

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY
2222 Cuming Street, Omaha
(402) 444-6866

BOARD OF DIRECTORS MEETING
Thursday, December 10, 2015
1:30 p.m.

AGENDA

An informal lunch meeting of the MAPA Board of Directors will precede the regular monthly board meeting on December 10, 2015. The lunch meeting begins at 12:15 p.m. The monthly Board of Directors meeting begins at 1:30 p.m. in the MAPA Board Room, 2222 Cuming Street, Omaha.

This meeting of the Metropolitan Area Planning Agency Board of Directors will be conducted in compliance with the Nebraska Statutes of the Open Meeting Act. For reference, the Open Meeting Act is posted on the wall of the Board Room.

- A. ROLL CALL / INTRODUCTIONS
- B. BOARD MINUTES of the October 29, 2015 meeting.
- C. FINANCE COMMITTEE MINUTES of the December 1, 2015 meeting.
- D. AGENCY REPORTS & PRESENTATIONS – (Info)
 - 1. Executive Director’s Report
 - a. Monthly Report
 - 2. Heartland 2050 Report
- E. PUBLIC COMMENTS – See Footnote
- F. CONSENT AGENDA –

None.
- G. OLD BUSINESS
 - 1. CONTRACT FINAL PAYMENTS – (ACTION)

The Board will consider approval of the contract payment listed below:
 - a. LSC – Final PMT - \$2,186.94

2. 2040 LONG RANGE TRANSPORTATION PLAN (LRTP) AMENDMENT – (ACTION)

The Board will consider approval of an amendment to the 2040 LRTP.

3. UNIFIED PLANNING WORK PROGRAM (UPWP) AMENDMENT – (ACTION)

The Board will consider approving an amendment to the FY 2016 UPWP to include additional funding for transit planning.

4. FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT – (Action)

The Board will consider approval of amendments to the FY 2016 - 2019 TIP.

H. NEW BUSINESS

1. NEW CONTRACTS – (ACTION)

The Board will consider approval of the following contract listed below:

- a. Olsson Associates – Sarpy County Transit Study \$135,000

2. TRAVEL – (ACTION)

The Board will consider approval of the Travel Authorization for Executive Director, Greg Youell; Communications Coordinator, Sue Cutsforth and up to 3 Board members to travel to Washington, D.C. for the NARC Conference of Regions in February 2016.

- a. NARC Conference of Regions – Washington D.C. – February 7-10, 2016 – Greg Youell, Sue Cutsforth and up to three board members - \$10,355.00

3. TRANSPORTATION ALTERNATIVE PROGRAM (TAP) – (ACTION)

The Board will consider approval of the TAP Committee (TAP-C) recommendations for the TAP project selection criteria, application and policy guidelines for the FY 2017 TIP.

4. SURFACE TRANSPORTATION PROGRAM (STP) – (ACTION)

The Board will consider approval of the Project Selection Committee (ProSeCom) recommendations for the STP project selection criteria, application, and policy guidelines for the FY 2017 TIP.

5. COORDINATED TRANSPORTATION COMMITTEE (CTC) – (ACTION)

The Board will consider approval of the CTC recommendations for the FTA 5310 project selection criteria, application, and policy guidelines for the FY 2017 TIP.

I. ADDITIONAL BUSINESS

J. DISCUSSION

K. ADJOURNMENT

Future Meetings:

Council of Officials Luncheon – Lo Sole Mio, Omaha – Wednesday, January 13, 2016

Finance Committee: Wednesday, January 20, 2016

Board of Directors: Thursday, January 28, 2016

National Conference of Regions, Washington, D.C. – February 7 – 10, 2016

* Individuals interested in addressing the MAPA Board of Directors during the Public Comment period about agenda items should identify themselves by name and address before speaking. Individuals interested in addressing the MAPA Board of Directors regarding non-agenda items must sign the request to speak list located in the Board Room prior to the beginning of the meeting.

Requests to speak may also be made to MAPA in writing by regular U.S. mail or email (mapa@mapacog.org) provided that requests are received by close of business on the day prior to the meeting. Speakers will be limited to three minutes. The presiding officer shall have authority to limit discussion or presentation by members and non-members of the Board of Directors or to take other appropriate actions necessary to conduct all business in an orderly manner.



**OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY
BOARD OF DIRECTORS REGULAR MEETING**

Minutes
October 30, 2015

The Board of Directors met at the MAPA offices, 2222 Cuming Street, Omaha. Chairman Kohn called the meeting to order at 1:32 p.m.

A. ROLL CALL/INTRODUCTIONS

Members/Officers Present

Patrick Bloomingdale (representing Clare Duda) (Left at 2:25 p.m.)	MAPA Secretary/Treasurer, Douglas County
Ben Gray	Omaha City Council
Ron Kohn	IA Small Cities/Counties Representative (Mills County Board of Supervisors)
Cassie Paben (representing Jean Stothert)	Deputy Chief of Staff, City of Omaha
Tom Richards	Sarpy County Commissioner
Rita Sanders	Mayor, City of Bellevue
Matt Walsh (arrived at 1:40 p.m.)	Mayor, City of Council Bluffs

Members/Officers Absent

Clare Duda	Douglas County Commissioner
Tom Hanafan	Pottawattamie County Board of Supervisors
Doug Kindig	NE Small Cities/Counties Representative (Mayor, City of La Vista)

Guests

Ralph Batenhorst	HDR
Jason Carbee	HDR
Justin Luther	FHWA
Mary Jane Truemper	Citizen

MAPA Staff

Christina Brownell	Sue Cutsforth	Melissa Engel	Michael Felschow
Mike Helgerson	Karna Loewenstein	Ashley Myers	Greg Youell

B. APPROVAL OF THE MINUTES of the September 24, 2015 meeting – (Action)

MOTION by Richards, SECOND by Sanders to approve the minutes of the September 24, 2015 meeting of the Board of Directors.

AYES: Bloomingdale, Gray, Kohn, Paben, Richards, Sanders

NAYS: None.

ABSTAIN: None.

MOTION CARRIED.

C. APPROVAL OF FINANCE COMMITTEE MINUTES AND REPORT – (Action)

Mr. Bloomingdale reported that the Finance Committee met on October 21, 2015 and approved bills for October, reviewed August financial statements and approved contract payments. Items were forwarded to the Board of Directors for approval.

MOTION by Sanders, SECOND by Paben to approve the minutes of the October 21, 2015 Finance Committee meeting.

AYES: Bloomingdale, Gray, Kohn, Paben, Richards, Sanders

NAYS: None.

ABSTAIN: None.

Approved by _____
Patrick Bloomingdale, Secretary/Treasurer

MOTION CARRIED.

D. AGENCY REPORTS

1. Monthly Report – (Info)

Mr. Greg Youell provided an update to the Board on MAPA activities for the month of October. The new ozone standards were released by the EPA and the new standard has been set at 70 ppb. The Omaha-Council Bluffs region is currently at 67 ppb. The Senate passed the “Drive Act” (Senate’s long term bill) and the House has just voted out of the committee a 3 year transportation bill with provisions to extend to 6 years if certain funding requirements are met. Some concerns with the bill: the STP funding for the Omaha metro area was reduced by nearly a million dollars and bridge funding that are not on the National Highway System. Mr. Youell provided an update on the Veteran’s grant and the One-Call Center. Metro Transit has said they want to be participate and help lead this project. MAPA also met with the Director of the VA hospital and received their commitment of support to the project. Mr. Youell provided an update on Douglas County projects, 180th Street project (\$30 million) is currently programed to be obligated in 2019. A recent meeting convened by FHWA is moving the project forward again. The University of Nebraska-Omaha is considering expanding their Allwine prairie preserve so MAPA will be meeting with Douglas County and the City of Omaha to discuss 144th Street and the alternatives for possible road alignment. MAPA will potentially be requesting a letter from the Board to the Governor to follow up on the pass through funding that was received from the Department of Economic Development. Mr. Youell welcomed Councilman Gray to the Board of Directors and announced the departure of MAPA staff member Ms. Ashley Myers.

2. Heartland 2050 Report – (Info)

Ms. Karna Loewentsein provided an update to the Board on Heartland 2050 activities. The project is currently convening 8 working groups on a monthly basis with around 250 volunteers. The Core Group is also meeting quarterly and consist of the MAPA Council of Officials President, the Chairman of the Executive Committee, MAPA’s Executive Director, seven Implementation Committee Chairs, a representative from the Mayor of Omaha’s office and the Heartland 2050 Coordinator. The purpose of the core group is to ensure face to face communication between representatives of the H2050 project and the President of the Council of Officials. Council President, Mayor Doug Kindig, has indicated that he would like to see the Council take a bigger role in the project. Implementation Committees are developing common definitions, identifying current projects going on in the region and reviewing the action plan drafts. MAPA has submitted two major funding request and expects to hear back within the next 90 days.

3. Metro Area Travel Improvement Study (MTIS) Presentation – (Info)

Mr. Ralph Batenhorst, Senior Vice President at HDR, presented to the Board an update on the MTIS. Mr. Batenhorst provided the Board with an Executive Summary of Phase 1. The purpose of MTIS is to:

- Develop a comprehensive, multi-modal plan for the interstate and major roadways in the region
- Prioritize projects for short-term, mid-term and long-term
- Consider shortfalls in existing sources of local, state and federal funding

MTIS is a performance based planning study and links planning/programming with system performance. There are 22 performance measures and each performance measure has a target. The study area matches MAPA’s transportation management area but also includes north-west portion of Mills County. Collectively the MTIS looks at close to 500 miles of roadway.

Phase 1 identified the data-needs. Phase 1b collected additional data to get a comprehensive assessment of travel patterns, operations and infrastructure, identified the needs within the study area and ended with looking at potential strategies to address those issues.

Phase 2 is anticipated to take about 15 months. Phase 2 will develop strategies and improvements for each corridor, evaluate the feasibility and viability of those. All of the options will then be packaged together in many different combinations and will include stakeholder input to develop. Each strategy packet will be tested using various modeling techniques and a matrix will be developed to see how well they perform against the goals and performance measures. Using public and stakeholder input a preferred regional strategy package will be selected.

Phase 3 will develop the ultimate plan, implementation plan and prioritize projects as short-term, mid-term and long-term and the funding plan to accompany that.

E. PUBLIC COMMENT

Ms. Mary Jane Truemper, citizen, addressed the Board regarding her concern over the Ozone regulations from the EPA and our Region is so close to reaching non-attainment. Ms. Truemper suggested that we look into what the penalties are for being in non-attainment and how that would impact our region (taxes, economic development etc).

F. CONSENT AGENDA – (Action)

None.

G. OLD BUSINESS

1. CONTRACT AMENDMENTS – (Action)

Mr. Greg Youell presented to the Board for approval the contract amendments listed below.

a. South Omaha Brownfields

- i. Benesch Hazardous Substance (Brownfields) – Extension of time, scope and amount change
- ii. Benesch Petroleum Assessment (Brownfields) – Extension of time, scope and amount change
- iii. Metro Community College Hazardous Substance – Extension of time and scope change
- iv. EPA Brownfields Hazardous Substance – Extension of time and scope change
- v. EPA Brownfields Petroleum Assessment – Extension of time and scope change

The Brownfields project is being expanded and extended in length in order to utilize all of the funding. The amendment will extend the time and expand the scope beyond the original boundaries. The amount for the hazardous substance portion of the project is \$362,500 and the Petroleum Assessment is \$292,500.

MOTION by Richards, SECOND by Bloomingdale to approve amendments to the South Omaha Brownfields contract.

AYES: Bloomingdale, Gray, Kohn, Paben, Richards, Sanders, Walsh

NAYS: None.

ABSTAIN: None.

MOTION CARRIED.

b. Metro Area Travel Improvement Study (MTIS) Supplemental Agreement – Additional \$200,000 for Phase 2

The estimated amount for Phase 2 of the project has increased by \$200,000 to a total of \$1.6 million. This funding will come from the Department of Roads and utilize MAPA's apportionment.

MOTION by Paben, SECOND by Gray to approve the MTIS Supplemental Agreement.

AYES: Bloomingdale, Gray, Kohn, Paben, Richards, Sanders, Walsh

NAYS: None.

ABSTAIN: None.

MOTION CARRIED.

c. Nebraska Community Energy Alliance (NCEA) Interlocal Agreement amended and restated

The NCEA group has expanded from the original 9 cities to 22 members. With the expansion, there has been a difficulty getting a quorum at meetings to handle business items. This amendment revises the Interlocal agreement and creates an Executive Board so that officers and two at large members can conduct business.

MOTION by Gray, SECOND by Walsh to approve the amendment to the NCEA Interlocal Agreement.

AYES: Bloomingdale, Gray, Kohn, Paben, Richards, Sanders, Walsh
NAYS: None.
ABSTAIN: None.
MOTION CARRIED.

2. FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT #1 – (Action)

Mr. Michael Felschow presented to the Board the first amendment to the FY 2016 – 2019 TIP Amendments. There are 37 adjustments over 5 different amendments. The reason for the significant number of amendments is primarily due to the number of projects that were not completed last year.

Amendment 1 will move safety funding from FY 15 to FY 16 and includes moving 4 projects to the new TIP and moving funding sources. The next category is TAP funding, the Omaha Pedestrian Bridge is moving forward. The Safe Routes to School Projects has been moved into the FY 16 TIP. The remaining 9 projects are STP funding projects being moved into existing TIP so the funding can be expensed. Other amendments to projects include: The STP advanced construction project in the City of Omaha; STP shifting pass phases (Omaha Signal Project, 120th Street, 168th Street, the 2nd 168th Street); STP right of way for 66th Street & Giles. Due to the shifting of funding there was \$12.9 million that was shifted from FY 15 to FY 16 and this amount needed to be reflected in the FY 16 TIP beginning balance.

Amendment 2 is the BRT project, \$1 million dollars was awarded and that needs to be transferred to 5307 funding so Metro can pull down the funding.

Amendment 3 is the \$1.6 million for the MTIS, this must be in the TIP before funding can be expensed.

Amendment 4 is for the TIGER 6 project money that was awarded in FY 2014. The funds (\$14.9 million) were not expensed so they must be moved to the existing TIP, along with \$1.4 million that was awarded in TAP funding.

Amendment 5 is all transit projects and transit funding. Four of the projects are Metro's projects to realign the projects to match with funding. The remaining projects listed were adjusted due to a reduction in 5310 funding.

MOTION by Paben, SECOND by Sanders to approve the 2016 – 2019 TIP Amendment #1.

AYES: Bloomingdale, Gray, Kohn, Paben, Richards, Sanders, Walsh
NAYS: None.
ABSTAIN: None.
MOTION CARRIED.

3. 2040 LONG RANGE TRANSPORTATION PLAN (LRTP) AMENDMENT – (Action)

Mr. Mike Helgerson presented 2040 LRTP Amendments to the Board for approval. The amendment will correct an error in the table listing the TIP projects.

MOTION by Gray, SECOND by Paben to approve the 2040 LRTP Amendment.

AYES: Gray, Kohn, Paben, Richards, Sanders, Walsh
NAYS: None.
ABSTAIN: None.
MOTION CARRIED.

4. SARPY COUNTY TRANSIT MOU AMENDMENT – (Action)

Mr. Greg Youell presented to the Board the Sarpy County Transit MOU amendment for approval. The amount has increased to \$135,000 for the project. The Dept of Roads found additional federal funding and MAPA and Metro have committed to \$1,000 each to cover the additional match of \$2,000.

MOTION by Richards, SECOND by Gray to approve the Sarpy County Transit MOU Amendment.

AYES: Gray, Kohn, Paben, Richards, Sanders, Walsh
NAYS: None.
ABSTAIN: None.

MOTION CARRIED.

H. NEW BUSINESS

None.

I. ADDITIONAL BUSINESS

None.

J. DISCUSSION

None.

K. ADJOURNMENT

Chairman Kohn adjourned the meeting at 2:33 p.m.

METROPOLITAN AREA PLANNING AGENCY
2222 Cuming Street
Omaha NE 68102-4328
FINANCE COMMITTEE MEETING
December 2, 2015

The MAPA Finance Committee met December 2, 2015, in the MAPA conference room. Patrick Bloomingdale called the meeting to order at 8:30 a.m.

ROLL CALL

Members Present

Patrick Bloomingdale, Secretary/Treasurer
Clare Duda, Douglas County
Tom Hanafan, Pottawattamie County (arrived @ 8:40 am)
Ron Kohn, Mills County
Tom Richards, Sarpy County (arrived @ 8:35 am)

Staff

Natasha Barrett
Melissa Engel
Michael Felschow
Amanda Morales
Gregory Youell

Other

Jeremy Davern, Hamilton Associates, P.C. (for item A.)
Liz Larson, Hamilton Associates, P.C. (for item A.)

Members Absent

Carl Lorenzen, Washington County

A. DRAFT AUDIT REPORT

Ms. Larson from Hamilton Associates, and Ms. Engel presented the the DRAFT Audit Report for the year ended June 30, 2015, to the finance committee. The auditors issued 3 unmodified opinions for 1) the financial statements 2) compliance and internal control over the financial statements and 3) compliance on each major program and internal controls over compliance in accordance with OMB Circular A-133. The auditors reported there were no findings or adjustments related to the financial statements. Ms. Engel informed the committee that next year there will be changes in the selection and review of major programs/federal funds, since the threshold is increasing from \$500,000 to \$750,000 the percentage being reviewed will decrease.

B. MONTHLY FINANCIAL STATEMENTS (September)

1. Bank Reconciliation (American National Bank) and Statements on Investments
2. Receipts and Expenditures
3. Schedule of Accounts Receivable/Accounts Payable
4. Consolidated Balance Sheet
5. Program Status Report/Line Item Status Report

Ms. Engel presented the financial statements for September.

C. FOR FINANCE COMMITTEE APPROVAL

1. Contract Payments: (Action)
 - a. City of Omaha Public Works – PMT #1 - \$5,634.87
 - b. City of Omaha Public Works – PMT #2 - \$20,490.25
 - c. Metro – PMT #1 - \$25,668.34
 - d. Daake – PMT #2 - \$17,900.00
 - e. Heartland Family Services – PMT #20 - \$2,473.71
 - f. Pottawattamie County GIS – PMT #1 - \$11,392.81
 - g. LSC – PMT # 8 - \$3,144.39
 - h. Olsson – PMT #17 - \$13,177.790
 - i. Olsson – PMT #18 - \$17,454.95Sarpy Co Planning – PMT #1 - \$7,911.39
 - j. HDR – PMT #1 - \$1,838.65
 - k. Lovgren – PMT #18 - \$1,690.00
 - l. Live Well Omaha CMAQ – PMT #3 - \$3,270.14
 - m. Live Well Omaha – PMT #17 - \$3,658.30
 - n. Douglas County GIS – PMT #1 - \$23,142.96
 - o. Hamilton Associates – PMT #1 - \$9,385.00
 - p. Exis Design Shop – PMT #1 - \$4,500.00

Mr. Youell Present the contract payments listed above. The City of Omaha Public Works payments are for the city's traffic counting program. Metro is requesting planning funds for their first quarter's transit activity. Daake's payment is for their continued work on MAPA's website redesign and implementation. The Heartland Family Services payment is for their "Ways to Work" program. The Pottawattamie County payment is for their GIS work for first quarter of FY 15. LSC conducted

the one-call center research. Olsson is the contractor on the Platteview Road Land Use and Corridor Study. HDR provided on-call travel demand modeling. The Lovgren payment is for work on the 2015 "Air Quality Campaign". Live Well Omaha's requests are for the Omaha "Commuter Challenge" and bicycle safety education. Douglas County GIS requested reimbursement for their work on transportation planning from July through September 2015. Hamilton Associates has billed for audit services for FY 15, performed through October 31st. Exis design is the architecture design firm working on the concept design for the American Heroes Park in Bellevue.

MOTION by Richards SECOND by Duda to approve the contract payments under B. 1. MOTION CARRIED.

D. RECOMMENDATION TO THE BOARD

1. New Contracts:

- a. Olsson Associates – Sarpy County Transit Study \$135,000

Mr. Youell as well as Mr. Felschow presented the Olsson Associates contract for a Sarpy County Transit Feasibility Study. The study will assess the counties transit needs based on population demand and feasibility looking at para transit, flex routes, fixed routes, express buses, etc. Three firms submitted proposals on the study. Scoring criteria were utilized to rate the firms based on proposed concept, scope of work, value of product, innovation, etc.

MOTION Kohn SECOND by Hanafan to recommend that the Board of Directors approve the new contract as presented. MOTION CARRIED.

2. Contract Final Payments:

- a. LSC – Final PMT - \$2,186.94

Mr. Youell and Mr. Felschow presented the LSC final payment for the One Call Center Research Project.

MOTION Duda SECOND by Richards to recommend that the Board of Directors approve the final contract payment as presented. MOTION CARRIED.

3. Travel

- a. NARC Conference of Regions – Washington D.C. – February 7-10, 2016 – Greg Youell, Sue Cutsforth, and up to three board members - \$10,355.00

Mr. Youell presented the travel to the annual NARC conference in Washington D.C. for five individuals.

MOTION Richards SECOND by Duda to recommend that the Board of Directors approve the travel to the regional NARC conference as presented. MOTION CARRIED.

E. DISCUSSION/INFORMATION

1. Salary Survey

Ms. Morales and Ms. Barrett were excused. The committee went into closed session for personnel issues.

2. 2017 Dues and Fees Outlook

Mr. Youell presented to the committee the matter of some members and associate members not being charged annual dues. Mr. Youell recommend that these special purpose entities meet with MAPA and discuss a minimal annual fee for membership. Currently the Council Bluffs and Omaha Chamber of Commerce exchange memberships at the same cost, but the remaining dues are paid by the counties within the MAPA region. Mr. Kohn directed staff to develop materials showing MAPA's value to members.

3. County Photos

Mr. Youell would like to compile photos of landmarks and or landscapes within the five county region to display in MAPA's lobby. He ask that the committee members think of possible photos that may be duplicated or donated.

F. OTHER

G. ADJOURNMENT

The meeting adjourned at 9:45 a.m.

Executive Director's Report

December 2015

FAST Act Reauthorizes Federal Transportation Bill

The FAST Act was signed into law on Friday, December 4, 2015. It is a five-year reauthorization; the total bill is \$305 billion, with \$70 billion coming from non-transportation revenue sources. NARC preliminary estimates (in millions) STP funding suballocated to the metro area as follows:

	2015	2016	2017	2018	2019	2020
Neb.	\$13.437m	\$13.934	\$14.570	\$15.170	\$15.757	\$16.431
Iowa	\$1.456m	\$1.519	\$1.588	\$1.653	\$1.717	\$1.790

This represents an increase of more than 20% from current funding by year five. This should be balanced with the fact that construction inflation is running about 5% annually. Therefore, \$16.431 million in 2020 is only \$12.87m in 2015 buying power.

See the attached analysis.

Legislative Subcommittee Meetings

The first Nebraska Legislative Subcommittee was convened. The group consists of Cmr. Duda (County), Cassie Paben (City of Omaha) and Mayor Kindig (Small Communities). The focus for the first year of developing an agenda will be on transportation and economic development. Support for positions must be unanimous. A report will be provided at the January Council of Officials to all members. The Iowa subcommittee will meet on Wednesday, December 16th.

Member Dues and New Member Fee Discussion

The Finance Committee discussed the question of annual fees for non-City, non-County members. These entities currently receive member benefits at no cost. In addition, there is no joining fee for new members to become part of MAPA. I am proposing working with a group of members on this issue over the next few months as part of our FY-17 budgeting process.

RPA-18 Planning Review

MAPA had its Review with Iowa DOT staff in early November, and received its Final Report this week. The planning process was deemed to meet Iowa DOT planning requirements. 6 commendations and 7 recommendations were made (attached). MAPA will be exploring a set-aside for small communities (less than 5,000 persons) and the development of a more transparent application and project selection process.

Nebraska State Funding Update

Staff Changes

MAPA hired Court Barber as an Assistant Planner. His first day of work will be Monday, December 14th. He was an intern at the City of La Vista and comes highly recommended.

H2050 Update: Karna Loewenstein, H2050 Project Coordinator

FAST Act Reauthorization Proposal

Priorities	Existing Law (MAP-21)	Final FAST Act
<p>Long-term, well-funded bill</p>	<ul style="list-style-type: none"> Two-year reauthorization MAP-21 had \$105 billion in funding \$52.5 billion/year average Became law in July 2012 	<ul style="list-style-type: none"> Five-year reauthorization, fully paid for (though not with user fees) DRIVE Act has \$281 billion in new contract authority for the core surface transportation program; the total bill is approximately \$305 billion \$56.2 billion/year average Uses a variety of pay-fors, including selling oil from SPR and using Federal Reserve surplus funds Leaves a bigger funding cliff when the next reauthorization is debated
<p>Surface Transportation Program/Surface Transportation Block Grant Program</p> <p>NARC's position: <i>NARC advocated for an increase in base funding for STP and an increase in the STP local share. Both of these are achieved in the FAST Act. Local funding under STP will increase by nearly \$3.4 billion over five years compared to existing funding.</i></p>	<ul style="list-style-type: none"> MAP-21 provided \$20.1B for STP Suballocation by population for 50% of the funds; other 50% "anywhere in the state" 	<ul style="list-style-type: none"> Renamed Surface Transportation Block Grant Program (STBGPP). This is not expected to result in any changes in how the program operates or funds are distributed. FAST Act STBGPP Funding (after SPR and TAP are removed) <ul style="list-style-type: none"> FY15: \$9.9 billion (current year) FY16: \$10.0 billion FY17: \$10.2 billion FY18: \$10.4 billion FY19: \$10.7 billion FY20: \$10.9 billion Five-year total: \$52.2 billion (+6% compared to flat funding; +10% comparing FY20 to FY15) Increases suballocation by population by 1% per year to 55% by 2020 FAST Act STBGPP suballocation by year <ul style="list-style-type: none"> FY15: \$4.9 billion (current year) FY16: \$5.2 billion FY17: \$5.4 billion FY18: \$5.6 billion FY19: \$5.8 billion FY20: \$6.1 billion Five-year total: \$28.1 billion (+14% compared to flat funding; +23% comparing FY20 to FY15) Bridge funding does <u>not</u> come off the top of STBGPP Maintains all existing eligibilities Adds several new eligible project categories:

		<ul style="list-style-type: none"> ○ Safe routes to school; ○ Boulevards and other roadways largely in the right-of-way of former Interstate routes or other divided highways; ○ Workforce development, training, and education; ○ Projects that facilitate direct intermodal interchange, transfer, and access into and out of a port terminal; ○ Costs associated with providing Federal credit assistance (TIFIA); and ○ Public-private partnerships
<p>Transportation Alternatives Program</p> <p>NARC’s position: NARC advocated to preserve TAP and increasing funding for the program, which the FAST Act accomplishes.</p> <p><i>We also supported 100% local share and obligation authority for TAP funds which the bill does not contain.</i></p>	<ul style="list-style-type: none"> ● MAP-21 provided \$1.6 billion for TAP (2% takedown of core programs) ● Established that a competitive process is required to distribute funds ● Set suballocation by population at 50%; remaining 50% anywhere in the state 	<ul style="list-style-type: none"> ● No longer called TAP. Now referred to as “STP set-aside” (we will continue to refer to it as TAP for the time being) ● FAST Act TAP Funding <ul style="list-style-type: none"> ○ FY15: \$820 million (current year) ○ FYs 16-17: \$835 million per year ○ FYs 18-20: \$850 million per year ○ No longer a takedown of core programs ○ Recreational Trails set-aside maintained as a portion of these funds ● All core elements of the program and existing eligibilities are maintained ● 50/50 suballocation is preserved (<u>not</u> the 100% local suballocation that the Senate bill contained) ● Must continue to use a “competitive process” to distribute funds ● MPOs over 200,000 population may flex 50% of TAP funds for use on any STP-eligible project ● Adds requirement that MPOs must distribute funds “in consultation with the relevant state.”
<p>Metropolitan Planning Funding and Policy</p> <p>NARC position: NARC advocated for a PL funding increase, and for a fix of the transit representation issue (see below), both of which are achieved in the FAST Act.</p> <p><i>We will continue to advocate for additional PL funds, but in the FAST Act PL grew in pace with the rest of the bill.</i></p>	<ul style="list-style-type: none"> ● MAP-21 provided \$625M for metropolitan planning 	<ul style="list-style-type: none"> ● FAST Act PL Funding <ul style="list-style-type: none"> ○ FY15: \$313.6 million (current year) ○ FY16: \$329.3 million ○ FY17: \$335.9 million ○ FY18: \$343.0 million ○ FY19: \$350.4 million ○ FY20: \$358.5 million ○ Five-year total: \$1.7 billion (+10% compared to flat funding; +14% comparing FY20 to FY15) ● Distribution of Metropolitan Planning (PL) funding continues to be based on the amount of PL a state received in 2009. ● Intercity buses and bus facilities added to list of facilities that MPO plans and TIPs should consider (States too) ● “Tourism” and “natural disaster risk reduction” are added to the list of issues on which MPOs are encouraged to consult ● Adds to the list of issues that shall be considered as part of the planning process:

		<ul style="list-style-type: none"> ○ “Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation;” and ○ “Enhance travel and tourism” ● Adds “intercity bus facilities” to list of transportation facilities that must be identified in a transportation plan; adds to the requirements for capital investment a provision mandating consideration of ways to “reduce the vulnerability of the existing transportation infrastructure to natural disasters;” and adds to a section regarding transportation and transit enhancement a requirement that the plan include “consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated.” ● Adds “public ports”, “intercity bus operators”, and “employer-based commuting programs” as interested parties that should be given reasonable opportunity to comment on the transportation plan. ● Lists “intercity bus operators;” “employer-based commuting programs such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program;” and “job access projects” as examples of projects under the congestion management process. ● Makes permissible the development of a Congestion Management Plan that “includes projects and strategies that will be considered in the TIP.” Outlines a number of requirements that such a plan will contain and outlines which entities an MPO must consult with. ● Does <u>not</u> strike the congestion management process (as the Senate bill had).
<p>Transit Representation</p>	<ul style="list-style-type: none"> ● MAP-21 added a requirement that providers of public transportation be represented on the policy board of MPOs representing TMAs ● Interpreted by DOT (in draft planning rule) to require a change to the enabling statute or MPO bylaws; and that it was impermissible for an elected official to represent their constituents while also serving as the transit representative 	<ul style="list-style-type: none"> ● Designation or selection of officials shall be determined by an MPO according to the its bylaws or enabling statute ● Subject to the bylaws or enabling statute, a transit representative may also serve as a representative of a local municipality
<p>Bridges NARC position: <i>NARC advocated for additional funding for locally owned bridges without harming suballocation levels under STP, which the FAST Act achieved.</i></p>	<ul style="list-style-type: none"> ● MAP-21 eliminated the bridge program, leaving certain types of bridges without a funding source. ● Off-system bridge set-aside was preserved, funded with approximately 7.5% of the STP “anywhere in the state” funds 	<ul style="list-style-type: none"> ● On-system, non-NHS bridges are now eligible under NHPP ● Off-system bridge set-aside is preserved as in current law

Congestion Mitigation and Air Quality (CMAQ)

NARC position: *NARC advocated for additional funding for CMAQ and for obligation authority of CMAQ. FAST Act grows CMAQ funding at a slower rate than the rest of the bill and does not include obligation authority.*

- MAP-21 provided \$4.4 billion for CMAQ

- FAST Act CMAQ Funding
 - FY15: \$2.2 billion (current year)
 - FY16: \$2.3 billion
 - FY17: \$2.3 billion
 - FY18: \$2.4 billion
 - FY19: \$2.4 billion
 - FY20: \$2.4 billion
 - Five-year total: \$11.8 billion (+6% compared to flat funding; +10% comparing FY20 to FY15)
- Makes “vehicle-to-infrastructure communication equipment” and “port-related freight operations” eligible under CMAQ
- Does not include language that would have potentially restricted how funds could be spent in nonattainment areas for PM2.5
- Provides that “priority consideration” of PM2.5 funding does not apply in states with a density of less than 80 persons per square mile under certain circumstances
- Allows for the obligations of PM2.5 funds for port-related equipment and vehicles.

COMMENDATIONS

- RPA 18 is commended for its efforts with comprehensive transportation planning in the region, including the upcoming Pottawattamie County transportation plan and the Regional Transportation Vision that is being developed.
- RPA 18 is commended for utilizing project status reports at its Technical Committee and Policy Board meetings to ensure awareness of the status of TIP projects.
- RPA 18 is commended for conducting an annual member questionnaire, and utilizing it to gather input on projects and priorities in the region.
- RPA 18 is commended for working to develop project selection criteria for Surface Transportation Projects.
- RPA 18 is commended for working to expand the Heartland 2050 Equity and Engagement Committee to include membership from all counties.

RECOMMENDATIONS

- It is recommended that RPA 18 review its Technical Committee and Policy Board bylaws and ensure that roles and responsibilities are clear to both groups.
- It is recommended that RPA 18 review its Policy Board structure and consider additional representation from small cities and public transit.
- It is recommended that RPA 18 continue its efforts with developing project selection criteria for STP projects, and take steps towards a more transparent programming process.
- It is recommended that RPA 18 ensures that the agency-wide Public Participation Plan is relevant for the RPA, and that the RPA adopts the plan. It is also recommended that RPA 18 examine its public review process for TIP amendments as part of that update.
- It is recommended that RPA 18 staff begin attending meetings of SWITA's Human Services Advisory Council if the Passenger Transportation Plan process will continue to be a joint effort between RPA 18 and RPA 13.
- It is recommended that RPA 18 staff ensure a statement related to requests for and provision of accommodations is included on all meeting agendas.
- It is recommended that RPA 18 ensures its meeting minutes are posted online.

CONCLUSION

The transportation planning process in RPA 18 meets the Iowa DOT, FHWA, and FTA minimum planning requirements. RPA 18 is encouraged to continue to explore ways to further enhance their multi-modal transportation planning and programming process. Overall, transportation planning activities in RPA 18 are being carried out in accordance with governing regulations, policies, and procedures.

**Metropolitan Area Planning Agency
Transportation Planning Activities | Monthly Progress Report**

Reporting Period: October 19, 2015 – November 23, 2015

Transportation Forums (140) –

Objective:

To provide a forum for coordination and cooperation between MAPA and agencies, organizations and stakeholders involved and interested in planning, designing, maintaining and providing transportation services.

Program Activity

- Developed agenda and materials for TTAC meeting held on October 23

140 End Products		Schedule
01	Transportation Technical Advisory	Monthly
02	Nebraska Department of Roads (NDOR) Statewide MPO Meeting	Twice / year
03	Iowa Department of Transportation (Iowa DOT) MPO and RPA Meeting	Quarterly

Summit and Working Groups (150) –

Objective:

MAPA will convene a semi-annual summit and several subcommittees or working groups around specific transportation-related topics.

Program Activity

- Held internal planning meetings for Spring Transportation Symposium

150 End Products		Schedule
01	Transportation Summit and Working Groups	Fall 2015, Spring 2016
02	Project Review Committee comments to State and Federal agencies	Ongoing

Technical and Policy Education (170) –

Objective:

To provide ongoing technical and policy education for planning and research activities.

