

Intercity Bus Needs: Section 5311(f) Consultation 2023

Prepared For:
Nebraska Department of Transportation, Public Transit
1400 Nebraska Hwy 2
Lincoln, NE 68502

July 2023



Olsson Project No. 019-1932



Table of Contents

1.0 Purpose, Background, and Overview of Report.....	1
1.1 Section 5311(f) and CARES Act Consultation.....	1
1.2 Section 5311(f) and FTA Intercity Bus Consultation Requirements	1
Nebraska's State Management Plan	2
Previous Studies	3
Nebraska and Section 5311(f).....	4
Census Geography of Nebraska	4
Nebraska's Intercity Bus Services	5
Remainder of this Report	7
2.0 2023 Consultation Process	8
2.0 Surveys.....	8
2.1 Existing Service	9
2.2 Need for Expansion or New Service	9
2.3 Specific Route or Services Requested:	9
2.4 Groups Needing Service:	10
Meetings	11
Norfolk Meeting:.....	12
Scottsbluff Meeting:	12
Grand Island Meeting:.....	13
3.0 Summary of Unmet Rural Intercity Needs	14
Continuing Impact of COVID-19 Pandemic	14
Maintenance of Effort Needs:.....	14
Expansion Needs:.....	14
Capital/Facilities Needs:	15
Certification of No Unmet Rural Intercity Needs	15

Figures

Figure 1-1: Urbanized Areas in Nebraska—2020 Census	5
Figure 1-2: Presents a Map of Nebraska’s Current Intercity Bus Services.....	6

Appendix

Appendix A: Intercity Bus Operator Survey	16
Appendix B: Transit Provider Survey.....	21
Appendix C: Economic Development District Survey	26
Appendix D: Community Stakeholder Survey.....	31
Appendix E: Survey Distribution Lists.....	39
Appendix F: Meeting Announcement	45
Appendix G: Meeting Attendance.....	53
Appendix H: Meeting Materials-Presentation	61

1.0 Purpose, Background, and Overview of Report

1.1 Section 5311(f) and CARES Act Consultation

The purpose of this project was to assist the Nebraska Department of Transportation (NDOT) in conducting and documenting the consultation process required under Federal Transit Administration (FTA) Circular 9040.1: *Formula Grants for Rural Areas: Program Guidance and Application Instructions*, Chapter VIII, Sections 3 and 4. This consultative process covers Section 5311(f) funds for FY 2023, 2024, and 2025. Because there is no expiration date for funds from the Coronavirus Aid, Relief and Economics Security Act (the CARES Act), its findings relevant to meeting the requirement for intercity bus consultation for that program as well.

Although Nebraska did not issue emergency stay-at-home orders early in the COVID-19 pandemic, 43 other states did, closing many businesses, and limiting travel. It was reported at the time that intercity bus ridership nationally had fallen to around 20% of pre-COVID levels. There was also a major decline in urban and rural transit ridership. The U.S. Congress responded with a major funding relief bill, the CARES Act, which included significant funding for transit systems. The transit funding was provided through the existing programs, and this included a 15% set-aside for rural intercity bus out of the overall Section 5311 CARES Act funding apportioned to each state. The CARES Act funding also included a requirement that the states conduct the same type of consultation, and this report also addresses Nebraska's CARES Act rural intercity consultation.

1.2 Section 5311(f) and FTA Intercity Bus Consultation Requirements

As Section 3 of Chapter VIII of the Section 5311 Circular explains, the Section 5311(f) program requires that each state spend a minimum of 15% of its annual Section 5311 apportionment on rural intercity projects under Section 5311(f)—unless the Governor of the State certifies to the Secretary of Transportation that there are no unmet rural intercity bus needs. A state seeking to certify that there are no unmet needs (FTA also allows partial certification if the entire 15% is not needed) must demonstrate that it has assessed statewide intercity bus service needs within the previous four years. Its State Management Plan must document the process used for this assessment, and the state must be prepared to demonstrate that it followed this process in its triennial State Management Review.

Section 4 of Chapter VIII presents the requirements for the consultation process that is required under the assessment of needs. It includes the following elements:

- 1) Identification of intercity providers.
- 2) Activities the state will perform as part of the consultation with identified providers and intercity bus organizations.

- 3) An opportunity for intercity bus providers to submit proposals for funding under the state's program.
- 4) A correlation between the results of the consultation process and the state's determination of unmet need (or the lack of it).

Subsection c. includes a list of ideas to be considered in developing this consultation process that are taken from the Transportation Cooperative Research Program (TCRP) Report 79, *Effective Approaches to Meeting Rural Intercity Bus Needs*.

Nebraska's State Management Plan

The June 2022 *Draft State Management Plan for Administration of Funding under the Federal Transit Administration for Sections 5310, 5311, 5339, 5303, and 5304 Programs (SMP)* for NDOT defines program eligibility and eligible projects but does not define the consultation process that the state will follow in deciding whether to certify as to whether or not there are unmet rural intercity needs.

The SMP does encourage private, for-profit intercity bus providers to apply for funding. Non-profit agencies and governmental entities are also eligible to apply. The SMP includes state or local governmental authorities, private non-profit organizations, and private for-profit operators of public transportation services/intercity bus as potential providers of intercity bus services. Public or private non-profit Intercity bus operators can apply directly to NDOT for Section 5311(f) funds. Private, for-profit operators of intercity bus services may participate in the program through contracts with eligible applicants. Private nonprofit organizations must fulfill the requirement as a public purpose organization as defined in Nebraska State Statute 19-3903.

The Section 5311(f) program awards grants for operating assistance on a two-year grant cycle. Applications are due in March prior to the grant cycle ending on September 30 of that fiscal year. However, NDOT may allow new applicants to apply for funding at any time for projects that add service to a previously underserved area. Existing and potential intercity bus providers are contacted when applications are available with a timeline to apply. In addition, applications and instructions are available on NDOT's website at <https://nebraskatransit.com/index.php/program-funding-and-applications/>

The SMP states that both operating and capital projects are eligible for intercity bus funds. The Federal share for intercity projects is the same for the Section 5311 programs as a whole: 50% of the net cost for operations and 80% of the net cost for capital projects and administration expenses. Projects are selected based on eligibility and availability of funds.

However, the SMP notes that Nebraska State funds are available to intercity bus providers for operating assistance only. Under State Statute 13-1213, only governmental entities, transit authorities and public purpose organizations qualify to receive state intercity bus funds: private, for-profit providers are not eligible for state intercity bus funds. But State Statute 13-1213 does allow the department (NDOT) to contract for an intercity bus system with either a publicly owned provider or a provider owned by a qualified public purpose organization. The Statute also allows funding to be used for the non-federal share of the purchase costs for vehicles to start an intercity bus service or for replacement, with the vehicles titled to the municipality, county, transit authority, regional metropolitan transit authority or qualified public purpose organization.

Previous Studies

In August 2020 NDOT conducted a study of rural intercity bus needs, the Assessment of Intercity Bus Services in Nebraska.¹ The study included identification of subsidized intercity services, an inventory of intercity services in the state, interviews with current intercity bus service providers, public input about intercity bus services, an examination of access, and a summary and conclusions. It followed an intercity bus assessment done in 2017 that also followed the requirements for a consultation process.

In addition, Nebraska DOT conducted a study of intercity bus needs between Grand Island, Hastings, and Kearney. That study was released in June 2020, and it recommended a set of regional routes that would connect those three cities and link them to the national intercity bus network.

Another study was conducted to assess the need for and feasibility of enhanced intercity bus services linking Omaha and Lincoln, with stops in the rural areas in between. That final report was released in June 2020, and it included a plan for improved services. The study included potential timetables, stops, costs, ridership estimates and an implementation plan. The process for that study included consultation with intercity bus providers along with an extensive public and stakeholder outreach process.

These studies were both addressed in the August 2020 Assessment. It concluded that NDOT should focus on addressing the unmet intercity bus needs in the Grand Island-Hastings-Kearney area, based on the study, and seek local match to allow state provision of Section 5311(f) funding for that expansion (in addition to maintaining the existing subsidized services).

As the August 2020 assessment was completed several months after availability of the CARES Act funds, it stated that NDOT was responding by setting aside over \$2 million in CARES Act funding to support intercity bus services in Nebraska to reimburse their operating deficits with full federal funding through June 30, 2021. The study called for a

¹ Center for Public Affairs Research, University of Nebraska at Omaha, Assessment of Intercity Bus Services in Nebraska, on behalf of the Nebraska Department of Transportation. August 2020.

request for proposals to provide CARES acting funding for intercity bus services. It also called for efforts by NDOT to promote intercity bus service through a statewide marketing campaign.

The purpose of this project is to assist NDOT in conducting the latest update of the consultation process, documenting both the process and the results. It includes revisiting and validating the list of carriers and eligible service areas, contacting the operators in a structured way to consult regarding their identification of rural intercity needs in the state, and assisting the state with incorporating these results into the grant application process for Section 5311(f) for FY 2018, 2019 and 2020 funds. The remainder of this report includes the analysis, the consultation process and results, the Section 5311(f) application and results, the CARES Act consultation and application process and results, and the analysis and results.

Nebraska and Section 5311(f)

Nebraska receives a Section 5311 allocation to assist in supporting transit service availability in its non-urbanized areas, and as part of that has the obligation to spend 15% on rural intercity bus services unless it decides to certify (or partially certify) that there are no (or limited) unmet rural intercity needs. The 15% funding amount for FY 2023 is \$1,708,074. Nebraska's CARES Act Appropriation was \$27,108,904, so the 15% set-aside for intercity buses would have been \$4,066,336. The CARES funding is unique in that it does not lapse, and that it does not require local match.

As will be seen, because of low population density and long distances between population centers, most of the intercity bus services in Nebraska are already subsidized using Section 5311, 5311(f) or CARES Act funding. Limitations on using this funding to maintain or expand services come from extremely limited state funds for local match, the difficulty in finding local match from local governments for services that address intercity needs, the inability of private for-profit carriers to provide local match, and the fact that the in-kind match options offered by Section 5311(f) cannot be used because there are essentially no unsubsidized connecting services in the state to value as in-kind.

Census Geography of Nebraska

Section 5311 funding is intended to serve transportation needs of persons living outside of Urbanized Areas (areas defined by the U.S. Census based on density and commuter patterns having more than 50,000 residents). Locations eligible for Section 5311(f) funding for rural intercity bus service would include non-urbanized areas of the state, which are presented in Figure 1-1. It should be noted that Section 5311(f) can be used to take rural residents into Urbanized Areas to connect with the national network or address other needs—it is not intended to support services that only have stops in Urbanized Areas.

