

# Transportation Summary Report

This report summarizes the key results for the transportation priority (Goal 5) of Nebraska’s Olmstead Plan. Findings are based on data collected and compiled as part of the full evaluation. Those are summarized in Appendix A of the evaluation report.

## Goal

**5** Nebraskans with disabilities will have access to affordable and accessible transportation statewide.

**58.3%** of other states’ Olmstead Plans that were reviewed included transportation.

## Vision for the Goal

Focus group and interview participants who discussed community supports would like to see:

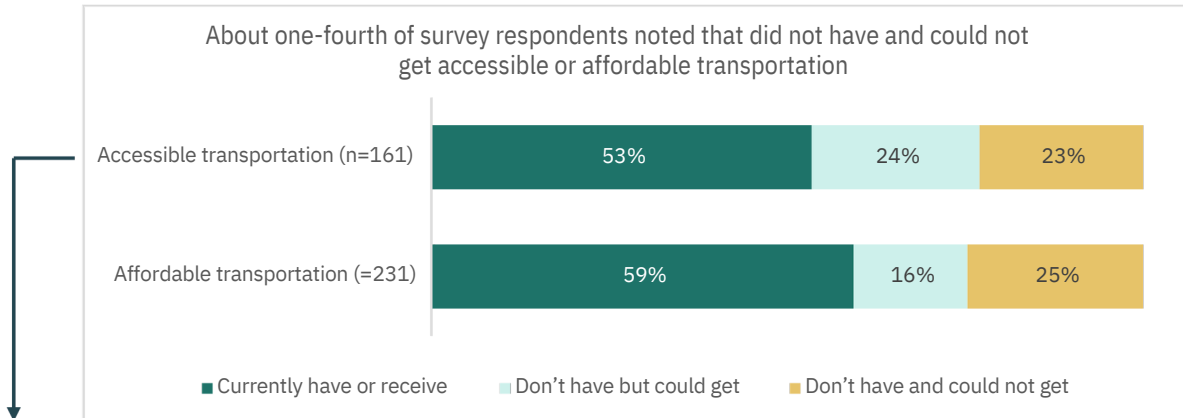
“It [lack of transportation] limits you, keeps you from doing everything that the able-bodied people can do. You can't go to a late movie. You better make sure you eat quickly so you can get your return ride home. It's those kinds of things that you shouldn't have to think about.”

- All people having access to transportation that meets their needs and that they can feel good about.
- That people can easily access education or information about the transportation options available.
- Options that are available every day of the week and would allow them to get to not just medical appointments, but to other services and activities as well.

## Public Experiences

From the survey of individuals with disabilities and their caregivers:

- Many respondents noted that accessible transportation was not applicable (N/A responses were then removed from the analysis to focus on those who had, could get, or could not get accessible transportation).
- People were slightly more likely to report having affordable transportation than accessible transportation.
- About one-fourth reported they don’t have and could not get access to accessible and affordable transportation, with slightly more reporting this for affordable transportation.
- Those who reported traveling more than 30 minutes for disability related services and support were significantly more likely to report they don’t have and could not get accessible transportation (37% versus 16%).



Accessible transportation was defined on the survey as lifts or ramps, audio announcements, curb-cuts, and guided assistance to get on or off.

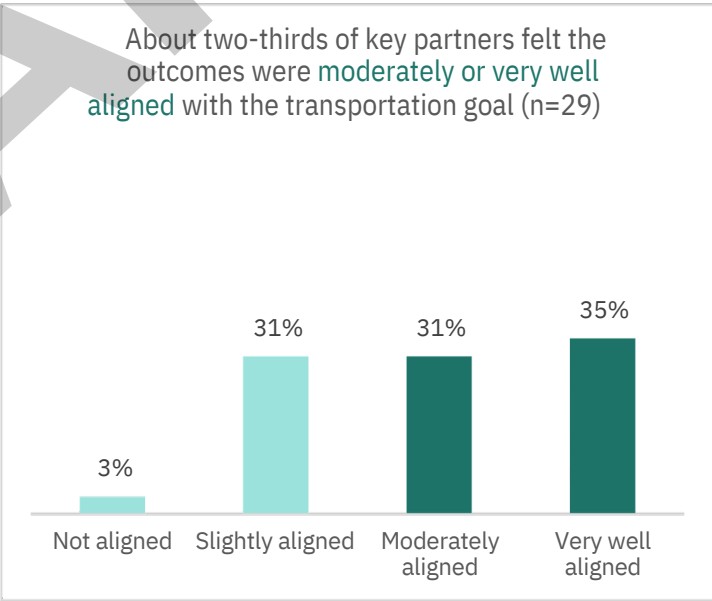
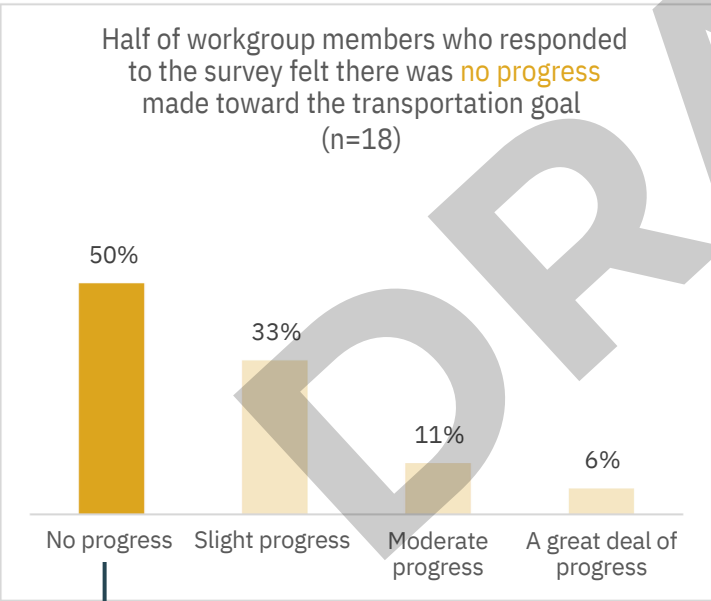
# Progress Toward & Perception of Outcomes