Program Activity

- Participated in Local Technical Assistance Program (LRTP) Civil Rights workshop facilitated by the Nebraska Department of Roads
- Participated in PRSA Media Relations Summit
- Assisted with IARC new director orientation in Sioux City, Iowa.
- Attended Mayor’s breakfast in Council Bluffs, IA

170 End Products		Schedule
01	Technical and Policy Education Events	Ongoing
01	Webinars (FHWA, FTA, etc.)	Ongoing
02	Related Association Participation (NROC, IARC, NADO, NARC, etc.)	Ongoing
03	Professional Certifications and Memberships	Ongoing

Public Forums and Workshops (180) –

Objective:

To provide and support public forums and workshops that identify and discuss timely topics or high visibility special subjects of a regional significance.

Program Activity

- Participated in Heartland 2050 Infrastructure Committee working group
- Held Public Meeting for the 2040 Long Range Transportation Plan (LRTP) amendment
- Prepared amendment timeline document for 2040 LRTP public meeting
- Prepared graphics/documents for Heartland 2050 World Cafe meeting

180 End Products		Schedule
01	Heartland 2050 Stakeholder Summits	July 2015, Feb. 2016
01	2015 Heartland Active Transportation Summit	Spring 2016

01	Support and Host Public Events, Forums and Workshops	As Needed
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Policy and Administrative Forums (190) –

Objective:

To maintain and coordinate policy and administrative forums. Work includes but is not limited to creating agendas, supporting materials, conduct meetings and communications with committee members.

Program Activity

- Staff members prepare materials for the Council of Official meeting
- Staff members attended the annual Council of Official dinner
- Held orientation for new Board Member

190	End Products	Schedule
01	Council of Officials Administration	Ongoing
02	Board of Directors Administration	Ongoing
03	Finance Committee Administration	Ongoing

Short Range Planning (410) –

Objective:

To develop and refine the short range transportation planning process; develop and maintain the Transportation Improvement Program (TIP); collect and maintain data (land use, population, employment, housing, traffic, etc.) to analyze trends and growth patterns; utilize and coordinate Geographic Information Systems (GIS) and aerial photography activities; assist local jurisdictions in the programming, funding and delivery of transportation improvements; develop and maintain performance measures to track progress toward regional goals; support short range active transportation activities.

Program Activity

- Developed and approved Amendments 1-5 to the FY2016-2021 Transportation Improvement Program
- Developed and submitted Administrative Modification 1 and 2 for the FY2016-2021 Transportation Improvement Program
- Held two meetings of the Project Selection Committee to review and approve project selection criteria for the FY 2017- FY 2022 Transportation Improvement Program
- Continued development of the 2014 Traffic Flow Map and associated reports
- Continued development of Bus Rapid Transit Peer Community Land Use Assessment for the City

MAPA Monthly Progress Report | October 2015 – November 2015

Page | 4

of Omaha

- Produced various GIS map and data requests
- Attended city development review meetings and coordination
- Coordinated meetings to determine the roadway impact due to the Allwine Prairie
- Worked on developing new review criteria to be more in line with the new 2040 L RTP
- Attended the Omaha Health Summit hosted by Live Well Omaha
- Participated in Omaha by Design planning session

410	End Products for Work Activities	Schedule
01	FY 2017-22 TIP	Spring 2016
02	Funding / needs data and analysis	Ongoing
03	Technical support for Local Project Assistance (LPA) and local and state planning activities	Ongoing
04	2014 Traffic Flow map and associated report preparation	Fall 2015
05	Updated land use, employment, economic, and population data	Ongoing
05	Census data and growth analysis	Ongoing
06	Map production and data analysis	Ongoing
07	NIROC aerial photography delivery and administration	Spring 2016
08	Performance measure coordination and development	Ongoing
09	Health and safety activities	Ongoing
16	Convene ProSe-Com to prepare FY-17 TIP	Fall 2015-Winter 2016
17	Convene TAP-C to prepare FY-17 TIP	Fall 2015-Winter 2016
18	Omaha Active Transportation Activities	Ongoing

Long Range Planning (420) –

Objective:

To conduct the long range transportation planning process; implement and maintain the regional Long Range Transportation Plan; develop medium and long range growth forecasts and traffic simulations or forecasts at a regional and/or subregional level; develop local and corridor-level planning studies; and

MAPA Monthly Progress Report | October 2015 – November 2015

Page | 5

support the development of Complete Streets and active transportation as recommended by the LRTP.

Program Activity

- Held public meeting for the 2040 Long Range Transportation Plan amendment
- Held internal meetings to discuss development of 2050 Long Range Transportation Plan and public participation schedule
- Held initial progress meeting for Phase 2 of the Metro Travel Improvement Study (MTIS)
- Produced model output to support Sarpy County interchange modeling
- Continued development of travel demand model, including implementation of FHWA guidance and updated documentation
- Scheduled and attended public and stakeholder outreach meetings to raise awareness about the 2050 LRTP and get feedback on goals for previous studies and plans
- Had internal and stakeholder meetings on the Platteview Road Corridor Study
- Provided forecasts of population for the Southern Ridge Sewer Study in Sarpy County

420 End Products		Schedule
01	LRTP 2035 maintenance and amendment (as needed)	Ongoing
01	LRTP 2040	Planned Summer 2015, Due March 2016
02	Long-Range Planning Activities	Ongoing
02	LRTP 2050 Preparation Kick-off	Fall-Winter 2015
03	Travel Demand Model Refinement	Ongoing
04	Population and Employment Forecast Refinement	Ongoing
05	Land Use Allocation Model maintenance and refinement	Ongoing
06	Metro Bike Safety Education	2015-2016
06	Regional Bicycle-Pedestrian Plan	Summer 2015
06	Convene multi-modal working group at summits	Semi-annual
07	Passenger Rail Planning	Ongoing
08	Freight and Goods Movement Participation	Ongoing
09	Heartland 2050 Implementation Activities for Transportation	Ongoing

MAPA Monthly Progress Report | October 2015 – November 2015

Page | 6

11	Metro Area Travel Improvement Study (MTIS)	Ongoing
12	Platteview Road Corridor Study	2015

Public Participation Activities (430) –

Objective:

To conduct public involvement activities in accord with MAPA Public Participation Plan in order to effectively and continuously engage public input in the transportation planning process.

Program Activity

- Participated in Civil Rights training workshop hosted by the Nebraska Department of Roads and the Local Technical Assistance Program (LTAP)
- Held CAC meetings
- Attended internal development meetings for the Citizens Academy
- Continued public involvement efforts for the 2050 LRTP
- Developed public participation metrics for the 2050 LRTP
- Submitted the semi-annual DBE report to IDOT
- Submitted public notices to area newspapers for MAPA committee and board meetings

430 End Products		Schedule
01	Public Participation Plan maintenance and revision	Ongoing
01	Public Participation Annual Activities Report	Annual
02	Public Involvement and Engagement Activities	Ongoing
03	Citizen’s Academy for Omaha’s Future	Semi-annual
04	Civil Rights / Title VI Plan maintenance and activities	Ongoing
04	Annual DBE Goal development and monitoring	2015
05	Convene Citizen’s Advisory Committee	Ongoing

Transit and Human Service Transportation (440) –

Objective:

To conduct and coordinate planning for mass transit and paratransit in the MAPA region.

Program Activity

- Participated in stakeholder committees for Metro’s Central Omaha Bus Rapid Transit project
- Held coordination meeting with Metro Transit to discuss Request for Proposals for Veterans Call Center project
- Held CTC meetings and worked on informal coordination efforts as well as promoting participation with the call center

440 End Products		Schedule
01	Transit Service Planning and Evaluation	Ongoing
02	Coordinated Transportation Plan Committee	Ongoing
03	JARC, New Freedom, 5310 Administration	Ongoing
04	FTA VTCLI Grant Mobility Coordination Activities	Ongoing
05	Central Omaha Bus Rapid Transit / Urban Circulator	2015-2016
06	Metro Transit Planning Activities	Ongoing
01	Transit Service Planning and Evaluation	Ongoing

Air Quality / Environmental (450) –

Objective:

To improve air quality and take proactive measures to reduce environmental impacts and improve energy conservation as related to transportation.

Program Activity

- Held internal planning meetings for Little Steps Big Impact with community partners
- Developed electric vehicle white paper
- Held a stakeholder meeting for electric vehicles
- Scheduled individual one on one meetings for parties interested in participating in the MAPA CMAQ electric vehicle grant
- Worked with NDOR to support their efforts to develop a statewide vanpool network
- Worked with Live Well Omaha to discuss how the commuter challenge can be improved and extended year round
- Met with consultant for overview of results from the Little Steps Big Impact survey
- Prepared and participated in Iowa Dot ICAAP (CMAQ) committee

450 End Products		Schedule
01	Metro Rideshare Website Administration	Ongoing
02/ 03	Little Steps, Big Impact Ozone Reduction Campaign (CMAQ)	2015, 2016
02	Education for alternative fuel vehicles to reduce emissions	Ongoing
02	Convene air quality working group at summits	At least 2/year
03	Work with grants for electric vehicle infrastructure	2015-2016
04	Commuter Challenge	2015, 2016

Iowa Regional Planning Affiliation (460) –

Objective:

To provide administration for Iowa RPA-18 and develop a regional TIP and LRTP for Harrison, Mills, and Shelby counties and the non-urbanized portion of Pottawattamie County that can be integrated into the State Transportation Improvement Plan (STIP) and State Transportation Plan.

Program Activity

- Developed materials and participated in Planning Review for Regional Planning Affiliation 18
- Developed agenda and materials for December Policy and Technical Committee meetings
- Developed materials for Amendment 1 to the FY 2016-2019 Transportation Improvement Program
- Held initial Steering Committee meeting for the Pottawattamie County Transportation Plan and developed preliminary work plan for the project
- Developed a work plan and project timeline for the Pottawattamie County Transportation Plan
- Held planning review with Iowa DOT for RPA-18

460 End Products		Schedule
461	Transportation Forums/Committee Administration	Ongoing
462	Transportation Planning Work Program	Spring 2016
463	Regional Transportation Improvement Program (RTIP) / Short Range Planning	Spring 2016

464	Long Range Transportation Plan (LRTP) / Long Range Planning	Ongoing
465	Public Participation Plan (PPP) and Activities	Ongoing
466	Human Services Transportation Coordination	Ongoing

Congestion Management / Safety and Technology (470) –

Objective:

To monitor traffic congestion levels in the metro area through the Congestion Management Process; to promote a safe and efficient transportation system through the development of management and operations, safety, and technological strategies and solutions.

Program Activity

- Worked on planning and coordination for the EV and the LSBI CMAQ grants.
- Attended Traffic Incident Management (TIM) Executive Committee meeting
- Signed TIM Executive Committee MOU on a collaborative approach in the metro area

470	End Products	Schedule
471	CMP Improvements	2015-2016
471	Congestion working group at summits	At least 2/year
472	MAMA Program Administration	Ongoing
472	TIM Committee	Ongoing
473	Regional ITS Architecture Maintenance	Ongoing
474	Safety Planning and Crash Analysis	Ongoing
474	Congestion working group at summits	At least 2/year
475	Regional Signal Coordination and Implementation	Ongoing

Community Development Assistance (710) –

Objective:

To provide technical assistance to jurisdictions in identifying community development needs and the resources to meet those needs.

Program Activity

- Pottawattamie County Comprehensive Land Use update is final. Working on final graphics. Assisted with project GIS needs.
- Drafting City of Crescent Comprehensive Plan.
- Working with Loess Hills Missouri River Region / Parks to People on regional recreation plan. Includes Harrison, Mills and Pottawattamie counties. Drafting priority poster and plan.
- Continuing CDBG administration for the cities of Hancock, Henderson, Macedonia, and Walnut.
- Working to complete Leadership Community Applications for Gretna and Ralston.
- Working on Brownfields Coalition Assessment Grant. Outlining work for next year.
- Working with Community Improvements to Increase Economic Stability (CITIES) Program on program administration. Submitted Iowa West Foundation application for recapitalization of CITIES.
- Working with City of Avoca to prepare Hazard Mitigation Grant Program application.
- Looking into possible Corp of Engineering Section 22 funding to complete a flood risk management plan.
- Continuing updates to disaster resiliency and business continuity plans for businesses and organizations.
- Continuing administration of MAPA Foundation Revolving Loan Fund (RLF) program; met with regional service providers and stakeholders.
- Attended National Association of Development Organizations Annual Workshop in New Orleans, LA.
- Organizing Elected Officials Training on December 2 in Oakland, IA.
- Discussed American Heroes Park concept design project with Bellevue city officials and EXis Design Shop.
- Attended concept design meeting with local officials and EXis Design Shop for proposed American Heroes Park in Bellevue.
- Contacted cities and villages in Nebraska counties to determine housing needs/issues.
- Create JLUS Implementation Scope of Work

Economic Development Assistance (720) –

Objective:

To provide technical assistance to jurisdictions to identify economic development needs and the resources to meet those needs.

Program Activity

- Discussed gap financing and technical assistance for small and minority businesses with executive directors of Heartland Workforce Solutions and Omaha Small Business Network.
- Looking into EDA Economic Adjustment funding assistance in wake of ConAgra headquarters departure.
- Attended public meeting for Omaha Promise Zone Designation proposal.
- Began preparation for EDA Peer Evaluation in December.

Heartland 2050 Regional Vision (730) –

Objective:

To oversee Implementation of the Heartland 2050 Regional Vision project, moving the work forward through development of a committee structure, hosting semi-annual summits, convening workgroups to select and complete projects and developing metrics to measure and show progress.

Program Activity

- Assisted with Loess Hills Missouri River Region - Parks to People Closing Workshop in Oakland IA
- Assisted with Loess Hills Missouri River Region - Parks to People Workshop in Malvern IA
- Prepared and submitted grant proposal to the Iowa West Foundation
- Attended Policy Link Equity Summit in Los Angeles, CA
- Convened the following Heartland 2050 Committees: Implementation Committees (Housing & Development, Health & Safety, Education, Economic Development, Natural Resources, Equity & Engagement & Infrastructure), the Executive Committee, and Equity & Engagement Committee
- Presentation at American Planning Association Quad State Session “From Engagement to Equity: The Heartland 2050 Journey “ and “Environmental Justice Analysis in Transportation Planning”
- Designed and facilitated a World Cafe for the Heartland 2050 Executive Committee on the Regional Equitable Growth Profile.
- Screened, and interviewed candidates for Heartland 2050 intern. Placement made 11/20/15.
- Presentation at the Smart Energy Expo in Omaha

Community Economic Recovery Assistance (760) –

Objective:

To provide technical assistance to local jurisdictions and area business to assist in short-term and long term economic recovery associated with adverse impacts experienced as a result of recent disaster events.

Program Activity

- No activity during this reporting period.

Management Assistance (790) –

Objective:

To provide management and administrative assistance to member jurisdictions such as Personnel Policies, Job Descriptions, etc.

Program Activity

- No activity during this reporting period.

Publications (810) –

Objective:

To publicize MAPA activities and accomplishments to MAPA member jurisdictions, state and local officials and the public.

Program Activity

- Created and published 2016 MAPA Wall Calendar
- Created and published September/October edition of What’s Happening newsletter

810 End Products		Schedule
811	What's Happening Newsletter	Bi-monthly
812	Annual Report	October 2015
813	Regional Officials Directory Website	Updated Spring 2016
814	Product Development	Ongoing

Public Information and Communications (840) –

Objective:

To provide transportation-related data to public and private sector representatives.

Program Activity

- Scheduled interview with KIOS reporter/anchor for 2050 Long Range Transportation Study story

MAPA Monthly Progress Report | October 2015 – November 2015

Page | 13

- Multiple posts to social media regarding public meeting for MAPA 2040 Long Range Transportation Plan amendment
- Spoke to Nebraska State Highway Commission to provide a report on the transportation system in the metro area.

840 End Products		Schedule
841	Transportation Information to Public/Private Sector	Ongoing
842	Libraries	Ongoing
843	Website and Social Media	Ongoing

Community Development Administration (920) –

Objective:

To provide for administration of MAPA’s Community / Economic Development programs.

Program Activity

- No activity during this reporting period.

Transportation Program Administration (940) –

Objective:

To provide for efficient administration of MAPA’s Transportation programs.

Program Activity

- Conducted weekly staff meetings
- Reviewed and approved invoices for contracted projects
- Coordinated staff level of effort for contracted projects
- Completed FTA Quarterly FFR reports
- Completed DBE Report for IDOT
- Prepare Contract with Lovgren Marketing Group for FY16 Little Steps Big Impact Campaign
- Prepare Contract with Olsson Associates on Sarpy County Transit project

940 End Products		Schedule
941	Program Administration	Ongoing

942	Contracts	Ongoing
943	Unified Work Program (UPWP)	Ongoing
944	Agreements	Ongoing
945	Certification Review and Process	Ongoing

Employee Benefit Administration (970) –

Objective:

Provide management of agency benefits, retirement, health and life insurance program.

Program Activity

- Preparation for open enrollment in December for January benefit renewals.

Fiscal Management (980) –

Objective:

Develop the annual budget and cost allocation plan, track revenues and expenditures, prepare invoices, and assist with the annual audit and other fiscal activities.

Program Activity

- Communicated billing issues to MAPA’s sub recipients and consultants.
- Prepared and presented financial reports to the finance committee.
- Prepared quarterly reimbursement requests.
- Responded to external auditor inquiries.
- Prepared FY15 Audit Report.
- Responded to NDOR on inquiries about indirect cost rate proposal.
- Participated in Financial Edge Accounting Software Training webinar

General Administration (990) –

Objective:

Undertake administrative activities including personnel, computer and technology support, clerical activities and support.

Program Activity

- Development of new MAPA website
- Interviewed and hired intern for Heartland 2050 intern
- Posted position for Transportation Planner vacancy

- Attended NPAIT Annual meeting

METROPOLITAN AREA PLANNING AGENCY
2222 Cuming Street
Omaha, Nebraska 68102

Subcontractor's Payment Authorization

Contractor: LSC Transportation Consultants, Inc.

Project Title: 1502440401 - One Call Center Research Project

Contract Approved by Board of Directors: December 11, 2014

Contract Amount of: not to exceed \$45,000

Final Payment

1. Computation of Payment


Bill to Date	<u>\$45,000.00</u>
Less Previous Payments	<u>\$42,813.06</u>
Payment Due this Date	<u>\$2,186.94</u>

2. Payment Approved


RECOMMENDED PAYMENT BY:



Responsible Charge / Staff Member



Program Director



Executive Director

Payment approved by Finance Committee _____

Treasurer

Payment approved by Board of Directors _____

Chairman, MAPA Board of Directors



LSC TRANSPORTATION CONSULTANTS, INC.

1889 York Street
 Denver, CO 80206
 (303) 333-1105
 FAX: (303) 333-1107
 E-mail: lsc@lscdenver.com

To: Metropolitan Area Planning Agency
 Mr. Michael Felschow
 2222 Cuming Street
 Omaha, NE 68102

Invoice Number: 50368
 Invoice Date: October 07, 2015

RE: Project: 144850
 MAPA One-Call Center Research

Client Id: 03351
 Manager: Stoddard, A. T.

Professional Services for the Period: 8/29/2015 to 9/25/2015

PROFESSIONAL SERVICES

	<u>Bill Rate</u>	<u>Bill Hours</u>	<u>Charge</u>
Stoddard, A. T.	\$175.00	8.50	\$1,487.50
		<u>8.50</u>	<u>\$1,487.50</u>
Professional Services Totals			\$1,487.50

REIMBURSABLES

Airfare	<u>\$787.20</u> ✓
Total Reimbursables	\$787.20

MATA Expense Authorization Voucher

Date 9/30/15 Amt. 2,186.94

Project 44004-01

Account 10-5400

Grant 15FTA03

Acctg. Dir. MM

Exec. Dir. _____

Treasurer _____

Contract Maximum: \$45,000.00
 Previous Billings Against Maximum: \$42,813.06
 Current Billings Against Maximum: \$2,186.94
 Contract Balance After This Invoice: \$0.00

Invoice Total: \$2,186.94

Billing Group Subtotal: \$2,274.70 ✓

Billing Adj.--Cost Plus to Max: -\$87.76

Project Subtotal: \$2,274.70

Fees: -\$87.76

Billing Total: \$2,186.94 ✓

***** Total Project Invoice Amount \$2,186.94**

Nebraska TIP Projects | FY 2016-2019

TIP ID	Lead Agency	Project Name	Improvement Location	Total Cost
2015-048	Bellevue	36th Street Phase N-370 - Sheridan	36th St - N-370 to Sheridan	\$9,618,500
2015-050	Bellevue	36th Street Phase II	Sheridan to Platteview Rd	\$956,130
2015-046	Bennington	156th Street	Bennington	\$2,208,750
2015-039	Douglas	180th Street (Phase 1)	HWS Cleveland Blvd to Blondo St and Blondo St .25 mile East and West to 180th St	\$28,520,000
2016-037	La Vista	Applewood Creek Trail	From Giles Road north along Applewood Creek between Giles and Harrison	\$163,000
2016-038	MAPA	Heartland B-Cycle Expansion	Various locations throughout the City of Omaha	\$1,162,909
2015-021	Metro	Metro Rolling Stock	Metro Transit service area	\$3,052,500
2015-139	Metro	Bus Rapid Transit	Along Dodge/Farnham corridor, from Westroads Mall	\$2,232,500
2015-005	NDOR	I-680/US-6 Interchange DMS	Along I-680/US-6 in Omaha. Begin R.P. – 2.29	\$712,000
2015-006	NDOR	N-370: US-75 West, Bellevue	N-370 sections from 1.6 mi east of 72nd Street east 3.15 mi	\$5,474,000
2015-008	NDOR	I-80/680 'Q'-'L' CD Rds, Omaha (WB)	WB I-80 CD roads and ramps in the I-80/I-680 interchange area in Omaha. Begin R.P. – 444.23	\$4,197,000
2015-015	NDOR	US-75: Plattsmouth - Bellevue, North of Platte River	US-75 from Platte River bridge, north 3.1 miles. Begin R.P. – 76.30	\$32,016,000
2015-023	NDOR	I-80: 24th Street - 13th Street	I-80 from 24th Street to 10th Street. Begin R.P. – 453.37	\$13,446,000
2015-024	NDOR	Platte River Bridges East of Yutan	On Highway N-92, two bridges over the Platte River 1.5 and 1.8 miles east of Yutan. Begin R.P. – 462.56	\$947,000
2015-025	NDOR	Schramm Park South	N-31, 4.2 miles south of Schramm Park Recreational Area. Begin R.P. – 4.18	\$1,870,000
2015-026	NDOR	Giles Road Interchange Ramps	I-80 ramps at Giles Road interchange. Begin R.P – 442.0	\$2,483,000
2015-027	NDOR	Jct N-31/N-36 Intersection Improvements	Junction of Highways N-31 and N-36. Begin R.P. – 30.93	\$2,092,000
2015-028	NDOR	Elkhorn River West	On N-36 from Old Highway 275/Reicmuth Road, east to just west of the Elkhorn River	\$3,030,000
2015-029	NDOR	N-64 at SE Jct US-275 - Omaha	N-64 (W Maple Road) at junction of US-275 east to Ramblewood Drive/Elkhorn Drive. Begin R.P. – 59.21	\$3,250,000
2015-034	NDOR	N-92: Platte River East Structures	Nebraska Highway 92 (W Center Road) at the Platte River. Begin R.P. – 463.30	\$715,000
2015-036	NDOR	EB I-80 at I-680	EB I-80 at interchange with I-680. Begin R.P. – 445.74	\$1,342,000
2015-037	NDOR	Ralston Viaduct	N-85/BNSF viaduct in Ralston. Begin R.P. – 4.02	\$5,174,000
2015-068	NDOR	N-133: Thomas Creek Bridge North (SB)	On southbound lanes of N-133 from just north of Thomas Creek crossing, north 0.12 miles. Begin R.P. – 5.94	\$532,000
2015-152	NDOR	I-680 / US-6 Bridges	On I-680 at US-6. Begin R.P. – 2.89	\$8,213,000
2016-001	NDOR	I-480: Bancroft - Dewey	On I-480, from 0.1 miles north of I-80/US-75, north to miles south of Harney Street. Begin R.P. – 0.50	\$1,665,000
2016-002	NDOR	N-31: Schramm Park - US-6	On N-31 from near Schramm Park entrance to south junction with US-6	\$2,548,000
2016-003	NDOR	US-275: Waterloo Viaduct	On US-275 from Valley to viaduct at Waterloo. Begin R.P. – 165.74	\$7,570,000
2016-004	NDOR	US-275: West Papillion Creek Bridge West	On US-275 from 1.6 mile east of the west limits of Omaha to east of West Papillion Creek bridge. Begin R.P. – 176.33	\$1,556,000
2016-005	NDOR	I-680: Fort Street to Missouri River	On I-680 from near Fort Street northeast to Missouri River Bridge. Begin R.P. – 6.04	\$155,000
2016-006	NDOR	I-80/I-480 Bridges	I-80 bridges at I-480 Interchange. Begin R.P. – 451.00	\$4,800,000
2016-007	NDOR	I-80/I-480/US-75 Interchange	I-80 and I-480 bridges at I-80/I-480/US-75 Interchange. Begin R.P. – 452.98	\$7,770,000
2016-008	NDOR	I-480: 20th Street - Missouri River Bridges (EB)	On eastbound I-480 (including ramps) from 20th Street to the Missouri River. Begin R.P. – 2.95	\$8,600,000
2016-009	NDOR	I-480: 20th Street - Missouri River Bridges (WB)	On westbound I-480 (including ramps) from 20th Street to the Missouri River. Begin R.P. – 2.95	\$9,350,000
2016-010	NDOR	N-31 Bridges North of N-36	On N-31, approximately 0.7 miles and 5.2 miles north of N-36. Begin R.P. – 31.75	\$2,271,000
2016-011	NDOR	US-75: J Street & Gilmore Ave Bridge (SB)	Viaduct on US-75 at Gilmore/Union Pacific Railroad and bridge at J Street. Begin R.P. – 85.80	\$2,619,000
2016-012	NDOR	US-75: Off Ramp to N-64 (NB)	On northbound US-75 off-ramp to N-64 (Cumming Street). Begin R.P. – 91.09	\$258,000
2016-013	NDOR	US-75: Big Papillion Creek, Bellevue	On US-75 over Big Papillion Creek, approximately 0.3 miles south of Bellevue. Begin R.P. – 80.03	\$250,000
2016-014	NDOR	District 2 CCTV Cameras	On I-680, at three (3) locations in the Omaha area. Begin R.P. – 9.94	\$131,000
2016-015	NDOR	US-75 Fiber-Optic	Along US-75 from Fort Crook Road to south Junction with I-480	\$755,000
2016-016	NDOR	US-6 Fiber-Optic	Along US-6 from N-31 to Westroads Mall Road in Omaha	\$922,000
2016-017	NDOR	I-80/I-480/I-680 Barriers, Omaha	Along I-80, I-480, and I-680 bridge locations in Omaha	\$864,000
2016-018	NDOR	I-80, N-31, N-370, & N-50 Ramps	I-80 interchange ramps at N-31, N-370, and N-50	\$710,000
2016-019	NDOR	US-275: 25th Street - 23rd Street	On US-275 from 1/2 block west of 25th Street to 1/2 block east of 23rd Street. Begin R.P. – 189.14	\$1,668,000
2016-020	NDOR	I-680: Mormon Bridge Painting	On I-680 at Mormon Bridge over Missouri River. Begin R.P. – 13.43	\$6,710,000
2016-021	NDOR	I-680: Mormon Bridge Deck Overlay	On I-680 at Mormon Bridge over Missouri River. Begin R.P. – 13.43	\$1,610,000
2016-022	NDOR	US-75 Bridge Approaches, Bellevue	US-75 bridges approaches from approximately 0.3 miles south Bellevue, north to Chandler Road. Begin R.P. – 80.03	\$4,436,000
2016-023	NDOR	24th Street Interstate Bridge	On 24th Street over I-80. Begin R.P. – 453.37	\$460,000
2016-024	NDOR	N-31: Elkhorn Viaduct	On N-31, viaduct over Park/Papio/Union Pacific Railroad approximately 0.7 miles south of N-64. Begin R.P. – 24.40	\$4,500,000
2016-025	NDOR	I-680: West Center Road Bridge	On I-680 at West Center Road. Begin R.P. – 0.83	\$1,520,000
2016-026	NDOR	I-80: I-480 to 24th Street	On I-80 from I-480 to 24th Street. Begin R.P. – 453.01	\$1,050,000
2016-027	NDOR	N-370: I-80 to Bellevue	On N-370 from I-80 to NB US-75 ramp terminal in Bellevue. Begin R.P. – 4.19	\$500,000
2016-028	NDOR	District 2 I-80 Fiber-Optic	Along I-80 from near Mahoney interchange east to the Iowa State line. Begin R.P. – 426.90	\$2,426,000
2016-029	NDOR	District 2 I-680 Fiber-Optic	Along I-680 in Omaha	\$1,300,000
2016-030	NDOR	District 2 I-480 Fiber-Optic	Along I-480 in Omaha	\$467,000
2016-031	NDOR	US-75: Dynamic Message Signs, Omaha	Along northbound and southbound US-75 from approximately J Street to west of F Street in Omaha. Begin R.P. – 87.33	\$688,000
2016-032	NDOR	District 2 DMS	Along I-80, US-75, and US-34 in District 2. Begin R.P. – 428.92	\$2,065,000
2016-033	NDOR	District 2 CCTV Camera Towers	At eleven locations along I-80, I-680, US-75, US-34, and N-370 in District 2	\$485,000
2015-001	Omaha	North Downtown Riverfront Pedestrian Bridge	10th and Fahey Drive	\$5,848,500
2015-013	Omaha	Omaha Signal Infrastructure - Phase A	Various Locations Throughout City	\$4,447,500
2015-016	Omaha	Omaha ATMS Central System Software	Citywide	\$655,000

Nebraska TIP Projects | FY 2016-2019

TIP ID	Lead Agency	Project Name	Improvement Location	Total Cost
2015-017	Omaha	Omaha Signal Network - System Management	Various locations throughout the City of Omaha	\$500,000
2015-040	Omaha	156th Street Phase Two	Pepperwood Dr. to Corby St.	\$10,355,000
2015-044	Omaha	Q Street Bridge	Q St. between 26th St. and 27th St.	\$9,575,000
2015-051	Omaha	108th Street	Madison St to Q Street	\$6,431,250
2015-052	Omaha	168th Street	West Center Rd to Poppleton	\$5,908,750
2015-053	Omaha	114th Street	Burke to Pacific St	\$4,583,750
2015-054	Omaha	168th Street	West Center Rd to Q Street	\$12,292,500
2015-055	Omaha	120th Street	Stonegate Dr to Fort St	\$10,732,500
2015-065	Omaha	24th Street Road Diet	From L Street to Leavenworth Street.	\$3,395,000
2015-132	Omaha	132nd at West Center Road Safety Project	132nd Street from Kingswood to Arbor Plaza and West Center Road from 133rd Plaza to 130th Ave	\$2,001,000
2015-157	Omaha	Omaha Signal Infrastructure - Phase B	Various Locations Throughout City	\$3,278,750
2015-158	Omaha	Omaha Signal Infrastructure - Phase C	Various Locations Throughout City	\$1,970,000
2015-159	Omaha	Omaha Signal Infrastructure - Phase D	Various Locations Throughout City	\$1,448,750
2016-045	Omaha	Omaha Resurfacing Program	Various locations throughout the City of Omaha	\$12,000,000
2015-010	Papillion	Schram Road 84th Street to 90th Street	Schram Road 84th Street to 90th Street	\$437,500
2015-041	PMRNRD	Western Douglas County Trail Phase 2	City of Valley to Village of Waterloo	\$2,224,910
2015-042	PMRNRD	Western Douglas County Trail Phase 1	City of Valley to Twin Rivers YMCA	\$3,224,655
2015-058	Sarpy	132nd and Giles	132nd and Giles Road	\$2,585,000
2015-062	Sarpy	66th and Giles	Harrison St. to 400ft. South of Giles Road and Giles Road from 69th St. to 66th St.	\$1,233,750
2015-138	Valley	Valley D.C. Safe Routes to School	Portion of Meigs Street in Valley, NE	\$225,000
Total				\$321,440,354

Memorandum

To: Brad Zumwalt

From: Greg Youell

Re: FY-16 UPWP Amendment One

Date: November 25, 2015

MAPA would like to revise its FY-2016 Work Program. This amendment includes the following revisions:

- De-obligate \$40,000 in FY-16 Planning funds identified for Heartland 2050 Planning Project (delete work element 420-14). We would like to utilize this funding in FY-17 and request that it be included in our target amount.

- A total of \$533,205 in FTA funds has been identified for MAPA in an email from Frank Faughn to Ashley Myers dated October 28, 2015. This is an increase of \$99,724 from our previously programmed amount. This will be utilized in the following
 - o Sarpy County Transit Study (440-08, previously called "Transit Study"):
\$17,000 in addition to previous \$91,000 for \$108,000 in FTA funds and \$27,000 in local match for a total of \$135,000.
 - o MAPA Activities: Sarpy Transit Study (new work element 440-11)
\$22,724 in additional FTA funds and \$5,681 in additional match for MAPA staff support of the Sarpy County Transit Study.
 - o Metro Transit Subrecipient (440-06)
\$60,000 in additional FTA funds to assist with planning for transit activities including the Bus Rapid Transit corridor. This will be \$160,000 in FTA funds with \$40,000 in local funds for total of \$200,000 for Metro transit.

Metropolitan Area Planning Agency

FY 2016 Work Program

Revised December 10, 2015



implementation summits, committee administration, technical development and data analysis, progress monitoring and outreach to the public and stakeholders. Subregional visioning workshops may be conducted. Activities may include marketing and public involvement such as the development of brochures, websites, info-graphics and surveys to gather public input, engage the citizenry and inform the public of the Heartland 2050 projects and initiatives.
Hours: 980

11. Metro Area Travel Improvement Study (MTIS)

MAPA and the Nebraska Department of Roads will continue work on the MTIS, a comprehensive study of the National Highway System and other modes of transportation in the Omaha metro area. In FY-2016 the study is anticipated to move into Phase 2 which will identify alternatives for future transportation infrastructure. Study activities include extensive modeling, data and technical analysis, and results will be utilized for the next LRTP. The study will evaluate the feasibility and potential alternatives for a new interchange along I-80 near 180th – 192nd Street corridor between the current Highway 6/31 and Highway 370 interchanges.
Hours: 210

12. Sarpy County Studies

MAPA and Sarpy County are conducting this study of future transportation needs along the Platteview Road Corridor in southern Sarpy County from Highway 75 to Interstate-80. The study will identify likely transportation options that could potentially be advanced into the federal process. The study is considered a Planning and Environment Linkages (PEL) effort. Sarpy County is also undertaking the Southern Ridge Wastewater Study that will evaluate future sewer service and likely development and infrastructure in the Platte watershed. Work will also be done on the County's Comprehensive Plan update.
Hours: 210

Vendor Work Activities

10. On Call Modeling Assistance

Consultants will provide travel demand model forecasts as requested by MAPA. The model will be updated and refined following recommendations from the FHWA Resource Center and TMAC input. Utilize Validate and provide documentation for modeling activities. Analyze land use data and forecasts along the Central Omaha Alternatives Analysis Phase II Corridor, among other model-related activities.

13. Aerial Photography

The NIROC aerial photography project will be conducted in 2016 to capture imagery for the metro area. This data will be utilized in the regional transportation planning process.

