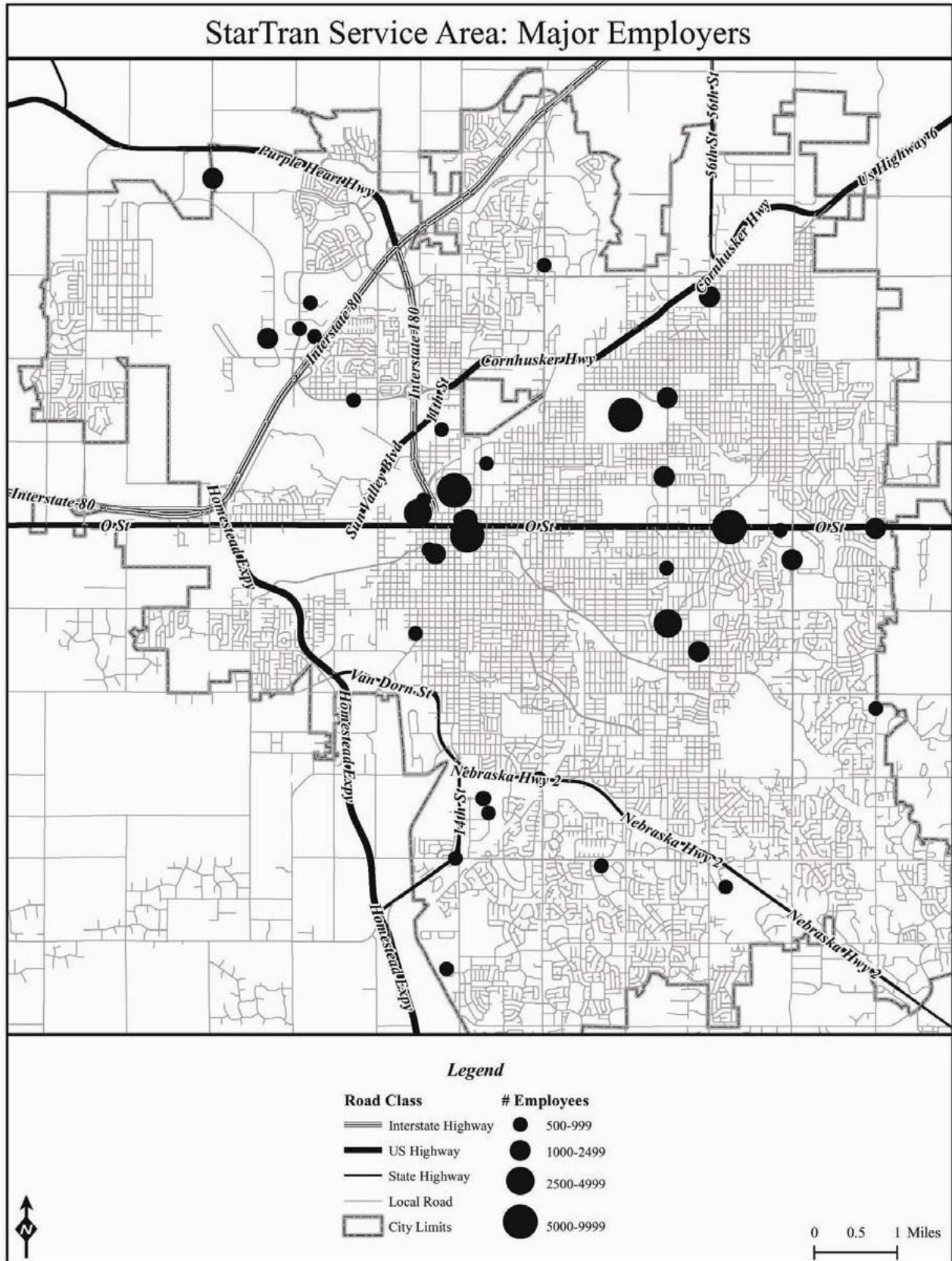
C. Travel Trends (The following data and information was taken directly from the *Transit Development Plan (TDP) Technical Memorandum #1.*)

Employment: Employment is a key factor in transportation and transit discussions because the trip to work is the most frequent trip taken by most people. In the City of Lincoln, 131,691 people were employed at the time of the 2000 Census. Because Lincoln is the State Capitol, the County seat and home to the University of Nebraska-Lincoln, government is a major employer. There are also many major private corporations in Lincoln.

Exhibit 14 shows the location of the largest employers in Lincoln. Employers with 500 or more employees are shown on the map. When an employer has more than one location in Lincoln, only the most central location is shown on the map, with the exception of UNL with its City Campus and East Campus employment sites.

Exhibit 14

StarTran Service Area: Major Employers



Transit Development Plan for the City of Lincoln

Tables 6 and 7 list the largest employers in Lincoln by the number of employees. Table 6 lists the major employers as reported by the Nebraska Databook with the latest update in April, 2005. Table 7 lists additional employers from the Lincoln Partnership for Economic Development (2005-2006) that are not listed by the Nebraska Databook. Table 6 lists actual number of employees whereas Table 7 lists employer size by range of employees.

The largest employer in Lincoln is the State. The U.S. government is also a major employer in the city. Other government entities also employ many Lincoln area residents including Lincoln Public Schools, the University of Nebraska, the City of Lincoln, Lancaster County, and the Department of Correctional Services. Other non-government major employers include the Bryan LGH Medical Center, Crete Carrier Corporation, BNSF Railway Company, St. Elizabeth Regional Medial Center, B & R Stores, State Farm Insurance, and Hy-Vee Food Stores

Table 6: Major Employers

Employer	# Employees
State of Nebraska	18,653
US Government	15,403
Lincoln Public Schools	5,900
NE Dept. of Health & Human Svc	5,809
University of NE-Lincoln	4,915
Bryan LGH Medical Center	4,200
Crete Carrier Corp.	3,040
City of Lincoln	2,746
St. Elizabeth Regional Med. Center	2,393
Correctional Services	2,083
B & R Stores Inc.	2,011
Goodyear Tire & Rubber Co.	1,300
Lancaster County	1,255
Runza National	1,200
Ameritas Acacia Mutual Holding	1,100
Madonna Rehabilitation Hospital	1,100
Gallup Organization Inc.	1,100
Kawasaki Motors Mfg. Corp. USA	1,060
Nebco Inc, Constructors Inc	1,000
Duncan Aviation	1,000
Alltel	960
Lincoln Benefit Life	950
Air & Army National Guard	923
Pfizer Inc.	900
Union Bank	750
Tabitha Nursing Home	731
Nebraska Book Co. Inc.	690
Molex Inc	655
Growth Management Corp.	630
Square D/Schneider Electric	501
MDS Pharma Services	500
Lester Electrical of Nebraska	400

Source: "Largest Employers in Nebraska": <http://info.neded.org/stathand/csect10.htm>
 Technical Memorandum #1: Socioeconomic and Land Use Characteristics 19

Table 7: Other Major Employers

Employer	# Employees Range
BNSF Railway Co.	2500-4999
State Farm Insurance	1000-2499
Hy-Vee Food Stores, Inc.	1000-2499
Southeast Community College	500-999
Landscapes Unlimited, Inc.	500-999
Quebecor World	500-999
Square D Company	500-999
Douglas Theatre Company	500-999
Pegler Sysco	500-999
Novartis Consumer Health, Inc.	500-999
Information Technology, Inc.	500-999
CIS (Citizenship & Immigration Service)	500-999
Wal-Mart Stores, Inc.	500-999
TAG	500-999
Allied Group Insurance	500-999

Source: Lincoln Partnership for Economic Development: Directory of Largest Employers 2005-06

Workers perform a variety of jobs in Lincoln: 36 percent have managerial or professional occupations; 27 percent are involved in sales and office occupations; 15 percent are employed in service occupations. Table 8 includes the occupations of Lincoln workers based on 2000 Census information.

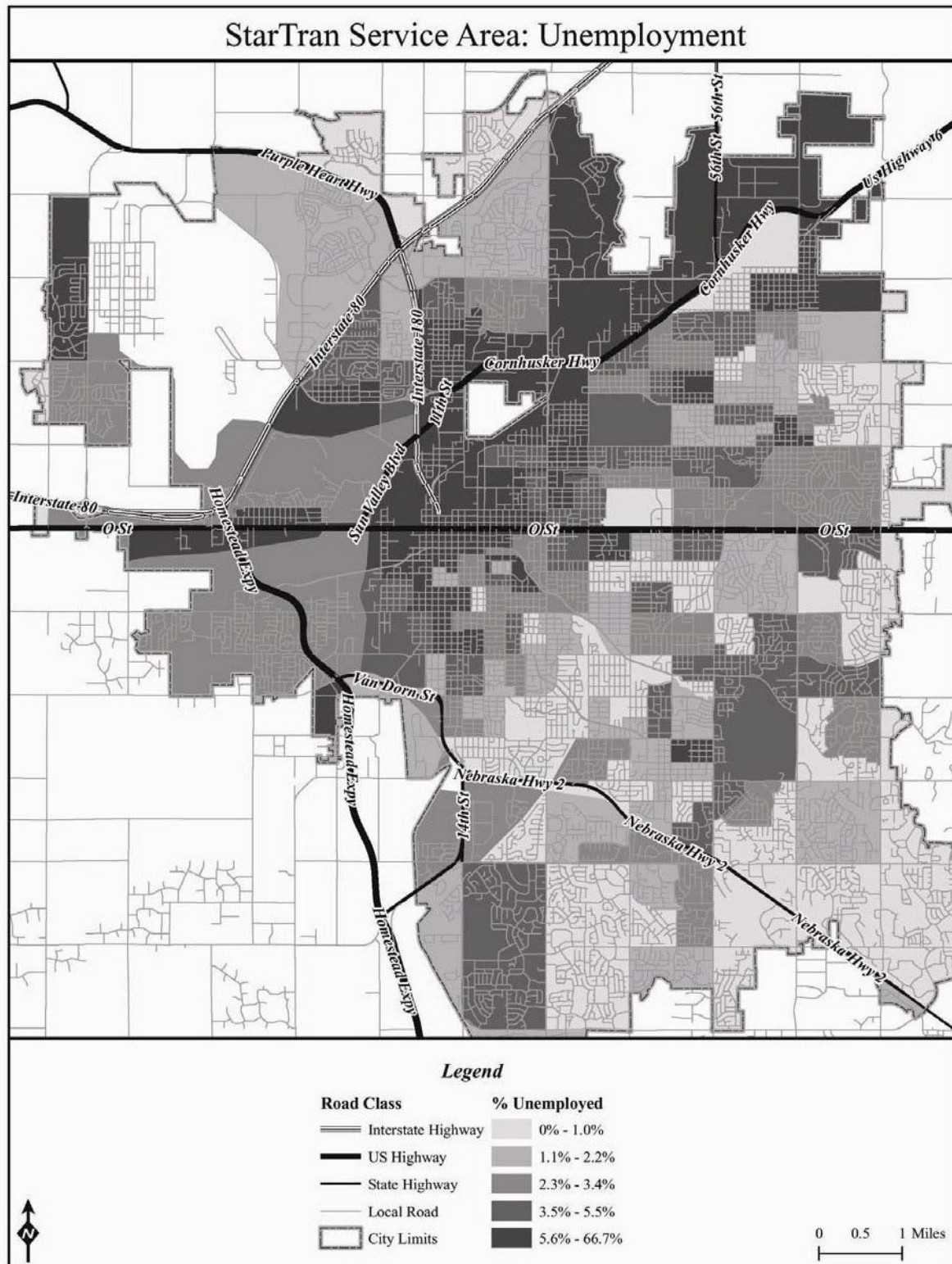
Table 8: Occupation of Workers in Lincoln

Occupation	#	%
Management, professional, and related occupations	45,461	36.0%
Service occupations	19,327	15.3%
Sales and office occupations	34,166	27.1%
Farming, fishing, and forestry occupations	342	0.3%
Construction, extraction, and maintenance occupations	10,154	8.0%
Production, transportation, and material moving occupations	16,726	13.3%

Based on Census 2000 statistics.

Unemployment is also an important consideration in transit services. People who are compensated for being unemployed have to make an active attempt to find employment. In order to go on job interviews and to the unemployment office, people with very low incomes often have to rely on public transportation. The 2000 Census reported that 5,027 people in Lincoln were unemployed. Exhibit 15 is a map of unemployment as a percentage of the total labor force by Census block group. Unemployed people are generally concentrated in Lincoln north of “O” Street and particularly between Cornhusker Highway and Interstate 80. There are also several pockets of unemployment south of “O” Street.

Exhibit 15

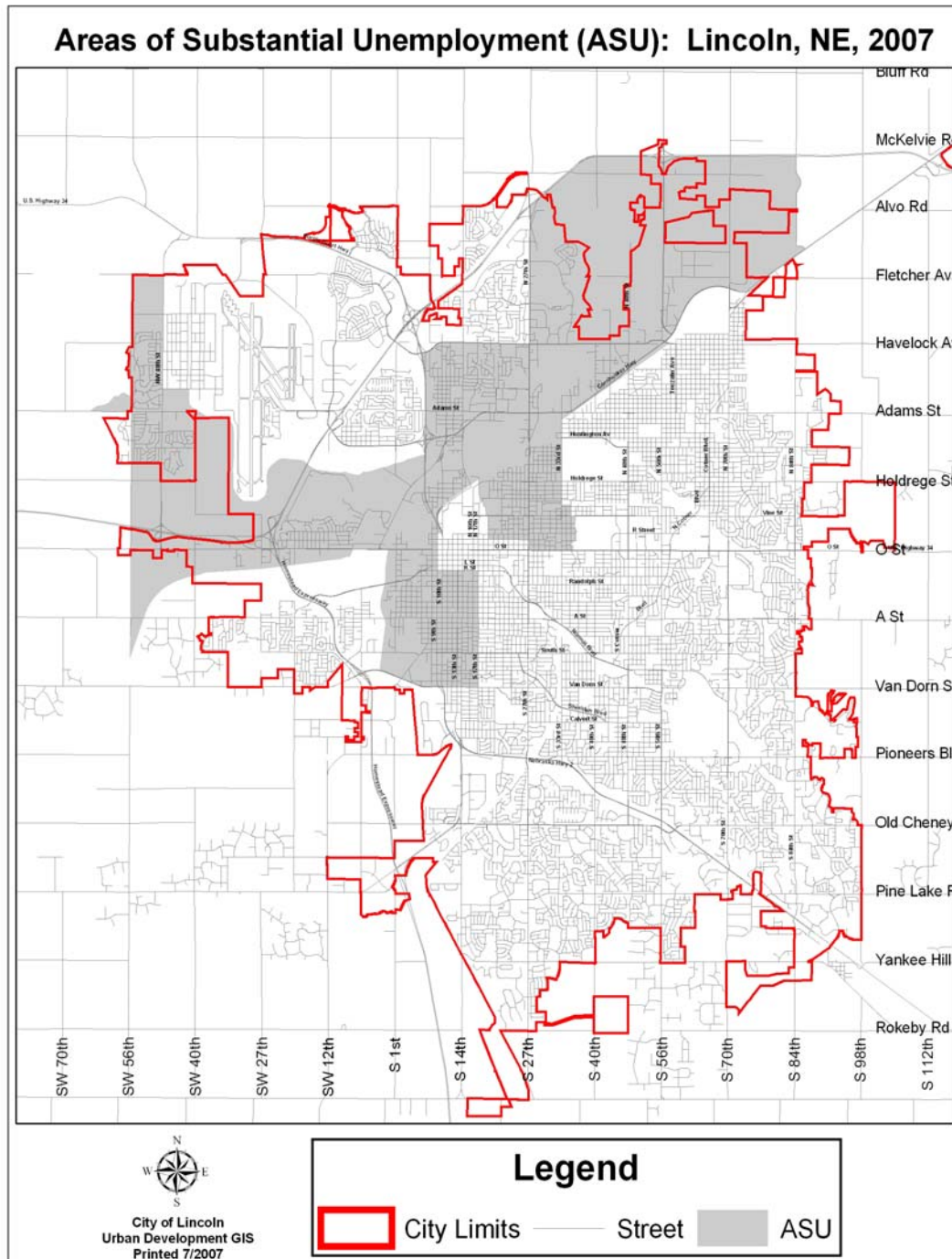


Transit Development Plan for the City of Lincoln

An area in Lincoln was recently designated an Area of Substantial Unemployment (ASU) which is defined as a contiguous area with a current population of at least 10,000 and an average unemployment rate of 6.5% or more for the 12 month reference period (July 2005 –