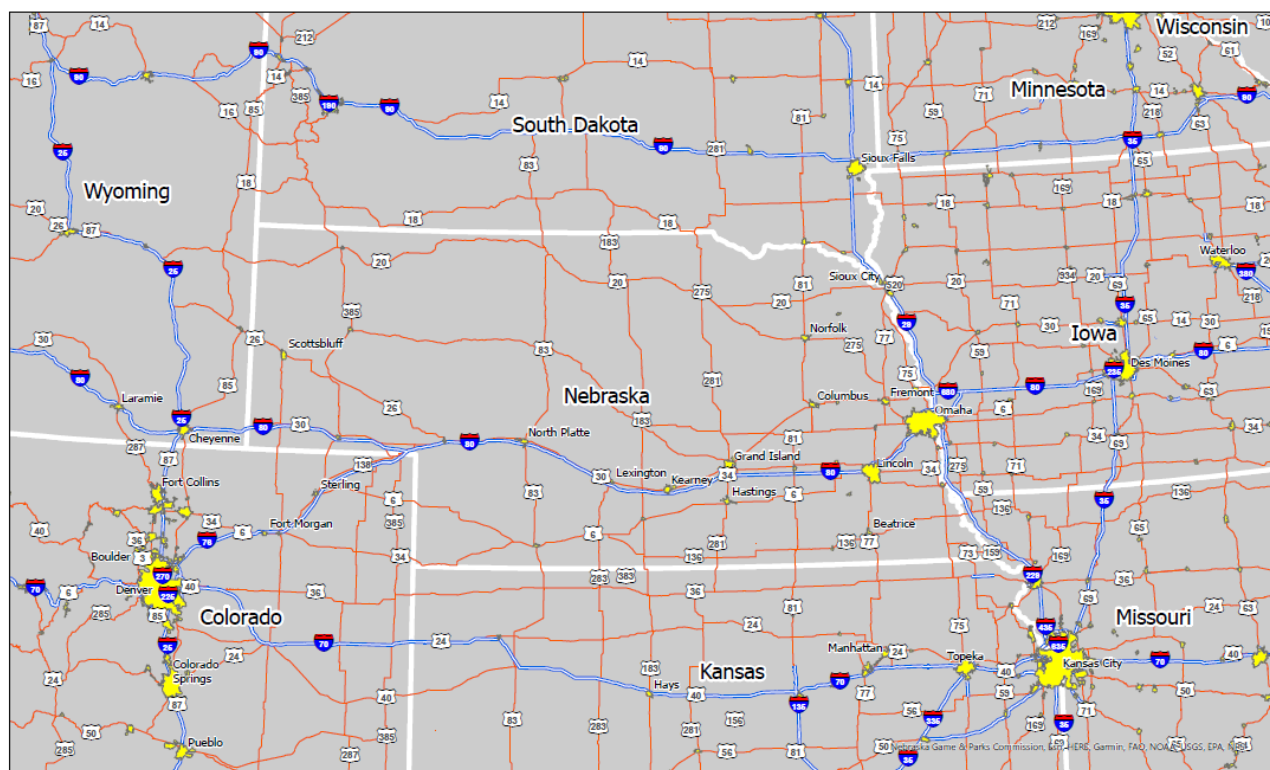


Figure 1-1: Urbanized Areas in Nebraska—2020 Census

As can be seen, the only Urbanized Areas in Nebraska are Omaha, Lincoln, Grand Island and the Nebraska portions of the Sioux City, Iowa-Nebraska-South Dakota Urbanized Area. There is significant scope for connecting non-urbanized areas with rural intercity bus services.

Nebraska's Intercity Bus Services

Figure 1-2 presents a map of Nebraska's current intercity bus services. They include services operated by private for-profit companies and services operated by public transit providers.

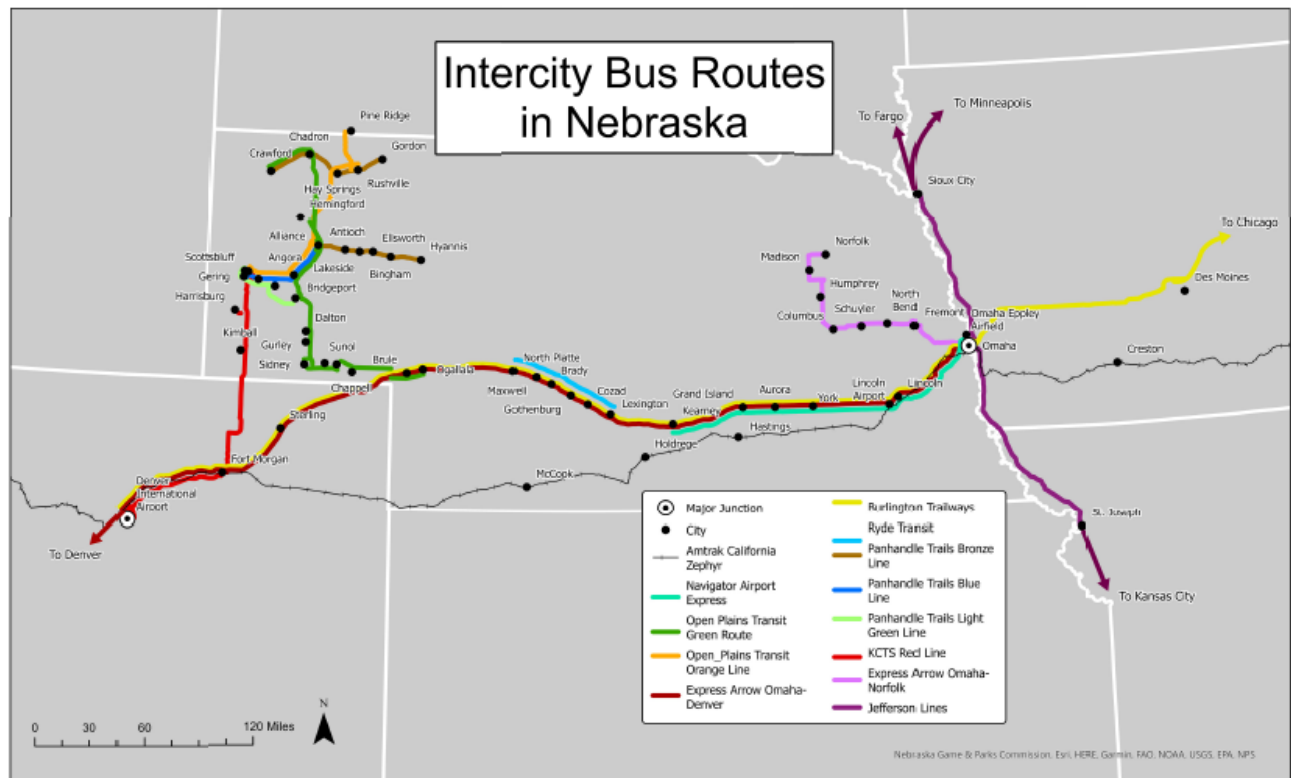


Figure 1-2: Presents a Map of Nebraska's Current Intercity Bus Services

These include:

- **Burlington Trailways**
Omaha-Denver
Omaha-Chicago
- **Express Arrow**
Norfolk-Omaha
Omaha-Denver
- **Jefferson Lines**
Sioux City-Omaha-Kansas City
- **Navigator Express**
Kearney-Omaha (Airport)
- **Open Plains Transit**
Alliance - Hwy 385 & 26 – Scottsbluff/Alliance - Scottsbluff - Gering

*Chadron - Hwy 385 – Ogallala/Crawford - Alliance - Scottsbluff - Bridgeport -
Sidney
Scottsbluff - Alliance/Pine Ridge
Gordon-Chadron and Alliance-Hyannis*

- **Kimball County**
Scottsbluff-Kimball-Denver (Airport) Red Line.
- **RYDE Transit**
Lexington-North Platte (via Highway 30)

All of these services except Navigator Express are subsidized with Section 5311(f) funding or CARES Act funding, though the Jefferson Lines service receives only a contribution to its costs for the Omaha terminal. Prior to the COVID pandemic the Express Arrow and Burlington Trailways services from Omaha to Denver did not require subsidy, but the loss of ridership and revenue has continued to affect these services.

It should also be noted that Nebraska receives daily Amtrak rail passenger service on the California Zephyr route from Chicago to Emeryville, California (San Francisco), with Nebraska stops in Omaha, Lincoln, Hastings, Holdrege, and McCook.

Remainder of this Report

The next chapter presents an overview of the intercity consultation process conducted in the spring of 2023, and Chapter 3 presents the results of that process and considerations of the certification decision process by NDOT. The Nebraska DOT is in the process of conducting an intercity bus funding solicitation, and it has provided the application to all the current and known intercity providers, and it is available on the web to any interested party.

2.0 2023 Consultation Process

The consultation process included several steps. Surveys with questions about unmet intercity were developed for several target audiences and sent to these groups with a request for their input. A survey was also made available on the state's transit program website, for anyone in the community to potentially provide input. In addition, these stakeholder groups were invited to a series of in-person/virtual hybrid consultation meetings to provide input more directly. This chapter discusses this process in more detail.

2.0 Surveys

An integral part of the intercity bus consultation process is the distribution of surveys. Four different surveys were designed that targeted specific audiences. Separate surveys were developed for distribution to:

- intercity bus providers,
- local public transit operators (including both Section 5311 and Section 5310 human service agency grant recipients, and
- Economic Development Districts across the state.

For each group an introductory letter described the need for the survey, the Section 5311(f) program, and the current intercity services. It was intended to focus responses on intercity services, rather than local transit needs. A separate survey was developed for each group, with tailored wording but generally asking about current services that might be considered intercity and unmet intercity needs. It was developed in Word, and a Survey Monkey version was developed that could be completed on-line, making response especially quick and easy. The surveys mentioned the upcoming meetings, and the intercity bus provider survey also offered the opportunity to request a telephone interview to allow them to describe needs without disclosing any proprietary information.

The initial period for collecting responses closed May 1, 2023, but a reminder e-mail was sent to all recipients on April 28, which also extended the deadline to May 8.

Appendix A presents copies of the introductory letter and survey for the intercity bus providers, Appendix B presents copies of the introductory letter and survey for local public transit providers, and Appendix C presents the letter and survey for the Economic Development Districts, and Appendix D presents a general Community Stakeholder survey that was available to the public on the state's transit website. Distribution of the surveys was through an e-mail from Kari Ruse, the Transit Program Manager for NDOT. The distribution lists are included in Appendix E.

The surveys were also printed out and available at all of the public meetings. All of the survey responses came from the online platform. The community survey received the

most responses, 25 in total. The survey for intercity bus operators got two results, the survey for economic development districts received two responses, and the survey for local transit providers had no responses.

2.1 Existing Service

The survey asked respondents if there are any existing long-distance bus routes operated in their areas and if they connect with other intercity bus routes. In the community survey, 60% replied yes while 40% said no. Some of the listed existing services included Burlington Trailways, Express Arrow, Navigator Airport Express, Open Plains Transit, KCTS, Arrow Stage Lines, Avera Creighton, Blue Rivers Public Transit System, Jefferson Lines, Megabus, Flixbus, and Tri Valley Health system, which provides trips to doctor's appointments and airport.

2.2 Need for Expansion or New Service

The next question in the survey asked respondents if any of these existing lines should be expanded or modified. While many of the replies were simple yes or no responses, many did go into further detail. Some examples of these replies included:

- increased frequency,
- service to Hastings,
- service from smaller towns to regional airports,
- more convenient hours for trips between Omaha and Lincoln,
- service for veterans in Beatrice County (some of whom would use long distance bus service, and
- a regularly scheduled route between the Panhandle region to connect with Jefferson Lines in Rapid City, SD by June 2023 (Open Plains Transit).

2.3 Specific Route or Services Requested:

In a manner similar to the previous question, some respondents replied with a simple yes or no, and others went into detail. The detailed responses are as follows:

- Any of the small towns in Colfax County to Norfolk, Columbus, and other cities like those,
- US-30 between Grand Island and Kearney - This would provide services to the following rural communities - Gibbon, Shelton, Wood River, and Alda,
- US-280 between Grand Island and Hastings - This would provide services to the following rural communities - Doniphan and Hastings,
- U.S. HWY 20 Corridor from Lusk, WY to Norfolk, NE (connections to regional airports, Jefferson Lines, Express Arrow, Burlington Trailways),

- U.S. HWY 83 Corridor from Mission, SD to North Platte, NE (connections to regional airports, Jefferson Lines, Express Arrow, Burlington Trailways),
- Service to/from Hastings to address its need for public transportation,
- Possibly Kearney to North Platte via Highways 40 to 92 and 83 which makes a northerly run outside the I-80 corridor. This would encompass a number of small towns and villages,
- Intercity funding for the Scottsbluff to Denver route,
- Intercity funding for a Scottsbluff to Cheyenne route,
- Service from Gage County (nearest existing service is Lincoln),
- More frequency to connect with national carriers,
- Intercity carriers receiving CARES Act funding for operations have a continuing need for relief funding to maintain services across rural routes in Nebraska, but carriers are unable to utilize Section 5311(f) operating funds if required to provide the 50% local match, as it would require the carriers to absorb a 50% operating loss. This is not sustainable. If emergency funding runs out and there is no state match, carriers could be forced to discontinue operations in the state. One carrier estimated that it would need \$200,000 per year if 100% of its Nebraska deficit were to be reimbursed.