14. Heartland 2050 Community Planning Program

Subrecipient or Agreements Paid Directly by Awarding Agency Work Activities

15. Platteview Road Corridor Study

Consultants will continue work on this study of future transportation needs along the Platteview Road Corridor in southern Sarpy County from Highway 75 to Interstate-80. The study will identify likely transportation options that could potentially be advanced into the federal process. The study is considered a Planning and Environment Linkages (PEL) effort.
Hours: 1,700

Transit and Human Service Transportation (440)

Objective To conduct and coordinate planning for mass transit and paratransit in the MAPA region.

Previous Work

- Completed the Heartland Connections Regional Transit Vision study.
- Worked with key stakeholders for development of one-call center.
- Undertook research project to evaluate existing one-call centers and new transit technology.
- Convened Coordinated Transit Committee (CTC).
- Updated Coordinated Transit (CPTHST) Plan.
- Received and recommended projects for 5310 funding.
- Participated in Central Omaha Bus Rapid Transit (TIGER) PE/NEPA work.
- Provided technical support for transit planning activities.

MAPA Work Activities

1. Transit Planning Activities

Provide data, technical analysis and coordination in support of short-range and long-range mass transit planning. This will include collaboration with Metro transit, MAPA committee members, local governments, non-profit agencies, and other stakeholders in the transit planning process.

Implement and maintain the Heartland Connections Regional Transit Vision which includes the Comprehensive Operations Analysis (COA) and long-term vision for future transit-friendly corridors. Activities may include surveys or studies to gather transit ridership and travel behavior data. Transit data or passenger counters may be purchased to facilitate public transit planning.

2. Coordinated Transit Committee

Work with the Coordinated Transit Committee (CTC) to coordinate transportation opportunities for the elderly, disabled and economically disadvantaged, including paratransit and human service transit. CTC will discuss and review any eligible New Freedom programs. Maintain and update the annual update to the Coordinated Public Transit Human Service Transportation Plan (CPTHSTP). Coordinate with SWIPCO/SWITA development of the Iowa Passenger Transportation Development Plan (PTDP).

3. 5310 – JARC Administration

Perform administration, planning, procurement and monitoring activities as the FTA Designated Recipient for Sec. 5310 funding. This includes soliciting applications for the program, reviewing and prioritizing the applications, selecting projects to be funded, submitting grant applications and monitoring projects. If applicable, include Job Access Reverse Commute-related (JARC) projects under Sec. 5307 in the planning process and administer grants.

4. Mobility Coordination

Work with transportation service providers, human service agencies and related stakeholders to coordinate, encourage and implement plans, actions and programs to enhance the transportation opportunities of the elderly, disabled and economically disadvantaged. Develop the one call, one-click center for the coordination of mobility services as part of the FTA Veteran's Grant, in collaboration with local and state agencies.

5. Central Omaha Bus Rapid Transit (TIGER) / Urban Circulator

Participate with Metro and the City of Omaha on the Central Omaha Bus Rapid Transit project funded in part through the US-DOT TIGER program. Provide technical support, data, and modeling as needed. Study also includes analysis of the urban circulator from downtown to the University of Nebraska Medical Center.

11. Sarpy County Transit Study

Provide administrative support and conduct other activities for the Sarpy County Transit Study.

Vendor Work Activities

7. Veteran's One Call Center (VTCLI)

Through the FTA Veterans Transportation and Community Living Initiative (VTCLI), MAPA will coordinate a one-call center to serve over 24 agencies currently providing disjointed paratransit services in the MAPA region, including veterans and military families. Funding will be utilized to procure hardware, software and dispatch services and other expenses.

8. Sarpy County Transit Study

A study will be conducted to evaluate potential transit or paratransit service and/or identify transportation connectivity gaps in accessing employment or services in Sarpy County.

Subrecipient or Agreements Paid Directly by Awarding Agency Work Activities

6. Metro Transit Planning Activities

Metro will conduct various planning activities to support the regional transit system. Activities include refining service changes implemented in June 2015. of the Heartland Connections - Regional Transit Vision recommendations, coordinating transit into Heartland 2050, conducting the Preliminary Engineering/NEPA, Design and other work for the Bus Rapid Transit project that received TIGER funds as well as other planning activities.

Hours: 3,740

9. FTA Job Access Reverse Commute (JARC) / New Freedom Grants

These programs are intended to address the unique transportation challenges faced by low-income persons seeking to obtain and maintain employment as well as persons with disabilities seeking integration into the work force. JARC projects remain an eligible use of Section 5307 funding under MAP-21, and the New Freedom was authorized under SAFETEA-LU.

Hours: 240

10. FTA 5310 Grants

This discretionary capital assistance program assists local governments, private non-profit agencies to provide transportation service for elderly persons and persons with disabilities. MAPA administers Section 5310 grants for in the Omaha-Council Bluffs region to be distributed to subrecipients.

Hours: 1,200

End Products		Schedule
01.	Transit Service Planning and Evaluation	Ongoing
02.	Coordinated Transportation Plan Committee	Ongoing
03.	JARC, New Freedom, 5310 Administration	Ongoing
04.	FTA VTCLI Grant Mobility Coordination Activities	Ongoing
05.	Central Omaha Bus Rapid Transit / Urban Circulator	2015-2016
06.	Metro Transit Planning Activities	Ongoing

440 Budget

MAPA Activities

<u>Federal</u>	<u>Local 20%</u>	<u>Total</u>	<u>Hours</u>
\$ 192,646	\$ 48,162	\$240,808	4,010

Vendor Work Activities

Equipment Purchase: One Call Center Software, Hardware, Dispatching and Associated Expenses

<u>Federal</u>	<u>Local 20%</u>	<u>Total</u>	<u>Hours</u>
\$300,000	\$75,000	\$375,000	n/a

Sarpy County Transit Study	\$ 108,000	\$27,000	\$135,000	1,124
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Subrecipients / Agreements Paid Directly by Awarding Agency Work Activities

	<u>Federal</u>	<u>Local 20%</u>	<u>Total</u>	<u>Hours</u>
Metro Transit	\$160,000	\$ 40,000	\$125,000	3,740
JARC / New Freedom	\$100,000	\$ 25,000	\$125,000	240
5310 Grants	\$500,000	\$125,000	\$625,000	1,200

MAPA Draft FY-2016 UPWP Budget Table

Work Activity	Federal Funding														Local Match			Total	Hours	
	FHWA PL					FTA 5303/5304/5305			RPA-18	STP	FTA	FTA	FTA	CMAQ	Federal	MAPA	Non-MAPA			Local
	Neb FY-16	Iowa FY-16	NE 5303	IA 5303	Iowa C/O	Neb FY-16	Iowa FY-16	SPR & 5311	Neb	Veterans VTCLI	JARC/NF	5310	Neb.	Funds Subtotal	Subtotal					
MAPA Activities																				
140 Transportation Forums	15,700	5,400	-	-	-	5,500	-	-	-	-	-	-	-	26,600	6,650	-	6,650	33,250	550	
150 Summit/Working Groups	12,000	-	-	-	-	-	-	-	-	-	-	-	-	12,000	3,000	-	3,000	15,000	250	
170 Technical and Policy Education	20,000	7,500	-	-	-	13,660	-	-	-	-	-	-	-	41,160	-	10,290	10,290	51,450	860	
180 Public Events and Workshops	24,000	1,700	-	-	-	5,800	-	-	-	-	-	-	-	31,500	6,625	1,250	7,875	39,375	660	
190 MAPA Policy and Administrative Forums	49,000	10,700	-	-	-	28,850	-	-	-	-	-	-	-	88,550	-	22,138	22,138	110,688	1,840	
410 Short Range Planning	90,000	7,500	-	-	7,500	35,200	8,750	-	-	-	-	-	8,000	156,950	-	39,238	39,238	196,188	3,270	
420 Long Range Planning	123,532	11,429	-	-	11,000	39,300	8,750	-	-	-	-	-	-	194,011	-	48,503	48,503	242,514	4,040	
430 Public Participation	17,000	2,800	-	-	-	7,500	-	-	-	-	-	-	-	27,300	6,825	-	6,825	34,125	570	
440 Transit / Human Service Transportation	10,000	500	-	-	-	68,995	13,151	-	-	30,000	20,000	50,000	-	192,646	5,681	42,481	48,162	240,808	4,010	
450 Air Quality / Environmental	19,500	7,200	-	-	-	11,000	-	-	-	-	-	-	26,400	64,100	5,428	10,597	16,025	80,125	1,340	
460 Iowa RPA-18	-	-	-	-	-	-	-	57,607	-	-	-	-	-	57,607	14,402	-	14,402	72,009	1,200	
470 Congestion Mgmt./Safety & Technology	16,400	2,530	-	-	-	3,800	-	-	-	-	-	-	-	22,730	5,683	-	5,683	28,413	470	
810 Publications	31,500	6,300	-	-	-	17,000	-	-	-	-	-	-	-	54,800	13,700	-	13,700	68,500	1,140	
840 Public Information and Communications	22,000	3,800	-	-	-	7,100	-	-	-	-	-	-	-	32,900	8,225	-	8,225	41,125	690	
940 Transportation Administration	35,000	4,190	-	-	4,410	21,500	3,500	-	-	-	-	-	-	68,600	17,150	-	17,150	85,750	1,430	
Subtotal	485,632	71,549	-	-	22,910	265,205	34,151	57,607	-	30,000	20,000	50,000	34,400	1,071,454	93,368	174,496	267,864	1,339,318	22,320	
Contracts - MAPA Vendor Agreements														Federal	MAPA	Non-MAPA	Local	Total	Hours	
420 Modeling On Call Services	40,000	-	-	-	-	-	-	-	-	-	-	-	-	40,000	10,000	-	10,000	50,000	400	
420 Aerial Photography	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	493,225	493,225	493,225	3,950	
440 Veteran's One Call Center Project	-	-	-	-	-	-	-	-	-	300,000	-	-	-	300,000	-	75,000	75,000	375,000	-	
440 Sarpy Transit Study	-	-	-	-	-	108,000	-	-	-	-	-	-	-	108,000	1,000	26,000	27,000	135,000	1,124	
450 Ozone Reduction Campaign	-	-	-	-	-	-	-	-	-	-	-	-	140,000	140,000	-	35,000	35,000	175,000	1,400	
450 Rideshare Software	10,000	-	-	-	-	-	-	-	-	-	-	-	-	10,000	2,500	-	2,500	12,500	100	
840 MAPA Website	12,500	-	-	-	-	-	-	-	-	-	-	-	-	12,500	3,125	-	3,125	15,625	130	
Subtotal	62,500	-	-	-	-	108,000	-	-	-	300,000	-	-	140,000	610,500	16,625	629,225	645,850	1,256,350	6,974	
Contracts - Subrecipients or Agreements Paid Directly by Federal Awarding Agency														Federal	MAPA	Non-MAPA	Local	Total	Hours	
410 Local Subrecipients	270,000	30,000	-	-	-	-	-	-	-	-	-	-	-	300,000	-	75,000	75,000	375,000	11,405	
420 Bike Safety Education (TE)	-	-	-	-	-	-	-	-	90,000	-	-	-	-	90,000	-	22,500	22,500	112,500	850	
420 Platteview Road Corridor Study	-	-	-	-	-	-	-	-	161,520	-	-	-	-	161,520	-	40,380	40,380	201,900	1,700	
420 HATS Summit	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15,000	15,000	15,000	250	
440 Metro Transit Planning Activities	-	-	-	-	-	160,000	-	-	-	-	-	-	-	160,000	-	40,000	40,000	200,000	2,990	
440 JARC / New Freedom Grants	-	-	-	-	-	-	-	-	-	-	100,000	-	-	100,000	-	25,000	25,000	125,000	240	
440 5310 Grants	-	-	-	-	-	-	-	-	-	-	-	500,000	-	500,000	-	125,000	125,000	625,000	1,200	
450 Ozone Reduction Campaign	-	-	-	-	-	-	-	-	-	-	-	-	69,100	69,100	-	17,275	17,275	86,375	2,830	
Subtotal	270,000	30,000	-	-	-	160,000	-	-	251,520	-	100,000	500,000	69,100	1,380,620	-	360,155	360,155	1,740,775	21,465	
Total	818,132	101,549	-	-	22,910	533,205	34,151	57,607	251,520	330,000	120,000	550,000	243,500	3,062,574	109,993	1,163,876	1,273,869	4,336,443	50,759	

* - Matching ratios for federal funds: Federal-80%, Local-20%

MAPA MPO Available FHWA / FTA Metropolitan Planning Funds			
Funding Category	Federal Funds	Local Match	Total
Nebraska PL Funds FY-16	\$ 818,132	\$ 204,533	\$ 1,022,665
Nebraska FTA	533,205	133,301	666,506
Nebraska Subtotal	\$ 1,351,337	\$ 337,834	\$ 1,689,171
Iowa PL Funds FY-16	\$ 101,549	\$ 25,387	\$ 126,936
Iowa PL Funds Carry-over	22,910	5,728	28,638
Iowa FTA 5305d	34,151	8,538	42,689
Iowa Subtotal	\$ 158,610	\$ 39,653	\$ 198,263
MAPA Total	\$ 1,509,947	\$ 377,487	\$ 1,887,434



**Metropolitan Area Planning Agency
FY2016-2021 Transportation Improvement Program**

Revision Summary - Amendment 6

<u>Control #</u>	<u>Project Name</u>	<u>Lead Agency</u>	<u>Revision Note</u>
	84th Street ASCT	Omaha	New project; program \$259,920 of HSIP funding in FY2016 for PE-NEPA-FD and \$3,514,880 of HSIP funding in FY2016 for UTIL-CON-CE



Metropolitan Area Planning Agency
FY2016-2021 Transportation Improvement Program

TIP ID	Project Name					
2016-063	84th Street ASCT					
Control Number						
Lead Agency	Omaha	Project Type	ITS/Signalization			
County	Nebraska TMA	Length (mi)	5.50	Total Project Cost*	\$4,194.22	
Location	On 84th St., W Center rd to Lincoln St.; 83rd St & Harrison St, Granville Pkwy & Brentwood Dr, and 84th St & Giles Rd					
Description	Installation of an adaptive traffic control system along the 84th St Corridor					

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	HSIP	\$288.80	\$259.92	\$0.00	\$28.88
2016	UTIL-CON-CE	HSIP	\$3,905.42	\$3,514.88	\$0.00	\$390.54

* Amounts in thousands of U.S. dollars

Revision History

12/10/2015

Amendment 6

New project; program \$259,920 of HSIP funding in FY2016 for PE-NEPA-FD and \$3,514,880 of HSIP funding in FY2016 for UTIL-CON-CE



MAPA CONTRACT COVER PLATE

CONTRACT IDENTIFICATION

1. Contract Parties: MAPA/Olsson Associates
2. Project Number and Title: 16604400101 – Sarpy County Transit Planning – FY16
3. Effective Date: December 10, 2015
4. Completion Date: January 31, 2017

CONTRACT PARTIES

5. Contractor Name and Address

Omaha-Council Bluffs Metropolitan Area Planning Agency
2222 Cuming Street
Omaha NE 68102-4328
6. Consultant Name and Address

Olsson Associates
2111 S 67th Street, #200
Omaha, NE 68106

ACCOUNTING DATA

7. Contract - For an amount not to exceed \$ 135,000

DATES OF SIGNING AND MAPA BOARD APPROVAL

8. Date of Legal Review:
9. Date of MAPA Finance Committee Approval:
10. Date of Approval by Consultant:

AGREEMENT

THIS CONTRACT, effective this tenth day of December, 2015 by and between Olsson Associates, 2111 S 67th Street, #200, Omaha, NE 68106 (herein called "Consultant") and the Omaha-Council Bluffs Metropolitan Area Planning Agency, 2222 Cuming Street, Omaha, Nebraska 68102 (herein called the "Planning Agency"),

WITNESSETH THAT:

WHEREAS, the Planning Agency desires to engage Consultant to render certain technical and professional services hereafter described by the Planning Agency in Attachment A.

NOW, THEREFORE, the parties hereto do mutually agree as follows:

1. Employment of Consultant The Planning Agency hereby agrees to engage the CONSULTANT and the CONSULTANT hereby agrees to perform services herein set forth.

2. Scope of Services The Consultant shall do, perform and carry out in a satisfactory and proper manner, all of the services as stated. Said services shall include, but not be limited to the following:

- A. Objective. The objective of this agreement is to research and prepare a Sarpy County Transit Feasibility Study.
- B. Work Activity. The Consultant provide services such as project management, stakeholder and public engagement, market analysis, transit alternative, budget and implementation plan in three phases:
 - Phase I: Identify Needs and Desired Characteristics
 - Phase II: Develop Transit Options/Concepts/Alternatives
 - Phase III: Validate and Select Preferred Alternative/Develop Actionable Plan
- C. Anticipated Results. The Consultant will provide the Planning Agency with a Transit Plan for Sarpy County based on stakeholder and public comments including a short and long range implementation plan and budget.
- D. Delivery Schedule. Requested deliverables shall be provided to the Planning Agency as directed in the project schedule. Attachment B.

3. Personnel. The Consultant shall furnish the necessary personnel, materials and services, equipment and transportation and otherwise do all things necessary for or incidental to the performance of the work set forth in the Scope of Services herein.

All of the services required hereunder shall be performed by the Consultant or under its supervision and all personnel engaged in the work shall be fully qualified and shall be authorized by the Consultant to perform such services.

Three subcontractors have been identified by the Consultant in the proposal. Any changes to subcontractors shall not be allowed without prior written approval by the Planning Agency.

4. Time of Performance. The services of the Consultant are to commence December 10, 2015 and end January 31, 2017.

5. Compensation The Planning Agency agrees to compensate the Consultant according to the Attachment C. The total charge to the Planning Agency for salaries and expenses shall not exceed \$135,000 (one hundred thirty-five thousand dollars).

Payments for work under this agreement will be made based on actual costs plus a pre-approved profit rate of 13.15% up to a Maximum-Not-To-Exceed amount identified in the preceding paragraph. Actual costs include direct labor costs, direct non-labor costs, and overhead costs.

A. Direct Labor Costs are the earnings that individuals receive for the time they are working directly on the project.

a. Hourly Rates: For hourly employees, the hourly earnings rate shall be their employee's straight time hourly rate for the pay period in which the work was performed. If overtime hours are worked on this project, the premium pay portion of those hours is not allowable as a direct labor cost. For salaried employees, the hourly earnings rate shall be their actual hourly rate as recorded in the Consultant's accounting books of record.

b. Time Reports: The hours charged to the project must be supported by adequate time distribution records that clearly indicate the distribution of hours to all projects/activities on a daily basis for the entire pay period. Time reports must provide a clear identifying link to the projects: such as project description, project number, pertinent work phase, dates of service, and the individual's name and position. There must be an adequate system of internal controls in place to ensure that time charges are correct and have the appropriate supervisory approval.

B. Direct Non-Labor Costs: These costs include all necessary, actual, and allowable costs related to completing the work under the agreement, including but not limited to: meals, lodging, mileage, subject to the limitations outlined below; communication costs; reproduction and printing costs; special equipment and materials required for the project; special insurance premiums if required solely for this agreement; and such other allowable items.

A non-labor cost charged as a direct cost cannot be included in the Consultant's overhead rate. If for reasons of practicality, the consultant is treating a direct non-labor cost category, in its entirety, as an overhead cost, then costs from that category are not eligible to be billed to this project as a direct expense.

Consultant shall submit to the Planning Agency an invoice or billing itemizing all direct non-labor costs claimed for work under this agreement, and all supporting receipts or invoices.

6. Method of Payment. The Consultant may request partial payment for services performed under this Contract on a monthly schedule, starting at least 30 days after contract effective date. Such requests shall be based on the percentage of work completed to date of such requests. Final payment of services under this contract shall be made by the Planning Agency within sixty (60) days following satisfactory completion of the Consultant's obligations under this Contract.

If Nebraska Department of Roads (NDOR) notifies MAPA that a cost item paid to the Consultant under this Agreement is not eligible for funding by Federal Highway Administration (FHWA), then the Consultant shall reimburse to MAPA the amount of the ineligible cost item.

7. Records and Audits. The Consultant shall maintain accounts and records, including personnel, property and financial records, adequate to identify and account for all costs pertaining to the Contract and such other records as may be deemed necessary by the Planning Agency to assure proper accounting for all project funds, both federal and non-federal shares. These records will be made available for audit purposes to the Planning Agency, any representative of the FHWA, the Inspector General, the Government Accounting Office, the State Auditor's Office, the Nebraska Department of Roads, or any authorized representative, and shall be retained for three years after the expiration of this Contract unless permission to destroy them is granted by the Planning Agency.

8. Civil Rights Provisions.

- A. Discrimination in Employment - The Consultant shall not discriminate against any qualified employee or applicant for employment because of race, color, religion, sex, national origin, age, or disability. The Consultant shall take affirmative action to ensure that applicants are employed and that employees are treated without regard to their race, color, religion, sex, national origin, age or disability. Such action shall include but may not be limited to the following: employment, upgrading, demotion or transfers, recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including an apprenticeship. The Consultant agrees to post notices setting forth the provisions of the nondiscrimination clause in conspicuous places so as to be available to employees.
- B. Considerations for Employment - The Consultant shall, in all solicitations or advertisements for employees placed by or on behalf of the Grantee, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, national origin, age, or disability.

Solicitation and Advertisement - The Consultant shall list all suitable employment openings with the State Employment Service local offices.

- C. Civil Rights Compliance in Employment - The Consultant shall comply with all relevant provisions of the Federal Executive Order 11246, as amended by Federal Executive Order 11375, Title VII of the U.S. Civil Rights Act of 1964, as amended, the Fair Labor Standards Act (29 USC Section 201 et. seq.), Section 504 of the Vocational Rehabilitation Act of 1973, the Age Discrimination in Employment Act of 1967, as amended, and the Vietnam Veterans Readjustment Act of 1974. The CONSULTANT will furnish all information and reports requested by the State of Nebraska or required by or pursuant to the rules and regulations thereof and will permit access to payroll and employment records by the State of Nebraska to investigate compliance with these rules and regulations.
- D. Program Nondiscrimination - The Consultant shall conform with requirements of Title VI of the Civil Rights Act of 1964 (42 USC 2000d et seq.) and DHUD regulations issued pursuant thereto contained in 24 CFR Part 1. No person in the United States shall on the ground of race, color, national origin, or sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity funded in whole or in part with funds made available through this contract. Any prohibition against discrimination on the basis of age under the Age Discrimination Act of 1975 (42 USC 6101 et. seq.) or with respect to an otherwise qualified disabled individual as provided in Section 504 of the Vocational Rehabilitation Act of 1973, (29 USC Section 794) shall also apply to any such program or activity.
- E. Fair Housing - The Consultant (if applicable) shall comply with Title VIII of the Civil Rights Act of 1968 (42 USC 3601 et seq.), generally known as the Fair Housing Act, and with DHUD regulations

found at 24 CFR Part 107, issued in compliance with Federal Executive Order 11063, as amended by Federal Executive Order 12259. The UNP-IS&T shall also comply with Section 109, Title I of the Housing and Community Development Act of 1974, as amended.

- F. Training and Employment - The Consultant shall comply with provisions for training, employment, and contracting in accordance with Section 3 of the Housing and Urban Development Act of 1968 (12 USC 1701u).
- G. Noncompliance with the Civil Rights Laws - In the event of the Consultant's noncompliance with the nondiscrimination clauses of this contract or with any of the aforesaid rules, regulations, or requests, this contract may be canceled, terminated, or suspended either wholly or in part. In addition, the State of Nebraska may take further action, imposing other sanctions and invoking additional remedies as provided.

9. Termination of Contract for Cause. If, through any cause, the Consultant shall fail to fulfill in a timely and proper manner its obligations under this Contract, or if the Planning Agency shall violate any of the covenants, agreements, or stipulations of this Contract, the City shall thereupon have the right to terminate this Contract by giving written notice to the Planning Agency of such termination and specifying the effective date thereof, at least five (5) working days before the effective date of such termination. In that event, the Planning Agency shall be compensated for work performed and expenses incurred to date in accordance with the schedule set forth in paragraph 6.

10. Changes. The Planning Agency may, from time to time, require changes in the scope of the services of the Consultant to be performed hereunder. Such changes, including any increase or decrease in the amount of the Consultant's compensation, which are mutually agreed upon by and between the Planning Agency and the Consultant, shall be incorporated in written amendments to this Contract.

11. Interest of Members of the Consultant and Others. No employee of the Consultant and no members of its governing body, and no other public official of the governing body of the locality in which the Project is situated or being carried out who exercises any functions or responsibilities in the review or approval of the undertaking or carrying out of this Project, shall participate in any decision relating to this Contract which affects his personal interest or have any personal or pecuniary interest, direct or indirect, in this Contract or the proceeds thereof.

12. Interest of the Planning Agency. The Planning Agency covenants that it presently has no interest and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of services required to be performed under this Contract. The Planning Agency further covenants that in the performance of this Contract no person having any such interest shall be employed.

13. The Consultant hereby agrees to comply with all federal, state and local laws, rules and ordinances applicable to the work and to this Agreement.

14. Prohibited Use of Funds. For performance of Services under the terms of this agreement, the Consultant will be paid as authorized, subject to the terms of this agreement and all requirements and limitations of the Federal cost principles contained in the Federal Acquisition Regulation (48 CFR 31).

15. This Agreement shall be binding on successors and assigns of either party.

16. The Consultant warrants that it has not employed or retained any company, or persons, other than a bona fide employee working solely for the Consultant to solicit or secure this Contract, and that it has not paid or agreed to pay any company or person, other than bona fide employees working solely for the Consultant, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent

upon or resulting from the award or making of this Contract. For breach or violation of this warranty the Planning Agency shall have the right to annul this Contract without liability.

17. Equal Employment Opportunity. During the performance of this contract, the Consultant agrees as follows:

(A) The Consultant will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The Consultant will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The CONSULTANT agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

(B) The Consultant will, in all solicitations or advertisements for employees placed by or on behalf of the Consultant, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, or national origin.

(C) The Consultant will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer, advising the labor union or workers' representative of the CONSULTANT's commitments under Section 202 of the Executive Order No. 11246 of September 24, 1965, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(D) The Consultant will comply with all provisions of Executive Order No. 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

(E) The Consultant will furnish all information and reports required by Executive Order No. 11246 of September 24, 1965, and by the rules, regulations, and order of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

(F) In the event of the Consultant's non-compliance with the nondiscrimination clause of this contract or with any of such rules, regulations, or orders, this contract may be canceled, terminated or suspended in whole or in part and the Consultant may be declared ineligible for further Government contracts in accordance with procedures authorized in Executive Order No. 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order No. 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

(G) The CONSULTANT will include the provisions of Paragraphs (A) through (G) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order No. 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The Consultant will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that in the event the Consultant becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the Consultant may request the United States to enter into such litigation to protect the interests of the United States.

18. Hold Harmless. The Consultant agrees to and shall indemnify, save and hold harmless the Planning Agency, its members, officers, employees, and agents, from all claims and liability of whatsoever kind or character due to or arising out of the acts and conduct of the Consultant, its officers, agents, employees, subcontractors, and others acting for or under the direction of the Consultant doing the work herein contracted for, or by or in consequence of any negligence in the performance of this Agreement, or by or on account of any omission in the performance of this Agreement, and also from all claims of damage for infringement of any patent in fulfilling this Agreement. The Consultant will procure and maintain adequate public liability and property damage insurance to protect the Planning Agency, its members, officers, employees, and agents, and will, upon request of the Planning Agency, furnish proof of compliance with this requirement.

IN WITNESS WHEREOF, the Planning Agency and the CONSULTANT have executed this Contract as of the date first above written.

OLSSON ASSOCIATES

Attest _____

By _____

Print Name and Title

OMAHA-COUNCIL BLUFFS METROPOLITAN
AREA PLANNING AGENCY

Attest _____

By _____
Chairman, Board of Directors

Approved as to Legal Form

Date: _____

Signed _____
MAPA Legal Counsel

MAPA – Sarpy County Transit Feasibility Study

Scope of Work

Phase I – Identify Needs and Desired Characteristics

Task 1: Project Management and Coordination

1.1 Kick-off Meeting

A project kick-off meeting will be conducted and project personnel will be introduced to MAPA staff members.

1.2 Detailed Work Plan

A detailed work plan that includes the scope of work, project schedule, and staffing plan will be developed in coordination with MAPA staff.

1.3 Ongoing Project Monitoring Activities

The project manager will provide oral reports on the status of the project to the MAPA Project Manager every week. In addition, written progress reports shall be submitted to the MAPA Project Manager every month for distribution to key stakeholders.

1.4 Stakeholder Meetings

After the kick-off meeting, a two-hour stakeholders' workshop will be scheduled for the morning of a predetermined day. A brief presentation will be shared with participants and then they will be organized into small groups and asked to use maps and markers to identify needs and desired characteristics for future transit in Sarpy County. We will provide notice via e-blast and phone for this and all subsequent stakeholder meetings for the project.

1.5 Public Engagement

During the afternoon that follows the stakeholders meeting, two identical public workshops will be held in different locations /times to gather public comments on transit needs and desired characteristics. Each meeting will last two hours. [mySidewalk](#) (formerly MindMixer) and Vireo's [Digicate™](#) mobile survey will be used for online engagement. Notification strategies for these meetings and all similar public meetings for the project will involve media coordination (press releases), e-blasts, social media (posts and ads), and the posting of information on a designated project web page on mapacorg.org.

1.6 Establishment of Goals and Objectives

Working with MAPA staff, project goals and objectives will be developed based on input received from the preceding sub-tasks. These goals and objectives will serve to guide the effort as the project moves towards the development of a preferred transit service strategy for Sarpy County.

Task 2: Market Analysis

2.1 Existing Data/Reports

The consultant team will obtain, organize and review available data and reports that pertain to the feasibility of countywide transit service and current and planned transportation and land use conditions that could affect transit service. Possible data sources include:

- Information from MAPA, Sarpy County, and city planning departments regarding population growth estimates, employment centers, housing development, and economic development activity
- Area base maps on GIS for use in the report
- United States Bureau of Census demographic data
- LEHD Origin-Destination Employment Statistics (LODES) data
- Heartland 2050 Vision
- Heartland Connections – Regional Transit Vision
- MAPA 2035 Long Range Transportation Plan
- City of Bellevue Strategic Planning Report: 2015-2017
- Papillion Comprehensive Plan
- Gretna Strategic Plan 2010
- La Vista Strategic Plan: 2014-2016
- Springfield Comprehensive Plan
- Transit timetables and system maps
- Transit ridership data
- Annual transit operating budgets
- Transit provider budget projections
- Transit provider labor agreements

Current transit service information will be compiled, and will include a profile of each transportation provider with information such as level of service, ridership, and operation cost.

In addition, this effort will be coordinated with the County's current land-use planning effort.

2.2 Field Review

To the extent possible, MAPA Staff will provide the consultant team with the following information.

- Any existing transit services and facilities
- Major traffic generators, street/roadway networks, community characteristics and geographic service areas
- Characteristics of potential transit corridors identified in Heartland 2050

If necessary, a field review will be conducted in order to obtain any information not readily available.

2.3 Peer Community Review

Working with the stakeholder group, a number of peer communities will be identified for comparative review. The review shall determine how other counties are addressing their transit needs. The review will include the types of transit service existing within the county, the transit governance structure, funding, the community population, number/types of transit providers, riders, along with the community characteristics, i.e. rural, urban, etc.

2.4 Stakeholder Input

Up to three 60-minute, “themed” stakeholder meetings will be coordinated to discuss perceptions and opinions about transit demand in Sarpy County. The meetings will be held back-to-back in the morning on a predetermined day. MAPA Staff will provide assistance with meeting scheduling and coordination. We will coordinate with MAPA and Sarpy County to identify the theme and perspectives to be represented in each of the three groups.

2.5 Public Input

As part of the effort to fully understand public perceptions and opinions about transit, two identical public meetings will be held in different locations/times during the afternoon following the stakeholder meetings (described in Task 2.4). Each will be two hours in length. [mySidewalk](#) and [Digicate™](#) will continue to be used for online engagement. MAPA Staff will provide assistance with meeting scheduling and coordination.

2.6 Assessment of Transit Need

Quantitative and qualitative data gathered from the preceding sub-tasks will be used to determine the need for transit service in Sarpy County. From this, a comparative review of community transit need vs. available transit service will be conducted in order to determine the degree of unmet transit need. The development of transit service alternatives aimed at addressing this unmet need will then be the focus of the next phase of this effort. Data compiled earlier in this phase will help identify existing and future transit demand (including demand response, flex routes, express routes, fixed routes, coordination of existing services, etc.) within the study area. Existing and future demand will be quantified and forecasted by employing demand estimation techniques for both the general population and particular market segments, including the elderly, disabled, and youth population for the current 2015 year, and intervals of five years until 2050.

PHASE I DELIVERABLES:

- Detailed project work plan
- Monthly written progress reports
- Draft Market Analysis
- Final Market Analysis (Technical Memo #1)
- Presentation Materials

Phase II – Develop Transit Options/Concepts/Alternatives

Task 3: Visioning

The consultant team will lead the community through a visioning effort aimed at identifying community transit needs and desires and establishing goals for the development of transit service alternatives. This effort will reaffirm and build off of the vision identified in *Heartland Connections – Regional Transit Vision*

3.1 Key Stakeholder Visioning Session

A stakeholder meeting will be held during the morning on a predetermined day and in advance of the community-wide visioning sessions (described in Task 3.1). The meeting will provide the group with a status update on the project, initial market findings, and more. Stakeholders will also be encouraged to participate and invite others to attend the afternoon community sessions. MAPA Staff will provide assistance with meeting scheduling and coordination.

3.2 Public Visioning Session

Two community-wide visioning sessions will be held during the afternoon that follows the stakeholder meeting (described in Task 3.2). The sessions will be two hours in length. Participants will listen to a presentation and be organized into small groups wherein consultant team facilitators will lead them through a consensus-building exercise that is based on the findings of the market analysis and informs the development of transit alternatives. As with the first two rounds of engagement, [mySidewalk](#) and [Digicate™](#) will also be used. MAPA Staff will provide assistance with meeting scheduling and coordination.

Task 4: Service Design Guidelines

The consultant team will review and familiarize itself with any existing transit service guidelines. If necessary, the consultant team will work with MAPA Staff to develop any additional service design guidelines that would support the development of alternatives for future design of individual routes and the transit network as a whole.

Task 5: Alternatives and Recommendations for Transit Services

5.1 Develop Transit Service Alternatives

Develop transit service alternatives that will be aimed at addressing specific goals and objectives relating to transit service provision and meeting unmet transit need within the county in the context of transit coverage versus transit performance and transit convenience versus transit cost effectiveness. This effort will build upon the current and forecasted transit demand identified in the market analysis of Task 2, as well as incorporating the transit corridors identified in the Regional Transit Vision. Attention will be paid to identifying specific transit service types that best meet identified needs, and will include discussion of coordination strategies that local transportation providers can participate in to improve

the overall transportation within the region. Non-traditional, innovated alternatives may also be evaluated, which would include among other modes, discussion of taxi coupon voucher programs, deviated demand response, or expanding regional dispatching architecture to allow one-call dispatching for residents throughout the region. Along with alternatives, the service cost of each transit type and potential rate structure will be developed. The method of determining the costs will be documented. This will include a cost-benefit analysis and the pros and cons of each method of addressing unmet transit demand to provide the most cost-effective transit service to fill the transportation gaps of residents accessing civic building, major employment areas, and connecting to Metro Transit's routes. This task will result in an evaluated and prioritized list of recommended transit services, capital projects, and coordination strategies that transportation providers can participate in to improve the overall transportation within the region, as well as recommendations for new transit services in Sarpy County.