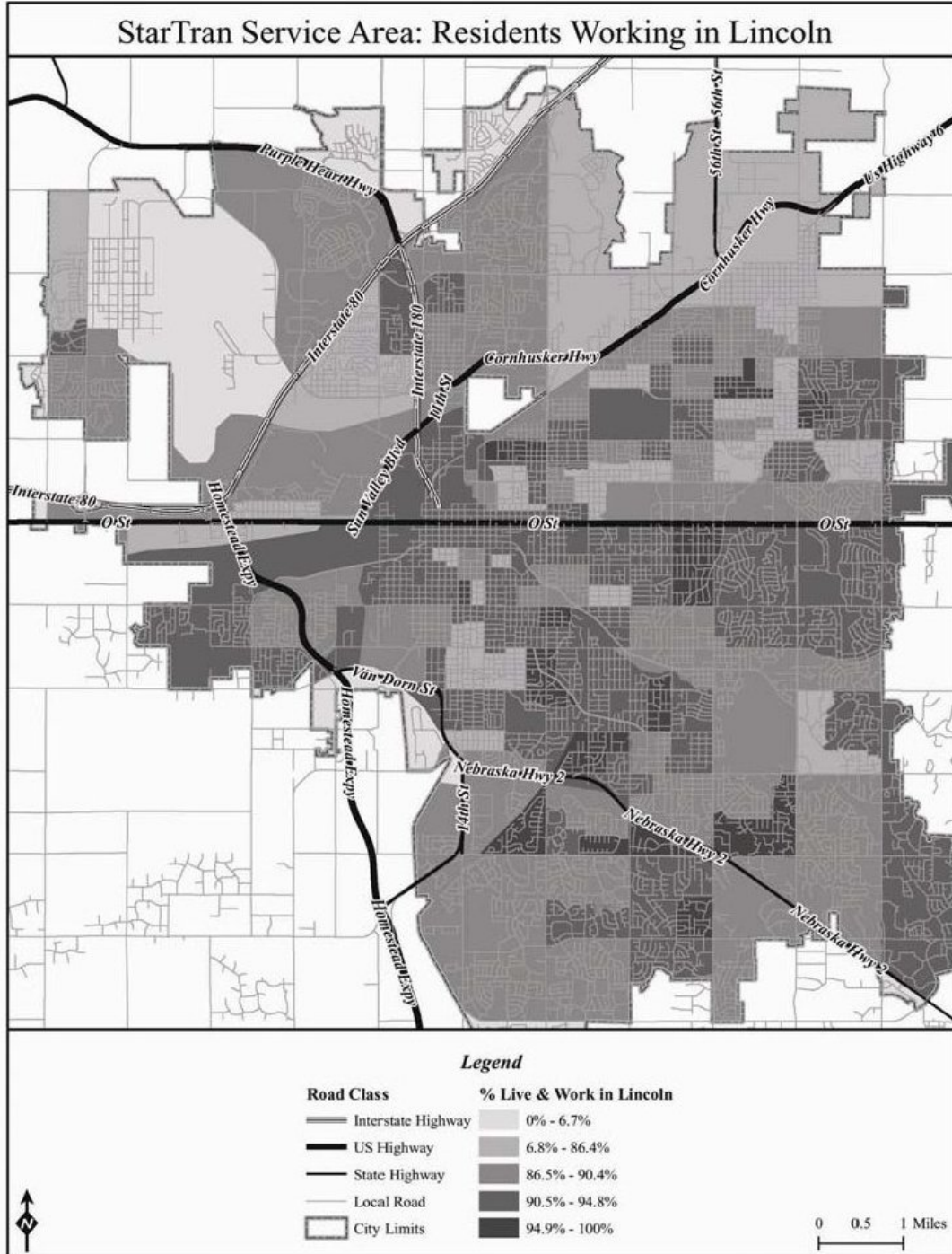
June 2006). The ASU was designated by the State of Nebraska's Department of Labor under Federal Workforce Investment Act regulations. The designation impacts state funding allocations for adult and youth workforce programs by increasing funding. Outreach to the area on behalf of the One Stop Career Center will begin in late 2007. Exhibit 16 includes the ASU boundary. The ASU boundary closely follows the unemployment concentrations identified in Exhibit 15.

Exhibit 16



Commuting: The 2000 Census includes statistics describing how people in Lincoln get to and from work. Exhibit 17 illustrates that the majority of people who live in Lincoln also work in Lincoln. The only exception appears to be in areas in northern Lincoln, north of Cornhusker Highway, and in northwest Lincoln, north of “O” Street. The mean travel time to work is 17.1 minutes.

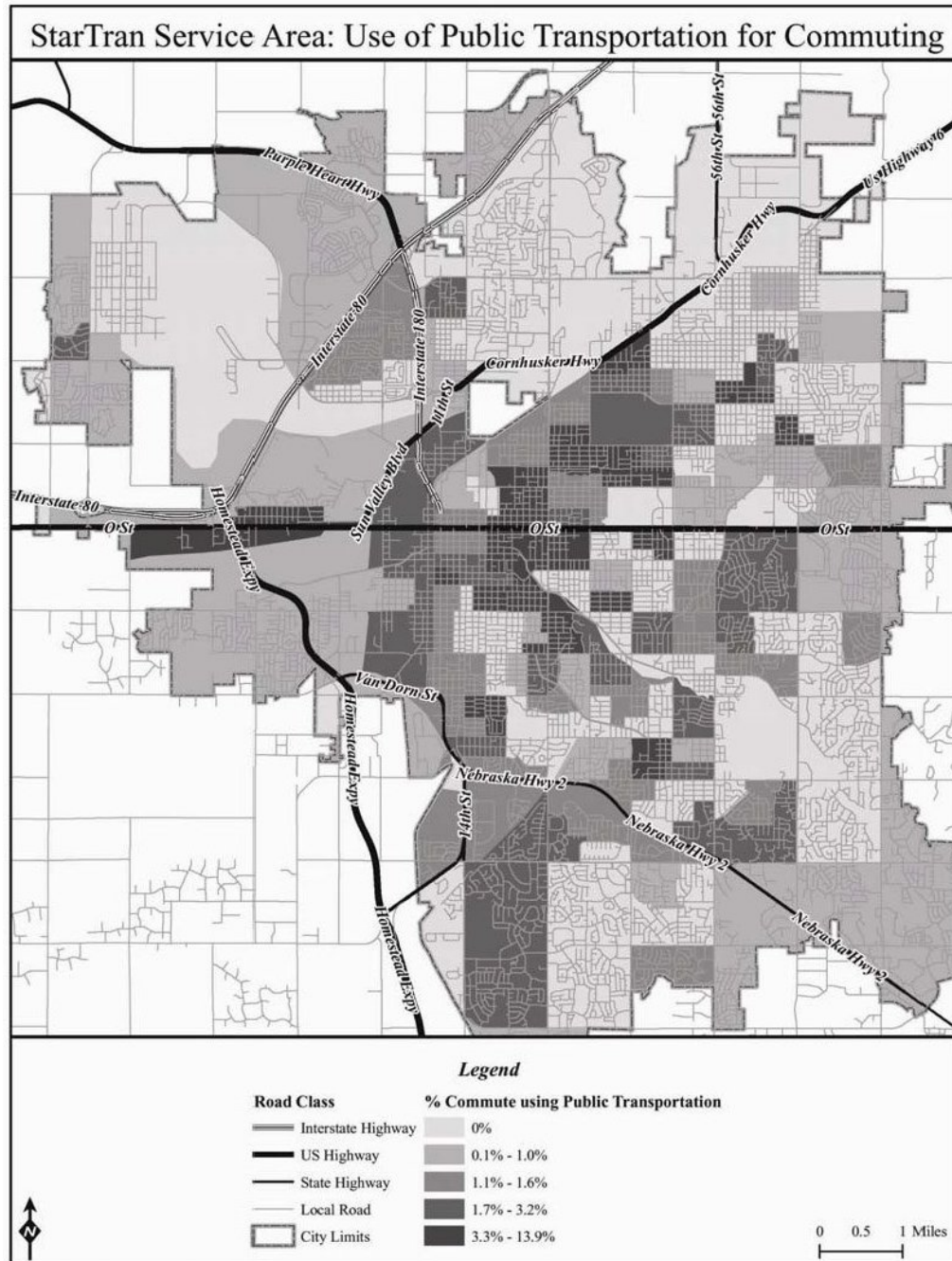
Exhibit 17



Transit Development Plan for the City of Lincoln

Some residents of Lincoln use public transportation for commuting (1 percent) but most drive alone (81 percent) or carpool (10 percent). Exhibit 18 is a map of the percentage of workers who use public transportation as their means of transportation to work, by 2000 Census block groups. People who use public transportation for commuting generally live in central eastern Lincoln between Cornhusker Highway and Nebraska Highway 2. There are also other pockets along “O” Street in west Lincoln and in south Lincoln, south of Nebraska Highway 2.

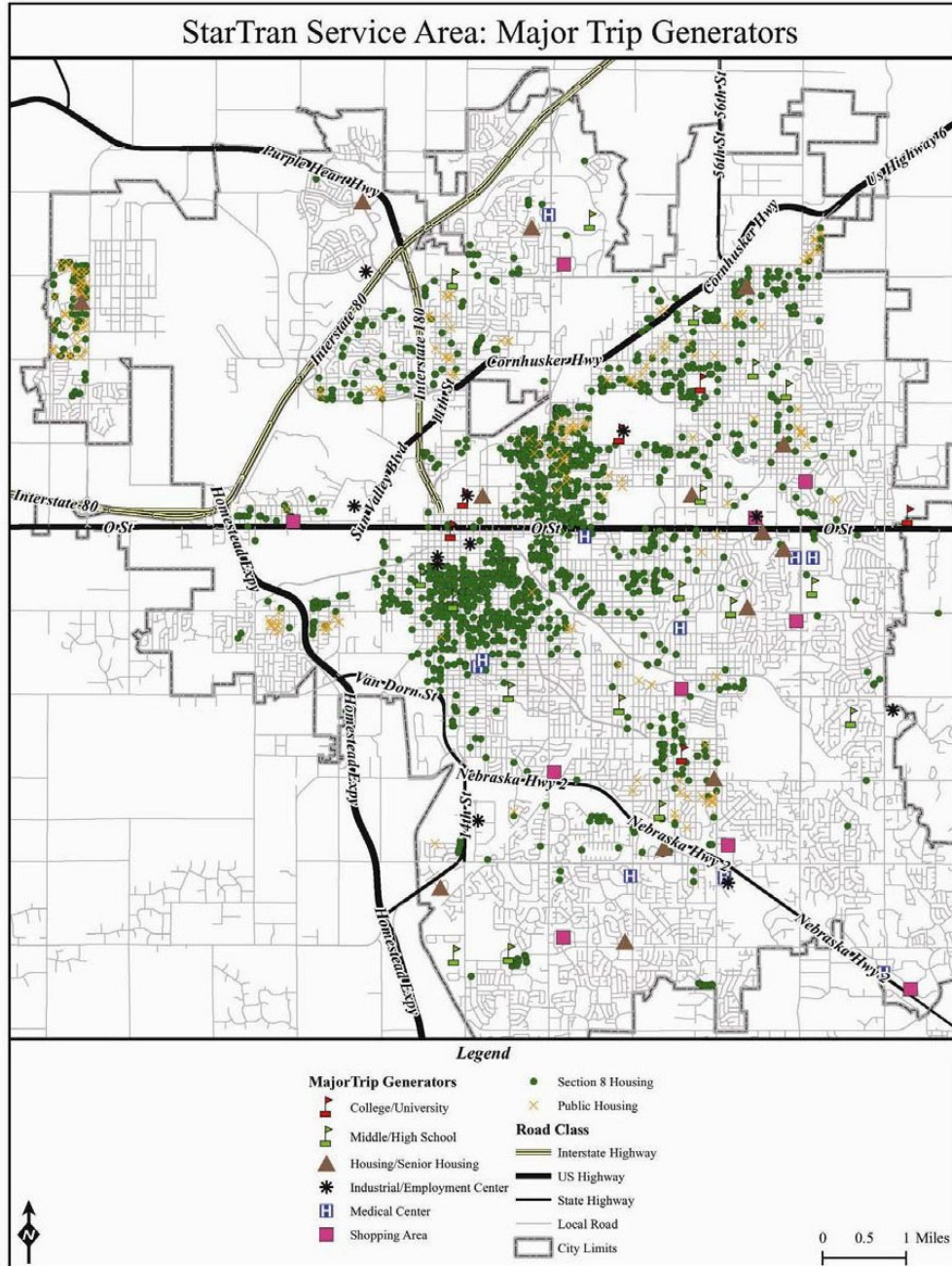
Exhibit 18



Transit Development Plan for the City of Lincoln

Comparing the demographic maps with the map illustrating the use of public transportation, there are clearly areas of the city, particularly in the core and up through the Clinton and University Place neighborhoods, where use of public transportation is higher among areas with lower incomes, higher percentages of elderly and disabled people, and those with no vehicle available.

Exhibit 19



Transit Development Plan for the City of Lincoln

Major Trip Generators: Major trip generators are locations frequented by a significant number of people, traveling by all modes of transportation. Common transit generators include shopping centers, industrial parks, major employers, schools, public and Section 8 housing, and hospitals. Exhibit 19 is a map of major trip generators in Lincoln (excluding

major employers since they were discussed on page 32 and mapped on Exhibit 14). The major trip generators are generally dispersed throughout the City. Comparing StarTran's route map to Exhibit 19 illustrates that StarTran service is available to major trip generators.

D. Demographics and Current StarTran Service Area

The following four exhibits contain the City demographic information with an overlay of the StarTran route map. The exhibits demonstrate that StarTran service is available in the areas of highest concentrations of poverty, elderly, disabled, and households with no vehicle available.

Exhibit 20

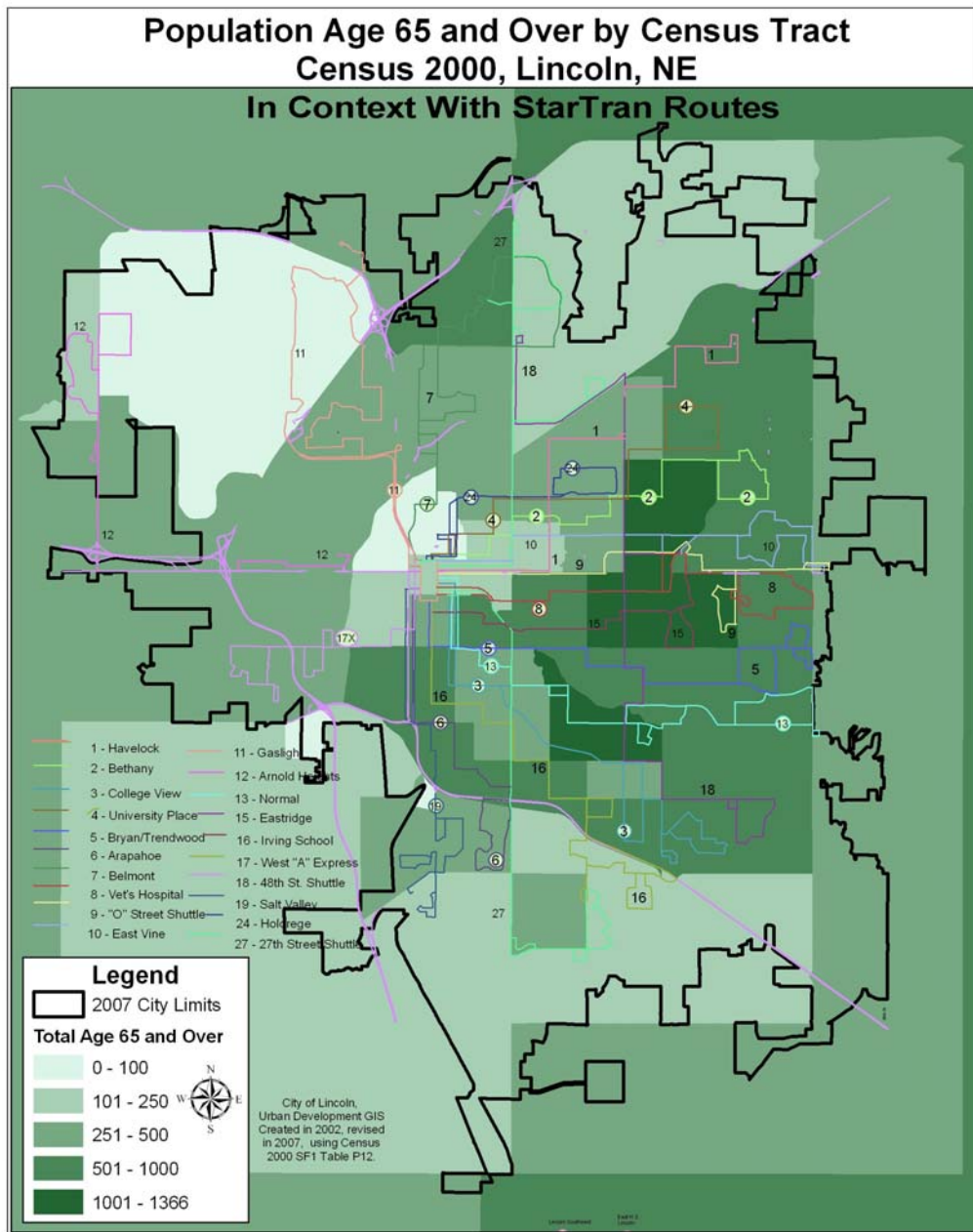


Exhibit 21

Households: Ratio of Income in 1999 to Poverty Level; Under 1.50 by Census Tract, Census 2000, Lincoln, NE

