

**DATE:** September 16, 2016

**TO:** Transportation Technical Advisory Committee (TTAC)

**FROM:** Dennis Wilson, Chairman  
Greg Youell, MAPA Executive Director

**RE:** September 23, 2016 TTAC Meeting

The MAPA TTAC will meet Friday, September 23, 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 Approval / Review**

- A. Meeting Minutes: TTAC will consider approval of the August 19, 2016 TTAC meeting minutes. (Action Item) (Attachment)

#### **Recommendations to Board**

- B. Heartland 2050 Mini-Grant Sub-allocation: Staff will request a recommendation for sub-allocation of Surface Transportation Program Block Grant (STPBG) funding to the Heartland 2050 program for projects submitted and approved annually through the TIP process. This process will be included as part of the TTAC STPBG policy guide. (Action Item) (Attachment)

#### **Discussion Items**

- C. Funding Obligation and Project Status: Staff will review the annual funding obligation and project status. (Information Item) (Attachment)
- D. NDOR District 2 Presentation – NDOR District Engineer to will present information on the Build Nebraska Act. (Information Item)
- E. Heartland 2050 Policy Guide: Staff will present a draft policy guide for selection of Heartland 2050 implementation projects using STPBG mini-grant sub-allocation. (Information Item) (Attachment)
- F. Member Agencies Update: Agencies will present updates regarding ongoing and future projects/programs across the region. (Information Item) (Time Permitting)
- G. Additional Business  
Upcoming Meetings: Board of Directors – September 29; Coordinated Transit Committee (CTC) – October 19; TTAC – October 21
- H. Adjournment

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



# Agenda Item A

## Meeting Minutes

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY  
Transportation Technical Advisory Committee  
Minutes of August 19, 2016 Meeting

The Transportation Technical Advisory Committee met on Friday, August 19, 2016, at Metro, 2222 Cuming Street, Omaha, Nebraska. Mr. Denny Wilson opened the meeting at 10:00 a.m.

VOTING MEMBERS

Denny Wilson	Sarpy County Public Works
Greg Reeder	City of Council Bluffs Public Works
Joe Soucie	City of La Vista Public Works
Bob Stubbe	City of Omaha Public Works
Todd Pfitzer	City of Omaha Public Works
Murthy Koti	City of Omaha Public Works
Marty Leming	City of Papillion Public Works
Dan Freshman	City of Ralston Public Works
Scott Suhr	Iowa Department of Transportation
Brad Zumwalt	Nebraska Department of Roads – Lincoln
Eric Williams	Papio-Missouri River NRD
Curt Simon	Metro Transit
Bruce Fountain	Sarpy County Planning Department

NON-VOTING MEMBERS

Greg Youell	Metropolitan Area Planning Agency
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GUESTS

Lee Myers	AARP
Stephen Osberg	City of Omaha Planning
Larry Legg	Nebraska Department of Roads – Lincoln
Jim Kollbaum	AECOM
Jason Carbee	HDR, Inc.
Rocky Henkel	City of La Vista
Jeff Riesselman	City of Omaha Public Works

STAFF

Michael Felschow	Metropolitan Area Planning Agency
Mike Helgerson	Metropolitan Area Planning Agency
Karna Loewenstein	Metropolitan Area Planning Agency
Megan Walker	Metropolitan Area Planning Agency

A. Approval of Minutes

Motion #1: Approval of the minutes of the July 22, 2016 Transportation Technical Advisory Committee meeting.

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Motion by: Bob Stubbe  
Second by: Greg Reeder  
Motion Carried

B. FY 2016 – 2019 Transportation Improvement Program (TIP) Amendments

Mr. Helgerson said most of the changes in the amendment are those in the 2040 Long Range Transportation Plan Amendment (Agenda Item #C.) and these changes reconcile the TIP with the changes made on the LRTP.

Discussion followed as to why there are such variations in later estimates for projects and whether this is a problem going forward with other projects. Mr. Helgerson said it is an issue in project delivery as

there is a quick turn-around on the projects on this amendment. Mr. Felschow continued saying funding in the projects with greater estimates means more state funding to our region.

Motion #2: Seeking approval of the MAPA Board of Directors at their August 31, 2016 meeting of the FY 2016 – 2019 Transportation Improvement Program Amendment #14.

Motion by: Brad Zumwalt  
Second by: Todd Pfitzer  
Motion Carried

#### C. 2040 Long Range Transportation Plan Amendment

Mr. Helgerson said this amendment to the LRTP is for an adjustment of several NDOR projects that had significant changes to their construction estimates and have exceeded the established \$2 million threshold. The projects are:

- Elkhorn River West
- Ralston Viaduct
- N-31: Schramm Park – US-6
- I-680 Mormon Bridge Painting
- US-75 Bridge Approaches, Bellevue
- I-80: I-480 to 24<sup>th</sup> Street
- US-6 Bridges at I-680
- Q Street Bridge
- I-680 / US-6 Bridges

This amendment was recommended to the Board of Directors last month and they released it for public comment. It will go before them for approval at their next meeting as it's at the end of the 30-day public comment period.

Motion #3: Seeking approval of the MAPA Board of Directors at their August 31, 2016 meeting of the 2040 Long Range Transportation Plan Amendment 3.

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

#### D. 2040 Long Range Transportation Plan Amendment

Mr. Helgerson said notification has been received from NDOR with changes in funding from \$10 to \$18 million in ROW and construction costs of 156<sup>th</sup> Street Phase II. To have the LRTP fiscally constraint involves reprogramming of other projects and that has not been done. The 30-day comment period of the amendment draft will begin with the August's Board of Directors meeting. Final approval of the amendment and TIP amendment will be in October.

Motion #4: Seeking approval of the MAPA Board of Directors at their August 31, 2016 meeting of the 2040 Long Range Transportation Plan Amendment 4.

Motion by: Bob Stubbe  
Second by: Todd Pfitzer  
Motion Carried

#### E. Funding Obligation and Project Status

Mr. Felschow said in Nebraska, dollar amounts for STP have been spent but almost every dollar that's obligated, there's been a deobligation. There was between \$2 and \$3 million obligated last month but much of it was deobligated on projects. For Iowa, many projects have been moved to FY 2017 and they do not show in obligation. STP for Nebraska, the amendment is needed in October to cover the increase for the 156<sup>th</sup> Street project because funds are being used on current projects. Iowa has \$1 million in STP and over \$300,000 in TAP funds. Transit has total funds of \$2.2 million and 5310 will spend down to \$61,000 if the call center is completed in the next year.

MAPA regional STP funding for Nebraska has not changed since last month. The projected forecast shows \$60 million being spent on construction in the next two or three years.

#### F. Heartland 2050 Funding Allocation

In February, Mr. Felschow said TTAC was asked if STP funds could be used to advance transportation projects identified through the Heartland 2050 committees. Since then, meetings have been held with NDOR and IDOT about the Heartland 2050 mini grants. A contract has been developed with NDOR and is under legal review and approval has been received from IDOT. Heartland 2050 is looking at potentially \$80,000 from Iowa STP funds and up to \$250,000 from Nebraska STP funds. Work is being done to develop a policy guide outlining the application, selection and award processes.

Potential projects that may be looked at are a project with Gretna of its Main Street Tool Kit Planning Guide, Council Bluffs' BRT Expansion Feasibility Study and expanded bike paths. Mr. Felschow said it's hoped a call for projects for the Heartland 2050 mini grants will happen in December at the same time as the TIP's call for projects.

