

DATE: May 13, 2016
TO: Transportation Technical Advisory Committee (TTAC)
FROM: Dennis Wilson, Chairman
Greg Youell, MAPA Executive Director
RE: May 20, 2016 TTAC Meeting

The MAPA TTAC will meet Friday, May 20, 2016 at 10:00 a.m. in the Metro Building at 2222 Cuming Street, Omaha, Nebraska 68102. The TTAC meeting will be held in the Metro Training Room on the lower level. Please enter the building through Metro's front door and follow the signs to the Metro Training Room on the lower level. The agenda item materials can be accessed by clicking on the linked agenda item titles. The agenda is also available at the MAPA offices and online at <http://www.mapacog.org/boards-a-committees/58-agendas>.

AGENDA

For TTAC Review / Approval

- A. Meeting Minutes – TTAC will consider approval of the April 22, 2016 TTAC meeting minutes. (Action Item) (Attachment)

Recommendations to Board

- B. FY 2016-2019 Transportation Improvement Program (TIP) Amendments – Staff will present various amendments to the FY 2016-2019 TIP from local jurisdictions and request a recommendation for Board approval. (Action Item) (Attachment)
- C. Draft FY 2017 - 2020 Transportation Improvement Program (TIP) – Staff will present and request recommendation to the Board to release of the Draft TIP for 30-day public review period. (Action Item) (To be distributed 5/18/16)
- D. Final Draft FY-2017 Unified Planning Work Program (UPWP) – Staff will present and request recommendation to the Board for approval of the final UPWP. (Action Item) (Attachment)

Discussion Items

- E. Funding Obligation and Project Status – Staff will review the annual funding obligation and project status. (Information Item) (Attachment)
- F. 2050 Long-Range Transportation Plan (LRTP) / Heartland 2050 Vision Plan – Staff will present an overview of 2050 LRTP Alternative Packages (Information Item) (Attached Item).
- G. Member Agencies Updates – Agencies will present updates for on-going and future project and program across the region. (information Item)
- H. Additional Business – Upcoming Meetings: Board of Directors – May 26, 2016; Coordinated Transit Committee (CTC) – June 15, 2016; TTAC – June 24, 2016
- I. Adjournment

Auxiliary aids, language assistance, and services are available when requested in advance, please call the office.
Si necesita ayuda con traducción, por favor llame la oficina.

Agenda Item A
Meeting Minutes

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY
Transportation Technical Advisory Committee
Minutes of April 22, 2016 Meeting

The Transportation Technical Advisory Committee met on Friday, April 22, 2016, at Metro, 2222 Cuming Street, Omaha, Nebraska. Mr. Denny Wilson opened the meeting at 10:04 a.m.

VOTING MEMBERS

Denny Wilson	Sarpy County Public Works
Janet McCartney	Cass County
Chris Shewchuk	City of Bellevue Planning Department
Matt Cos	City of Council Bluffs Public Works
Kris Faris	City of Gretna Public Works
Murthy Koti	City of Omaha Public Works
Derek Miller	City of Omaha Planning Department
Mark Stursma	City of Papillion Planning Department
Marty Leming	City of Papillion Public Works
Dan Freshman	City of Ralston Public Works
Dan Kutilek	Douglas County Engineers Office
Scott Suhr	Iowa Department of Transportation
Tim Weander	Nebraska Department of Roads – District 2
Noel Salac	Nebraska Department of Roads – Lincoln
Eric Williams	Papio-Missouri River NRD
Curt Simon	Metro Transit

NON-VOTING MEMBERS

Greg Youell	Metropolitan Area Planning Agency
Dan Giittinger	City of Gretna
John Kottmann	City of La Vista Public Works
Bryan Guy	City of Omaha Public Works
Stephen Osberg	City of Omaha Planning Department
Jeff Thompson	City of Papillion Public Works
Larry Legg	Nebraska Department of Roads – Lincoln
Brad Zumwalt	Nebraska Department of Roads – Lincoln
Maurice Hinchey	Nebraska Department of Roads – District 2
Bill Herr	Sarpy County Public Works

GUESTS

Lee Myers	AARP
Jim Kollbaum	AECOM
Jeff Sockel	Alfred Benesch & Company
Jason Carbee	HDR, Inc.
John Jorgensen	HGM Associates, Inc.
Arobindu Das	Iteris, Inc.
Nick Weander	Olsson Associates
Ernest Wesolowski	Citizen

STAFF

Michael Felschow	Metropolitan Area Planning Agency
Court Barber	Metropolitan Area Planning Agency
Mike Helgerson	Metropolitan Area Planning Agency
Owen Stuckey	Metropolitan Area Planning Agency
Megan Walker	Metropolitan Area Planning Agency

A. Approval of Minutes

Motion #1: Approval of the minutes of the March 25, 2016 Transportation Technical Advisory Committee Meeting.

Motion by: Dan Kutilek
Second by: Marty Leming
Motion Carried

B. Draft TTAC Member List

Mr. Barber presented the draft TTAC Member list to the Committee. The list's changes from last year include the addition of Dan Giittinger to the City of Gretna and Brandie Neemann to NDOR. Mr. Suhr made a correction to the Associates List replacing Tracy Troutner with FHWA – Iowa Division to Darla Hugaboom.

Motion #2: Seeking approval of the Transportation Technical Advisory Committee of the Draft TTAC Member List with the revision of the FHWA – Iowa Division staff change.

Motion by: Dan Freshman
Second by: Tim Weander
Motion Carried

C. FY 2017 – 2020 Transportation Improvement Program (TIP) Draft Fiscal Tables

Mr. Helgerson said the tables are very similar to what was presented to the Committee at the March meeting. The tables reflect discussions with the State of Nebraska about the amount of OA that should be programmed each year. Within the Nebraska STP table, there's a balance of \$5,881,000 that reflects the funds being fiscally constrained. For Iowa STP, the balance is \$287,000. For TAP, moving a Nebraska project to FY 2018 to be let and constructed alleviated any financial issues. Iowa has a TAP balance of \$159,000. At the end of the fiscally constrained portion of FY 2021, there is a balance of \$29,000 on the 5310 and 5309 table.

Motion #3: Seeking approval of the Transportation Technical Advisory Committee of the FY 2017 – 2020 Transportation Improvement Program Draft Fiscal Tables.

Motion by: Curt Simon
Second by: Murthy Koti
Motion Carried

D. 2040 Long Range Transportation Plan Amendment

Mr. Felschow said the Amendment includes two projects: the Bancroft – Dewey Project and the I-80/480/US-75 Bridges Project. The Bancroft-Dewey Project increased from \$1.6 million to \$6.7 million which exceeds the \$2 million or 20% threshold. The Bridges Project increased from \$7.5 million to \$12.97 million which also exceeds the \$2 million or 20% threshold. The Amendment must be done in order to move forward and it's being requested that it go before the MAPA Board to approve the 30-day public comment period with a May public meeting.

Motion #3: Seeking approval of the MAPA Board of Directors at their April 28, 2016 meeting of the 2040 Long Range Transportation Plan Amendment with its 30-day public comment period and May 11, 2016 public meeting.

Motion by: Chris Shewchuk
Second by: Noel Salac
Motion Carried

E. FY 2016 – 2019 Transportation Improvement Program (TIP) Amendment

Mr. Helgerson presented to the TTAC Amendment 10 of the TIP. The Projects in the Amendment are:

- Valley D.C. Safe Routes to School
- 30th Street Road Diet - Omaha
- Omaha Resurfacing Program

- 2016 Omaha Resurfacing Program
- 180th Street Phase 1 – Douglas County

Motion #4: Seeking approval of the MAPA Board of Directors at their April 28, 2016 meeting of the FY 2016 – 2019 Transportation Improvement Program Amendment.

Motion by: Marty Leming
 Second by: Dan Kutilek
 Motion Carried

F. FY 2017 Unified Work Program (UPWP)

Mr. Youell presented to the TTAC the FY 2017 UPWP. He said the Long Range Transportation Plan will be a major item of the Program and will be coordinated closely with the Metro Travel Improvement Study (MTIS). Recent planning efforts will be incorporated into the LRTP which includes much of the data scenario packages that are being coordinated with the MTIS study. There will also be much work going into the Performance Measures which coming out of the FAST Act and MAP-21 with new rules. There is emphasis on the national highway system and congestion issues. MAPA will be coordinating with both NDOR and IDOT on the Performance Measures. Heartland 2050 is also a large part of the planning in the next year. Strategies are now becoming action steps and a Summit is planned for August 2, 2016.

Using CMAQ funding, work continues with Little Steps Big Impact which is our ozone awareness project. The Coordinated Transit Committee (CTC) is administering the 5310 grants for human services agencies as well as working on the call center with Metro Transit. From the Council of Officials survey, there was particular interest on transportation finance. Also in the Program are steps to the Platteview Road study and also on traffic incident management.

The total budget for FY 2017 is \$4.7 million and of that \$3.3 million is for contracts and pass-through funding for various projects as well as including some PL Funding. \$1.38 million is for MAPA internal planning activities. The aerial photography project that MAPA coordinates accounts for \$197,000 which can be used for match funding.

Motion #5: Seeking approval of the MAPA Board of Directors at their April 28, 2016 meeting of the FY 2017 Unified Work Program.

Motion by: Murthy Koti
 Second by: Tim Weander
 Motion Carried

G. Funding Project Status

Mr. Felschow told the TTAC there is a \$150,000 balance of TAP funds for Nebraska. He said in contacting several jurisdictions, most projects are on schedule. There is no Iowa update for the month. The ending balances for Fiscal Constraint are STP-NE - \$1.9 million; STP-IA - \$854,000; TAP-NE - \$689,000; TAP-IA - \$347,000; 5339/5307 - \$2.2 million; 5310 - \$61,000. Mr. Felschow said the only change for the STP funding for Nebraska is the 180th Street project (Phase 1) that is on this month's Amendment 10. There are no changes this month for STP for Iowa.

H. 2050 LRTP / Heartland 2050 Vision Plan

Mr. Felschow said the LRTP may be previewed for comment as the process moves through the development phase. He said an effort has been made to make it more "reader friendly" and Chapters 1-9 (minus Chapter 6) are now available for review.

Ms. Walker said feedback was received from TTAC with their #1 Goal being Traffic Demanding Management and the top strategy being Preserve Existing Infrastructure. These results do not include stakeholder results from the sub-committees. These results will be included in the Goals and Strategies recommendations for the consultants for MTIS.

Mr. Felschow said there is significant difference between what TTAC voted for their Goals and Strategies and what the public voted. The public looked more at transit and active transportation rather than

preservation and expansion. He said when you take into consideration Heartland 2050 efforts and the last two transportation efforts, there is a constant theme throughout all public meetings and that is more active transportation, more transit and more innovation. There were 800 individuals who responded both online and with paper surveys which is an excellent response. From the public meetings, the largest result at 26% was for Increased Transition Options down to 10% for TDM Strategies.

Mr. Felschow said comments for these previewed LRTP chapters are welcome. The document will also be sent to federal and state as well as jurisdictions for comment.

Overview of the LRTP Chapters –

- Chapter 1 – Introduction
- Chapter 2 – Planning Process
- Chapter 3 – Demographics & Growth
- Chapter 4 – Environmental
- Chapter 5 – Preservation of Strategic Corridors
- Chapter 6 – Public Transportation (still under development)
- Chapter 7 – Bike/Ped
- Chapter 8 – Heavy Transportation
- Chapter 9 – Safety and Security

I. 2015 Public Participation Annual Report

Ms. Walker said the 2015 Public Participation Annual Report looks at all of the public participation activities and uses metrics to gauge where improvement can be made with a point-scoring system. For 2015, MAPA met or exceeded most goals. The areas where improvement is indicated and where changes have occurred are the website (new website is more user friendly) and the Citizens' Advisory Council. Using online outreach has proven to be very successful and going out to the public to meet them has worked well.

J. Transportation Activities

Mr. Barber presented the CMAQ grant update for electric vehicles and Little Steps Big Impact. He also gave an update on the Sarpy County Transit Study with information on stakeholder and steering committee meetings held in early April.

Mr. Helgerson presented to TTAC the new Crash Heat map.

K. Member Agencies Updates

- NDOR – discussed the passage of LB960
- Douglas County – increased development in the county
- City of Omaha – Complete Street guidelines development and the 32nd Street road diet
- Metro – BRT environmental study wrapping up; project is behind schedule
- City of Bellevue – discussed various road projects
- City of Papillion – discussed various road projects including Schramm Road from 84th to 90th Streets

L. Additional Business

Upcoming meetings

- Board of Directors – April 28, 2016
- LRTP Amendment Public Meeting – May 11, 2016
- CTC – May 18, 2016
- TTAC – May 20, 2016

M. Adjournment

The meeting was adjourned at 11:00 a.m.

Agenda Item B

FY 2016-2019 Transportation Improvement
Program (TIP) Amendments



Metropolitan Area Planning Agency
FY2016-2021 Transportation Improvement Program

Revision Summary - Amendment 11

<u>Control #</u>	<u>Project Name</u>	<u>Lead Agency</u>	<u>Revision Note</u>
IA-29767	Kanesville Blvd Adaptive Traffic Signal Control	Council Bluffs	Change project limits to "On Kanesville Boulevard, from 16th Street east 1.7 Miles to North Broadway"



Metropolitan Area Planning Agency
FY2016-2021 Transportation Improvement Program

TIP ID		Project Name	
2015-077		Kanesville Blvd Adaptive Traffic Signal Control	
Control Number			
IA-29767			
Lead Agency	Council Bluffs	Project Type	ITS
County	Pottawattamie	Length (mi)	1.70
		Total Project Cost*	\$486.00
Location			
On Kanesville Boulevard, from 16th Street E 1.7 Miles to North Broadway			
Description			
Deployment of an Adaptive Traffic Signal Control system along Kanesville Boulevard			

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	UTIL-CON-CE	CMAQ	\$486.00	\$388.80	\$0.00	\$97.20

* Amounts in thousands of U.S. dollars

Revision History

5/26/2016 **Amendment 11**
 Change project limits to "On Kanesville Boulevard, from 16th Street east 1.7 Miles to North Broadway"



Agenda Item C

Draft FY 2017 - 2020 Transportation Improvement Program (TIP)

This item is not included with the packet. It will be distributed on Wednesday, May 18, 2016.

Agenda Item D

Final Draft FY-2017 Unified Planning Work
Program (UPWP)

**Omaha-Council Bluffs
Metropolitan Area Planning Agency**

FY 2017 Unified Planning Work Program

Final Draft May 2016



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MAPA FY 2017 Unified Planning Work Program

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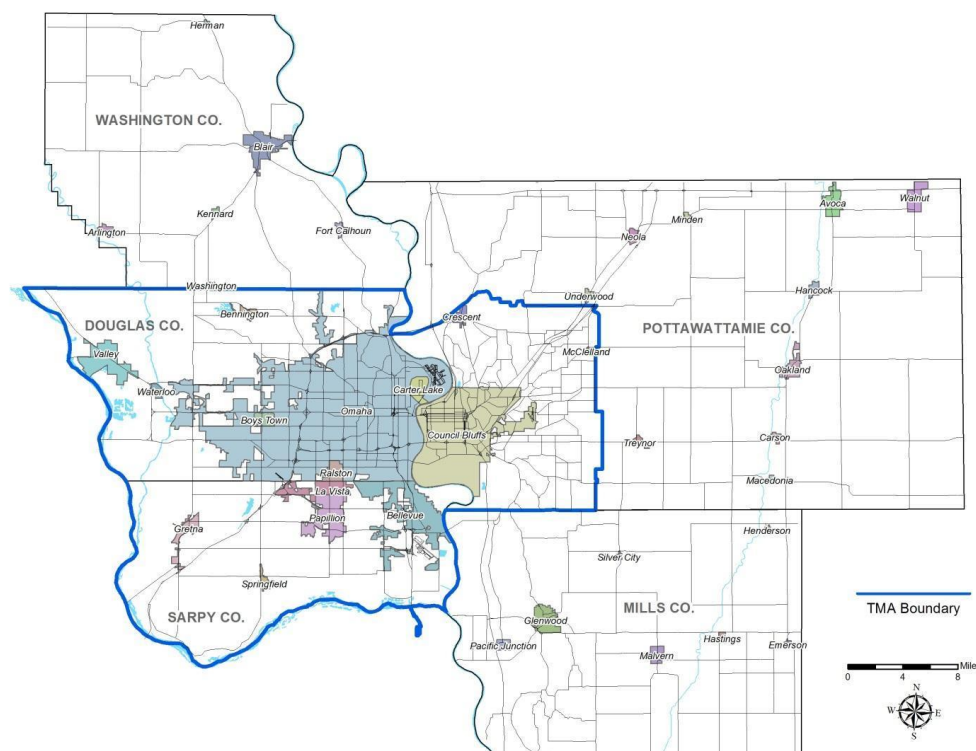
The preparation of this report was financed in part with funding from United States Department of Transportation (USDOT), administered by the Nebraska Department of Roads (NDOR) and Iowa Department of Transportation (Iowa DOT). The opinions, findings and conclusions expressed in this publication are those of the authors and do not necessarily represent USDOT, NDOR, and Iowa DOT.

MAPA is an EOE/DBE employer.

Introduction

The Unified Planning Work Program (UPWP) documents the Metropolitan Area Planning Agency's (MAPA's) transportation related activities and projects for fiscal year (FY) 2017 which encompasses July 1, 2016 through June 30, 2017. MAPA serves as a voluntary association of local governments in the greater Omaha region chartered in 1967. MAPA performs planning and development work, especially to address problems that are regional in scope and cross jurisdictional boundaries.

MAPA is the Council of Governments (COG) for Douglas, Sarpy, and Washington Counties in Nebraska and Pottawattamie and Mills Counties in Iowa. MAPA serves as the federally required Metropolitan Planning Organization (MPO) and Transportation Management Area (TMA) for a smaller region that encompasses Douglas and Sarpy Counties and a small portion along US Highway 75 in Cass County in Nebraska, as well as the southwestern portion of Pottawattamie County (i.e., the area generally south of Crescent and Underwood and west of L-52) in Iowa. In addition, MAPA provides staff support for the Iowa Department of Transportation (Iowa DOT) Regional Planning Affiliation (RPA) for Harrison, Mills, Pottawattamie, and Shelby Counties known as RPA-18. Planning activities for RPA-18 are contained in a separate RPA-18 Transportation Planning Work Program (TPWP). The map below outlines the MAPA COG region and highlights the TMA boundary.



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 region. The MAPA Board of Directors is a nine-member Board serving as the Council of Officials' executive committee and is comprised of elected officials representing cities and counties from the larger five-county MAPA region. The Transportation Technical Advisory Committee (TTAC) reviews and makes recommendations related to transportation to the MAPA Board. The relationship, responsibility, and composition of the Board of Directors, Council of Officials, and TTAC are also described in the MAPA Interlocal Agreement and Committee Bylaws. Membership is listed in Appendix II.