In Context With StarTran Routes

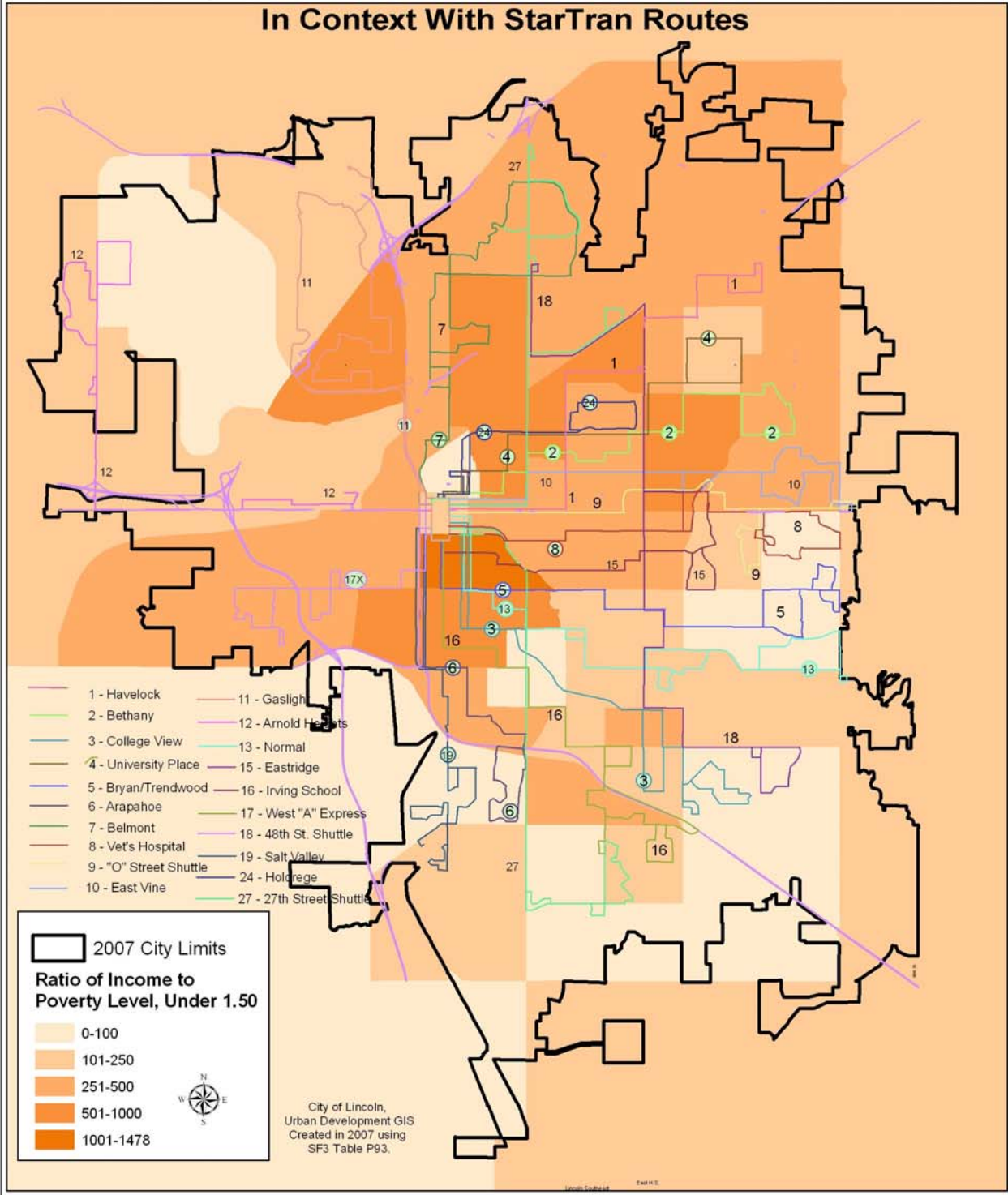


Exhibit 22

Total Disabilities Talled for People 16-64 Years *, Census 2000, Lincoln, NE (*Civilian Non-Institutionalized Population)

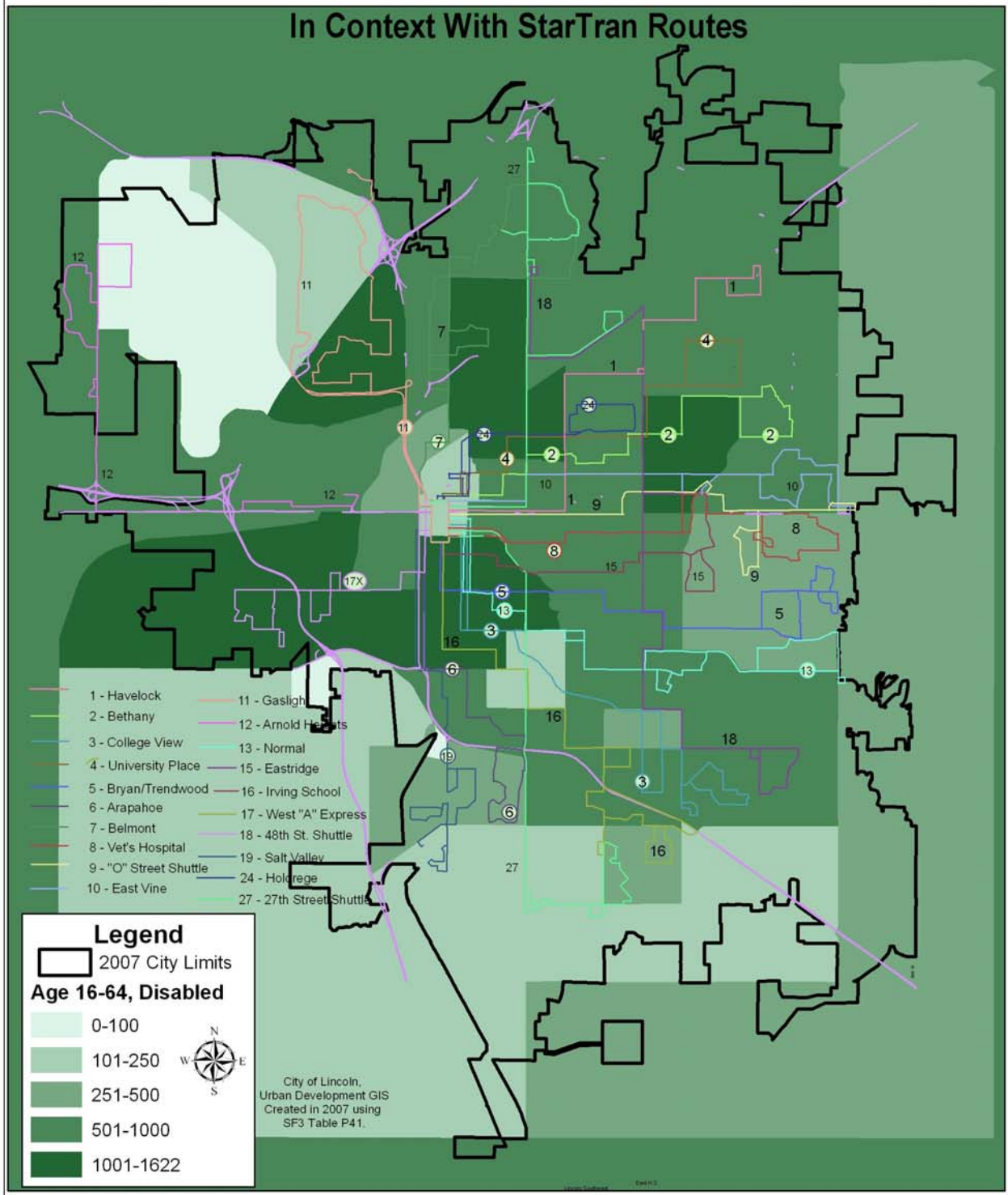
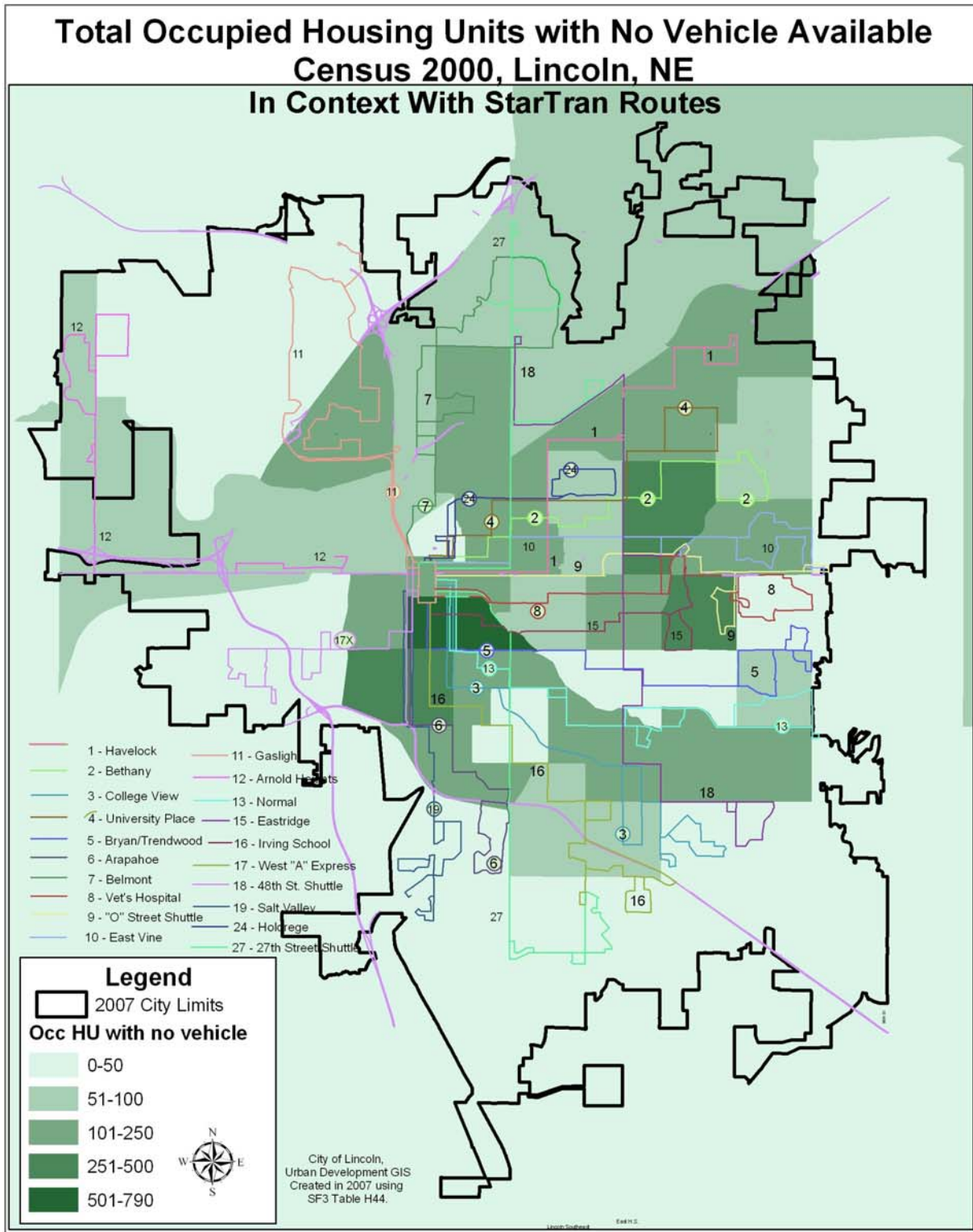


Exhibit 23



REQUIRED ELEMENTS OF COORDINATED PLAN

III: EXISTING SERVICES

There is a network of human services and non-profit agencies in Lincoln that are associated by formal contractual and funding relationships for providing transportation services. In addition, there are many agencies that are more loosely connected by the sharing of program goals and work together for the common good of their respective patrons. The inventory below is an attempt to list all of the public transit, human services transportation agencies and nonprofit agencies. Because there is integration across services and programs, some agencies may be identified in more than one grouping. Services are organized under these categories:

A. Public Transportation – Agencies whose primary mission is the provision of transportation and use federal and/or state resources:

- Mass Transit
- Rural Community Transit
- Transportation for Older Adults, People with Disabilities and/or Limited Incomes

B. Human Services Transportation – Agencies whose ancillary mission is the provision of transportation:

- State Human Services
- Local Human Services
- Non-Profit Human Services Agencies

Additionally, during June, a very brief survey was sent via email to 48 agencies using email addresses provide by the Human Services Federation. In some cases the emails were returned as undeliverable. A follow-up request was sent in July.

Only two questions were asked. “Does your agency provide transportation services for your clients?” And “If yes, please provide a brief description of those services.” A total of 32 surveys were returned. Information provided by the agencies is included in the list below. It should be noted that only agencies which answered that they provide transportation services are included, those answering that they did not, are not listed.

A. Public Transportation

Agencies whose primary mission is the provision of transportation and use federal and/or state resources.

Mass Transit

Agency	Service Description
StarTran	<ul style="list-style-type: none"> - StarTran is the sole public mass transit provider in the City of Lincoln. StarTran is a division of the City of Lincoln Public Works and Utilities Department. Services include 21 weekday fixed routes and 12 Saturday fixed routes and complementary paratransit service through the Handi-Van program. StarTran is in compliance with all transit-related regulations of the Americans with Disabilities Act (ADA).

Rural Community Transit

Agency	Service Description
Aging Services Lancaster County Rural Transit	<ul style="list-style-type: none"> - The Lancaster County Board of Commissioners, in cooperation with the Lincoln Area Agency on Aging, provides van transportation for all persons residing in rural Lancaster County.

Transportation for Older Adults, People with Disabilities and/or Limited Incomes

Agency	Service Description
StarTran	<ul style="list-style-type: none"> - The StarTran Handi-Van Program is a door-to-door transportation service created to help meet the transportation needs of individuals who experience disability and who, because of that disability, are unable to ride the regular fixed-routed city bus. The program requires pre-registration and operates within city limits. - Reduced fare is available for older adults and persons with disabilities with proper identification. - Eligible low-income individuals may purchase bus passports at a reduced rate with proper documentation.
Transport Plus	<ul style="list-style-type: none"> - Provides door-to-door transportation. Eligibility for this service is: must be at least 60 years old or disabled, visually impaired, or child under 16 years old.
Madonna Rehabilitation Hospital Community Medical Transportation	<ul style="list-style-type: none"> - Door-to-door transportation for medical and hospital trips only.

B. Human Services Transportation

Agencies whose ancillary mission is the provision of transportation.

State Human Services

Agency	Service Description
Nebraska Department of Health and Human Services	- Purchase of services for Medicaid recipients and state wards in foster care service.