#### G. 2050 Long-Range Transportation Plan (LRTP)

Mr. Felschow directed the TTAC to MTIS Package 7. He outlined the arterial, freeway and transit scenarios which were prepared with NDOR and HDR using the best elements from presentations 1 through 6 and combined them into the three scenarios. NDOR did not want these presentations fiscally constrained in order to identify the financial gap required to meet the needs of the community's vision. This gap amounts to \$4 billion. The presentations are being vetted through the modeling process and will be the starting point for the long range transportation plan. It will take into effect the NHS and priority corridors. It does not take into effect the functional classification roads and Iowa roads. As progress is made through the development of the long range transportation plan and details and information is received for project selection and development, TTAC decided ProSeCom will be the group working with this information and bringing it back to TTAC. Discussion followed.

Jason Carbee of HDR addressed the TTAC on various goal areas with the four main goals being #1) Congestion Reduction; #2) Mobility & Accessibility; #3) Stewardship & Environment; and #4) Safety. MAPA's charge of Presentation #6 is to develop a fiscally constrained plan which is based on funding sources and those sources that can be anticipated going forward. The first step is to prioritize those projects on the three scenarios, Arterial, Freeway and Transit. Using the weights established, projects will be evaluated on the basis of output from the travel model and determine, for instance, from the transit model which projects provide the greatest accessibility, congestion reduction, which benefit environmental justice populations and look at emission reductions in line with the local air quality initiative. For roadway projects, they'll research which projects have benefits for system preservation and congestion reduction. Roadway and transit may be evaluated on different criteria and prioritizing within the modes especially since the vast amount of funding comes from dedicated funding sources. Discussion followed.

#### H. Member Agencies Updates

- Mr. Suhr reported work is being done on the Council Bluffs Interstate project.
- Mr. Leming said among the Sarpy County projects, the Walnut Creek trail connector is underway on Schramm Road and Lincoln Street west of 96<sup>th</sup> Street is shutdown which moves all of the school traffic to Hwy 370.
- Mr. Soucie said the City of La Vista has just finished a project with Sarpy County on an overlay on 66<sup>th</sup> Street from Harrison to Giles. An access road has been finished in the Southport West area between Cabelas and Costco. With anticipation of increased traffic in the area, multiple intersection projects will be underway.
- Mr. Fountain reported the comp plan is being updated adding new transportation policies with the adoption to take place by the end of the year. There's continued work with MAPA on the Sarpy County Transit Study.
- Mr. Simon said work is being done in the next couple of weeks to finalize the financial assessment with the Urban Circulator and governance scopes of work and future scopes of work will be drafted for HDR to work on.
- Mr. Reeder said the East Beltway is underway with work being done on the ROW and some issues regarding it.
- Mr. Freeman said with the upcoming budget, there's hope to do overlay work.

- Mr. Williams reported several projects are moving forward.
- Mr. Zumwalt said work for the Bob Kerrey Pedestrian Bridge extension has gone smoothly. NDOR is doing the final environmental review and it will then go to FHWA for review.
- Mr. Pfitzer said Omaha's 32<sup>nd</sup> Avenue project has been finished. Members from the City of Omaha, Douglas County and MAPA met and reviewed the federal classification map for updating. A consultant has been hired for Complete Streets with the scoping process being worked through along with a timeline with a couple of test projects to be identified. The public engagement effort has reached out to HDR to help in developing procedures and a theme for projects. A workshop was held on public outreach on how to categorize different efforts.
- Mr. Koti said for the software has been selected for the adaptive signal program. Jeff Riesselman was introduced as part of the City of Omaha Public Works Traffic Maintenance Engineer.
- Mr. Wilson said there will be closure on Platteview Road starting October 1 with detour traffic moved to 27<sup>th</sup> Street. There will be a 2-year technical improvement program with county commissioners to see if funds can be raised for projects such as Harrison Street.
- Mr. Youell said the Traffic Incident Management Committee gathered with heads of the various parts of the committee to review and debrief discussing where improvements can be made.

I. Additional Business

There was no additional business.

J. Adjournment

The meeting was adjourned at 11:40 a.m.

Agenda Item B  
Heartland 2050 Mini-Grant Sub-  
allocation (see page 16 of docu-  
ment for changes)

# MAPA Project Selection

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

Approved:  
ProSeCom  
TTAC  
Board



## Table of Contents

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

## Definitions

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

Four general factors affect physical accessibility:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Good Pavement**



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

**Fair Pavement**



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

**Poor Pavement**



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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

## Schedule for STP-MAPA Project Selection

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

## 1) Eligibility of Projects

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

### *Federal Eligibility Requirements*

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

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

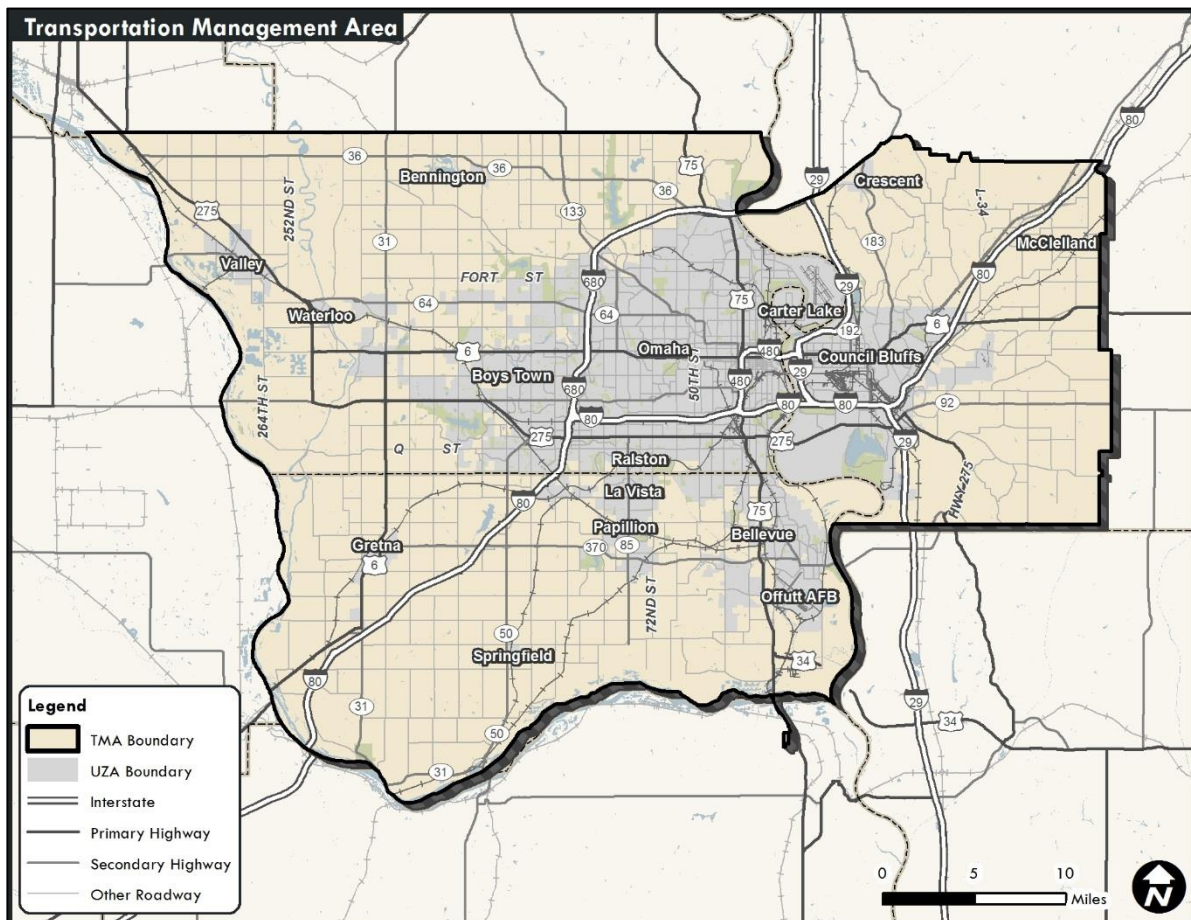
- b. have high levels of congestion, as evidenced by—
    - i. interrupted traffic flow at the intersection; and
    - ii. a level of service rating that is not better than “F” during peak travel hours, calculated in accordance with the Highway Capacity Manual issued by the Transportation Research Board;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

#### *Additional Eligibility Requirements for STP Funding*

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

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

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



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

## 2) MAPA Project Selection Committee

### *Membership*

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

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

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

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

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

### 3) Project Submission Guidelines

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

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

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

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

Project applications and questions concerning this process may also be emailed to [mapa@mapacog.org](mailto:mapa@mapacog.org).

