

Nebraska Transit Trends

2015 MANAGERS WORKSHOP

On June 23-25, nearly 82 managers, exhibitors and speakers gathered at the Holiday Inn Express in Lexington to meet and discuss the needs of managers from across the state. Managers had the opportunity to attend educational sessions, visit and talk with exhibitors in the exhibit hall, and network with fellow managers.

Educational session presenters included NDOR Staff Kari Ruse, George Gallardo, Frank Faughn and Wayne Masek; University of Nebraska (Lincoln, Omaha and Kearney) staff Bill Bivin, Mick Anderson, Shashank Gajjala, Valerie Lefler, Aaron Mack, Lori Skarka and Erin Skoog; Mike Davis; FTA staff Mokhtee Ahmad, Shannon Graves and Kevin Osborn; Linda DeHerrera from Precision Compliance; Eric Hellriegel from Miller & Associates; Meredith Highsmith from RouteMatch Software; and Robert Lynch from the Upper Great Plains Transportation Institute.



On the first night of the workshop, attendees toured the Mac's Creek Vineyard and were treated to a catered meal.

After the meal, President Scott Bartels called the Annual Meeting to order. The agenda was reviewed and Scott thanked everyone for their continued support. Jeff Baker was re-

elected to serve on the Board as the East Central Region representative and Charles McGraw was re-elected to serve as the West Central Region representative. Marilee Hyde was elected to serve as an At-Large member.



Scott Bartels presents an appreciation award to Penny Vollbracht.

Following the election of the board, numerous NATP members were honored for their service and commitment to transportation. Congratulations to all recipients!

- Rookie Manager of the Year – Corrina Duckworth
- Transit Manager of the Year – Jeff Baker
- Pioneer Award – Scott Bartels
- Friend of Transit - Charles McGraw
- In Appreciation
 - o Vicki Goeken
 - o Penny Vollbracht
 - o Glee Rising
 - o Carol Meyerhoff

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NATP PRESIDENT'S MESSAGE



Greetings Everyone,

As the pictures to the right depict, transportation problems are everywhere and come in many forms.

But it is a beautiful thing when transportation issues are solved!

Mrs. Scott, who lives at home alone and does not drive due to poor eyesight, just celebrated her 90th birthday this weekend with a social hour, dinner and dancing! She told her daughter, "You be sure to invite all my drivers. They are just wonderful – all they do for me!"

Even the newest transit manager quickly learns how important transit solutions are to our passengers.

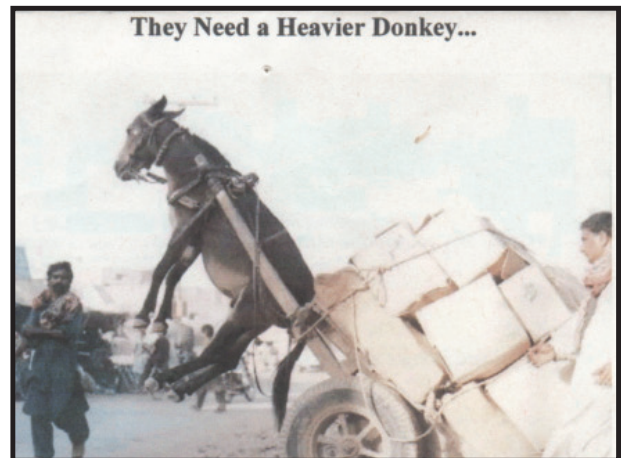
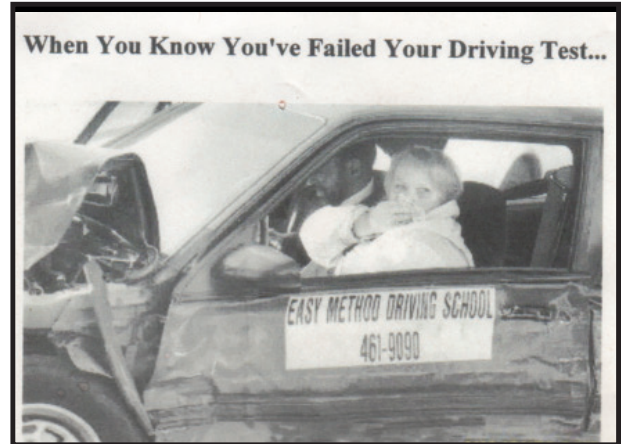
During the legislative "off" season may be a great time to contact elected officials who are otherwise hard to

reach or to hold the attention of. Be sure to tell the public your transit story. No matter what the problem is that needs to be solved, remember to tie that solution to the importance of daily living for your passengers.