Local Human Public Services

Agency	Service Description
Community Mental Health Center of Lancaster County	<ul style="list-style-type: none"> - Provides limited transportation (they have 34 vans and cars) to aid their clients in getting to doctor's appointments, group therapy, partial hospitalization, special events at their day rehabilitation center, and rides are provided to people needing transportation in their residential settings as well as on nights, weekends, and holidays. - They also reimburse staff members for transporting clients in their personal vehicles as well, for example, they have 28 case managers serving 750 persons with severe mental illness, last year they paid out in staff mileage reimbursement \$22,000.
Lincoln-Lancaster County Health Department	<ul style="list-style-type: none"> - The agency provides transportation for clients of the Healthy Homes Program, using agency-owned vehicles, for a variety of trip purposes related to health, human services, and basic needs. - The agency arranges for taxi transport for those individuals who qualify for Medicaid transportation.
Lincoln Housing Authority	<ul style="list-style-type: none"> - Provides transportation services mainly for elderly clients and for family resource center clients using agency-owned vehicles. Provides mileage reimbursement to staff and volunteers for using own vehicles. - Have a 15 passenger van at the Carol Yaokum Family Resource Center in Arnold Heights. It is used primarily by Cedars Youth Services to transport children from the Center to school. It is also used for their summer programs through Expanding Horizons. Carol Yoakum FRC is also a "Ride for Five" outlet site. - LHA also has a 15 passenger van that has been retrofitted with a wheelchair lift. It is used primarily by LHA's three elderly high rise buildings: Burke Plaza, Mahoney Manor, and Crossroads House. It is for shopping and recreation trips. - LHA has an emergency "loan" fund that can be accessed by tenants in their assisted housing programs. It can be used for emergency car repairs.
Region V Systems	<ul style="list-style-type: none"> - Provides some transportation services to people they support with developmental disabilities for a variety of purposes. Only trips out of town have a fee charged, depending on the situation. - The FYI Program provides transportation for clients using staff owned vehicles and mileage reimbursement is provided to staff.

Non-Profit Human Services Agencies

Agency	Service Description
Cedars Youth Services	<ul style="list-style-type: none"> - Youth and adult clients provided transportation by agency-owned vehicles and staff reimbursement for using own vehicles - If children are living with Cedars or in one of their child care centers, then staff transport them in an agency-owned van and sometimes in personal vehicles with mileage reimbursed. If the child is still living their parents, then any transportation is typically done in personal vehicles with mileage reimbursed.
CenterPointe	<ul style="list-style-type: none"> - CenterPointe provides transportation to all of their consumers in the Adult, Youth, and Touchstone Residential Programs and many of the consumers in the Outpatient Services Programs. They use Agency vehicles for transportation needs that include medical and dental appointments, recreational outings, and connecting clients to other services in the community. They also rely on staff, using personal vehicles, for some transportation, and paying mileage reimbursement.
Child Guidance	<ul style="list-style-type: none"> - Provides Transportation for their clients (children) in its Day Treatment Program using agency-owned vehicles. One staff, using her own vehicle, also provides considerable transportation for their Vietnamese clients to and from treatment and other services. She is reimbursed for mileage.
Clyde Malone Community Center	<ul style="list-style-type: none"> - Provides a before and after school program. The agency transports children to school and picks them up in the afternoon when they get out. They also transport youth in their summer program for swimming, field trips, or special events.
Community Justice Center	<ul style="list-style-type: none"> - Clients are provided transportation by center's own vehicle and mileage reimbursement to staff for using own vehicles
Community Learning Centers	<ul style="list-style-type: none"> - The CLC initiative does not provide transportation. If there are transportation needs for clients at a CLC site, the partnering agency typically handles that. Some arrangements have been made with Lincoln Public Schools to run late bus routes for those sites that bus students from other neighborhoods. This allows those students to be involved in afterschool activities.
Cornhusker Place	<ul style="list-style-type: none"> - Agency-owned vehicles provide limited trips to clients.
Family Service	<ul style="list-style-type: none"> - Transports children at their five school sites.
Fresh Start	<ul style="list-style-type: none"> - Uses midtown for clients going to medical or counseling appointments. Provides funds to buy "Ride for Five" bus passes. Does not have any agency cars nor private vehicles for giving rides.

Friendship Home	<ul style="list-style-type: none"> - Provides limited transportation to their clients using only staff owned vehicles for a variety of trip purposes. Staff receives mileage reimbursement for using their own vehicles. - As its budget allows, they use cabs to transport clients, mainly when they check into shelter and for semi-emergency medical reasons. - Works with the Lincoln Public Schools to cab children in shelter back and forth to their home schools, if they choose to remain there while they are in shelter. LPS pays for this through a McKinney Homeless Grant. - As the budget allow, they provides funds for Star Tran buses (both individual passes and “Ride for Five” passes) and for gas (via \$5 gift certificates that are purchases from local gas stations) for only their clients.
Good Neighbor Center	<ul style="list-style-type: none"> - Uses agency-owned vehicles to transport clients on a limited basis. - Provide rides to clients who are taking ESL classes, computer classes or health classes. - Provide rides to the clients who have no other means of transportation. The clients are mostly immigrants who have large families and do not use the bus services because they are not comfortable using public transportation. - Are a “Ride for Five” outlet site.
Goodwill	<ul style="list-style-type: none"> - In the New Americans Employment Services program clients may be provided transportation by staff using their own vehicles with mileage reimbursed. This would only be done if all other transportation options have been explored, such as the “Ride for Five” bus passes, use of friends, or cab reimbursement.
Hispanic Center	<ul style="list-style-type: none"> - Operates two passenger vans to transport clients. At least one operates every weekday, both daytime and evenings. Also assist a limited number of clients to get rides or to drive themselves to classes by providing gas coupons.
Houses of Hope	<ul style="list-style-type: none"> - Halfway House Program – Utilize an agency-owned vehicle for client transportation on a limited basis. Also utilize the “Ride for Five” passes for eligible clients. - Short-term Residential Program a.k.a. Touchstone – Utilize two agency-owned vans for client transportation to medical appointments, social service appointments, recreational outings, on a regular basis. Also reimburse employees mileage for transportation utilizing their own vehicles. - Intensive Care Management Program – Employees (Case Managers) provide extensive transportation of clients utilizing their personal vehicles and are reimbursed. Utilize other transportation options such as “Ride for Five” and some taxi vouchers for this population.
Houses of New Life	<ul style="list-style-type: none"> - The agency transports their residents using their own vehicles plus reimburse mileage for staff who use their own vehicles.
Indian Center	<ul style="list-style-type: none"> - Transportation provided by staff using own vehicles. Agency does not yet provide transportation for the general public but does provide limited pick-up for their youth.

Lighthouse	- Provides transportation by agency-owned vehicles on a limited basis to Lighthouse sponsored events, such as camping, sporting events, YMCA.
Lincoln Action Program	- Clients provided transportation by agency-owned vehicles and staff reimbursement for own vehicles and reimbursement to clientele for using own vehicles. LAP is a “Ride for Five” bus passport outlet site.
Lincoln Literacy Council	- An agency-owned vehicle is utilized primarily for education and training classes for clients.
Lutheran Family Services	- Provides transportation for some clients using agency-owned vehicles and mileage reimbursement to staff for using their own vehicle for a variety of trip purposes. Refugee Resettlement Program, Emergency Community Support, Bridge: Re-entry program.
Madonna	- Madonna Community Medical Transportation provides services for clients using agency-owned vehicles for a variety of trip purposes. They provide medically related trips for individuals. This service is door-to-door. All vehicles are wheelchair accessible. Madonna inpatients receive the same service. - Services are provided mainly during the day with limited evening and weekend hours. There is no approval process required. Cost varies depending on the type of trip.
People’s City Mission	- The People’s City Mission is a “Ride for Five” outlet at both the shelter and the distribution center. They use an agency van to transport shelter guests between the two locations (which includes “O” Street from 1 st to 21 st). They also provide transportation in agency vans on a limited basis for medical and employment purposes.
Salvation Army	- The Salvation Army provides transportation for clients using agency-owned vehicles for a variety of trip purposes such as: <ul style="list-style-type: none"> • Youth programs, before and after school, summer day camp – transport to daily field trips, camps south of Omaha, etc. • Seniors – transportation for Salvation Army services and camps. • Night Watch Homeless Feeding Program, October through April. Transport meals to designated areas. • Disaster Services – Canteen goes to the site to provide services to the victims and workers, volunteers serving there. Examples, 911, Hallam, etc. - They provide mileage reimbursement to staff for using their own vehicles. - They provide direct service to clients with gas vouchers for job related activities, medical appointments, etc. - They are <u>not</u> a “Ride for Five” outlet site, but have asked to be one in the future.
St. Monica’s	- Transportation services are provided by agency-owned vehicles for a variety of client needs and trip purposes.

Tabitha	- The vehicles are used in the day-to-day transportation of residents, to physician appointments, hospital discharges, and area rides/activities. The vehicles are Tabitha owned, two vehicles are still under the 5310 grant program. Vehicles are in operation from 6:00 a.m. to 9:00 p.m. daily.
Voices of Hope	- Transportation services are provided by expense reimbursement to staff using own vehicles and contracts with others for transportation services.
Volunteer Partners	- Coordinates activities for the “Ride for Five” Program.
Women in Community Service	- Provides transportation for clients using agency-owned vehicles for a variety of trip purposes.
YMCA Lincoln	- In their before and after school childcare programs, in some instances where services are not provided on-site, children are transported to their agency locations using agency-owned vehicles. - Staff are permitted to use agency-owned vehicles for work purposes when available. In cases where staff use their own vehicles for agency purposes, they are given mileage reimbursements. - The Northeast YMCA is a “Ride for Five” outlet.
YWCA Lincoln	- Provides transportation for clients using agency-owned vehicles

IV: NEEDS ASSESSMENT

A. Methodology and Results

Service gaps and unmet human services transportation needs were identified utilizing four different methods:

1. A review of current studies that identified transportation needs
2. A review of transportation surveys
3. Data analysis (Census, other)
4. Input from stakeholders

Each method and the results are discussed below.

1. *Current Studies*

- a. *Strategic Plan for Meeting Basic and Emergency Needs and Moving People to Self-Sufficiency*: CSI's Basic and Emergency Needs Coalition completed the *Strategic Plan for Meeting Basic and Emergency Needs and Moving People to Self-Sufficiency* in August, 2006; revised in January, 2007. This plan is based on an analysis of human services needs, gaps, and barriers to meeting basic and emergency needs and achieving self sufficiency in the community. Eight specific obstacles and barriers to meeting unmet needs were identified. To begin to eliminate these obstacles and barriers, goals, strategies and action steps were identified for each barrier.

One of the eight barriers is, "The lack of transportation and other accessibility issues." As stated in the plan, "...human services agencies have long recognized the existence of barriers that prevent many transit-dependent people from gaining access to supports and services needed to meet their daily needs" (Strategic Plan, p. 14).

In addition, regarding transportation for individuals with serious disabilities that limit their mobility, the coalition identified issues with HandiVan services: "The Coalition has concerns about this service including the high cost, inconvenient hours of operation (not available Saturday evenings and Sundays) and perceived inflexibility, particularly after medical appointments" (Strategic Plan, p. 14).

To address the identified transportation barrier, a comprehensive goal was identified as follows:

- Improve public transportation and community transportation services that meet the basic and emergency/self-sufficiency needs of transit dependent populations.
- b. *Transit Development Plan (TDP)*: In 2006 StarTran initiated a comprehensive study effort to identify near and long-term policies and action items. An integral part of this study, called the Transit Development Plan (TDP), is a detailed public involvement effort including public open houses, stakeholder meetings, and public

meetings of the appointed Advisory Committee. Included in the formulation of the Transit Development Plan is a comprehensive operations analysis development of near and long term transit service alternatives, updated service standards and policies, management options, and funding options.

The TDP includes an extensive community participation program designed to elicit input from members of the general public, current users of the system, community leaders, key policy decision makers and other transportation stakeholders in Lincoln. Comments about StarTran services and gaps in service elicited from the community can be summarized as follows:

- StarTran service needs to be redesigned to match the changes in the community relative to trip origins and destinations. Downtown should not be the sole focal point of the system, as it creates trips that are too long and too indirect unless one is traveling downtown. Satellite transfers should be considered in the plan.
- StarTran has to change its image from that of a service only for the transit dependent to one that serves everyone in the community.
- StarTran should expand its hours into the evening, and should investigate adjusting its services to provide higher quality services in the most densely used corridors.
- StarTran needs to make any or all of its changes within the context of limited resources, and with an eye to maximizing the use of those resources by concentrating services where they are most necessary.

2. Surveys

- a. StarTran: A survey of StarTran fixed route passengers was undertaken in May 2006 as part of the Transit Development Study. A total of 1,216 surveys were completed by StarTran riders. Survey questions dealt with capturing necessary information and data needed for the Study such as:

- Demographic and socioeconomic characteristics including age, gender and income
- Travel characteristics
- Number of vehicles in household
- Frequency of use
- Origin and destination information
- Trip purpose
- Recommended service improvements

Among the questions on the survey was an open ended question that asked respondents to list service improvements to the StarTran bus service which included areas that should be served. An overwhelming majority of the responses to this question revolved around adding evening service, service expansion requests to specific areas and increasing frequency of service.

Other recommendations that riders listed can be summarized as follows:

- Continued availability of discounted public transit service for low-income persons
 - Improved Saturday services
 - Reduced headways
 - Scheduling issues
 - Increasing passenger comfort
 - Improved customer services
 - Lower fares
- b. Center for People in Need: The Center for People in Need conducted a survey during the week of June 19, 2006 at Neighborhood FOOD Program sites. The purpose of the survey was to identify bus usage and opinions of low-income people. A total of 524 individuals participated in the survey. Some results included:
- 61 percent do not ride the bus
 - 39 percent said they do ride the bus
 - 66 percent of those not riding the bus said they had their own car. Many said they walk, bike or get rides from friends and family.
 - 36 percent use the “Ride for Five” program
 - 58 percent did not know what “Ride for Five” was
 - Other reasons for not using the bus included:
 - Don’t understand the routes and system
 - Times and routes are inconvenient
- c. Lincoln Action Program (LAP): LAP conducts an annual survey of its clients to identify needs. The greatest needs are called “Causes for Concern” and other needs are included as areas where “Improvement [is] Needed.”
- In the 2005 survey, 724 responses were received. Thirty-two identified transportation as needing improvement.
- d. CSI Basic and Emergency Needs Coalition: as part of the development of the *Strategic Plan*, the Coalition (in partnership with StarTran and the Transportation Coordination Project) completed a survey of human services agencies. Eighty-six agencies were invited to participate. A total of 33 surveys were completed, representing a return rate of 38 percent. Some results included:
- 60 percent provide some transportation services
 - Most agencies that provide transportation do so for health care/medical (88 percent), social services (88 percent), education/training classes (80 percent) social/recreational (79 percent), employment/job interviews (62 percent), personal trips such as shopping, hair appointments, etc. (58 percent)
 - 75 percent of respondents indicated that between 51 and 75 percent of their clientele have daily unmet transportation needs

- e. Seniors Foundation of Lincoln Lancaster County: the Foundation conducted one-on-one interviews at several public events. Two hundred and eighteen surveys were completed. Some results included:
 - 41 percent of respondents were over the age of 80
 - 50 percent either limit or no longer drive at night
 - Trip destinations most frequently traveled to include the bank, grocery store and pharmacy

- f. Center for People in Need: In December, 2006, the Center surveyed 1,293 participants during a holiday toy-distribution event. Some results included:
 - 34 percent had no affordable and reliable transportation
 - 66 percent do have transportation available
 - Of those with no affordable and reliable transportation, 55 percent missed appointments and 41 percent missed work because they did not have a ride
 - 68 percent do not use the bus
 - 32 percent do use the bus
 - For StarTran users, cost is still a problem for 48 percent
 - For non-users of StarTran, cost of the bus is a problem for 12 percent
 - 25 percent use “Ride for Five”

3. Data (Census, other)

- 15,863 people 18 and over, 7 percent of Lincoln’s population, were below poverty in 2000
- 1,353 people 65 and older lived in poverty; total over 65 was 23,501
- 65+ with a disability = 4,499; total people with a disability = 30,017
- 9 percent of Lincoln’s residents currently are experiencing language barriers, approximately 23,000 people
- 6,758 households, 6.8 percent had no vehicle available, an increase of 373 households, or 5.8 percent over 1990
- In 2000, 34,024 households, 34.3 percent had one vehicle available, an increase of 6,854 households, or 25.2 percent over 1990

4. Input from Stakeholders

The Basic and Emergency Needs Coalition held a series of working sessions during preparation of the *Strategic Plan* and again during the spring and summer of 2007 specifically for the preparation of this plan. This provided an interactive opportunity for a variety of key stakeholders to offer their insight as to service gaps and barriers preventing full mobility for populations being addressed within this planning effort. Specifically, input from stakeholders came from four different sources:

- CSI’s Basic and Emergency Needs Coalition during preparation of the Strategic Plan

- CSI's Basic and Emergency Needs Coalition, discussed at its regular monthly meetings May through July, 2007
 - A subcommittee of the Basic and Emergency Needs Coalition formed to work on this plan
 - Individual one-on-one interviews with service providers representing the elderly and disabled that were not broadly represented on the Coalition
- a. CSI's Basic and Emergency Needs Coalition during preparation of the *Strategic Plan*: The Coalition members served as a focus group to identify basic and emergency needs from a human services provider perspective. Transportation needs were consistently mentioned, including:
- Transportation is an overarching unmet need.
 - Lack of transportation was cited as one of the greatest obstacles and barriers to meeting unmet needs.
 - Lack of transportation was also included as a barrier to linking clients to services such as Temporary Assistance for Needy Families (TANF) and food stamps.
- b. CSI's Basic and Emergency Needs Coalition, discussed at its regular monthly meetings May through July, 2007. Issues identified included:
- The hub and spoke system of StarTran's is too cumbersome, requiring riders to go downtown.
 - Cost is an issue for large, low-income families to use StarTran. Even the "Ride for Five" program can be too costly.
 - Inadequacy of LPS transportation. Kids above elementary age are not provided with transportation. Many refugees live in the Air Park area which can be as much as a 10 mile commute to school.
 - Agencies have difficulty sharing vehicles due to insurance requirements.
 - Each agency providing transportation is very expensive and not cost effective.
 - Lack of StarTran at night and on Sundays.
 - An estimated 60 percent to 70 percent of clients at one larger agency do not have reliable means of transportation.
 - Transportation costs are so high, that is why other services are needed.
 - Access issues with StarTran: lack of understanding of schedule and routes.
 - Routes don't meet needs.
 - Length of time spent on busses is too long.
 - Having to take children to child care is a barrier to use of StarTran: it takes too long to take the kids, then go to work, all via StarTran.
 - Some low-income clients could get evening jobs, entry level, but have no transportation.
 - Increasing the overall community ridership of StarTran benefits everyone.
 - It is difficult for large families to use StarTran.
 - Low-income families have transportation problems with every day tasks such as getting children to school. Although LPS and StarTran do provide service, there are still some children that have difficulty getting to school safely.