#### *Evaluation of Project Applications*

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

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

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

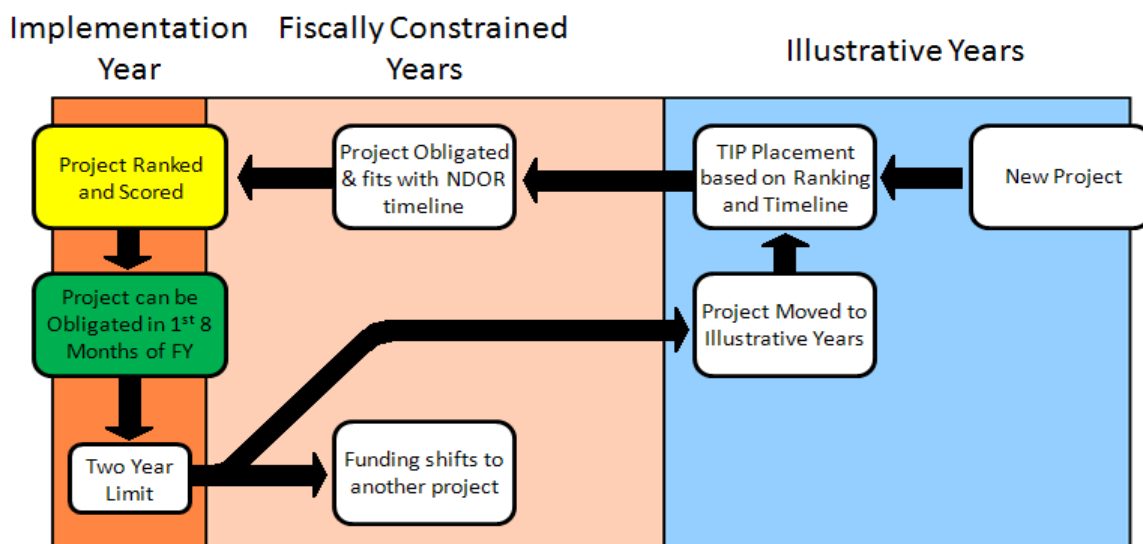
### Project Selection Process and Funding Implementation

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

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

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

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





## A) General Roadway Projects (Urban or Rural)

### *General Guidelines*

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

### **Project Corridors**

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

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

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

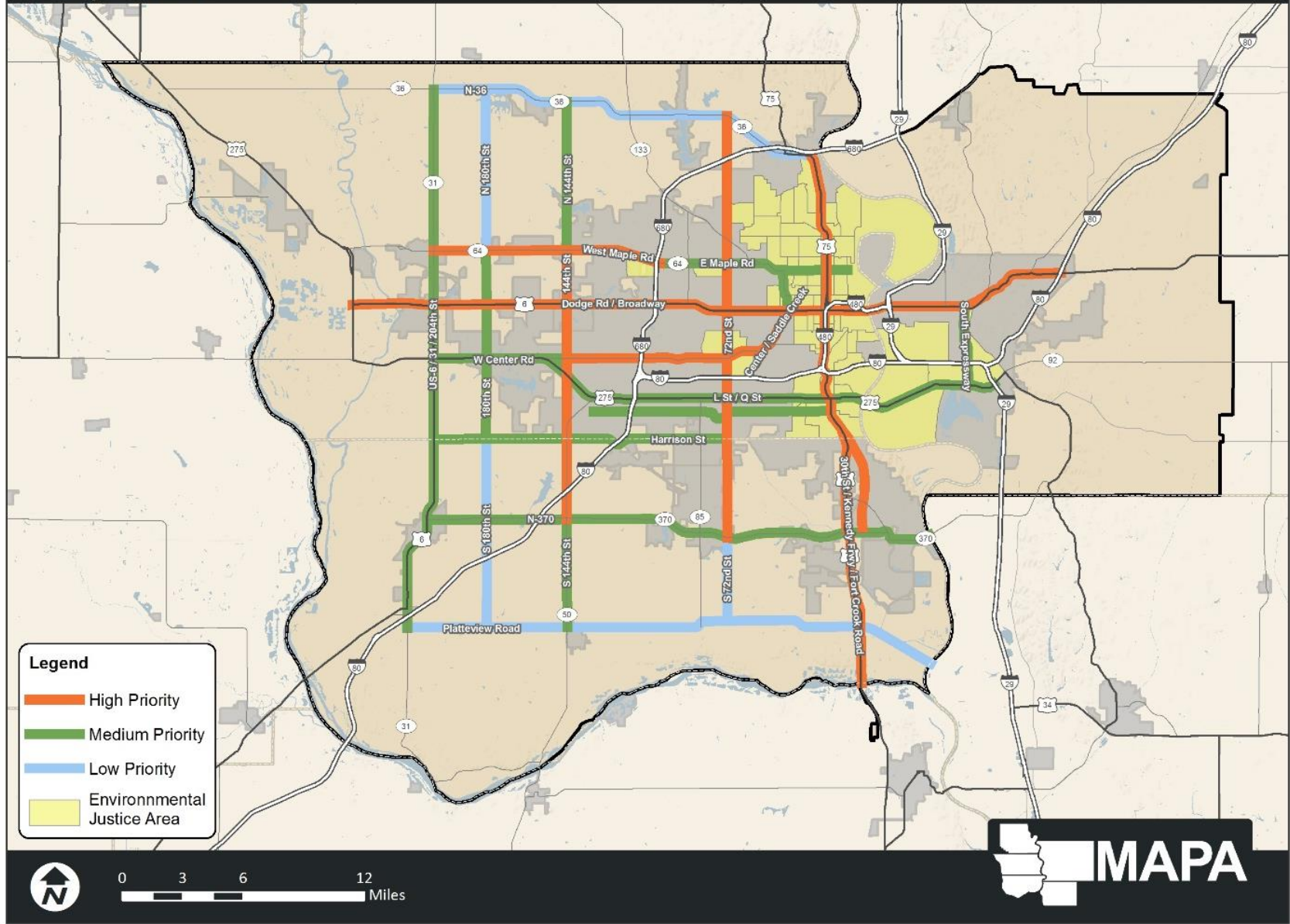
- High Priority Corridor – **15 Points**
- Medium Priority Corridor – **10 Points**
- Low Priority Corridor – **5 Points**