Current Transportation Planning Overview

Several large planning initiatives have been recently completed or are underway in the MAPA region. **Heartland 2050** was adopted by the MAPA Council of Officials as the long-term vision for the greater Omaha-Council Bluffs metropolitan area in January 2015. The Regional Vision was developed over 2013 and 2014 and entered implementation phase in 2015. The project produced a Vision Scenario for future growth and development that is now being utilized for MAPA's transportation planning process. This collaborative project is an example of **Regional Models of Cooperation**, one of the U.S. Department of Transportation's **Planning Emphasis Areas (PEA)**.

During FY-2016 MAPA began work on its next Long Range Transportation Plan update, **LRTP 2050**. The LRTP is being closely coordinated with the **Metro Area Travel Improvement Study (MTIS)**, a joint Nebraska Department of Roads (NDOR) / MAPA multi-year regional study of highway needs that will result in a list of prioritized projects for state investment and guide future regional transportation investments. This comprehensive study has developed a strong set of data for MTIS and other planning projects, and MAPA's travel demand model has been updated significantly as part of ongoing collaboration with US-DOT. MTIS will also serve to develop performance measures that will be compliant with the FAST-ACT, the five-year transportation bill that was signed into law in December 2015. MAPA will continue to coordinate with state DOTs, FHWA, and FTA to develop performance measures for the region in accordance with FAST-ACT. The **performance based approach** is a new component of the federal transportation planning process and is another federal PEA.

The LRTP 2050 will also incorporate other recent plans that were conducted in the metro area. These include the **Heartland Connections Regional Transit Vision (RTV)** and **Regional Bicycle / Pedestrian Plans**. The RTV proposed a staged approach to improve transit service in the region. These scenarios are being utilized for further analysis in the MTIS study. The Bicycle-Pedestrian Plan proposes short, medium, and long-range projects to enhance the regional network of trails, bicycle boulevards, and other bicycle / pedestrian facilities.

Metro Transit is continuing work on the Bus Rapid Transit (BRT) line that was awarded a US-DOT discretionary TIGER grant that will run along the Dodge Street corridor from downtown Omaha to Westroads Mall at approximately 102nd Street. This premium transit service would serve as the spine of the transit network in the region. The project will help some of the densest concentrations of employment and housing in Omaha and exemplify the Ladders of Opportunity PEA.

In FY-2017 MAPA will place renewed emphasis on freight planning. Nebraska Department of Roads will develop a State Freight Plan and MAPA will coordinate closely with NDOR on this process. MAPA's ongoing improvements to the travel demand model will allow additional technical analysis of freight transportation in the metro area. In addition, MAPA will work with the private sector, the Greater Omaha Chamber of Commerce, and other stakeholders to ensure that freight and goods movement are fully involved in the planning and project development process.

Some of the **City of Omaha** major transportation projects include bridge needs, as well as several capacity improvements in the western part of Omaha (such as 156th Street near Blondo Street, 168th Street from West Center Road to Pacific Street, and 168th Street from Q Street to West Center Road). **Douglas County** is continuing work on a large project on 180th Street between West Dodge Road and West Maple Road.

During FY-2017 **Sarpy County** conducted the Southern Ridge Wastewater Study. This critical study assesses the opportunities for future wastewater service in southern Sarpy County, which will be critical to future development in this portion of the county. The County and a number of municipalities have also recently updated their Comprehensive Land Use Plans. MAPA is coordinating with the County on a Transit Study to propose short-, medium-, and long-range opportunities for public transit.

The **Council Bluffs Interstate (CBIS) Project**, a complete reconstruction of the interstate and railroad realignment, is scheduled to continue for at least the next decade. Council Bluffs recently completed a plan for the

West Broadway corridor that includes redevelopment and land use, as well as reconstruction of West Broadway. A significant mixed use project is planned at Playland Park on the east end of the Bob Kerrey Pedestrian Bridge.

Work will continue on the development of a **Coordinated Call Center** and information sharing for the region. Metro Transit, the Veterans Administration (VA), and MAPA are working together to coordinate the development and implementation of the Coordinated Call Center including the purchase of hardware, software, and system engineering. The largest portion of the project will be completed by the first quarter of FY 2017.

MAPA is working on **Congestion Mitigation Air Quality (CMAQ)** projects including up to 20 electric vehicle charging stations and the implementation of 30 to 40 bike share stations in the City of Omaha. Both projects began in FY 2015 and will continue with many phases through FY 2017 or 2018.

MAPA will administer and update the region's FY 2017-2022 **Transportation Improvement Program (TIP)**. The TIP includes state and local federal-aid projects and regionally significant projects programmed in the region for the next six years. In addition to roadway projects, the TIP covers anticipated expenditures for some alternative transportation projects such as the Transportation Alternatives Program (TAP), transit, and aviation.

MAPA's Coordinated Transit Committee (CTC) works on issues related to public transit, paratransit, and human services transportation. A FTA **Veterans Transportation and Community Living Initiative (VTCLI)** grant to develop a Coordinated Call Center for human services made progress through the first two summits during FY 2015. The project will continue in FY 2017 with the goal of developing a coordinated network to connect trips within the region. It is anticipated that the project should be completed by the end of fiscal year 2017. This effort, in addition to the transit activities listed previously, addresses the Ladders of Opportunity PEA by improving gaps in the transportation system and mobility for residents. MAPA's robust public participation processes are other examples of steps toward the Ladders of Opportunity PEA.

Work Program Framework

MAPA's Unified Planning Work Program (UPWP) is developed in accordance with the metropolitan planning provisions described in the 23 CFR - Part 450 and 49 CFR - Part 613. The UPWP is created in cooperation with state and federal agencies who are financial sponsors, and it is intended as a management tool for participating agencies.

During development of the UPWP, a priority setting process was used to identify programs and projects that should be included. Participants in this process included the Council of Officials, Board of Directors, and TTAC. Results of the priority setting process are reflected by the projects and associated funding levels shown in the UPWP.

In accord with the spirit of federal transportation legislation, MAPA conducts a continuing, coordinated, and comprehensive planning process for the region. This process is intended to meet the transportation needs of the region's residents to the extent possible with available resources.

The transportation planning process for the region takes into account all modes of transportation: roadway, highway, transit, air, rail, and water, as well as active modes of transportation such as walking and bicycling. The provision of transportation services must also be consistent and compatible with the overall goals and development of the region. Major considerations include the environment, energy conservation, growth patterns, land use, tourism, and recreation, as well as a wise and efficient use of economic resources.

MAPA's responsibilities include the LRTP, TIP, and UPWP. As a TMA with a population greater than 200,000, MAPA is charged with conducting a Congestion Management Process (CMP). Other planning products include the Coordinated Public Transit and Human Services Plan and Public Participation Plan (PPP). MAPA is compliant with civil rights legislation and maintains a Title VI Plan and Disadvantaged Business Enterprise (DBE) Program.

The UPWP will also contain activities to assist in implementing provisions contained in surface transportation legislation. The following planning factors identified in the current federal legislation, Fixing America's Surface Transportation (FAST) Act, will, at a minimum, be considered in the transportation planning process for the region:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and nonmotorized users.
3. Increase the security of transportation for motorized and nonmotorized users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, and improve quality of life.
6. Enhance the integration and connectivity of the transportation system across and between modes for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve resiliency & reliability of the transportation system and reduce or mitigate storm water impacts.
10. Enhance travel and tourism

In addition, the transportation planning program is formulated to support the goals and objectives specific to the region as identified in the 2040 LRTP, namely:

1. Maximize access and mobility.
2. Increase safety and security.
3. Consider the environment and urban form.
4. Keep costs reasonable and sustainable.

The UPWP budget includes additional matching funds beyond the 20% requirement from sub-recipients used to match FHWA PL funds for MAPA activities. These locally-funded planning activities contribute to the regional transportation planning process and are eligible to count toward the required local match for PL funding. In order to provide this match, sub-recipients of PL funds contribute a 30% match. The 10% of additional match beyond the 20% requirement provides match toward PL funds for MAPA activities. In total, \$72,400 in additional matching funds from subrecipients are programmed for FY-17. This match will be applied to the Nebraska FHWA-PL grant, Iowa FHWA-PL grant and the Nebraska FTA grant as listed below and in Appendix One.

Subrecipient	Federal Funding	Required Match 20%	30% Match	Match Accrued	NIROC Project	Total Contract
Douglas Co. GIS	\$ 82,000	\$ 20,500	\$ 35,260	\$ 14,760	\$ -	\$ 117,260
Omaha P-Wks - Traffic Counting	63,000	15,750	27,090	11,340	-	90,090
Omaha Planning	60,000	15,000	25,800	10,800	-	85,800
Sarpy Co. Planning & GIS	65,000	16,250	27,950	11,700	-	92,950
NIROC Project	-	-	-	-	125,413	125,413
Nebraska PL Subtotal	\$ 270,000	\$ 67,500	\$ 116,100	\$ 48,600	\$ 125,413	\$ 511,513
Pott Co GIS (Iowa PL)	\$ 35,000	\$ 8,750	\$ 15,050	\$ 6,300	\$ -	\$ 50,050
NIROC Project	-	-	-	-	27,435	27,435
Iowa PL and FTA Subtotal	\$ 35,000	\$ 8,750	\$ 15,050	\$ 6,300	\$ 27,435	\$ 77,485
Metro Transit (FTA)	\$ 98,000	\$ 24,500	\$ 42,000	\$ 17,500	\$ -	\$ 140,000
NIROC Project	-	-	-	-	45,000	45,000
FTA Subtotal	\$ 98,000	\$ 24,500	\$ 42,000	\$ 17,500	\$ 45,000	\$ 185,000
Total	\$ 403,000	\$ 100,750	\$ 173,150	\$ 72,400	\$ 197,848	\$ 773,998

MAPA estimates that \$462,333 in nonfederal funds will be spent on the Nebraska-Iowa Regional Orthophotography Consortium (NIROC) aerial photography project. MAPA's FY 2017 budget identifies \$197,848 of the funding for this project will be counted as matching funds toward federal funds. \$125,413 of the match will be applied to Nebraska-PL funds, \$45,000 will be applied to Nebraska FTA funds. \$22,435 will be applied to Iowa FY-17 and carry-over Planning funds, and \$5,000 will be applied to Iowa FTA funds for a total of \$27,435 toward Iowa PL/FTA funds. These amounts are listed in the table above and in Appendix One.

Changes to the Approved Work Program

All changes to work programs require prior written federal approval, unless waived by the awarding agency. The following table denotes the approving agency for various changes to work programs.

NOTE: The below table will be updated when final guidance is provided by NDOR and Iowa DOT.

Revision Type	Approving Agency
Request for additional federal funding 2 CFR 200.308(b) and FTA Circular 5010.0C, I.6.e(1)]	FHWA / FTA
Transfer of funds between categories, projects, functions, or activities which exceed 10 percent of total work program budget \$150,000 2 CFR 200.308(e)	FHWA / FTA
Revision of scope or objectives of activities (i.e. adding or deleting activities or major change in scope of activity) 2 CFR 200.308 (c) (1)	FHWA / FTA
Transferring substantive programmatic work to third party (i.e. consultant) 2 CFR 200.308 (c) (6)	FHWA / FTA
Capital expenditures including equipment purchasing in excess of \$5,000 2CFR 200.439(a) (2) [OMB Circular A-87]	FHWA / FTA
Transfer of funds between categories, projects, functions, or activities which do not exceed 10 percent of total work program budget or when federal award share of total work program budget exceeds \$150,000 2 CFR 200.308 (e)	State
Transfer of funds allotted for training allowances 2 CFR 200.308 (c) (5)	State
Extending (a onetime extension) period of performance past approved work program period up to 12 month 2 CFR 200.308 (d) (2)	MAPA
Changes in key persons in cases where specified in application or grant award (i.e. change in project's lead consultant) 2 CFR 200.308 (c) (2) & (3)	MAPA

Revisions and Approvals Procedures

Revisions where **FHWA / FTA** is the designated approving agency shall require written approval by FHWA / FTA prior to commencement of activity, purchasing of equipment, or request for reimbursement. Requests from MAPA will be submitted in writing to the appropriate state personnel and then forwarded to FHWA / FTA for approval. Notification by the approving agency will be in writing in reverse order.

Revisions where the **State (NDOR or Iowa DOT Office of Systems Planning)** is the designated approving agency shall require written approval by the State prior to commencement of activity, purchasing of equipment, or request for reimbursement. Requests from MAPA will be submitted in writing to the appropriate State personnel and then forwarded to FHWA / FTA for approval. Notification by the approving agency will be in writing in reverse order.

Revisions where **MAPA** is the approving agency shall be approved by the Board of Directors. Updates to the work program shall be provided to the appropriate state and federal representatives via electronic or, upon request, hard copy.

FY-2017 WORK PROGRAM ACTIVITIES

The following pages detail the work activities that MAPA and contract subrecipients will undertake in FY 2017. These activities are divided into Forums (140-190), Transportation Planning (410-470), and Public Involvement / Information (810-840), and Administration (940-990).

Transportation Forums (140)

Objective

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

Previous Work

- Conducted TTAC meetings
- Attended NDOR statewide MPO meetings
- Attended Iowa DOT MPO and RPA meetings

Work Activities

1. TTAC Meetings

Provide for a continuing, comprehensive, and coordinated transportation planning program through the TTAC. Maintain correspondence and coordination with participating agencies. Provide other technical support necessary to the transportation planning program. The TTAC typically meets on a monthly basis to approve action items and discuss issues within the region to forward recommendations to the Board of Directors. Estimated hours: 280

2. NDOR Statewide MPO Meetings

The Nebraska MPOs meet to discuss transportation issues, activities, and coordination with NDOR both on a quarterly and annual basis. Estimated hours: 24

3. Iowa DOT MPO and RPA Meetings

The Iowa MPOs and RPAs meet to discuss transportation issues, activities, and coordination with the Iowa DOT on a quarterly basis. Estimated hours: 36

4. Travel Demand Model Meetings

MAPA will convene the Travel Model Advisory Committee (TMAC) with stakeholders to evaluate and refine the regional model. Staff members will participate in modeling meetings such as the Iowa DOT Midwest Travel Model Users Group (MTMUG). Estimated hours: 24

5. Regional GIS Users Group

Collaborate with other GIS and data users in the region for ongoing work that provides data for the transportation planning process. Estimated hours: 24

6. Project Review Committee

Maintain a Project Review Committee for the purpose of intergovernmental review and coordination in accordance with Executive Order 12372. Grant comments will be submitted to appropriate state and federal agencies. Estimated hours: 12

140 End Products		Schedule
1.	TTAC Meetings	Monthly
2.	NDOR Statewide MPO Meetings	Quarterly and Annually
3.	Iowa DOT MPO and RPA Meetings	Quarterly
4.	Travel Demand Model Meetings	As Needed
5.	Regional GIS Users Group	As Needed
6.	Project Review Committee	As Needed

140 Budget

	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$20,242	400

Technical and Policy Education (170)

Objective

Provide ongoing technical and policy education for planning and research activities.

Previous work

- Attended local workshops, training, and educational activities
- Participated in statewide COG / Economic Development District (EDD) organizations of Nebraska Regional Officials Council (NROC) and Iowa Association of Regional Councils (IARC)
- Took part in FHWA / FTA webinars related to federal guidance and initiatives
- Attended 2015 / 2016 national conferences held by National Association of Regional Councils (NARC) and National Association of Development Organizations (NADO)

Work Activities

1. Technical and Policy Education Activities

Participate in ongoing education and staff development activities such as workshops, conferences, and webinars devoted to planning and research-related policy and technical information. Event sponsors include local, state, and national organizations such as the Greater Omaha Chamber of Commerce and Economic Development Partnership, American Society of Civil Engineers (ASCE), Locate, NROC, IARC, NARC, NADO, Transportation Research Board (TRB), American Planning Association (APA), and other organizations. Workshops and training activities may also be convened by local, state, and federal governmental agencies such as NDOR, Iowa DOT, and USDOT. Estimated hours: 876

2. Related Association Participation

Participate in local, state, and national associations that provide ongoing education, training, staff and leadership development, and peer-to-peer knowledge exchange. Event sponsors include local, state, and national organizations such as the Greater Omaha Chamber, ASCE, Locate, NROC, IARC, NARC, NADO, TRB, APA and other organizations. Estimated hours: 240

3. Professional Certifications and Memberships

Staff members apply, take required tests, and actively participate in professional organizations such as the APA's American Institute of Certified Planners (AICP) and other relevant certifications and memberships. Estimated hours: 84

170 End Products		Schedule
1.	Technical and Policy Education Activities	Ongoing
2.	Related Association Participation (NROC, IARC, NARC, NADO, etc.)	Ongoing
3.	Professional Certifications and Memberships	Ongoing

170 Budget

	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$60,007	1,200

Public Events and Workshops (180)

Objective

Provide and support public forums and workshops that identify and discuss timely topics or special subjects of regional significance.

Previous Work

- Conducted Coordinated Call Center summit in March 2015
- Organized Heartland 2050 infrastructure meetings in 2015 and 2016
- Held Heartland 2050 summit in winter 2016
- Conducted 2050 LRTP community outreach meetings
- Organized 2050 LRTP stakeholder workshops
- Coordinated public events with other planning related events

Work Activities

1. Public Events and Workshops

Provide technical and clerical staff support to sponsor, cosponsor, or develop public forums and workshops.

Upcoming events include two summits in 2017 for Heartland 2050, as well as panel discussions. Estimated hours: 100

180 End Products		Schedule
1.	Public Events and Workshops	As Needed

180 Budget

	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$4,770	100

MAPA Policy and Administrative Forums (190)

Objective

Maintain and coordinate policy and administrative forums. Work includes, but is not limited to, creating agendas / supporting materials and conducting meetings / communications with committee members.

Previous Work

- Organized monthly Board of Directors meetings
- Participated in monthly Finance Committee meetings
- Conducted four Council of Officials meetings, including annual meeting / dinner

Work Activities

1. Board of Directors Meetings

The Board of Directors meets monthly and serves as MAPA's governing body. The Board approves the TIP amendments, LRTP, annual budget, and work programs. The Board is comprised of elected officials who appoint and oversee the TTAC and other MAPA committees. MAPA staff members support the Board through clerical and technical preparation, conducting meetings, and informing members about MAPA activities. Estimated hours: 650

2. Finance Committee Meetings

The Finance Committee meets each month during the week prior to the Board of Directors' meeting. The Finance Committee reviews MAPA's financial statements, approves payments, and reviews / recommends contracts, large payments and other items for the Board's consideration. MAPA staff members support the Finance Committee through preparation of financial documents, invoices, contracts, and other such items. Estimated hours: 650

3. Council of Officials Meetings

The Council of Officials meets quarterly and serves as MAPA's overall policy body. The Council is charged with adopting major plans, recommending MAPA's annual budget and work programs to the Board of Directors, and providing oversight for MAPA's activities. MAPA staff members support the Council's activities through clerical and technical preparation, meeting costs, and conducting meetings. Estimated hours: 870

190 End Products		Schedule
1.	Board of Directors Meetings	Monthly
2.	Finance Committee Meetings	Monthly
3.	Council of Officials Meetings	Quarterly

190 Budget

	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$108,325	2,170

Short Range Planning (410)

Objective

Develop and refine the short-range transportation planning process. Develop and maintain the TIP. Collect and maintain data (such as land use, population, employment, housing, and traffic) to analyze trends and growth patterns. Utilize and coordinate GIS and aerial photography activities. Assist local jurisdictions in the programming, funding, and delivery of transportation improvements including projects like B-Cycle. Develop and maintain performance measures to track progress toward regional goals.