- The lack of transportation results in a lack of independence.
 - For low-income families that do own a vehicle, costs for maintenance is a problem. They are often just one paycheck away from having no vehicle.
- c. A subcommittee of the Basic and Emergency Needs Coalition formed to work on this plan. Issues identified included:
- Cultural and language barriers exist to using StarTran.
 - StarTran’s fixed route service area, which refers to the coverage area of the system, is adequate for meeting community needs. The number of hours and days of service the system operates was identified as an unmet need. Lack of evening and Sunday service, for example, is a barrier to accessing community services.
 - All people below poverty level have transportation needs.
 - Transportation needs fall under two categories: underserved and unserved.
 - The primary human services gap is due to lack of adequate income.
 - Access Issues pertaining to use of StarTran - barriers to using StarTran services include taking children to childcare centers and difficulty understanding the bus schedule.
 - Income issues - includes: can’t afford a car; have a car but can’t afford monthly costs. For example, have to decide between gas or food.
 - Persons within Lancaster County who live or work outside StarTran’s core service area cannot easily access public transit. In particular, a number of service gaps were identified, including:
 - Need to provide transportation for trips that are job-related, especially for the industry located in along US-6 to the northeast between Lincoln and Waverly, along US-34 to the northwest to Nebraska Highway 79 and Malcolm, and along US-77 to the southwest.
 - Service is needed between Lincoln and outlying areas in the county, and Omaha.
 - Need for enhanced service to the Airpark neighborhood area.
 - Need to develop new service or enhance service to the Lincoln fringe growth areas.

The subcommittee also had considerable discussion about broad, community-wide issues affecting human services transportation needs and the environment in general that creates barriers. For example, 1) insurance issues make it nearly impossible for human services transportation providers to share transportation resources, yet each agency providing its own transportation is very expensive and not cost effective. 2) Lincoln’s utilization of the private automobile continues to be accommodated, and promoted, by the proliferation of new parking garages and wider streets, and location of major employment, medical and commercial centers dispersed throughout the urban area. Such policy issues do not encourage transit use. Similarly, Transit-Oriented-Development is not a policy that has been embraced by Lincoln residents.

- d. Individual one-on-one interviews with service providers representing the elderly and disabled that were not broadly represented on the Coalition.

- Elderly concerns:
 - Many elderly who have cars do not drive at night.
 - Accessibility to StarTran: six to eight blocks is too far to walk to StarTran routes; walking at night is not perceived to be safe.
 - Social transportation for older adults includes activities such as trips to the bank, grocery store, church, community events and social activities.
 - Social transportation for older adults has been identified as an issue for older adults in Lincoln in several studies including the recent “Blue Print Project” conducted by the Community Health Endowment of Lincoln.
 - Nationally, the majority of older adults utilizing social transportation programs, are 70 years of age and older. In Lincoln, the 75 plus age group is expected to grow to more than 18,000 in the next fourteen years. With the older adult population increasing, the need to provide affordable alternatives to taxi and accessible transportation will become more critical.
 - National statistics reflect, on average, men live an additional six years after they stop driving and women live an additional 11 years.

- Concerns of Disabled:
 - Accessibility to services is a huge issue. Can’t get to fixed routes three or four blocks away.
 - No service in evenings, can’t attend a late dinner or movie.
 - HandiVan, often not available especially if several people want to get to the same activity.
 - HandiVan reservation guidelines and availability does not meet the demand.
 - If developmentally disabled and not living at home with a caregiver to provide transportation, then that person has transportation issues.
 - Depending on time of day, there are work related transportation needs, particularly for that population that doesn’t qualify for HandiVan.
 - Weekend, holidays and evenings a problem if lift service is needed.
 - For those needing specialized transportation and the economically challenged, transportation is a huge need.
 - StarTran: can’t comprehend or navigate the system: can’t read/comprehend the schedules; a problem for visually impaired.
 - Affordability is always an issue.
 - Times available, an issue.
 - More options are available for medical appointments than social transportation.

B. Findings and Conclusions

General Findings:

- Lack of transportation is one of the greatest obstacles for meeting basic needs.
- Lack of transportation is a barrier to linking clients to services such as TANF and food stamps.
- Barriers prevent many transit dependent people from accessing support and services to meet their daily needs and perform daily tasks.
- Low-income people spend so much of their income on transportation, which causes them to need other services. Even families that own a vehicle, due to maintenance costs, are often one paycheck away from having no vehicle.
- All people below poverty level have transportation needs, even those with access to transportation. There are an estimated 15,863 people over age 18 living in poverty, 7 percent of Lincoln's population.
- 6,758 households, 6.8 percent of Lincoln's households, do not own a vehicle. There appears to be a correlation between poverty and lack of vehicle ownership.
- In 2000, 34,024 households, 34.3, percent had one vehicle available, an increase of 6,854 households, or 25.2 percent over 1990. A family or household may find that one vehicle is not adequate to serve their transportation needs. There may be conflicts over travel times, and destinations.
- As the number of elderly increase, transportation needs will continue to increase, particularly social transportation needs.
- If developmentally disabled persons are not living at home with a caregiver to provide transportation, then those persons have transportation issues.
- Lack of adequate income results in the inability to afford a car (purchase, maintain, and/or operation) without giving up another basic need.
- Transportation is a huge need for those needing specialized transportation who are also low-income.
- There are more options available for medical appointments than for social transportation.
- Current levels of service need to be maintained. Current transportation services that rely on grant funding would be at risk should the funding not continue. This is especially true for StarTran, where about 20 percent of the operating budget is generated through federal and state grants.

General Conclusions:

Human services transportation needs and gaps generally fall into the following six categories:

1. Unserved or underserved areas.

Areas within Lancaster County that are outside StarTran's core service area are essentially unserved by public transportation. Although limited service is available, needs largely go unmet since public transportation is not available or easily accessible. In particular, a number of service gaps were identified, including:

- Need to provide transportation for trips that are job-related, especially for the industry located in along US-6 to the northeast between Lincoln and Waverly, along US-34 to the northwest to Nebraska Highway 79 and Malcolm, and along US-77 to the southwest.
- Service is needed between Lincoln and outlying areas in the county, and Omaha.
- Need for enhanced service to the Airpark neighborhood area.
- Need to develop new service or enhance service to the Lincoln fringe growth areas.

2. Unserved or underserved people.

People who are *unserved* are those that do not have access to affordable, reliable transportation. People who are *underserved* do have some access, but it is not adequate to meet their basic needs. People who are unserved or underserved include:

- Low-income people, and people living in poverty who cannot afford transportation; whether for StarTran, taxis, other services, or owning a car.
- Elderly people who do not drive at night.
- Elderly and disabled people lacking access for social transportation: trips to the bank, store, church, community events, and social activities.
- Disabled people having work related transportation needs and who do not qualify for HandiVan.
- Elderly and disabled people for whom a four to six block walk to a fixed-route bus stop is too difficult.
- Elderly people who do not feel safe walking the four to six blocks home from a fixed-route in the fall and winter when it gets dark earlier.
- People with language or cultural barriers.
- Large families.

3. Lack of availability

Currently, public transit services are available in Lincoln from 5:15 a.m. to 7:00 p.m. Monday through Friday, from 6:00 a.m. to 7:00 p.m. on Saturdays, and not at all on Sundays. The need for expanded public transit service was a concern expressed repeatedly in all forums: public input during development of the Transit Development Plan, the review of current studies that identified transportation needs, the review of transportation surveys, and through input from stakeholders.

Specifically, the need was expressed for more extensive service in the evening, because many entry level positions (for example, those in the service and hospitality industries) require employees to work during non-traditional hours. Students working or taking evening classes, or clients of social service programs needing to attend substance abuse or other required programs could also use service later in the evening. The need for weekend service was widely expressed, especially for social, recreational or shopping trips.

Additional medical trips are also needed for those who are not Medicaid eligible, and so cannot make use of the Medicaid brokerage system for a subsidized low-cost ride. Medical trips to Omaha can also be difficult to obtain.

Other identified needs pertaining to availability include:

- Changing routes so they do not follow the hub and spoke pattern, requiring trips downtown and transfers.
- Increasing the frequency of busses.
- Vanpools or other options for shared rides to underserved areas or the County, outside of StarTran’s current service area.
- Vanpools to Airpark neighborhood area.

4. Paratransit does not always meet needs for persons with disabilities

Several service providers indicated that the community-wide Dial-a-Ride programs are not always a feasible option for their clients. Frail elderly people can not always manage the length of time on the vehicle, or have needs that cannot always be scheduled in advance. Some persons with disabilities may also need a level of care, such as an escort or personal care attendant, that is not available through the community wide paratransit programs (although according to ADA, personal care attendants can accompany an eligible ADA patron to assist them with daily activities and are eligible to ride for free). Other needs identified include:

- Per ADA, trips are scheduled within a one hour window before or after an individual’s requested time. Although StarTran is in compliance with all the regulations and requirements of the Americans with Disabilities Act, the perception is that HandiVan is often not available, especially if several people want to attend the same event - the capacity is not there.
- Many potential StarTran users do not comprehend the system and are unable to read and comprehend the schedules.
- Transportation on weekends, holidays and evenings is often unavailable if a lift is needed.

5. Lack of awareness of available services

Some stakeholders indicated the need for better information about the transit services and programs. Some people also expressed confusion in understanding how to access transit or paratransit programs, since multiple operators have separate operating programs and procedures.

Language or cultural barriers may also play a part in the lack of awareness of available services or hesitancy to engage in these services. Additional needs include:

- A lack of understanding of how to read the schedules and understand routes.
- Lack of awareness about the “Ride for Five” program.

6. Affordability

The cost of transportation, whether using a private automobile, public transportation, or a social agency-operated vehicle, emerged as a key issue. The escalating cost of fuel has been a contributing factor because the increased cost limits the mobility—and therefore opportunities to access better employment, educational or medical facilities—even for those

who do have cars. This is especially true for those individuals or families who have moved to outlying areas for more affordable housing, but are now faced with a negative impact on their access to transportation.

Low-income families are especially hard hit by transportation costs, often having to choose between car maintenance, including gas, and other needs. Even the “Ride for Five” program is cost prohibitive for extremely low-income people and families. For low-income people, affordability is always an issue.

V. STRATEGIES/ACTIVITIES TO ADDRESS IDENTIFIED GAPS AND NEEDS

To begin to meet the needs and reduce the gaps identified in the preceding sections, the following strategies have been developed:

1. Continue “Ride for Five”

In the Basic and Emergency Needs Coalition’s *Strategic Plan for Meeting Basic and Emergency Needs and Moving People to Self-Sufficiency*, the following strategy was identified and is also incorporated into this plan:

Strategy: Support the continuation and expansion of “Ride for Five” bus passport program.

- Educate City Council members about the program and advocate for its continuation including a coordinated letter writing and e-mail campaign to continue and increase funding for “Ride for Five”.
- Inform and educate Coalition members about “Ride for Five”.
- Work to increase income guidelines from 100 percent of poverty to 150 percent.
- Work to increase the number of “Ride for Five” providers and riders, and increase the geographic spread of outlet sites, by working with Volunteer Partners for site requirements.

Besides the actions above, identified in the *Strategic Plan*, additional actions include:

- Work to simplify “Ride for Five” for its users by eliminating the need to verify income every month; instead, work towards establishing a semi-annual or annual certification process.
- Improve availability by increasing the hours of some outlets to enable purchasing of “Ride for Five” tickets beyond the current limited hours.
- Work to develop alternate sites and means for purchasing tickets such as at grocery stores, by mail, and through the use of a scan card.

2. The Transit Development Plan provides recommendations for improving the route network as follows:

- Create a new network that is revenue neutral based on current service hours with no additional service hours in the near-term proposal.
- Maintain service coverage to most locations in the City.
- More efficiently match demand and supply.
- Provide service where service is needed.
- Be operationally efficient.
- Allow for most routes to operate on the hour, with 30 minute service during peak periods and 60 minute service during off-peak periods.
- Examine the potential for new service to areas with anticipated increased demand.
- Maximize an integrated system approach to the service plan.

- Remove duplication of service.
- Reduce transfers by combining routes through downtown.

Also included in the Transportation Development Plan (TDP) are a number of future year proposals for improving services. All future recommendations are contingent on funding. A list of future year recommendations is included in Appendix C.

3. Promote use of vanpools, carpooling, or other innovative transportation services to provide transportation when StarTran is not available or an option.

Fixed-route transit service cannot serve all people at all times that transportation is needed. Innovative regular-route approaches may be one solution. This may include smaller vehicles, route deviation schedules, paratransit-to-fixed-route connections or other innovative techniques. Vanpools and carpools may be another appropriate solution. Vanpools may also be used to link directly to agencies working with under- or unemployed people. Vanpools operated by employers may be another viable option.

4. Expand availability of specialized transportation services to accommodate needs of the elderly and disabled.

Expand hours of operation of HandiVan and other special transport services and provide services beyond the currently mandated ADA-requirements. This would improve the access for persons with disabilities to employment, medical treatment, recreation, and other needs.

5. Encourage human services agencies to expand education efforts to their clients on using StarTran.

StarTran currently markets to human services agencies about how to read a schedule and determine correct routes; however, many agencies are unaware of this service. Agencies should be educated on the availability of this StarTran service. In addition, agencies should be encouraged to contact StarTran to help educate people by sponsoring innovative programs such as a “ride for free day” to help people learn to use StarTran. Programs could then further educate people about Ride for Five.

6. Develop and fund voucher program(s) for low-income people to purchase rides for work.

This may include mileage reimbursement as part of a volunteer driver program, a taxi trip, or trips provided by a human services agency. Innovative programs that are not currently available should be considered as alternatives to help people get to work at all times throughout the day.

7. Support of a service, or the purchase or lease of a vehicle, by a nonprofit or public agency to shuttle low-income people between their residence and a place of employment, job training, or for education.

Various options could be available such as providing a supplementary fixed route that stops at residences at predetermined times to provide transportation to places of employment, job training or education. Other innovative options should be explored.

8. Support volunteer driver and aide programs for elderly and disabled people.

The definition of “aide” according to the FTA, is quite broad and left to local interpretation. For example, it could be someone who assists a new rider to the bus system on how to use the system. StarTran does not have a program currently in place. The League of Human Dignity, through contract with StarTran, has a staff person to assist in “travel training” for persons who may not be ADA-eligible for Handi-Van service but need assistance in using the bus system.

9. Support collaboration and coordination of nonprofit agencies that provide transportation services and programs.

Agencies that provide transportation services should coordinate to the greatest degree possible. This could include sharing of services between agencies, coordinating like services, purchasing transportation services from one another, or other innovative means of coordinating services or programs between agencies.