2.4 Groups Needing Service:

Survey respondents were asked if there are particular markets or groups that are in need of more service. The main groups identified as needing more transit service included:

- elderly,
- veterans,
- those with medical appointment needs,
- those with disabilities,
- low-income individuals,
- residents of rural areas outside of Omaha city limits, and
- residents of Hastings.

Other Needs—Vehicles and Facilities:

Two specific capital funding needs were identified by intercity operators, both of which could require or utilize Section 5311(f) funding:

Vehicle capital: One of the intercity operators identified a need for Section 5311(f) funding for replacement intercity coaches. Because of the large number of miles operated in Nebraska due to the distances across the state, a coach can reach FTA vehicle replacement mileage thresholds in two years. Because of the pandemic and resulting revenue shortfalls, carrier funds for replacement are unavailable, requiring public assistance for vehicle replacement.

Omaha Intercity Bus Terminal: Two of the intercity carriers raised the need for NDOT to work with them to find a viable replacement for the bus station in Omaha. Three carriers are currently renting it on a month-to-month basis, and it is in poor condition. Previous negotiations to have the intercity carriers move to the Amtrak station have stalled—apparently Amtrak has made the physical changes to the facility needed for intercity carrier use, but there are outstanding issues between Amtrak and the carriers that have prevented the shift. NDOT policy supports the maintenance of the state’s intercity bus network, and this is the key passenger facility for that network. It is unclear if there is a funding need that could be met by Section 5311(f), or a need for some brokerage role for NDOT to complete this improvement, but some action is needed, according to the intercity carriers.

Meetings

The NDOT Mobility Management team, including staff from Olsson and KFH Group and KFH Group, held public meetings in the month of April for the rural intercity bus consultation process. The purpose of these meetings was to assess any unmet needs for rural intercity bus service across the state of Nebraska. A total of six meetings were held across the state in public libraries so that they were accessible to the public. Various stakeholders, such as intercity bus operators, public transit agencies, and economic development districts were also notified of these meetings to encourage their participation if they had not responded to the surveys or wished to discuss their perspective with a broader group. The meetings were hybrid, in that participants could come in person or participate virtually through Zoom.

The specific meeting dates, times, and locations are listed below:

- Monday, April 10, 2023 at 4:30 PM CST at the Grand Island Public Library (211 N Washington St)
- Tuesday, April 11, 2023 at 11:30 AM CST at the North Plate Public Library (120 W 4th St)
- Friday, April 14, 2023 at 9 AM MST at the Scottsbluff Public Library (1809 3rd Ave)
- Monday, April 17, 2023 at 6 PM CST at the Ashland Public Library (1324 Silver St)
- Tuesday, April 18, 2023 at 3 PM CST at the Norfolk Public Library (308 W Prospect Ave)
- Wednesday, April 19, 2023 at 10 AM CST at the O'Neill Public Library (601 E Douglas St)

Direct, targeted emails and social media advertisements were used as outreach tools for public involvement on this project and meeting notifications. For those unable to attend in person, each meeting was also hosted on Zoom. Recordings of the events are available upon request. Hard copies of all supporting materials were available in person and digital copies are available upon request. A Power Point presentation was developed to explain

the need for the consultation input, the Section 5311(f) program and its requirements, the current services, and the questions that needed to be addressed in the meeting. This is provided as Appendix F.

Only half, or three, of the meetings had any attendance other than the Mobility Management team. Appendix G presents attendance lists. Those that did attend were given the opportunity to share their insights and opinions on unmet needs. Despite the low attendance, there were some unmet needs and other issues identified.

Norfolk Meeting:

At the Norfolk meeting, a new route between Norfolk and Sioux City, IA was discussed as being a desired route. It would provide regional access and a connection to the main north-south intercity bus route.

The main issue that was discussed was the intercity bus station in downtown Omaha. Burlington, Jefferson, and Express Arrow all use this facility. The bus station is a county-owned facility that will eventually be torn down and redeveloped. The bus providers will need to find another station. A bus station is needed to provide a secure place to provide information, sell tickets, have temperature-controlled passenger waiting areas, provide seating and restrooms. Amtrak is currently renovating the Omaha train station and has included bus bays and ticketing windows in the redesign. But no agreement has been made and it is still unclear if the Nebraska intercity bus operators would be able to use this facility, despite ongoing talks over the past several years.

Finally the last issue discussed at the Norfolk meeting was the availability and retention of bus drivers. This is currently a common problem for many local and intercity transit providers. Despite generous salaries and paid training, the bus driver shortage continues to be a hurdle. Most applicants do not have Commercial Driver's Licenses. Insurance providers limit the amount of non-CDL hires. Burlington has considered the possibility of an apprenticeship for CDL, but there is currently no movement on that.

Scottsbluff Meeting:

Discussion at the Scottsbluff meeting included an observation that most "intercity" needs in the region are really for work trips to nearby Wyoming places such as Lusk from Scotts Bluff County, and between Gurnsey, WY and Scottsbluff along with other panhandles cities. This is a distance of about thirty miles. One obstacle to meeting these needs that was identified is that insurance providers sometimes don't want buses to cross state lines under this program. There is also some need for intercity connections to/from national intercity services in Wyoming (Cheyenne).

A key issue is the need for improved communication about connections that currently exist at Ogalalla with national intercity carriers. The gas station that functions as the

intercity bus stop does not have or provide information about possible connections times, or whether buses are running on schedule.

Very specific needs were identified at the meeting, including expansions:

- Extending existing services in the Highway 20 Corridor to I-80 north and south,
- Service from the panhandle region north to Rapid City, South Dakota for connections with Jefferson Lines service.
- Connections from Valentine to North Platte, north-south in the center of the state,
- Service from Norfolk to Chadron via Valentine,
- Rural demand-response feeder connections from the Panhandle to North Platte,
- Local demand-response service in Sioux County (northwest corner of the state),
- Expansion of service from Sidney to Cheyenne (needed to service Greyhound, the regional airport, medical facilities (including the VA), and
- Service from the Panhandle areas to North Platte for dialysis, on a scheduled basis.

Maintenance of service needs include continued funding for all existing services. This includes the KCTS Red Line from Scottsbluff to Denver (intercity, airport and medical trips). The funding currently used is not Section 5311(f) but it could meet intercity requirements if NDOT preferred use of that funding source. Also there is a need to maintain existing service from Big Springs to Cheyenne, which is also not funded as Section 5311(f).

Grand Island Meeting:

Needs discussed at the Grand Island meeting included transportation to the Grand Island Airport. That is one of the services included in the previous Grand Island-Hastings-Kearney Intercity feasibility study. That study addressed regional intercity needs in this part of the state, and it should be revisited to provide local governing officials with a vision of transit in the region and information about the amount of local share that would be required to actually implement such services. Presentations to local governing officials were recommended by attendees, as the proposed services would address most of the regional needs between these non-urbanized areas and Grand Island.

3.0 Summary of Unmet Rural Intercity Needs

Continuing Impact of COVID-19 Pandemic

Based on the input received from surveys and stakeholder meetings, the rural intercity bus needs identified can be divided into the need to maintain existing services and potential rural intercity expansions that could be funded if there is adequate funding and local match. The impact of the COVID-19 pandemic continues, and most of the state's intercity bus network currently funded with either CARES Act or Section 5311(f). Fare revenue has not yet rebounded to the point that private intercity carriers can do without assistance, and at the same time the public and private non-profit providers will always continue to need assistance. Despite capital needs, the primary focus of the program will continue to be operating assistance to maintain services.

Maintenance of Effort Needs:

- Omaha-Denver services, both carriers (Burlington Trailways and Express Arrow) will likely continue to need operating assistance, if possible funded with CARES Act funds not requiring match. Grant applications will demonstrate the need and identify the amounts.
- Omaha-Norfolk Express Arrow service has been funded in the past with Section 5311(f) and will need continuing funding, if possible with CARES Act to avoid match requirements.
- Open Plains Transit services will need continuing funding:
Alliance - Hwy 385 & 26 – Scottsbluff/Alliance - Scottsbluff - Gering
Chadron - Hwy 385 – Ogallala/Crawford - Alliance - Scottsbluff - Bridgeport - Sidney
Scottsbluff - Alliance/Pine Ridge
Gordon-Chadron and Alliance-Hyannis
- Kimball County Transit Services Red Line from Scottsbluff to Denver meets the definition of an intercity service, and it will need continuing funding, and so could be funded with Section 5311(f) rather than Section 5311.
- RYDE Transit: US 30 service.

Expansion Needs:

While a number of service expansion needs were identified, some are more appropriately identified as regional or local transit needs rather than intercity, as they are designed primarily to meet work trip commuter needs or medical trip needs without the meaningful

connection to the national intercity bus network. Potential intercity route expansions include:

- Chadron-Rapid City (South Dakota) connection with Jefferson Lines.
- Norfolk-Sioux City (Iowa), connections with Jefferson Lines.
- Scottsbluff-Cheyenne (Wyoming) connections with Greyhound Lines, Express Arrow.
- Grand-Island-Hastings-Kearney regional intercity services previously addressed in the feasibility study.
- Linkages through the center of the state connecting Chadron to Norfolk (Omaha) via Valentine, and from Valentine to North Platte. Also from Chadron west to Lusk, Wyoming.
- Lincoln-Omaha with rural intermediate stops—previously identified in the feasibility study.

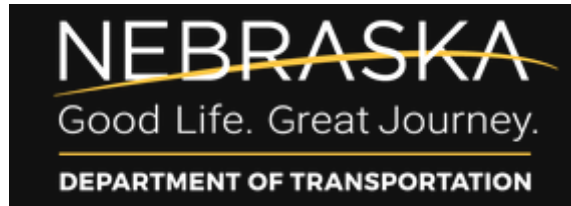
Capital/Facilities Needs:

- **Omaha Intercity Bus Terminal:** Carriers identified a pressing need to resolve the Omaha terminal situation, ideally by completing the move to the Amtrak station. Unless a carrier or local jurisdiction applies to NDOT for funding to address this issue, NDOT does not have a role as the terminals are located in an Urbanized area, are not state owned or operated, and there has been no request for funding. Resolving the issues and completing the move may require some funds, potentially for capital improvements related to intercity bus needs but also for operating expenses or even technical assistance. NDOT has provided carriers with grant application information.
- **Intercity Bus Capital:** A need for intercity bus vehicle capital was identified by a private carrier, as revenues on intercity routes have not recovered sufficiently to permit the firms to replace buses.

Certification of No Unmet Rural Intercity Needs

As can be seen from this process there are continuing needs for funding to maintain the existing rural intercity network and address potential expansion needs. NDOT recognizes the needs identified in this process and has afforded (and continues to afford) carriers and transit operators the opportunity to apply for Section 5311(f) funding. NDOT has adequate unused S. 5311(f) to meet needs known from applications—and will certify that there are no unmet needs going forward.