PHASE II DELIVERABLES:

- Visioning workshop/public outreach plan
- Summary of visioning outcomes
- Draft Service Design Guidelines
- Summary of Alternatives
- Final Phase II Summary Document (Technical Memo #2)

Phase III – Validate and Select Preferred Alternative/Develop Actionable Plan

Task 6: Preferred Transit Alternative, Budget, and Implementation Plan

6.1 Public Input

Two, identical public open houses will be held in two different locations/times on the afternoon following the stakeholder meeting (described in Task 6.2). The purpose of the open houses is to present the preferred transit alternative to the community. Key messages will be developed. They will be incorporated into a formal presentation that be given twice during the meetings to fully and clearly communicate the alternative to participants. The same information will also be available for public comment via the [mySidewalk](#) and [Digicate™](#) online engagement platforms. MAPA Staff will provide assistance with meeting scheduling and coordination.

6.2 Stakeholder Input

A fourth and final stakeholder meeting will be held during the morning on a predetermined day to discuss the preferred alternative with stakeholders, gather feedback, and answer questions or concerns related to it. MAPA Staff will provide assistance with meeting scheduling and coordination.

6.3 Identification of Preferred Strategies

Evaluate the alternatives identified in 5.1 and develop preferred strategies for near-term (2016 to 2025), medium-term (2026 to 2035) and long-term (2036 to 2050) transit development plans. These preferred

strategies will be selected on the basis of their ability to address the community's preferences related to transit coverage versus transit performance and transit convenience versus transit cost effectiveness.

6.4 Funding Analysis

Develop a Transit Sustainability Funding Plan that outlines the most desirable long-term, sustainable funding structure for the transit service preferred strategies. This will include identification of potential funding sources and a description of how the funds will be utilized.

The near-term strategy (plan) will offer recommendations for transit service expansion of existing services and the introduction of new services, both aimed at addressing more immediate transportation needs within the county. The strategy will include a detailed operating and capital plan for implementation of recommendations based on information provided by MAPA staff on reasonable expectations for capital and operating revenues during this time and how any shortcomings in expected revenues might be addressed with additional investment in transit.

The medium-term strategy will anticipate expansion of transit service in Sarpy County looking ahead 11 to 20 years. The increased operating cost associated with the expansion and development of transit service will be estimated and suggested sources funding and funding sustainability strategies well be identified. In addition, capital cost elements, including facilities and other infrastructure that might be required, estimated fleet requirements, and any applicable technological systems will be determined.

The long-term strategy will describe what a fully developed transit system in Sarpy County might look like and how much it might cost. This strategy will anticipate expansion of transit service in the county looking ahead beyond 20 years. Order of magnitude estimates of operating and capital costs will be prepared.

6.5 Develop Implementation Strategies

Identify processes and mechanisms necessary to move forward with implementation of the preferred near, mid, and long-term transit service alternatives. This will include recommended prioritization of transit service elements and sequencing of service initiation. Detail related to operational characteristics, service types, management, capital requirements, scheduling, funding, training, marketing, interagency agreements, contracts, and monitoring will be developed for the near term alternative.

Task 7: Draft Report Preparation and Review

Prepare a draft project report will consist of a compilation Technical Memos 1, 2, and 3. The draft report will include all graphics and narratives that will appear in the final report. This report will be written in non-technical language so as to be understandable to a diverse audience. Digital versions of the draft report will be provided to MAPA with relevant tabular data presented as Microsoft Excel files.

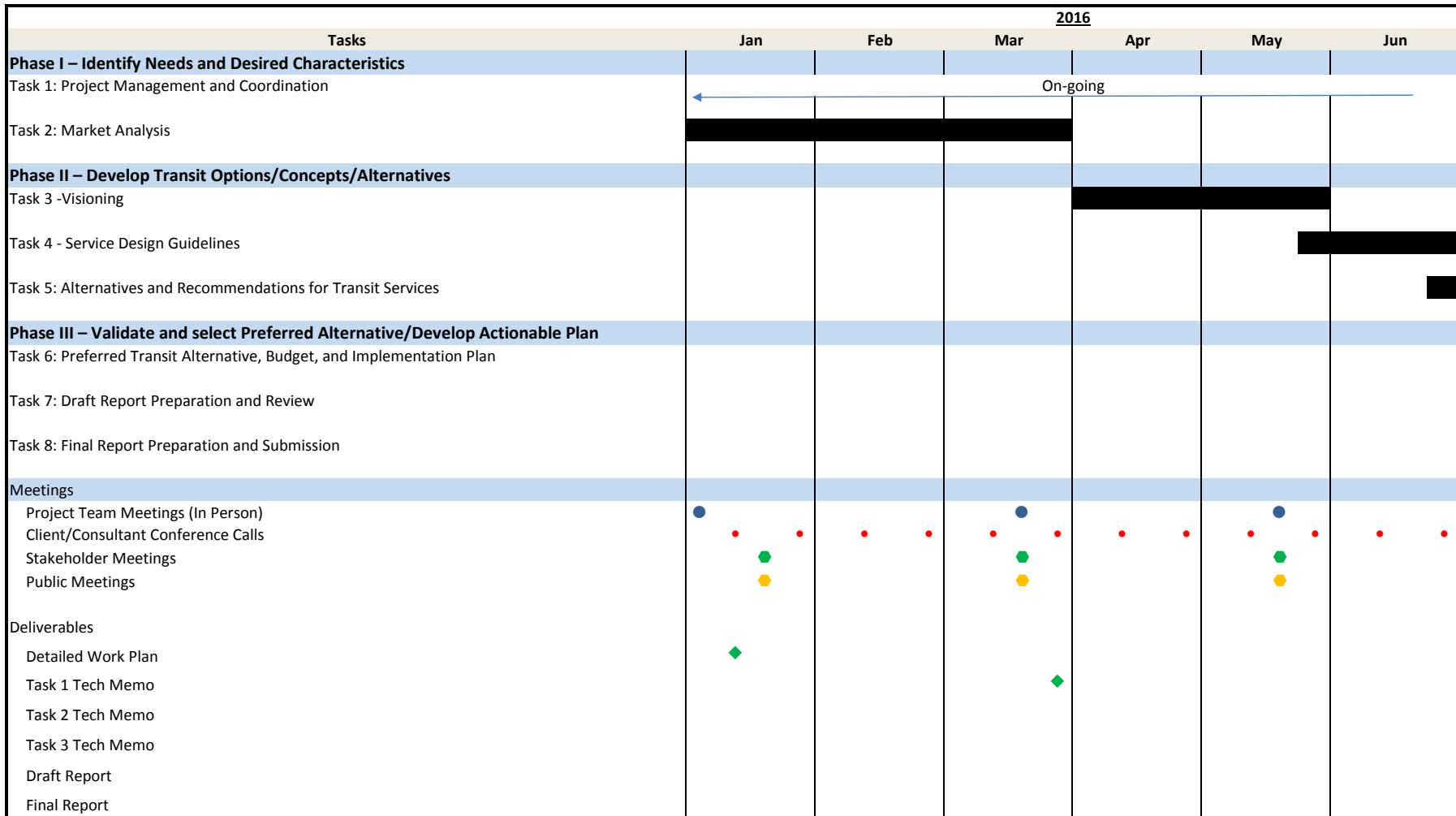
MAPA staff and the project stakeholders will have the opportunity to review and comment on the draft report. Comments received will be incorporated in and made part of the final report.

Task 8: Final Report Preparation and Submission

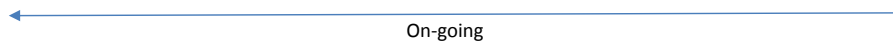
Prepare a final report that clearly states the transit demand for 2015 and intervals of five years until 2050, along with the feasibility of implementing transit with a specific implementation plan for the preferred transit alternative.

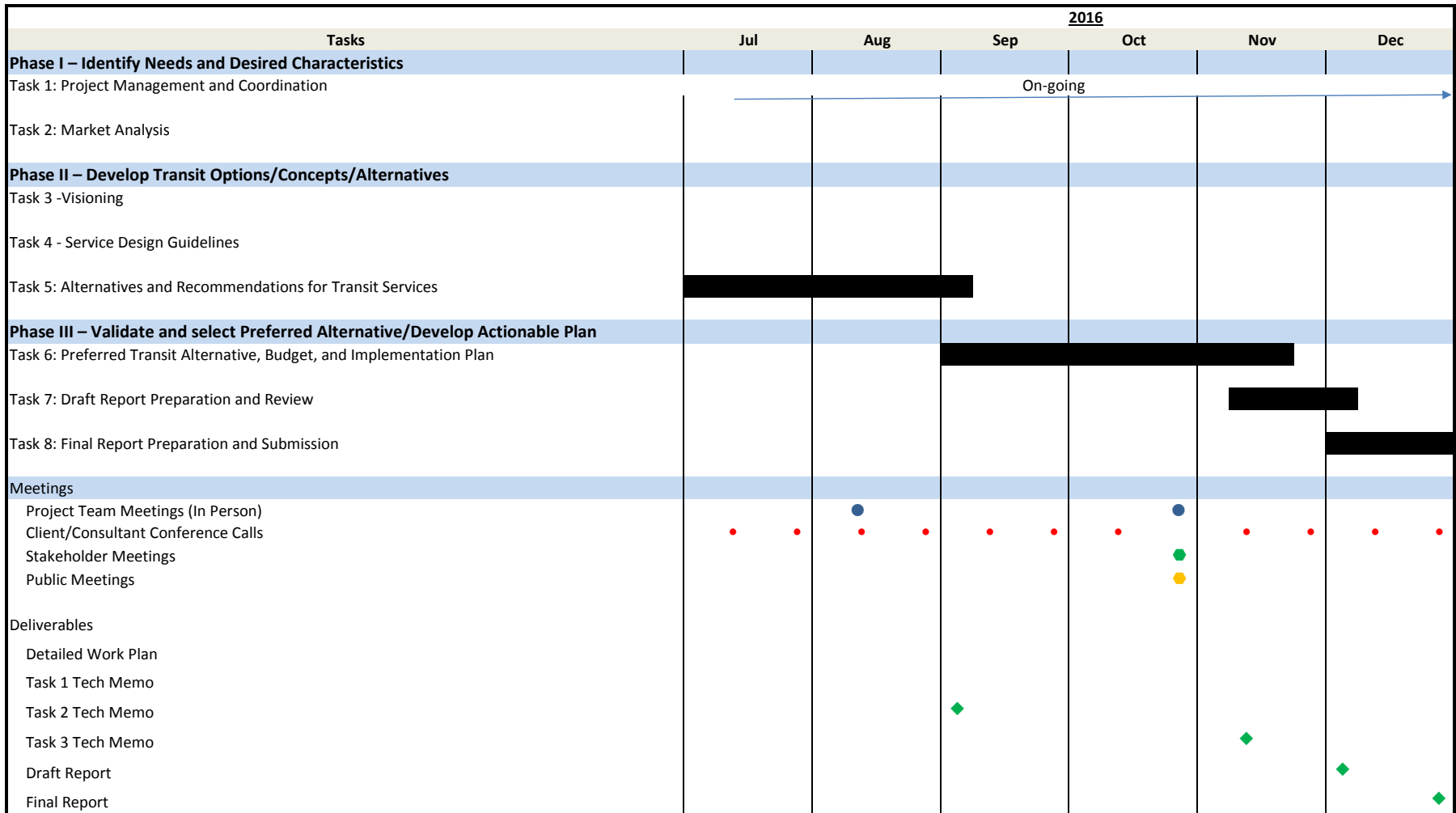
PHASE III DELIVERABLES:

- Draft Near-term Service Plan
- Draft Medium-term Service Plan
- Draft Long-term Service Plan
- Draft Funding Sustainability Plan
- Final Phase III Summary Document (Technical Memo #3)
- Draft Final Report (Digital Copy)
- Final Project Report (Digital and bound copies)

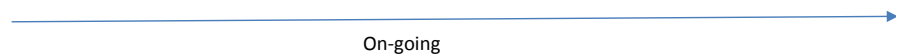


Task 1: Project Management and Coordination





Task 1: Project Management and Coordination



On-going

	Olsson Associates							
	Principal	Project Manager	Engineer	Designer/CADD Technician	Administrative	Planner	Senior Planner	Sub-total
Phase I - Identify Needs and Desired Characteristics								
Task 1: Project Management and Coordination								
1.1 Kick-off Meeting		2			1	2	4	9
1.2 Detailed Work Plan		4				4	3	11
1.3 Ongoing Project Monitoring Activities	8	8			2		4	22
1.4 Stakeholder Meetings		4				2	4	10
1.5 Public engagement		2				2	2	6
1.6 Establishment of Goals and Objectives		6				6	6	18
Travel Time		8				6		14
Task 2: Market Analysis								
2.1 Existing System Analysis						6	6	12
2.2 Field Review						8	8	16
2.3 Peer Community Review						6	6	12
2.3 Stakeholder Input		4				2	4	10
2.4 Public Input		4				2	4	10
2.5 Assessment of Transit Need		10		4		36	34	84
Travel Time						6		6
Phase II - Develop Transit Options/Concepts/Alternatives								
Task 3: Visioning								
3.2 Key Stakeholder Visioning Session		4				4	4	12
3.1 Public Visioning Session		4				4	4	12
Travel Time		4				2		6
Task 4: Service Design Guidelines								
6.2 Service Design Guidelines		8	32				8	48
Task 5: Alternatives and Recommendations								
5.1 Develop Transit Service Alternatives		24		4		64	56	148
Phase III - Validate and Select Preferred Alternative/Develop Actionable Plan								
Task 6: Preferred Transit Service Alternative								
6.1 Public Input		4				2	4	10
6.2 Stakeholder Meetings		4				2	4	10
6.3 Identification of Preferred Alternative		10				10	10	30
6.4 Funding Analysis		12				11	10	33
6.5 Develop Implementation Strategies		10				24	18	52
Travel Time		6					6	12
Task 7: Draft Report								
7.1 Draft Report Preparation and Review	4	6			8	24	6	48
Task 8: Final Report								
8.1 Final Report Preparation and Review	2	6			6	8	6	28
Cost								
Hours	14	154	32	8	17	243	221	689
Labor Rate	\$ 70.96	\$ 53.36	\$ 49.47	\$ 26.60	\$ 22.04	\$ 24.24	\$ 40.01	
Overhead	176.84%	176.84%	176.84%	176.84%	176.84%	176.84%	176.84%	
Profit	13.15%	13.15%	13.15%	13.15%	13.15%	13.15%	13.15%	
Billable Rate	\$ 222.28	\$ 167.15	\$ 154.96	\$ 83.32	\$ 69.04	\$ 75.93	\$ 125.33	
Total labor cost	\$ 3,111.90	\$ 25,740.68	\$ 4,958.79	\$ 666.58	\$ 1,173.66	\$ 18,451.10	\$ 27,697.73	\$ 81,800.44
Expenses								\$ 2,226.38
Total cost								\$ 84,026.82

	CDM Smith			VIREO				TOTAL
	Principal	Senior Planner	Sub-total	Administrative	Planner	Senior Planner	Sub-total	
Phase I - Identify Needs and Desired Characteristics								
Task 1: Project Management and Coordination								
1.1 Kick-off Meeting		2	2			4	4	15
1.2 Detailed Work Plan	2	4	6			2	2	19
1.3 Ongoing Project Monitoring Activities			0				0	22
1.4 Stakeholder Meetings		2	2	2	8	10	20	32
1.5 Public engagement		2	2	2	8	10	20	28
1.6 Establishment of Goals and Objectives		2	2			2	2	22
Travel Time		2	2			10	10	26
Task 2: Market Analysis								
2.1 Existing System Analysis		2	2				0	14
2.2 Field Review		3	3				0	19
2.3 Peer Community Review		2	2				0	14
2.3 Stakeholder Input		2	2	2	8	8	18	30
2.4 Public Input		2	2	2	8	8	18	30
2.5 Assessment of Transit Need		20	20				0	104
Travel Time		2	2			6	6	14
Phase II - Develop Transit Options/Concepts/Alternatives								
Task 3: Visioning								
3.2 Key Stakeholder Visioning Session		4	4	4	20	25	49	65
3.1 Public Visioning Session		4	4	4	20	25	49	65
Travel Time		1	1		6	6	12	19
Task 4: Service Design Guidelines								
6.2 Service Design Guidelines	4	31	35				0	83
Task 5: Alternatives and Recommendations								
5.1 Develop Transit Service Alternatives		22	22				0	170
Phase III - Validate and Select Preferred Alternative/Develop								
Task 6: Preferred Transit Service Alternative								
6.1 Public Input		4	4	2	8	12	22	36
6.2 Stakeholder Meetings		4	4	2	8	12	22	36
6.3 Identification of Preferred Alternative		4	4				0	34
6.4 Funding Analysis		16	16				0	49
6.5 Develop Implementation Strategies		24	24				0	76
Travel Time		2	2			6	6	20
Task 7: Draft Report								
7.1 Draft Report Preparation and Review	4		4				0	52
Task 8: Final Report								
8.1 Final Report Preparation and Review	2		2				0	
Cost								
Hours	12	163	175	20	94	146	260	1124
Labor Rate	\$ 73.15	\$ 46.09		\$ 19.71	\$ 26.18	\$ 29.57		
Overhead	172.50%	172.50%		182.13%	182.13%	182.13%		
Profit	13.15%	13.15%		13.15%	13.15%	13.15%		
Billable Rate	\$ 225.55	\$ 142.11		\$ 62.92	\$ 83.57	\$ 94.40		
Total labor cost	\$ 2,706.55	\$ 23,164.10	\$ 25,870.65	\$ 1,258.41	\$ 7,856.00	\$ 13,781.87	\$ 22,896.27	\$ 130,567.36
Expenses			\$ 316.00				\$ 1,890.00	\$ 4,432.38
Total cost			\$ 26,186.65				\$ 24,786.27	\$ 134,999.74

MAPA TRAVEL AUTHORIZATION FORM

Project : _____ Date of Travel : February 7 - 10, 2016

Request for Travel To: 2016 NARC National Conference of Regions and return.

Purpose: Conference

Persons Traveling: Greg Youell, Sue Cutsforth & 3 Board Members

Submitted by: _____ Date Submitted: 11/25/15

Standard Request:

Lodging: Actual _____

Meals: Actual _____

Special Request

Request Prepaid Registration (20 days prior notification) _____ Purchase Order Attached if Separate Check Required

Date Approved: _____ by _____
Department Director

Date Approved: _____ by _____
Executive Director

Date Approved: _____ by _____
Finance Committee Chairman

- If travel is outside of MAPA five-county area or expenses exceed those listed in the Administrative Procedures, Travel Authorization and Travel Expense Forms are to be approved in advance.
- Complete Travel Expense Form and submit along with Travel Authorization Form.
- Attach meeting/conference information letter or brochure.

MAPA Project Selection

Guidance Document for TAP-MAPA Project Selection
FY2017-2022 Transportation Improvement Program

Approved:

TAP-C	9/4/2015
TTAC	12/4/2015
Board	

Table of Contents

Schedule for TAP-MAPA Project Selection.....	2
1) Eligibility of Projects.....	3
2) MAPA Transportation Alternatives Program Committee (TAP-C)	5
3) Project Submission Guidelines	5
A) Prioritization Model for Regional TAP Funding	8
B) Overview of Criteria for Construction & Infrastructure Projects	10
C) Overview of Criteria for Non-Infrastructure Projects	15
4) Project Application Form.....	17
Definitions.....	19

Schedule for TAP-MAPA Project Selection

Call for FY 2021 Projects	December 4, 2015
Submittal Deadline for STP-MAPA Applications	January 8, 2016
Preliminary Eligibility Screening of Applications.....	January 15, 2016
Individual Project Applications Scored	January 22, 2016
Project Selection Workshop.....	February 5, 2016
Publication of Selected Project List.....	February 6, 2016
Appeals Hearing	February 17, 2016
Incorporation into Draft FY2017-2022 MAPA TIP.....	February & March 2016
TTAC Approval of Draft FY2017-2022 MAPA TIP	April 2016
MAPA Board of Directors Approval of Draft FY2017-2022 MAPA TIP	April 2016
State Review & Public Comment Period.....	April-May 2016
TTAC Approval of Final FY2017-2022 MAPA TIP	June 2016
MAPA Board of Directors Approval of Final 2017-2022 MAPA TIP	June 2016
Distribution of Final TIP to State & Federal Partners.....	July 2016

1) Eligibility of Projects

This project selection methodology applies only to those projects that are seeking to be funded via MAPA's annual Transportation Alternatives Program (TAP) apportionment. This methodology does not apply to other federal funding source or class and should not be utilized by jurisdictions seeking funding from any other source.

Federal Eligibility Requirements

The Moving Ahead for Progress in the 21st Century Act (MAP-21) established the following activities as eligible projects for funding under the Transportation Alternatives Program (TAP):

1. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).
2. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
3. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users
4. Construction of turnouts, overlooks, and viewing areas.
5. Community improvement activities, which include but are not limited to:
 - a. inventory, control, or removal of outdoor advertising;
 - b. historic preservation and rehabilitation of historic transportation facilities;
 - c. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - d. archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
6. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to-
 - a. address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
 - b. reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.
7. The recreational trails program under section 206 of title 23
8. The safe routes to school program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU:
 - a. Infrastructure-related projects.
 - b. Noninfrastructure-related activities.
 - c. Safe Routes to School coordinator.
9. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Per the requirements of MAP-21, Transportation Alternatives Program funds cannot be used for the following activities:

1. State or MPO administrative purposes, except for SRTS administration, and administrative costs of the State permitted for RTP set-aside funds.
2. Promotional activities, except as permitted under the SRTS.
3. General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc.
4. Routine maintenance and operations.

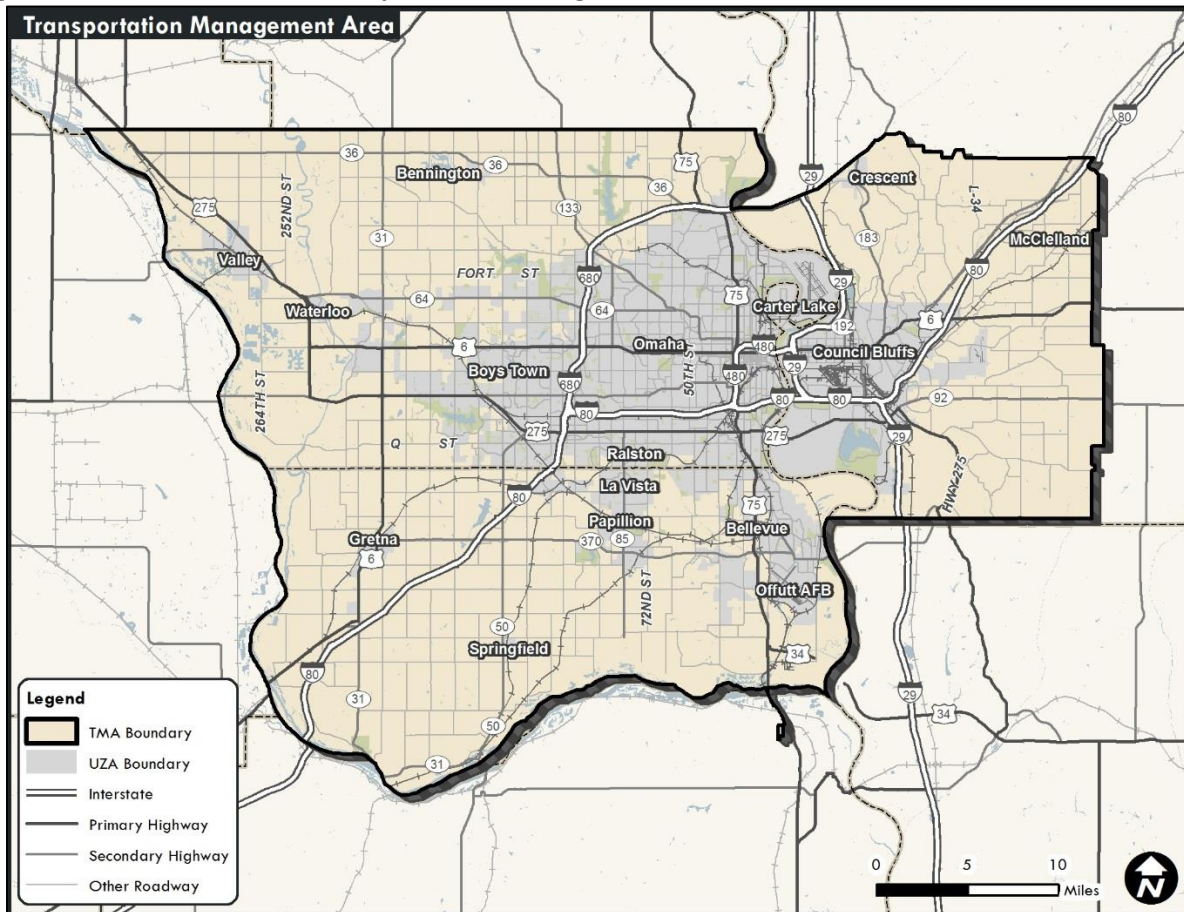
Additional Eligibility Requirements for TAP Funding

In addition to the above eligibility standards, projects seeking TAP-MAPA funding must meet the following minimum eligibility requirements:

1. Project must be listed in the MAPA 2035 Long Range Transportation Plan as required by MAP-21.
2. Minimum match of 20 percent local (non-federal) funding as required by MAP-21.
3. Projects must be submitted by local public agencies (LPAs) (including school districts) in the MAPA Transportation Management Area (MAPA TMA). The TMA encompasses Douglas and Sarpy Counties in Nebraska and the urbanized area surrounding Council Bluffs in Pottawattamie County, Iowa.

Failure to meet any of the above criteria will result in immediate disqualification of the submitted project for TAP-MAPA funding.

Figure 1: MAP of the MAPA Transportation Management Area



2) MAPA Transportation Alternatives Program Committee (TAP-C)

Membership

Transportation alternatives projects in the MAPA TMA are subject to the review and approval of the MAPA Transportation Alternatives Program Committee (TAP-C). TAP-C is an eighteen member stakeholder committee of the Transportation Technical Advisory Committee (TTAC) that includes planners, engineers, advocates, and other staff from local and state jurisdictions. Membership of the Transportation Alternatives Program Committee includes members of the larger MAPA TTAC and outside organizations and representatives. Appointments to the Transportation Alternatives Program Committee are reviewed and approved by the Transportation Technical Advisory Committee

TAP-C membership was formalized through the adoption of bylaws in late 2013 with review and approval by TTAC and the MAPA Board of Directors. Organizations and individuals currently represented on the TAP Committee are as follows:

- City of Omaha Public Works
- City of Omaha Planning
- City of Omaha Parks
- City of Council Bluffs
- City of Bellevue
- City of Springfield
- City of La Vista
- City of Papillion
- Douglas County
- Sarpy County
- Papio-Missouri River Natural Resources District (PMRNRD)
- Metro Transit
- Nebraska Department of Roads (NDOR)
- Iowa Department of Transportation (IDOT)
- Douglas County Health Department
- Transportation Advocates (ModeShift Omaha)
- Public Health Advocate (Live Well Omaha)
- Public Representative

TAP-C membership will be reevaluated to determine turnover strategies for the membership of any rotating positions that are identified.

3) Project Submission Guidelines

Jurisdictions submitting applications must abide by the timeline listed in this guidance document. Applications for three project types have been created in order to evaluate each project class. Jurisdictions must select a project category and prepare the required documentation to the best of their abilities.

The final application for a TAP-MAPA project may include a one-page narrative of the project that may include details outside those requested in the application forms. This one page narrative should be submitted in Times New Roman 12pt font with one (1) inch margins. Additional pages or documentation will not be considered in the final scoring of the application.

Project applications for FY 2020 TAP-MAPA funding should be submitted no later than 4:30pm on January 8, 2016 to:

MAPA Project Selection
Metropolitan Area Planning Agency
2222 Cuming Street
Omaha, NE 68102

Project applications and questions concerning this process may also be emailed to mapa@mapacog.org.

Evaluation of Project Applications

Following an initial eligibility determination, project applications are evaluated and scored by MAPA staff based upon their particular project type and the information supplied. MAPA staff will recommend a prioritization of projects to TAP-C for approval at the Final Selection Workshop. Projects selected during this workshop will be incorporated into the Draft FY2017 MAPA Transportation Improvement Program as allowed by fiscal constraint.

The Draft MAPA TIP is then presented to and voted on by the MAPA TTAC and MAPA Board of Directors. After approval of the draft and the duration of the public comment period, the TIP is again presented to TTAC and the Board of Directors as a final document. Once the final TIP is approved it is submitted to MAPA's state and federal partners for approval and inclusion in the State Transportation Improvement Programs (STIPs).

Project Selection Process and Funding Implementation

To streamline the STP and TAP funding project selection process, and to ensure the effective use of federal funds, MAPA will allocate funding of projects in the TIP using a two gate process to move projects into the implementation year. The implementation year, or year 1, of the TIP is the fiscal year during which funding for a project of project phase can be obligated. In addition to ranking projects based on criteria, projects will also be evaluated based on each project's timeline of implementation and fiscal constraint within the TIP. The two gate process will allow projects to advance from the illustrative years to the implementation year of the TIP:

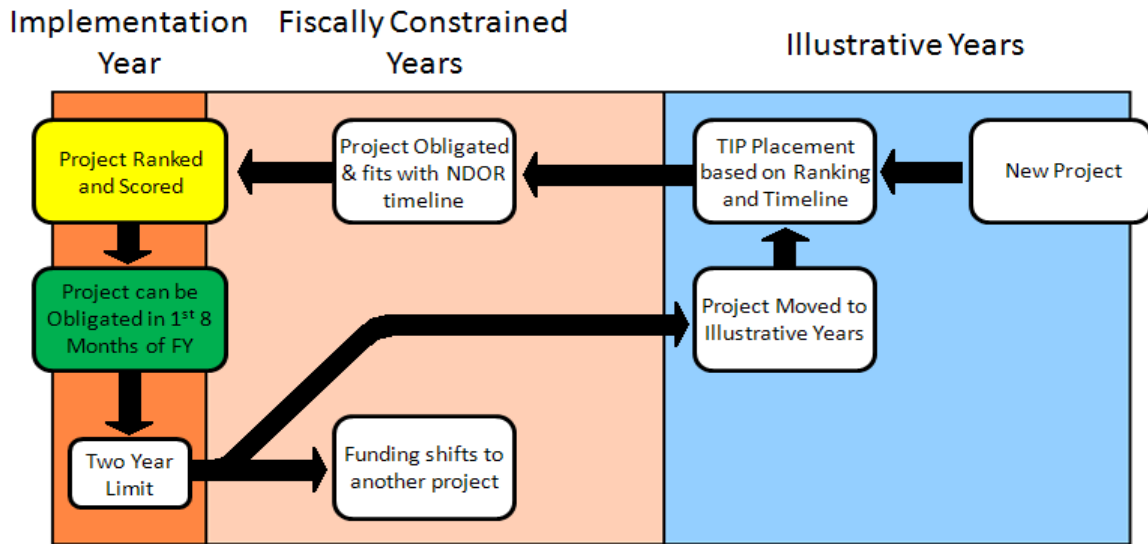
- **First Gate** – New Projects and projects wanting to move from the illustrative years to the fiscal constraint years are ranked and placed in the TIP based on each individual project's ranking, timelines, and the available funding per year.
- **Second Gate** - Projects that can be obligated within the first 8 months of the fiscal year will be moved to the implementation year of the TIP based on NDOR timelines and fiscal constraints.

Each project that will be programmed in the TIP must submit an attainable timeline, will be ranked by MAPA staff, and approved by the TAP Committee before it will be placed in the TIP. The TAP Committee will have flexibility in selecting projects that are deemed to be a higher priority to the committee. Projects will be allowed to present an argument for implementation before the TAP Committee if the project sponsor wishes to challenge the points total or scoring of the project. No project will be allowed to move into the implementation year unless the project timeline has been approved by the TAP Committee, TTAC, and MAPA's Board of Directors.

Only project phases that can be obligated within the first 8 months of the fiscal year based on NDOR's timeline will be eligible to be moved to the first year of the TIP. In order to ensure implementation and effective use of STP and TAP funding, projects are limited to two years in the implementation year (most

recent year) of the TIP. If a project cannot be obligated within two years, the project phase or phases will be moved to Advanced Construction or a later year within the TIP, or funding will be reallocated to another project. This will help ensure that deadlines will be met, and help those projects that have been moved forward most effectively to proceed to construction and completion.

Figure 2: Diagram of the Project Programming Process



A) Prioritization Model for Regional TAP Funding

General Overview

The Transportation Alternatives Program Committee has identified the need for the construction of additional alternative transportation facilities throughout the region. Eligible construction activities under the Moving Ahead for Progress in the 21st Century law are noted in Section 1 of this Policy Guide.

As a part of its Regional Bicycle Pedestrian Plan, MAPA developed a prioritization tool to evaluate and select TAP projects for the region. The Transportation Alternatives Program Committee identified new criteria and variables that are appropriate measures to prioritize TAP funding for the Omaha-Council Bluffs region. A summary of the revised TAP criteria and variables is shown below:

Table 1: Overview of FY2017 Transportation Alternatives Program (TAP) Criteria

Factor	Weight	Selection Criteria	Data Source	Buffer (if applicable)
Support	5	Local Match %	Project Application	–
		Multi-Jurisdictional/ Partnerships	Project Application and Documentation	–
Safety	7	Physical Separation of Proposed Facility	Project Application and MAPA Review	–
		Density of Pedestrian Crashes (Pedestrian Crashes (2011-2013)/Route Length)	NDOR Highway Safety Improvement Database; INTRANS Crash Database	–
		Posted Speed Limit	Project Application and MAPA Review	–
		Future Traffic Volume (ADT)	MAPA Travel Demand Model	Volume within Project Corridor
Demand	6	Population density within 1/2 mile	MAPA Land Use Activity Allocation Model (LUAAM)	1/2 Mile
		Employment density within 1/2 mile	MAPA Land Use Activity Allocation Model (LUAAM)	1/2 Mile
		Proximity to Schools (Including Universities)	INFOGROUP data and MAPA Review	1/4 Mile
Connectivity	9	Level of Transit Service	Metro Transit	1/4 Mile
		Connectivity to Existing Facilities	MAPA Regional Bicycle-Pedestrian Master Plan	1/4 Mile
		Connectivity to MAPA Priority Corridors	MAPA Project Selection Committee (ProSeCom)	1/4 Mile
Equity	6	Proximity to Environmental Justice Areas	MAPA Transportation Improvement Program (TIP)	Within EJ Area; partially within EJ area
		Community Access to a Vehicle (% No Vehicle Households)	2012 American Community Survey	1/2 Mile

Scaling of Scores for Selection Variables

Scaling of criteria variables allows the characteristics of projects to be compared directly. Many variables were scaled based on whether they satisfied a particular criteria (e.g. connecting to a priority corridor). For these kinds of variables, projects which do satisfy the criteria will be scaled to a value of ten (10); conversely, projects which did not satisfy the criteria will be scaled to a value of zero (0).