VI. PRIORITIES AND EVALUATION CRITERIA

The strategies developed through this planning process are intended to begin to address unmet transportation needs of the elderly, disabled, and low-income workers. During plan development, many additional strategies were considered by the Basic and Emergency Needs Coalition, but were not included because either they did not specifically address needs and gaps identified in the plan or they were deemed to be inefficient or not cost effective. *Therefore, the strategies identified in this plan represent the human services community's priorities for helping to fill the gap towards unmet transportation needs.* However, this Plan was developed for, and is a recommendation to, the MPO, who is ultimately responsible for its adoption and implementation.

After the plan is reviewed and accepted by the MPO, a Request for Proposals (RFP) will be issued to solicit applications for the three federal grant programs: JARC, New Freedom Initiative, and Elderly Persons and Persons with Disabilities (5310). It is recommended that applications received be evaluated based on the following criteria:

1. Project meets documented need

The project should directly address transportation gaps or barriers identified through the Coordinated Public Transit-Human Services Transportation Plan. The project should clearly state the overall program goals and objectives, and demonstrate how it will meet a specified need. Specifically, the following will be considered:

- Provides service in geographic area with limited transportation options.
- Serves geographic area where the greatest number of people need a service.
- Improves the mobility of clientele subject to state and Federal funding sources (i.e. low-income, elderly, persons with disabilities).
- Provides a level of service not currently provided with existing resources.
- Avoids unnecessary duplication.
- Encourages alternate forms of transportation.
- Supplements an existing program that is working effectively.
- Culturally and linguistically appropriate and able to meet basic needs of diverse people.

WEIGHT: 60 percent

2. Project is cost effective

The application should indicate how many trips (or other units of service) will be provided with the new funds. For capital projects, applicant must provide a solid rationale for requesting the funds, and describe that no other sources of funds are available for this purpose. The project application should provide a clearly defined budget, indicating project expenditures and revenues, including required matching funds, if any. Specifically, the following will be considered:

- Serves the maximum number of people for the least money.
- Results in efficient use of available resources.
- Maximizes use of funds for direct service.

- Has the potential to be sustained beyond the grant period.

WEIGHT: 20 percent

3. Project Oversight/Coordination

Applicants should provide a well-defined service operations plan and describe implementation steps and timelines for carrying out the plan. Project sponsors should demonstrate their institutional capability to carry out the service as described. Applicants should describe their ability to coordinate with other community transportation and/or social service resources. Project sponsors should identify project stakeholders, and how they will keep stakeholders involved and informed about the project activities. Specifically, the following will be considered:

- If applicable, builds on and supports existing services and does not duplicate services.
- Involves participation of local human services and transportation stakeholders.
- Demonstrates institutional and fiscal capacity to carry out the project.
- Leverages funding from various partnerships (i.e. local match, if required).

WEIGHT: 20 percent

VII. Plan Development and Public Outreach Efforts

A major focus of developing a coordinated transportation plan is public input, more specifically stakeholders' input. The primary objective of this plan is to encourage coordination and, thus, encourage agencies with opportunities to coordinate and to work interactively with each other. The approach the Lincoln planning process took was to bring together community-based human services agencies and stakeholders whose focus is on making basic needs like transportation, human services, and medical care more available to members of the community. This process began with the Basic and Emergency Needs Coalition of the Community Services Initiatives (CSI) taking the lead role in sponsoring the development of the *Coordinated Public Transit-Human Services Transportation Plan*.

The Basic and Emergency Needs Coalition consists of 43 participating agencies focused on making basic needs, like food, clothing, shelter, transportation, and medical care available. It also includes agencies providing other critical services like disaster response, education, legal services, and supportive services. A key Coalition vision is to see barriers removed that restrict community members in meeting unmet needs so people and families will be linked to agencies providing assistance. The focus is to identify issues and critical needs in the area of basic needs and self-sufficiency based on accurate data, and to develop and implement plans to address those issues.

Public Outreach

The first public meeting was held on March 2, 2007 with the Basic and Emergency Needs Coalition to discuss their vision for addressing the unmet needs of people and families, and the opportunity of sponsoring the development of the *Coordinated Public Transit-Human Services Transportation Plan* for the Lincoln Metropolitan Area. The Lincoln MPO Technical Advisory Committee publicly met on April 12, 2007 to address the proposal for the Basic and Emergency Needs Coalition to sponsor the development of the *Coordinated Public Transit-Human Services Transportation Plan*. This was followed by the April 19, 2007 Lincoln MPO Officials Committee (the MPO Policy Board) review and acceptance of the CSI initiative.

The Basic and Emergency Needs Coalition created a Committee (Appendix A) to identify the emerging issues and critical needs in the area of basic needs and self-sufficiency, to review the survey and technical data, and to develop a detailed plan to address these issues. The Basic and Emergency Needs Coalition provided oversight in plan development and were given detailed reports on plan development at their regularly scheduled meetings the first Friday of each month (Appendix D).

Review Process

The first draft of the *Coordinated Public Transit-Human Services Transportation Plan* was accepted by the Basic and Emergency Needs Coalition on August 3, 2007 and on August 14, 2007, was made available on the City of Lincoln and MPO Web sites, at the Lincoln Urban Development and Lincoln Planning Departments, and at the Bennett Martin Public Library. Comments on the draft were received through September 5, 2007. Within this comment period, a Public Open House was held on August 28, 2007 at the Bennett Martin

Public Library Auditorium which was publicly advertised and open to all interested public service agencies and the general public.

On September 7, 2007, the Basic and Emergency Needs Coalition reviewed the final Plan and public comments, and made recommendations to the Lincoln MPO for their acceptance on the final draft of the *Coordinate Public Transit-Human Services Transportation Plan*.

The Lincoln MPO Technical Advisory Committee has scheduled a Public Hearing and a review of the Basic and Emergency Needs Coalition recommendation for September 27, 2007. The Lincoln MPO Officials Committee is expected to review the MPO Technical Advisory Committee recommendations at their next meeting. A complete list of agencies that have been part of this process is included in Appendix A. Appendix D includes copies of meeting notices, public comments, and a list of attendees and their contact information.

Next Steps

Once the Plan is adopted to serve as a basis for the project selection, the MPO will solicit project proposals to be supported through the three respective funding sources discussed in the report.

A Call for Proposals, to solicit such projects, is expected to be issued by the MPO toward the end of 2007 with applications due in January of 2008. The MPO will transmit these applications to the State, accompanied with a ranked order of projects deemed most important in addressing the identified needs within the Lincoln Metropolitan Area. Responsibility for this task has been delegated to the local MPO Advisory Committee, which will meet in January/February, 2008 to apply the agreed upon criteria (see Section VI) and reach consensus on the overall project ranking to be submitted to the State.

The proposed ranking will be submitted to the Lincoln MPO Officials Committee for approval and adoption. Following adoption by the Officials, the final ranking will be forwarded to the Nebraska State Department of Roads.

VIII. CONCLUSION

This plan was completed to fulfill federal planning requirements established through the passage of SAFETEA-LU in August 2005. Initial guidance regarding the development of such plans was published by the Federal Transit Administration (FTA) in the Federal Register on March 15, 2006. Subsequently, additional guidance was published on September 6, 2006 (Federal Register, September 6, 2006, Vol. 1, No. 172, page 52617) which clarified FTA's expectations for the coordinated plan.

The notice on the "availability of final circulars" to assist grantees in implementing the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and New Freedom Programs was published in the Federal Register on March 29, 2007 [Federal Register / Vol. 72, No. 60 / Thursday, March 29, 2007 / page 14851]. The effective date of these circulars is May 1, 2007.

"FTA requires that a coordinated plan includes the following elements:

- (a) An assessment of available services that identifies current providers (public, private, and nonprofit);
- (b) An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes. This assessment may be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service;
- (c) Strategies and/or activities to address the identified gaps and achieve efficiencies in service delivery; and
- (d) Relative priorities for implementation based on resources, time, and feasibility for implementing specific strategies/activities identified."

This plan fulfills those expectations, and also serves as documentation of local efforts to identify and prioritize transportation service gaps, and to suggest potential solutions and strategies. Potential funding to implement these strategies will be forthcoming in the upcoming competitive grant process sponsored by the Lincoln MPO, whereby grants throughout the planning area will be awarded as authorized through SAFETEA-LU.

A Request for Proposals (RFP) to solicit such projects is expected to be issued by the Lincoln MPO upon completion of this plan. The RFP will include application procedures, availability of funds, eligibility requirements, selection criteria, time lines, and other relevant information for applications. Applications will be ranked by order of projects deemed most important to address the identified needs. Responsibility for this task has been delegated to the local Lincoln MPO Technical Committee which will apply the agreed upon criteria (see Priorities and Evaluation Criteria) and reach consensus on the overall ranking.

The proposed project ranking will be submitted to the MPO Officials Committee for approval and adoption. Following adoption by the Officials Committee, the final ranking

will be forwarded to the Nebraska Department of Roads for final review and approval. The Officials Committee, with participation of the MPO Technical Advisory Committee, will build upon the stakeholder collaboration developed through the planning process to cyclically review and revise the list of project gaps and potential strategies, and to discuss other opportunities to enhance service coordination throughout the planning area.



Dave Heineman
Governor

DEPARTMENT OF ROADS

John L. Craig, Director

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Phone (402)471-4567 • FAX (402)479-4325 • www.dor.state.ne.us

July 20, 2006

Marvin Krout
Planning Director
Lincoln/Lancaster County Metropolitan
Planning Organization
555 South 10th Street
Lincoln, NE 68508

Dear Mr. Krout:

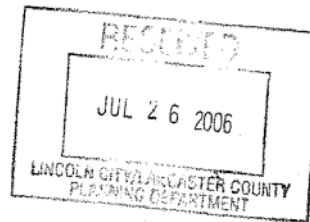
I am designating the Lincoln/Lancaster County Metropolitan Planning Organization as the recipient for Job Access Reverse Commute and New Freedom Funds for the Lincoln/Lancaster County Urbanized Area as required by the new federal transportation bill – the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users.

Sincerely,

Dave Heineman
Governor

DH:JLC:z

cc: Coleen Seng, Mayor of Lincoln
John L. Craig, NDOR Director



Appendix B

Definition of Terms

NOTE: All definitions are from the May 1, 2007 Circular, FTA C 9050.1.

a. Access to Jobs Project: Refers to a project relating to the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment.

b. Accessible Taxi: An accessible taxi is a vehicle that is used by a private provider of on-demand transportation service to the public that is regulated and licensed for such use by the municipality, county or other government entity. An accessible taxi is one which has the capacity to accommodate a passenger who uses a “common wheelchair” as defined under 49 CFR 37.3, at a minimum, while remaining in his/her personal mobility device inside the vehicle, and meets the same requirements for lifts, ramps and securement systems specified in 49 CFR part 38, subpart B.

c. Americans with Disabilities Act (ADA): Public Law 336 of the 101st Congress, enacted July 26, 1990 (42 U.S.C. 12101 et seq.). The ADA prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, State, and local government services, public accommodations, commercial facilities, and transportation.

d. Competitive Selection Process: A process to choose which projects will be funded. The process is conducted by the designated recipient of Federal Transportation Administration (FTA) funds in cooperation with the appropriate metropolitan planning organization (MPO) in urbanized areas over 200,000 in population, or the State in areas under 200,000 in population. The projects selected must be derived from a Locally Developed, Coordinated Public Transit-Human Services Transportation Plan.

e. Demand Responsive System: Any non-fixed route system of transporting individuals that requires advanced scheduling including services provided by public entities, non-profits, and private providers. An advance request for service is a key characteristic of demand responsive service.

f. Designated Recipient: See “Recipient.”

g. Elderly Individuals and Individuals with Disabilities Program (Section 5310): Federal Transportation Administration formula program for public transportation capital projects planned, designed, and carried out to meet the special needs of elderly individuals and individuals with disabilities. 49 U.S.C. 5310.

h. Eligible Low-income Individual: Refers to an individual whose family income is at or below 150 percent of the poverty line (as that term is defined in Section 673(2) of the Community Services Block Grant Act (42 U.S.C 9902(2)), including any revision required by that section) for a family of the size involved.

i. Human Services Transportation: Transportation services provided by or on behalf of a human services agency to provide access to agency services and/or to meet the basic, day-to-day mobility needs of transportation-disadvantaged populations, especially individuals with disabilities, older adults, and people with low incomes.

j. Individual With a Disability: The term “individual with a disability” means an individual who, because of illness, injury, age, congenital malfunction, or other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use effectively, without special facilities, planning, or design, public transportation service or a public transportation facility. 49 U.S.C. 5302(a)(5).

k. Job Access and Reverse Commute Program (JARC): Federal Transportation Administration formula grant program for projects relating to the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment, and for public transportation projects designed to transport residents of urbanized areas and nonurbanized areas to suburban employment opportunities. 49 U.S.C. 5316.

l. Locally Developed, Coordinated Public Transit-Human Services Transportation Plan: A plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.

m. Mobility Management: Consists of short-range planning and management activities and projects for improving coordination among public transportation and other transportation-service providers carried out by a recipient or subrecipient through an agreement entered into with a person, including a government entity, under 49 U.S.C. Chapter 53 (other than Section 5309). Mobility management does not include operating public transportation services.

n. New Freedom Program: Federal Transportation Administration formula grant program for new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services. 49 U.S.C. 5317.

o. Non-profit Organization: A corporation or association determined by the Secretary of the Treasury to be an organization described by 26 U.S.C. 501(c) which is exempt from taxation under 26 U.S.C. 501(a) or one which has been determined under State law to be non-profit and for which the designated State agency has received documentation certifying the status of the non-profit organization.

p. Paratransit: Comparable transportation service required by the ADA for individuals with disabilities who are unable to use fixed route transportation systems.

q. Program of Projects: A list of projects to be funded in a grant application submitted to Federal Transportation Administration by a designated recipient. The program of projects

(POP) lists the subrecipients and indicates whether they are private non-profit agencies, governmental authorities, or private providers of transportation service, designates the areas served (including rural areas), and identifies any tribal entities. In addition, the program of projects includes a brief description of the projects, total project cost and Federal share for each project, and the amount of funds used for program administration from the 10 percent allowed.

r. Recipient: In large urbanized areas over 200,000 in population, an entity designated, in accordance with the planning process under 49 U.S.C. 5303, 5304, and 5306, by the chief executive officer of a State, responsible local officials, and publicly owned operators of public transportation, to receive and apportion amounts under the JARC program that is attributable to a transportation management area. In nonurbanized areas or small urban areas under 200,000 in population, the designated recipient is the State agency designated by the chief executive officer of a State to receive and apportion amounts under JARC that are attributable to the State for small urbanized and nonurbanized areas.

s. Reverse Commute Project: Refers to a public transportation project designed to transport residents of urbanized areas and other than urbanized areas to suburban employment opportunities.

t. Subrecipient: Refers to a State or local governmental authority, non-profit organization, or operator of public transportation services that receives a grant under JARC indirectly through a recipient.

u. Urbanized Area: An area encompassing a population of not less than 50,000 people that has been defined and designated in the most recent decennial census as an “urbanized area” by the Secretary of Commerce. Small urbanized areas as used in the context of Federal Transportation Administration formula grant programs are urbanized areas with a population of at least 50,000 but less than 200,000.

v. Welfare Recipient: Refers to an individual who has received assistance under a State or tribal program funded under part A of Title IV of the Social Security Act at any time during the three-year period before the date on which the applicant applies for a grant under JARC.

Additional definitions:

w. Basic Needs: As defined by the CSI Basic and Emergency Needs Coalition, basic needs are any necessity required for human existence including food, shelter, clothing, and personal care, medical care, and transportation.

x. Self-Sufficiency: the ability to meet all of the basic needs using one’s own resources with the addition of education and employment.

y. Social Transportation: transportation for non-work, non-medical purposes including social events, banking, grocery shopping, etc.

Appendix C

Transit Development Plan: Future Year Recommendations

The Transportation Development Plan (TDP) includes a number of future year proposals for improving services. All future recommendations are contingent on funding. Following is a list of future year recommendations.