Appendix A: Intercity Bus Operator Survey



Nebraska Department of Transportation

Nebraska Section 5311 (F) Intercity Bus Consultation – Survey of Intercity Bus Providers

Section 5311(f) funding from the Federal Transit Administration (FTA) is intended to support intercity bus services that connect rural areas (population under 50,000, outside of designated Urbanized Areas) to the national intercity bus network.

Intercity Bus Service means regularly scheduled bus service for the general public that operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, that has the capacity for transporting baggage carried by passengers, and that makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available.

1. Based on this definition, do you operate any scheduled intercity bus services in Nebraska or adjacent states?

Yes

☐

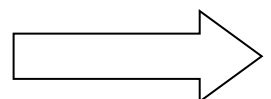
No

☐

If "Yes" please describe in terms of stops served, schedules, etc. (attach timetables, link to website or other information if available)

2. Do you operate any other kinds of service, such as connections to airports or train stations, charter, or tour service? Please describe:

CONTINUE ON NEXT PAGE



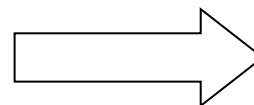
If you operate scheduled services in Nebraska, are there needs for capital assistance for vehicles or facilities (or facility improvements) for vehicles serving rural areas?

Are there areas or corridors that you consider as having a need for more intercity bus service (particularly in rural areas)? This could be areas with no service, or places with existing service that could benefit from additional service (more schedules, local service, etc.).

Are there particular markets or groups that you see needing more service? Where do you think people wish to go - are there destinations needing additional service?

Do any of these existing services require Section 5311(f) funding to ensure future operation? Please list routes/schedules and note if they currently receive funding and the source of that funding if not the Nebraska Department of Transportation). If available, please provide estimate of ongoing annual funding requirements for each route or service.

CONTINUE ON NEXT PAGE



Do you want to receive future notifications about this study, including any additional surveys, meeting notices, or study reports?

Yes

☐

No

☐

If "Yes", please provide complete contact information at the bottom of this survey. Thank you for your assistance.

Would you like to schedule a telephone interview to provide your input on unmet rural intercity needs?

Yes

☐

No

☐

Name: _____

Organization: _____

Mailing Address: _____

Phone: _____

Email: _____

If you would like to take this survey online, please use the following link:

<https://www.surveymonkey.com/r/D8BRBKD>

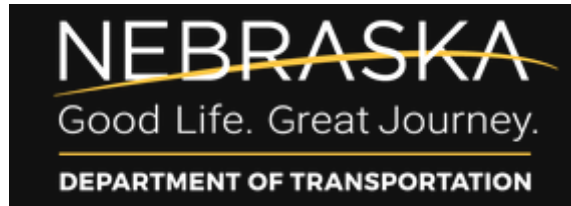
Please respond by May 1, 2023. If we do not hear from you by then, we will assume that you have no unmet rural intercity transportation needs in your service area.

If you have any questions about the survey itself or would like to schedule a telephone interview, please contact Fred Fravel at the KFH Group at ffravel@kfhgroup.com.

Fred Fravel
KFH Group, Inc.,
4920 Elm St., Ste 350
Bethesda, MD 20814
(301) 951-8660

Title VI: Statement of Nondiscrimination: Under Title VI of the Civil Rights Act of 1964 and related statutes, the Nebraska Department of Transportation ensures that no person shall, on the grounds of race, color, religion, national origin, age, disability, sex, or income be excluded from participation in, denied the benefits or services of, or be otherwise subjected to discrimination in all programs, services or activities administered by the Nebraska Department of Transportation.

Appendix B: Transit Provider Survey



Nebraska Department of Transportation

Nebraska Section 5311 (F) Intercity Bus Consultation – Survey of Local Transportation Providers

Section 5311(f) funding from the Federal Transit Administration (FTA) is intended to support intercity bus services that connect rural areas (population under 50,000, outside of designated Urbanized Areas) to the national intercity bus network.

Intercity Bus Service means regularly scheduled bus service for the general public that operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, that has the capacity for transporting baggage carried by passengers, and that makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available.

1. Is any type of existing long-distance service currently operated in your area, regardless of whether or not it connects with the national intercity bus network?

Yes

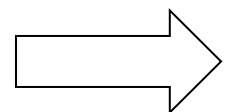
☐

No

☐

If "Yes" please describe in terms of who operates the service, pickup points, destinations, stops served, how passengers make reservations, eligibility restrictions (if any), schedules, fares, etc. (attach timetables or other information if available)

CONTINUE ON NEXT PAGE

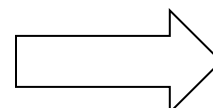


2. Do you see any potential need or opportunity to expand or modify these services to connect with existing intercity bus services or meet needs for intercity bus connections?

Are there **areas or corridors** in your service area that you consider as having a need for more intercity bus service (particularly in rural areas)? This could be areas with no service, or places with existing service that could benefit from additional service (more schedules, local service, etc.). Remember that this is not commuter bus or local service, but service that allows residents to connect to national carriers (such as Burlington Trailways, Express Arrow, etc.) for long-distance trips.

Are there particular **market segments or groups** that you see needing more service? Where do you think people wish to go - are there destinations needing additional service? Are there particular connection locations that need to be served?

CONTINUE ON NEXT PAGE



Do you want to receive future notifications about this study, including any additional surveys, grant applications, conference calls, meeting notices, or study reports?

Yes

☐

No

☐

If "Yes", please provide contact information at the bottom of this survey, and make sure it is complete.

Your Name:_____

Organization:_____

Mailing Address:_____

Phone:_____

Email:_____

If you would like to take this survey online, please use the following link:

<https://www.surveymonkey.com/r/BSK2BKT>

Please respond by May 1, 2023. If we do not hear from you by then, we will assume that you have no unmet rural intercity transportation needs in your service area.

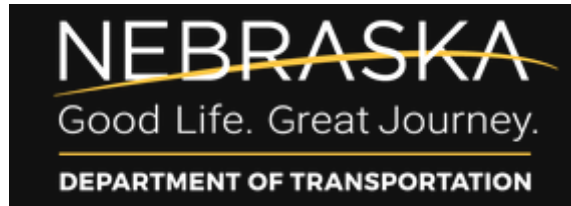
If you have any questions about the survey itself or this program, please contact Fred Fravel at the KFH Group at ffravel@kfhgroup.com.

Fred Fravel
KFH Group, Inc.,
4920 Elm St., Ste 350
Bethesda, MD 20814
(301) 951-8660

Thank you for your input!

Title VI: Statement of Nondiscrimination: Under Title VI of the Civil Rights Act of 1964 and related statutes, the Nebraska Department of Transportation ensures that no person shall, on the grounds of race, color, religion, national origin, age, disability, sex, or income be excluded from participation in, denied the benefits or services of, or be otherwise subjected to discrimination in all programs, services or activities administered by the Nebraska Department of Transportation.

Appendix C: Economic Development District Survey



Nebraska Department of Transportation

Nebraska Section 5311 (F) Intercity Bus Consultation – Survey of Economic Development Districts

Section 5311(f) funding from the Federal Transit Administration (FTA) is intended to support intercity bus services that connect rural areas (population under 50,000, outside of designated Urbanized Areas) to the national intercity bus network.

Intercity Bus Service means regularly scheduled bus service for the general public that operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, that has the capacity for transporting baggage carried by passengers, and that makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available.

1. Is any type of existing long-distance service currently operated in your area, regardless of whether or not it connects with the national intercity bus network?

Yes

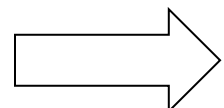
☐

No

☐

If "Yes" please describe in terms of who operates the service, pickup points, destinations, stops served, how passengers make reservations, eligibility restrictions (if any), schedules, fares, etc. (attach timetables or other information if available)

CONTINUE ON NEXT PAGE

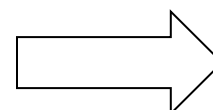


2. Do you see any potential need or opportunity to expand or modify these services to connect with existing intercity bus services or meet needs for intercity bus connections?

3. Are there **areas or corridors** in your planning area that you consider as having a need for more intercity bus service (particularly in rural areas)? This could be areas with no service, or places with existing service that could benefit from additional service (more schedules, local service, etc.). Remember that this is not commuter bus service, but service that allows residents to connect to national carriers (such as Express Arrow, Jefferson Lines or Burlington Trailways, etc.) for long-distance trips.

4. Are there particular **markets or groups** that you see needing more service? Where do you think people wish to go - are there destinations needing additional service? Are there particular connection locations that need to be served?

CONTINUE ON NEXT PAGE



5. Do you want to receive future notifications about this study, including any additional surveys, grant applications, conference calls, meeting notices, or study reports? **Yes** **No**

☐☐

If "Yes", please provide contact information at the bottom of this survey, and make sure it is complete.

Name: _____

Organization: _____

Mailing Address: _____

Phone: _____

Email: _____

If you would like to take this survey online, please use the following link:

<https://www.surveymonkey.com/r/BQKDZPN>

Please respond by May 1, 2023. If we do not hear from you by then, we will assume that you have no unmet rural intercity transportation needs in your planning area.

Thank you for your input!

Fred Fravel

KFH Group, Inc.

7200 Wisconsin Avenue, Suite 320

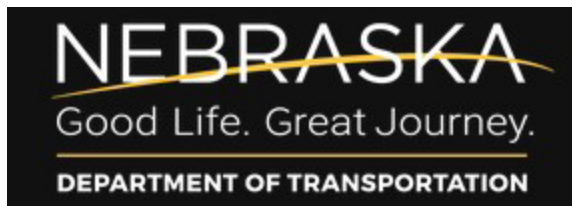
Bethesda, MD 20814

Ffravel@kfhgroup.com

(301) 951-8660

Title VI: Statement of Nondiscrimination: Under Title VI of the Civil Rights Act of 1964 and related statutes, the Nebraska Department of Transportation ensures that no person shall, on the grounds of race, color, religion, national origin, age, disability, sex, or income be excluded from participation in, denied the benefits or services of, or be otherwise subjected to discrimination in all programs, services or activities administered by the Nebraska Department of Transportation.

Appendix D: Community Stakeholder Survey



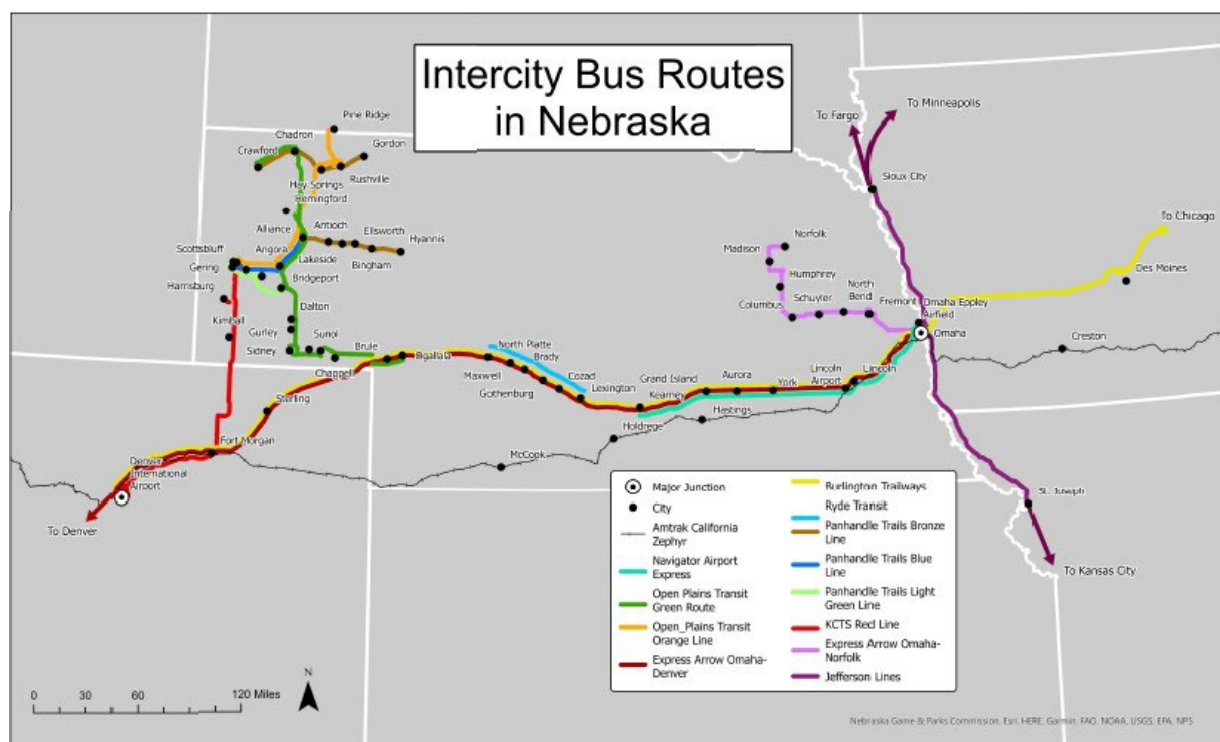
To: Transportation Community Stakeholders

From: Kari Ruse, State Transit Manager, Nebraska Department of Transportation

Subject: Survey of Unmet Needs for Rural Intercity Bus Service--PLEASE RESPOND BY May 1, 2023

This survey is intended to solicit input from stakeholders and community members with an interest in the state's public transportation services. The Nebraska Department of Transportation (NDOT) administers the Federal Transit Administration's (FTA's) Section 5311(f) funding for rural intercity bus services in Nebraska, and this survey is an important element of the consultation process required under this program.