In order to account for the wide ranges of values that can be expected for other types of variables, the TAP-C elected to use two methods of proportional scaling to directly compare projects. This method of scaling directly compares a project's "raw" value to the distribution of other values from the other projects being considered. The formulas for this method of scaling is shown below:

$$\text{Proportionate Scaling} = 10 * \frac{\text{Project Value} - \text{Minimum}}{\text{Maximum} - \text{Minimum}}$$

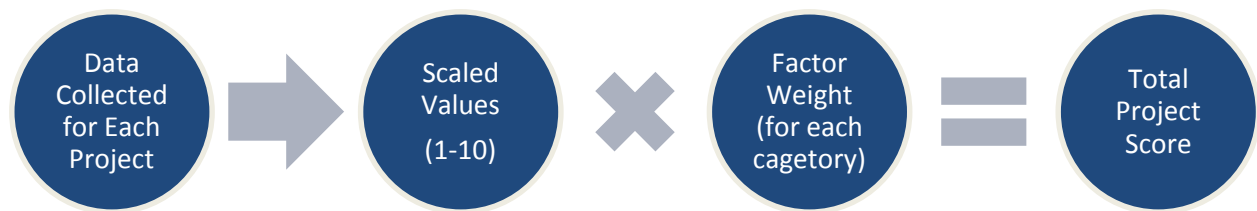
Proportionate scaling is useful for when a higher "raw" value is preferred (e.g. employment density) but where the range of values for a set of projects could be very broad and difficult to compare directly. Proportional scaling allows projects that far exceed the other comparison projects to receive a greater share of the points.

Weighting of Factors

Factors weights are based on stakeholder input through the Regional Bicycle Pedestrian Plan and the development of initial TAP criteria for the MAPA region in 2013. These weights establish the relative priority given to various measures and characteristics of a TAP project.

Ultimately, these weights are utilized to calculate a projects total score. The scaled values for each variable are multiplied by the factor weight for that category to provide a total score for that factor. This process is illustrated in Figure 3 below.

Figure 3: Overview of the Scoring Process for TAP Projects



The total scores calculated through this process will be presented to the TAP-C for review and discussion. Because the factor weights differ, a project's score in categories may vary greatly and still rank high among its peer projects. Ultimately, programming recommendations are made by the TAP-C and the Transportation Technical Advisory Committee (TTAC) to the MAPA Board of Directors.

B) Overview of Criteria for Construction & Infrastructure Projects

A detailed discussion of the criteria and variables summarized in Table 1 is included within this section. MAPA has included a discussion of the intent behind each measure, the data source utilized for each criteria, and the method of scaling applied within the TAP Prioritization Model.

Support (Weight = 5)

Percentage of Local Match

While there is a minimum requirement of 20 percent local match for Federal-Aid projects, MAPA encourages submitting jurisdictions to take a greater stake in their projects. MAPA will calculate the percentage local match for a project based on the information submitted in the project application. For projects which exceed 30% local match, the percentage value of match for that project will be used as the data.

Data Source: Project Application

Method of Scaling: Proportional

Multi-Jurisdictional Projects & Partnerships

The TAP-C identified funding diversity and partnerships as important measures of community support for a project. Project sponsors will be asked to identify and document funding partnerships in the project application through letters of support. MAPA will tabulate the number of supporting agencies and organizations submitted with the application

Data Source: Project Application

Method of Scaling: Proportional

Safety (Weight = 7)

Physical Separation of Proposed Facility

The level of protection afforded by a particular infrastructure improvement quantifies the impact that a project will have on the safety of cyclists, pedestrians, and motorists. The TAP-C quantified this “Conflict Factor” based on the level of physical separation between motorized vehicles and non-motorized modes of transportation. Physical separation will be measured with high, medium, and low values based on the matrix illustrated in Table 2 below.

Table 2: Matrix of Physical Separation for Bicycle and Pedestrian Facilities

Conflict Factor	Bicycle Infrastructure	Pedestrian Infrastructure	Points
Physically Separated Facilities	Cycletracks, protected bike lanes, bike lanes buffered by parking, grade separated crossings	Pedestrian safety barriers, grade separated crossings,	3
Buffered Facilities & Intersection Improvements	Bicycle boulevards, on-street buffered bike lanes, multi-use trails, bike boxes, new signalized bicycle crossing	Curb extensions, mid-block crossings, new signalized pedestrian crossings, pedestrian countdown signals	2
On-Street Facilities	Bike lanes, wide curb lanes, sharrows, share the road signage	Pedestrian sidepaths, Safe Routes to School signage	1

Data Source: Project Application
Method of Scaling: Proportional

Density of Pedestrian Crashes (2012-2014)

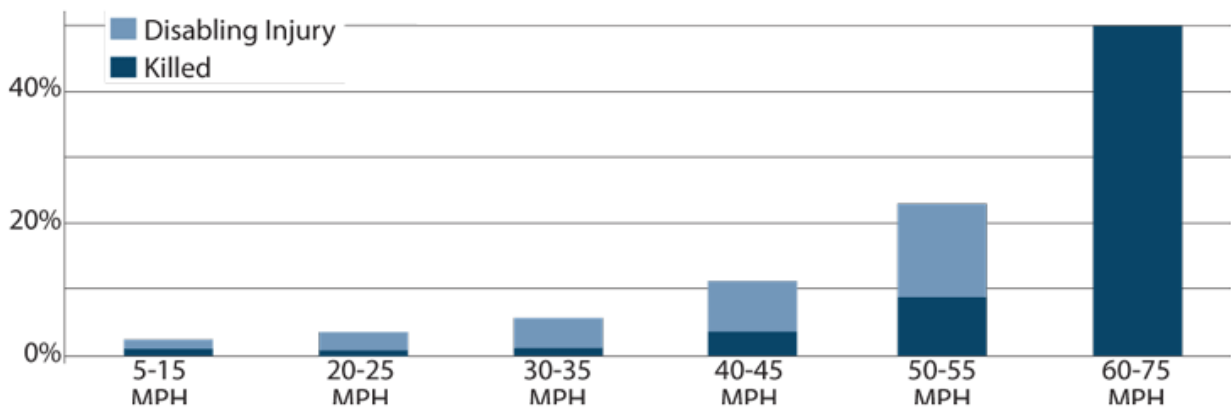
The number of pedestrian crashes occurring at a project’s location allows the TAP-C to quantify the safety risks to both motorists and users of non-motorized vehicles as well. The total number of pedestrian crashes for three years along a project route will be calculated in ArcGIS using the crash databases from state partners. This crash total will be converted to a measure of crash density by dividing the total number of crashes by the project’s length (in miles).

Data Source: State Crash Databases (NDOR Highway Safety Improvement Database; INTRANS Crash Database)
Method of Scaling: Proportional

Posted Speed Limit

Cyclists and pedestrians are at the greatest risk for injury and death when an accident occurs where speed limits are high. FHWA has collected data on these risks and these risks are illustrated in Figure 4 below.

Figure 4: Risk of Disabling Injury and Death for Cyclists in Traffic Accidents with Motor Vehicles



MAPA will identify the average speed limit for the proposed facility based on either 1) the proposed route or 2) a parallel route that makes a similar connection (in the case of trails or other off-street facilities). The values in Table 3 will be assigned to projects based on the identified speed limit for a project:

Table 3: Risk of Pedestrian and Cyclist Fatality in Traffic Accidents by Speed Limit

	15 MPH and Under	20-25 MPH	30-35 MPH	40-45 MPH	50-55 MPH
Risk of Fatality	0%	.76%	1.52%	3.81%	8%

Data Source: Project Application & MAPA Review
Method of Scaling: Proportional

Future Traffic Volume

In order to estimate the value of safety improvements in the future, estimates of future Average Annual Daily Traffic (AADT) along project routes will be considered in the prioritization process. MAPA will

utilize its Travel Demand Model to estimate AADT on either 1) the proposed route or 2) a parallel route that makes a similar connection (in the case of trails or other off-street facilities)

Data Source: MAPA Travel Demand Model
Method of Scaling: Proportional

Demand (Weight = 6)

Population Density

The density of population along a project's route is a good indicator of demand for a project and the potential for usage of a facility. MAPA will calculate the average population density within one-half (1/2) mile of a project corridor in ArcGIS using the population estimates utilized in MAPA's Land Use Activity Allocation Model.

Data Source: MAPA LUAAM (based on 2010 Census population)
Method of Scaling: Proportional

Employment Density

The density of employment along a project's route is another indicator of demand for a project and its connection to job centers and other areas of activity. MAPA will calculate the average employment density within one-half (1/2) mile of a project corridor in ArcGIS using the population estimates utilized in MAPA's Land Use Activity Allocation Model.

Data Source: MAPA LUAAM (based on INFOGROUP database)
Method of Scaling: Proportional

Proximity to Schools

Schools are important generators and attractors of bicycle and pedestrian activity. The total number of school facilities (including universities) within one-quarter (1/4) mile of a project corridor will be tabulated for each project.

Data Source: MAPA GIS Database (based on INFOGROUP and county databases)
Method of Scaling: Proportional

Connectivity (Weight = 9)

Enhancing connectivity within the multimodal transportation network is a critical goal of the 2035 MAPA LRTP. The TAP-C identified investments that make connections between modes and activity centers within the MAPA region as key priorities of the program.

Level of Transit Service

The second metric of connectivity is Transit Connectivity. The TAP-C determined that alternative transportation projects occurring along corridors with a high frequency of transit service provide important multimodal connections for the region. The level of transit service for a particular project will be measured by accounting for the total number of bus trips scheduled to provide service within 1/4 mile of the project's location on an average weekday. This measurement accounts for both the number of bus lines intersecting the project area and the frequency of transit service on each of those lines.

Access to transit routes will be measured at the following types of existing facilities: transit centers, park and ride lots, transit stops, or new facilities proposed for completion prior to 2017.

Data Source: Metro Transit
Method of Scaling: Proportional

Connectivity to Existing Facilities

The TAP-C noted that leveraging investments in the existing multi-modal transportation network is an important priority of MAPA’s TAP program. MAPA has compiled a GIS database of existing bicycle facilities (including trails, bike lanes, and other on-street facilities) as a part of its Regional Bicycle-Pedestrian Master Plan. Projects will receive the maximum scaled value (10 points) if there are existing bikeway and recreational trail facilities within one-quarter (1/4) mile of the project route.

Data Source: MAPA GIS Database (based on Regional Bike-Ped Master Plan)
Method of Scaling: Full Points or No Points

Connectivity to MAPA Priority Corridors

The priority corridors shown in Figure 5 (next page) were identified by the MAPA Project Selection Committee (ProSeCom) to be the most important transportation facilities that support the movement and access of people and goods in the MAPA Region. These corridors also represent key activity centers within the MAPA region and are important connections in the multi-modal transportation network. Projects will receive the maximum scaled value (10 points) if it is located within one-quarter (1/4) mile of an identified priority corridor.

Data Source: MAPA GIS Database (based on Project Selection Committee Criteria)
Method of Scaling: Full Points or No Points

Equity (Weight =6)

Accessibility for Environmental Justice Populations

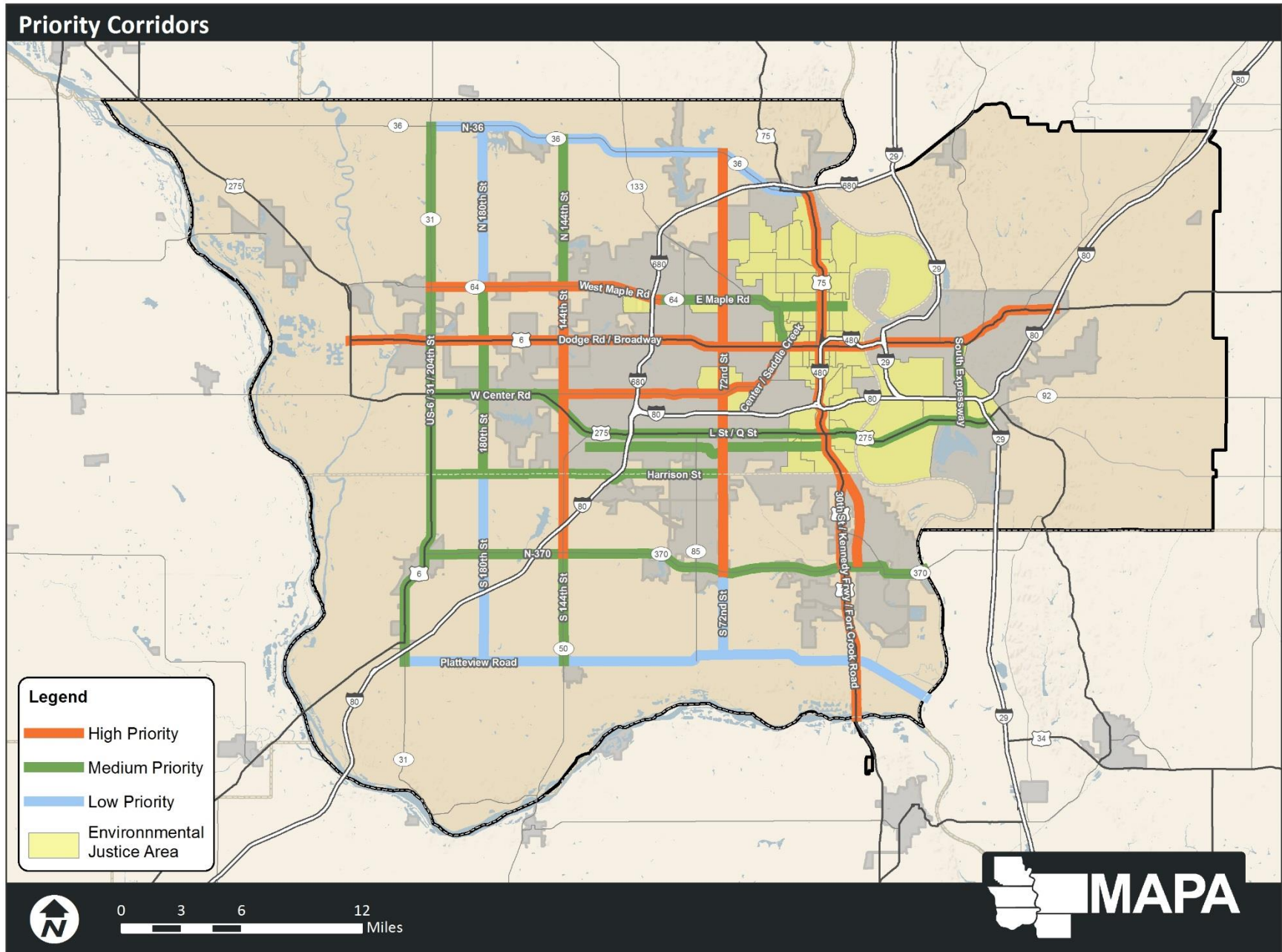
Projects that invest in areas with disproportionately high-minority and low income populations will receive additional consideration through this process. Areas of high-minority concentration, low income concentration and those areas that are both high-minority and low income are shown in Figure 5 (next page). These areas were identified by an analysis of socioeconomic data conducted by MAPA which was accepted by the MAPA Policy Board. The allocation of points under this metric is based on the location of projects in relation to Environmental Justice areas, describe in Table 4 below.

Table 4: Distribution of Points for Proximity to Environmental Justice Areas

Location	Points
Completely Within EJ Areas	2
Partially within EJ Area	1
Completely Outside EJ Area	0

Data Source: MAPA GIS Database (based on approved EJ Areas)
Method of Scaling: Proportional

Figure 5: MAPA Regional Priority Corridors



Community Access to a Vehicle

Access to an automobile is varied across the MAPA region. In order to prioritize investments in areas where bicycle and pedestrian investments can have the greatest impact, the TAP-C noted that the percentage of households with no access to a vehicle should be calculated. The average percentage of non-vehicle households within one-half (1/2) mile of a project corridor will be calculated for each project.

Data Source: American Community Survey (ACS)

Method of Scaling: Proportional

C) Overview of Criteria for Non-Infrastructure Projects

General Guidelines

The Transportation Alternatives Program Committee determined that non-infrastructure investments are an important aspect of meeting MAPA's LRTP goals related to complete streets and mode shift. Education initiatives focused on modes of travel other than private single-occupancy vehicles such as walking, bicycling, and Safe Routes to Schools were identified as the primary needs of the MAPA region.

Eligible construction activities under the Moving Ahead for Progress in the 21st Century law are noted in Section 1 of this Policy Guide. Notable differences from previous transportation authorization bills include the ineligibility of bicycle or pedestrian safety education for adults.

The TAP-C does not anticipate many applications for non-infrastructure projects at present. As such, no quantitative measures for efficacy or need have been developed at this time. Applicants interested in applying for TAP funding for non-infrastructure projects should submit a narrative proposal not to exceed seven (7) pages in length. Narratives should be organized to address the key priority areas identified by the TAP-C below:

Accessibility for Environmental Justice Populations

Projects that invest in areas with disproportionately high-minority and low income populations will receive additional consideration through this process. Areas of high-minority concentration, low income concentration and those areas that are both high-minority and low income are shown on the MAPA Priority Corridors Map (included in this Policy Guide). These areas were identified by an analysis of socioeconomic data conducted by MAPA which was accepted by the MAPA Policy Board. The allocation of points under this metric is based on description of the project activities in relation to Environmental Justice areas. Projects which take place at facilities within an environmental justice area or has clear benefits for environmental justice populations will be recognized and prioritized by the TAP-C.

Comprehensiveness

The Transportation Alternatives Program Committee determined that the comprehensiveness of the education programs offered was a key factor in the evaluation of potential projects. In order to have the greatest impact, points are allocated based on the comprehensiveness of the content delivered by the proposed education program. Projects which address both bicycling and walking safety education are more favorable than those that only focus on one mode.

Need for the Proposed Project

As resources for bicycle safety education and Safe Routes to School activities are limited, the TAP-C wanted to ensure that there was little or no duplication between programs across the

region. The need for the proposed project is quantified based on the geographic reach of the project and whether a similar program has been offered recently. A brief description of the project's impact and its relationship to other education programs in the region will be provided by applicants. Projects which enhance educational opportunities available to residents within the community are more favorable than those that duplicate existing services and programs

Percentage of Local Match

While there is a minimum requirement of 20 percent local match for Federal-Aid projects, MAPA encourages submitting jurisdictions to take a greater stake in their projects. Projects with a non-federal share of funding over 30% are more favorable than those meeting minimum matching requirements.

School District Impacts

Safe Routes to School education activities were identified by the Transportation Alternatives Program Committee as an important activity to encourage within the MAPA region. In order to encourage regionally significant education programs, the TAP-C felt non-infrastructure projects should promote collaboration within and between school districts in the region. Projects that engage multiple school districts and/or multiple school facilities are more favorable than those targeted at a single school facility.

Educational Materials

In order to ensure that high quality education programs are implemented throughout the region, the TAP-C determined that source of educational materials for proposed projects was an important factor to consider. Projects which will utilize best practices from national organizations such as the League of American Bicyclist, the Alliance for Walking & Biking, or an equivalent organization will receive priority over those that do not identify the source of educational materials.

4) Project Application Form

FY2017 Transportation Alternatives Program (TAP) Application

Metropolitan Area Planning Agency (MAPA)

FY2016 Transportation Alternatives Program (TAP) Application

General Information

Applicant:
Mailing Address:
City: **State:** **Zip Code:**
Staff Contact: **Phone:**

Type of Applicant:

If "Other", please specify

Project Information

Project Title:

Project Description: Please provide details about the proposed facility including the project's location, the length of the project, and type of work proposed

Please select one of the follow eligible activities that corresponds to the proposed project

Please Select:

1 Trails & Bicycles

- 1.1 | Facilities for pedestrians and bicycles including safe routes for non-drivers
- 1.2 | Conversion and use of abandoned railway corridors

2 Scenic & Historic

- 2.1 | Construction of turnouts, overlooks, and viewing areas
- 2.2 | Inventory, control, or removal of outdoor advertising
- 2.3 | Historic Preservation and rehabilitation of historic transportation facilities
- 2.4 | Archaeological activities relating to impacts from another eligible activity

3 Safe Routes to School (SRTS)

- 3.1 | Infrastructure (sidewalks, trails, signals, addressing K-8 need)
- 3.2 | Non-infrastructure (public awareness, education, training, etc.)

4 Environmental

- 4.1 | Vegetation management practices in the transportation right-of-way
- 4.2 | Highway-related stormwater management
- 4.3 | Reduction of vehicle-caused wildlife mortality or restoration of habitat connectivity

FY2017 Transportation Alternatives Program (TAP) Application

Funds Requested (\$1,000s)	Federal	State	Local	Total
PE/NEPA/Final Design				0
ROW				0
Utilities/Construction/CE				0
Total	0	0	0	0

Please identify funding partners contributing non-federal match to the project (letters of support/documentation required)

Safety & Security

Which of the following facilities (if any) are included in the design of this project?

Bicycle Facilities		Pedestrian Facilities	
Cycletrack(s)	<input type="checkbox"/>	Pedestrian Safety Barrier(s)	<input type="checkbox"/>
Bike Lane(s) Buffered by Parking	<input type="checkbox"/>	Grade Separated Crossing(s)	<input type="checkbox"/>
Grade-Separated Crossing(s)	<input type="checkbox"/>	Curb Extensions	<input type="checkbox"/>
Bicycle Boulevard Implementation	<input type="checkbox"/>	New, Signalized Pedestrian Crossing(s)	<input type="checkbox"/>
On-Street Buffered Bike Lane(s)	<input type="checkbox"/>	Mid-Block Crossing(s)	<input type="checkbox"/>
Multi-Use Recreational Trails	<input type="checkbox"/>	Pedestrian Sidepath(s)	<input type="checkbox"/>
New, Signalized Bike Crossing(s)	<input type="checkbox"/>	Safe Routes to School Signage	<input type="checkbox"/>
Painted Bike Lane(s)	<input type="checkbox"/>		
Widened Curb Lane(s)	<input type="checkbox"/>		
Painted Sharrows	<input type="checkbox"/>		
"Share the Road" Signage	<input type="checkbox"/>		
Wayfinding Signage	<input type="checkbox"/>		

What is the average speed limit along the project route (in mph)?

Cultural & Historical Resources

Is this project located within a designated scenic or historic byway corridor?

If so, has the project been endorsed by appropriate byway board?

Does this project improve or affect any historic transportation facilities?

If yes, please describe:

Application Checklist

Complete Transportation Alternatives Program Application

Project Locational Map

Project locational map should show the limits of the project, and the projects relationship to other roadways or transportation facilities.

Completed DR-530 Form*

Completed DR-53 Form* (Probable Class of NEPA Action Form)

Documentation (Letters of Support) from Funding Partners

* Nebraska projects only, both forms are available from the NDOR at the link below

<http://www.transportation.nebraska.gov/gov-aff/lpa-guide-man.html>

Definitions

Access- is the ability to reach desired goods, services, activities and destinations (together called *opportunities*).

Four general factors affect physical accessibility:

1. *Mobility*, that is, physical movement. Mobility can be provided by walking, cycling, public transit, ridesharing, taxi, automobiles, trucks and other modes.
2. *Mobility substitutes*, such as telecommunications and delivery services. These can provide access to some types of goods and activities, particularly those involving information.
3. *Transportation system connectivity*, which refers to the directness of links and the density of connections in path or road network.
4. *Land use*, that is, the geographic distribution of activities and destinations. The dispersion of common destination increases the amount of mobility needed to access goods, services and activities, reducing accessibility.

Advance Construction- Advance construction and partial conversion of advance construction are cash flow management tools that allow states to begin projects with their own funds and only later convert these projects to Federal-aid. Advance construction allows a state to request and receive approval to construct Federal-aid projects in advance of the apportionment of authorized Federal-aid funds. Under normal circumstances, states "convert" advance-constructed projects to Federal aid at any time sufficient Federal-aid funds and obligation authority are available, and do so all at once. Under partial conversion, a state may obligate funds for advance-constructed projects in stages.

Alternative Transportation- Refers to modes of travel other than private single-occupancy vehicles such as walking, bicycling, carpooling, or transit.

Bicycle Signal- A bicycle signal is an electrically powered traffic control device that should only be used in combination with an existing conventional or hybrid signal. Bicycle signals are typically used to improve identified safety or operational problems involving bicycle facilities. Bicycle signal heads may be installed at signalized intersections to indicate bicycle signal phases and other bicycle-specific timing strategies. In the United States, bicycle signal heads typically use standard three-lens signal heads in green, yellow, and red lenses. Bicycle signals are typically used to provide guidance for bicyclists at intersections where they may have different needs from other road users (e.g., bicycle-only movements, leading bicycle intervals).

Bike Box- A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.

Bike lane- A Bicycle lane is defined as a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists.

Buffered Bike Lane- Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. A buffered bike lane is allowed as per MUTCD guidelines for buffered preferential lanes.

Cycle Track- A cycle track is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motor traffic and distinct from the sidewalk. Cycle tracks have different forms but all share common elements—they provide space that is intended to be exclusively or primarily used for bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks. In situations where on-street parking is allowed cycle tracks are located to the curb-side of the parking (in contrast to bike lanes). Cycle tracks may be one-way or two-way, and may be at street level, at sidewalk level, or at an intermediate level. If at sidewalk level, a curb or median separates them from motor traffic, while different pavement color/texture separates the cycle track from the sidewalk. If at street level, they can be separated from motor traffic by raised medians, on-street parking, or bollards. By separating cyclists from motor traffic, cycle tracks can offer a higher level of security than bike lanes and are attractive to a wider spectrum of the public.

Description- A brief description of the project; should include location information, limits of construction, impacts, etc.

Eligible Applicants- Project applications may be submitted by eligible sponsors located within the MAPA Transportation Management Area (TMA), including: Douglas County and its cities, Sarpy County and its cities, the City of Council Bluffs, City of Crescent, City of McClelland, and Pottawattamie County (within the TMA Boundary), and other entities identified by MAP-21.

Environmental Justice- The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

The three fundamental principles for Environmental Justice for US DOT programs are shown below:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Equity- Refers to the distribution of resources and opportunities. Transportation decisions can have significant equity impacts. Transportation represents a major portion of consumer, business and government expenditures. It consumes a significant portion of public resources, including taxes and public land. Transportation activities have external impacts (noise and air pollution, crash risk and barrier effects) that affect the quality of community and natural environments, and personal safety. Transport determines where people can live, shop, work, go to school and recreate, and their opportunities in life. Adequate mobility is essential for people to participate in society as citizens, employees, consumers and community members. It affects people's ability to obtain education, employment, medical service and other critical goods.

Equity impacts can be difficult to evaluate, in part because the word “equity” has several meanings, each with different implications. There are four general types of equity related to transportation:

1. *Egalitarianism*- This refers to treating everybody the same, regardless of who they are. For example, egalitarianism might be used to justify charging every passenger pay the same fare (regardless of trip length), that each transit rider receive the same subsidy (regardless of income or need), that each resident pays the same amount or tax support transportation services (regardless of income or use), or that roads are unpriced.
2. *Horizontal Equity (also called “fairness”)*- This is concerned with the fairness of impact allocation between individuals and groups considered comparable in ability and need. Horizontal equity implies that consumers should “get what they pay for and pay for what they get,” unless a subsidy is specifically justified.
3. *Vertical Equity With Regard to Income and Social Class*- This focuses on the allocation of costs between income and social classes. According to this definition, transportation is most equitable if it provides the greatest benefit at the least cost to disadvantaged groups, therefore compensating for overall social inequity.
4. *Vertical Equity With Regard to Mobility Need and Ability*- This is a measure of how well an individual’s transportation needs are met compared with others in their community. It assumes that everyone should enjoy at least a basic level of access, even if people with special needs require extra resources and subsidies. Applying this concept requires establishing a standard of Basic Access. This tends to focus on two issues: access for people with disabilities, and support for transit and special mobility services.

Local Match- Local match is defined as the portion of total project cost to be covered by the local sponsoring jurisdiction or other non-federal contributor (i.e. the development community). For TAP-MAPA projects, the minimum match percentage is 20 percent.

MAPA 2035 LRTP- The MAPA 2035 Long Range Transportation Plan was finalized in 2011 and is the applicable long range transportation plan for the MAPA region. Capital Improvement projects must be listed in the MAPA 2035 LRTP in order to be eligible for TAP-MAPA funding.

Multi-modal Connectivity- Multi-modal connectivity refers to enhancing the opportunity to connect between various modes of transportation (i.e. automobile, bus, walking, cycling, etc.).

New Bike Lane/Path- New bike lanes or paths refer to the establishment (via on-street striping or separated facilities) of dedicated means of transportation for cyclists and other non-motorized modes of transportation.

PE/NEPA/Final Design- PE/NEPA/Final Design refers to the phase of a project per Federal guidelines. For applicable projects, the project sponsor must determine the anticipated budget for this phase when submitting an application for TAP-MAPA.

Pedestrian Countdown Signal- The countdown signal displays flashing numbers that count down the time remaining until the end of the flashing “DON’T WALK” (FDW) interval. The countdown

display, which can start at the onset of either the WALK or the FDW display, reaches zero and blanks out at the onset of the steady “DON’T WALK” (DW) display. When the countdown starts at the beginning of the FDW, the duration of the countdown is approximately equal to the pedestrian clearance interval for the crosswalk (the duration may vary according to local signal timing practice).

Pedestrian Signal- Pedestrian signals are special types of traffic signal indications installed for the exclusive purpose of controlling pedestrian traffic. They are frequently installed at signalized intersections when engineering analysis shows that the vehicular signals cannot adequately accommodate the pedestrians using the intersection.

Public Health Impacts- Public health impacts refer to the manner and consequences a project incurs on the general public’s health. For example, a project that would enhance public health could offer multi-modal connections that encourage active transportation.

Raised or Depressed Barrier Medians- Raised or depressed barrier medians refer to the separation of a transportation facility by an island, Jersey barrier, or other means of separation.

ROW- Right of Way (ROW) refers to a project development phase during which land is purchased by a sponsoring jurisdiction. The sponsor jurisdiction is responsible for denoting the amount of funding requested for Right of Way acquisition during project development.

Sharrows- Shared Lane Markings (SLMs), or “sharrows,” are road markings used to indicate a shared lane environment for bicycles and automobiles. Among other benefits shared lane markings reinforce the legitimacy of bicycle traffic on the street and recommend proper bicyclist positioning. The shared lane marking is not a facility type, it is a pavement marking with a variety of uses to support a complete bikeway network. The MUTCD outlines guidance for shared lane markings in section 9C.07.

Share the Road Signage – Share the Road signage refers to signs placed along designated bike routes to remind and inform motorists that cyclists may be present. For project applications, this type of signage applies to “Bikes May Use Full Lane” signs that are often used in combination with painted sharrows. The MUTCD outlines guidance for the placement of these kinds of signage and other pavement markings.

Trail/Path (sometimes referred to Multi-use Trail/Path)- A bicycle path allows for two-way, off-street bicycle use. If a parallel pedestrian path is not provided, other non-motorized users are legally allowed to use a bicycle path. These facilities are frequently found in parks, along rivers, creeks, and in rail rights-of-way greenbelts or utility corridors where right-of-way exists and there are few intersections to create conflicts with motorized vehicles.

Transit Operation Features or Amenities- Transit operation features or amenities refer to enhancements that directly improve the operation or aesthetics of transit in the MAPA region.

Walkability- The measure of the overall walking and living conditions in an area; the extent to which the built environment is friendly to the presence of people walking, biking, living, shopping, visiting, enjoying or spending time in an area.

MAPA Project Selection

Guidance Document for STP-MAPA Project Selection
FY2017-2022 Transportation Improvement Program

Approved:

ProSeCom 11/20/2015

TTAC 12/4/2015

Board

Table of Contents

Definitions	ii
Schedule for STP-MAPA Project Selection	x
1) Eligibility of Projects.....	1
2) MAPA Project Selection Committee	3
3) Project Submission Guidelines.....	4
A) General Roadway Projects (Urban or Rural).....	6
B) Alternative Transportation Projects	16
C) Systems Management Transportation Projects.....	16
4) Project Application Forms.....	18
5) Project Scoring Rubrics	22

Definitions

Access- is the ability to reach desired goods, services, activities and destinations (together called *opportunities*).

Four general factors affect physical accessibility:

1. *Mobility*, that is, physical movement. Mobility can be provided by walking, cycling, public transit, ridesharing, taxi, automobiles, trucks and other modes.
2. *Mobility substitutes*, such as telecommunications and delivery services. These can provide access to some types of goods and activities, particularly those involving information.
3. *Transportation system connectivity*, which refers to the directness of links and the density of connections in path or road network.
4. *Land use*, that is, the geographic distribution of activities and destinations. The dispersion of common destination increases the amount of mobility needed to access goods, services and activities, reducing accessibility.

Access Control/Consolidation- Access control/consolidation are defined as the act of controlling access to specific roadways by acquiring rights of access from abutting property owners and selectively limiting approaches to the roadway in order to preserve the highway's safety and efficiency.

Advance Construction- Advance construction and partial conversion of advance construction are cash flow management tools that allow states to begin projects with their own funds and only later convert these projects to Federal-aid. Advance construction allows a state to request and receive approval to construct Federal-aid projects in advance of the apportionment of authorized Federal-aid funds. Under normal circumstances, states "convert" advance-constructed projects to Federal aid at any time sufficient Federal-aid funds and obligation authority are available, and do so all at once. Under partial conversion, a state may obligate funds for advance-constructed projects in stages.

Air Quality Impacts- Air quality impacts are defined as the level to which a project will positively or negatively impact the ambient air quality of the MAPA region as related to the National Ambient Air Quality Standards set forth in The Clean Air Act.

Alternative Transportation- Refers to modes of travel other than private single-occupancy vehicles such as walking, bicycling, carpooling, or transit.

Bicycle Signal- A bicycle signal is an electrically powered traffic control device that should only be used in combination with an existing conventional or hybrid signal. Bicycle signals are typically used to improve identified safety or operational problems involving bicycle facilities. Bicycle signal heads may be installed at signalized intersections to indicate bicycle signal phases and other bicycle-specific timing strategies. In the United States, bicycle signal heads typically use standard three-lens signal heads in green, yellow, and red lenses. Bicycle signals are typically used to provide guidance for bicyclists at intersections where they may have different needs from other road users (e.g., bicycle-only movements, leading bicycle intervals).

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Buffered Bike Lane- Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. A buffered bike lane is allowed as per MUTCD guidelines for buffered preferential lanes.

Crashes per Million Vehicles- Crashes per million vehicles is a ratio of the number of crashes that have occurred on a facility (regardless of severity) per one million vehicles.