Previous Work

- Processed TIP amendments
- Refined criteria used in selection of projects for FY 2017 TIP
- Completed FY 2017 TIP
- Administered Project Selection Subcommittee (ProSe-Com) for Surface Transportation Program (STP) and TAP funded projects
- Provided transportation technical assistance to member cities and counties
- Developed GIS data in coordination with regional partners
- Prepared for 2016 NIROC
- Coordinated performance measures guidance
- Prepared for implementation of performance measures
- Completed traffic and crash reports
- Conducted numerous traffic data requests
- Reviewed and implemented FAST Act legislation and guidance
- Reviewed plats from member cities and counties to assess impacts of new developments on transportation system and LRTP implementation

MAPA Work Activities

1. TIP Development and Administration

Maintain and develop the TIP to provide a program of federal-aid transportation projects. The TIP includes at least four fiscally-constrained years of programming and a prioritized project list with a financial plan for project implementation. A progress report on the implementation of projects programmed for the most recent fiscal year will be also be included. The updated TIP is approved each year in June and is ready for implementation when the new federal fiscal year begins on October 1st. In addition, as performance measure final rulings per FACT ACT are issued these will be included in either the FY 18 TIP or the FY 19 TIP development. Estimated Hours: 657

2. Transportation Funding Analysis

Identify funds available to the region from federal and state transportation legislation. Identify and assess innovative financing techniques to fund projects and programs. Provide data and information to officials on the status of transportation funding in the MPO. Analyze the costs / benefits of short-range and long-range needs in conjunction with local / state partners in collaboration with the LRTP. Estimated Hours: 121

3. Local / State Projects and Activities

MAPA staff members provide technical assistance to local and state jurisdictions for their transportation projects as needed. MAPA may serve as the Responsible Charge (RC) for Nebraska projects using federal funds. Attend Nebraska Environmental Assessment (EA) meetings to track the progress of local projects through the NEPA process. Assist jurisdictions with grant writing and administration for transportation activities on projects including the USDOT, Iowa DOT, and other grant opportunities. Attend planning-related

meetings and activities supporting the regional transportation planning process. MAPA will be assisting city with the implementation of the B-cycle, but will not serve as the RC on this project. Estimated Hours: 277

4. Traffic Data Collection and Analysis

Collect, purchase, and monitor local travel data including detailed data regarding traffic counts (such as time of day, occupancy, and vehicle classification), speed, and delay as available from local jurisdictions and other secondary sources. Develop factors to adjust traffic count data for seasonal and daily variation. Obtain data to review parameters for trip generation data, trip length, and vehicle occupancy for the regional travel model. Review and procure traffic counting and monitoring equipment as needed. Review pavement, traffic counts, and other roadway characteristics for NDOR's Highway Performance Monitoring System (HPMS) report. Utilize the External Travel Survey data regarding external traffic patterns and characteristics, as well as the 2009 National Household Travel Survey (NHTS) data for the region. Estimated Hours: 329

5. Growth Monitoring and Data Analysis

Utilize the US Census data and other data to provide assistance to jurisdictions, businesses, individuals, and organizations with projects involving census data. Purchase necessary data and conduct regional or local studies for growth monitoring and analysis. Collaborate with data partners toward the development of a regional data hub. Maintain a land use file based on the monitoring of land use changes through secondary sources. Keep an employment file detailing employers in the region, number of employees, industrial classifications, and locations. Maintain files on construction permits, apartment complexes, subdivisions/SIDs, and housing sales to further define housing locations and characteristics. Monitor other local population characteristics such as auto ownership, vital statistics, and school enrollment. Estimated Hours: 190

6. GIS Activities

Maintain and update an integrated geographic data base system and develop other computerized tools to assist in the analysis and manipulation of data. Create maps, graphs, and analyses as requested for jurisdictions and the general public. Coordinate GIS activities in the region to support the planning process. Work on a portal for traffic count data. Purchase new hardware and accompanying software to support GIS activities as needed. Estimated Hours: 1,315

7. NIROC Aerial Photography

Collaborate with partners to prepare and conduct the 2016 NIROC project to provide digital orthophotos and oblique imagery for communities within the region. Review aerial photography. Administer a contract with a consultant for the development of aerial photography and oblique imagery. Estimated Hours: 80

8. Performance Measures

MAPA will coordinate with state and federal agencies to develop a set of performance measurements for the LRTP and TIP. Conduct studies and analyses of transportation data to develop and assess performance measures. Performance measures will be developed as part of the MTIS and LRTP plans. Purchase data to support the performance measurement analyses and implementation. Estimated Hours: 173

9. Health and Safety Activities

MAPA will evaluate the relationship between transportation and impacts on public health. Participate in Health Impact Assessments (HIA) and related activities led by the Douglas County Health Department. Estimated Hours: 40

17. TAP Subcommittee (TAP-C)

The TAP-C will be convened to review and recommend federal-aid projects eligible for TAP funds based on project selection criteria linking the TIP to regional bicycle / pedestrian goals. Estimated Hours: 93

18. Omaha Active Transportation Activities

MAPA will assist the City of Omaha with active transportation planning activities such as serving as a regional liaison, bicycle / pedestrian data management, project development, and project delivery assistance. Estimated Hours: 87

19. ProSe-Com

The Project Selection Committee (ProSe-Com) will be convened to review and recommend federal-aid projects eligible for STP funds based on project selection criteria linking the TIP to the LRTP's goals. Estimated Hours: 98

Contracts and Subrecipient Work Activities

NIROC Aerial Photography Project (41007)

A consultant will undertake the 2016 NIROC project to acquire aerial photography for local, regional, and state agencies within the region. The project will include digital orthophotos and oblique imagery. The consultant will provide software training to participating jurisdictions. Software licenses are part of the agreement and will continue for three years after delivery of photos.

Douglas County GIS Activities (41010)

Douglas County will manage and maintain transportation-related assets through the Cityworks GIS-based program. These assets include streets, construction projects, curb ramps, bridges, maintenance areas, sidewalks, sewers, snow removal routes, pavement markings, parking meters, signs, traffic signals, street parking, alleys, and unimproved roads. Douglas County will create, maintain, and manage transportation-related GIS data and coordinate with MAPA on the development of a regional traffic count portal. In addition, Douglas County will design, develop, implement, and maintain various GIS web and mobile applications in support of transportation-related activities within the City of Omaha and Douglas County.

Omaha Public Works Traffic Counting (41011)

The City of Omaha Public Works Department will conduct traffic counting based on a three-year cycle following the industry's standard accepted practices. The goal is to systematically collect traffic volume data and turning movements for over 1,130 intersections every three years on average. The counts will be coordinated with MAPA and NDOR to support various tasks including long-range planning, crash analyses, signal timing, project-level analyses, and traffic data monitoring in the region. Funding will support staff time for traffic counting and analyses.

Omaha Planning Activities (41012)

The City of Omaha Planning Department will develop and refine the transportation planning process. Work activities will include, but are not limited to, the Midtown / Downtown BRT and Urban Circulator project, North Downtown pedestrian bridge, facilitation and development of parking management systems, development review for transportation planning, and Complete Streets Omaha. Other activities include coordination with MAPA and regional planning activities, as well as travel to events / conferences for technical and policy training. Funding will support staff time for the aforementioned activities.

Sarpy County Planning and GIS Activities (41013)

The Sarpy County Planning Department will conduct a Sarpy County Comprehensive Plan, development review,

and development regulations update in coordination with MAPA and the regional transportation planning process. Funding will support staff time for the aforementioned activities. Sarpy County will conduct a GIS program including creating, maintaining, and managing ongoing geospatial data. Sarpy County will accurately develop and maintain data sets and tools supporting transportation planning, modeling, analysis, and forecasting. Data sets will include, but not be limited to, streets, bridges, railways, trails, traffic counts, parcels, land use, environmental and physical features, and jurisdictional boundaries. Sarpy County will coordinate with MAPA on the development of a regional traffic count portal. Funding will support staff time for the aforementioned activities.

Pottawattamie County GIS Activities (41015)

Pottawattamie County will conduct a GIS program including creating, maintaining, and managing ongoing geospatial data. Pottawattamie County will accurately develop and maintain data sets and tools supporting transportation planning, modeling, analysis, and forecasting. Data sets will include, but not be limited to, streets, right-of-way, land records (lots, parcels, subdivisions, etc.), section corners, zoning, and annexations. Funding will support staff time for the aforementioned activities.

410 End Products for MAPA Work Activities		Schedule
1.	TIP Development and Administration (FY 2018-2023)	Spring 2017
2.	Transportation Funding Analysis	Ongoing
3.	Local / State Projects and Activities	Ongoing
4.	Traffic Data Collection and Analysis	Ongoing
5.	Growth Monitoring and Data Analysis	Ongoing
6.	GIS Activities	Ongoing
7.	NIROC Aerial Photography	Spring 2016 – Spring 2018
8.	Performance Measures	Fall 2018
9.	Health and Safety Activities	Ongoing
10.	ProSe-Com (FY 2018 TIP)	Fall 2016 - Winter 2017
11.	TAP-C (FY 2018 TIP)	Fall 2016 - Winter 2017
12.	Omaha Active Transportation Activities	Ongoing

410 Budget

MAPA Activities	<u>Total Cost</u> \$172,773	<u>Hours</u> 3,460
<u>Contracts and Subrecipients</u>	<u>Total Cost</u>	<u>Hours</u>
Metro Area Aerial Photography (Local)	\$462,233	9,240
Douglas County GIS Activities (NE-PL)	\$117,260	2,350
Omaha Public Works Traffic Counting (NE-PL)	\$90,090	1,800
Omaha Planning Activities (NE-PL)	\$85,800	1,720
Sarpy Co. Planning & GIS Activities (NE-PL)	\$92,950	1,860
Pottawattamie County GIS Activities (IA-PL)	\$50,050	1,000

Long Range Planning (420)

Objective

Conduct the long-range transportation planning process. Implement and maintain the regional LRTP. Develop medium and long-range growth forecasts / traffic simulations for the region. Create local and corridor-level planning studies. Support the development of Complete Streets and transportation activities recommended by the LRTP.

Previous Work

- Upgraded travel demand model using refined data and modeling processes from MTIS
- Refined travel demand model including transit model, freight, and network updates
- Refined long-range and intermediate allocations of population and employment through land use allocation model in Heartland 2050 project
- Continued Travel Improvement Study for region
- Completed Heartland Connections Regional Bicycle / Pedestrian Plan
- Worked on Metro Bike Safety Education project
- Convened multi-modal subcommittee
- Conducted outreach to freight and private sector representatives
- Assisted with local planning studies, including providing forecasts and data
- Worked on development of 2050 LRTP

MAPA Work Activities

1. LRTP Development and Administration

Develop 2050 LRTP to be adopted by June 2017. Implement, review, and amend the LRTP as necessary. Support regional goals in accordance with the federal transportation planning provisions. As a key element of the LRTP development efforts performance measures will be developed and assessed as part of the scenario planning for the 2050 LRTP. Utilize consultants for various portions of the LRTP including marketing and public involvement activities such as the development of brochures, websites, info-graphics, surveys, and citizen engagement events. Purchase interactive tools for engaging the public. Estimated Hours: 1,200

2. Long-Range Planning Activities and Studies

Provide technical assistance and related transportation system travel, financial, and socioeconomic data to the states and local jurisdictions as requested to assist in conducting long-range corridor, location, subarea, feasibility, and other project level studies. This element includes working on planning activities / studies (such as MTIS, 420-10) and implementation of the Offutt Air Force Base Joint Land Use Study (JLUS), as well as other projects requiring coordination with cities, counties, states, utilities, and other stakeholders. Estimated Hours: 350

3. Travel Demand Modeling

Maintain and refine the regional travel demand model to provide forecasts for studies and planning activities. Update the model based on TMIP model peer review and subsequent guidance. Conduct regional / subregional travel demand model runs. Analyze output to provide data for local / state planning. Special modeling activities may be conducted for key corridors such as Highway 370 and 144th Street. Participate in training activities for travel demand modeling. Purchase data, software, and licenses for travel demand modeling. Estimated Hours: 850

4. Population and Employment Forecasting

Revise forecasts for basic trip generating variables (such as population, households, income, automobile ownership, and employment) to be utilized in the Land Use Activity Allocation Model (LUAAM) and travel demand modeling activities. Forecasts are coordinated with local / state partners including the state data centers. Purchase socioeconomic data for forecasting and modeling activities. Hours: 200

5. LUAAM

Refine the LUAAM to provide population and employment forecasts for the region. The Envision Tomorrow model from Heartland 2050 may be utilized to conduct subregional workshops and plans. Provide training for stakeholders on the use of Envision Tomorrow. Estimated Hours: 150

6. Bicycle / Pedestrian Planning Activities

Participate in bicycle / pedestrian planning activities for the region. Support implementation of the Complete Streets policy included in the LRTP. Assist with implementation of Heartland Connections Regional Bicycle / Pedestrian Plan. Serve as Administrator for the Metro Bicycle Safety Education project. Prepare and conduct sessions on multi-modal planning for the Transportation Summit, and potentially hold additional working group sessions. Estimated Hours: 180

7. Passenger Rail Planning Activities

Participate in passenger rail planning activities for the region. Support implementation of initiatives included in the LRTP. Participate in local / state planning work including the Iowa Passenger Rail Advisory Committee. Estimated Hours: 60

8. Freight and Goods Movement / Private Sector

Convene representatives from freight and goods movement industries as well as local, state and federal officials to ensure that freight is included in the regional planning process. Analyze potential solutions to issues developed through the stakeholder outreach. Support private sector participation in the transportation planning process by working with local Chambers of Commerce, Economic Development Corporations, freight representatives, and private transportation industries to review transportation plans / programs. Utilize the Freight Analysis Framework (FAF) and other publicly available data. Purchase data to conduct planning studies, analyses, and modeling of freight and goods movement in the region. Estimated Hours: 280

9. Heartland 2050

Heartland 2050's regional vision includes goals for transportation and future growth / development. Work activities include semi-annual implementation summits, committee administration, technical development, data analysis, progress monitoring, and outreach to the public / stakeholders. Priority initiatives will be identified in summer 2016. Subregional visioning workshops may be held. Marketing and public involvement activities include the development of brochures, websites, info-graphics, surveys, and citizen engagement events. As in element of the Heartland 2050 planning effort MAPA plans to conduct a call for projects that will use STP funding to fund planning projects that will implement key action steps from the Heartland 2050 plan. Estimated Hours: 4,200

11. Metro Area Travel Improvement Study

MAPA and NDOR will continue work on MTIS, a comprehensive study of the National Highway System and other modes of transportation in the region. In FY 2017, MTIS is anticipated to move into Phase 3 which will assess implementation of the preferred projects scenario in terms of construction phasing along the freeway and interstate system within the region. Estimated Hours: 400

12. Sarpy County Studies

A number of recent planning initiatives have been undertaken in Sarpy County, including municipal and county Comprehensive Plans, the Southern Ridge Sewer Study, and the Platteview Road Corridor Study. MAPA will ensure that future planning in the fast-growing Sarpy County region is coordinated with regional forecasts as part of the regional transportation planning process. MAPA staff will assist with the next phase of the Platteview Road Corridor planning. Estimated Hours: 280

Contracts and Subrecipient Work Activities

Platteview Road Corridor Analysis Phase 2 (42000)

This study will be the next phase of the Platteview Road Corridor Study completed in FY-16. This project will cover further planning along the eastern portion of the corridor, review potential grades and right-of-way, and identify a potential corridor in local planning processes.

Live Well Omaha Metro Bicycle Safety Education (42006)

Live Well Omaha (in partnership with the City of Omaha, MAPA, and other local agencies) will continue to lead a program to provide bicycle safety education for children and adults in the region. The program includes outreach to children, training, certification of trainers, and distribution of educational / safety materials.

Heartland 2050 Community Planning “Mini Grant” Program (42009)

Conduct local / subregional planning projects through the Heartland 2050 project. Activities may include corridor / neighborhood studies, transit-oriented development (TOD) plans, and other transportation-related planning activities that embody the goals and strategies of the Heartland 2050 Vision.

Heartland 2050 Community Planning “Mini Grant” Program (42009)

The Heartland 2050 website will be updated to reflect the current state of the regional visioning project. The website will highlight best practices and include information for the committees and activities.

On-Call Modeling Assistance (42010)

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. 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.

420 End Products for MAPA Work Activities		Schedule
1.	LRTP Development and Administration (2050 LRTP)	Fall - Winter 2017-2018
2.	Long-Range Planning Activities and Studies	Ongoing
3.	Travel Demand Modeling	Ongoing
4.	Population and Employment Forecasting	Ongoing
5.	LUUAM	Ongoing
6.	Bicycle / Pedestrian Planning Activities (Metro Bicycle Safety Education)	2016 - 2017
6.	Bicycle / Pedestrian Planning Activities (Regional Bicycle / Pedestrian Plan)	Ongoing
6.	Bicycle / Pedestrian Planning Activities (Multi-Modal Working Groups at Summits)	Semi-Annually
7.	Passenger Rail Planning Activities	Ongoing
8.	Freight and Goods Movement / Private Sector	Ongoing
9.	Heartland 2050	Ongoing
10.	MTIS	Ongoing
11.	Sarpy County Studies	December 2017
12.	Platteview Road Corridor Study Phase 2	December 2017

420 Budget

	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$364,491	7,290

	<u>Total Cost</u>
Contracts and Subrecipients	
Platteview Road Analysis Study (NE-PL)	\$250,000
Live Well Omaha Bike Education (TE)	\$112,500
Heartland 2050 Planning Mini Grants (STP)	\$350,000
Heartland 2050 Website Update (NE-PL)	\$ 25,000
On-Call Modeling Assistance (NE-PL)	\$ 25,000

Public Participation (430)

Objective

Conduct public involvement activities in accordance with the Public Participation Plan (PPP) to effectively and continuously engage public input for the transportation planning process.