A major focus of this effort is to determine the need for state/federal assistance to maintain current services or provide expanded connections from rural areas to connect with the national intercity bus network. Federal funding (Title 49 U.S.C. Section 5311(f)) is allocated to the state,



and currently NDOT addresses this need by providing grants to operate intercity bus routes across the state (see map). By using these services many Nebraska residents can reach key connecting points for more distant travel.

Based on Federal Transit Administration (FTA) Circular 9040.1G, intercity bus service is defined as "...regularly scheduled bus service for the general public that operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, that has the capacity for transporting baggage carried by passengers, and that makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available." Commuter bus service is not included in this definition. Also, it should be noted that this funding is only available for services serving residents of Non-Urbanized areas (under 50,000 population).

NDOT has engaged the KFH Group, Inc. to compile the results of the survey and assist in the study. If you have any questions about the survey itself, please contact Fred Fravel at the KFH Group at 240-461-4477 or ffravel@kfhgroup.com. You can contact me, Kari Ruse, at NDOT, at kari.ruse@nebraska.gov or by phone at [402-479-4694](tel:402-479-4694) if you have questions about the consultation process or the intercity bus program.

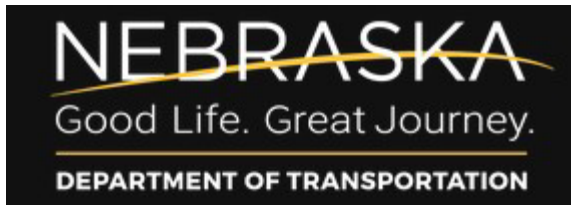
Please provide your comments at the attached survey link at:

<https://www.surveymonkey.com/r/TC3S8KQ>

You can complete the survey at the link or provide your input on the attached survey form and return it by e-mail to Mr. Fravel by May 1, 2023. If you have no comment, please indicate that on the form and return it to us. Also, please let us know if you wish to be included in subsequent aspects of this study (and the best way to contact you). In addition to this survey, there are six regional meetings across the state (see next page for locations and times) where you can participate either in person or via Zoom.

Your input will be used by NDOT as it considers using its federal funds to maintain the existing intercity services or provide additional intercity service. Your assistance is greatly appreciated.

Title VI: Statement of Nondiscrimination: Under Title VI of the Civil Rights Act of 1964 and related statutes, the Nebraska Department of Transportation ensures that no person shall, on the grounds of race, color, religion, national origin, age, disability, sex, or income be excluded from participation in, denied the benefits or services of, or be otherwise subjected to discrimination in all programs, services or activities administered by the Nebraska Department of Transportation.



Nebraska Department of Transportation

Nebraska Section 5311 (F) Intercity Bus Consultation – Community Survey

Section 5311(f) funding from the Federal Transit Administration (FTA) is intended to support intercity bus services that connect rural areas (population under 50,000, outside of designated Urbanized Areas) to the national intercity bus network.

Intercity Bus Service means regularly scheduled bus service for the general public that operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, that has the capacity for transporting baggage carried by passengers, and that makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available.

Is any type of existing long-distance service currently operated in your area, regardless of whether or not it connects with the national intercity bus network?

Yes

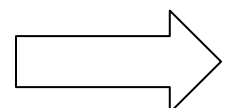
☐

No

☐

If "Yes" please describe in terms of who operates the service, pickup points, destinations, stops served, how passengers make reservations, eligibility restrictions (if any), schedules, fares, etc. (attach timetables or other information if available)

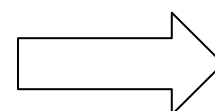
CONTINUE ON NEXT PAGE



Do you see any potential need or opportunity to expand or modify these services to connect with existing intercity bus services or meet needs for intercity bus connections?

Are there **areas or corridors** in your area that you consider as having a need for more intercity bus service (particularly in rural areas)? This could be areas with no service, or places with existing service that could benefit from additional service (more schedules, local service, etc.). Remember that this is not commuter bus service, but service that allows residents to connect to national carriers (such as Express Arrow, Jefferson Lines or Burlington Trailways, etc.) for long-distance trips.

Are there particular **markets or groups** that you see needing more service? Where do you think people wish to go - are there destinations needing additional service? Are there particular connection locations that need to be served?



CONTINUE ON NEXT PAGE

Do you want to receive future notifications about this study, including any additional surveys, conference calls, meeting notices, or study reports?

Yes

☐

No

☐

If "Yes", please provide contact information at the bottom of this survey, and make sure it is complete.

Name:

Organization:

Mailing

Address:

Phone:

Email:

If you would like to take this survey online, please use the following link or QR code below:

<https://www.surveymonkey.com/r/TC3S8KQ>



Please respond by May 1, 2023. If we do not hear from you by then, we will assume that you have no unmet rural intercity transportation needs in your planning area.

Thank you for your input!

Fred Fravel
KFH Group, Inc.
7200 Wisconsin Avenue, Suite 320

Bethesda, MD 20814 Ffravel@kfhgroup.com
(301) 951-8660

Title VI: Statement of Nondiscrimination: Under Title VI of the Civil Rights Act of 1964 and related statutes, the Nebraska Department of Transportation ensures that no person shall, on the grounds of race, color, religion, national origin, age, disability, sex, or income be excluded from participation in, denied the benefits or services of, or be otherwise subjected to discrimination in all programs, services or activities administered by the Nebraska Department of Transportation.

Appendix E: Survey Distribution Lists

Email distribution lists were developed for multiple groups and specific outreach to organizations and agencies. The different lists below show the email contact information for invitees.

Intercity Bus Providers

steve@jeffersonlines.com

bonnie@jeffersonlines.com

rrmoore@burlingtontrailways.com

nfritz@burlingtontrailways.com

janice@expressarrow.com

tony@arrowstagelines.com

candi@expressarrow.com

don@navigatorbus.com

ryde@mcna.net

cmsbcontacts@gmail.com

panhandletrails@allophone.com

christy.warner@kimballcountyne.gov

lori.brown@holidayexpressbus.com

Economic Development Districts

judy.petersen@cnedd.org

admin@nenedd.org;mapa@mapacog.

bryanv@nepadd.com

org simpco@simpco.org

admin@scedd.us

tbliss@senedd.org

akuskie@west-central-nebraska.com

NE Public Transit

ccroad@gpcom.net

ryde@mnca.net

info@hitcharide.org

pcsenior@gpcom.net

dcseniors@bwtelcom.net

bsiegfried@cityofmccook.com

coletta.clouse@ogallala-ne.gov

whitera@ci.north-platte.ne.us

ryde@mnca.net

bsherwin@bvca.net

wanda.franken@blueriversaaa.org

angelique.meyer@blueriversaaa.org

sharon.schmidt@blueriversaaa.org

lmclintock@tecumsehne.com

aneemann@lincoln.ne.gov

pam.arterburn@midlandaaa.net
fascnancetrans@gmail.com
dawn.parriott@blueriversaaa.org
carol.graham@blueriversaaa.org
rhobie.lechner@blueriversaaa.org
parmknecht@senca.org
salinecat@hotmail.com
lbyers@yorkcountyne.com
pjohnson@cityofalliance.net
dcminibus@yahoo.com
reservations@ridekts.com
cityclerk@bbc.net
gctransit77@gmail.com
christee.haney@nebraska.gov
neichthaler@morillcountyne.com
soscou93@nebnet.net
gkittell@chadronpd.com
info@burlingtontrailways.com
crichter@scottsbuffcounty.org
beckstrom@ncap.info
sidneybus@cityofsidney.org
info@panhandletrails.com
dana@neligh.org
larry.vortherms@avera.org
lseier@good-sam.com
admin@oakhgts.com
dmcdonald@lincoln.ne.gov
deidra.cleveland@enoa.org
cedarcotransit@hartel.net
rojene.welding@avera.org
siouxz@gpcom.net
dannettew@poncatribe-ne.org
director@nptrans.org
waksrctr@abbnebraska.com
loren.goedeken@blueriversaaa.org
cretzlaff@cityofplainviewne.com
lljschuyler@gmail.com
kdvorak@columbusne.us
dbertrand@cityofwayne.org
jgschafer@unomaha.edu
stangeman@cityoflavista.org
cboles@co.saunders.ne.us
mstarkey@co.seward.ne.us
cmiriyala@unomaha.edu

cpoore@callawayhospital.org
grclerk@gmail.com

scopp@valleycountyhealthsystem.org

clerk@cityofbrokenbow.org

bom@cmhcburwell.com

c.grotz@hallcountyseniors.com

hcsc@frontier.com

jmroczek@loupacity.org

joyce.deaver@trivalleyhealth.com

mndsmithski@yahoo.com

sbeck@regionvservices.com

adamscosrvcs@alltel.net

sreffett@regionvservices.com

chunt@chrisoma.com

mbernadt@regionvservices.com

cerb@regionvservices.com

jacie.case@pchne.org

SCDS@COZADTEL.NET

char.palmer@tabitha.org

jmejia@good-sam.com

tdotson@regohd.org

cbaker@regohd.org

nflander@regohd.org

cleonard@scbsne.com

btilson@holdregehomes.org

eldonrussell@windstream.net

kimb@goodwillne.org

michele.kolm@mosaicinfo.org

jeby@good-sam.com

srinehart@regionvservices.com

sarah.westling@npocnp.org

tammy.mefford@nebraska.gov

epvexec@mchiaurora.org

tammyb@shf.org

jwalker@regionvservices.com

wspeer@good-sam.com

EBIRDSLEY@MOUNTCARMELHOME.ORG

adminasst@hillcrestnh.org

pshemek@madonna.org

transportation@midplainscenter.org

msump@lincoln.ne.gov

randy.stonys@duetne.org

amanda.parker@bellevue.net

custercare@gpcom.net

Garrett.Harris@jchosp.com

pvhaven1@hotmail.com

wcadmin@bwtelcom.net

stangeman@cityoflavista.org

ADMINISTRATOR@CLARKSONCARECENTER.COM

Jesse.Leigh@nebraska.gov

veterans@nemahacountyne.gov

tmorgan8@good-sam.com

dcarlin@amhne.org

cmeints@regionvservices.com

cmeints@regionvservices.com

cpoulin@ndhinc.org

Appendix F: Meeting Announcement

Nebraska Department of Transportation

Section 5311(f) Rural Intercity Bus Consultation on Intercity Bus Meetings Schedule, Location, and Virtual Meeting Call-In Information