I hope to see you all in Kearney for training and the Rodeo.

Until next time, safe travels everyone,

Scott Bartels
NATP President



SCAT RIBBON CUTTING AND OPEN HOUSE

The ribbon cutting and open house for Saline County Area Transit was held on Thursday, June 18, 2015, at their new location in Western, Nebraska.

FTA, NDOR and NATP staff and board members were present.

Congratulations Scott Bartels and staff on your beautiful new building!



MAP-21 REAUTHORIZATION

Hurry Up and Wait

On Thursday, July 30, the Senate passed a six-year MAP-21 reauthorization - the DRIVE Act - by a vote of 65-34. The vote was a culmination of two weeks of vigorous work by the Senate to beat the current extension's July 31 deadline with the hopes of the House taking up the bill. In the end, the House wouldn't go for it, and it passed a 3-month extension on Wednesday, July 29 by a 385-84 vote and promptly went into recess, effectively forcing the Senate to accept another (the 13th, by my counting) extension of federal surface transportation legislation. Two hours after passing the DRIVE Act, the Senate also passed its version of the House extension (91-4), leaving only the President to sign the bill into law and thus establishing October 31 as the new MAP-21 extension deadline. Though progress has been made, the hurdle that has stood in the way of reauthorization all along - namely, finding the necessary revenue to add to current Highway Trust Fund (HTF) receipts - remains. Both the House in its extension and the Senate in the DRIVE Act continue to augment current HTF receipts with a collection of budget tricks and non-transportation-related offsets. In other words, the key challenge to a sustainable, long-term surface transportation bill has not been dealt with and tax reform and/or a gas tax increase are not a part of either of these proposals.

A Closer Look at the Senate's DRIVE Act

The DRIVE Act is a six-year bill that offers only between two and three years' worth of funding. In fact, the Congressional Budget Office, in its assessment of the DRIVE Act, finds that it will be \$51 billion short of what

it authorizes. Overall, the bill proposes to raise funding of public transportation from MAP-21's \$10.7 billion level in FY 2015 up to \$13.4 billion in 2021. This growth is obviously welcome, but falls short of all estimates of need in the public transportation field. Key points in the DRIVE Act include:

- The key formula programs - Sections 5307, 5310 and 5311 - all see growth in the DRIVE Act.
- Dedicated bus capital - a key CTAA objective in the MAP-21 reauthorization process - sees real progress with additional revenue dedicated to the Section 5339 program's formula (including raising the state set-aside from \$1.25 million per state to \$2 million) as well as the creation of a discretionary or competitive program at \$180 million per year with 10 percent of that total dedicated to rural operators. CTAA and its partners at the Bus Coalition are seeking to amend the DRIVE Act securing additional dedicated bus capital (see below).
- Operating flexibility - At long last, demand-response transit operators in urban areas with fewer than 100 buses will be afforded the same operating funding flexibility in their Section 5307 funds as their fixed-route counterparts. The DRIVE Act also employs language that CTAA helped craft to develop a Temporary and Targeted Operating Assistance program that will act as a safety net against widespread service cuts and raised fares in the occasion of an economic downturn like we experienced in 2009.

- Coordination - Two new coordination programs are found in the proposal's Section 5310 language. The Coordination of Public Transportation Services with Other Federally Assisted Local Transportation Services program looks at cost-allocation models, reinvigorates the CCAM and seeks to establish cost-sharing policies. The Pilot Program for Innovative Coordinated Access and Mobility program will finance innovative projects that improve the coordination of transportation services and non-emergency medical transportation services.
- Small Transit Intensive Cities (STIC) - The DRIVE Act proposes to raise the current STIC set aside in Section 5307 from 1.5 percent to 2.0 percent.

Dedicated Bus Capital Amendment Fails to Make the DRIVE Act

Sen. Jerry Moran (R-Kan.) led an effort in the Senate to amend the DRIVE Act to increase dedicated bus capital investment beyond what the bill already calls for. This amendment (Amendment 2271) enjoyed a growing and bi-partisan number of co-sponsors including Senators Donnelly (D-Ind.), Blunt (R-Mo.), Udall (D-N.M.), Burr (R-N.C.), Murray (D-Wash.), Grassley (R-Iowa), Heller (R-Nev.), Merkley (D-Ore.), Fischer (R-Neb.) and Cantwell (D-Wash.). Though the amendment didn't make it into the final version of the DRIVE Act, CTAA would like to thank Sen. Moran and all the co-sponsors for their hard work on behalf of dedicated bus capital investment. - See more at www.ctaa.org.