- Evening service – operate bus service later into the evening. Evening service can be accomplished in a number of ways including expanding service on certain weekday routes later into the evening, using the Saturday route network to provide evening service, or creating a completely new evening route network. For Lincoln, the likely operating plan for evening bus service would be to start with the more productive routes, and expand service until 10:00 PM.
- Increased service on current routes – operate routes with high ridership more frequently to meet ridership needs. This would entail adding additional buses to routes in order to increase frequency during certain periods of the day, increasing frequency from 30 minutes to either 20 or 15 minutes during the peak periods or increasing frequency from 60 minutes to 30 minutes during midday periods. The routes with the highest ridership would be the best candidates for increased service. The bases for adding service would be based on the ridership levels measured a year after implementation of the new route network.
- Service expansion – provide service to new generators or developing areas. New developments are being approved and built, and service should be extended to these new areas as demand and activity warrants. This can be done by expanding current fixed route or new neighborhood services, or creating new fixed route or neighborhood services.
- Express services and park and ride – provide fringe area park and ride with express bus service into downtown. This would be a new service type designed to provide fast service from areas in the fringes of the City into Downtown. This would allow for people who drive into downtown now to have the option of a quick trip to downtown so they would be encouraged not drive. These express services would primarily operate during the peak periods.
- Implement flexible services – Flexible services such as route deviation, point deviation, and demand response services may be considered in the future for certain areas that generate fewer passengers or are developing areas that regular fixed route transit is not feasible or productive. These routes are different from regular route services as they have the flexibility to travel off the regular route when requested or have no regular fixed route. These flexible services would be designed around a hub outside of the downtown area and timed to meet regular fixed route services so passengers are able to connect to downtown and other StarTran routes.

Some of the longer term recommendations are items that should be considered in a time frame of 10 to 20 years from now. These items are included because some of them are large capital cost items that require long term planning. Below are some of the items that can be considered in the long term including:

- Downtown Streetcar service – This is based on a concept developed in the Downtown Lincoln Master Plan. The Lincoln Downtown Master plan states that as an explicit development inducing tool, streetcars are effective for several reasons: Successful track record of attracting development – a number of cities with recent streetcar investments (Tacoma, WA and Buffalo, NY, for example) credit the streetcar with catalyzing development in infill neighborhoods. The streetcar would be a downtown circulator providing the service to some of the same areas that the downtown shuttle would serve, however have a much higher capacity. The streetcar would also be the beginnings of a streetcar/light rail system that would serve many areas of Lincoln.
- Express Commuter Bus service between Lincoln and Omaha - the findings of the December 2003 Wilbur Smith Associates and HWS study conducted for the Nebraska Transit and Rail Advisory Council that looked at commuter rail service options and costs and found that "Express bus service between Omaha and Lincoln could be used to test the market strength for enhanced public transit service in advance of committing to heavy investment associated with commuter rail implementation." This service would be much lower in cost than rail, and it is something that could be implemented in a relatively short time-frame if funding became available. There also is much more detailed study needed before any implementation would occur.
- Second Transit Hub Development – as the City grows in the future and the Downtown no longer can serve the entire community with transit routes efficiently. A second hub would become necessary as the ability to provide 1 hour fixed-route service to and from downtown is no longer feasible for some areas. This concept can also build off of the current proposal of having the two "O" Street and two neighborhood routes all stop at the Westfield Gateway location. Additional neighborhood routes could begin and end at such a location outside of downtown and then make transfers to downtown or other areas of the city made possible through a new secondary hub. An appropriate location would be in the vicinity of 56th and "O" Streets.
- Coordinating and contracting for service in rural areas in order to connect these areas to Lincoln as well as with UNL Transit Services - StarTran could "re-invent" itself in changing its organizational structure, providing a marketing opportunity that could be coupled with the service improvements that are recommended in the TDP. The service area would not be restricted to the City, if the County were to be a participant. If all three of the proposed public agencies joined together, the resulting agency could potentially save money by consolidating common functions, such as administration, grant writing, purchasing, maintenance, dispatch, training, etc. If the University of Nebraska were to be a participant, the overall transit needs

of the students, staff, and administration could be better addressed in that there would be a University representative on the board of the new joint public agency.

- Provide bus service on Sundays – This is a rather low priority in the Lincoln area. If Sunday service were to be implemented, it would be rather limited, with service only on the highest performing bus routes for a very limited portion of the day.

Appendix D

Plan Development Time Line and Public Involvement

July 20, 2006

Lincoln Metropolitan Planning Organization (MPO) is designated by Dave Heinman, Governor of Nebraska, as the recipient of Job Access and Reverse Commute and New Freedom funds for the Lincoln-Lancaster County Urbanized Area as required by the new Federal transportation bill, *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)*.

April 12, 2007

Lincoln MPO Technical Committee is offered the proposal and accepts the request for the Basic and Emergency Needs Coalition of the Community Services Initiatives (CSI) as the sponsor in developing the *Coordinated Public Transit-Human Services Transportation Plan*.

April 19, 2007

Lincoln MPO Officials Committee accepts the Basic and Emergency Needs Coalition of the Community Services Initiatives (CSI) to sponsor the development of the *Coordinated Public Transit-Human Services Transportation Plan*.

Basic and Emergency Needs Coalition of the Community Services Initiatives (CSI) full Committee meeting dates:

- March 2, 2007
- April 6, 2007
- May 4, 2007
- June 1, 2007
- July 13, 2007
- August 3, 2007
- September 7, 2007

The Committee for the development of the *Coordinated Public Transit-Human Services Transportation Plan* met, generally, every two weeks to address planning activities.

- April 26, 2007
- May 4, 2007
- May 10, 2007
- May 24, 2007
- May 31, 2007
- June 14, 2007
- June 22, 2007
- July 13, 2007
- August 3, 2007

August 28, 2007

Public Open House – Representatives of the Community Services Initiatives (CSI) membership hold a Public Open House on the draft of the *Coordinated Public Transit-Human Services Transportation Plan*.

September 7, 2007

The Basic and Emergency Needs Coalition of the Community Services Initiatives (CSI) review the *Coordinated Public Transit-Human Services Transportation Plan* and public comments received. Coalition members recommend to the Lincoln Metropolitan Planning Organization (MPO) their acceptance on the final draft of the Plan.

September 27, 2007

Lincoln MPO Technical Committee – The Community Services Initiatives (CSI) recommendation to the Lincoln Metropolitan Planning Organization (MPO) Technical Committee for their acceptance and a Public Hearing on the recommended *Coordinated Public Transit-Human Services Transportation Plan*.

October, 2007

Lincoln Metropolitan Planning Organization (MPO) Committee – The Lincoln MPO Technical Committee recommends to the MPO Officials Committee for their acceptance of the recommended *Coordinated Public Transit-Human Services Transportation Plan*.



**PUBLIC OPEN HOUSE
AND
COMMENT PERIOD**

**Coordinated Public Transit-Human Services
Transportation Plan**

You are invited to review and comment on the *Draft Coordinated Public Transit-Human Services Transportation Plan* for the Lincoln Metropolitan Area. The "Community Services Initiatives – Basic and Emergency Needs Coalition" has taken the lead in developing this plan for the Lincoln Metropolitan Planning Organization (MPO) and is asking for your input.

The *Coordinated Public Transit Human Services Transportation Plan* is intended to guide the future use of three sources of federal transit funds. Requirements are that projects funded by these programs, 1) the Elderly and Disabled Transportation Program (Section 5310), 2) the Job Access and Reverse Commute Program (Section 5316), and 3) the New Freedom (Section 5317), be a part of a locally developed coordinated public transit-human services transportation plan.

Key elements in the *Coordinated Public Transit-Human Services Transportation Plan* are:

- An assessment of transportation needs for individuals with disabilities, older adults and persons with limited incomes;
- An inventory of available services that identifies areas of redundant service and gaps in services;
- Strategies to address the identified gaps in services; and,
- Priority implementation strategies.

The Community Services Initiatives is seeking public input on the *Draft Coordinated Public Transit-Human Services Transportation Plan* for the Lincoln Metropolitan Area.

***The public is invited to an Open House on
Tuesday, August 28, 2007
4:30 – 6:00 in the
Bennett Martin Public Library Auditorium
14th & N Streets, Lincoln, NE***

Written comments are welcome August 15 through September 5, 2007.

Comments can be emailed to urbandev@lincoln.ne.gov or mailed to Urban Development Department, CSI Transportation Plan, 808 "P" Street, Suite 400, Lincoln, NE 68508 or posted at the MPO Web site.

The Plan is available on the Web at www.lincoln.ne.gov, **keyword MPO**, by sending an email request to urbandev@lincoln.ne.gov or by calling (402) 441-7606. Copies are also available at the Bennett Martin Public Library.



NEWS RELEASE

MAYOR CHRIS BEUTLER

lincoln.ne.gov

URBAN DEVELOPMENT DEPARTMENT

808 "P" Street, Suite 400, Lincoln, NE 68508, 441-7606, fax 441-8711

FOR IMMEDIATE RELEASE: August 22, 2007

FOR MORE INFORMATION: Kathy Northrop, Urban Development, 441-7861

PUBLIC INVITED TO OPEN HOUSE ON LINCOLN'S PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN

The public is invited to an open house Tuesday, August 28 to review and comment on the draft of the Coordinated Public Transit-Human Services Transportation Plan. The open house is from 4:30 to 6 p.m. at the Bennett Martin Public Library Auditorium, 14th and "N" streets.

Key elements in the plan include:

- an assessment of transportation needs for individuals with disabilities, older adults and persons with limited incomes;
- an inventory of available services that identifies areas of redundant service and gaps in services;
- strategies to address the identified gaps in service; and
- priority implementation strategies.

The Coordinated Public Transit-Human Services Transportation Plan was created to guide the future use of three sources of federal transit funds: the Elderly and Disabled Transportation Program, the Job Access and Reverse Commute Program and the New Freedom Program. Projects funded by these programs are required to be a part of a local plan.

The draft plan was developed by the Community Services Initiatives – Basic and Emergency Needs Coalition for the Lincoln Metropolitan Planning Organization. It is available on the City Web site at lincoln.ne.gov (keyword: MPO), by sending an e-mail request to urbandev@lincoln.ne.gov, or by calling (402) 441-7606. Copies also are available at Bennett Martin Public Library.

Written comments can be submitted through Wednesday, September 5 through the MPO Web site; through e-mail to urbandev@lincoln.ne.gov; or by mail to Urban Development Department, CSI Transportation Plan, 808 "P" Street, Suite 400, Lincoln, NE 68508.

LOCAL BRIEFS

Open house to address plan for transit funds

The public is invited to an open house Tuesday to review and comment on the draft of the Coordinated Public Transit-Human Services Transportation Plan.

The open house is from 4:30 to 6 p.m. at Bennett Martin Public Library Auditorium, 14th and N streets.

Key elements in the plan include:

- An assessment of transportation needs for individuals with disabilities, older adults and persons with limited incomes;

- An inventory of available services that identifies areas of redundant service and gaps in services;

- Strategies to address the identified gaps in service; and priority implementation strategies.

The Coordinated Public Transit-Human Services Transportation Plan was created to guide the future use of three sources of federal transit funds: the Elderly and Disabled Transportation Program, the Job Access and Reverse Commute Program and the New Freedom Program. Projects funded by these programs are required to be a part of a local plan.

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Written comments can be sent through Sept. 5 through the MPO Web site; through e-mail to urbandev@lincoln.ne.gov; or by mail to Urban Development Department, CSI Transportation Plan, 808 P St., Suite 400, Lincoln, NE 68508.

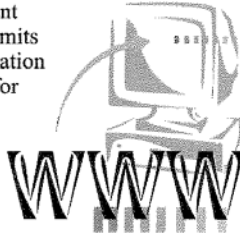


PLANNING DEPARTMENT NEWSLETTER

LINCOLN
The Community of Opportunity

Application Info Goes Online

Four years ago, the Planning Department converted from relying entirely on paper files to a computerized database for tracking development applications, called Permits Plus. Now, that information is being placed online for access by applicants, agents and the general public. You will be able to find out where and when applications were submitted and when they are scheduled for public hearings, review the staff reports prepared for the hearings and see their status – in progress, approved, or denied. You will be able to search for applications by providing application numbers if you know



them; addresses or tax parcel numbers; type of applications; applications submitted within a range of dates; or applications within a certain geographic area. You can access this new service, which we call PATS (Planning Application Tracking Service), by going to the Interlinc or Planning Department homepage and entering keyword "PATS".

If you see our yellow and black zoning sign on a property in a certain location and want more information, you can simply visit lincoln.ne.gov (keyword: yellow) to find a map of the City/County with markers where these signs currently are posted. Just click on the icon in your location of interest to obtain more information about the application that is in progress at that location.

WHAT Activities

The West Haymarket Action Team (WHAT), a joint venture between the City and 2015 Vision, continues its efforts to implement construction of an arena/convention center/hotel complex in the railyard area west of the Haymarket. Other redevelopment and recreational opportunities also are planned for this area. The first step in this process is to declare this area "blighted" in accordance with State law. The Planning Commission is scheduled to review a blight study for the West Haymarket area at its August 29 meeting. Next month, the Commission is expected to consider an amendment to the Downtown Redevelopment Plan to include this area in the plan. This will allow for Tax Increment Financing and other tools to aid in the development efforts. WHAT has been investigating a host of technical issues related to this plan, including circulation and parking, floodplain management, wetlands preservation, archeological investigations, railroad operations, facility size and configuration, economic feasibility, and facility size and configuration. For additional information on these efforts, click on "West Haymarket Implementation" on the Planning Department's homepage.



2015 >ision

Recent & Pending Code Changes

Planning staff has been busy initiating and reacting to numerous code amendments in recent months. Approved changes include the elimination of setback requirements in the northeast and southeast corners of the City's B4 zoning district, which covers downtown and portions of Antelope Valley. This will allow for the same type of development flexibility in those areas as exists today for the rest of the area covered by B-4 zoning.

The County Board approved a new section in its zoning code that will allow for racetracks to be approved by special permits in agricultural or industrial zones. The provision



includes special conditions which call for spacing of these operations from sensitive land uses and noise standards to control the impact on any nearby residences.

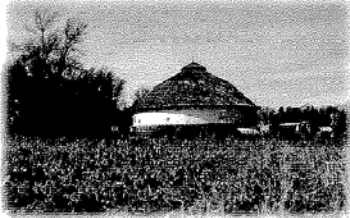
The County Board could waive these conditions if circumstances warranted on a case-by-case basis. The adoption of this new section allowed the County Board to consider an operation proposed for Highway 77 near Davey, but the applicant decided to withdraw his application after the Board approved the code amendment. A new application for soil mining has been submitted for this property.

Pending changes include:

- ▶ **Social halls.** Reception halls for events such as weddings, parties and community meetings are permitted today as accessory uses to restaurants and hotels in the City's business/commercial zoning districts. But they are only allowed as a primary use in the B4 district downtown and the industrial zoning districts. Staff and the Planning Commission have recommended that the City Council approve amendments that define this use and permit it conditionally in the City's business/commercial districts. The Council is expected to act on this amendment on August 20.
- ▶ **Restaurants serving alcohol.** The Planning Commission heard a request August 15 to consider allowing restaurants serving alcohol to be permitted more easily in most of the City's business/commercial districts. Today, all establishments selling alcohol for on-site or off-site consumption must meet minimum spacing requirements from residential districts, and in most zoning districts, obtain a special permit after public hearing and Planning Commission action. The proposed amendment would allow restaurants with no more than 40 percent of sales from alcoholic beverages to be allowed conditionally in these zoning districts. Special permits would still need to be obtained to operate a bar or for any establishment selling alcohol for off-site consumption. The City Council is expected to hear this proposal on September 10. For more information, contact Brian Will in our office.
- ▶ **Landscape/screening requirements.** After a year of experience with these new requirements, staff is suggesting some modifications to increase flexibility and provide clearer language. Ornamental trees will be allowed to substitute for shade trees on a 2:1 basis; ornamental grasses will be allowed to substitute for shrubs; and more deciduous shrubs will be allowed instead of coniferous ones. An accompanying amendment to the zoning text will delete duplicative language specifying a six-foot landscape strip requirement along parking lots from the zoning text. The requirement will remain in the design standards, where it potentially could be waived by administrative action under some circumstances. The Planning Commission recommended approval of these amendments on August 15, and the City Council is expected to consider these amendments September 17.

COUNTY INVENTORY OF HISTORIC RESOURCES

The Nebraska State Historical Society is contracting with the firm Mead & Hunt, Inc. to conduct a "reconnaissance-level" survey of historic properties in Lancaster County, outside the zoning jurisdiction of Lincoln. This firm has conducted numerous County-wide surveys for the Historical Society, as well as completing two



neighborhood surveys in Lincoln last year. Mead & Hunt will begin its fieldwork in September with a public meeting to explain the project.



The Planning Department will assist the Historical Society and Mead & Hunt to integrate the findings with our GIS data bases and maps. We will gain important information on County-wide historic resources and also will develop methods for linking our extensive historical files on Lincoln properties with our system.

Human Services Plan for Transit

The public is invited to an open house Tuesday, August 28 to review and comment on the draft of the Coordinated Public Transit-Human Services Transportation Plan. The open house is from 4:30 to 6 p.m. at the Bennett Martin Public Library Auditorium, 14th and "N" Streets.