April 10

Grand Island - Public Library (211 N Washington St, Grand Island, NE 68801)

4:30 PM - 5:30 PM Central

Join Zoom Meeting

<https://us02web.zoom.us/j/88920774000?pwd=Q3ozOEVFMlZtTUE5UXhrYmxvbVBRZz09>

Meeting ID: 889 2077 4000

Passcode:

124569 One tap

mobile

+12532050468,,88920774000#,,,,*124569# US

+12532158782,,88920774000#,,,,*124569# US (Tacoma)

Dial by your location

+1 253 205 0468 US

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 669 444 9171 US

+1 669 900 6833 US (San Jose)

+1 719 359 4580 US

+1 646 931 3860 US

+1 689 278 1000 US

+1 929 436 2866 US (New York)

+1 301 715 8592 US (Washington DC)

+1 305 224 1968 US

+1 309 205 3325 US

+1 312 626 6799 US (Chicago)

+1 360 209 5623 US

+1 386 347 5053 US

+1 507 473 4847 US

+1 564 217 2000 US

Meeting ID: 889 2077 4000

Passcode: 124569

Find your local number: <https://us02web.zoom.us/j/kdRNQRgPjW>

April 11

North Platte - Public Library (120 W 4th St, North Platte, NE 69101)

11:30 AM - 12:30 PM Central

Join Zoom Meeting

<https://us02web.zoom.us/j/89065252161?pwd=N3JSRWpOQVdVa2lKZWZvZmpOakVxQT09>

Meeting ID: 890 6525 2161

Passcode:

445914 One tap
mobile

+16694449171,,89065252161#,,,,*445914# US

+16699006833,,89065252161#,,,,*445914# US (San Jose)

Dial by your location

+1 669 444 9171 US

+1 669 900 6833 US (San Jose)

+1 719 359 4580 US

+1 253 205 0468 US

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 386 347 5053 US

+1 507 473 4847 US

+1 564 217 2000 US

+1 646 931 3860 US

+1 689 278 1000 US

+1 929 436 2866 US (New York)

+1 301 715 8592 US (Washington DC)

+1 305 224 1968 US

+1 309 205 3325 US

+1 312 626 6799 US (Chicago)

+1 360 209 5623 US

Meeting ID: 890 6525 2161

Passcode: 445914

Find your local number: <https://us02web.zoom.us/j/kb2iJHOgdp>

April 14

Scottsbluff - Public Library (1809 3rd Ave, Scottsbluff, NE 69361)

9:00 AM - 10:30 AM Mountain

Join Zoom Meeting

<https://us02web.zoom.us/j/89924888563?pwd=R0RnVzMyc1pFeU10R1pka0hEeXFHZz09>

Meeting ID: 899 2488 8563

Passcode:

390339 One tap

mobile

+17193594580,,89924888563#,,, *390339# US

+12532050468,,89924888563#,,, *390339# US

Dial by your location

+1 719 359 4580 US

+1 253 205 0468 US

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 669 444 9171 US

+1 669 900 6833 US (San Jose)

+1 564 217 2000 US

+1 646 931 3860 US

+1 689 278 1000 US

+1 929 436 2866 US (New York)

+1 301 715 8592 US (Washington DC)

+1 305 224 1968 US

+1 309 205 3325 US

+1 312 626 6799 US (Chicago)

+1 360 209 5623 US

+1 386 347 5053 US

+1 507 473 4847 US

Meeting ID: 899 2488 8563

Passcode: 390339

Find your local number: <https://us02web.zoom.us/j/89924888563?pwd=R0RnVzMyc1pFeU10R1pka0hEeXFHZz09>

April 17

Ashland - Public Library (1324 Silver St, Ashland, NE 68003)

6:00 PM - 7:00 PM Central

Join Zoom Meeting

<https://olsson.zoom.us/j/88088007542?pwd=ZVRPOXITT21vcTVnbTlrRmM5UWQ0dz09>

Meeting ID: 880 8800 7542

Passcode:

027217 One tap
mobile

+16699009128,,88088007542# US (San Jose)

+17193594580,,88088007542# US

Dial by your location

+1 669 900 9128 US (San Jose)

+1 719 359 4580 US

+1 253 205 0468 US

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 669 444 9171 US

+1 360 209 5623 US

+1 386 347 5053 US

+1 507 473 4847 US

+1 564 217 2000 US

+1 646 558 8656 US (New York)

+1 646 931 3860 US

+1 689 278 1000 US

+1 301 715 8592 US (Washington DC)

+1 305 224 1968 US

+1 309 205 3325 US

+1 312 626 6799 US (Chicago)

Meeting ID: 880 8800 7542

Find your local number: <https://olsson.zoom.us/j/keGfw7u8fE>

April 18

Norfolk - Public Library (308 W Prospect Ave, Norfolk, NE 68701)

3:00 PM - 4:00 PM Central

Join Zoom Meeting

<https://olsson.zoom.us/j/87209223693?pwd=cnJsQVpKY2dEa0c1OXB3Q1lwZXA4dz09>

Meeting ID: 872 0922 3693

Passcode:

177563 One tap

mobile

+16694449171,,87209223693# US

+16699009128,,87209223693# US (San Jose)

Dial by your location

+1 669 444 9171 US

+1 669 900 9128 US (San Jose)

+1 719 359 4580 US

+1 253 205 0468 US

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 309 205 3325 US

+1 312 626 6799 US (Chicago)

+1 360 209 5623 US

+1 386 347 5053 US

+1 507 473 4847 US

+1 564 217 2000 US

+1 646 558 8656 US (New York)

+1 646 931 3860 US

+1 689 278 1000 US

+1 301 715 8592 US (Washington DC)

+1 305 224 1968 US

Meeting ID: 872 0922 3693

Find your local number: <https://olsson.zoom.us/j/87209223693?pwd=cnJsQVpKY2dEa0c1OXB3Q1lwZXA4dz09>

April 19

O'Neill - Public Library (601 E Douglas St, O'Neill, NE 68763)

10:00 AM - 11:00 AM Central

Join Zoom Meeting

<https://us02web.zoom.us/j/89171573331?pwd=L3NsZVNKcTFrMU9kWnFlbDgwZWp3dz09>

Meeting ID: 891 7157 3331

Passcode:

275604 One tap

mobile

+16694449171,,89171573331#,,,,*275604# US

+16699006833,,89171573331#,,,,*275604# US (San Jose)

Dial by your location

+1 669 444 9171 US

+1 669 900 6833 US (San Jose)

+1 719 359 4580 US

+1 253 205 0468 US

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 507 473 4847 US

+1 564 217 2000 US

+1 646 931 3860 US

+1 689 278 1000 US

+1 929 436 2866 US (New York)

+1 301 715 8592 US (Washington DC)

+1 305 224 1968 US

+1 309 205 3325 US

+1 312 626 6799 US (Chicago)

+1 360 209 5623 US

+1 386 347 5053 US

Meeting ID: 891 7157 3331

Passcode: 275604

Find your local number: <https://us02web.zoom.us/j/kJWIRTSQB>

Appendix G: Meeting Attendance

Intercity Bus Consultation Public Meetings

Monday, April 10, 2023
Grand Island Library
Grand Island, NE

Name	Contact Information	Phone	Email
Please Print	Address		
Charley Falmken	1016 N Davis Ave Ste 119	308-644-6571	Charley.falmken@gmail.com
Please Print	Address		
Gracie Smith	Grand Island Independent		gracie.smith@theindependent.com
Please Print	Address		
Joe Coniglio	Olsson		
Please Print	Address		
Corinne Donahue	"		
Please Print	Address		
Allan Zafft	MPD - GI		
Please Print	Address		
Hannah Stevers	Olsson		
Please Print	Address		
Fred Fravel	KFH		
Please Print	Address		
Jimmie	KFH		
Please Print	Address		
Please Print	Address		
Please Print	Address		

North Platte meeting 11:30 - 12:30 pm

North Platte Public Library

Tuesday April 11th 2023

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

Go NE Where
MOBILITY MANAGEMENT

Intercity Bus Consultation Public Meetings

Name	Contact Information	Phone	Email
<small>Please Print</small> Corinne Donahue	<small>Address</small> Olsson		
<small>Please Print</small> Katie Suterro	<small>Address</small> Olsson		
<small>Please Print</small> Hannah Stevens	<small>Address</small> Olsson		
<small>Please Print</small> Joe Conglio	<small>Address</small> Olsson		
<small>Please Print</small> Jimmy McGone	<small>Address</small> KPH		
<small>Please Print</small> Fred Favel	<small>Address</small> KPH		
<small>Please Print</small> Kari Rose	<small>Address</small> NDOT		
<small>Please Print</small> Pavel Kashmirin	<small>Address</small> Olsson		
<small>Please Print</small> Kyle McLaughlin	<small>Address</small> Olsson		
<small>Please Print</small>	<small>Address</small>		
<small>Please Print</small>	<small>Address</small>		

Panhandle - Scottsbluff Public Library
 April 14, 2023



Intercity Bus Consultation Public Meetings

Name	Contact Information	Phone	Email
Please Print Jonnie Kuselc	Address 323 Flack Ave., Alliance, NE	308-761-8747	panhandletelecom@allphone.com
Please Print Curt Richter	Address 1825 10th St. Gering, NE	308-436-6687	curtis.richter@scottbluffcountyne.gov
Please Print David Hickman	Address 233 S. Chestnut Kimball, NE	308-235-0262	dave.hickman@kimballcountyne.gov
Please Print Sarah Ludwig	Address 233 S. Chestnut Kimball NE	308-235-0262	sarah.ludwig@kimballcountyne.gov
Please Print Christy Warner	Address 233 S. Chestnut Kimball	308-235-0244	Christy.Warner@kimballcountyne.gov
Please Print Tammy McConnell	Address 614 MAIN ST; OSHKOSH 614 MAIN ST; OSHKOSH	308-778-7057	goldenvalley ^{gc} transit77@gmail.com
Please Print Hannah Sievers	Address Denver, CO	—	hsievers@olsson.com
Please Print Katie Salerno	Address Omaha, NE	—	ksalerno@olsson.com
Please Print Fred Frael, Jimmy McFure	KFH Online		
Please Print Kasey Karter / Sidney Transportation	Online		
Please Print Joe Conigno	Olsson Online		

Morgan Vogel

UNO
CPAR online

Ashland Intercity meeting
 April 17th 2023 6pm-7pm
 Ashland Public Library

Intercity Bus Consultation Public Meetings

Name	Contact Information	Phone	Email
<small>Please Print</small> Corinne Donahue	<small>Address</small> Olson		
<small>Please Print</small> Fred Favel	<small>Address</small> KFH		
<small>Please Print</small> Kyle McLaughlin	<small>Address</small> Olson		
<small>Please Print</small> Jimmy McGuire	<small>Address</small> KFH		
<small>Please Print</small> Hannah Stevens	<small>Address</small> Olson		
<small>Please Print</small> Katie Salterro	<small>Address</small> Olson		
<small>Please Print</small>	<small>Address</small>		
<small>Please Print</small>	<small>Address</small>		
<small>Please Print</small>	<small>Address</small>		
<small>Please Print</small>	<small>Address</small>		
<small>Please Print</small>	<small>Address</small>		
<small>Please Print</small>	<small>Address</small>		