FTA'S REASONABLE MODIFICATION RULE

In March, the Federal Transit Administration issued a final rule concerning reasonable modification of transportation policies and practices. The ruling mandates that all public transit providers must make reasonable modifications/accommodations by making changes to policies, practices and procedures if needed by an individual to participate in the recipient's program or activity. Modifications will be made to avoid discrimination on the basis of disability.

The following exceptions apply when:

1. The modification/accommodations would cause a direct threat to the health or safety of others;
2. The modification/accommodations would result in a fundamental alteration of service;
3. Without the requested modification, the individual with a disability is able to fully use the entity's services, programs, or activities for their intended purpose; or
4. The modification/accommodations would result in an undue financial or administrative burden.

The reasonable modification rule has implications for every rural public transportation system. Disabled and elderly passengers can now request that you alter your standard operating procedures to ensure they have access to your services.

For example, if your policy states that you provide curb-to-curb service, a wheelchair-bound person could request door-to-door service. If that

request does not meet the exceptions as noted above, the accommodation should be approved.

To comply with the reasonable modification/accommodation rule, rural public transit systems receiving Section 5311 funds will have to implement the following procedures:

1. Make information about how to contact the transit system to make requests for reasonable modifications readily available to the public through the same means it uses to inform the public about its policies and practices.
2. The information shall be accessible to and usable by individuals with disabilities.
3. Designate a responsible employee to coordinate compliance.
4. Adopt procedures that incorporate due process standards and provide for the prompt and equitable resolution of requests for reasonable accommodation. A complaint appeals process must be implemented to allow passengers to appeal a denial for a reasonable modification of service.
5. Individuals requesting modifications shall describe what they need in order to use the service. The request does not need to include the term "reasonable modification."
6. When possible, the request and resulting modification shall be determined prior to providing transportation service. In some circumstances, transit drivers shall make the determination to provide or deny a service

modification in the field. The driver may contact transit system management before making the determination.

Rider handbooks and policy/procedural manuals must be updated to indicate the transit system is in compliance with the requirements listed above. Template complaint and complaint appeal forms will be provided by NDOR.

Please note, in 49 CFR Part 37 Subsection 37.5(h) the regulation states the following:

It is not discrimination under this part for an entity to refuse to provide service to an individual with disabilities because that individual engages in violent, seriously disruptive, or illegal conduct or represents a direct threat to the health or safety of others. However, an entity shall not refuse to provide service to an individual with disabilities solely because the individual's disability results in appearance or involuntary behavior that may offend, annoy, or inconvenience employees of the entity or other persons.

If you have any questions, please contact Kari at 402-479-4694 or kari.ruse@nebraska.gov.

DESIGNS FOR THE NEW BUS RAPID TRANSIT STATIONS GO BEYOND THE AVERAGE BUS STOP

BY JORDAN PASCALE

Omaha's new Bus Rapid Transit stations will be more than your average stop and bus bench. Think of rustic metal sculptures. Or sleek, modern glass modules that fit together. Or a garden oasis filled with artistic seating, bike racks and real-time arrival displays.

Those three concepts — unveiled Thursday during a public open house at the University of Nebraska at Omaha that drew about 200 people — are the first sign that the upcoming Bus Rapid Transit system will provide Omaha with a new brand of mass transit. With Omaha's long-discussed streetcar system still under study and still years away from possibly becoming a reality, the \$30.6 million Bus Rapid Transit project is moving forward.

By fall 2018, more than 25 of the flashy BRT stations will dot Dodge Street as the route runs from Westroads Mall to downtown.

The system is meant to change the perception of mass transit in Omaha, with sleek, modern buses, stations that stand out and trips that go quicker than any regular bus or car ride.

Public perception and education will be one of the toughest challenges Metro faces with BRT, said Metro Director Curt Simon. Not many people know what it is yet, he said.

"We want people to think of it as rail on wheels. The stations will help re-brand transit in Omaha as a cool, fast, comfortable, reliable and modern way of getting around," Simon said.

Branding, architectural design of the stations and the style of signs and maps are becoming more important to cities trying to build a transit culture,

according to transit designers. Recent studies show that public perception of a transit system is as important as its actual level of service.

Most stations will be 60 feet long and 10 to 12 feet wide. They will have lots of places to sit and be shielded from the elements.

Lauren Cencic, Metro's BRT project manager, said she wants public input on the early designs and the amenities people want to see. Possibilities include Wi-Fi, cellphone charging stations, artistic seating and other art installations, creative colored lighting, B-Cycle stations and vending machines.

Depending on the amenities and final designs, acquiring the right of way and building the stations is projected to cost about \$7 million, according to Metro handouts. That's about \$260,000 per station. About half will be paid with federal funds and the rest with local funds.