Previous Work

- Updated and adopted PPP amendments
- Prepared 2016 annual PPP
- Conducted Title VI training
- Conducted LRTP community outreach meetings
- Conducted questionnaire for LRTP development
- Conducted outreach and engagement activities with underrepresented population
- Held Citizens Advisory Committee (CAC) meetings

MAPA Work Activities

1. Public Participation Plan (PPP)

The PPP update will begin in FY 2017 and be completed in FY 2018. Until the update, the PPP will be modified as needed. This plan includes a proactive outreach program that provides complete information, timely public notice, full public access to key decisions, opportunities for visioning on the transportation system and land use patterns, and supports an early and continuing involvement of the public in developing the LRTP and TIP. Public outreach activities will be conducted in compliance with state Open Meetings Acts. Title VI and environmental justice activities will be incorporated into the PPP process. An annual report documenting public participation activities conducted during the past year will be created. Estimated Hours: 240

4. Civil Rights / Title VI Plan

The Title VI Plan update will begin in FY 2017 and be completed in FY 2018. Until the update, the Title VI Plan will be modified as needed. Begin implementation of the Title VI Plan across all MAPA programs. Communicate civil rights activities to FHWA / FTA. Review DBE Program and develop annual goals. Participate in regional equity forums to ensure transportation is incorporated into broader planning and equity initiatives. Estimated Hours: 100

5. Citizen's Advisory Committee (CAC)

Convene the CAC to review and provide input for the LRTP, TIP, and other planning efforts. The CAC may provide recommendations to the TTAC regarding transportation goals and priorities in the region. Estimated Hours: 140

6. Public Involvement and Engagement Activities

Conduct public involvement and engagement efforts related to the transportation planning process. These activities will include issuing press releases and public notices, speaking to media, and utilizing website / social media. Host public forums and panel discussions on topics related to and impacted by transportation planning. Conduct presentations and meetings with service clubs, neighborhoods, community leaders, elected officials, and others to foster strong relationships and engage the public in the planning process. Efforts will include outreach and engagement activities with low-income, minority, and other underrepresented segments of the population. Estimated Hours: 480

7. Citizen's Academy for Omaha's Future

Provide technical support and presentations to the Citizen’s Academy for Omaha’s Future, a project led by Live Well Omaha, Mode Shift Omaha, Douglas County Health Department, and MAPA. Participants in the Citizen’s Academy attend a series of workshops regarding planning, transportation, community health, and the development process to expand their understanding of the planning process. Estimated Hours: 60

430 End Products		Schedule
1.	PPP (Maintenance and Revision)	Ongoing
1.	PPP (Annual Activities Report)	Annually
2.	Public Involvement and Engagement Activities	Ongoing
3.	Citizen’s Academy for Omaha’s Future	Semi-Annually
4.	Civil Rights / Title VI Plan	Ongoing
4.	Civil Rights / Title VI Plan (Annual DBE Goals)	2017
5.	CAC	Ongoing

430 Budget

	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$50,850	1,020

Transit and Human Service Transportation (440)

Objective

Conduct and coordinate planning for mass transit and paratransit in the region.

Previous Work

- Worked with key stakeholders on development of Coordinated Call Center
- Coordinated with Metro Transit on development of Request for Proposals (RFP) for implementation of Coordinated Call Center
- Convened CTC
- Participated in central Omaha BRT design
- Completed transit study regarding feasibility of implementing transit in Sarpy County
- Received and recommended projects for Section 5310 funding
- Implemented Section 5310 funding grant process with NDOR and Iowa DOT
- 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 committees, local governments, nonprofit agencies, and other stakeholders in the transit planning process. Continue to 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. Estimated Hours: 200

2. Coordinated Transit Committee (CTC)

Work with the 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 Coordinated Transit Plan (CTP). Coordinate with SWIPCO / Southwest Iowa Transit Agency (SWITA) on development of the Iowa Passenger Transportation Development Plan (PTDP) and amendments. Estimated Hours: 460

3. Sections 5310 and 5307 Funding

Perform administration, planning, procurement and monitoring activities as the FTA Designated Recipient for Section 5310 funding. This includes soliciting applications for the program, reviewing and prioritizing applications, selecting projects to be funded, submitting grant applications, and monitoring projects. If applicable, include Job Access Reverse Commute (JARC) projects under Section 5307 in the planning process, and administer grants as remaining funding allows. Estimated Hours: 1,000

4. Mobility Coordination

Work with transportation service providers, human service agencies, and stakeholders to encourage, coordinate, and implement plans, actions, and programs to enhance the transportation opportunities of the elderly, disabled, and economically disadvantaged. Implement the Coordinated Call Center for coordination of mobility services as part of the FTA Veterans Grant in collaboration with local and state agencies. Estimated Hours: 600

5. Central Omaha Transit Corridor Planning

Continue planning and project support along the Central Omaha transit corridor, including the Bus Rapid Transit projected funded through the US-DOT TIGER program and urban circulator / modern streetcar in downtown and midtown Omaha. Provide technical support, data, and modeling as needed.

Estimated Hours: 80

11. Sarpy County Transit Study

MAPA and Sarpy County are conducting a study of future transit needs throughout the county. The study will identify likely transit options that could improve access, mobility, and linkages. Estimated Hours: 350

Contracts and Subrecipient Work Activities

Section 5310 and Job Access Reverse Commute (JARC) Funding Grants (44003)

MAPA administers Section 5310, JARC, and New Freedom programs for distribution to eligible subrecipients. 5310 funding is a discretionary capital assistance program to assist local governments, private agencies, and nonprofit agencies provide transportation service for the elderly and disabled. MAPA administers The FTA JARC and New Freedom programs are intended to address the unique transportation challenges faced by low-income people seeking to obtain and maintain employment, as well as people with disabilities seeking integration into the work force. JARC projects remain an eligible use of Section 5307 funding under MAP-21.

Mobility Coordination: One Call Center (44004)

Through the FTA VTCLI, MAPA will continue to develop a Coordinated Call Center with Metro Transit and the Veteran’s Administration (VA) with numerous agencies currently providing disjointed paratransit services in the MAPA region for people including veterans and military families. Funding will be utilized to procure hardware, software, dispatch services, and other expenses.

Metro Transit Planning Activities (44006)

Metro Transit will conduct various planning activities to support the regional transit system. Activities will include refining service changes implemented in June 2016 based on the Heartland Connections Regional Transit Vision recommendations, coordinating transit into Heartland 2050, conducting the Central Omaha Alternatives Analysis Phase II, and conducting other regional transportation planning.

Sarpy County Transit Study (44011)

A consulting team is working on a study of future transit needs throughout the county. The study will identify likely transit options that could improve access, mobility, and linkages.

440 End Products for MAPA Work Activities		Schedule
1.	Transit Planning Activities	Ongoing
2.	CTC	Ongoing
3.	Sections 5310 and 5307 Funding	Ongoing
4.	Mobility Coordination	Ongoing
5.	Central Omaha BRT / Urban Circulator	Fall 2018
11.	Sarpy County Transit Study	June 2017

440 Budget

	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$150,470	3,010

<u>Contracts and Subrecipients</u>	<u>Total Cost</u>
------------------------------------	-------------------

5310 – JARC Administration (5310)	\$845,000
Mobility Coordination: One Call Center (VTCLI)	\$400,000
Metro Transit Activities (FTA 5303)	\$140,000
Sarpy County Transit Study (Neb FTA C/O)	\$ 67,500

Air Quality / Environmental (450)

Objective

Improve air quality by taking proactive measures to reduce environmental impacts and improve energy conservation as related to transportation.

Previous Work

- Conducted 2016 Little Steps - Big Impact ozone awareness and reduction campaign with travel demand management strategies and marketing alternatives fuel options
- Planned 2017 Little Steps - Big Impact ozone awareness and reduction campaign
- Coordinated with NDOR and Iowa DOT on development of a regional rideshare / carpool program with travel demand management strategies
- Participated in Clean Cities, electric vehicle, ethanol, and other alternative fuel technology efforts

MAPA Work Activities

1. Rideshare / Travel Demand Management

Coordinate with NDOR, Iowa DOT, and the Lincoln MPO in implementing and marketing a regional rideshare program with employers and citizens. A new travel demand management / rideshare website will be evaluated and potentially developed. Estimated Hours: 220

2. Air Quality Activities

Evaluate and analyze monitored air pollution data for carbon monoxide, ozone, particulates, and lead to meet air quality requirements. Work with federal, state, and local agencies to monitor air quality. Develop and implement the Little Step Big Impact ozone awareness and outreach program. Prepare and conduct sessions on air quality and multi-modal planning at meetings and workshops. Data may be purchased to support air quality planning and modeling activities. MAPA staff will support the Little Steps - Big Impact program. Estimated Hours: 1,460

3. Environment and Energy Activities

MAPA will participate in the Nebraska Community Energy Alliance (NCEA) and work with utilities to coordinate planning of environmental and energy-related efforts with the transportation planning process. Implement the electric vehicle (EV) charging stations project by working with local entities to identify locations for EV stations and potentially administer CMAQ grant to implement stations. Coordinate efforts to deploy infrastructure for increased usage of natural gas (CNG/LNG), electric vehicles, ethanol, and other alternative fuel efforts in Nebraska and Iowa. Activities may include grant preparation and oversight for CMAQ, Nebraska Environmental Trust, and other funding opportunities. Estimated Hours: 840

Contracts and Subrecipient Work Activities

Rideshare / TDM Software (45001)

MAPA will coordinate and implement the regional Metro Rideshare program (metrorideshare.org) including purchasing equipment and developing a website.

Little Steps - Big Impact (45002)

The 2017 Little Steps - Big Impact ozone reduction campaign will focus education efforts on the small actions everyone can take to help reduce ground-level ozone and improve public health. Live Well Omaha will conduct a commuter challenge to increase alternative modes of transportation during the ozone season. Campaign goals

include reducing single-occupancy vehicle trips and increasing usage of bicycle, pedestrian, transit, and carpool modes. Little Steps - Big Impact will also raise awareness of alternative fuels (such as electric vehicles, CNG/LNG, fuel cells, and biofuels) that reduce emissions. Funding will support staff time for the aforementioned activities.

450 End Products for MAPA Work Activities		Schedule
1.	Rideshare / Travel Demand Management (Website Administration)	Ongoing
2.	Air Quality Activities (Little Steps - Big Impact)	2016 - 2017
2.	Air Quality Activities (Alternative Fuel Education)	Ongoing
2.	Air Quality Activities (Summit / Working Groups)	Annually
3.	NCEA / Iowa Efforts (Electric Vehicle Infrastructure Grants)	2016 - 2017

450 Budget

	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$126,031	3,010
 <u>Contracts and Sub-recipients</u>		
Rideshare / Travel Demand Mgmt. (NE-PL)	\$ 13,810	
Little Steps – Big Impact (NE CMAQ)	\$320,400	

Note that the 460 – Iowa Regional Planning Affiliation (RPA-18) planning activities are described separately in the RPA-18 Transportation Planning Work Program (TPWP).

Congestion Management / Safety and Technology (470)

Objective

Monitor traffic congestion levels in the region through the CMP. Promote a safe and efficient transportation system through the development of management, operations, safety, and technological strategies / solutions.

Previous Work

- Coordinated travel time and delay data collection through multiple planning efforts
- Participated in Omaha / CBIS Traffic Incident Management (TIM) Committee
- Administered Metro Area Motorist Assist (MAMA) Program
- Maintained regional intelligent transportation system (ITS) architecture
- Reviewed crash data
- Coordinated with local / state jurisdictions on safety planning

Work Activities

1. Congestion Management Process (CMP)

Implement recommendations to enhance the CMP contained in the Certification Review report. Monitor causes of recurring / nonrecurring congestion and identify congestion relief opportunities. Utilize data collected from MTIS, NDOR, Iowa DOT, and other sources to assess existing congestion conditions in the region. Prepare and conduct sessions on congestion for the Transportation Summit, and potentially hold additional working group sessions. Estimated Hours: 240

2. TIM / MAMA

Provide support to the Omaha / CBIS TIM Committee as they lead efforts to implement projects identified in the region's TIM operations manual. Coordinate and provide administrative support to the MAMA program operated by the Nebraska State Patrol. In this fiscal year, MAPA in coordination with the DOT's may update the regional TIM plan and associated grant activities. Estimated Hours: 240

3. Regional ITS Architecture

Maintain and update the regional ITS architecture. Ensure proposed ITS projects in the TIP are consistent with the regional ITS architecture. Estimated Hours: 60

4. Safety / Security Planning

Incorporate transportation safety / security planning into the planning process and the development of the LRTP, TIP, and PPP. Activities will include monitoring accident / security data, participating in safety / security programs, and cooperatively interacting with local jurisdictions and the public. Conduct studies to analyze crash locations and safety planning in the region. Coordinate with state Strategic Highway Safety Plans (SHSP). Prepare and conduct sessions on safety for the Transportation Summit, and potentially hold additional working group sessions. Estimated Hours: 40

5. Traffic Signals / Technology

Plan, monitor, and evaluate traffic signals and traffic technology-based solutions / strategies for the region. Implement the Omaha Traffic Signal Master Plan and Systems Engineering for Adaptive Traffic Signal Control (ATSC). Conduct local / regional plans and studies to coordinate traffic signals, technology, and infrastructure. Estimated Hours: 40

Contracts and Subrecipient Work Activities

Traffic Incident Management (TIM) Plan Update (47010)

Utilize grant funding (ATCMTD, HMEP, or other source) to update the regional TIM Plan in order to identify TIM measures, emergency plans and detour routes, procure incident management equipment, in coordination with TIM stakeholders in the metro area.

470 End Products		Schedule
1.	CMP	2016 - 2017
1.	CMP (Summit / Working Groups)	Annually
2.	TIM / MAMA / Plan Update	Ongoing / 2017
3.	Regional ITS Architecture	Ongoing
4.	Safety / Security Planning	Ongoing
4.	Safety / Security Planning (Summit / Working Groups)	Annually
5.	Traffic Signals / Technology	Ongoing

470 Budget

MAPA Activities	<u>Total Cost</u> \$31,085	<u>Hours</u> 620
<u>Contracts and Sub-recipients</u>		
TIM Plan Update (ATCMTD / HMEP / Other)	\$80,000	

Publications (810)

Objective

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

Previous Work

- Published MAPA Newsletter every two months
- Published MAPA Annual Report
- Developed Regional Officials Director website

Work Activities

1. Newsletter

Develop, produce, and disseminate at least six issues of the "What's Happening for Community Leaders" newsletter. Electronic newsletters may also be developed. Estimated Hours: 400

2. Annual Report / Community Assistance Report

Develop, produce, and disseminate the MAPA Annual Report. Prepare and disseminate the Community Assistance Report. Estimated Hours: 260

3. Regional Officials Directory

Develop and maintain a website with a map-based listing of the elected and appointed public officials for the region. Estimated Hours: 160

4. Product Development

Develop and distribute information from local / regional data and research. The information will include MAPA reports and summaries related to demographics, employment, land use, housing, traffic, transit, and other programs. These products may be in hard copy or electronic format and will be made available to MAPA members, as well as the public and private sector. Estimated Hours: 220

810 End Products		Schedule
1.	Newsletter	Bi-Monthly
2.	Annual Report / Community Assistance Report	October 2017
3.	Regional Officials Directory (Update)	Spring 2018
4.	Product Development	Ongoing

810 Budget

	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$52,205	1,040

Public Information and Communications (840)

Objective

Provide transportation-related data to public and private sector representatives.

Previous Work

- Provided the public with planning information including traffic counts and forecasts, as well as the TIP, LRTP, and Heartland 2050 documents
- Maintained and updated the MAPA website to provide timely information on MAPA planning and program activities

MAPA Work Activities

1. Transportation Information

Provide transportation data to the private sector and general public as necessary and available in accordance with the PPP. The information will include: current, intermediate, and long-range forecasted traffic volumes; current and forecasted socioeconomic data; and short-range / long-range transportation plan / program information. In coordination with Metro Transit, provide transit data and assistance to public bodies, the private sector, and general public as necessary and available. Estimated Hours: 300

2. Libraries

Collect and maintain acquisitions for MAPA's professional transportation and data libraries. Estimated Hours: 50

3. Websites / Social Media

Maintain the MAPA websites including MAPA, Heartland 2050, Little Steps - Big Impact, and Metro Rideshare. Update the MAPA website with projects, regional data, maps, and committee information. Update MAPA's social media to communicate pertinent information to the public. Integrate the MAPA public outreach efforts with various social media outlets. Estimated Hours: 700

840 End Products for MAPA Work Activities		Schedule
1.	Transportation Information	Ongoing
2.	Libraries	Ongoing
3.	Websites / Social Media	Ongoing

840 Budget

	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$52,535	1,050

Transportation Administration (940)

Objective

Provide for efficient administration of MAPA's transportation programs.

Previous Work

- Maintained and updated UPWP
- Developed FY 2017 UPWP
- Developed contracts and the Memorandum of Agreement (MOA) for programs, projects, and activities
- Reviewed federal Certification Review Action Plan
- Developed and executed PL Agreements with Nebraska and Iowa

Work Activities

1. Program Administration

Provide oversight and administrative support for MAPA transportation and data staff activities. Estimated Hours: 900

2. Contracts

Develop proposals, negotiate contracts for programs, and provide contract activity monitoring / reporting. Estimated Hours: 60

3. UPWP

Develop and maintain the FY 2017 UPWP. A draft UPWP is approved in March by the Council of Officials, Board of Directors, and TTAC, with submittal in April for state and federal review. Final approval by MAPA occurs in May, with submittal in June to state and federal agencies. Estimated Hours: 290

4. Agreements

Maintain and review the Memorandum of Agreement (MOA) outlining state, MPO, and transit responsibilities. Develop and execute the annual PL Agreements with Nebraska and Iowa. Estimated Hours: 20

5. Certification Review Action Plan

Implement the federal Certification Review Action Plan for MAPA's processes and programs. Review progress and revise activities on an ongoing basis. Estimated Hours: 20

940 End Products		Schedule
1.	Program Administration	Ongoing
2.	Contracts	Ongoing
3.	UPWP	Ongoing
4.	Agreements	Ongoing
5.	Certification Review Action Plan	Ongoing

940 Budget

	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$64,410	1,290

Finance and Operations Activities - Indirect (970,980,990)

970: Employee Benefit Administration

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

980: Fiscal Management

Develop the annual budget and cost allocation plan. Track revenues and expenditures. Prepare invoices. Assist with the annual audit and other fiscal activities.