1/4 Goal 5 benchmarks for FY23 (July 2022 – June 2023) were met.

Symbol	Description
✓	Benchmark met
➡	Benchmark in progress
▲	Progress is delayed or pending
■	Benchmark not met
No Report	Data was not available

## Benchmarks for Goal 5

	FY23 Status	FY24 Status
1 Provide the state with trip planning software and make software available to Nebraskans on their website.	✓	▲
2 Increase accessible public transportation ridership in rural areas.	■	■
3 Expand transportation access to communities that have no public transportation for individuals with disabilities.	■	■
4 Increase the number of individuals with disabilities receiving Nebraska Department of Education - Assistive Technology Partnership (NDE-ATP) supported vehicle modifications.	■	■



This is the goal area that had the highest percentage of people reporting no progress.

*“Some of those 88 counties just provide minimal service, very small windows of opportunities, but [we are] continuing to provide opportunities for them to expand, to reach out to all of the ridership in Nebraska.”*

## Noted Successes

Partners reported specific wins that occurred within these Olmstead Plan goal areas.

- There was a partnering organization that, after identifying service gaps in a specific area, created a plan to address the concerns. Statewide partners met to discuss concerns and potential solutions to meeting the needs.
- Another stakeholder also noted the growth in transportation access in recent years. About 10 years ago, only half the counties provided transportation to individuals with disabilities. That is now up to about 88 counties.

## Facilitators & Barriers

Factors that aid the workgroup and partners with making progress on the data goal as well as the challenges to progress were identified through focus groups, surveys, and interviews.

### Facilitators to Progress

- ✓ Having local champions who are passionate about addressing transportation helps communities move forward. “Each region or county or nonprofit really needs someone who is there and wants to support it.”
- ✓ Grants that can support systems, whether it’s for local agencies to provide transportation or purchase vehicles.

### Barriers to Progress

- Many funding opportunities require a match at the local level, meaning that communities must provide financial support and many of them do not have that capacity.
- There needs to be a local entity that is willing to do the work of implementing the project, which is not always the case.
- There are not enough accessible, reliable, convenient and affordable forms of non-emergency medical transportation including taxis or Uber statewide and particularly in rural areas.
- On-demand options exist, but they are not always available and typically have limited weekend ability.
- Handi-buses have strict usages policies and don’t always allow persons with psychiatric disabilities. People also are typically required to call a week in advance to get a ride for a specific time, and many areas of the state do not have that or similar services available.
- Medicaid reimbursed transportation providers are not always reliable, including not showing up and being late.

## Recommendations

- 1 Given partners’ perception about lack of progress toward outcomes and only meeting one of the four FY23 benchmarks, it may be important to **revisit the outcomes that are selected for this goal area**. Workgroup members can ensure they are in alignment with the overall goal and determine if the outcomes and benchmarks set will sufficiently measure progress.
- 2 This is a goal that has more barriers than facilitators. It may be helpful to **brainstorm if or how some of those barriers can be overcome**. This may provide helpful context when determining the outcomes and action steps needed in the next iteration of the plan.
- 3 Given how expansive transportation is, it may help to **identify specific communities, populations, or areas that would benefit the most from intervention**. That may give the workgroup an opportunity to narrow their focus and efforts, in part since it may be challenging to address statewide transportation in a three-year time period.