Residents won't pick one design but rather should express what they like and dislike about each, Cencic said. Metro will accept public comment through Aug. 29.

Among the options:

» Modern modules: Blue metal or fiberglass stations would have several free-standing sections with roofs that would block wind and weather and have multiple places to sit.

» Sculptural: An angular metal shelter with a long bench would provide shelter. The metal look could include decorative perforated metal to create artistic shadowing.

» Garden: A more natural shelter would have vines or other plants growing up trellis walls. Slatted wood panels

would provide shade in the shelter. Cencic said it's meant to create an oasis-type feel.

Craig Moody, board chairman of ModeShift Omaha, a transportation advocacy group, said he's reserving judgment, as designs are in such early stages, but said the stations need to focus on function.

"They need to facilitate the quick boarding and exiting of the BRT, attract new users to the system and provide a welcoming place for users to wait," Moody said. "They have to put the R (rapid) in BRT." But he said it also would be nice to have something architecturally significant.

Any design needs to be mindful of Nebraska's changing weather, too, Moody said.

The other amenities, such as Wi-Fi, would be great to help attract new riders but are added perks, he said.

While the gold standard for BRT stations features large enclosed stations with turnstile entry in the center of streets, the Dodge Street corridor isn't big enough to work that way.

Moody said he realizes there are constraints, but he holds high expectations for the stations and BRT project.

"It's one of the single most important projects I'll see in Omaha in my lifetime," Moody said. "I'm very hopeful it will be done well."

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MANAGERS WORKSHOP

- Years of Service Pins
 - o Jeff Baker – 5 years
 - o Dana Klabenes – 5 years
 - o Tony Serbousek – 5 years
 - o Denise Smith – 10 years
 - o Brenda Ford-Halstead – 15 years

Tuesday afternoon started off with a welcome from Mayor John Fagot who welcomed everyone to Lexington. He thanked everyone for providing transportation to their communities and encouraged them to keep up the good work. He is a great supporter of public transportation as he uses it daily.



Corinna Duckworth receives the Rookie Manager of the Year Award from Board Member Jeff Baker.

Scott Bartels of Saline County Area Transit presented slides of his new transit facility. He informed the audience of what they went through to get the building and answered questions.

2015 CTAA attendees provided a summary of their trip to Tampa, Florida.

The second day of training started out with NDOR and the University of Nebraska staff who provided updates and

best practices.

Following lunch, FTA representatives Shannon Graves, Mokhtee Ahmad and Kevin Osborn provided updates on planning, construction, MAP-21, Drug and Alcohol and more. Kevin Osborn also provided an ADA question and answer session.



Kevin Osborn, Mokhtee Ahmad and Shannon Graves provide an FTA update.

Following the lunch that was sponsored by RouteMatch Software, a panel of managers discussed how they participated in the first-ever Public Transit Week. Jeff Baker, Marilee Hyde, Lori Byers, Carol Prince, Tiffany Fougeron and Valerie Lefler participated in the panel and encouraged managers to participate in 2016.

Bryan Tuma, assistant director for the Nebraska Emergency Management Agency, provided a session on emergency management. He stressed the importance of coordinating transportation during emergencies and encouraged managers to meet with their local emergency managers to coordinate before an emergency happens.



Public Transit Week Panel.

Meredith Highsmith from RouteMatch Software demonstrated new technologies including automated fare collection, data management systems and scheduling systems.

Managers were able to visit with various exhibitors who have an impact on the transportation world including Master's Transportation, Mobilitat, MORryde International, Verizon Networkfleet, Creative Bus Sales, Freedman Seating, Kelderman Air Suspensions and RouteMatch Software. Representatives were on hand to answer questions and provide more information on the type of services they provide. These companies affect many transit systems and their support of NATP helps fund our workshops. Many of the representatives graciously provided giveaway items that were given during a drawing on the last day of exhibiting.

Winners of gift cards include: Larry Vortherms, Denise Smith, Jonnie Kusek, Scott Bartels, Charles McGraw, Coletta Clouse, Donetta Nye, Corinna Duckworth, Carrie Brienig, and Louanna Gawith. Thank you again to our wonderful exhibitors for their support of NATP!

Attendees then enjoyed a free evening. Many managers carpooled to the Lakeshore Marina Bar & Grille to mingle and take in the lakeside views.

The final day started off with two options. Linda DeHerrera from Precision Compliance provided Reasonable Suspicion training. During this time, Rob Lynch from the Small Urban and Rural Transit Center provided two consecutive courses including Ethics in the Workplace and Show Me the Money.

MANAGERS WORKSHOP



Managers had the opportunity to visit vendors and ask questions about products and services.