- meeting, April 18th 2023 3pm-4pm
Norfolk Public Library

Intercity Bus Consultation Public Meetings

Name	Contact Information	Phone	Email
Jimmy McBure	KFH		
Kyle McLaughlin	Olsson		
Joe Coniglio	Olsson		
Corinne Donahue	Olsson		
Doug (Blue Rivers)	(Blue Rivers)		
Mari Rose	NDOT		
Nicole Fritz (BNSF)	BNSF		
Kate Salerno	Olsson		
Bill Bmin	UND/NDOT		
Bob Boone	Mob. Management		
Hannah Sievers	Olsson		

Marty Bradley - BNSF
Fred Favel - KFH

O'Neill Intercity meeting
 April 19th, 2023 10am-11am
 O'Neill Public Library

NEBRASKA
 Good Life. Great Journey.
 DEPARTMENT OF TRANSPORTATION

Go NE Where
 MOBILITY MANAGEMENT

Intercity Bus Consultation Public Meetings

Name	Contact Information	Phone	Email
<small>Please Print</small> Corinne Donahue	<small>Address</small> Olsson		
<small>Please Print</small> Pete/Paul	<small>Address</small> KREK		
<small>Please Print</small> Jimmy McBane	<small>Address</small> KFH		
<small>Please Print</small> Kari Ruse	<small>Address</small> NDOT		
<small>Please Print</small> Bill Bivins	<small>Address</small> UND/NDOT		
<small>Please Print</small>	<small>Address</small>		
<small>Please Print</small>	<small>Address</small>		
<small>Please Print</small>	<small>Address</small>		
<small>Please Print</small>	<small>Address</small>		
<small>Please Print</small>	<small>Address</small>		
<small>Please Print</small>	<small>Address</small>		

Appendix H: Meeting Materials-Presentation



INTERCITY BUS NEEDS: Section 5311(f) Consultation 2023

NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

Go **NE** Where
MOBILITY MANAGEMENT

Mobility Management Team



NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

Go **NE** Where
MOBILITY MANAGEMENT
COORDINATE AND IMPROVE TRANSPORTATION OPTIONS

NEBRASKA
Good Life. Great Journey.

Today's Agenda

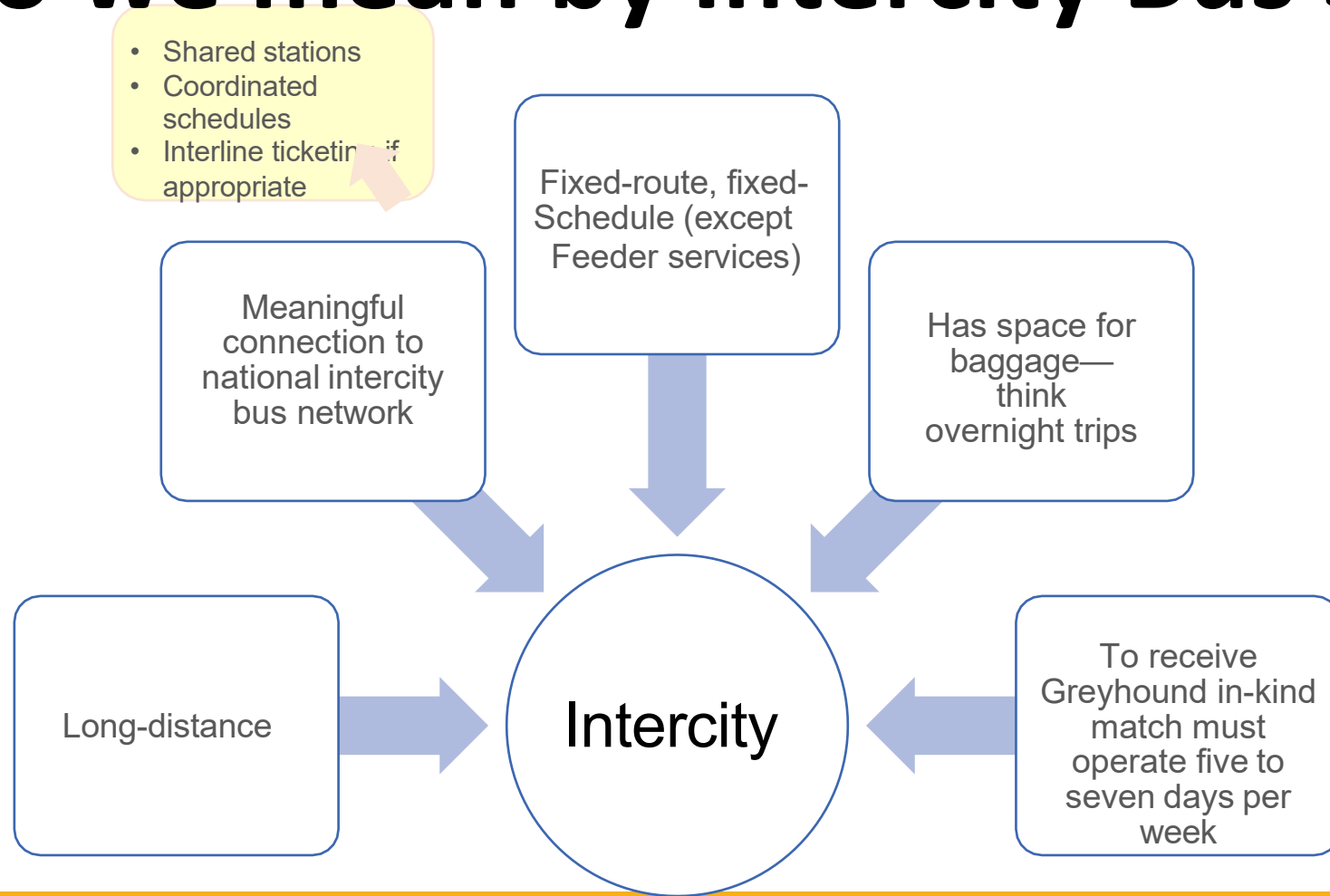
- Welcome
- Introductions-Sign In
- **Purpose-Section 5311(f) Consultation**
 - *What is Intercity Bus Service?*
 - *What is Section 5311(f)?*
 - *What is Nebraska's Intercity Bus Network?*
- **Discussion of Unmet Rural Intercity Needs**
 - Nonurbanized Areas
 - Existing Network
- Questions



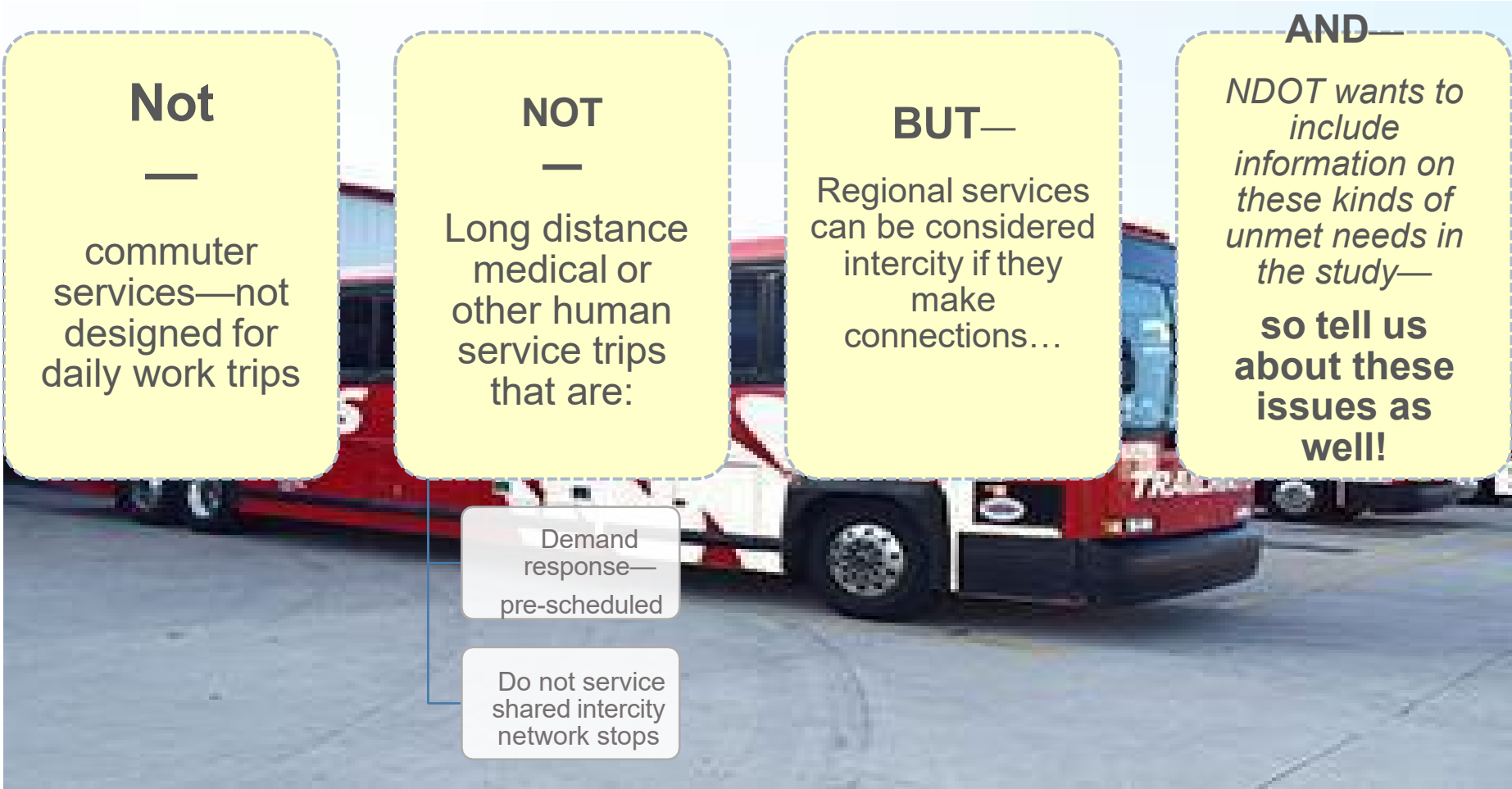
What is Section 5311(f)?

- Section 5311 is Federal formula funding for transit in rural (non-urbanized areas)-every state receives this annually
- Section 5311(f) is the portion of this funding for Intercity Bus Service in Rural Areas
- 15% of each state's annual apportionment is to be used for rural intercity projects, unless the state determines there are no unmet intercity needs based on a consultation process.
- This is the CONSULTATION process.

What do we mean by Intercity Bus Service?