Crash Severity Index (CSI)- The Crash Severity Index (CSI) is a metric used to determine the relative severity of crashes on a roadway by weighting varying levels of personal injury and damage caused. The CSI is calculated by the following formula:

$$CSI = \frac{nPDO + nPI1 + nPI2 + nPI3 + nF}{n\text{Total Crashes}}$$

Where: **PDO** is defined as a Property Damage Only crash (1 point per crash)

PI1 is defined as a Category 1 Personal Injury, minor injuries that are visible and apparent but do not require transport (2 points per PI1)

PI2 is defined as a Category 2 Personal Injury, injuries that require transport to hospital (4 points per PI2)

PI3 is defined as a Category 3 Personal Injury, the most severe injuries that require special transport to hospital (i.e. flight for life)

F is defined as a fatality (15 points per fatality)

Cycle Track- A cycle track is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. A cycle track is physically separated from motor traffic and distinct from the sidewalk. Cycle tracks have different forms but all share common elements—they provide space that is intended to be exclusively or primarily used for bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks. In situations where on-street parking is allowed cycle tracks are located to the curb-side of the parking (in contrast to bike lanes). Cycle tracks may be one-way or two-way, and may be at street level, at sidewalk level, or at an intermediate level. If at sidewalk level, a curb or median separates them from motor traffic, while different pavement color/texture separates the cycle track from the sidewalk. If at street level, they can be separated from motor traffic by raised medians, on-street parking, or bollards. By separating cyclists from motor traffic, cycle tracks can offer a higher level of security than bike lanes and are attractive to a wider spectrum of the public.

Description- A brief description of the project; should include location information, limits of construction, impacts, etc

Designated Truck Route- Truck routes are auxiliary routes of a U.S. or state highway that is the preferred (or sometimes mandatory) route for commercial truck traffic. Such restrictions may be

imposed because of weight or hazardous material restrictions on the primary route or because of community requested that commercial trucks be routed around their area.

Eligible Applicants- Project applications may be submitted by eligible sponsors located within the MAPA Transportation Management Area (TMA), including: Douglas County and its cities, Sarpy County and its cities, the City of Council Bluffs, City of Crescent, City of McClelland, and Pottawattamie County (within the TMA Boundary).

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3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Equity- Refers to the distribution of resources and opportunities. Transportation decisions can have significant equity impacts. Transportation represents a major portion of consumer, business and government expenditures. It consumes a significant portion of public resources, including taxes and public land. Transportation activities have external impacts (noise and air pollution, crash risk and barrier effects) that affect the quality of community and natural environments, and personal safety. Transport determines where people can live, shop, work, go to school and recreate, and their opportunities in life. Adequate mobility is essential for people to participate in society as citizens, employees, consumers and community members. It affects people's ability to obtain education, employment, medical service and other critical goods.

Equity impacts can be difficult to evaluate, in part because the word "equity" has several meaning, each with different implications. There are four general types of equity related to transportation:

1. *Egalitarianism-* This refers to treating everybody the same, regardless of who they are. For example, egalitarianism might be used to justify charging every passenger pay the same fare (regardless of trip length), that each transit rider receive the same subsidy (regardless of income or need), that each resident pays the same amount or tax support transportation services (regardless of income or use), or that roads are unpriced.
2. *Horizontal Equity (also called "fairness")-* This is concerned with the fairness of impact allocation between individuals and groups considered comparable in ability and need.

Horizontal equity implies that consumers should “get what they pay for and pay for what they get,” unless a subsidy is specifically justified.

3. *Vertical Equity With Regard to Income and Social Class*- This focuses on the allocation of costs between income and social classes. According to this definition, transportation is most equitable if it provides the greatest benefit at the least cost to disadvantaged groups, therefore compensating for overall social inequity.
4. *Vertical Equity With Regard to Mobility Need and Ability*- This is a measure of how well an individual’s transportation needs are met compared with others in their community. It assumes that everyone should enjoy at least a basic level of access, even if people with special needs require extra resources and subsidies. Applying this concept requires establishing a standard of Basic Access. This tends to focus on two issues: access for people with disabilities, and support for transit and special mobility services.

Federal Functional Classification- Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. It becomes necessary then to determine how this travel can be channelized within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by defining the part that any particular road or street should play in serving the flow of trips through a highway network.

Federal Functional Classification shall be determined by viewing the MAPA FFC map available here (<http://www.mapacog.org/images/stories/ffcmmap.pdf>)

ITS Infrastructure- Intelligent Transportation Systems (ITS) infrastructure is defined as the use of information and communications technology to enhance the management, operation and use of a transportation system. ITS infrastructure must be applicable to the MAPA Regional ITS Architecture.

Left-turn Lane- Left-turn lanes are used to provide space for the deceleration and storage of turning vehicles. They may be used to improve safety and/or operations at intersections. Multiple left-turn lanes may be used to accommodate high peak hour left-turn volumes. A left-turn lane includes both deceleration and storage.

Link- Links are defined as roadway, pathway or transit route segments between two or more nodes

Local Match- Local match is defined as the portion of total project cost to be covered by the local sponsoring jurisdiction or other non-federal contributor (i.e. the development community). For STP-MAPA projects, the minimum match percentage is 20 percent.

MAPA 2035 LRTP- The MAPA 2035 Long Range Transportation Plan was finalized in 2011 and is the applicable long range transportation plan for the MAPA region. Capital Improvement projects must be listed in the MAPA 2035 LRTP in order to be eligible for STP-MAPA funding.

Multi-modal Connectivity- Multi-modal connectivity refers to enhancing the opportunity to connect between various modes of transportation (i.e. automobile, bus, walking, cycling, etc.).

New Bike Lane/Path- New bike lanes or paths refer to the establishment (via on-street striping or separated facilities) of dedicated means of transportation for cyclists and other non-motorized modes of transportation.

Node- The endpoint of a link or intersection of two or more links of a transportation network.

Pavement Condition- Pavement condition refers to the status of the existing pavement of a facility that is being considered for an improvement project. Pavement condition has been restricted to the following three levels: good, fair and poor.

- **Good Pavement-** gives a first class ride and exhibit few, if any, visible signs of surface deterioration. Flexible pavements may be beginning to show evidence of rutting and fine random cracks. Rigid pavements may be beginning to show evidence of slight surface deterioration, such as minor cracks and spalling.

Good Pavement



- **Fair Pavement-** is noticeably inferior to new pavements, and may be barely tolerable for high-speed traffic. Surface defects of flexible pavements may include rutting, map cracking, and extensive patching. Rigid pavements in this group may have a few joint failures, faulting and/or cracking, and some pumping.

Fair Pavement



- **Poor Pavement-** have deteriorated to such an extent that they affect the speed of free-flow traffic. Flexible pavement may have large potholes and deep cracks. Distress includes raveling, cracking, rutting and occurs over 50 percent of the surface. Rigid pavement distress includes joint spalling, patching, cracking, scaling, and may include pumping and faulting.

Poor Pavement



PE/NEPA/Final Design- PE/NEPA/Final Design refers to the phase of a project per Federal guidelines. For applicable projects, the project sponsor must determine the anticipated budget for this phase when submitting an application for STP-MAPA.

Pedestrian Countdown Signal- The countdown signal displays flashing numbers that count down the time remaining until the end of the flashing “DON’T WALK” (FDW) interval. The countdown

display, which can start at the onset of either the WALK or the FDW display, reaches zero and blanks out at the onset of the steady “DON’T WALK” (DW) display. When the countdown starts at the beginning of the FDW, the duration of the countdown is approximately equal to the pedestrian clearance interval for the crosswalk (the duration may vary according to local signal timing practice).

Pedestrian Signal- Pedestrian signals are special types of traffic signal indications installed for the exclusive purpose of controlling pedestrian traffic. They are frequently installed at signalized intersections when engineering analysis shows that the vehicular signals cannot adequately accommodate the pedestrians using the intersection.

Public Health Impacts- Public health impacts refer to the manner and consequences a project incurs on the general public’s health. For example, a project that would enhance public health could offer multi-modal connections that encourage active transportation.

Raised or Depressed Barrier Medians- Raised or depressed barrier medians refer to the separation of a transportation facility by an island, Jersey barrier, or other means of separation.

Ramp- Ramps are the access points to freeway and expressway type transportation facilities. As a component of the transportation facility, ramps are eligible for STP-MAPA but do not easily fit into the standard FFC categories.

Redevelopment- Redevelopment is any new construction on a site that has pre-existing uses on it such as the redevelopment of an industrial site into a mixed-use development. Typically redevelopment repurposes land use from low density development to a higher density. Projects that qualify for this category have binding commitments and binding agreements in place (between the developer and sponsoring jurisdiction).

ROW- Right of Way (ROW) refers to a project development phase during which land is purchased by a sponsoring jurisdiction. The sponsor jurisdiction is responsible for denoting the amount of funding requested for Right of Way acquisition during project development.

Sharrows- Shared Lane Markings (SLMs), or “sharrows,” are road markings used to indicate a shared lane environment for bicycles and automobiles. Among other benefits shared lane markings reinforce the legitimacy of bicycle traffic on the street and recommend proper bicyclist positioning. The shared lane marking is not a facility type, it is a pavement marking with a variety of uses to support a complete bikeway network. The MUTCD outlines guidance for shared lane markings in section 9C.07.

Signal Interconnection- Signal interconnection refers to the development of a coordinated, integrated, communications and monitoring system for traffic control devices.

Trail/Path (sometimes referred to Multi-use Trail/Path)- A bicycle path allows for two-way, off-street bicycle use. If a parallel pedestrian path is not provided, other non-motorized users are legally allowed to use a bicycle path. These facilities are frequently found in parks, along rivers, creeks, and in rail rights-of-way greenbelts or utility corridors where right-of-way exists and there are few intersections to create conflicts with motorized vehicles.

Transit Operation Features or Amenities- Transit operation features or amenities refer to enhancements that directly improve the operation or aesthetics of transit in the MAPA region.

Transportation System Management (TSM)- Actions or construction that control or improve the movement of cars and trucks on the highway system and buses on the transit system. TSM also includes the coordination of the available transportation systems for more efficient operation.

Volume/Capacity ratio- Volume to capacity ratios can be used to determine the level of congestion on a transportation facility. This ratio is calculated by dividing the actual traffic volume that the facility carries by the capacity of the road as planned.

Walkability- The measure of the overall walking and living conditions in an area; the extent to which the built environment is friendly to the presence of people walking, biking, living, shopping, visiting, enjoying or spending time in an area.

Schedule for STP-MAPA Project Selection

Call for FY 2020 Projects	December 4, 2015
Submittal Deadline for STP-MAPA Applications	January 8, 2016
Preliminary Eligibility Screening of Applications.....	January 15, 2016
Individual Project Applications Scored	January 22, 2016
Project Selection Workshop.....	February 5, 2016
Publication of Selected Project List.....	February 6, 2016
Appeals Hearing	February 17, 2016
Incorporation into Draft FY2017-2022 MAPA TIP	February & March 2016
TTAC Approval of Draft FY2017-2022 MAPA TIP	April 2016
MAPA Board of Directors Approval of Draft FY2017-2022 MAPA TIP	April 2016
State Review & Public Comment Period.....	April-May 2016
TTAC Approval of Final FY2017-2022 MAPA TIP	June 2016
MAPA Board of Directors Approval of Final FY2017-2022 MAPA TIP.....	June 2016
Distribution of Final TIP to State & Federal Partners.....	July 2016

1) Eligibility of Projects

This project selection methodology applies only to those projects that are seeking to be funded via MAPA's annual Surface Transportation Program Apportionment (STP). This methodology does not apply to other federal funding source or class and should not be utilized by jurisdictions seeking funding from any other source.

Federal Eligibility Requirements

The Moving Ahead for Progress in the 21st Century Act (MAP-21) established the following activities as eligible projects for funding under the Surface Transportation Program (STP):

1. Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including construction of designated routes of the Appalachian development highway system and local access roads under section [14501](#) of title [40](#).
2. Replacement (including replacement with fill material), rehabilitation, preservation, protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) and application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels on public roads of all functional classifications, including any such construction or reconstruction necessary to accommodate other transportation modes.
3. Construction of a new bridge or tunnel at a new location on a Federal-aid highway.
4. Inspection and evaluation of bridges and tunnels and training of bridge and tunnel inspectors (as defined in section [144](#)), and inspection and evaluation of other highway assets (including signs, retaining walls, and drainage structures).
5. Capital costs for transit projects eligible for assistance under chapter [53](#) of title [49](#), including vehicles and facilities, whether publicly or privately owned, that are used to provide intercity passenger service by bus.
6. Carpool projects, fringe and corridor parking facilities and programs, including electric vehicle and natural gas vehicle infrastructure in accordance with section [137](#), bicycle transportation and pedestrian walkways in accordance with section [217](#), and the modifications of public sidewalks to comply with the Americans with Disabilities Act of 1990 ([42 U.S.C. 12101](#) et seq.).
7. Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings.
8. Highway and transit research and development and technology transfer programs.
9. Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems.
10. Surface transportation planning programs.
11. Transportation alternatives.
12. Transportation control measures listed in section [108 \(f\)\(1\)\(A\)](#) (other than clause (xvi)) of the Clean Air Act ([42 U.S.C. 7408 \(f\)\(1\)\(A\)](#)).
13. Development and establishment of management systems ^[1]
14. Environmental mitigation efforts relating to projects funded under this title in the same manner and to the same extent as such activities are eligible under section [119\(g\)](#).
15. Projects relating to intersections that—
 - a. have disproportionately high accident rates;

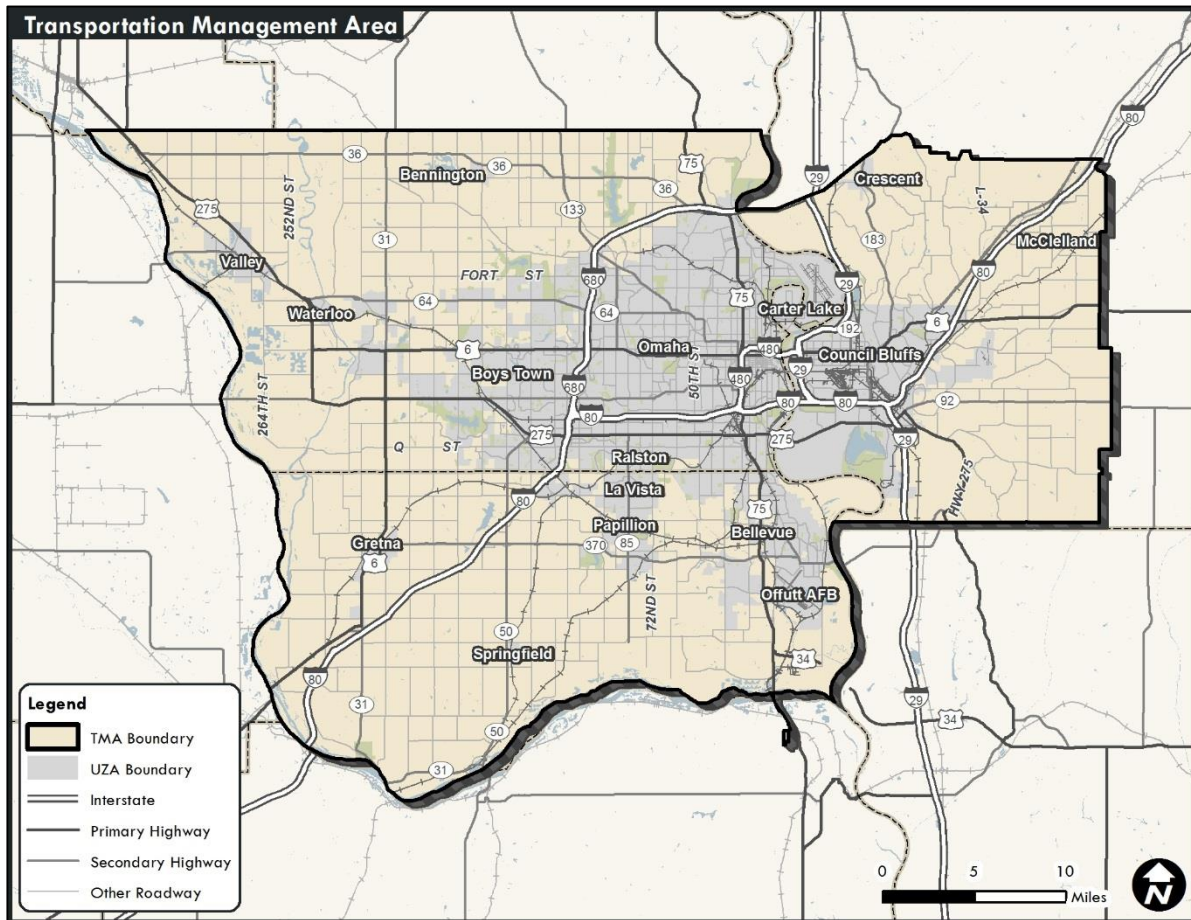
- b. have high levels of congestion, as evidenced by—
 - i. interrupted traffic flow at the intersection; and
 - ii. a level of service rating that is not better than “F” during peak travel hours, calculated in accordance with the Highway Capacity Manual issued by the Transportation Research Board; and
 - c. are located on a Federal-aid highway.
- 16. Infrastructure-based intelligent transportation systems capital improvements.
- 17. Environmental restoration and pollution abatement in accordance with section [328](#).
- 18. Control of noxious weeds and aquatic noxious weeds and establishment of native species in accordance with section [329](#).
- 19. Projects and strategies designed to support congestion pricing, including electric toll collection and travel demand management strategies and programs.
- 20. Recreational trails projects eligible for funding under section [206](#).
- 21. Construction of ferry boats and ferry terminal facilities eligible for funding under section [129 \(c\)](#).
- 22. Border infrastructure projects eligible for funding under section 1303 of the SAFETEA-LU ([23 U.S.C. 101 note](#); Public Law 109–59).
- 23. Truck parking facilities eligible for funding under section 1401 of the MAP–21.
- 24. Development and implementation of a State asset management plan for the National Highway System in accordance with section [119](#), including data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk based asset management and performance based management, and for similar activities related to the development and implementation of a performance based management program for other public roads.
- 25. A project that, if located within the boundaries of a port terminal, includes only such surface transportation infrastructure modifications as are necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port.
- 26. Construction and operational improvements for any minor collector if—
 - a. the minor collector, and the project to be carried out with respect to the minor collector, are in the same corridor as, and in proximity to, a Federal-aid highway designated as part of the National Highway System;
 - b. the construction or improvements will enhance the level of service on the Federal-aid highway described in subparagraph (A) and improve regional traffic flow; and
 - c. the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the Federal-aid highway described in subparagraph (A).

Additional Eligibility Requirements for STP Funding

In addition to the above eligibility standards, projects seeking STP-MAPA funding must meet the following minimum eligibility requirements:

1. Project must be listed in the MAPA 2040 Long Range Transportation Plan as required by MAP-21.
2. Minimum match of 20 percent local (non-federal) funding as required by MAP-21.
3. Minimum total project cost of \$1,000,000.00 (STP-MAPA General Roadway Projects Only).
4. STP-MAPA Surface Transportation Projects must occur on Federal-Aid eligible routes (FFC Rural Minor Collector/Urban Collector and above).

- Projects must be submitted by local public agencies (LPAs) in the MAPA Transportation Management Area (MAPA TMA). The TMA encompasses Douglas and Sarpy Counties in Nebraska and the urbanized area surrounding Council Bluffs in Pottawattamie County, Iowa.



Failure to meet any of the above criteria will result in immediate disqualification of the submitted project for STP-MAPA funding.

2) MAPA Project Selection Committee

Membership

Transportation improvement projects in the MAPA TMA are subject to the review and approval of the MAPA Project Selection Committee (ProSeCom). ProSeCom is a twelve member sub-committee to the Transportation Technical Advisory Committee (TTAC) that includes planners, engineers, and other staff from local and state jurisdictions. Membership of the Project Selection Committee is composed of members of the larger MAPA TTAC. Appointments to ProSeCom are made by the President of TTAC.

ProSeCom was charged with creating and administering Project Selection Criteria for the MAPA region in late 2011 and meets periodically. ProSeCom representative slots are shown below:

- Iowa DOT District 4 Representative
- Nebraska DOR District 2 Representative

- Metro Transit Representative
- Douglas County Engineer (Also represents Douglas County 2nd Class Cities)
- Sarpy County Engineer
- Sarpy County Municipalities Public Works Representative
- Omaha/Douglas County Municipalities Public Works Representative
- Omaha/Douglas County Municipalities Planning Representative
- Council Bluffs Public Works Representative
- All Metro Open Planning Representative
- Bicycle-Pedestrian Representative

ProSeCom’s membership has remained unchanged through the first two cycles of the program as substantial updates have been made. ProSeCom membership will be reevaluated to determine turnover strategies for the membership of the rotating spots.

3) Project Submission Guidelines

Jurisdictions submitting applications must abide by the timeline listed in this guidance document. Applications for three project types have been created in order to evaluate each project class. Jurisdictions must select a project category and prepare the required documentation to the best of their abilities.

The final application for a STP-MAPA project may include a one-page narrative of the project that may include details outside those requested in the application forms. This one page narrative should be submitted in Times New Roman 12pt font with one (1) inch margins. Additional pages or documentation will not be considered in the final scoring of the application.

Project applications for FY2022 STP-MAPA funding should be submitted no later than 4:30 PM on January 8, 2016 to:

*MAPA Project Selection
Metropolitan Area Planning Agency
2222 Cuming Street
Omaha, NE 68102*

Project applications and questions concerning this process may also be emailed to mapa@mapacog.org.

Evaluation of Project Applications

Following an initial eligibility determination, project applications are evaluated and scored by MAPA staff based upon their particular project type and the information supplied. MAPA staff will then present the scores to ProSeCom for review along with the project applications.

MAPA staff will recommend a prioritization of projects to ProSeCom for approval at the Final Selection Workshop. Projects selected during this workshop will be incorporated into the Draft FY2017 MAPA Transportation Improvement Program as allowed by fiscal constraint.

The Draft MAPA TIP is then presented to and voted on by the MAPA TTAC and MAPA Board of Directors. After approval of the draft and the duration of the public comment period, the TIP is again presented to TTAC and the Board of Directors as a final document. Once the final TIP is approved it is submitted to MAPA’s state and federal partners for approval and inclusion in the State Transportation Improvement Programs (STIPs). After final adoption of the TIP, the ProSeCom will conduct an annual review of the program of STP projects to ensure that the selection process is geographically equitable over time.

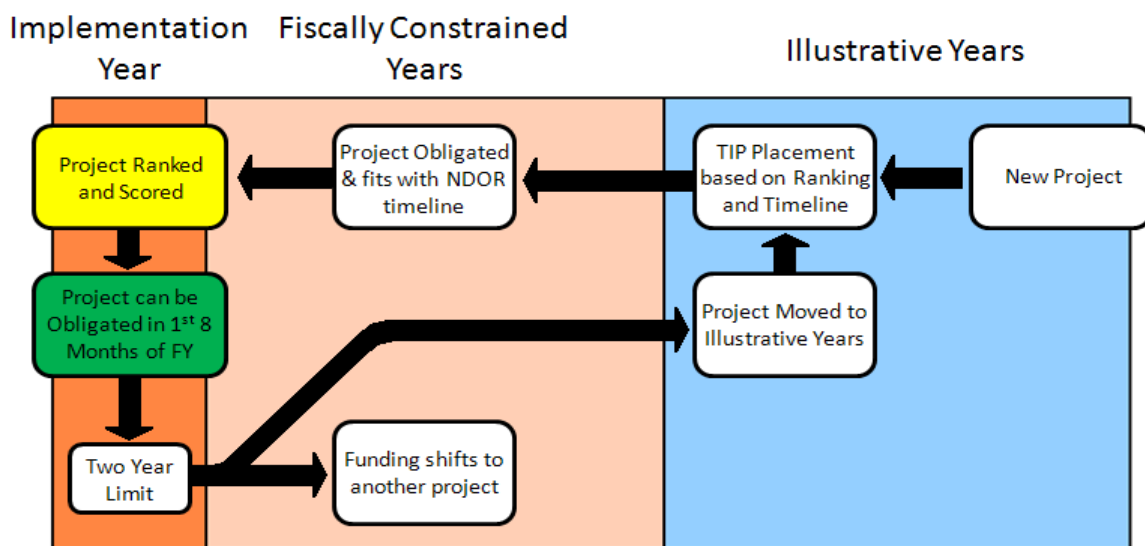
Project Selection Process and Funding Implementation

To streamline the STP and TAP funding project selection process, and to ensure the effective use of federal funds, MAPA will allocate funding of projects in the TIP using a two gate process to move projects into the implementation year. The implementation year, or year 1, of the TIP is the fiscal year during which funding for a project of project phase can be obligated. In addition to ranking projects based on criteria, projects will also be evaluated based on each project’s timeline of implementation and fiscal constraint within the TIP. The two gate process will allow projects to advance from the illustrative years to the implementation year of the TIP:

- **First Gate** – New Projects and projects wanting to move from the illustrative years to the fiscal constraint years are ranked and placed in the TIP based on each individual project’s ranking, timelines, and the available funding per year.
- **Second Gate** - Projects that can be obligated within the first 8 months of the fiscal year will be moved to the implementation year of the TIP based on NDOR timelines and fiscal constraints.

Each project that will be programmed in the TIP must submit an attainable timeline, will be ranked by MAPA staff, and approved by ProSeCom before it will be placed in the TIP. ProSeCom will have flexibility in selecting projects that are deemed higher priority to the committee. Projects will be allowed to present an argument for implementation before ProSeCom if the project sponsor wishes to challenge the points total or scoring of the project. No project will be allowed to move into the implementation year unless the project timeline has been approved by the Project Selection Committee, TTAC, and MAPA’s Board of Directors.

Only project phases that can be obligated within the first 8 months of the fiscal year based on NDOR’s timeline will be eligible to be moved to the first year of the TIP. In order to ensure implementation and effective use of STP and TAP funding, projects are limited to two years in the implementation year (most recent year) of the TIP. If a project cannot be obligated within two years, the project phase or phases will be moved to Advanced Construction or a later year within the TIP, or funding will be reallocated to another project. This will help ensure that deadlines will be met, and help those projects that have been moved forward most effectively to proceed to construction and completion.



A) General Roadway Projects (Urban or Rural)

General Guidelines

The Project Selection Committee has determined that the majority of spending in the MAPA Region will continue to be directed toward general roadway projects. 75 to 90 percent of MAPA's total annual STP apportionment is targeted for general roadway type projects (i.e. capital improvements of roadways, traditional construction). This target budget range includes both Rural and Urban roadway projects for the MAPA TMA. The remaining 10 to 25 percent of funding will be awarded to Transportation System Management or Alternative Transportation projects that have applied for STP-MAPA funding.

Project Corridors

The priority corridors shown on the following map were determined to be the most important transportation facilities that support the movement and access of people and goods in the MAPA Region. These corridors will be the focus of future investment in the MAPA region.

Corridors were further broken into a high, medium and low priority of importance for investment of STP-MAPA funding. The corridors have been segmented based upon the importance to the regional transportation system. Therefore, a corridor may change in priority level one moves along the corridor.

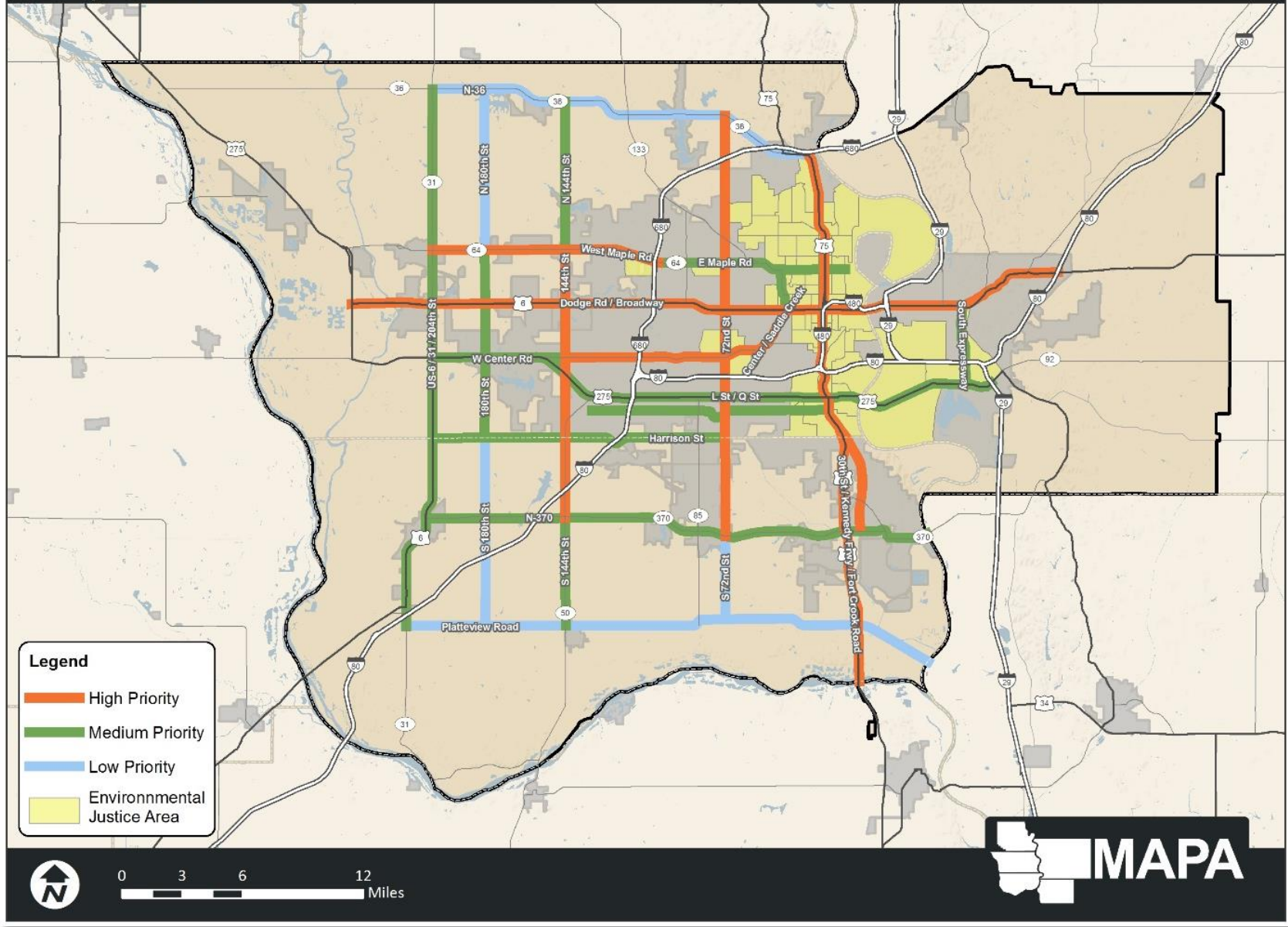
Scoring for a project that is located on a corridor is related to the relative importance of that corridor. The scoring breakdown is shown below:

- High Priority Corridor – **15 Points**
- Medium Priority Corridor – **10 Points**
- Low Priority Corridor – **5 Points**

The corridors include a buffer to allow for intersection improvement, side paths, et cetera and should not be assumed to simply mean the specific roadway they are identified with. The intent of this buffer is to allow for the transportation infrastructure to work as a system in allowing greater access and mobility for people and goods in the MAPA region.

Projects that are not located directly on or adjacent to the MAPA Priority Corridors seeking to qualify for points under this criteria must show a direct impact to a Priority Corridor. If a project not on a corridor demonstrates a positive impact to a priority corridor, the project will receive the points for the grade of corridor impacted.

Priority Corridors



Future Year Level of Service

Level of Service outputs from MAPA’s Travel Demand Model will be evaluated based on the output of the no-build Travel Demand Model. This model projects traffic flows throughout the MAPA region based on the distribution of population, employment, and Existing and Committed infrastructure investments.

Projects that have an identified Level of Service issues in the 2040 model output will be prioritized over those that are projected to have more stable operations. A map of the 2040 no build model output is included on the next page.

2040 Future Year Level of Service	
No Build LOS (V/C)	Points
F (> 1.00)	8
E (0.91 – 1.00)	6
D (0.81 – 0.90)	4
C (0.71 – 0.80)	2

Reliability Index

Travel reliability captures the variability of travel time across a corridor. The more reliable a corridor, the less travel time varies from day to day. The American Association of State Highway Transportation Official’s (AASHTO) Standing Committee on Performance Measures (SCOPM) recommends using the Reliability Index (RI80) that compares the 80th percentile travel time to a threshold time such as the median travel time for the corridor.

The RI80 captures the variability a commuter might encounter during a single work week, producing a ratio of the worst travel time during a work week (80th percentile) to the typical daily travel time (median). It is intended to reflect the extra time a traveler should budget to account for recurring travel variability.

Reliability Index (RI80)	
RI80 Ratio	Points
> 1.60	7
1.41 – 1.60	5
1.21 – 1.40	3
1.00 – 1.20	1

A map of existing corridors for which reliability data is available is included on page 11. This network includes most of ProSeCom’s Regional Priority corridors and other major roadways throughout the MAPA region. Projects will not receive points under this measure if they do not fall on or along a corridor for which reliability data is available. MAPA may request additional corridor data from the vendor if it is expected that the data will be available.

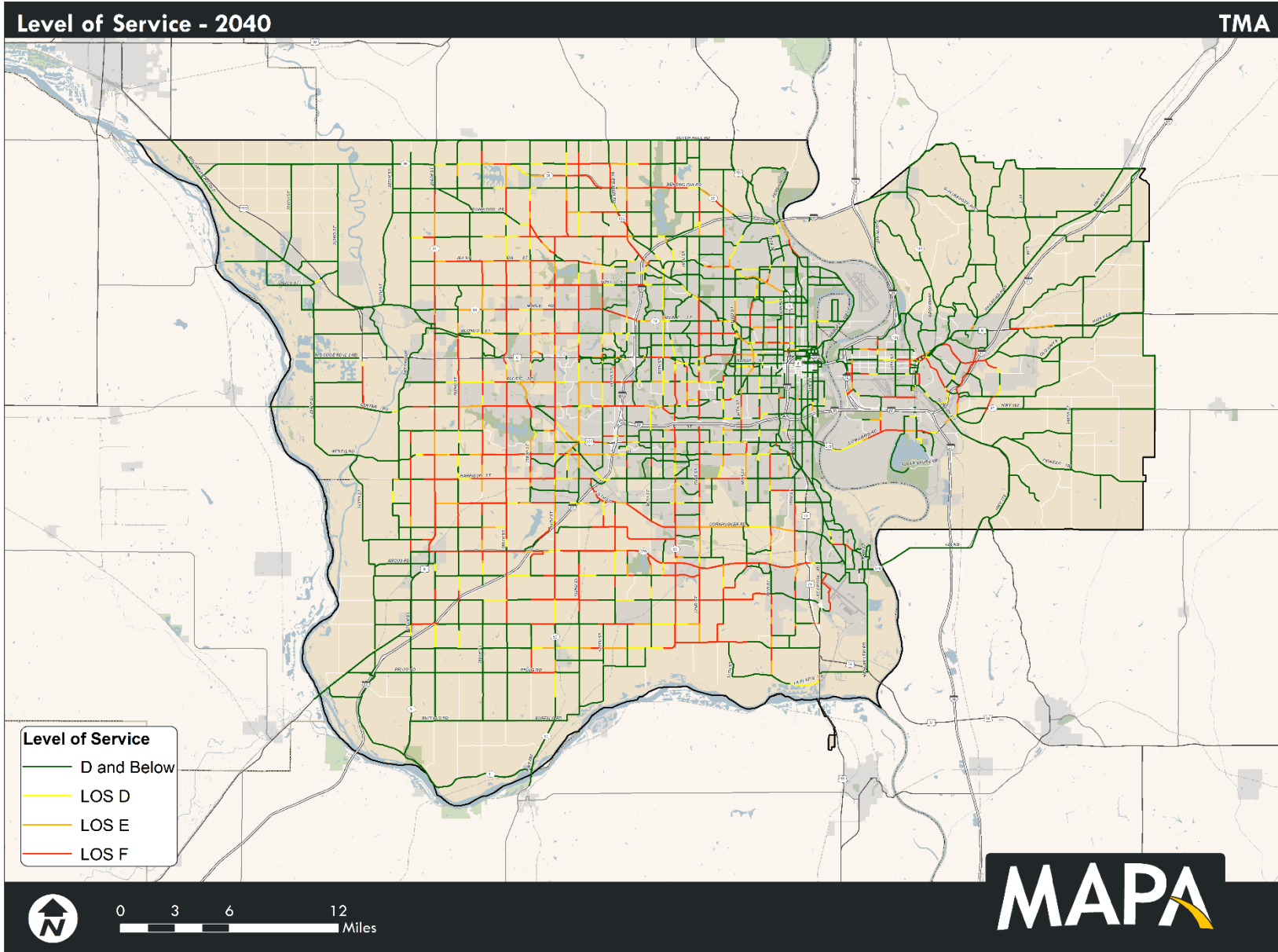
Redevelopment and Environmental Justice

Infill development and redevelopment of existing infrastructure is a key focus of the 2035 MAPA LRTP. Projects that directly support the redevelopment of an area designated for redevelopment in local planning documents. MAPA will develop an overlay of the regional redevelopment zones as shown in local planning documents. Projects occurring in regional redevelopment zones shall receive **5 points**.