Following lunch, all attendees reassembled for an afternoon Financial Management for Transit Operators session

provided by Rob Lynch.

Thank you to everyone who presented, exhibited, sponsored and attended the NATP Managers Workshop. If you have suggestions for future workshops, please contact the NATP office.

EXECUTIVE DIRECTOR MESSAGE

Happy football season everyone! I love this time of year - time for Husker football, cooler weather and... marathons???

I have been training on and off this summer for the Lincoln Halfsy in November. My coworker convinced me to sign up, and I think we're a little crazy. I will have to channel my inner Joyce Deaver! (dedicated runner/manager of Tri Valley Public Transportation).

We all have goals that we're working toward, whether that be work or personal. The goal for NATP is to promote public transportation across the state. The Board has been working hard to develop new ideas to outreach to the public and to provide the best training opportunities for our members.

I enjoyed seeing many of you at the Managers Workshop in June. It is not only a great learning opportunity but I feel that it is a wonderful networking opportunity as well. I've come to know many



A tractor full of attendees enjoy the State Fair

of you better over the past couple of years and truly feel like we are a big transit family!

It's always sad when we "lose" some of our members when they retire or move on to different ventures. I want to thank Penny Vollbracht and Carol Meyerhoff for their service to transportation. We will miss them dearly!

If you plan to attend the Rodeo on September 23, you will see some old friends as Georgia Janssen and Carol Maxson will attend.

I hope to see you and your drivers at the Drivers Training and Rodeo event. More information is on the next page. This is a great opportunity

RYDE TRANSIT NEWS

• RYDE Transit will be participating in the Prime Senior Festival in Kearney on Thursday, October 8 from 9:00 a.m. to 2:00 p.m.

• RYDE Transit will also be co-sponsoring the Senior Festival in Hastings on Wednesday, October 21 from 1:00 p.m. to 3:30 p.m. at the Hastings Auditorium.

• RYDE Transit will offer free rides to these events, although we are asking rides be scheduled at least 24 hours in advance.

for learning and camaraderie amongst our members.

On page 10 you'll see information about NATP's booth at the Nebraska State Fair. It was an excellent opportunity to reach out to the older demographic. We had so many individuals interested in utilizing public transportation in their area or they thanked us for the services we provide as they are much needed.

I encourage you to participate in opportunities like this in your community - and let us know about it!

Keep up the great work!

Tiffany Fougeron
Executive Director

NATP TWENTY THIRD ANNUAL STATEWIDE DRIVERS TRAINING AND ROADEO



2015

Site Details - Lodging

Wingate Inn
108 3rd Avenue
Kearney, Nebraska

Need lodging? NATP has received a block of rooms. [All section 5311 Manager's rooms will be direct billed to the Department of Roads. Any incidentals will be YOUR responsibility.]

Room reservations are based on room availability so reserve your room today! Last day for the guaranteed room rate is September 2.

You will need to call the NATP office by September 2 and indicate what nights you need a room, how many rooms, who the room is for, etc.

Call the NATP office at (402) 761-2216 or email tfougeron@youraam.com for a room today!

2015 NATP Roadeo Committee

Jeff Baker, Co-Chair
Cindy Sanders, Co-Chair
Scott Bartels
Wayne Masek
Denise Smith
Neva Umstead
Corrina Duckworth
Lori Skarka
Tiffany Fougeron

You are cordially invited to attend the 2015 NATP Annual Driver Training & Statewide Roadeo Competition!

The all day drivers training will be held Tuesday, September 22 at the Younes Center. This training and Tuesday's lunch is provided at no cost to attendees. This year's training will help your drivers meet their continuing education requirements. There will be one 8-hour PASS core curriculum course. If drivers have already completed this course, there will be seven 2-hour elective courses offered - Core Refresher PASS, Core Refresher Defensive Driving, Distracted Driving, Emergency & Evacuations, Difficult Situations & Passengers, Switcheroo! This Ride is for You! and What is All That Emergency Stuff?

Registration for Drivers Training needs to be completed at www.nebraskatransit.com

The NATP 23rd Annual Statewide Roadeo will be held on Wednesday, September 23. This year we are having a nautical theme. Prizes will be given for the best dressed! Drivers can attend the Roadeo & BBQ event without competing in the Roadeo. There are four components of competition at the Roadeo.