990: General Administration

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

Appendix I: MAPA Draft FY - 2017 UPWP Budget Table

Work Activity	FHWA PL			FTA 5303/5304/5305			RPA-18	Neb STP	Iowa STP	ATCMTD HMEP	FTA Veterans VTCLI	FTA JARC/NF	FTA 5310	Neb CMAQ	Aerial Photography	Total Transportation Funding	Hours
	Neb FY-17	Iowa FY-17	Iowa C/O	Neb FY-17	Neb CO	Iowa FY-17	Iowa SPR & 5311										
MAPA Activities																	
140 Transportation Forums	\$ 12,322	\$ 1,620	\$ 1,000	\$ 5,300	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,242	400
170 Technical and Policy Education	29,275	10,542	7,210	12,980	-	-	-	-	-	-	-	-	-	-	-	60,007	1,200
180 Public Events and Workshops	3,720	150	150	750	-	-	-	-	-	-	-	-	-	-	-	4,770	100
190 MAPA Policy Administrative Forums	68,650	6,850	4,125	28,700	-	-	-	-	-	-	-	-	-	-	-	108,325	2,170
410 Short-Range Planning	105,660	9,960	5,400	37,050	-	14,703	-	-	-	-	-	-	-	-	-	172,773	3,460
420 Long-Range Planning	232,926	21,665	12,700	82,500	-	14,700	-	-	-	-	-	-	-	-	-	364,491	7,290
430 Public Participation	34,250	2,850	1,750	12,000	-	-	-	-	-	-	-	-	-	-	-	50,850	1,020
440 Transit/Human Service Transportation	6,070	550	350	32,800	-	5,200	-	-	-	-	37,500	-	68,000	-	-	150,470	3,010
450 Air Quality Environmental	24,481	2,900	1,750	6,050	-	-	-	-	-	-	-	-	-	90,850	-	126,031	2,520
460 Iowa Regional Planning Affiliation-18	-	-	-	-	-	-	79,035	-	-	-	-	-	-	-	-	79,035	1,580
470 Congestion MGMT/ Safety & Technology	20,095	1,970	1,200	7,820	-	-	-	-	-	-	-	-	-	-	-	31,085	620
810 Publications	33,410	3,245	2,000	13,550	-	-	-	-	-	-	-	-	-	-	-	52,205	1,040
840 Public Information and Communications	33,460	3,600	2,200	13,275	-	-	-	-	-	-	-	-	-	-	-	52,535	1,050
940 Transportation Administration	35,710	5,800	3,400	15,700	-	3,800	-	-	-	-	-	-	-	-	-	64,410	1,290
Subtotal MAPA Activities	\$ 640,029	\$ 71,702	\$ 43,235	\$ 268,475	\$ -	\$ 38,403	\$ 79,035	\$ -	\$ -	\$ -	\$ 37,500	\$ -	\$ 68,000	\$ 90,850	\$ -	\$ 1,337,229	26,740
Contracts and Subrecipients																	
41007 - Metro Area Aerial Photography	\$ 125,413	\$ 11,626	\$ 10,809	\$ 45,000	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 264,385	\$ 462,233	9,240
41010 - Douglas County GIS Activities	117,260	-	-	-	-	-	-	-	-	-	-	-	-	-	-	117,260	2,350
41011 - Omaha Public Works Traffic Counting	90,090	-	-	-	-	-	-	-	-	-	-	-	-	-	-	90,090	1,800
41012 - Omaha Planning Activities	85,800	-	-	-	-	-	-	-	-	-	-	-	-	-	-	85,800	1,720
41013 - Sarpy County Planning & GIS Activities	92,950	-	-	-	-	-	-	-	-	-	-	-	-	-	-	92,950	1,860
41015 - Pottawattamie County GIS Activities	-	50,050	-	-	-	-	-	-	-	-	-	-	-	-	-	50,050	1,000
42000 - Platteview Road Corridor Analysis Phase 2	250,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	250,000	2,080
42006 - Live Well Omaha Bike Education	-	-	-	-	-	-	-	112,500	-	-	-	-	-	-	-	112,500	2,250
42009 -H2050 Mini Grants	-	-	-	-	-	-	-	250,000	100,000	-	-	-	-	-	-	350,000	7,000
42009 -H2050 Website	25,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25,000	250
42010 -On-Call Modeling	25,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25,000	500
44003 - 5310 - JARC Administration	-	-	-	-	-	-	-	-	-	-	-	125,000	720,000	-	-	845,000	16,900
44004 - Mobility Coordination	-	-	-	-	-	-	-	-	-	-	400,000	-	-	-	-	400,000	8,000
44006 - Metro Transit Activities	-	-	-	140,000	-	-	-	-	-	-	-	-	-	-	-	140,000	2,800
44011 - Sarpy County Transit Study	-	-	-	-	67,500	-	-	-	-	-	-	-	-	-	-	67,500	1,350
45001 - Rideshare / Travel Demand Management	13,810	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13,810	280
45002 - Air Quality Activities	-	-	-	-	-	-	-	-	-	-	-	-	-	320,400	-	320,400	6,410
47001 - TIM Plan Update	-	-	-	-	-	-	-	-	-	80,000	-	-	-	-	-	80,000	1,600
Subtotal Contracts and Subrecipients	\$ 825,323	\$ 61,676	\$ 10,809	\$ 185,000	\$ 67,500	\$ 5,000	\$ -	\$ 362,500	\$ 100,000	\$ 80,000	\$ 400,000	\$ 125,000	\$ 720,000	\$ 320,400	\$ 264,385	\$ 3,527,593	67,390
Total	\$ 1,465,352	\$ 133,378	\$ 54,044	\$ 453,475	\$ 67,500	\$ 43,403	\$ 79,035	\$ 362,500	\$ 100,000	\$ 80,000	\$ 437,500	\$ 125,000	\$ 788,000	\$ 411,250	\$ 264,385	\$ 4,864,822	94,130
Total Hours	29,310	2,670	1,080	9,070	1,350	870	1,580	7,250	2,000	1,600	8,750	2,500	15,760	8,230	5,290	97,310	
Funding Sources																	
Federal	\$ 1,038,839	\$ 106,702	\$ 43,235	\$ 362,780	\$ 54,000	\$ 34,722	\$ 63,228	\$ 290,000	\$ 80,000	\$ 64,000	\$ 330,000	\$ 100,000	\$ 618,000	\$ 329,000	\$ -	\$ 3,514,506	
Federal %	71%	80%	80%	80%	80%	80%	80%	80%	80%	80%	75%	80%	78%	80%	0%	72%	
Match Funding																	
In-kind	\$ 116,100	\$ 15,050	\$ -	\$ 42,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 25,000	\$ 170,000	\$ 9,000	\$ -	\$ 477,150	
Aerial Photography	125,413	11,626	10,809	45,000	-	5,000	-	-	-	-	-	-	-	-	-	197,848	
Pott Co Master Plan	-	-	-	-	-	-	12,000	-	-	-	-	-	-	-	-	12,000	
State	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Local Cash	185,000	-	-	3,695	13,500	3,681	3,807	72,500	20,000	16,000	7,500	-	-	73,250	264,385	663,318	
Subtotal Match	\$ 426,513	\$ 26,676	\$ 10,809	\$ 90,695	\$ 13,500	\$ 8,681	\$ 15,807	\$ 72,500	\$ 20,000	\$ 16,000	\$ 107,500	\$ 25,000	\$ 170,000	\$ 82,250	\$ 264,385	\$ 1,350,316	
Match %	29%	20%	20%	20%	20%	20%	20%	20%	20%	20%	25%	20%	22%	20%	100%	28%	

APPENDIX II - MAPA Council of Officials

NEBRASKA

DOUGLAS COUNTY (531,265)

Bennington (1,458)
Boys Town (745)

Omaha (408,958)
Omaha City Council
Ralston (5,943)
Valley (1,875)
Waterloo (848)

CLARE DUDA (representing Board Chairman Mary Ann Borgeson)
GORDON MUELLER, Mayor
JOHN MOLLISON (representing Board Chairman Rev. Steven Boes)
JEAN STOTHERT, Mayor
RICH PAHLS, City Councilmember
RICH ONKEN (representing Mayor Don Groesser)
JOAN SUHR (representing Mayor Carroll Smith)
STAN BENKE, Village Board Chairman

SARPY COUNTY (158,840)

Bellevue (50,137)
Gretna (4,441)
La Vista (15,758)
Papillion (18,894)
Springfield (1,529)

PRESIDENT

TOM RICHARDS (representing Board Chairman Brenda Carlisle)
RITA SANDERS, Mayor
JEFF KOOISTRA (representing Mayor Jim Timmerman)
DOUG KINDIG, Mayor
DAVID BLACK, Mayor
MIKE DILL, Mayor

WASHINGTON COUNTY (20,234)

Arlington (1,243)
Blair (7,990)
Fort Calhoun (908)
Herman (268)
Kennard (361)
Washington (155)

ERNEST ABARIOTES, Supervisor (representing Board Chairman Jeff Quist)
TOM BROWN, Village Board Chairman
JIM REALPH, Mayor
DAVID GENOWAYS (representing Mayor Mitch Robinson)
THOMAS KEGLER, Village Board Chairman
GEORGE PEARSON, Village Board Chairman
LOUIS KOLOGENSKI, Board of Trustees

IOWA

MILLS COUNTY (15,059)

Emerson (438)
Glenwood (5,269)
Hastings (152)
Henderson (185)
Malvern (1,142)
Pacific Junction (471)
Silver City (275)

VICE PRESIDENT

RON KOHN, Board Chairman
ROB ERICKSON, Mayor
KIM CLARK, Mayor
RODNEY COURTIER, Mayor
MICHAEL BAUMFALK, Mayor
MICHAEL BLACKBURN, Mayor
ANDY YOUNG, Mayor
GARY FRANKFORTER, Mayor

POTTAWATTAMIE COUNTY (93,158)

Avoca (1,506)
Carson (812)
Carter Lake (3,785)
Council Bluffs (62,230)
Crescent (617)
Hancock (196)
Macedonia (246)
McClelland (151)
Minden (599)
Neola (842)
Oakland (1,527)
Treyvor (919)
Underwood (917)
Walnut (785)

TOM HANAFAN (representing Board Chairman Scott Belt)
JENNIE MAASSEN, Mayor
ERIC WEUVE, Mayor
GERALD WALTRIP, Mayor
MATTHEW WALSH, Mayor
BRIAN SHEA, Mayor
JEFF GRESS, Mayor
EILEEN ADICKES, Mayor
EMMET DOFNER, Mayor
RICHARD ARMSTRONG, Mayor
SCOTT BROOKS, Mayor
MICHAEL O'BRIEN, Mayor
BRYCE POLAND, Mayor
DENNIS BARDSLEY, Mayor
GENE LARSEN, Mayor

MAPA Council of Officials

SPECIAL PURPOSE GOVERNMENTAL ENTITIES

Bellevue Public Schools
Council Bluffs Airport Authority
Council Bluffs Planning Commission
Fremont School District
Golden Hills Resource Conservation & Development
Iowa Western Community College
Metro Transit
Metropolitan Utilities District
Metropolitan Community College
Millard Public Schools
Millard Suburban Fire District

Omaha Airport Authority
Omaha Housing Authority
Omaha Planning Board
Omaha Public Power District

Papillion-La Vista Public Schools
Papio Missouri River NRD
Pony Creek Drainage District
Ralston Public Schools
Valley Fire District #5

NINA WOLFORD, Board President
DAN SMITH (representing Board President John Dalton)
MARY ANN BRAGG, Board Chairman
MARK SHEPARD, Superintendent
BARRY DEUEL, Board Chairman
RANDY PASH, Board Chairman
AMY HAASE, Board Chairman
SCOTT KEEP (representing Board Chairman Amy Lindsay)
RON HUG (representing Board Chairman Linda McDermitt)
DR. JIM SUTFIN, Superintendent
KEVIN EDWARDS, Fire Chief (representing Board President Jennifer Nienaber)
DAVID ROTH (representing Board Chairman Eric Butler)
JENNIFER TAYLOR, Board Chairman
ANNA NUBEL, Board Chairman
TOM RICHARDS (representing Board Chairman NP (Sandy) Dodge)
ANDREW RIKLI, Superintendent
FRED CONLEY, Board Chairman
MERRILL SARGENT, Board Chairman
LINDA RICHARDS, Board President
BOB CARLSON, Board President

MAPA Board of Directors

City of Bellevue	VICE CHAIRWOMAN	RITA SANDERS, Mayor
City of Council Bluffs		MATT WALSH, Mayor
City of Omaha	CHAIRMAN	JEAN STOTHERT, Mayor
Douglas County		CLARE DUDA
Iowa Small Communities / Counties		RON KOHN
Nebraska Small Communities / Counties		DOUG KINDIG
Pottawattamie County		TOM HANAFAN
Sarpy County		TOM RICHARDS
Secretary / Treasurer		PATRICK BLOOMINGDALE

MAPA Transportation Technical Advisory Committee (TTAC)

TTAC Voting Members

Bellevue Planning	VICE CHAIRMAN	CHRIS SHEWCHUK
Bellevue Public Works		JEFF ROBERTS
Cass County Board of Commissioners		JANET MCCARTNEY
Council Bluffs Planning		DON GROSS
Council Bluffs Public Works		GREG REEDER
Douglas County Engineer's Office		DAN KUTILEK (representing Tom Doyle)
Iowa Department of Transportation, District 4		SCOTT SUHR
La Vista Public Works		JOE SOUCIE
Metro Transit		CURT SIMON
Nebraska Department of Roads, District 2		TIM WEANDER
Nebraska Department of Roads, Lincoln		BRAD ZUMWALT
Omaha Airport Authority, NE		DAVID ROTH
Omaha City Engineer		TODD PFITZER
Omaha Planning		DEREK MILLER
Omaha Public Works Director		ROBERT STUBBE
Papillion Planning	MARK STURSMA	
Papillion Public Works	MARTY LEMING	
Pottawattamie County	JOHN RASMUSSEN	
Ralston	DAN FRESHMAN	
Sarpy County Planning	BRUCE FOUNTAIN	
Sarpy County Public Works	CHAIRMAN DENNIS WILSON	

TTAC Associate Members

Benesch	JIM JUSSEL
Council Bluffs Chamber of Commerce	TERRY BAILEY
Federal Highway Administration – Iowa Division	TRACY TROUTNER
Federal Highway Administration – Nebraska Division	JUSTIN LUTHER
Federal Transit Administration Region VII	MARK BECHTEL (representing Mokhtee Ahmad)
Felsburg Holt & Ullevig, NE	KYLE ANDERSON
Greater Omaha Chamber of Commerce	JAMIE BERGLUND
Greater Omaha Chamber of Commerce	TIM STUART
HDR Engineering, Inc.	MATT SELINGER
HGM	JOHN JORGENSEN
Iteris, Inc.	MICHAEL MALONE
Kirkham Michael	SORIN JUSTER
Lamp, Rynearson & Associates, Inc	MATTHEW KRUSE
Metropolitan Area Planning Agency	GREG YOUELL
Olsson Associates	MIKE PIERNICKY
Parsons Brinckerhoff	KARL FREDRICKSON
The Schemmer Associates, Inc	TODD COCHRAN
The Schemmer Associates, Inc	CHARLES HUDDLESTON

Agenda Item E

Funding Obligation and Project Status

MAPA Surface Transportation Program (STP) (NE)

FAST Act FY2016 Obligation Limit	Obligated Funds Through 04/30/16	Balance
\$13.224	\$1.296	\$11.928

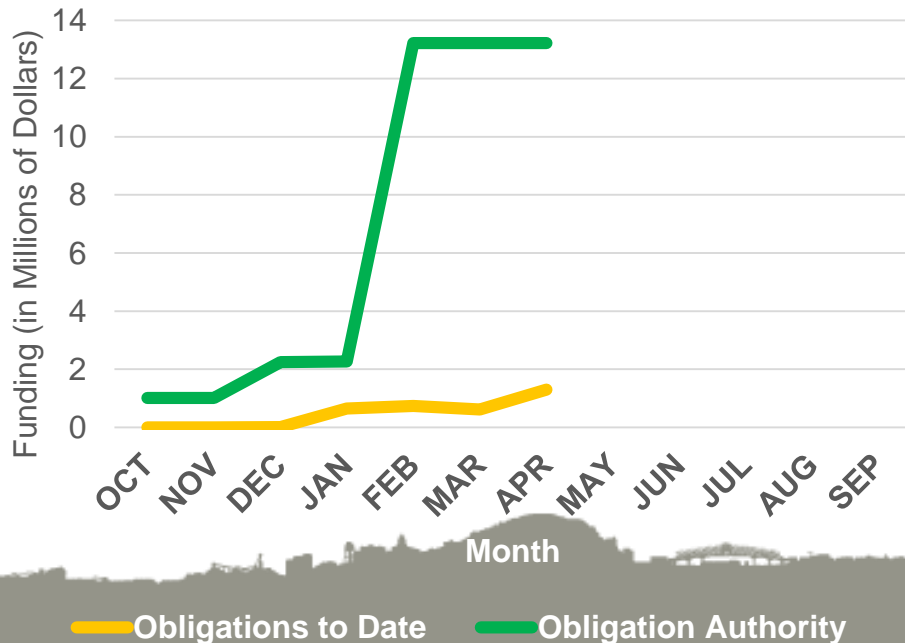
MAPA Transportation Alternatives Program (TAP) (NE)

(In \$Millions)

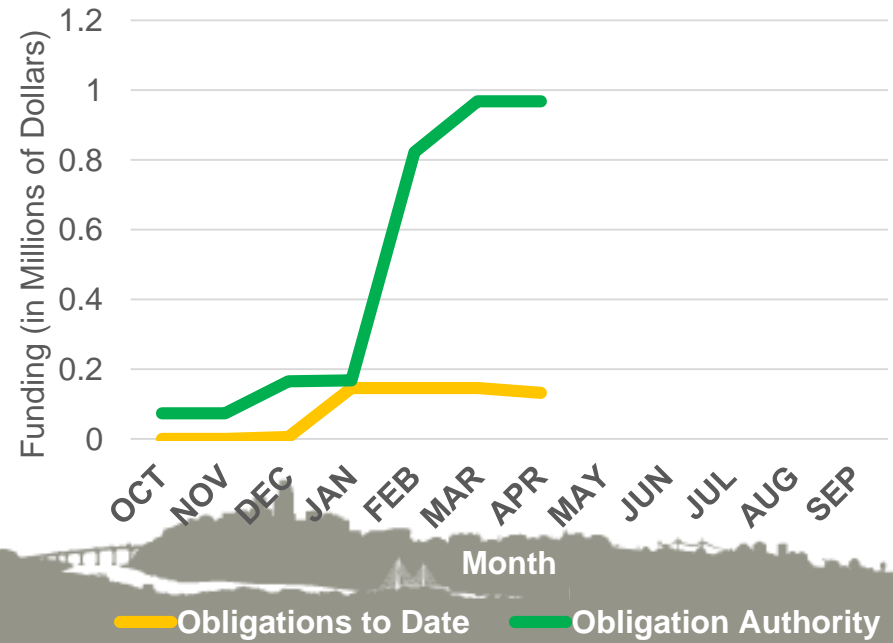
FAST Act FY2016 Obligation Limit	Obligated Funds Through 04/30/16	Balance
\$.968	\$0.133	\$0.000

(In \$Millions)

FY2016 MAPA Regional STP Obligations (NE)



FY2016 MAPA Regional TAP Obligations (NE)



Iowa Funding Status

	Highway Program	Enhancement Program
Q1 Balance Before Obligations	\$7,260	\$566
Obligations		
Q1 Ending Balance	\$7,260	\$566

(In \$Millions)

Fiscal Constraint

FY2016 - FY2019				
	Beginning Balance	Total Spending Authority	Total Projects	Ending Balance
STP-NE	\$ 43,470	\$ 60,112	\$ 101,679	\$ 1,903
STP-IA	\$ 8,706	\$ 7,748	\$ 15,600	\$ 854
TAP-NE	\$ 558	\$ 3,930	\$ 3,799	\$ 689
TAP-IA	\$ 287	\$ 760	\$ 700	\$ 347
5339/5307	\$ 24,520	\$ 37,902	\$ 60,135	\$ 2,287
5310	\$ 867	\$ 2,120	\$ 2,925	\$ 61