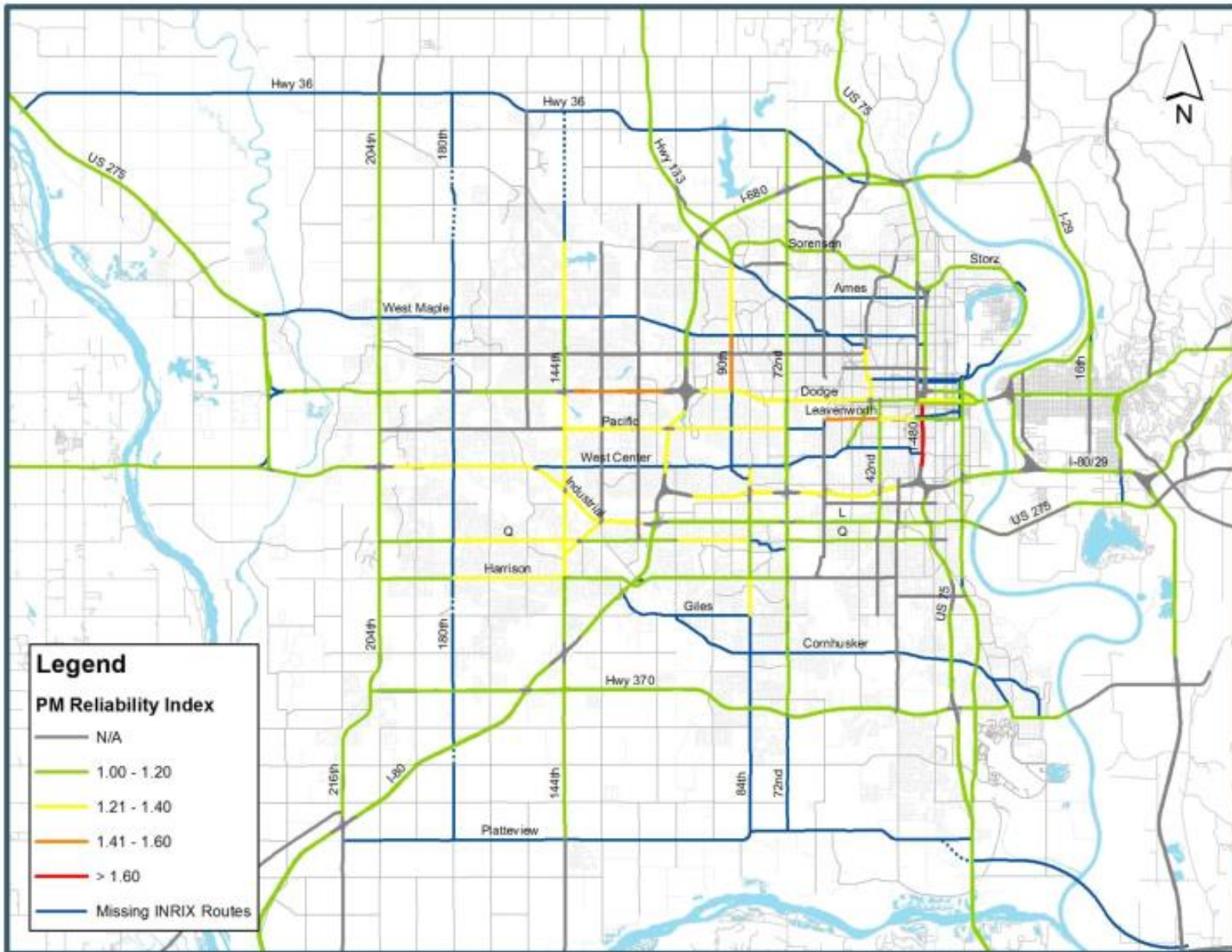
Projects that invest in areas with disproportionately high-minority and low income populations will receive additional consideration through this process. Areas of high-minority concentration, low income concentration and those areas that are both high-minority and low income are shown on the MAPA Priority Corridors Map. Projects occurring in these areas shall receive **5 points**.

Projects that occur in areas that are in designated redevelopment zones and are also in environmental justice areas shall receive **10 points**.

MAPA 2040 Travel Demand Model No-Build Level of Service



Reliability Index (RI80) Corridors in the MAPA Region



Pavement Condition- Pavement condition refers to the status of the existing pavement of a facility that is being considered for an improvement project.

- Where available, pavement condition will be graded on the Nebraska Serviceability Index (NSI) which is to be collected annually for NHS system roadways. Iowa
- Iowa Roadways will utilize the Iowa Pavement Condition Index (PCI)
 - Good Pavement
 - NSI Rating of 70.0 and above
 - PCI Rating of 60.0 or above
 - **0 Points**
 - Fair Pavement
 - NSI Rating from 50.0 to 69.9
 - PCI Rating from 40.0 to 59.9
 - **5 Points**
 - Poor Pavement
 - NSI Rating of 49.9 and below
 - PCI Rating of 39.9 and below
 - **10 Points**
- For roadways that do not have a NSI or PCI rating, pavement condition has been restricted to the following three levels: good, fair and poor.
 - **Good Pavement-** gives a first class ride and exhibit few, if any, visible signs of surface deterioration. Flexible pavements may be beginning to show evidence of rutting and fine random cracks. Rigid pavements may be beginning to show evidence of slight surface deterioration, such as minor cracks and spalling.
 - **Fair Pavement-** is noticeably inferior to new pavements, and may be barely tolerable for high-speed traffic. Surface defects of flexible pavements may include rutting, map cracking, and extensive patching. Rigid pavements in this group may have a few joint failures, faulting and/or cracking, and some pumping.
 - **Poor Pavement-** have deteriorated to such an extent that they affect the speed of free-flow traffic. Flexible pavement may have large potholes and deep cracks. Distress includes raveling, cracking, rutting and occurs over 50 percent of the surface. Rigid pavement distress includes joint spalling, patching, cracking, scaling, and may include pumping and faulting.
- **Good Pavement, 0 points**
- **Fair Pavement, 5 points**
- **Poor Pavement, 10 points**

Percentage of Local Match

While there is a minimum requirement of 20 percent local match for Federal-Aid projects, MAPA encourages submitting jurisdictions to take a greater stake in their projects. Points awarded for overmatching are shown below.

- 50+ percent Local Match
 - **15 points**

- 40 – 49 percent Local Match
 - **10 points**
- 30 – 39 percent Local Match
 - **5 points**

Ability of the submitting jurisdiction to carry the project forward as an Advance Construction project [ii]

Advance construction is a cash flow management tool that will allow MAPA to avoid future “Obligation Authority Challenges”. Advance construction projects follow all Federal-Aid guidelines for project development and delivery but reimbursement is not immediately sought for costs incurred. While projects performed under advance construction are reimbursable immediately, the sponsoring jurisdiction waits to request reimbursement of costs until subsequent fiscal years. This allows project development to continue in a timely manner while ensuring that MAPA utilizes its entire STP apportionment in a given year. Advance construction can apply to a portion of a project’s cost or the entire project. Advance construction will be shown in the MAPA TIP and documented accordingly.

Extra consideration is given to those submitting jurisdictions that have the ability to carry their projects forward as advance construction projects.

For an applying jurisdiction to receive credit for advance construction on a project they must submit a letter from their governing body certifying the ability and commitment to locally fund a specific project phase (while following all federal regulations). Only PE/NEPA and ROW acquisition advance construction will be given credit.

- **PE/NEPA Advance Construction**
 - Commitment from local jurisdiction required with application.
 - **5 points**
- **ROW Acquisition**
 - Commitment from local jurisdiction required with application.
 - **5 points**

Safety

In an effort to quantify safety deficiencies of the transportation system, ProSeCom has recommended the below metrics. The Crash Severity Index (CSI) rates the severity of a crash based upon factors relating to the injuries sustained by those involved. A complete breakdown of the CSI is located in the definitions section at the beginning of this document.

Likewise, Crashes per Million Vehicles seeks to quantify safety issues on the transportation system. By factoring these crashes per million vehicles ProSeCom can more effectively compare the locations that have significant crash issues and assign priority accordingly. Point totals related to safety and crash reduction are shown below.

- **Crash Severity Index of the facility**
 - 0-4.99; **1 point**
 - 5-9.99; **2 points**
 - 10-14.99; **3 points**
 - 15+; **5 points**
- **Crashes per Million Vehicles**
 - 0-1.99; **1 point**

- 2-2.99; **2 points**
- 3-3.99; **3 points**
- 4+; **5 points**

Bridge Sufficiency

Maintaining safe and structurally sound bridges is a key focus for the MAPA region. Projects that included improvements to bridges shall be given points based upon the condition of the existing structure that is to be improved. The National Bridge Inventory (NBI) contains information on bridge sufficiency ratings on all structures over 20 feet. The NBI will serve as the standard source for bridge sufficiency data in the MAPA region. Point breakdowns for bridge sufficiency rating are shown below.

- Good Condition
 - Bridge Sufficiency Rating of 75 and Above
 - **0 points**
- Fair Condition
 - Bridge Sufficiency Rating from 25.00 to 74.99
 - **5 points**
- Poor Condition
 - Bridge Sufficiency Rating of 24.99 or and below
 - **10 points**

Bridge Status

Projects that area intended to improve or replace bridges that are structurally deficient or functionally obsolete also receive additional consideration through this score area. The National Bridge Inventory maintains data on the structural deficiency and functionality of the bridges in the MAPA region and will serve as the source for this data. A breakdown of scoring for this category is below:

- Structurally Deficient
 - **10 points**
- Functionally Obsolete
 - **5 points**

Bridge Detour Length

Bridges represent critical crossings to support the movement and access of people and goods inside and through the MAPA region. For projects that improve or replace a bridge that may otherwise be closed MAPA will award points in relation to the detour length to make the crossing if the bridge were permanently closed.

Detour length shall be calculated as the length of the alternative crossing route on a similar transportation facility as the one to be closed. For example, if a bridge on a minor arterial is deficient and in jeopardy of being closed without repair or replacement, the detour would be routed on the next closest minor arterial (or higher) facility that would provide a link across the bridged terrain.

Detour lengths are to be calculated for a one-way direction trip.

- Detours 5 miles and over
 - **10 points**
- Detours 2.01 to 4.99 miles
 - **5 points**
- Detours 0 to 2.00 miles
 - **0 points**

Transportation Emphasis Areas

The 2035 LRTP places a great deal of importance on expanding transportation options and multi-modal infrastructure improvement. Transportation alternatives are encouraged to be added to any and all infrastructure improvement projects in the appropriate context.

Transportation alternatives for consideration are as follows:

Transportation Emphasis Areas					
Transit/HOV	Points	Intelligent Transportation Systems	Points	Bicycle/Pedestrian	Points
Bus Rapid Transit (BRT) Dedicated Lanes	4	Adaptive Traffic Control Systems	4	Cycle Track	4
Bus Rapid Transit (BRT) Stations	4	Traffic Signal Coordination	4	On-Street Bicycle Lane	4
Bus Signal Priority/Preemption	4	Dynamic Message Board Display	2	Shared Lane Markings	2
Queue Jump Infrastructure	4	Video/Infrared detection equipment	2	Off-Street Bicycle Trail	2
Striped Transit Lane	2	Permanent traffic count equipment	2	Bicycle Parking Amenities/Racks	2
Park and Ride Lot	2	Ramp Meters/Gates	2	Enhanced Bicycle Crossings	2
Enhanced Bus Shelters	2	Bicycle traffic signal detection	2	Cross Walk Islands/Shelters	2
HOV Lanes	2	Emergency Vehicle Signal Priority/Preemption	2	Pedestrian Bridges	2
				Enhanced Signage/Way-finding	1
				Side Paths	1

B) Alternative Transportation Projects

General Guidelines

Projects seeking funding as Alternative Transportation Projects under MAPA’s Surface Transportation Program funding should apply for Transportation Alternatives Program (TAP) funding. If the annual requests for TAP-MAPA funding exceed what is available, the Transportation Alternatives Program Committee will make a recommendation of projects to the Project Selection Committee for consideration along with other requests to STP. These recommendations will be evaluated and considered along with System Management projects for approximately 10-25 percent of the any allocation of funding available for STP-MAPA projects. This process ensures that all applications for regional funding are competitive and are evaluated against similar projects seeking regional funding.

C) Transportation System Management Projects

General Guidelines

Together with Alternative Transportation Projects, Transportation System Management Projects are targeted to compose 10-25 percent of MAPA’s total annual STP apportionment. Systems management is a broad term that encompasses planning studies, Intelligent Transportation System activities, signal coordination projects, or any other transportation project that enhances the operation of the transportation system.

Selection Criteria and Total Points

Percentage of Local Match

While there is a minimum requirement of 20 percent local match for Federal-Aid projects, MAPA encourages submitting jurisdictions to take a greater stake in their projects. Points awarded for overmatching are shown below.

- 50+ percent Local Match
 - **15 points**
- 40 – 49 percent Local Match
 - **10 points**
- 30 – 39 percent Local Match
 - **5 points**

Intelligent Transportation System – Delay Reduction (LOS)

Submitting jurisdictions are asked to quantify the delay reduction by means of a intersection level of service impact at intersections or along corridors resulting from a successful ITS deployment. ITS focused level of service improvements will be scored on the below matrix:

ITS Deployment Delay Reduction		
No Build LOS	Deployment LOS	Points
F	A	15
F	B	12
F	C	9
E	A	12
E	B	9
E	C	6
D	A	9
D	B	6
D	C	3

Benefits of the Proposed Study

In the case of a transportation related study, the submitting jurisdiction is asked to describe how the project will benefit the MAPA Region. This should be a brief description of facts. To the extent possible, applicants seeking to fund a study through MAPA STP – Systems Management funding should pursue proposed studies that have been listed in local or regional planning documents.

- **0-25 points**

Description of Multi-Jurisdictional Impacts

The submitting jurisdiction is asked to describe the project’s positive multi-jurisdictional impacts and the total number of partnering jurisdictions that the project will include. In an effort to foster collaboration and regionalism more credence will be given to projects that impact a greater number of jurisdictions.

Multi-Jurisdictional Impacts	
6+ Partners	15 Points
5 Partners	12 Points
4 Partners	9 Points
3 Partners	6 Points
2 Partners	3 Points

4) Project Application Forms

Application for STP-MAPA Funding for FY 2018			
General Roadway Projects (Urban or Rural)			
Attach This Application Form to Your NDOR DR 530 Form and Probable Class of NEPA Action (DR53) Form When Applying for STP-MAPA Funding			
A Project Map Must Also be Attached to This Document When Applying for STP-MAPA Funding			
Project Name: _____			
Project Sponsor: _____			
Location: _____			
Description: _____			
NBIS # (if applicable): _____			
Funds Requested:	Federal	Local	Total
<i>PE/NEPA/Final Design</i>			
<i>ROW</i>			
<i>Utilities/Construction/CE</i>			
Total			
Is this project listed in the MAPA 2035 LRTP? <input type="checkbox"/> Yes <input type="checkbox"/> No			
Is this project listed in local planning documents? <input type="checkbox"/> Yes <input type="checkbox"/> No			
Federal Functional Classification of the transportation facility to be improved:			
<u>Corridors</u>			
<input type="checkbox"/> <i>High Priority</i>	<input type="checkbox"/> <i>Medium Priority</i>	<input type="checkbox"/> <i>Low Priority</i>	<input type="checkbox"/> <i>None</i>
<u>Environmental Justice</u>			
<input type="checkbox"/> <i>Environmental Justice</i>	<input type="checkbox"/> <i>Development Zone</i>	<input type="checkbox"/> <i>High Minority</i>	<input type="checkbox"/> <i>None</i>
How will the proposed improvement effect the Volume to Capacity ratio of the transportation facility? (Calculate by subtracting existing V/C ratio from future V/C ratio for Level of Service)			

Explain how the proposed improvement relates to economic development/redevelopment			
Is this project connected to a binding redevelopment or new development project?			
<input type="checkbox"/> <i>Redevelopment</i>	<input type="checkbox"/> <i>New Development</i>		
Please explain below:			

What is the condition/status of the existing pavement?			
<input type="checkbox"/> <i>Good</i>	<input type="checkbox"/> <i>Fair</i>	<input type="checkbox"/> <i>Poor</i>	

What is the percentage of Local Match the submitting jurisdiction will commit to this project?

(Minimum 20 percent)

Does the submitting jurisdiction have the potential to carry this project forward as an Advance Construction project?

- Yes No

Please calculate the Crash Severity Index for the existing facility by using the following formula:

$$CSI = \frac{n\text{PDO} + n\text{PI1} + n\text{PI2} + n\text{PI3} + n\text{F}}{n\text{Total Crashes}}$$

CSI= _____

Please calculate the Crashes per Million Vehicles for the existing facility

Is this bridge Structurally Deficient or Functionally Obsolete

- Structurally Deficient Functionally Obsolete Sufficiency Rating: _____

The proposed improvement includes the following features:

(Check all that apply)

- | | | |
|---|--|--|
| <input type="checkbox"/> Bus Rapid Transit Lanes | <input type="checkbox"/> Traffic Control Systems | <input type="checkbox"/> Cycle Track |
| <input type="checkbox"/> Bus Rapid Transit Stations | <input type="checkbox"/> Traffic Signal Coordination | <input type="checkbox"/> On-Street Bicycle Lane |
| <input type="checkbox"/> Bus Signal Priority | <input type="checkbox"/> Dynamic Message Boards | <input type="checkbox"/> Shared Lane Markings |
| <input type="checkbox"/> Queue Jump Infrastructure | <input type="checkbox"/> Video detection equipment | <input type="checkbox"/> Off-Street Bicycle Trail |
| <input type="checkbox"/> Striped Transit Lane | <input type="checkbox"/> Traffic count equipment | <input type="checkbox"/> Bicycle Parking Amenities/Racks |
| <input type="checkbox"/> Park and Ride Lot | <input type="checkbox"/> Ramp Meters/Gates | <input type="checkbox"/> Enhanced Bicycle Crossings |
| <input type="checkbox"/> Enhanced Bus Shelters | <input type="checkbox"/> Bicycle traffic signal detect | <input type="checkbox"/> Cross Walk Islands/Shelters |
| <input type="checkbox"/> HOV Lanes | <input type="checkbox"/> Emergency Vehicle Signal Priority | <input type="checkbox"/> Pedestrian Bridges |
| | | <input type="checkbox"/> Enhanced Signage/Way-finding |
| | | <input type="checkbox"/> Side Paths |

Please describe how this project fulfills or applies to local (comprehensive plans) or regional (MAPA LRTP) transportation goals:

Application for STP-MAPA Funding for FY 2018

Systems Management Transportation Projects

Please Attach This Scoring Sheet to Your NDOR DR 530 Form and Probable Class of NEPA Action (DR53) Form When Applying for TAP-MAPA Funding

Project Name:

Project Sponsor:

Description:

Funds Requested:	Federal	Local	Total
<i>PE/NEPA/Final Design</i>			
<i>ROW</i>			
<i>Utilities/Construction/CE</i>			
Total			

Please briefly describe the project concept and what is to be accomplished

What is the percentage of Local Match that the submitting jurisdiction will commit to this project?

If the submitting jurisdiction is applying for an ITS related project, is the project applicable under the existing MAPA ITS Architecture?

Yes

No

Please describe how the proposed improvement will enhance the ITS of the MAPA Region

5) Project Scoring Rubrics

Scoring Rubric for STP-MAPA Funding FY2017				
General Roadway Projects				
Reviewer Name/Organization:				
Project Name:				
Project Sponsor:				
Description:				
Is this project listed in the MAPA 2035 LRTP and Local Planning Documents?		Yes	No	
Is this project located on an Identified complete streets corridor?		Yes	No	
		Available Points	Assigned Points	
Corridor Priority	High	15		
	Medium	10		
	Low	5		
Environmental Justice	Environmental Justice Area	5		
	Redevelopment Area	5		
Region Accessibility Improvements	No Build LOS			
	F	8		
	E	6		
	D	4		
	C	2		
	Reliability Index			
	> 1.60	7		
	1.41 - 1.60	5		
1.21 - 1.40	3			
1.00 - 1.20	1			
Existing Pavement Conditions	Poor	10		
	Fair	5		
	Good	0		
Funding Options	% Match	50+ %	15	
		40.1 to 49.9%	10	
		30 to 39.9%	5	
Potential to Advance Construct	Preliminary Engineering/NEPA Phase		5	
	ROW/Construction Engineering Phase		5	
Safety	Crash Severity Index	0-4.99	1	
		5-9.99	4	
		10-14.99	8	
		15+	10	
	Crashes per Million Vehicles	0-1.99	1	
		2-2.99	4	
		3-3.99	8	
		4+	10	
Bridge Sufficiency	Sufficiency Rating	0 - 25.00	10	
		25.01-75.00	5	
		75+	0	
Bridge Status	Bridge Status from NBI	Structurally Deficient	10	
		Functionally Obsolete	5	

	Feature		
Transportation Emphasis Areas	Bus Rapid Transit (BRT) Dedicated Lanes	4	
	Bus Rapid Transit (BRT) Stations	4	
	Bus Signal Priority/Preemption	4	
	Queue Jump Infrastructure	4	
	Striped Transit Lane	2	
	Park and Ride Lot	2	
	Enhanced Bus Shelters	2	
	HOV Lanes	2	
	Adaptive Traffic Control Systems	4	
	Traffic Signal Coordination	4	
	Dynamic Message Board Display	2	
	Video/Infrared detection equipment	2	
	Permanent traffic count equipment	2	
	Ramp Meters/Gates	2	
	Bicycle traffic signal detection	2	
	Emergency Vehicle Signal Priority/Preemption	2	
	Cycle Track	4	
	On-Street Bicycle Lane	4	
	Shared Lane Markings	2	
	Off-Street Bicycle Trail	2	
	Bicycle Parking Amenities/Racks	2	
	Enhanced Bicycle Crossings	2	
	Cross Walk Islands/Shelters	2	
	Pedestrian Bridges	2	
Enhanced Signage/Way-finding	1		
Side Paths	1		
Additional Comments			

Scoring Rubric for STP-MAPA Funding FY2018

Systems Management Projects

Reviewer Name/Organization:					
Project Name:					
Project Sponsor:					
Description:					
Is this project listed in the MAPA 2035 LRTP?			Yes	No	
			Available Points	Assigned Points	
Funding Options	% Local Match	50+%	15		
		40 to 49%	10		
		30 to 39%	5		
ITS/Delay Reduction (Level of Service)	No Build LOS	Deployment LOS			
	F	A	15		
	F	B	12		
	F	C	9		
	E	A	12		
	E	B	9		
	E	C	6		
	D	A	9		
	D	B	6		
D	C	3			
Benefit of Study to Region	Benefits Demonstrated in Narrative		0-25		
Multi-jurisdictional Impacts	6+ Partners		15		
	5 Partners		12		
	4 Partners		9		
	3 Partners		6		
	2 Partners		3		
Applicability of Project to Local and Regional Transportation Goals	Up to 20 Bonus Points		0-20		
Total Score					
Additional Comments					

MAPA 5310 Project Selection

Guidance Document for 5310-MAPA Project Selection
FY2017

Approved:

CTC: 10/21/15

TTAC:

Board:

Project applications for FY2017 5310-MAPA funding should be submitted no later than **4:30 pm** on **January 8, 2016**



Table of Contents

- 1) Introduction 1
- 2) Definitions..... 2
- 3) Schedule for 5310 - MAPA Project Selection..... 4
- 4) Federal Eligibility of Projects..... 4
 - Types of Sub-Recipients 4
 - Types of Eligible Projects 5
 - Limitations on Projects 5
 - Conditions for Funding..... 5
- 5) MAPA’s Coordinated Transit Committee (CTC) 8
- 6) Project Submission Guidelines..... 9
 - Timeline..... 9
 - Applications..... 9
 - Local Governmental Authority Certification 9
 - Optional One Page Narrative 9
 - Address for Submission..... 10
 - Evaluation of Project Applications 10
- 7) Project Implementation..... 10
 - Capital-Vehicles Projects..... 10
 - Operations Projects 10
- 8) Selection Criteria (2 Project Tracts) 11
- 9) Application and Rubrics 17

1) Introduction

This policy guide was created to provide instructions for completing the 5310 project application. The following pages discuss:

- Definitions
- The 5310 project selection schedule
- Federal eligibility of projects
- The MAPA Coordinated Transit Committee (CTC)
- Project submission guidelines
- Project implementation
- Selection criteria
- Project application and scoring rubrics

As described in this policy guide, there are two project tracts within 5310. However, to simplify the application process, a single combined application was developed. Applicants will check a box regarding the information below on their application. MAPA staff will utilize this information to determine the project tract rubric to use to evaluate the project.

- Type of organization
- Type of funds they are requesting – Capital, Operations, or Capital and Operations.

Application tips:

- Utilize the Microsoft Word application that has fillable boxes to complete the application. This Word document can be downloaded from the MAPA website – <http://mapacog.org/coordinated-transit-committee>.
- Answer every question to the best of your ability. Figure out how your project applies to the question.
- Make sure Section 9 – Certification of Application – is included and signed by an authorized signatory.
- Ensure all applicable attachments are completed and included with the application:
 - Attachment 1: Service Area
 - Attachment 2: FTA Certifications and Assurances
 - Attachment 3: Vehicle Inventory Sheet
(For vehicle requests only)
 - Attachment 4: Maintenance of Vehicles and Vehicle Being Replaced
(For vehicle requests only)
 - Attachment 5: Local Governmental Authority Certification
(For governmental entities only)
- If your agency is completing the Local Government Authority Certification, please include all of the necessary information with your application. The 30-day public comment period can be pending, but all other steps must be completed and included with your application.
- Have additional questions? Attend the 5310 Funding Workshop on December 16 at 10:30 in the MAPA Downstairs Training Room located in the Metro/MAPA building at 2222 Cuming Street, Omaha. To ensure we have a proper number of materials, please register your free attendance – <http://FY175310FundingWorkshop.eventsbot.com>. **Please come to the workshop with specific questions pertaining to your application.**

2) Definitions

5310 Program (FTA Section 5310 Capital for Elderly and Disabled Transportation Funding Program) - The Section 5310 program provides formula funding to States and Designated Recipients for the purpose of assisting private nonprofit groups and certain public bodies in meeting the transportation needs of the elderly and persons with disabilities. Funds may be used only for 1) capital and 2) operating expenses to support the provision of transportation services to meet the specific needs of seniors and individuals with disabilities.

Access - is the ability to reach desired goods, services, activities and destinations (together called *opportunities*).

Four general factors affect physical accessibility:

1. ***Mobility***: that is, physical movement. Mobility can be provided by walking, cycling, public transit, ridesharing, taxi, automobiles, trucks and other modes.
2. ***Mobility substitutes***: such as telecommunications and delivery services. These can provide access to some types of goods and activities, particularly those involving information.
3. ***Transportation system connectivity***: which refers to the directness of links and the density of connections in path or road network.
4. ***Land use***: that is, the geographic distribution of activities and destinations. The dispersion of common destination increases the amount of mobility needed to access goods, services and activities, reducing accessibility.

Alternative Transportation - Refers to modes of travel other than private single-occupancy vehicles such as walking, bicycling, carpooling, or transit.

Americans with Disabilities Act of 1990 (ADA) - The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, State and local government services, public accommodations, commercial facilities, and transportation. It also mandates the establishment of TDD/telephone relay services.

Coordinated Transit Committee (CTC) - The Coordinated Transit Committee (CTC) is the stakeholder group and steering committee, which developed the Coordinated Transit Plan. The CTC is composed of various health and human service agencies, private and not-for-profit providers, city officials, Metro Transit, and concerned citizens. The CTC also evaluates grant applications from eligible applicants (including non-profits, city governments, transit providers, and taxi companies) for FTA funding, which MAPA distributes.

Coordinated Transit Plan (CTP) - A Coordinated Transit Plan serves as the guiding document for human service transit providers in the Omaha-Council Bluffs Metro Region. The Plan identifies the transportation needs of individuals with disabilities, the elderly, and people with low-incomes, provides strategies for meeting these needs, and prioritizes transportation services for funding and implementation. This Plan is located on the CTC's webpage on the MAPA website or located at:

http://mapacog.org/images/stories/Trans_General/MAPA_2014CoordinatedTransitPlan_ApprovedMay2014.pdf

Description - A brief description of the project; should include location information, limits of construction, impacts, etc

Eligible Applicants - Project applications may be submitted by eligible sponsors located within the MAPA Transportation Management Area (TMA), including: Douglas County and its cities, Sarpy County and its cities, the City of Council Bluffs, City of Crescent, City of McClelland, and Pottawattamie County (within the TMA Boundary), and other entities identified by MAP-21.

Environmental Justice - The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

The three fundamental principles for Environmental Justice for US DOT programs are shown below:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Local Match - Local match is defined as the portion of total project cost to be covered by the local sponsoring jurisdiction or other non-federal contributor (i.e. the development community). For 5310-MAPA projects, the minimum match percentage for capital projects is 20 percent. The minimum match percentage for operations projects is 50 percent.

MAPA 2040 LRTP - The MAPA 2040 Long Range Transportation Plan (LRTP) was finalized in 2015 and is the applicable long range transportation plan for the MAPA region. Capital Improvement projects must be listed in the MAPA 2040 LRTP in order to be eligible for 5310-MAPA funding. This Plan is located at: <http://mapacog.org/long-range-transportation-planning>. Chapter 3 states the LRTP goals and Table 7.10 on page 7-23 lists 5310 project types.

MAP-21 (Moving Ahead for Progress in the 21st Century Act) - President Obama signed MAP-21 into law in July 2012, providing funds for surface transportation programs for FY2013 and FY14, along with transforming the framework for investments to guide the growth and development of the country's vital transportation infrastructure.

Multi-modal Connectivity - Multi-modal connectivity refers to enhancing the opportunity to connect between various modes of transportation (i.e. automobile, bus, walking, cycling, etc.).

TIP (Transportation Improvement Program) - The TIP provides a comprehensive six-year listing of transportation improvements within the MAPA Transportation Study Area. MAPA prepares the TIP annually based on information submitted by local and state governments. The TIP is located at: <http://mapacog.org/transportation-improvement-program>.

Transit Operation Features or Amenities - Transit operation features or amenities refer to enhancements that directly improve the operation or aesthetics of transit in the MAPA region.

3) Schedule for 5310 - MAPA Project Selection

Call for FY2017 Projects	December 4, 2015
Submittal Deadline for 5310-MAPA Applications	January 8, 2016
Preliminary Eligibility Screening of Applications	January 15, 2016
Individual Project Applications Scored	January 22, 2016
Project Selection Workshop	February 5, 2016
Appeals Hearing	February 17, 2016
Publication of Selected Project List	March 25, 2016
Incorporation into Draft FY2017-2022 MAPA TIP	February & March 2016
TTAC Approval of Draft FY2017-2022 MAPA TIP	April 2016
MAPA Board of Directors Approval of Draft FY2017-2022 MAPA TIP	April 2016
State Review & Public Comment Period	April-May 2016
TTAC Approval of Final FY2017-2022 MAPA TIP	June 2016
MAPA Board of Directors Approval of Final FY2017-2022 MAPA TIP	June 2016
Distribution of Final TIP to State & Federal Partners	July 2016

4) Federal Eligibility of Projects

This project selection methodology applies only to those projects that are seeking to be funded via MAPA’s annual 5310 apportionment. This methodology does not apply to other federal funding source or class and should not be utilized by jurisdictions seeking funding from any other source.

Types of Sub-Recipients

The 5310 program regulations dictate there are specific eligible sub-recipients and activities. The program is split into two categories “Traditional – Capital” and “Other/New Freedom – Capital & Operations”. Table 1 below illustrates eligible sub-recipients for the two project tracts. Figure 5 displays the eligible sub-recipients and activities (page 12). A minimum of at least 55% must be spend on the Traditional – Capital program (this is a floor, not a ceiling).

Table 1: Eligible Sub-Recipients	
Traditional – Capital	Other/New Freedom – Capital & Operations
1) Private non-profit 2) State/local government authority that: <ul style="list-style-type: none"> a. is approved by a state to coordinate services for seniors and individuals with disabilities; or b. certifies that there are no non-profit organizations readily available in the area to provide the service 	1) Private non-profit 2) Public transportation operators 3) State/local government authority 4) Private taxi companies providing shared ride service

To simplify the application process, one application was created. MAPA staff will utilize the appropriate project tract scoring rubric to evaluate the project. State/Local government authorities who are applying for Traditional-Capital funding must complete Attachment 5 to the project application (Local Governmental Authority Certification).

Types of Eligible Projects

The Moving Ahead for Progress in the 21st Century Act (MAP-21) established the following activities as eligible projects for 5310 funding under the Coordinated Transit Program:

1. Construction, planning, and design of Human Service transit projects and systems that will provide safe routes for non-drivers, including children, Senior Citizens, Veterans, and individuals with disabilities to access daily needs and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).
2. Transit Asset purchasing, which include but are not limited to:
 - Vehicles and rolling stock (such as Buses, Vans or Minivans);
 - Radios and communication equipment;
 - Computer hardware or software that aid in the implementation of transit services
 - Fleet maintenance equipment
 - Vehicle equipment and parts
 - Wheelchair lifts and restraints (bought individually, not as part of buses above)
 - Vehicle rehabilitation, manufacture, or overhaul
 - Operations and maintenance structures (e.g. vehicle shelters, bus shelters)
 - Mobility Management
 - Introduction of new technology
 - Innovative and improved products

Limitations on Projects

Per the requirements of MAP-21, 5310 funds cannot be used for the following activities:

- Transfer of 5310 funds out of the areas in which they were apportioned (i.e. urban to rural areas).
- 5310 funds cannot be used to support services that compete with other providers.