Key elements in the plan include:

- an assessment of transportation needs for individuals with disabilities;
- older adults and persons with limited incomes;
- an inventory of available services that identifies areas of redundant service and gaps in services;
- strategies to address the identified gaps in service; and
- priority implementation strategies.

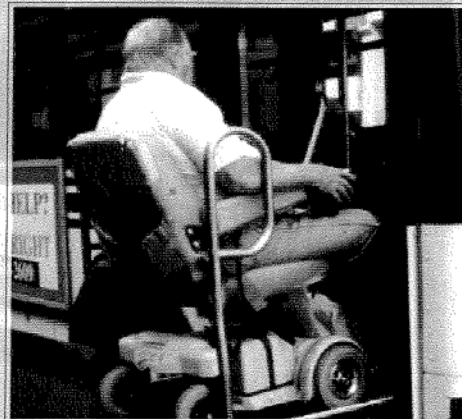
The Coordinated Public Transit-Human Services Transportation Plan was created to guide the future use of three sources of federal transit funds: the Elderly and Disabled Transportation Program, the Job Access and Reverse Commute Program and the New

Freedom Program. Projects funded by these programs are required to be a part of a local plan.

The draft plan was developed by the Community Services Initiatives – Basic and Emergency Needs Coalition for the Lincoln Metropolitan Planning Organization. It is available on the City Web site at lincoln.ne.gov (keyword: MPO), by sending an e-mail request to urbandev@lincoln.ne.gov, or by calling (402) 441-7606.

Copies also are available at Bennett Martin Public Library.

Written comments can be submitted through Wednesday, September 5 through the MPO Web site; through e-mail to urbandev@lincoln.ne.gov; or by mail to Urban Development Department, CSI Transportation Plan, 808 "P" Street, Suite 400, Lincoln, NE 68508.



Marvin Krout, Planning Director • Lincoln/Lancaster County Planning Department
555 South 10th Street, Suite 213 • Lincoln, NE 68508 • 402-441-7491

Please sign in!

Name	Address	Affiliation (if applicable)

What are your comments?

The *Coordinated Public Transit Human Services Transportation Plan* is intended to guide the future use of three sources of federal transit funds. Requirements are that projects funded by these programs, 1) the Elderly and Disabled Transportation Program , 2) the Job Access and Reverse Commute Program, and 3) the New Freedom, be a part of a locally developed coordinated public transit-human services transportation plan.

Please use the space below to submit any comments concerning the *Coordinated Public Transit-Human Services Transportation Plan*. You can leave you comments in the "Comment Box" today or you can mail them to:

City Urban Development Department
CSI Transportation Plan
808 P Street, Suite 400
Lincoln, NE 68508

Alternatively, you can email your thoughts to urbandev@lincoln.ne.gov, keyword MPO. **All comments need to be received no later than September 5, 2007.**

Feel free to use the back or any additional pages that you need.

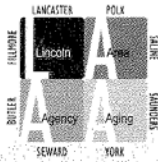
Thank you for your input!



CITY OF LINCOLN NEBRASKA

MAYOR COLEEN J. SENG
lincoln.ne.gov

Lincoln Area Agency on Aging
June Pederson, Director
1005 "O" Street
Lincoln, Nebraska 68508-3628
402-441-6157
fax: 402-441-6524
junepederson@lincoln.ne.gov



August 28, 2007

Comments from June Pederson, Director
Lincoln Area Agency on Aging

RE: Coordinated Public Transit-Human Services
Transportation Plan

More detailed comments will be submitted prior to the September 5 deadline. These points will be submitted at the August 28 Open House at Bennett Martin Public Library Auditorium

Ride for Five

The Lincoln Area Agency on Aging Downtown ActivAge Center serves as a sales point for the Ride for Five program. This consumes the time of a single staff member on average 30 hours per month. This sales point reaches more riders seeking this bus passport than any other sales point in the system. LAAA considers this an in-kind contribution to the city transportation program. The LAAA supports the program and is willing to contribute the staff time to make the program work. Customers include persons over age 60; however the majority of the persons purchasing this passport are under age 60.

We endorse the recommendation to increase income guidelines from 100% of poverty to 150%.

We also endorse the recommendation to simplify the process of verifying income by reducing the verification process to an annual or semi-annual process.

Volunteer driver programs for the elderly

The Seniors Foundation has incorporated a 501 (c) (3) non-profit to support a social transportation program for persons over age 60.

The program utilizes unpaid volunteer drivers to provide the service, which is expected to be operational in September 2007.

The Seniors Foundation would be a willing applicant for funding grants to support the infrastructure (dispatch personnel, driver testing and vehicle road-worthiness testing, advertising, etc.) of this project.





Opal G Doerr/Notes
09/05/2007 08:58 AM

To Wynn S Hjermstad/Notes@Notes, Kathryn A Northrop/Notes@Notes

cc

bcc

Subject Fw: MPO - Coordinated Public Transit Human Services Transportation Plan 06-07

Forwarding comments...

Opal Doerr
City of Lincoln, Urban Development Dept.
(402) 441-7852

----- Forwarded by Opal G Doerr/Notes on 09/05/2007 08:56 AM -----



JunePederson@ci.lincoln.ne.us
09/04/2007 04:40 PM

To urbandev@lincoln.ne.gov

cc wharton.mccabe@gmail.com, kstohts@alltel.net, JunePederson@ci.lincoln.ne.us, aloudon@baylorevnen.com, mi50521@neb.rr.com, haberman@bmlfh.com, mjn@necosecurity.com, mark.richardson@ubt.com, bruce.bellamy@wellsfargo.com, nancyjdolan@aol.com, MDorn@ci.lincoln.ne.us, vranamuffy@aol.com, dkroeker1@aol.com, WMcClaran@ci.lincoln.ne.us, MDorn@ci.lincoln.ne.us, RBlair@netinfo.ci.lincoln.ne.us

Subject MPO - Coordinated Public Transit Human Services Transportation Plan 06-07

First let me compliment the people involved in the development of the July 31, 2007 Draft. The process of addressing the transportation needs, public and private of all generations as well as socioeconomic categories is overwhelming.

My comments regarding the value of the "Ride for Five" program and the involvement of the Lincoln Area Agency on Aging in sales of those bus passports was presented at the public open house in August. I offered continued support and endorsement of the program.

This message is to reinforce my view that social transportation for older persons who no longer drive, or those who always relied on a spouse, is a critical component to the quality of life as we grow older.

I can illustrate this point by asking you to imagine being told today that you had to hand over your car keys and you would never drive again. I'm not looking forward to that day and I assume you feel the same. Yet we do not want elders who are no longer safe behind the wheel to continue to drive, risking their lives and the lives of others.

Public transportation plays an important role if you live close enough to a regular route. Private transportation is an option if you can afford it. If neither of those options works for you, perhaps there are relatives or neighbors. If not, your life becomes more socially isolated.

I believe the carefully crafted, planned and implemented Seniors Foundation Social Transportation Program will help fill that void for many older adults. It is the appropriate combination of public and private entities working together to make a positive change in the lives of many.

I would encourage the Lincoln, Nebraska Metropolitan Planning Organization to place financial support for this program on their priority list. Those of us who are the founding mothers and fathers of this fledgling program expect it to blossom over time into a county-wide effort that will benefit those who are riders as well as those who are safer on Lincoln's streets.

Sincerely,
June Pederson

S. June Pederson, Director
Lincoln Area Agency on Aging
1005 "O" Street
Lincoln, NE 68508-3628
Office: 402-441-6157
Direct Line: 402-441-6132
Cell Phone: 402-430-1535
junepederson@lincoln.ne.gov
www.lincoln.ne.gov keyword: aging

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Opal G Doerr/Notes
08/28/2007 08:38 AM

To Wynn S Hjermstad/Notes@Notes, Kathryn A
Northrop/Notes@Notes

cc

bcc

Subject Fw: Coordinated Public Transit-Human Services
Transportation Plan

Public comment on transportation plan....

Opal Doerr
City of Lincoln, Urban Development Dept.
(402) 441-7852

----- Forwarded by Opal G Doerr/Notes on 08/28/2007 08:35 AM -----



christine.kutschkau@dhhs.ne
.gov
08/28/2007 07:42 AM

To urbandev@lincoln.ne.gov

cc kboesch@co.lancaster.ne.us

Subject Coordinated Public Transit-Human Services Transportation
Plan

I have had the opportunity to review the *Draft Coordinated Public Transit-Human Services Transportation Plan* for the Lincoln Metropolitan Area. I will be unable to attend the public open house this afternoon, but did have one comment/question. On page 62, Item 5., third paragraph, it states: "For those limited English proficient speaking patrons who call in to StarTran and request information, a telephone translation service is utilized that is available in the following languages: Arabic, Bosnian, Russian, Spanish, and Vietnamese. Agencies should be educated on the availability of this service to further inform their clients and develop other innovative programs to reach limited English proficient speaking populations."

It is my assumption that this narrative is in reference to the interpretation (not translation) Communities Helping Immigrants and Refugees Progress (CHIRP) line that was housed at Lincoln Action Program. As of June 30, 2007, this service is no longer available. With the elimination of that community telephonic service, what current/future interpretation services will be utilized by StarTran to ensure accurate, effective communication with limited English proficient patrons? I would appreciate a response at your earliest convenience.

Christine Kutschkau, State Refugee Resettlement Coordinator
DHHS, Refugee Resettlement Program
PO Box 95026
Lincoln, NE 68509-5026
Phone: (402)471-9346, Fax: (402)471-9597
Please note my new address ==> christine.kutschkau@dhhs.ne.gov



Opal G Doerr/Notes
09/05/2007 12:22 PM

To Wynn S Hjermsstad/Notes@Notes, Kathryn A
Northrop/Notes@Notes

cc
bcc

Subject Fw: MPO - Coordinated Public Transit Human Services
Transportation Plan 06-07

Forwarding public input...
Opal Doerr
City of Lincoln, Urban Development Dept.
(402) 441-7852

----- Forwarded by Opal G Doerr/Notes on 09/05/2007 12:21 PM -----



<kstohs@windstream.net>
09/05/2007 12:20 PM

To <urbandev@lincoln.ne.gov>

cc

Subject MPO - Coordinated Public Transit Human Services
Transportation Plan 06-07

Public Input addressed to the Lincoln Area MPO Committee:

The Seniors Foundation is a volunteer board that seeks to improve the lives of older adults in Lincoln and Lancaster County. When problems or concerns of seniors are identified, this board meets the challenge with answers.

The problem that was identified more than five years ago was that people are outliving their abilities to drive. In Lincoln, the 75+ age group is expected to grow to more than 18,000 in the next 14 years.

After researching other successful social transportation systems that exist in communities similar in size to Lincoln, we tailored a volunteer program we believe will supplement current transportation alternatives that exist in Lincoln. Key factors of our system are the flexibility and affordability it offers the senior citizen who will use it.

Keeping our older adult population involved in our community not only benefits the individual. It also benefits our community by keeping these vital individuals engaged. Their continuing economic impact on arts venues, restaurants and retail shops cannot be overlooked. Providing transportation for those life-enriching activities helps to combat isolation after driver's licenses are discontinued. Statistically speaking, that is an additional six years for men and eleven for women.

Simply stated, we do not feel that putting down car keys and giving up driver's licenses should mean giving up independent lifestyles.

For this and many more reasons, I implore you to consider providing support for this very worthwhile program.

Lincoln is a wonderful place to live and we truly want that to remain the case - no matter what your age.

Thank you.

Kristen Stohs
Seniors Foundation, President



Opal G Doerr/Notes
09/04/2007 09:30 AM

To Wynn S Hjermstad/Notes@Notes, Kathryn A
Northrop/Notes@Notes

cc
bcc

Subject Fw: Coordinated Public Transit

Forwarding public comments.....
Opal Doerr
City of Lincoln, Urban Development Dept.
(402) 441-7852

----- Forwarded by Opal G Doerr/Notes on 09/04/2007 09:28 AM -----



"LaDonna & Ron"
<lhumphrey@neb.rr.com>
09/04/2007 09:09 AM

To <urbandev@lincoln.ne.gov>
cc

Subject Coordinated Public Transit

Please accept the following as my comments in regards to the Coordinated Public Transit-Human Service Transportation Plan.

As an employer in Waverly, Nebraska, we have identified a strong need for public transportation to the Waverly area. A major cause of termination of current employment or inability to accept employment is lack of transportation for the individual. Lenco has recently expanding their facility and increased their workforce. Entry level positions requiring limited or no experience start at \$7.75 so many of our current and future employees are classified as low income. These positions are full-time employment with benefits and the opportunity for career advancement.

Lenco has considered several options, including purchasing a company vehicle to transport, but we are plastics manufacturer not a transportation service. We would be very willing to partner with a non-profit to facilitate the development and use of a transportation service to this area.

Sincerely
LaDonna Humphrey, PHR
Human Resource Manager
Lenco, Inc PMC
10240 Deerpark Rd
Waverly, NE 68462
402-786-2000
402-786-2146



RLClark@ci.lincoln.ne.us
08/28/2007 03:22 PM

To knorthrop@lincoln.ne.gov
cc bpraeuner@lincoln.ne.gov
bcc

Subject Comments on the July 31 Draft "Coordinated Public Transit
Human Services Transportation Plan for 2006-07."

Hi Kathy,

Congratulations to those staff and volunteers who put in the many hours needed to produce this excellent draft Plan for this new batch of FTA, funded programs.

I have only a couple of technical corrections to offer:

-- on page 13, in the fourth paragraph of Section G, the reference to "----four transportation Providers-----" should be changed to "six."

-- on page 14, in the first paragraph on this page, in the fifth line, the reference to "----providing after hours transportation---" needs to be changed

to "---- providing extended evening, weekend and holiday hours transportation-----."

Thanks for the opportunity to comment !!

Bob Clark

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Brian D Praeuner /Notes
08/22/2007 10:39 AM

To Wynn S Hjermstad/Notes@Notes, Kathryn A
Northrop/Notes@Notes
cc Robert L Clark/Notes@Notes

bcc

Subject Coordinated Human Services Transp Plan: 1 comment

I had overlooked one comment on page 60 of the plan. 2nd to last bullet reads:

"Vanpools or other options for shared rides to underserved areas such as Airpark or the County, outside of StarTran's current service area".

For clarification purposes StarTran currently provides service to Airpark area. The Transit Development Plan actually increase service to this area.

Thanks,

Brian Praeuner
Transit Planner
StarTran
710 J Street
Lincoln, NE 68508
402.441.7673
402.441.7055 fax

What are your comments?

The *Coordinated Public Transit Human Services Transportation Plan* is intended to guide the future use of three sources of federal transit funds. Requirements are that projects funded by these programs, 1) the Elderly and Disabled Transportation Program, 2) the Job Access and Reverse Commute Program, and 3) the New Freedom, be a part of a locally developed coordinated public transit-human services transportation plan.

Please use the space below to submit any comments concerning the *Coordinated Public Transit-Human Services Transportation Plan*. You can leave your comments in the "Comment Box" today or you can mail them to:

City Urban Development Department
CSI Transportation Plan
808 P Street, Suite 400
Lincoln, NE 68508

Alternatively, you can email your thoughts to urbandev@lincoln.ne.gov, keyword MPO. **All comments need to be received no later than September 5, 2007.**

high need for transportation on Sunday
need for reliable medical appt. transportation
beyond current Handivan schedules
Coordinate with businesses throughout
Lancaster City to develop a voucher system
for work transportation
Bill Crawford

Feel free to use the back or any additional pages that you need.

Thank you for your input!

What are your comments?

The *Coordinated Public Transit Human Services Transportation Plan* is intended to guide the future use of three sources of federal transit funds. Requirements are that projects funded by these programs, 1) the Elderly and Disabled Transportation Program, 2) the Job Access and Reverse Commute Program, and 3) the New Freedom, be a part of a locally developed coordinated public transit-human services transportation plan.

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City Urban Development Department
CSI Transportation Plan
808 P Street, Suite 400
Lincoln, NE 68508

SEP 06 2007

Alternatively, you can email your thoughts to urbandev@lincoln.ne.gov, keyword MPO. **All comments need to be received no later than September 5, 2007.**

Bill Crawford
10518th Apt 206 Lincoln NE 68508
Phone 402-438-1266
1. Medical Transportation At Night
2. Grant Money For Transportation For Work
3. Provide Bissiveiss Help With Walcher Programs For work
4. Transportation For Church + other Activities
5. agencies need to get grant money
6. Coordinated services Through HHS.
7. Looking For More grant Money

Feel free to use the back or any additional pages that you need.

Thank you for your input!