MAPA Regional STP Funding - Nebraska

Lead Agency	Project Name	Comments	Control Number	FY2016	FY2017	FY2018	FY2019
Bellevue	36th Street Phase 1-370 – Sheridan		NE-22276-1	PE/ROW	C		
Bellevue	36th Street Phase II		NE-22276-2	PE/ROW			
Bennington	156th Street		NE-22233	PE/ROW	C		ACC
Douglas	180th Street (Phase 1)		NE-22224	PE	ROW		C
Omaha	108th Street		NE-22237	PE/ROW/U	C		
Omaha	114th Street (Pacific Street to Burke Street)		NE-22236	ROW		C	
Omaha	120th Street (Stonegate Drive to Roanoke Circle)		NE-22277	PE/ROW/U	ROW / U	C	
Omaha	156th Street (Phase 2)		NE-22376	ROW	C		
Omaha	168th Street (Q Street to West Center Road)		NE-22209	PE	ROW	C	
Omaha	168th Street (West Center Rd to Poppleton St.)		NE-22210	PE	ROW	C	
Omaha	42nd St Bridge C to D street	ACC in 16					ROW/A C
Omaha	Q Street Bridge	OA in FY 16	NE-22325	ROW	C		
Omaha	Omaha Signal Network – Infrastructure A-E	OA in FY 17	NE-22608 A-E	C	C	C	C
Omaha	Omaha Signal Infrastructure Phase 0	OA in FY 16	NE-22608	C			
Omaha	Omaha ATMS Central System Software	OA in FY 16	NE-22591	C			
Omaha	Omaha Signal Network - System Management	OA in FY 16	NE-22587	PE	PE		
Omaha	2014 Omaha Resurfacing Package		NE-22605	ACC			
Omaha	Resurfacing Project			AC	AC	AC	AC/ACC
Sarpy	132nd and Giles		NE-22283	ROW/C/U			
Sarpy	66th and Giles				PE	ROW	
MAPA/NDO R	Metro Area Travel Improvement Study		NE-22547	PLAN			

PE-NEPA-FD (PE)
 Right-of-Way (ROW)
 Construction/CE (C)
 Transit Capital (PUR)

MAPA Regional STP Funding - Iowa

Lead Agency	Project Name	Control Number	FY2016	FY2017	FY2018	FY2019
Council Bluffs	East Beltway Segments A-D	IA-13414				
	Eastern Hills Drive – Segment D				C	
	Greenview Road – East Segment			PE/ROW		C
	Greenview Road – West Segment				PE	
	Stevens Road – West Segment					PE
Council Bluffs	Interstate Utility Relocation	IA-15903				
	Interstate Utility Relocation		C	C	C	C
Council Bluffs	South Expressway Reconstruction Phase 1				C	
Council Bluffs	N 16 Street		C			

MAPA Regional TAP Funding - Nebraska

Lead Agency	Project Name	Control Number	FY2016	FY2017	FY2018	FY2019
Metro	BRT	MET-11242014-001	C			
LaVista	Applewood Creek	LV-033115-001				PE
Omaha	North Downtown Ped Bridge	NE-22571	PE	C	C	

MAPA Regional TAP Funding - Iowa

Lead Agency	Project Name	Control Number	FY2016	FY2017	FY2018	FY2019
Council Bluffs	Iowa Riverfront Trail III	IA-1581	C			
Council Bluffs	River Road Trail	IA-21087		C		
Pottawattamie	Multi-Use Trail – Phase I	IA-29802			C	



Agenda Item F
2050 Long-Range Transportation Plan
(LRTP) / Heartland 2050 Vision Plan -
MTIS Alternative Packages



Stakeholder Committee: Strategy Packages

Background

The previous phase (Phase 1) of the Metropolitan Area Travel Improvement Study (MTIS) identified the range of mobility, connectivity, and safety issues and deficiencies that the Omaha-Council Bluffs metropolitan area is expected to experience between today and 2040. Phase 1 also investigated a range of potential transportation strategies to address the identified issues. We are in the process of developing different multi-modal and multi-system strategies together into “strategy packages” in this phase of MTIS to address the region’s current and long-term transportation system needs. These individual strategies include:

Arterial Operations Strategies, including:

- Segment Capacity Improvements
- Segment Management; including access control, lane control
- Node Capacity Improvements; including intersection improvements (traditional/innovative), grade separations
- Intelligent Transportation Systems; including signal improvements, cameras, dynamic message signs

Freeway Operations Strategies, including:

- Freeway Capacity Improvements; including general purpose lanes, auxiliary lanes, C-D roads, interchange improvements reconfiguration, new interchanges
- Freeway Management Strategies; including ramp metering, dynamic lane use control, HOV lanes, HOT lanes, hard shoulder running, variable speed limits, traffic incident management.

Transit Strategies, including:

- Bus Rapid Transit
- Light Rail Transit
- Expanded Park & Ride
- Vanpool / Carpool Rideshare
- Modern Streetcar
- Enhancing existing routes and services

Travel Demand Management Strategies: public / private programs aimed at reducing peak demand for commute driving, such as coordinating ridesharing, flexible work schedules, telecommuting, commuter incentives and parking management.

System Gap Strategies: Providing more direct street system connections where discontinuities exist.

Safety Strategies: Specific countermeasures to address the unique safety issues encountered in corridors.

System Preservation / Asset Management Life - Cycle Strategies: Varying investment levels to maintain the current transportation system. System preservation strategies are being studied in MTIS and will ultimately be part of the final system plan. The strategy packages shown on the next page do not include system preservation levels as those are not part of the mobility, safety, and accessibility improvements being considered in this task.



The attached table provides a draft set of potential strategy packages for consideration. The strategy packages are a starting point for testing and refining the strategies that will ultimately be part of the selected system plan for the Omaha-Council Bluffs region. In the table, each package is organized around a theme that emphasizes a different level of investment in the various strategies described above.

Next Steps

Once we finalize the first set of strategy packages shown in the attached table, we will test them against performance measures, and comparing the results amongst the packages to determine which elements of each package warrant additional consideration. The performance measures are metrics which reflect how well our strategies promote the five MTIS goal areas:

- System Preservation
- Congestion Reduction
- Mobility and Accessibility
- Stewardship and Environment
- Safety

Based on the results of the testing of this first set of strategy packages, we will refine the packages and start applying costs and funding to ultimately arrive at different system plans / packages based on different future funding scenarios. Our goal at the Stakeholder Committee meeting on February 23 is to get your input on these strategy packages prior to testing their performance.

Table. Preliminary Set of Strategy Packages for Consideration

DRAFT

Strategy Package	Strategy Theme	Strategy Overview	System Investment Levels by Strategy						
			Arterial Operations	Freeway Operations	Transit	Demand Management	System Gaps	Safety	Bicycle and Pedestrian Improvements
1	High Levels of Balanced Investment	High level of investments on freeway and arterial system addressing all operational needs, significant transit investment and TDM implementation. Highest-benefit gaps improved.	Full Operations Needs	Full Operations Needs	Moderate Transit Vision Scenario	Full TDM	Targeted (Partial) Gap Improvements	Medium	Build Bike and Pedestrian Vision Plan
2	Freeway-Focused Improvements	Focuses improvements on freeway system, highest priority arterial system improvements only, limited transit system expansion. No gap investments.	Targeted Operational Needs + ITS Improvements	Full Operations Needs + System Management	Low Transit Vision Scenario	Full TDM	Improve Freeway System Gaps	High	Build Bike and Pedestrian Vision Plan
3	Arterial-Focused Improvements	Focuses improvements on arterial system, enhance existing transit routes, bottleneck only on freeway system	High Priority Corridor Vision + Full Operations Needs	Targeted Operations Needs	Increase Frequency on Existing Routes	Full TDM	Improve Arterial System Gaps	Medium	Build Bike and Pedestrian Vision Plan
4	System Management and Transit Focus	Targeted arterial and freeway investments only, highest-level of transit investment, system management, and TDM implementation.	Targeted Operational Needs + ITS Improvements	Targeted Operations Needs + System Management	High Transit Vision Scenario	Full TDM	No Gap Projects	High	Build Bike and Pedestrian Vision Plan
5	Business As Usual Scenario	Relatively low investment levels in arterial and freeway systems; no additional non-roadway investments.	Targeted Operational Needs	Targeted Operations Needs	No Transit Improvements	No TDM	No Gap Projects	Low	Incremental Bike and Pedestrian Improvements
6	Geographic Distribution Scenario	Provide different strategies in "Central City" and "Suburban" environs. Central City for Omaha is approximately within 680 / 80 loop, and older parts of Bellevue and Council Bluffs. Suburban are urbanized portions not considered "Central City". Recognizes the different streetscape and development patterns typically present in the older and newer portions of the urban area.	<u>Central City:</u> Targeted Operations + ITS. <u>Suburban:</u> Full Operations Needs	<u>Central City:</u> Targeted Operations Needs + System Management. <u>Suburban:</u> Full Operations Needs + System Management.	<u>Central City:</u> High Transit Vision Scenario <u>Suburban:</u> No Transit Improvements	<u>Regionwide:</u> Full TDM	<u>Suburban:</u> Improve All System Gaps	<u>Regionwide:</u> Medium	<u>Central City:</u> Build Bike and Pedestrian Vision Plan <u>Suburban:</u> Incremental Bike and Pedestrian Improvements

Definitions:

Full Operations Needs: All corridors with operations needs have widening / junction improvements implemented to meet LOS D or better.

Targeted Operations Needs: Highest need operational issues addressed; lower priority operational needs not addressed. Includes arterial ITS improvements.

High Priority Corridor Vision: MAPA emphasis on 6-lane corridors for priority corridors even where 2040 E+C 6-lane needs aren't identified (180th St, 144th St, 72nd St, Center, Maple)

Regional Transit Vision Scenarios: Various levels of investment identified in the Heartland Regional Transit Vision study at: <http://heartland2050.org/heartland-connection/report/>

Gap Strategies: New arterial and freeway connections to potentially address identified regional roadway continuity gaps.

High Safety Scenario: Assumes all identified safety issues are addressed.

Medium Safety Scenario: Assumes the majority of safety strategies are implemented, and only the lowest safety-performing strategies are not implemented.

Low Safety: Assumes only the highest safety-performing strategies are implemented.

Table. Preliminary Set of Strategy Packages for Consideration

DRAFT - With Stakeholder Committee Comments



Strategy Package	Strategy Theme	Strategy Overview	System Investment Levels by Strategy						
			Arterial Operations	Freeway Operations	Transit	Demand Management	System Gaps	Safety	Bicycle and Pedestrian Improvements
1	High Levels of Balanced Investment	High level of investments on freeway and arterial system addressing all operational needs, significant transit investment and TDM implementation. Highest-benefit gaps and parallel routes improved.	Full Operations Needs + ITS Improvements	Full Operations Needs + System Management	Moderate Transit Vision Scenario	Full TDM	Targeted (Partial) Gap Improvements	Needs Plus	Build Bike and Pedestrian Plan
2	Freeway-Focused Improvements	Focuses improvements on freeway system, highest priority arterial system improvements only, limited transit system expansion. No arterial gap investments.	Targeted Operational Needs + ITS Improvements	Full Operations Needs + System Management	Low Transit Vision Scenario	No TDM	Improve Freeway System Gaps	Needs	Build Bike and Pedestrian Plan
3	Arterial-Focused Improvements	Focuses improvements on arterial system, enhance existing transit routes, bottleneck only on freeway system. Highest-benefit parallel routes improved.	High Priority Corridor Vision + Full Operations Needs + ITS Improvements	Targeted Operations Needs	Increase Frequency on Existing Routes	No TDM	Improve Arterial System Gaps	Needs	Build Bike and Pedestrian Plan
4	System Management and Transit Focus	Targeted arterial and freeway investments only, highest-level of transit investment, system management, and TDM implementation.	Targeted Operational Needs + ITS Improvements	Targeted Operations Needs + System Management	High Transit Vision Scenario	Full TDM	Targeted (Partial) Gap Improvements	Needs Plus	Build Bike and Pedestrian Plan
5	Limited Levels of Investment	Relatively low investment levels in arterial and freeway systems; no additional non-roadway investments.	Targeted Operational Needs	Targeted Operations Needs	No Transit Improvements	No TDM	No Gap Projects	Needs	Highest priority Bike and Pedestrian Plan projects only
6	Geographic Distribution Scenario	Provide different strategies in "Central City" and "Suburban" environs. Central City for Omaha is approximately within 680 / 80 loop, and older parts of Bellevue and Council Bluffs. Suburban are urbanized portions not considered "Central City". Recognizes the different streetscape and development patterns typically present in the older and newer portions of the urban area.	<u>Central City</u> : Targeted Operations + ITS. <u>Suburban</u> : Full Operations Needs	<u>Central City</u> : Targeted Operations Needs + System Management. <u>Suburban</u> : Full Operations Needs + System Management.	<u>Central City</u> : High Transit Vision Scenario <u>Suburban</u> : Targeted Transit Improvements	<u>Regionwide</u> : Partial TDM	<u>Suburban</u> : Improve All System Gaps	<u>Central City</u> : Needs Plus <u>Non-Motorized Suburban</u> : Needs	<u>Central City</u> : Build Bike and Pedestrian Plan <u>Suburban</u> : Highest priority Bike and Pedestrian Plan projects only

Definitions:

Full Operations Needs: All corridors with operations needs have widening / junction improvements (including innovative intersections & interchanges) implemented to meet LOS D or better.

Targeted Operations Needs: Highest need operational issues (bottlenecks) addressed; lower priority operational needs not addressed. Includes arterial ITS improvements.

High Priority Corridor Vision: MAPA emphasis on 6-lane corridors for priority corridors even where 2040 E+C 6-lane needs aren't identified (180th St, 144th St, 72nd St, Center, Maple)

Regional Transit Vision Scenarios: Various levels of investment identified in the Heartland Regional Transit Vision study at: <http://heartland2050.org/heartland-connection/report/>

Gap Strategies: New arterial and freeway connections to potentially address identified regional roadway continuity gaps.

High Safety Scenario: Assumes all identified safety issues are addressed.

Medium Safety Scenario: Assumes the majority of safety strategies are implemented, and only the lowest safety-performing strategies are not implemented.

Low Safety: Assumes only the highest safety-performing strategies are implemented.

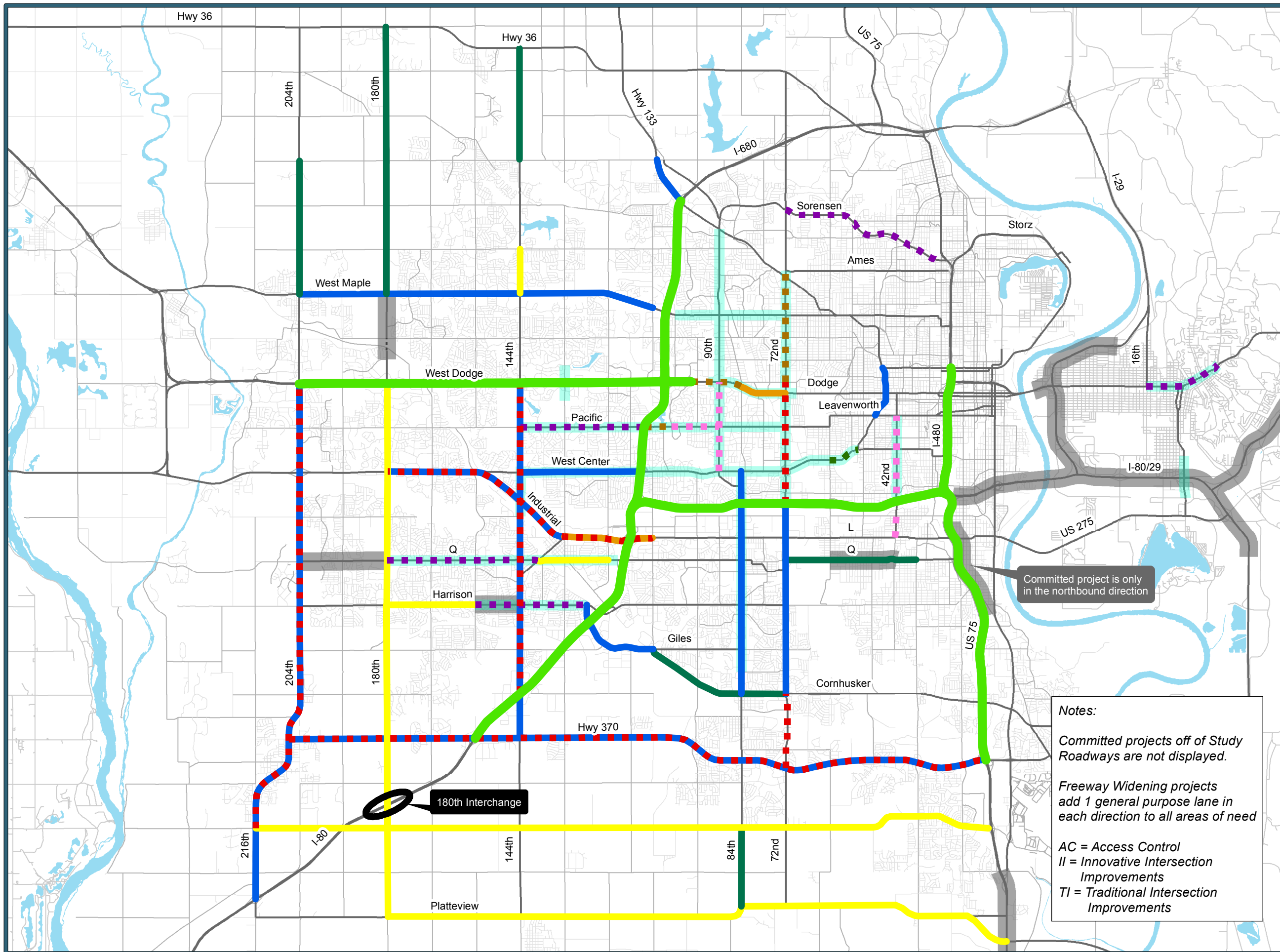
Regional Bike and Pedestrian Plan: Recommended plan included short-term, mid-term, and long-term improvement. http://heartland2050.org/wp-content/uploads/2015/07/MAPA_Regional_Bike_Ped_Plan_WEB.pdf