Intercity Bus Service is:



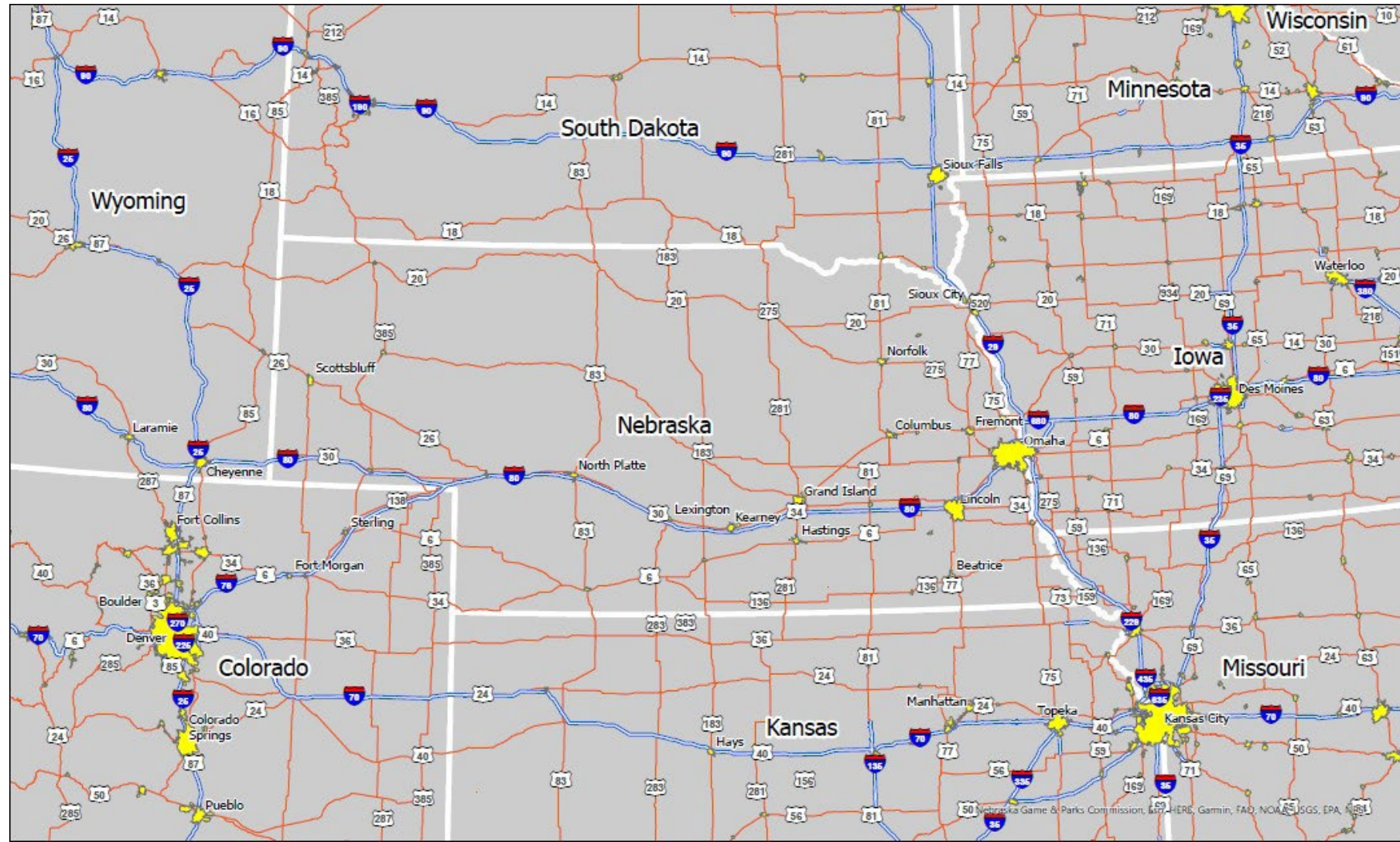
Federal Transit Administration Section 5311(f) Requirements:

- Service connecting Non-Urbanized areas (under 50,000 population)
- Meaningful Connection to the National Network of Intercity Bus Services
 - Serve common terminals
 - Schedule coordination to facilitate passenger connections
- Not commuter service or local transit within an area
- Vehicles:
 - Must have space for baggage
 - Must be fully ADA accessible---lifts or ramps, wheelchair positions

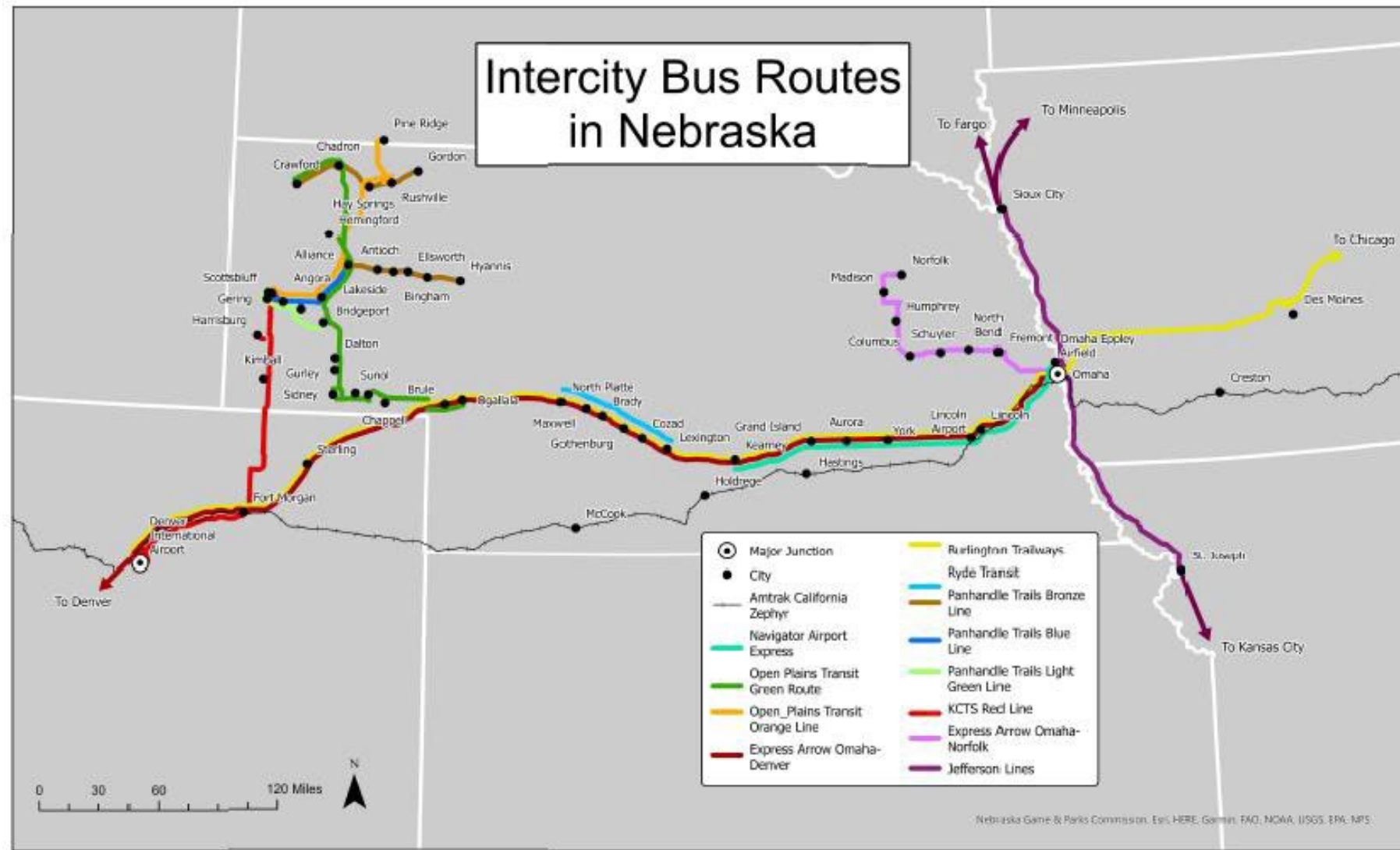
Nebraska's Section 5311(f) Program:

- Funding focus on operating assistance due to limited funding.
- During COVID focus on maintaining existing connections.
- Nebraska's FY 2023 funding allocation: \$1,708,074
- Maximum federal share for operating projects is 50% of the net operating deficit, remainder is state/local funding or in-kind match.
- Limited availability of state funds for match.
- Use of in-kind match for Nebraska projects limited because of requirement that connecting services valued for match must be unsubsidized.

Nebraska's Urbanized/ Non- Urbanized Areas



Nebraska's Intercity Bus Network



Current Intercity Bus Providers

- **Burlington Trailways**
 - *Omaha-Denver*
 - *Omaha-Chicago*
- **Express Arrow**
 - *Norfolk-Omaha*
 - *Omaha-Denver*
- **Jefferson Lines**
 - *Sioux City-Omaha-Kansas City*
- **Navigator Express**
 - *Kearney-Omaha (Airport)*
- **Open Plains Transit**
 - *Alliance - Hwy 385 & 26 – Scottsbluff/Alliance - Scottsbluff - Gering*
 - *Chadron - Hwy 385 – Ogallala/Crawford - Alliance - Scottsbluff - Bridgeport - Sidney*
 - *Scottsbluff - Alliance/Pine Ridge*
 - *Gordon-Chadron and Alliance-Hyannis*
- **Kimball County**
 - *Scottsbluff-Kimball-Denver (Airport)*
- **RYDE Transit**
 - *Lexington-North Platte (via Highway 30)*



Now we need to hear from you...

Do we need to focus on maintaining existing services?

- *Are there existing intercity services requiring assistance to remain available?*

Are there additional unmet needs for intercity service?

- *New routes? Where?*
- *Additional schedules?*
- *More/better connections with other services?*
- *Better information?*



Help us by completing a survey—you can do it online—Or on paper right now!

- **Local transit providers survey:**

<https://www.surveymonkey.com/r/BSK2BKT>

- **Community/Stakeholder survey:**

<https://www.surveymonkey.com/r/TC3S8KQ>

- **Intercity Bus Operator Survey:**

<https://www.surveymonkey.com/r/D8BRBKD>

- **Economic Development District Survey:**



Let your voice be heard!

For further information or questions, contact:

Kari Ruse
Transit Program Manager
Nebraska Department of Transportation
Kari.ruse@nebraska.gov
402-479-4694

Or

Fred Fravel
KFH Group, Inc.
ffravel@kfhgroup.com
240-461-4477



KCTS

11.30.22

RED LINE

7 Day a Week Airport Ride Service

BOOK A RIDE:

Call 308-235-0262
Reservations are **recommended**
72 hours in advance.

FARE: \$75

Each Way/Person
Call for discounts on groups of 3
or more.



Ride KCTS

Destination Direction	Stop Location	Departure Times Morning	Departure Times Afternoon
N	Kimball, NE KCTS Office, 233 S Chestnut St.	3:30 AM	3:00 PM
N	Harrisburg, NE Double L Cafe, 2213 NE-71	--	3:40 PM
N	Scottsbluff, NE Regional Airport 250023 Airport Rd Suite 10	4:15 AM	4:00 PM
S	Harrisburg, NE Double L Cafe, 2213 NE-71	--	5:00 PM
S	Kimball, NE KCTS Office, 233 S Chestnut St.	5:30 AM	5:45 PM
S	Fort Morgan, CO AmTrak Station, 1206 Main St.	7:00 AM	7:15 PM
S	Fort Morgan, CO Maverik, 113 S. Ensign St.	7:10 AM	7:25 PM
S	Denver, CO International Airport, Door 410, 4 th Floor, West Side	8:30 AM	8:45 PM
Arrival	Denver, CO International Airport Door 410, 4 th Floor, West Side	11:00 AM	10:00 PM
Departure	Fort Morgan, CO Maverik, 113 S. Ensign St.	12:30 PM	11:30 PM
N	Kimball, NE KCTS Office, 233 S Chestnut St.	2:00 PM	1:00 AM
N	Scottsbluff, NE Regional Airport 250023 Airport Rd Suite 10	2:45 PM	1:45 AM
S	Kimball, NE KCTS Office, 233 S Chestnut St.	4:00 PM	3:00 AM

Delays may occur due to inclement weather, please plan accordingly.

View Route Map on reverse.



KCTS / 233 S Chestnut St / Kimball, NE

KCTS Red Line is open to the public with wheelchair accessible vehicles available upon request.

Payment is due at time of booking reservation. Drivers do not carry cash.

Bus stops are indicated with red KCTS flags.

Parking available at select locations.

Luggage assistance is available up to 50 lbs.

Arrive at your pick up point at least 5 minutes before the scheduled departure time.

KCTS is not responsible for lost or stolen items. Contact us for Lost & Found.