- A Written Test
- Pre-Trip Inspection
- Wheelchair Securement
- Driving the Obstacle Course

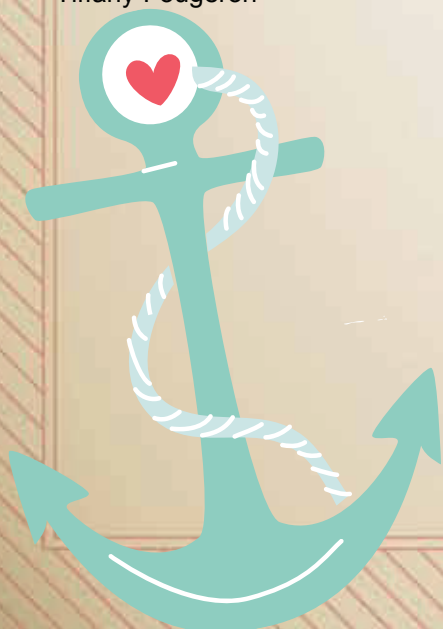
Complete rules will be emailed to you before the competition. To be eligible for a full scholarship to the National CTAA Roadeo, drivers must spend at least 50% of their time driving for their transit system and must drive for a 5311 system. Individuals may not receive scholarships for more than two consecutive years. The fee to compete is \$50. The Roadeo is an outside event - snacks will be provided. Please bring a lawn chair. An appreciation BBQ will be held at 3:00 p.m. following the Roadeo. There is no cost for the BBQ and everyone is invited to attend, even if you don't compete in the Roadeo.

The 1st place winners from each division (mini-van & small bus) will win \$250, 2nd place winners will receive \$150 and 3rd place will win \$100. First and second place winners from the two divisions will earn a scholarship to compete at the National CTAA Roadeo in Portland, Oregon in June 2016. The winning drivers' managers will also earn a scholarship to attend the EXPO! If you will have a driver competing, someone from your agency must volunteer to judge. This is a requirement. Hope to see you in Kearney!*

**Must be 5311 service to be eligible for scholarships.*

NATP OFFICE
521 First Street, PO Box 10
Milford, NE 68405

Phone: (402) 761-2216
Website: www.neatp.org



SCHEDULE

Tuesday, Sept. 22, 2015

8:00 am - 4:00 pm PASS
 8:00 -10:00 am Core Refresher PASS/
 Core Ref. Def. Driving
 10:15 - 12:15 pm Distracted Driving/
 Emergency Evacuations/
 Switcheroo
 12:15 - 1:00 pm Lunch On Site
 1:00 - 3:00 pm Difficult Passengers /
 What is all this
 Emergency Stuff?
 Switcheroo
 1:00 - 2:00 pm Switcheroo
 2:00 - 3:00 pm Switcheroo
 3:15 - 4:15 pm Written Test for
 Rodeo Contestants
 & Judges Meeting

Rodeo Contestants: The written test will be given by the Rodeo Committee @ 3:15 pm or as soon as classes conclude on Tuesday (at the Younes Center). The judges meeting will run during this time.

Wednesday, Sept. 23, 2015

NE Safety Center:

8:15 - 8:30 am Course Walk-Through
 8:30 am NATP Rodeo
 3:00 pm Awards Luncheon
 & BBQ Event

DIRECTIONS TO THE NE SAFETY CENTER:

1801 Railroad Street: Turn Left on 11th Street until 5th Avenue. At 5th Ave., turn Right and head North - crossing the railroad tracks until Railroad Street. Then turn West (left) and go .9 of a mile to the NE Safety Center.

NATP 23rd Annual Statewide Drivers' Training & Rodeo September 22-23, 2015 Younes Center & Nebraska Safety Center Kearney, Nebraska

Names: _____

Transit System: _____

Address: _____

City/State/Zip: _____

Phone: _____ Fax: _____

Email: _____ T-Shirt Size _____

Yes No I am a 2015 Member of NATP.
☐ ☐

Yes No This driver has been accident free for 12 months.
☐ ☐

Manager's Signature: _____

Registration for Competing in Rodeo:

Early Member Registration (postmarked by September 14) includes t-shirt \$50

Late Member Registration (postmarked after September 14) includes t-shirt \$60

T-Shirt (Fee for drivers NOT competing in Rodeo) \$10

TOTAL \$ _____

I plan on attending:

- ☐ Help Judge ** (T-Shirt Included) ☐ Compete in Small Bus Division (Fees apply) (Please complete enclosed Profile Page & submit with registration)
- ☐ Attend Rodeo without Competing*** (T-Shirt not Included) ☐ Compete in Mini-van Division (Fees apply) (Please complete enclosed Profile Page & submit with registration)
- ☐ Attend Appreciation BBQ (T-Shirt not Included)

(**This is mandatory for managers with a driver competing. All managers, drivers, and spouses are welcome.)