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

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



## Priority Corridors





### Future Year Level of Service

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

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

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

### Reliability Index

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

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

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

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

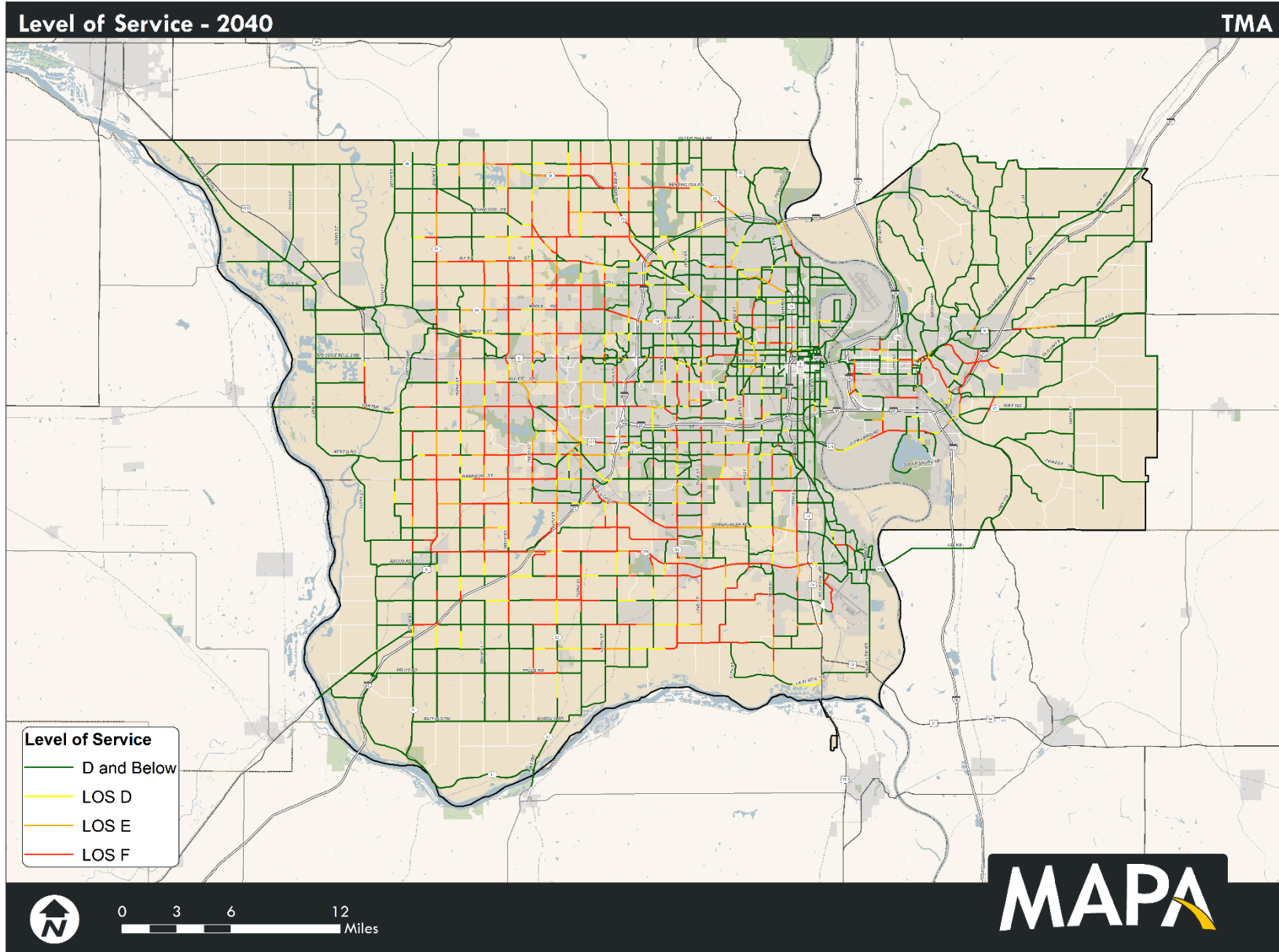
### Redevelopment and Environmental Justice

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

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

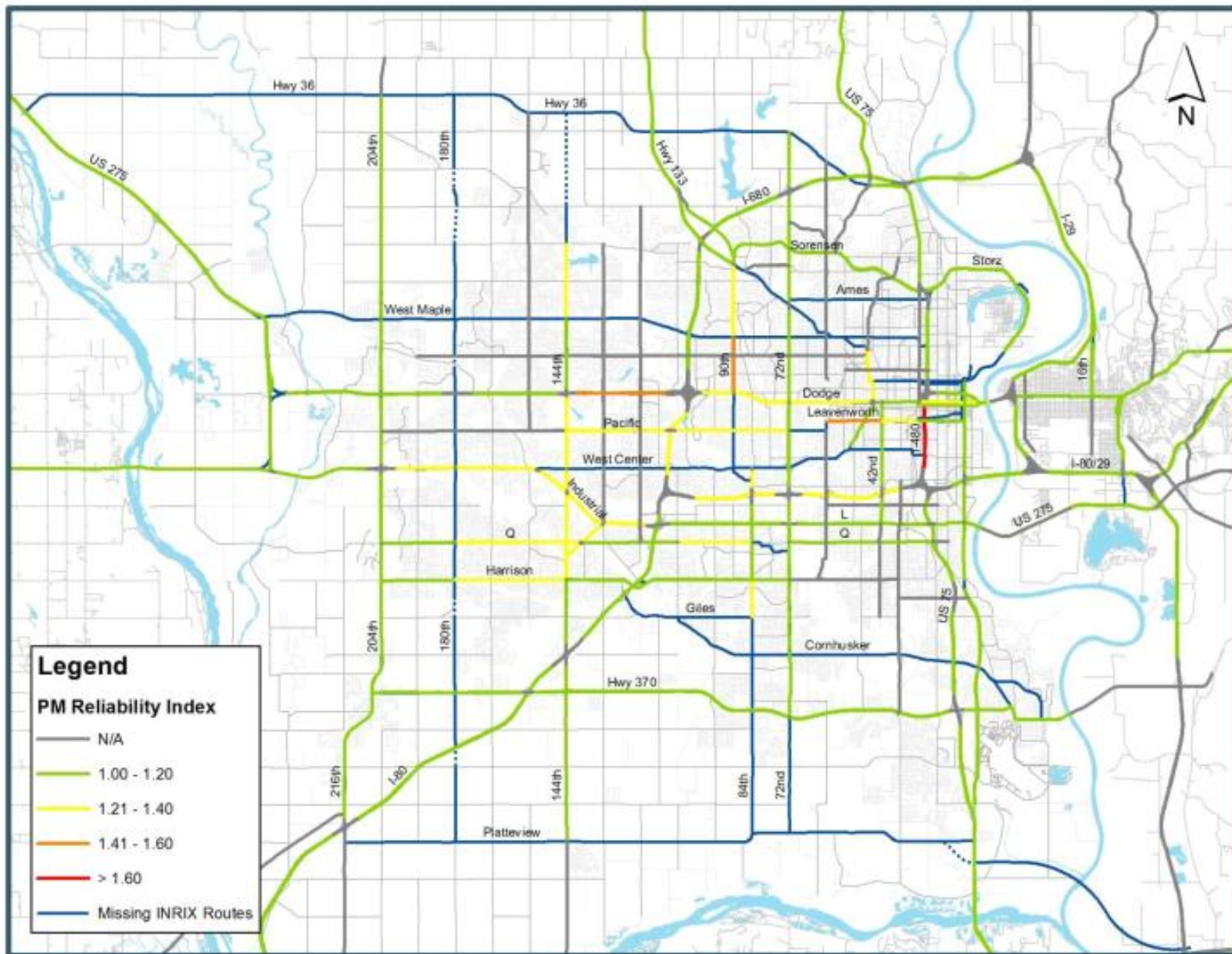
Projects that occur in areas that are in designated redevelopment zones and are also in environmental justice areas shall receive **10 points**.