Conditions for Funding

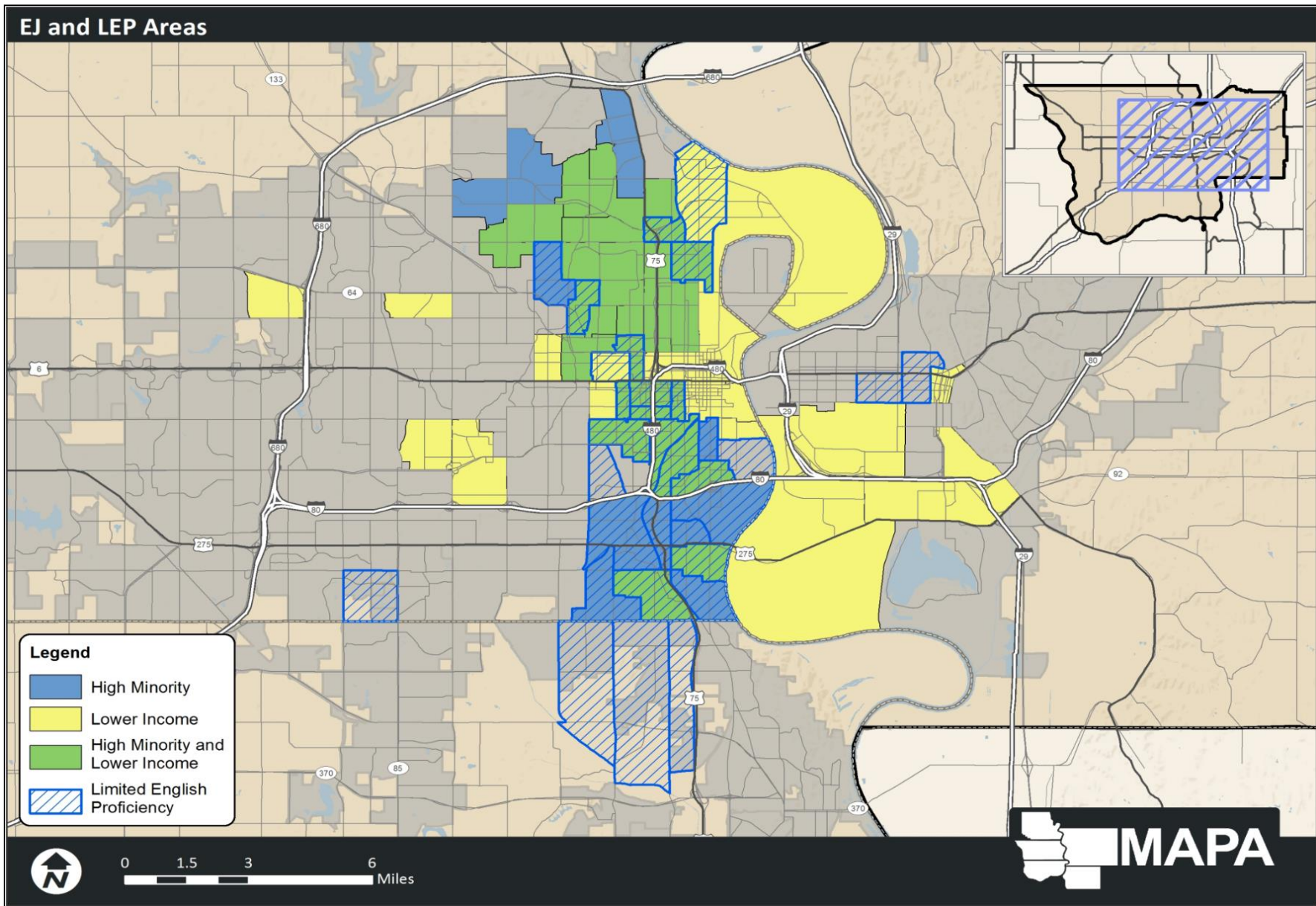
In addition to the above eligibility standards, projects seeking 5310 funding must meet the following minimum eligibility requirements:

1. Project must meet the MAPA's 2040 Long Range Transportation Plan intent as required by MAP-21 and has a minimum match of 20 percent local (non-federal) funding as required by MAP-21.
2. Projects must be submitted by organizations in the MAPA Transportation Management Area (MAPA TMA). The TMA encompasses Douglas and Sarpy Counties in Nebraska and the urbanized area surrounding Council Bluffs in Pottawattamie County, Iowa. Figure 1 displays the MAPA TMA.
3. Projects must be a project type listed in the MAPA 2014 Coordinated Transit Plan (CTP) and meet one of the Coordinated Transit Plan's goals.

Failure to meet any of the above criteria will result in immediate disqualification of the submitted project for 5310 funding.

Projects located within the Environmental Justice areas will receive additional consideration (Figure 2).

Figure 2: Environmental Justice Map



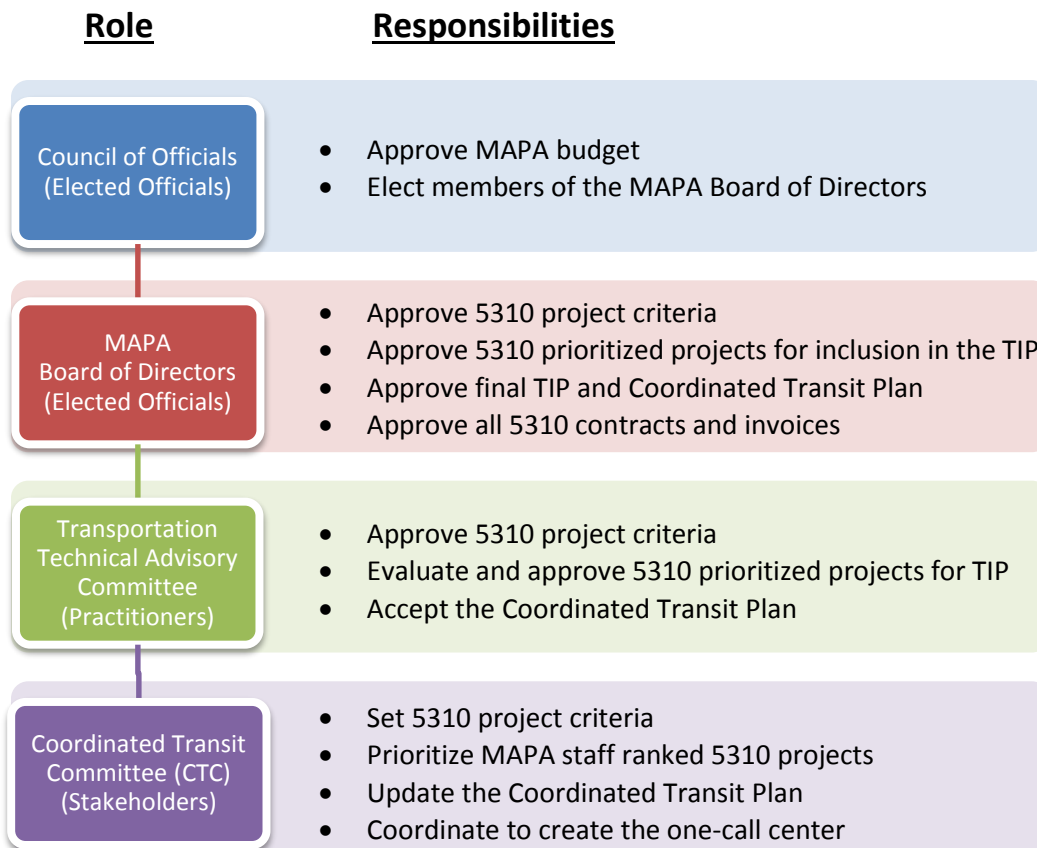
5) MAPA’s Coordinated Transit Committee (CTC)

The governing body for MAPA is a 64 member Council of Officials, representing cities, counties, school districts, resource agencies, and numerous other governmental bodies within the MAPA region. The MAPA Board of Directors is a nine-member board that serves as the Council Officials’ executive committee. The Board of Directors is comprised of elected officials representing cities and counties from the larger five-county MAPA region.

The Board of Directors maintains responsibility over the Coordinated Transit Committee (CTC), Section 5310 Program Management, Coordinated Transit Plan development and all amendments. Therefore, the CTC is a direct function of the MAPA transportation planning process. The CTC is a stakeholder committee to the Transportation Technical Advisory Committee (TTAC), which was created on behalf of the MAPA Board of Directors and the MAPA Council of Officials.

Figure 3 displays the roles and responsibilities of the MAPA Council of Officials, Board of Directors, Transportation Technical Advisory Committee, and the Coordinated Transit Committee. The MAPA Board of Directors annually confirms the appointment of a Coordinated Transit Committee Chair to facilitate meetings, confer with MAPA staff and work to forward the goals and actions of the Coordinated Transit Plan.

Figure 3:



The overall goal of the coordinated transit planning effort is to meet the expectations as defined by MAP-21 and the FTA for human service transit projects receiving federal funds under the Section 5310 program.

The CTC provides oversight and guidance in the development of the Coordinated Transit Plan, development of the 5310 criteria, the project selection, and the prioritization process of distributing the federal funding. The Coordinated Transit Committee is currently comprised of the following members:

- Black Hills Workshop
- City of Bellevue
- City of Council Bluffs
- City of LaVista/Ralston
- Eastern Nebraska Community Action Partnership
- Eastern Nebraska Human Service Agency
- Empowerment Network
- Florence Home
- Friendship Program
- Goodwill Industries
- Heartland Family Service
- Heartland Workforce Solutions
- Lutheran Family Services
- Mayor’s Commission for Citizen’s with Disabilities
- Metro Transit
- Omaha Association of the Blind
- Papio-Missouri River Natural Resources District
- Pottawattamie County Veteran Affairs
- Southern Sudan Community Association
- Southwest Iowa Planning Council/Southwest Iowa Transit Agency
- United Way of the Midlands
- AARP
- Catholic Charities
- City of Omaha
- City of Papillion
- Nebraska Veterans of Foreign Wars
- Paralyzed Veterans of America
- Sherwood Foundation

6) Project Submission Guidelines

Timeline

Organizations submitting applications must abide by the timeline listed in this guidance document.

Applications

Applications have been created to evaluate each project. (The application is found later in this policy guide and on the MAPA website). Organizations must prepare the required documentation to the best of their abilities.

Local Governmental Authority Certification

For governmental entities to be eligible for the “Traditional – Capital” 5310 funding, the state or local government authority needs to be approved by the State to coordinate services for seniors and individuals with disabilities OR certify that there are no non-profit organizations readily available in the area to provide the service.

This is accomplished through a self-certification process. Entities must complete the method detailed in Attachment 5 of the application. Please include the Local governmental Authority Certification form and the necessary documentation with the application packet.

Optional One Page Narrative

The final application for a 5310-funded project may include a one-page narrative of the project that may include details outside those requested in the application forms. This one page narrative should be submitted in Times New Roman 12pt font with one (1) inch margins. Additional pages or documentation will not be considered in the final scoring of the application.

Address for Submission

Project applications for FY2017 5310-MAPA funding should be submitted no later than **4:30 pm on January 8, 2016** to:

MAPA Project Selection
Metropolitan Area Planning Agency
2222 Cuming Street
Omaha, NE 68102

Project applications and questions concerning this process may also be emailed to mapa@mapacog.org.

Evaluation of Project Applications

Following an initial eligibility determination, project applications are evaluated and scored by MAPA staff based upon the information supplied. MAPA staff will then present the rankings to the CTC for review and will recommend a prioritization of projects to the CTC for approval at the Final Selection Workshop. Projects selected during this workshop will be incorporated into the Draft FY2017 MAPA Transportation Improvement Program (TIP) as allowed by fiscal constraint. All projects will be prioritized and programmed as funding amounts will allow. Projects not receiving funding will be listed by their priority in the Illustrative Years, in case additional funds become available.

7) Project Implementation

The Draft MAPA TIP is presented to and voted on by the MAPA TTAC and MAPA Board of Directors. After approval of the draft and the duration of the public comment period, the TIP is again presented to TTAC and the Board of Directors as a final document. Once the final TIP is approved it is submitted to MAPA's state and federal partners for approval and inclusion in the State Transportation Improvement Programs (STIPs).

Once a project is incorporated in the approved TIP and the funding is available, MAPA will move forward with project implementation.

Capital-Vehicles Projects

Funding to purchase vehicles and other capital items will be processed through the respective Department of Roads/Transportation. MAPA will communicate with the Nebraska Department of Roads and Iowa Department of Transportation the amount of funding to be flexed from MAPA's apportionment of funding to the States. MAPA will specifically state which agencies were selected to receive capital purchases (e.g. vehicles). MAPA will inform the selected agencies once the funding is available and the States will proceed with purchasing the vehicles.

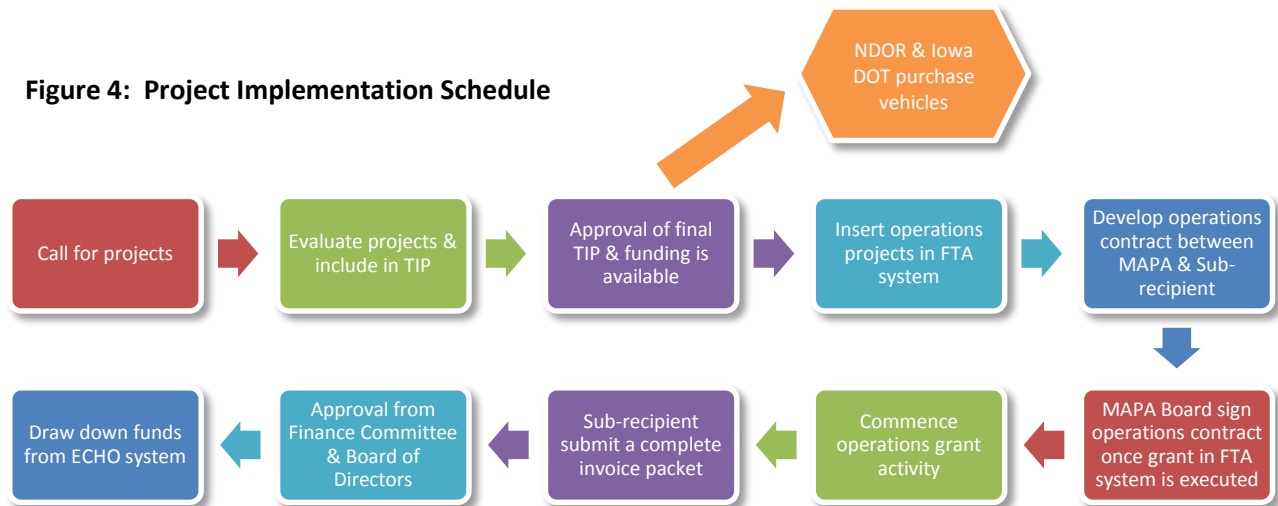
Operations Projects

MAPA will implement operations funding by inserting the project into the Federal Transit Administration's (FTA) grant management system. The project description will include the date of TIP approval and inclusion in the Coordinated Transit Plan, along with other pertinent information, such as name of agency and purpose of the project.

Simultaneously to approval in FTA's grant management system, MAPA will begin developing the contract between MAPA and the sub-recipient. As a part of this development, non-profits and non-governmental agencies must submit an audit report to MAPA. The contract will be signed once the grant is approved in FTA's grant management system and portions of the grant agreement can be attached to the contract.

Finally, the sub-recipient can commence grant activity based on the day State TIP approval was granted. MAPA will work with the agency to ensure a complete invoice packet is submitted including all necessary supporting documentation and progress reports. The MAPA Finance Committee and the MAPA Board of Directors will approve the invoice packet. Following approval, MAPA will use the FTA grant reimbursement system, ECHO, to draw down funds and MAPA will cut a check for the sub-recipient. Figure 4 displays the project implementation schedule.

Figure 4: Project Implementation Schedule

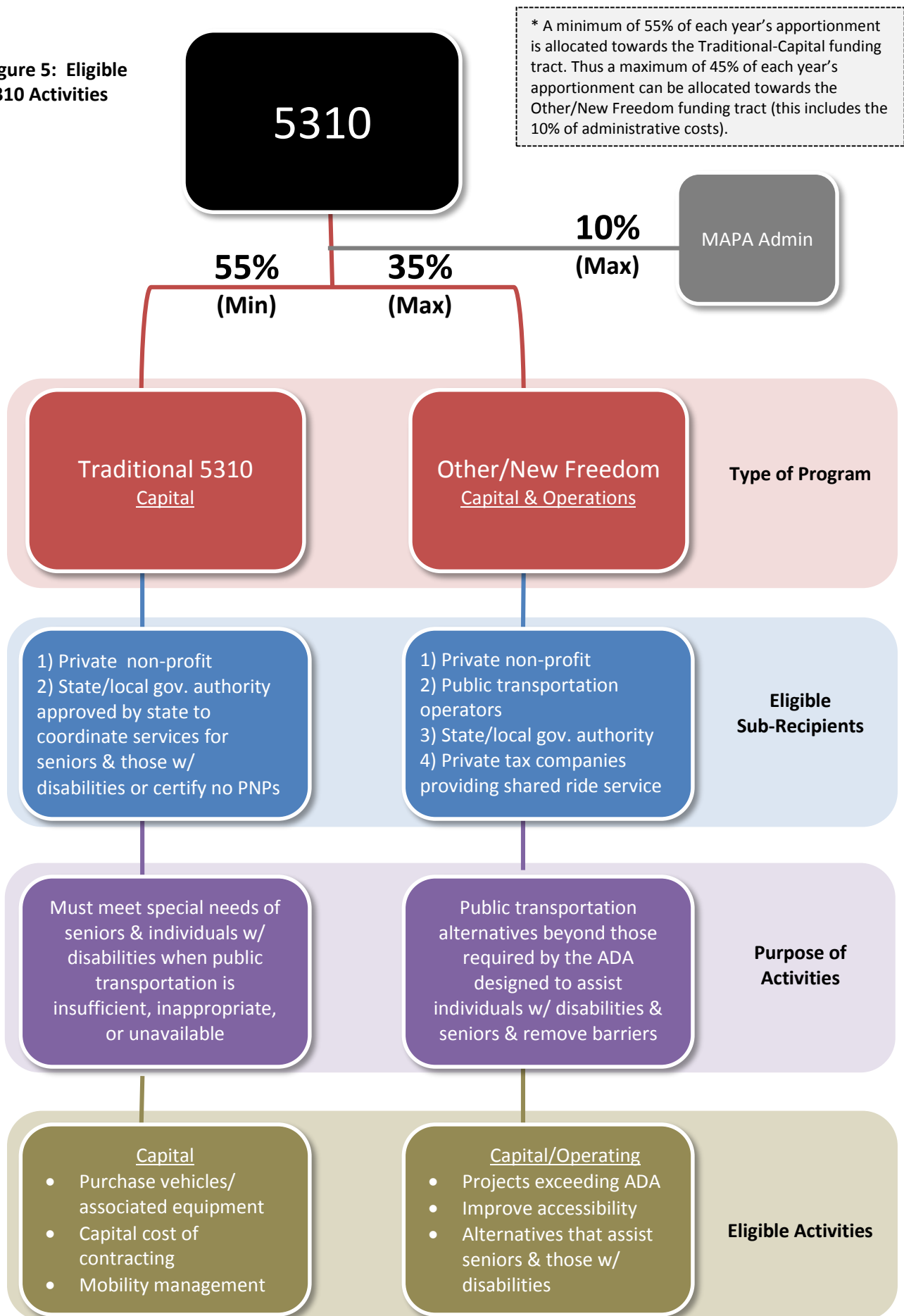


8) Selection Criteria (2 Project Tracts)

As mentioned previously in this policy guide, there are two distinct project tracts within the 5310 program. Figure 5, on the next page, illustrates that each tract has specific eligible sub-recipients and eligible activities.

To simplify the application process, one application was created. MAPA staff will utilize the appropriate project tract scoring rubric to evaluate the project. Please see the Section Eight to view the selection criteria, application, and scoring rubrics.

Figure 5: Eligible 5310 Activities



* A minimum of 55% of each year's apportionment is allocated towards the Traditional-Capital funding tract. Thus a maximum of 45% of each year's apportionment can be allocated towards the Other/New Freedom funding tract (this includes the 10% of administrative costs).

Eligibility Determination

Projects must meet the eligibility criteria below, if the project does not meet the eligibility requirements, then it shall not move forward with the evaluation process. The eligibility determination is the same for the two project types. However, there is one additional criteria for the Other/New Freedom project tract.

Criteria	Traditional	Other/New Freedom
An eligible organization type	Yes	Yes
Meeting the MAPA 2040 Long Range Transportation Plan (LRTP) intent	Yes	Yes
Achieving at least one goal of the Coordinated Transit Plan	Yes	Yes
Type of project must be listed in the Coordinated Transit Plan (project types are listed on page 66 in Table 6.2)	Yes	Yes
MAPA needs to know if the project is currently listed in any local planning documents, i.e. Transportation Improvement Program (TIP), comprehensive plans, or strategic plans	Yes	Yes
At least one Federal program goal (listed on page 4 of the application)	No	Yes

Access the relevant documents by going to the appropriate webpage:

- MAPA 2040 Long Range Transportation Plan (LRTP)- Chapter 3 states the LRTP goals
 - <http://mapacog.org/long-range-transportation-planning>
- Coordinated Transit Plan
 - <http://mapacog.org/coordinated-transit-committee>
- Transportation Improvement Program (TIP)
 - <http://mapacog.org/transportation-improvement-program>

Ridership

Ridership is the backbone of making a Human Service transit program both economically feasible and functionally effective. Projects that can increase the number of citizens in the region taking advantage of transit services will receive the following points.

Traditional-Capital		
	Criteria	Points
Increase in Ridership	Increased +10%	7
	Increased 5 – 9.99%	6
	Increased 4.99%	5

Other/New Freedom-Capital & Operations		
	Criteria	Points
Increase in Ridership	Increased +10%	7
	Increased 5 – 9.99%	6
	Increased 4.99%	5
	Maintain existing transit ridership	5

Interagency Coordination

The submitting agency is asked to describe the project’s positive multi-jurisdictional/multi-agency impacts, the total number of partnering jurisdictions/agencies and their role in the project. This will help to acknowledge the desire of the sponsoring agency to coordinate with other agencies and stakeholders and ensure that future transit projects will focus on the region as a whole. In an effort to foster collaboration and regionalism, more credence will be given to projects that impact a greater number of agencies via higher points.

Traditional-Capital and Other/New Freedom-Capital & Operations		
	Criteria	Points
Project Partners	6+ Partners	8
	5 Partners	6
	4 Partners	5
	3 Partners	3
	2 Partners	2

Geographic Coverage

A key to providing enhanced mobility services is ensuring that the region’s transit system extends service options to geographic areas where they currently don’t exist, and especially to areas where service is needed most. Therefore, projects that would extend or increase existing transportation services throughout the area are encouraged. Projects that invest in areas with disproportionately high-minority and low-income populations will receive additional consideration through this process. Areas of high-minority concentration, low-income concentration and those areas that are both high-minority and low-income are shown on the MAPA Environmental Justice Map (Figure 2 on page 7).

Traditional-Capital		
	Criteria	Points
Service Area Increase	Increased by +20%	5
	Increased by 10 – 19.99%	4
	Increased by 5 – 9.99%	3
	Serve transit dependent population not served by transit	2
	Environmental Justice Area (determined from service area map)	2

Other/New Freedom-Capital & Operations		
	Criteria	Points
	Provide sustained area base coverage over ADA	5
	Serve transit dependent population not served by transit	2
	Environmental Justice Area (determined from service area map)	2

Accessibility Improvements

MAPA encourages enhanced diversity in transportation modal choices, and will rate projects according to the distribution of transit services to support access to destinations throughout the region. Jurisdictions submitting applications for transit projects will be asked to describe how their project will enhance access and equity through providing multiple modes of transportation in the region. Projects expanding the availability of access will be given points according to the accessibility enhancements they propose.

Traditional-Capital and Other/New Freedom-Capital & Operations	
Criteria	Points
Increase transit access to Veterans	4
Increase transit access for Senior Citizens	4
Increases transit access for individuals with disabilities	4
Increase access to employment help centers	3
Increases access to jobs for under-employed	3

Operation of Service

Human service transportation includes a broad range of transportation service options designed to meet the needs of transportation disadvantaged populations including older adults, individuals with disabilities and/or those with lower income. Individuals that have different needs may require a set of different services depending on their abilities, their environment, and the options available in their community. Projects that propose effective routing will help increase ridership per hour, or ridership per mile, will decrease transit cost per passenger.

Traditional-Capital	
Criteria	Points
Increase Human Service ridership $\geq 10\%$ or more	2
Improve customer service response time	4
Increase number of destinations per trip	4
Provide training for disabilities assistance	4
Increase efficiency of ride dispatching	5
Decrease number of rider denials	5

Other/New Freedom-Capital & Operations		
Criteria	Points	
Service/Expand Beyond ADA Requirements	To + 1.5 mile service	9
	To 1 – 1.49 mile service	7
	to .99 mile service	5
Maintain existing level of service over ADA	5	

Reliability and Quality of Service

Transportation and transit services must provide reliable and consistent service to citizens in need. Projects that will help improve or increase the efficiency of the region’s transit services by improving the mobility options of low-income individuals, the elderly, and individuals with disabilities. Points will be given as needed with regards to measures such as reducing the time that riders spend waiting for rides or improving the response time of transit vehicles.

Traditional-Capital and Other/New Freedom-Capital & Operations	
Criteria	Points
Reduce travel time per vehicle	4
Reduce time spent by rider on vehicle	4
Improve response time	4
Maintain existing reliable and quality service over ADA	5

Availability of Transportation Services

MAPA’s 2040 Long Range Transportation Plan places a great deal of importance on expanding the availability of transportation options and multi-modal infrastructure improvement. Submitted projects will be asked to describe how their proposed project would create or increase availability of alternative transportation services in the MAPA region. Projects could expand or support existing transportation services through examples such as increasing the availability of services, via longer hours or greater number of vehicles.

Traditional-Capital and Other/New Freedom-Capital & Operations	
Criteria	Points
Increase hours of operations	2
Increase number of vehicles available	4
Reduce short term/long term coverage gaps	4

Life Cycle of Vehicles

The ability to save transit funds by maintaining available vehicle resources is a great help to any transit program. Projects that keep the available transit vehicles running smoothly are essential. Therefore, projects that allow or encourage the operation of effective vehicle operation will receive points for doing so. Redevelopment of existing transit infrastructure is a key focus of MAPA’s 2040 Long Range Transportation Plan. Any project that can extend or enhance the life of transit vehicles will be awarded points accordingly.

Traditional-Capital and Other/New Freedom-Capital & Operations	
Criteria	Points
Extend life of current transit vehicles	4
Introduce newer/more energy efficient transit vehicles	4
Reduce operating costs of transit vehicles	4

Bonus Category

Sustainability

The financial sustainability of programs is important to the longevity of projects. This is especially evident with the current uncertain federal funding levels. Therefore, bonus points will be awarded to transportation projects which have financial support from other sources that do not include MAPA. The application should clearly identify funding which could support the program in case of a decrease in MAPA funding levels. The applicant should include an audit report or letters with financial commitment as justification of other funding sources.

Traditional-Capital and Other/New Freedom-Capital & Operations	
Criteria	Points
Bonus points for alternative sources of funding	10

9) Application and Rubrics

There is one combined application for the two types of 5310 project tracts. A select number of questions will not be applicable for all project types. Please read the descriptive information associated with the questions.

Applicants will check a box regarding the information below on their application. MAPA staff will utilize this information to determine the project tract rubric to use to evaluate the project.

- Type of organization
- Type of funds they are requesting – Capital, Operations, or Capital and Operations.

Start 1:32 p.m.

MAPA BOARD OF DIRECTORS

Adjourn 2:26 p.m.

ATTENDANCE

December 10, 2015

Attending

Absent

CLARE DUDA _____
DOUGLAS COUNTY

✓

BEN GRAY _____
OMAHA CITY COUNCIL

✓

TOM HANAFAN _____
POTTAWATTAMIE COUNTY

✓

DOUG KINDIG _____
NE SMALL COMM/COUNTIES

✓

RON KOHN _____
IA SMALL COMM/COUNTIES

✓

TOM RICHARDS _____
SARPY COUNTY

✓

RITA SANDERS _____
CITY OF BELLEVUE

✓

Cassie Paben representing
~~JEAN STOTHERT~~ *Mayor Stothert*
CITY OF OMAHA

✓

MATT WALSH _____
CITY OF COUNCIL BLUFFS

✓

AGENDA # B

MOTION by: Hanafan

SECOND by: Sander

	AYE	NAY	ABSTAIN
DUDA/BLOOMING. (1)	<input checked="" type="checkbox"/>		
GRAY (1)			
HANAFAN (1)	<input checked="" type="checkbox"/>		
KINDIG (1)	<input checked="" type="checkbox"/>		
RICHARDS (1)	<input checked="" type="checkbox"/>		
SANDERS (1)	<input checked="" type="checkbox"/>		
STOTHERT Paben (1)	<input checked="" type="checkbox"/>		
WALSH (1)	<input checked="" type="checkbox"/>		
KOHN (1)	<input checked="" type="checkbox"/>		

AGENDA # C

MOTION BY: Richards

SECOND by: Sanders

	AYE	NAY	ABSTAIN
DUDA/BLOOMING. (1)	<input checked="" type="checkbox"/>		
GRAY (1)			
HANAFAN (1)	<input checked="" type="checkbox"/>		
KINDIG (1)	<input checked="" type="checkbox"/>		
RICHARDS (1)	<input checked="" type="checkbox"/>		
SANDERS (1)	<input checked="" type="checkbox"/>		
STOTHERT Paben (1)	<input checked="" type="checkbox"/>		
WALSH (1)	<input checked="" type="checkbox"/>		
KOHN (1)	<input checked="" type="checkbox"/>		

AGENDA # G.I.a

MOTION BY: Hanafan

SECOND by: Duda

	AYE	NAY	ABSTAIN
DUDA/BLOOMING. (1)	<input checked="" type="checkbox"/>		
GRAY (1)			
HANAFAN (1)	<input checked="" type="checkbox"/>		
KINDIG (1)	<input checked="" type="checkbox"/>		
RICHARDS (1)	<input checked="" type="checkbox"/>		
SANDERS (1)	<input checked="" type="checkbox"/>		
STOTHERT Paben (1)	<input checked="" type="checkbox"/>		
WALSH (1)	<input checked="" type="checkbox"/>		
KOHN (1)	<input checked="" type="checkbox"/>		

AGENDA # G.2.

MOTION by: Duda

SECOND by: Paben

	AYE	NAY	ABSTAIN
DUDA/BLOOMING. (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GRAY (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HANAFAN (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
KINDIG (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RICHARDS (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SANDERS (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
STOTHERT Paben (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
WALSH (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
KOHN (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AGENDA # G.3

MOTION BY: Hanafan

SECOND by: Paben

	AYE	NAY	ABSTAIN
DUDA/BLOOMING. (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GRAY (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HANAFAN (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
KINDIG (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RICHARDS (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SANDERS (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
STOTHERT Paben (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
WALSH (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
KOHN (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AGENDA # G.4

MOTION BY: Hanafan

SECOND by: Richards

	AYE	NAY	ABSTAIN
DUDA/BLOOMING. (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GRAY (1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
HANAFAN (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
KINDIG (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
RICHARDS (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SANDERS (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
STOTHERT Paben (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
WALSH (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
KOHN (1)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AGENDA # H.1

MOTION by: Richards

SECOND by: Sanders

	AYE	NAY	ABSTAIN
DUDA/BLOOMING. (1)	<input checked="" type="checkbox"/>		
GRAY (1)			
HANAFAN (1)	<input checked="" type="checkbox"/>		
KINDIG (1)	<input checked="" type="checkbox"/>		
RICHARDS (1)	<input checked="" type="checkbox"/>		
SANDERS (1)	<input checked="" type="checkbox"/>		
STOTHERT <u>Paben</u> (1)	<input checked="" type="checkbox"/>		
WALSH (1)	<input checked="" type="checkbox"/>		
KOHN (1)	<input checked="" type="checkbox"/>		

AGENDA # H.2.a

MOTION BY: Paben

SECOND by: Sanders

	AYE	NAY	ABSTAIN
DUDA/BLOOMING. (1)	<input checked="" type="checkbox"/>		
GRAY (1)			
HANAFAN (1)	<input checked="" type="checkbox"/>		
KINDIG (1)	<input checked="" type="checkbox"/>		
RICHARDS (1)	<input checked="" type="checkbox"/>		
SANDERS (1)	<input checked="" type="checkbox"/>		
STOTHERT <u>Paben</u> (1)	<input checked="" type="checkbox"/>		
WALSH (1)	<input checked="" type="checkbox"/>		
KOHN (1)	<input checked="" type="checkbox"/>		

AGENDA # H.3

MOTION BY: Hanafan

SECOND by: Kindig

	AYE	NAY	ABSTAIN
DUDA/BLOOMING. (1)	<input checked="" type="checkbox"/>		
GRAY (1)			
HANAFAN (1)	<input checked="" type="checkbox"/>		
KINDIG (1)	<input checked="" type="checkbox"/>		
RICHARDS (1)	<input checked="" type="checkbox"/>		
SANDERS (1)	<input checked="" type="checkbox"/>		
STOTHERT <u>Paben</u> (1)	<input checked="" type="checkbox"/>		
WALSH (1)	<input checked="" type="checkbox"/>		
KOHN (1)	<input checked="" type="checkbox"/>		

AGENDA # H.4

MOTION by: Duda

SECOND by: Paben

	AYE	NAY	ABSTAIN
DUDA/BLOOMING. (1)	<input checked="" type="checkbox"/>		
GRAY (1)			
HANAFAN (1)	<input checked="" type="checkbox"/>		
KINDIG (1)	<input checked="" type="checkbox"/>		
RICHARDS (1)	<input checked="" type="checkbox"/>		
SANDERS (1)	<input checked="" type="checkbox"/>		
STOHERT Paben (1)	<input checked="" type="checkbox"/>		
WALSH (1)	<input checked="" type="checkbox"/>		
KOHN (1)	<input checked="" type="checkbox"/>		

AGENDA # H.5

MOTION BY: Hanafan

SECOND by: Paben

	AYE	NAY	ABSTAIN
DUDA/BLOOMING. (1)	<input checked="" type="checkbox"/>		
GRAY (1)			
HANAFAN (1)	<input checked="" type="checkbox"/>		
KINDIG (1)	<input checked="" type="checkbox"/>		
RICHARDS (1)	<input checked="" type="checkbox"/>		
SANDERS (1)	<input checked="" type="checkbox"/>		
STOHERT Paben (1)	<input checked="" type="checkbox"/>		
WALSH (1)	<input checked="" type="checkbox"/>		
KOHN (1)	<input checked="" type="checkbox"/>		

AGENDA # H.6

MOTION BY: Sanders

SECOND by: Duda

	AYE	NAY	ABSTAIN
DUDA/BLOOMING. (1)	<input checked="" type="checkbox"/>		
GRAY (1)			
HANAFAN (1)	<input checked="" type="checkbox"/>		
KINDIG (1)	<input checked="" type="checkbox"/>		
RICHARDS (1)	<input checked="" type="checkbox"/>		
SANDERS (1)	<input checked="" type="checkbox"/>		
STOHERT Paben (1)	<input checked="" type="checkbox"/>		
WALSH (1)	<input checked="" type="checkbox"/>		
KOHN (1)	<input checked="" type="checkbox"/>		