*** Drivers can attend the Rodeo portion for free to view the course and participate in activities without competing. T-Shirts would not be included, but are available for \$10.

Others can attend the Rodeo and BBQ event for free. Please indicate all attendees on the form.

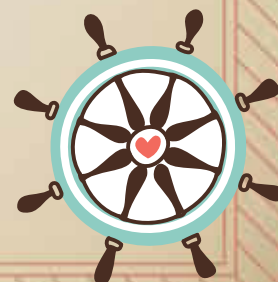
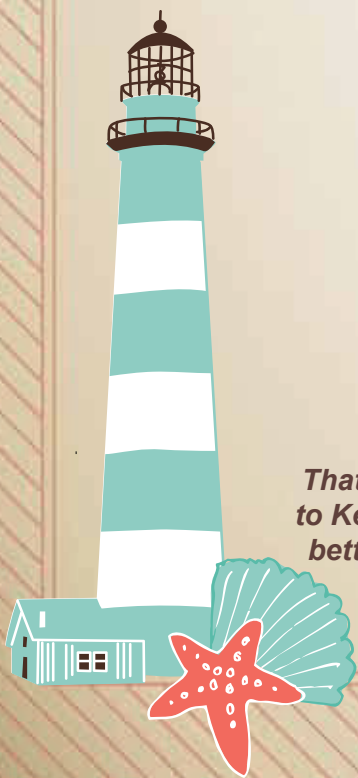
Entry deadline is September 14, 2015. Specific information will be emailed to the drivers competing after registrations are received. Please bring a lawn chair if you attend the Rodeo/BBQ event.

(NOTE: 5311 Agencies - Check with the Department of Roads regarding items eligible for RTAP reimbursement through the NDOR.)

FUN - NETWORKING - LEARNING

That's what the Nebraska Statewide Rodeo is all about. Come out to Kearney and enjoy yourself, catch up with friends, and become a better driver for your transit system and the riders that you serve.

Please submit registration and check payable to NATP to:
NATP, 521 First Street, PO Box 10, Milford, NE 68405



MILDRED CRABLE RETIRES

On Saturday, August 22, a retirement party was held in celebration of Mildred Crable's 17 years of service to Webster County Public Transportation. Mildred has been the full-time driver her entire employment with Webster County. Mildred is a two-time winner of the Nebraska State Rodeo, winning her the opportunity to compete in the National Rodeo twice. Mildred will be greatly missed as she moves to Lincoln to be closer to her family.



NEBRASKA STATE FAIR

NATP was present at the 2015 Nebraska State Fair on September 2 for Older Nebraskans Day. This special day is dedicated to seniors 60 years and older.

The booth was located inside of the Bosselman Conference Center, which was a nice, cool place for the crowd to gather.

There were over 350 people who passed by the booth, and many stopped by for more information. Booth staff informed the attendees of public transportation that is available in their areas. Phone numbers for many transit systems were provided to interested individuals. Many expressed interest in utilizing public transportation in their areas.

This was a great event for NATP to attend as we reached out to a targeted demographic. We look forward to attending more events like this in the future.

Individuals on hand to help with the booth included Jeff Baker (Seward County Public Transit), Charles McGraw (RYDE Transit), Scott Bartels (Saline County Area Transit), Dustin Butler (Hall County Public Transportation) and NATP Executive Director Tiffany Fougeron.



Charles McGraw, Scott Bartels, Jeff Baker and Tiffany Fougeron



Dustin Butler, Charles McGraw and Jeff Baker



NATP 2015-2016 LEADERSHIP**BOARD MEMBERS**

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NATP OFFICE

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*Dates To Remember***September, 2015**

September 22-23

Driver Training / Rodeo
Kearney

**Next newsletter deadline is
November 23, 2015**

Please send your articles and pictures for the Nebraska Transit Trends newsletter to the NATP office by **November 23, 2015**.

We want to know what all of our members are doing throughout the state. Also, if you see something newsworthy, be sure to let the office know. Submit your typed articles via email (as a word document) to the NATP office at **tfougeron@youraam.com**. You may include pictures if you like, but be sure to save them as a .jpeg file or they may not be included in the newsletter. Documents received after the deadline will appear in the next newsletter.

Visit Us On The Web!
www.neatp.org

ELECTED OFFICIALS UPDATES FROM THE PANHANDLE REGION

Jonnie Kusek, NATP Member At Large had the opportunity to thank two Senators from Nebraska during August visits in Alliance. During a listening session with U.S. Senator Deb Fischer, Jonnie had the opportunity to thank the senator for recognizing the conditions of our state's highways and for all of her hard work regarding supporting long-term solutions and not short-term "band-aids" to the Highway Trust Fund which does effect public transportation operations across the country.