## MAPA 2040 Travel Demand Model No-Build Level of Service





## Reliability Index (RI80) Corridors in the MAPA Region



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

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

#### **Percentage of Local Match**

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

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

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

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

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

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

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

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

**Safety**

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

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

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

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

### **Bridge Sufficiency**

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

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

### **Bridge Status**

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

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

### **Bridge Detour Length**

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

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

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

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



## Transportation Emphasis Areas

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

Transportation alternatives for consideration are as follows:

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

## B) Alternative Transportation Projects

### *General Guidelines*

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

## C) Transportation System Management Projects

### *General Guidelines*

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

## D) Heartland 2050 Mini-Grant Projects

### *General Guidelines*

Up to \$250,000 in Nebraska and \$80,000 in Iowa may be allocated from MAPA's total annual STPBG apportionment for projects selected under the Heartland 2050 mini-grant program. The Heartland 2050 Policy Guide details the method for selecting and funding projects. Projects chosen through this process will be reviewed by TTAC and submitted to the Board of Directors for final approval.

### *Selection Criteria and Total Points*

#### **Percentage of Local Match**

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

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

#### **Intelligent Transportation System – Delay Reduction (LOS)**

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

ITS Deployment Delay Reduction		
No Build LOS	Deployment LOS	Points
F	A	15
F	B	12

F	C	9
E	A	12
E	B	9
E	C	6
D	A	9
D	B	6
D	C	3

### Benefits of the Proposed Study

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

- **0-25 points**

### Description of Multi-Jurisdictional Impacts

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

Multi-Jurisdictional Impacts	
<b>6+ Partners</b>	<b>15 Points</b>
<b>5 Partners</b>	<b>12 Points</b>
<b>4 Partners</b>	<b>9 Points</b>
<b>3 Partners</b>	<b>6 Points</b>
<b>2 Partners</b>	<b>3 Points</b>

## 4) Project Application Forms

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

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

(Minimum 20 percent)

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

☐ Yes

☐ No

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

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

CSI= \_\_\_\_\_

Please calculate the Crashes per Million Vehicles for the existing facility

\_\_\_\_\_

Is this bridge Structurally Deficient or Functionally Obsolete

☐ Structurally Deficient

☐ Functionally Obsolete

Sufficiency Rating: \_\_\_\_\_

The proposed improvement includes the following features:

(Check all that apply)

☐ Bus Rapid Transit Lanes

☐ Traffic Control Systems

☐ Cycle Track

☐ Bus Rapid Transit Stations

☐ Traffic Signal Coordination

☐ On-Street Bicycle Lane

☐ Bus Signal Priority

☐ Dynamic Message Boards

☐ Shared Lane Markings

☐ Queue Jump Infrastructure

☐ Video detection equipment

☐ Off-Street Bicycle Trail

☐ Striped Transit Lane

☐ Traffic count equipment

☐ Bicycle Parking Amenities/Racks

☐ Park and Ride Lot

☐ Ramp Meters/Gates

☐ Enhanced Bicycle Crossings

☐ Enhanced Bus Shelters

☐ Bicycle traffic signal detect

☐ Cross Walk Islands/Shelters

☐ HOV Lanes

☐ Emergency Vehicle Signal  
Priority

☐ Pedestrian Bridges

☐ Enhanced Signage/Way-finding

☐ Side Paths

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

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# Application for STP-MAPA Funding for FY 2018

Systems Management Transportation Projects

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

Project Name:

Project Sponsor:

Description:

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

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

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

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

☐ Yes

☐ No

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

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## 5) Project Scoring Rubrics

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



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

Scoring Rubric for STP-MAPA Funding FY2018				
Systems Management Projects				
Reviewer Name/Organization:				
Project Name:				
Project Sponsor:				
Description:				
Is this project listed in the MAPA 2035 LRTP?			Yes	No
			Available Points	Assigned Points
Funding Options	% Local Match	50+%	15	
		40 to 49%	10	
		30 to 39%	5	
ITS/Delay Reduction (Level of Service)	No Build LOS	Deployment LOS		
	F	A	15	
	F	B	12	
	F	C	9	
	E	A	12	
	E	B	9	
	E	C	6	
	D	A	9	
	D	B	6	
D	C	3		
Benefit of Study to Region	Benefits Demonstrated in Narrative		0-25	
Multi-jurisdictional Impacts	6+ Partners		15	
	5 Partners		12	
	4 Partners		9	
	3 Partners		6	
	2 Partners		3	
Applicability of Project to Local and Regional Transportation Goals	Up to 20 Bonus Points		0-20	
Total Score				
Additional Comments				

Agenda Item C  
Funding Obligation and Status

# Funding Obligation and Project Status

Information Item



## MAPA Surface Transportation Program (STP) (NE)

FAST Act FY2016 Obligation Limit	Obligated Funds Through 08/31/16	Balance
\$13.224	\$0.892	\$12.332

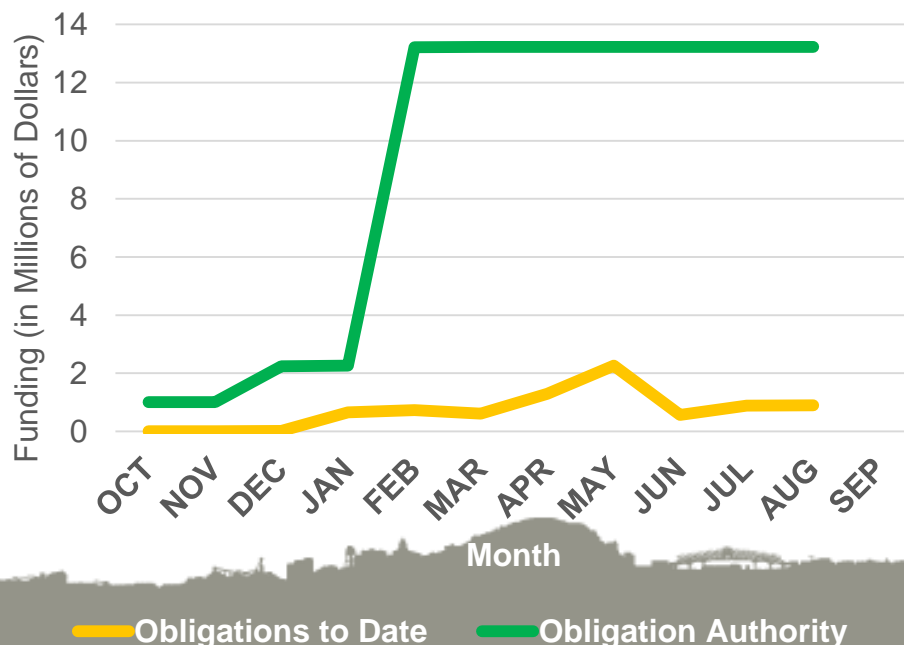
## MAPA Transportation Alternatives Program (TAP) (NE)

(In \$Millions)