Potential Corridor (Arterial & Expressway) Strategies

DRAFT



GIS ID	Road	From	To	Current Cross Section Lanes / Div, Un, or Center TWLTL	Segment Capacity		Segment Management		Node Capacity			ITS	Transit	TDM	Gaps
					Widen (# of Lanes)	Freeway (# of Lanes)	Access Control	Reversible Lane	Traditional Intersection Improvements	Innovative Intersection	Grade Separation	Signal Improvements / Cameras / DMS	Rapid (R) or Local (L)	Corridors that Benefit	Potential New Corridor
1	Platteview	144th	US 75	2/U	4				●						
2	Hwy 370	US 6	US 75	4/D	6	4					●	R	●		
3	Portal (Cornhusker)	Giles	72nd	3/C_2/U	3-4						●				
4	Cornhusker	72nd	US 75	4/D	6						●		●		
5	Giles	Harrison	108	4/D	6						●		●		
6	Harrison	204th	180th	3/C	4								●		
7	Harrison	180th	156th	3/C_2/U	4						●		●		
8	Harrison	156th	Giles	4/D							●		●		
9	Q	204th	180th	3/C_2/U	In CIP								●		
10	Q	180th	Millard	4/D_5/C	6						●		●		
11	Q	Millard	120	4/U_4/D					●		●	R	●		
12	Q	72nd	42nd	2/U	3				●			R	●		
13	Industrial	144th	132nd	4/D	6	6				●	●		●		
14	L	132nd	108th	6/D	8	6				●	●		●		
15	Center	180th	Industrial	4/D	6						●	R	●		
16	Center	144th	I-680	4/D	6						●	R	●		
17	Center	I-680	78th	4/D	6						●	R	●		
18	Pacific	144th	I-680	4/D_5/C					●		●		●		
19	Pacific	I-680	Regency	4/D	6		●		●		●		●		
20	Pacific	Regency	90th	4/U	4		●				●		●		
21	Dodge	Westroads	84th	8/D_6/D	10			●	●	●	●	R	●		
22	Dodge	84th	72nd	6/D	8			●	●	●	●	R	●		
23	Maple	204th	156th	4/D	6						●	R	●		
24	Maple	156th	108th	4/D_6/D	6						●	R	●		
25	Maple	I-680	90th	4/D	6						●	R	●		
26	Blair High	State	I-680	4/D	6						●		●		
27	Sorensen	72nd	30th	4/D					●		●	L			
28	Center	60th	Saddle Creek	5/C	6		●		●		●	R	●		
29	Broadway	16th	N Broadway	4/D					●		●	R			
30	NE 31 / 216th	Capehart	I-80	4/D	6		●		●		●				
31	NE 31 / US 6	Hwy 370	Capehart	4/D_5/C	6		●		●	●	●				



Strategy Package #1

Legend

Freeway Widening

Arterial Widening
 3
 4
 6
 8

Arterial Other Strategies
 Access Control
 Innovative Intersections
 II & AC
 Traditional Intersections
 TI & AC

ITS Corridors

Committed Widening Projects

Notes:
 Committed projects off of Study Roadways are not displayed.
 Freeway Widening projects add 1 general purpose lane in each direction to all areas of need
 AC = Access Control
 II = Innovative Intersection Improvements
 TI = Traditional Intersection Improvements

Metro Area Travel Improvement Study

Strategy Package #1


Legend

Transit Projects

-  Busway BRT
-  BRT
-  Express

-  Park & Ride

Existing Transit System

-  Park & Ride
-  Park & Ride

Committed BRT Project

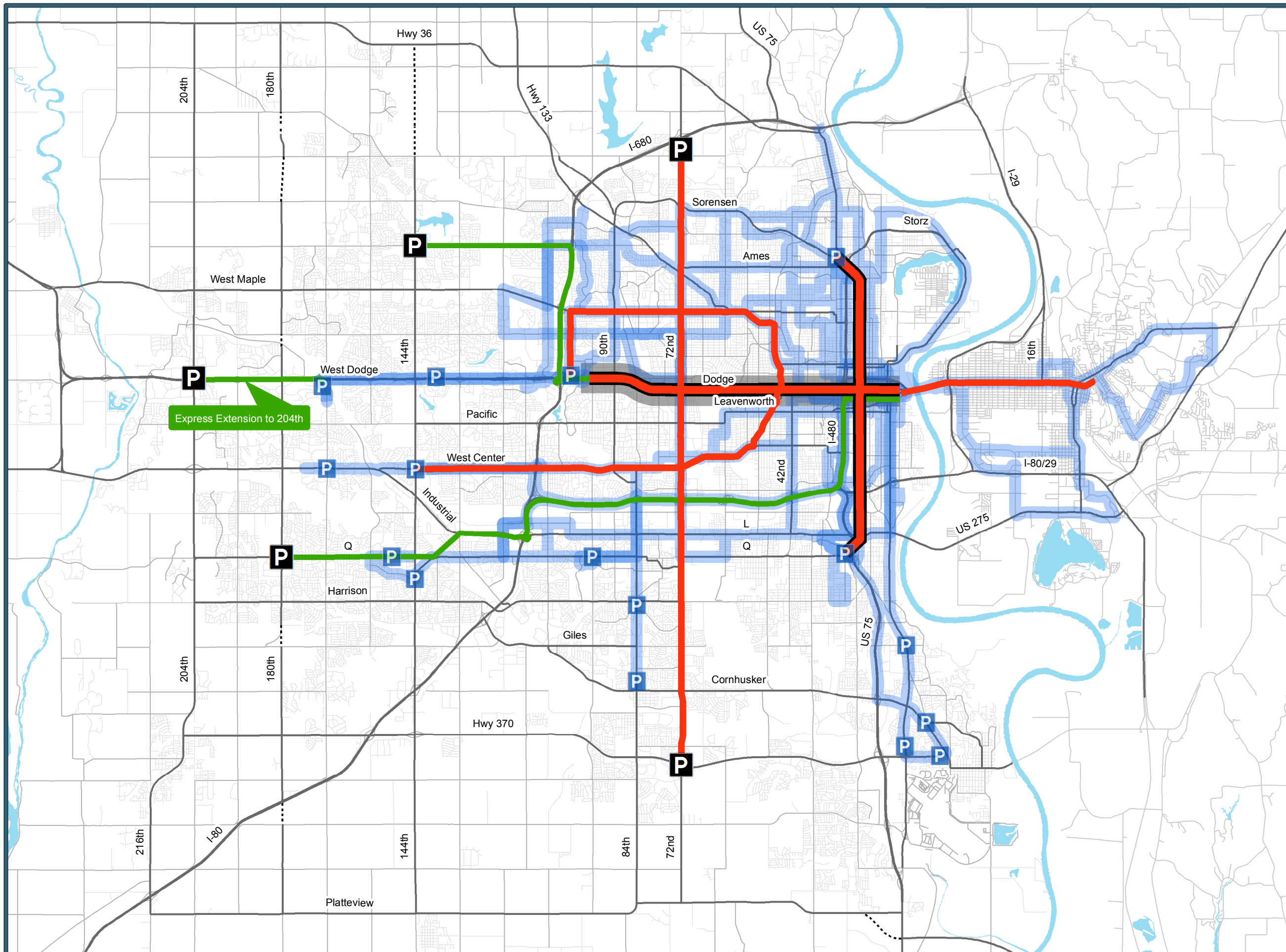
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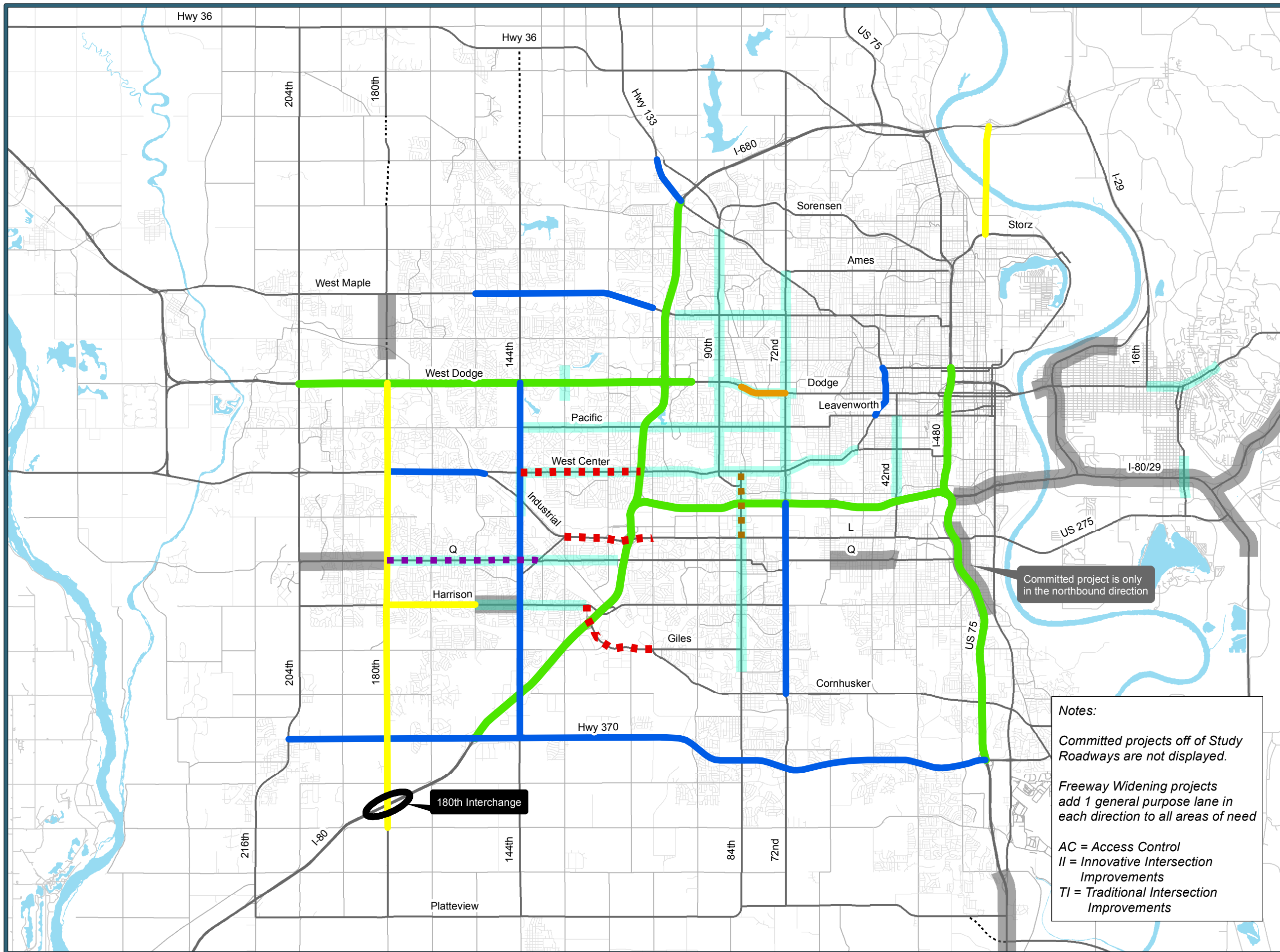
Notes:

Committed projects off of Study Roadways are not displayed.

Additional transit improvements include increased headways on key central city routes.

BRT = Bus Rapid Transit





Strategy Package #2

- ## Legend
- Freeway Widening**
 - Green line
 - Arterial Widening**
 - Yellow line: 4
 - Blue line: 6
 - Orange line: 8
 - Arterial Other Strategies**
 - Red dashed line: Innovative Intersections
 - Brown dashed line: II & AC
 - Purple dashed line: Traditional Intersections
 - ITS Corridors**
 - Cyan shaded area
 - Committed Widening Projects**
 - Grey shaded area

Notes:

Committed projects off of Study Roadways are not displayed.

Freeway Widening projects add 1 general purpose lane in each direction to all areas of need

AC = Access Control
 II = Innovative Intersection Improvements
 TI = Traditional Intersection Improvements

Committed project is only in the northbound direction



Strategy Package #2

Legend

Transit Projects

- Express
- P** Park & Ride

Existing Transit System

-
- P** Park & Ride

Committed BRT Project

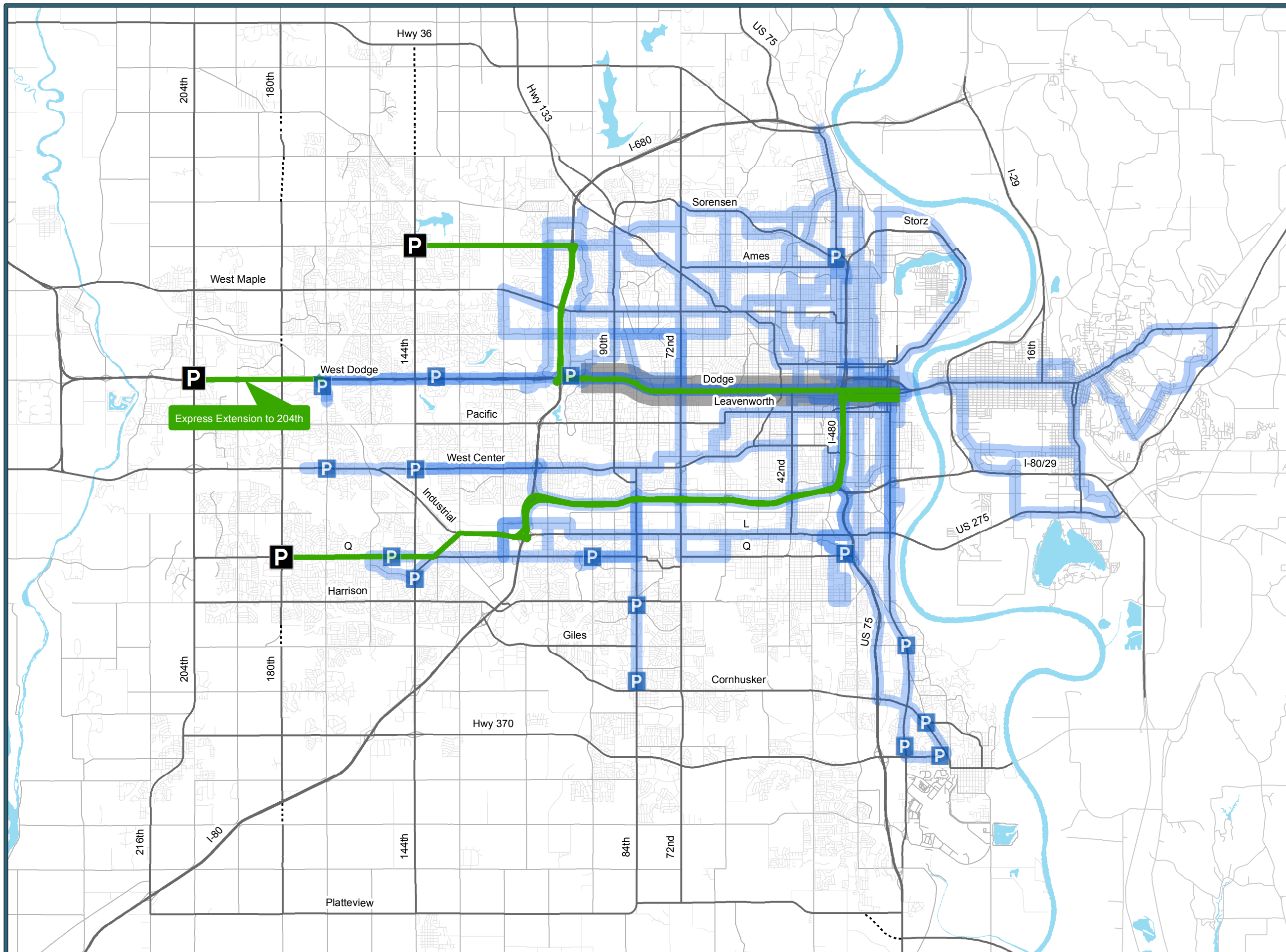
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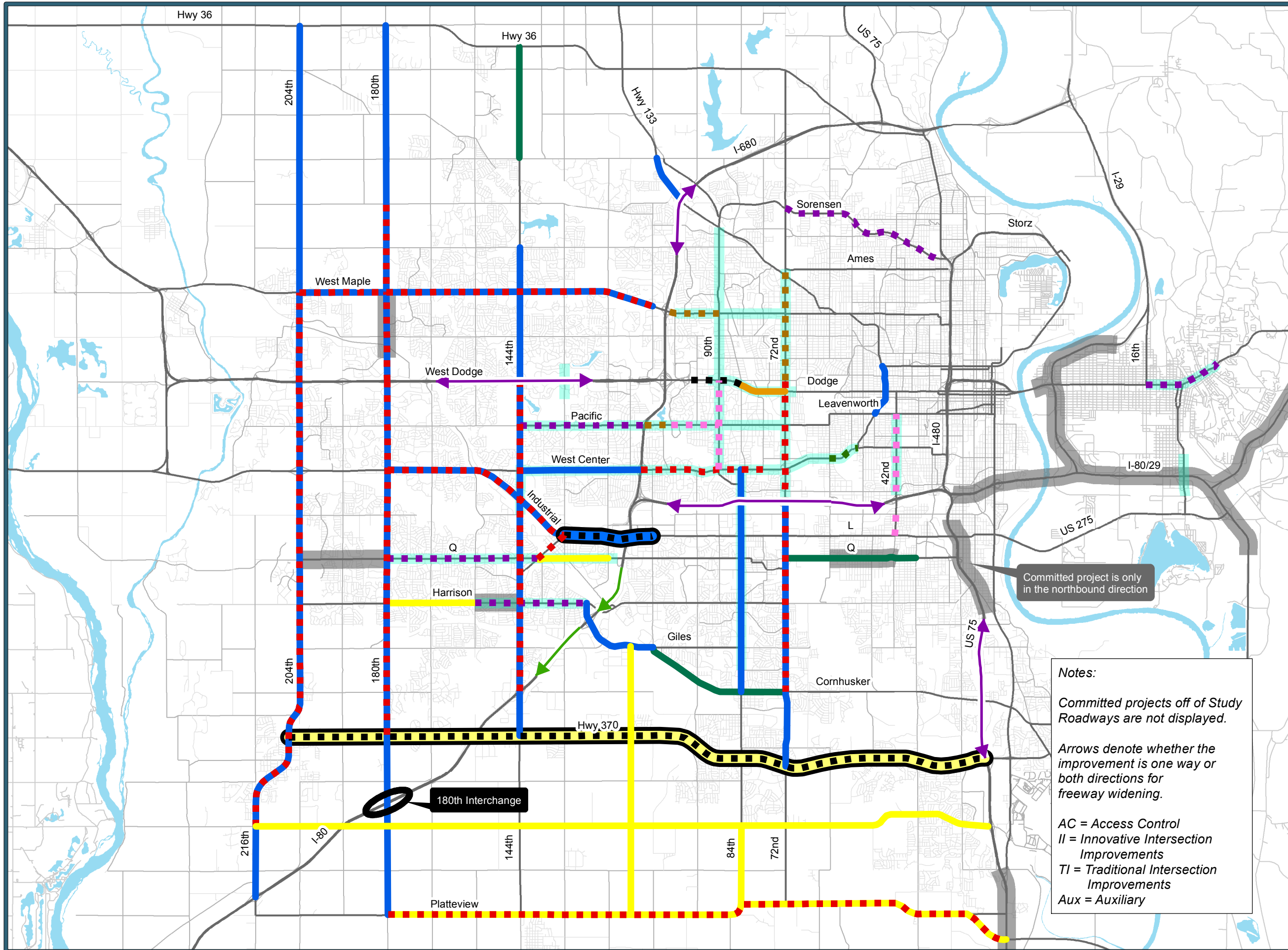
Notes:

Committed projects off of Study Roadways are not displayed.

Additional transit improvements include increased headways on key central city routes.