During her visit with State Senator Al Davis, which was held in a more informal atmosphere, Jonnie had the opportunity to further visit

with Senator Davis regarding our elderly citizens, the Aging Nebraska Task Force Committee and the various programs that have originated from this committee that are going to be implemented across the state, Veolia TransDev and IntelliRide, public transit and intercity transportation assessments and needs.

If you have any questions, experiencing issues or have concerns regarding IntelliRide, please contact Jonnie Kusek at jkusek@bbc.net. Please use the name IntelliRide in the subject line.

PANHANDLE TRAILS: CONNECTING COMMUNITIES IN WESTERN NEBRASKA

Our Mission

To connect individuals with intercity transportation resources while providing safe, efficient and affordable passage to their destinations throughout the Nebraska Panhandle region.

Our Goal

To provide passengers the initial means to reach global destinations through the use of public transportation.

The Federal Transit Administration (FTA) defines intercity bus service 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 distance points, if such service is available. In rural states like Nebraska, intercity bus service is most often used to connect rural areas with larger urbanized areas.

Panhandle Trails Intercity

Public Transit will be a new intercity bus service in the Nebraska Panhandle in which there are currently no other western-based providers.

Our bus schedules have been created to coordinate with other service providers. Not only are individuals able to commute to and from other modes of transportation in various communities of the Panhandle region, but they will now have access to other providers that extend their services to other modes of transportation which will link eastern and western Nebraska. These service providers also provide access to the surrounding states of Wyoming, South Dakota, Iowa and Colorado and extend to Illinois, Missouri, Montana, New Mexico and Texas. In turn, this provides access to the United States and the global world in its entirety. We like to think "Greyhound" on a very tiny scale.

Our initial plan is to begin with a fleet of one vehicle. Our first will be an ADA accessible vehicle, per Federal regulations, and to assist our passengers with

special mobility needs. We will be adding to our fleet as quickly as possible and as financial sponsorships arise. Realistically in our area it is very feasible to plan for a fleet of at least 2 vehicles. This will enable us to provide continued services in case of unexpected maintenance issues, inclement weather and to permit us more flexibility in route scheduling, allowing us to reduce long layover hours and to provide further scheduling flexibility for our passengers.

Currently, we are waiting to procure our first vehicle, in the process of hiring new staff, putting the finishing touches on written materials to send to the printer, attempting to learn and overcome the trials and tribulations of social media as we begin our first attempts of a website and Facebook, and all of this as we hope to start our new operations by October 1 (and hope for the phone to ring!)

For further information, contact Jonnie Kusek at (308)760-8468 or jkusek@bbc.net.

WHY DO WE NEED INTERCITY TRANSPORTATION SERVICES IN NEBRASKA?

In 2014, the Nebraska Department of Roads (NDOR) partnered with the University of Nebraska at Omaha to ascertain valuable information regarding intercity transportation needs throughout the state. The summary included reasons that participants had for traveling more than 50 miles from home. They are as follows:

69.2%	To visit friends/family/relations or for vacations.
60.7%	Traveled on business trips.
50.0%	Traveled for entertainment.

Other reasons selected by more than one-third of the respondents were:

46.2%	Shopping
42.3%	Accessing medical services
38.5%	Personal Business

The least selected reasons were:

11.5%	Commuting to/from work
3.8%	Moving/relocation, going to/from school/university/college

Information submitted by Jonnie Kusek, NATP Member At Large

STAR TRAN OFFERS BIG RED EXPRESS



BIG RED EXPRESS

Ride to and from any UNL home football game from any of these lots:

- 🏈 **The City Municipal Service Center - I-80 Airport Exit 399)**
NW 12th & W. Bond (turn right just north of McDonald's)
- 🏈 **North Star High School - (I-80 Exit #403)**
6 blocks east of N. 27th & Folkways Blvd.
- 🏈 **Southeast Community College - 88th & "O" Streets**
- 🏈 **Gateway Mall - 61st & "O" Streets**
- 🏈 **Holmes Lake - 70th & Normal**
- 🏈 **SouthPointe Pavilions - S. 27th & Pine Lake Rd.**

Continuous shuttle begins two hours prior to kickoff with last shuttle leaving the lots approximately 45 minutes prior to kickoff. Buses return to the lots immediately after the game.

Unloading and loading is on "R" Street, between 12th and 14th Streets.

Cost is \$5.00 one way/\$10.00 round trip.

Season tickets are also available for ONLY \$60.00, a \$20 savings; good for round trip to all 8 home football games. All tickets are available at the lots on game day and passengers will need exact change.