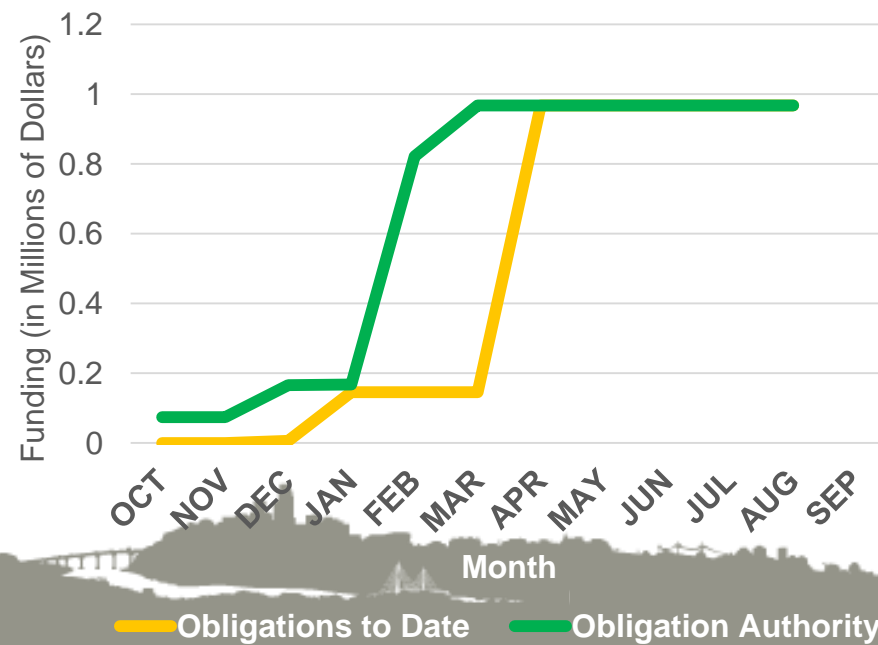
FAST Act FY2016 Obligation Limit	Obligated Funds Through 08/31/16	Balance
\$0.968	\$0.968	\$0.000

(In \$Millions)

FY2016 MAPA Regional STP Obligations (NE)



FY2016 MAPA Regional TAP Obligations (NE)



# Iowa Funding Status

	Highway Program	Enhancement Program
<b>Q3 Balance Before Obligations</b>	\$7,260	\$566
<b>Q3 Obligations</b>	\$0	\$0
<b>Q3 Ending Balance</b>	\$7,260	\$566

(In \$Millions)

# Fiscal Constraint

FY2016 - FY2019				
	Beginning Balance	Total Spending Authority	Total Projects	Ending Balance
STP-NE	\$ 43,470	\$ 60,112	\$ 103,130	\$ 452
STP-IA	\$ 8,706	\$ 7,939	\$ 15,600	\$ 1,045
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	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
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 D  
NDOR District 2 Presentation

Next Steps

Regional meetings are being held July 13 through July 19 across the state. After those meetings, NDOR will review the input received and begin selecting the next round of capital improvement projects.

While this new project prioritization process is important in helping the Department select projects, it isn’t the deciding factor. In addition to looking at how a project scores based on engineering performance, economic performance, and stakeholder input, NDOR has to balance many other important considerations, such as geographic inclusion, corridor completion, and the availability of supplemental funding.

Having some measure of flexibility is important to maximize transportation investments. Recognizing transportation needs and technology change over time and many factors like the state’s economic condition, material costs, inflation rates and revenue also change over time, NDOR plans to announce an initial set of selected projects this fall. It is likely that less than \$1 billion in projects will be selected so that some funds will be available in future years to address evolving capital improvement project needs. This allows NDOR to create an ongoing evaluation process to identify sets of projects that are best suited to address Nebraska’s needs.



**MORE INFORMATION AT:**  
**[www.roads.nebraska.gov/projects/grow-ne](http://www.roads.nebraska.gov/projects/grow-ne)**

WE WANT TO HEAR FROM



Growing Nebraska: Prioritizing Capital Improvement Projects

Welcome, and thank you for being here. The focus of today’s meeting is to provide an update on our project prioritization process, share information on the analysis of the candidate project list and, most importantly, hear from you about your priorities for transportation investments in the region.

Today’s Agenda

- Welcome & Overview (5 min)
- Overview (3 min)
- Project Prioritization Process (10 min)
- Candidate Projects, Investment Ranges, and Performance (10 min)
- Exercise Overview (10 min)
- Facilitated Discussion in Breakout Groups (40 min)
- Report Out (40 min)
- Next Steps (5 min)

Expanded Candidate Project List Reflects Input and Choices

NDOR is continuing to use engineering performance in its project prioritization process for capital improvement projects and is expanding the process to better reflect the connection between transportation investments and the economy and to include more stakeholder input. Capital improvement projects are those projects that most impact our economy and allow us to grow Nebraska. Examples include adding new lanes, building new interchanges or viaducts, and improving the expressway system or federally designated high priority corridors.

In January, NDOR conducted meetings across the state and heard clearly that stakeholders support including economic impact analysis and more stakeholder input in the prioritization process. Stakeholders also supported keeping engineering performance as a part of the prioritization process. We also discussed candidate improvement projects:

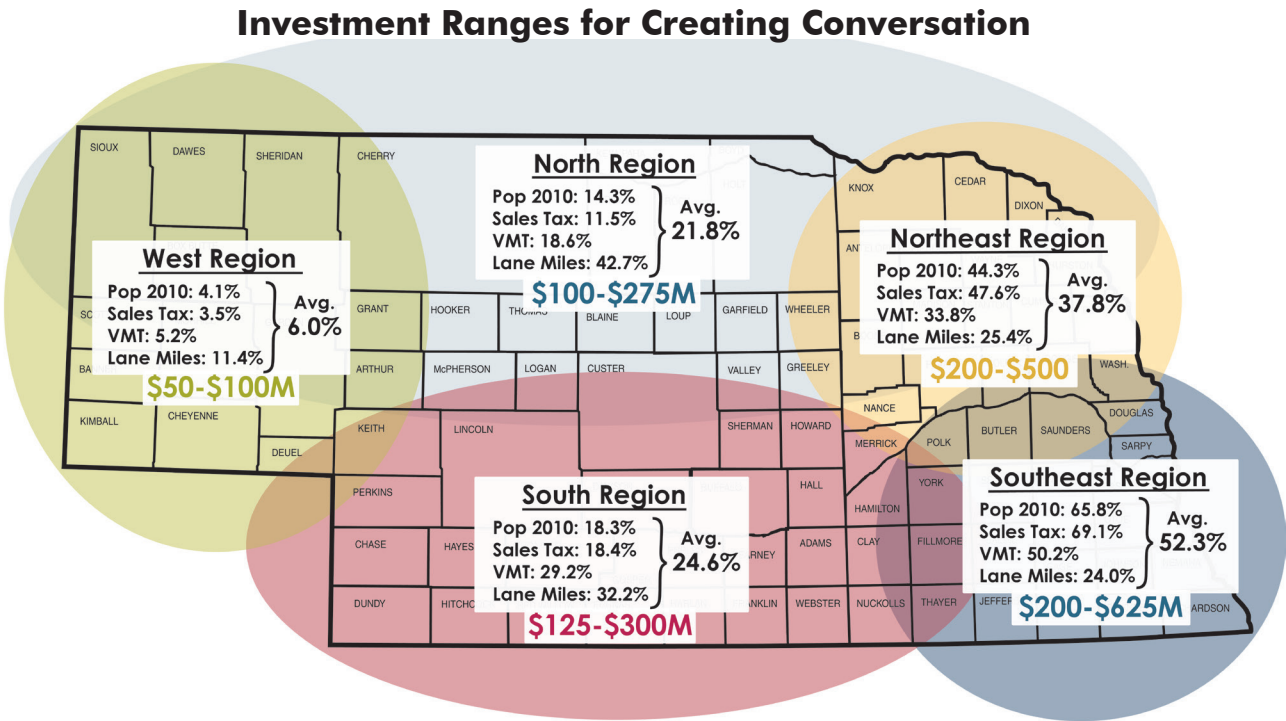
- NDOR presented a list of about 60 candidate capital improvement projects, totaling more than \$3 billion.
- As a result of public input, that list grew to more than 100 projects, totaling more than \$8 billion.
- Recognizing it’s more important to build a great highway system for the state rather than a few great projects, NDOR Director Kyle Schneweis instructed the Department staff to develop project scope options (or choices) so that improvements could be better targeted to specific needs and more improvements could be delivered across the state. By creating new options and breaking corridor projects into constructible segments rather than only evaluating long corridors, more than 160 project options are ready to be discussed. For more information on scope options, see the next page.