BRT = Bus Rapid Transit





Strategy Package #3

Legend

Freeway Widening

- ← Aux Lane Add (One-Way)
- ↔ General Purpose Lane Add

Arterial Widening

- 3
- 4
- 6
- 8

ITS Corridors

- Fwy 4
- Fwy 6

Arterial Other Strategies

- Access Control
- Grade Separations
- Innovative Intersections
- II & AC
- Traditional Intersections
- TI & AC

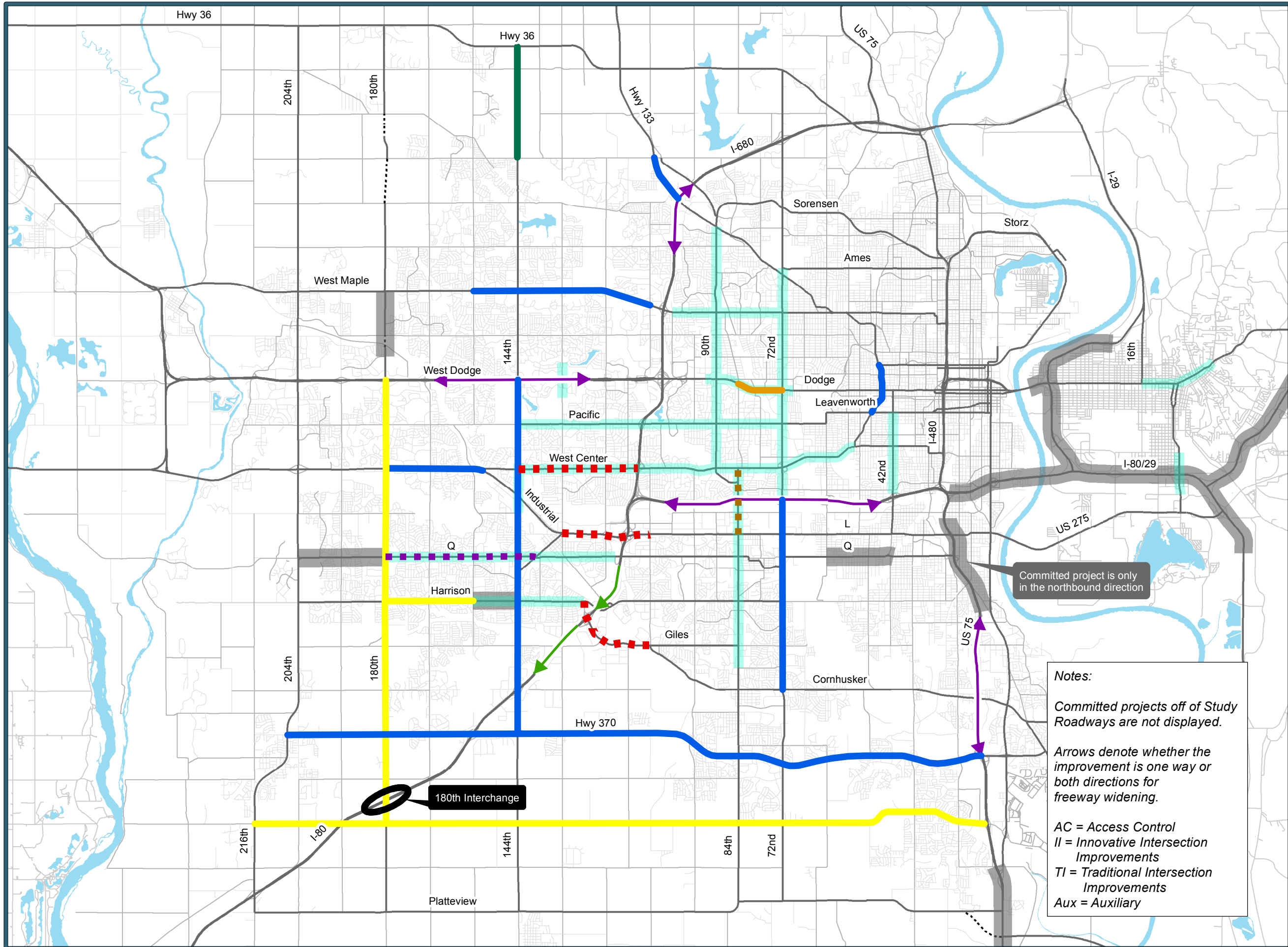
Committed Widening Projects

Notes:

- Committed projects off of Study Roadways are not displayed.
- Arrows denote whether the improvement is one way or both directions for freeway widening.
- AC = Access Control
- II = Innovative Intersection Improvements
- TI = Traditional Intersection Improvements
- Aux = Auxiliary

Committed project is only in the northbound direction

Metro Area Travel Improvement Study



Strategy Package #4

Legend

- Freeway Widening**
 - ← Aux Lane Add (One-Way)
 - ↔ General Purpose Lane Add
- Arterial Widening**
 - 4 (Yellow line)
 - 6 (Blue line)
 - 8 (Orange line)
 - 3 (Green line)
- Arterial Other Strategies**
 - Innovative Intersections (Red dashed line)
 - II & AC (Brown dashed line)
 - Traditional Intersections (Purple dashed line)
- ITS Corridors**
 - Light Green shaded area
- Committed Widening Projects**
 - Grey shaded area

Committed project is only in the northbound direction







Notes:
 Committed projects off of Study Roadways are not displayed.
 Arrows denote whether the improvement is one way or both directions for freeway widening.
 AC = Access Control
 II = Innovative Intersection Improvements
 TI = Traditional Intersection Improvements
 Aux = Auxiliary



Strategy Package #4


Legend

Transit Projects

-  Busway BRT
-  BRT
-  Transitway
-  Bus on Shoulder
-  Express
-  Local

 Park & Ride

Existing Transit System

 Park & Ride

Committed BRT Project

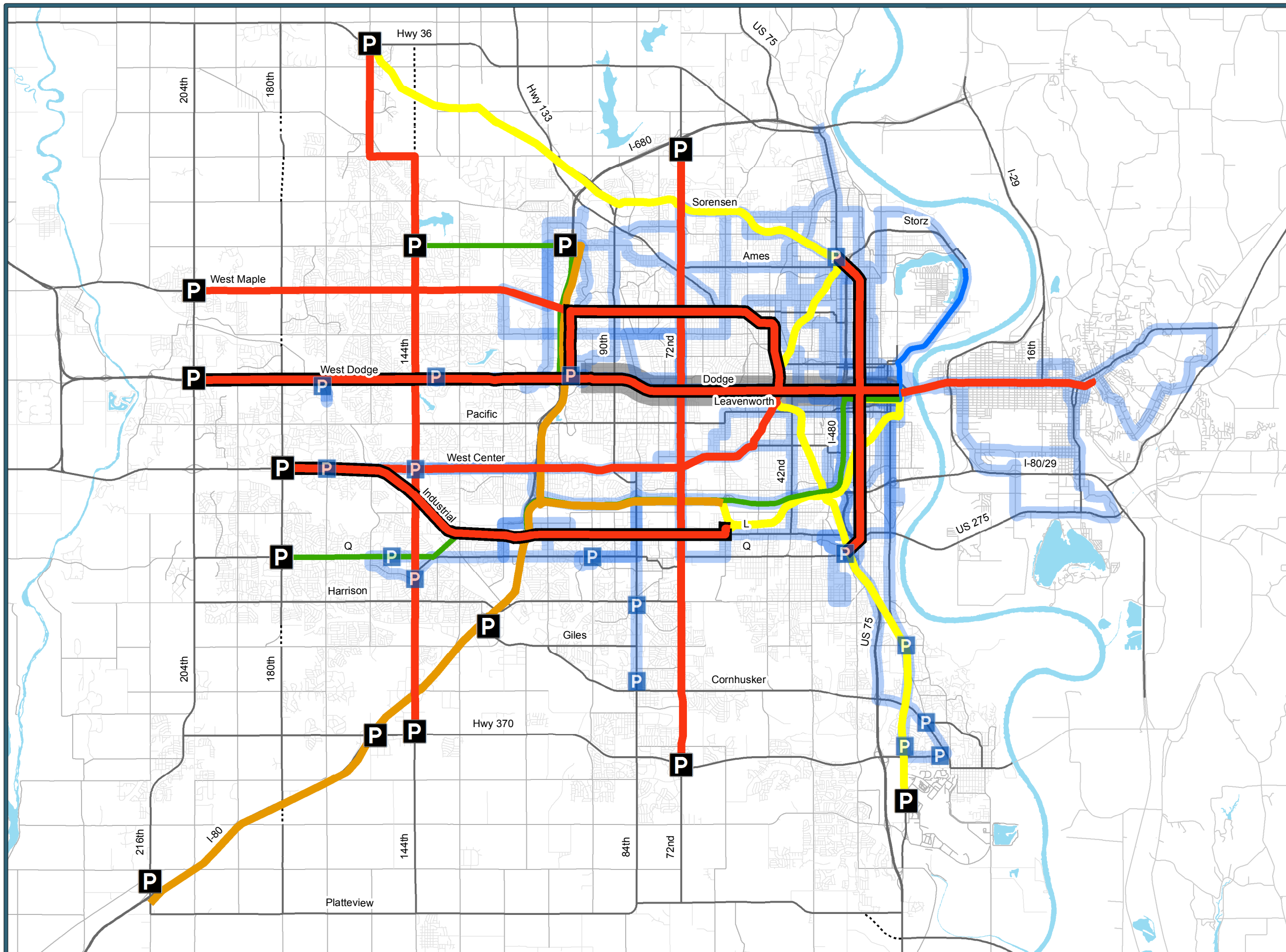


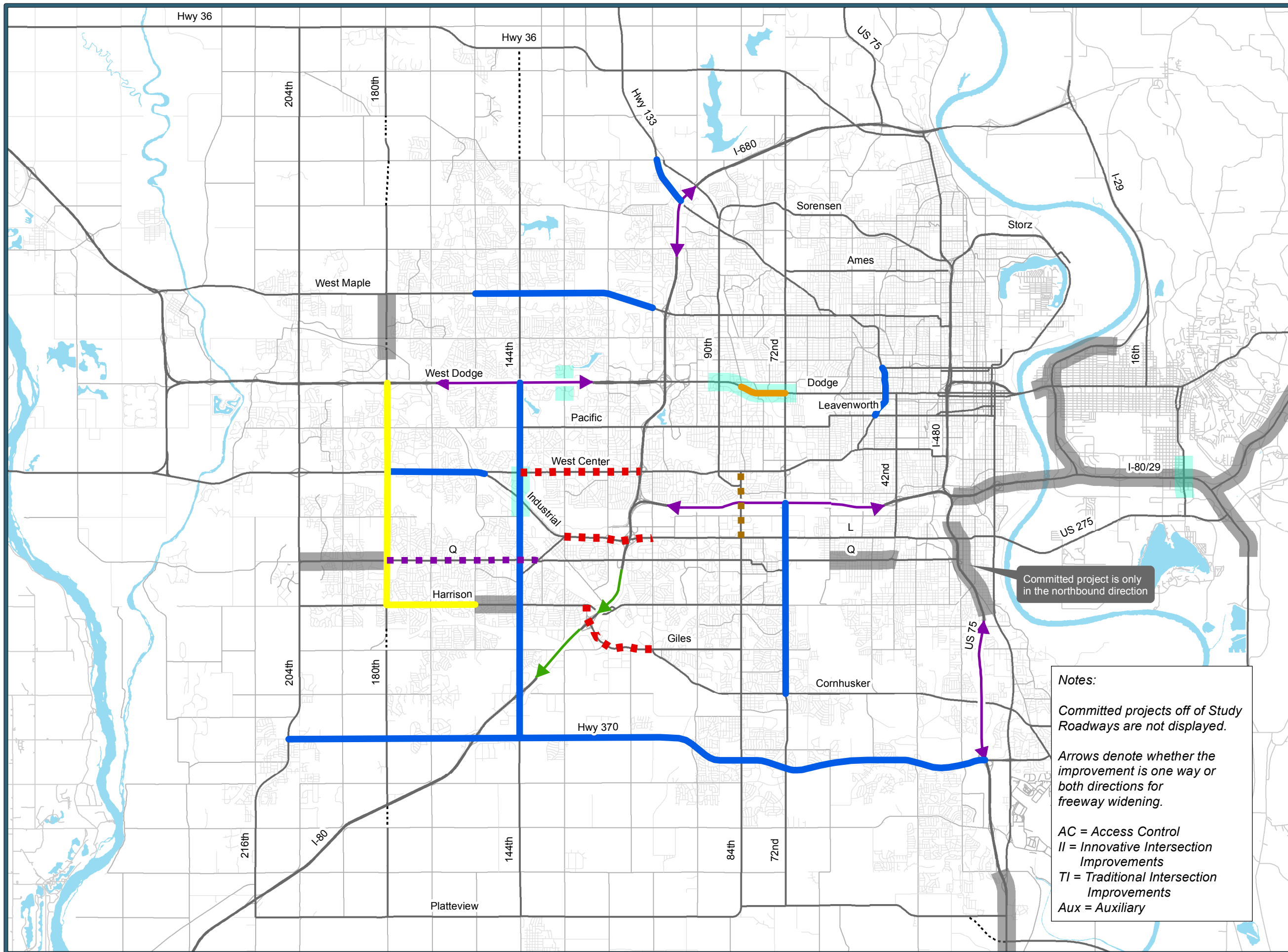
Notes:

Committed projects off of Study Roadways are not displayed.

Additional transit improvements include increased headways on key central city routes.

BRT = Bus Rapid Transit





Strategy Package #5

Legend

Freeway Widening

- Aux Lane Add (Green arrow)
- General Purpose Lane Add (Purple double arrow)

Arterial Widening

- 4 (Yellow line)
- 6 (Blue line)
- 8 (Orange line)

Arterial Other Strategies

- Innovative Intersections (Red dashed line)
- II & AC (Brown dashed line)
- Traditional Intersections (Purple dashed line)

ITS Corridors

- (Light blue shaded area)

Committed Widening Projects

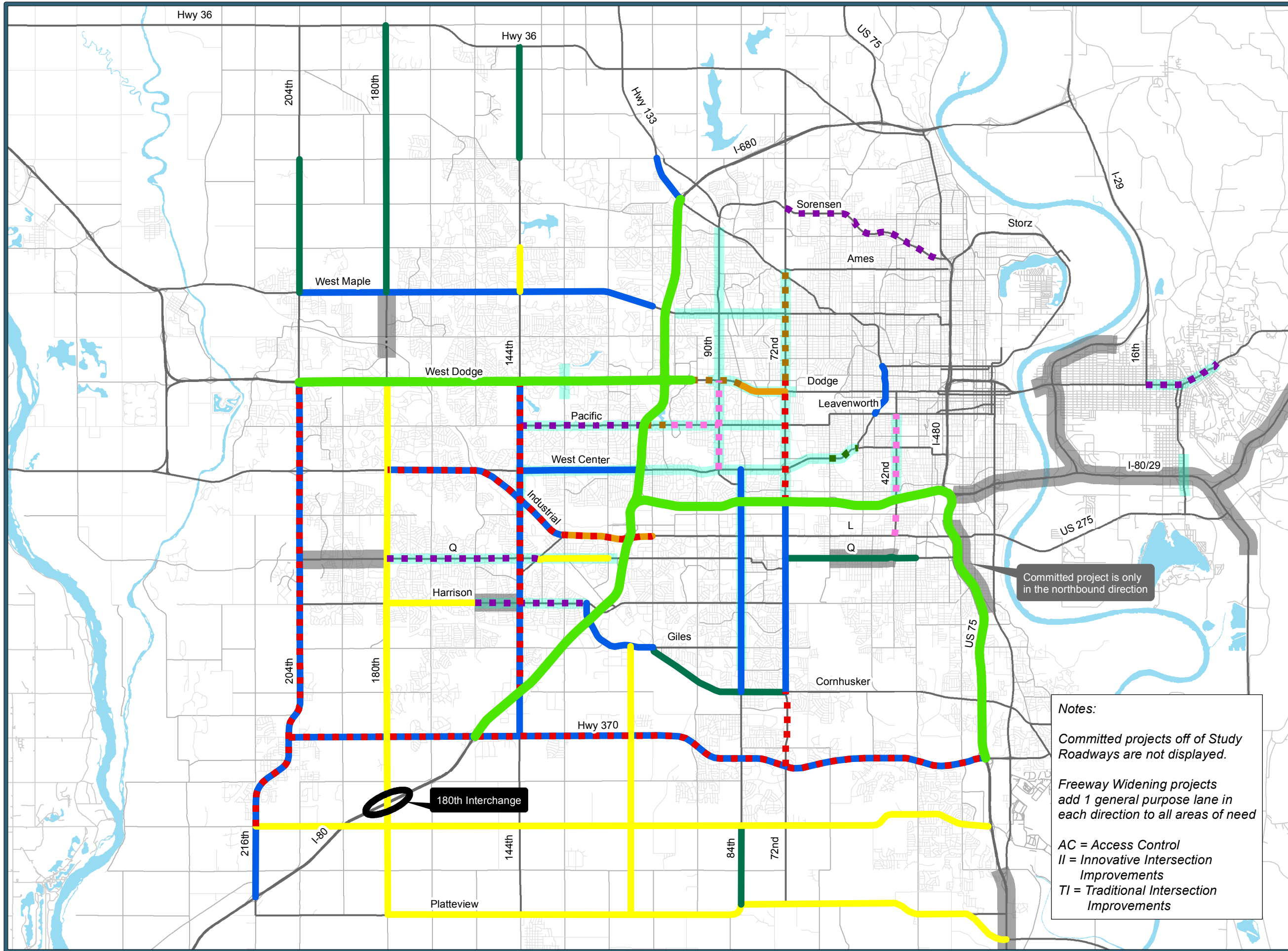
- (Grey shaded area)

Notes:

- Committed projects off of Study Roadways are not displayed.
- Arrows denote whether the improvement is one way or both directions for freeway widening.
- AC = Access Control
- II = Innovative Intersection Improvements
- TI = Traditional Intersection Improvements
- Aux = Auxiliary

Committed project is only in the northbound direction

Metro Area Travel Improvement Study



Strategy Package #6

Legend

Freeway Widening



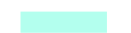
Arterial Widening

- 3
- 4
- 6
- 8

Arterial Other Strategies

- Access Control
- Innovative Intersections
- II & AC
- Traditional Intersections
- TI & AC

ITS Corridors



Committed Widening Projects



Notes:

Committed projects off of Study Roadways are not displayed.







Freeway Widening projects add 1 general purpose lane in each direction to all areas of need

AC = Access Control
 II = Innovative Intersection Improvements
 TI = Traditional Intersection Improvements

Strategy Package #6

Legend


Transit Projects

-  Busway BRT
-  BRT
-  Transitway
-  Bus on Shoulder
-  Express
-  Local

 Park & Ride

Existing Transit System

 Local

 Park & Ride

Committed BRT Project



Notes:

Committed projects off of Study Roadways are not displayed.

Additional transit improvements include increased headways on key central city routes.

BRT = Bus Rapid Transit