Regional Approach and Investment Ranges Help Discussions Be More Real

Recognizing that transportation investments and benefits don’t stop at a line on the map, NDOR is taking a regional investment approach. An illustration of those regions is shown on the map below. You’ll notice overlap between regions, which underscores the system or network approach NDOR is taking.

As part of this regional approach, and to help guide discussions about project priorities, NDOR created a spending or investment range for each region. These ranges are based on an average of the region’s population, sales tax generated, vehicle miles traveled, and lane miles. The averages exceed 100 percent because some counties are included in more than one region.

Although the upper limit of the combined investment spending ranges exceeds the current investment budget of roughly \$1 billion in Build Nebraska Act and Transportation Innovation Act funds – that should not become a distraction. The purpose of the ranges is to add realism and encourage the next step in stakeholder discussions: prioritizing candidate projects.



About the spending ranges: Spending ranges have been developed for discussion purposes only. These ranges are not intended to indicate program levels for specific regions. Instead, these spending ranges will help NDOR better understand regional priorities.

Scope Options

The estimated cost of candidate projects far exceeds the budget available. To expand our ability to provide more transportation improvements, NDOR staff developed scope options for projects where choices could be made available. For example, several long corridors are included on the list, so we’ve broken those long corridors into smaller segments for analysis. There are also a lot of 4-lane highway improvements on the list, so we’re looking at alternatives, like Super 2 highways and 2 + 2 options that provide improvements without having to build a more expensive standard 4-lane highway. That’s not to say we aren’t looking at building longer corridors or 4-lane highways; rather, it means we’re expanding options for engineers and communities to consider. Options include:

- **4-lane divided highway** - A 4-lane highway where access is controlled. Intersections may be at-grade or have on- and off-ramps.
- **4-lane expressway** - Same as the 4-lane divided highway, but on Nebraska’s designated expressway system.
- **Bypass** - A highway that goes around a populated area, allowing traffic to maintain highway speeds.
- **Super 2** - A 2-lane roadway with better paved shoulders and additional passing lanes.
- **2 + 2** - A highway that uses the existing two lanes of highway and adds two more lanes to make a 4-lane divided highway.

Project Prioritization Process

The updated project prioritization process includes three primary components:

**1. Engineering Performance** – The updated process continues to use the same engineering factors as the previous prioritization process, including: safety, the amount of traffic, percent of cars and trucks, congestion, travel time savings, vehicle operating costs, cost of improvement, and maintenance and operation costs of the roadway.

**2. Economic Performance** – NDOR is analyzing the economic performance of proposed projects for three important reasons:

- To make sure transportation investments support the state’s goal to grow Nebraska
- To help differentiate between seemingly similar projects
- To better understand how transportation investments are experienced in the wider economy

NDOR is using TREDIS, a nationally recognized economic model for transportation planning, to analyze the economic performance of candidate projects. Performance is measured by growth in jobs, income and gross state product.

**3. Stakeholder Input** – Stakeholder involvement leads to better and more informed decisions. NDOR is actively engaging stakeholders across the state in discussions about project prioritization and how projects support communities’ visions for growth and safety. The new process follows NDOR’s model for increased public input.

Overall Performance Better Informs Investment Decisions

As you’ll see on the candidate project list, overall performance reflects engineering performance and economic performance. NDOR will consider performance and stakeholder input, as well as other factors outlined on the back page when selecting capital improvement projects.

Accounting for Urban and Rural Differences

NDOR knows there is a difference in economic growth in urban and rural areas, and we’re taking differences into account in the prioritization process in several ways. First, we look at data specific to each county, such as what industries are located in each county and how those industries respond to transportation investments. We are also applying urban growth patterns to urban areas and rural economic growth patterns to rural areas. Cass, Douglas, Lancaster, Sarpy, Saunders, Seward, and Washington counties are considered urban areas, and the remaining counties are considered rural. Most importantly, because we recognize the differences in urban and rural areas – engineering and economic performance scores were developed separately for urban and rural projects, based on where the project is located.





# Transportation and the Economy

*A look at changes to the economy due to investments in transportation infrastructure*

## Assessing Economic Impact

NDOR aims to provide the best possible statewide transportation system for the movement of people and goods. The economic impact of a project is calculated based on which industries experience the improvements; such as tourism, agriculture, manufacturing, and commuters. These improvements could include saving travel time, fuel savings, or crash reduction.

In general, economic impacts from a highway project can help users of the transportation system by providing **Travel Benefits** that result in **Savings** that can be applied toward **Economic Growth**.



**Investments in highway projects**

A road widening project improves travel for a farm equipment manufacturer and its suppliers.



## Highway Project Investment



### Travel Benefits

Investments result in improved travel performance for things like traffic speed, congestion and safety which generates travel benefits:



Time savings



Lower vehicle operating costs



Increased reliability



Fewer crashes

The following year, the farm equipment manufacturer sees reduced transportation costs through time savings and reduced congestion.



### Response to Savings

Those benefits result in transportation cost savings and can be redirected to other uses.



Households can spend more on housing, retail, food, entertainment and other discretionary items.



Business can either lower the cost of their product, keep the profits, or invest in the business – all of which increase the Gross State Product.

The manufacturer uses cost savings to invest in equipment, which leads to increased productivity. The savings also enables a price reduction which increases sales and helps grow the economy.



### Economic Growth



Business hires more employees



Business buys more supplies



Employees spend money locally and regionally

The increase in sales triggers the purchase of more supplies and the hiring of new employees. These new employees spend their newly earned wages stimulating additional sales and economic growth.



## Updating the Project Prioritization Process

The Nebraska Department of Roads is committed to incorporating stakeholder input and considering the economic impact of transportation enhancements. The updated project prioritization process reflects that commitment.

The updated process will have three primary components:

1. Engineering performance – The updated process continues to use the same foundation as the previous prioritization process.



### **2. Economic performance - Analyzing the economic performance of proposed projects will help ensure the state's transportation investments help grow the Nebraska economy.**

3. Stakeholder Input – Stakeholder involvement leads to better and more informed decisions. The new process will follow NDOR's model for increased public input.

The new prioritization process is an important first step in selecting the next round of capital improvement projects. These are projects that add new lanes or build new expressways or viaducts. While this project prioritization process will be important in helping the agency select projects, it isn't the deciding factor. In addition to looking at how a project scores based on engineering performance, economic performance, and stakeholder input, NDOR has to balance many other important considerations, such as geographic inclusion, corridor completion, and the availability of supplemental funding.

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## Incorporating Economic Performance

NDOR's economic analysis of transportation improvements is location specific. NDOR uses county-level data for the analysis. This is not a generic assessment; each project is looked at individually.

NDOR is planning to use the following factors to measure a project's economic performance:

- Job and Income Growth: Estimating the growth of permanent jobs and income that result from the transportation project.
- Growth in Gross State Product: Estimates the net increase in overall business activity resulting in the state from the project.
- Differences between rural and urban areas will be accounted for.



### **What data is being used to analyze the economic performance of a project?**

The data includes employment, business sales and wage income by industry as well as how much of a business' revenue is spent on transportation. The data comes from sources like the U.S. Census Bureau, the U.S. Bureau of Economic Analysis, the U.S. Bureau of Labor Statistics, the U.S. Department of Commerce, the Federal Highway Administration, the U.S. Environmental Protection Agency, the U.S. Department of Energy and Implan.

That data is used in TREDIS, a nationally recognized economic model for transportation planning, to determine the economic performance of the proposed projects.



### **What other factors do businesses consider when deciding to relocate or expand?**

While transportation investments certainly can encourage new development, it's only one factor. In addition, businesses are looking for things like an available workforce, a suitable location to build, access to markets, and access to other modes of transportation.

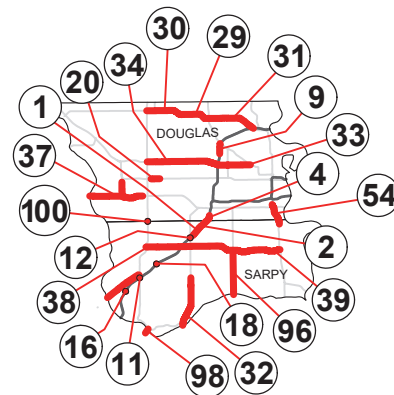
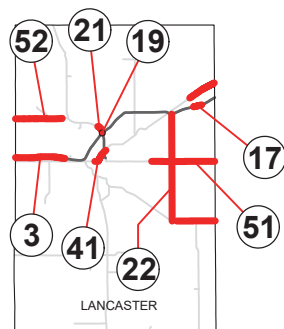
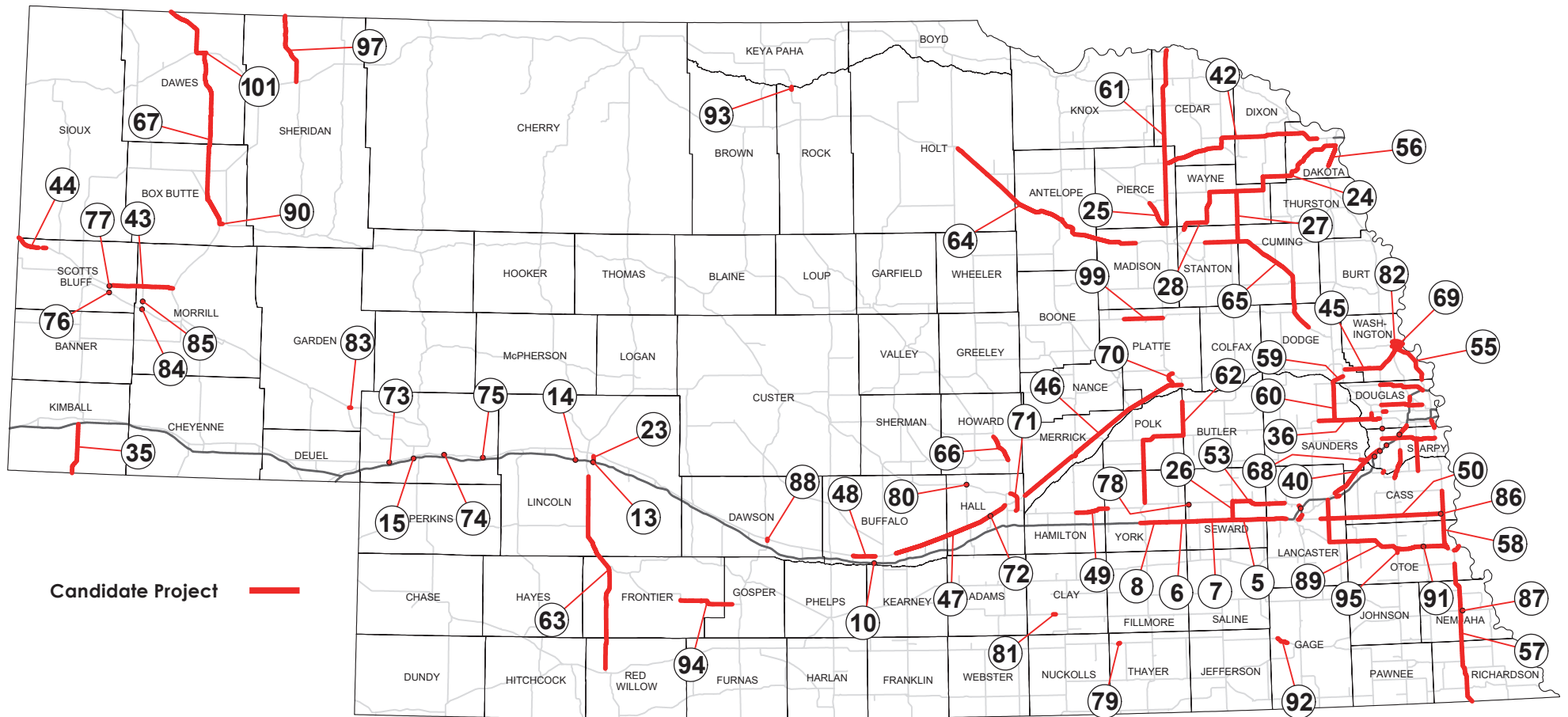
**For more information on NDOR's efforts to update its project prioritization process, visit [www.roads.nebraska.gov/projects/grow-ne](http://www.roads.nebraska.gov/projects/grow-ne)**

**BUILD NEBRASKA ACT**  
**THE NEXT 10 YEARS**

**NEBRASKA**  
Good Life. Great Journey.  
DEPARTMENT OF ROADS

**TRANSPORTATION**  
**INNOVATION ACT**

## NDOR Statewide Candidate Projects





Agenda Item E  
Heartland 2050 Policy Guide



## **Heartland 2050 Mini-Grant Proposal**

The Heartland 2050 Mini-Grant Program will be administered as a set-aside of MAPA's Regional Surface Transportation Block Grant (STBG) Program funding. Approximately \$330,000 of STBG-MAPA funding will be allocated to project within the MAPA Transportation Management Area (TMA) for planning and implementation projects related to transportation as part of the FY2018 Transportation Improvement Program (TIP). Communities in Douglas, Sarpy, and the urbanized portion of Pottawattamie County will be eligible to submit applications for this mini-grant opportunity. Eligible projects identified by Heartland 2050 (H2050) Implementation Committees included corridor studies and other community plans and policies that support compact development and transportation options for residents of the H2050 region.

Applications will be reviewed by a joint committee of MAPA Project Selection Committee members and Heartland 2050 Executive Committee meeting. The recommendations of this committee will be reviewed and recommended by the Transportation Technical Advisory Committee and Heartland 2050 Executive Committee to the MAPA Policy Board for final approval and incorporation into the TIP. The call for projects for Heartland 2050 mini-grants is anticipated in December of 2016 with final incorporation into the MAPA TIP in the Summer of 2017.

3

MAPA Board

- MAPA Board Makes Final Decision About Project Awards
- Amends or Includes Awards As Part of Transportation Improvement Program (TIP)

2

TTAC

ProSeCom

Heartland 2050  
Executive Committee

- TTAC & Heartland 2050 Executive Committee Review Committees Awards
- Recommendations to MAPA Board

1

Mini-Grant Review  
Committee

- Membership from H2050 Executive Committee & ProSeCom
- Reviews Applications & Recommends Grant Awards to TTAC and H2050 Executive Committee