

**DATE:** May 18, 2018

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

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

**RE:** May 25, 2018 TTAC Meeting

The MAPA TTAC will meet Friday, May 25, 2018 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. 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://mapacog.org/calendar/events/?type=committee-events>.

### **AGENDA**

#### **For TTAC Approval / Review**

- A. Meeting Minutes: TTAC will consider approval of the April 20, 2018 TTAC meeting minutes. (Action Item) (Attachment)

#### **Recommendations to Board**

- B. FY2018 Transportation Improvement Program (TIP) Amendment 7: Court Barber will present the seventh amendment to the FY2018 Transportation Improvement Program. (Action Item) (Attachment)
- C. 2040 Long Range Transportation Plan (LRTP) Amendment 7: Court Barber will present the seventh amendment to the 2040 Long Range Transportation Plan. (Action Item) (Attachment)
- D. Transportation Improvement Program (TIP) Fee: Greg will present final language and policy for the administration of the Transportation Improvement Program fee. (Action Item) (Attachment)
- E. Final FY2019 Unified Planning Work Program (UPWP): Mike Helgersen will present the final version of the agency's FY2019 Unified Planning Work Program. (Action Item) (Attachment)
- F. Draft FY2019-2024 Transportation Improvement Program (TIP): Court Barber will present a draft of the FY2019 TIP. (Action Item)

#### **Discussion Items**

- G. Funding Obligation and Project Status: Mike Helgersen will review obligations of regional funding, the status of projects, and the existing programming of projects (Information Item)
- H. Member Agencies Update: Agencies will present updates regarding ongoing and future projects/programs across the region. (Information Item) (Time Permitting)
- I. Additional Business  
*Upcoming Meetings:* MAPA Board of Directors – May 31<sup>st</sup>, 2018  
Coordinated Transit Committee – June 20<sup>th</sup>, 2018  
MAPA Transportation Technical Advisory Committee – June 22<sup>nd</sup>, 2018  
Path to Equity Summit (with United Way of the Midlands) – June 6<sup>th</sup>, 2018
- J. Adjournment



# Agenda Item A

## Meeting Minutes

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY  
Transportation Technical Advisory Committee  
Minutes of April 20, 2018 Meeting

The Transportation Technical Advisory Committee met on Friday, April 20, 2018, at Metro, 2222 Cuming Street, Omaha, Nebraska. Mr. Todd Pfitzer opened the meeting at 10:05 a.m.

VOTING MEMBERS

Janet McCartney	Cass County
Dan Kutilek	Douglas County Engineers Office
Dan Giittinger	City of Gretna Development Services Director
Joe Soucie	City of La Vista Public Works
Todd Pfitzer	City of Omaha Public Works
Bob Stubbe	City of Omaha Public Works
Stephen Osberg	City of Omaha Planning Department
Mark Stursma	City of Papillion Planning Department
Curt Simon	Metro Transit
Mark Fischer	Nebraska Department of Transportation – Lincoln
Eric Williams	Papio-Missouri River NRD

NON-VOTING MEMBERS

Greg Youell	Metropolitan Area Planning Agency
Jason Carbe	HDR Engineering, Inc.

GUESTS

Jeff Riesselman	City of Omaha Public Works
Maurice Hinchey	Nebraska Department of Transportation – District 2
Steve Schmidt	Burns & McDonnell
Arobindu Das	Iteris, Inc.
Nick Weander	Olsson Associates
Shane Swope	Schemmer
Steve Ziemba	Terracon
Gayle Sturdivant	City of Omaha Public Works
Rachel Ernst	UNO Student
Bryan Guy	City of Omaha Public Works

STAFF

Court Barber	Metropolitan Area Planning Agency
Travis Halm	Metropolitan Area Planning Agency
Mike Helgerson	Metropolitan Area Planning Agency
Josh Corrigan	Metropolitan Area Planning Agency
Megan Walker	Metropolitan Area Planning Agency

A. Approval of Minutes

Motion #1: Approval of the minutes of the March 23, 2018 Transportation Technical Advisory Committee Meeting.

Motion by: Dan Giittinger  
Second by: Dan Kutilek  
Motion Carried

B. FY 2018 Transportation Improvement Program (TIP) Amendment 6

Mr. Barber presented the FY 2018 Transportation Improvement Program Amendment 6. The projects to be amended are:

1. Metro Transit - Program of Projects
2. City of Omaha - Sign Management Inventory
3. PMRNRD/NDOT – Western Douglas County Trail Phase 1
4. City of Omaha – North Downtown Riverfront Pedestrian Bridge
5. City of Omaha – 132<sup>nd</sup> at West Center Road Safety Project

Eric Williams noted that Western Douglas County Trail Phase 1 may need to be updated to include phase 2 as well; the two projects are supposed to be combined into one.

Motion #2: Recommending approval of Amendment 6 to the FY2018 Transportation Improvement Program to the MAPA Board of Directors at their April 26, 2018 meeting.

Motion by: Curt Simon  
Second by: Mark Stursma  
Motion Carried

C. 2040 Long Range Transportation Plan Amendment 7

Mr. Barber presented Amendment 7 to the 2040 Long Range Transportation Plan. He said the amendment increases total cost of the City of Omaha's 156<sup>th</sup> Street Phase Two project from \$22,329,560 to \$28,634,550. A public comment period will begin today and a public meeting will be held in early May.

Motion #3: Recommending approval of Amendment 7 to the 2040 Long Range Transportation Plan to the MAPA Board of Directors at their April 26, 2018 meeting.

Motion by: Stephen Osberg  
Second by: Dan Kutilek  
Motion Carried

D. Transportation Improvement Program (TIP) Fee

Mr. Youell addressed the TTAC on the proposed TIP Fee and asked for a recommendation to update the interlocal agreement to include the fee. He said some changes have been made from the previously presented draft, including a cap for jurisdictions with a population of 5,000 or less and working with the City of Council Bluffs on the timing of the fee's assessment.

Dan Kutilek commented that he agrees with having a MAPA position focused on delivering local projects. He would like to see an allowance for jurisdictions with very large projects to pay over time. Mr. Youell said this is a likely outcome. Mr. Kutilek added that the fee will likely hurt project delivery for Douglas County.

Bob Stubbe echoed Mr. Kutilek's concerns regarding the fee's impact to programs. He said he hopes the new position will be focused solely on transportation and not planning. He was concerned about when fees would be collected for AC projects, wanting to make sure they are assessed at conversion, not when the project is delivered with local funds. Mr. Youell said that would be the case.

Stephen Osberg asked how much the fee would generate for MAPA per year. Mr. Youell said about \$180,000 in an average year.

Curt Simon asked if the fee can count toward local match. Mr. Youell said he did not know, but could find out.

Eric Williams asked how the fee is to be approved by each agency. Mr. Youell said the fee's implementation will be done by MAPA's board and council of officials, expenditure of funds should be handled by jurisdictions in whatever manner is typical for them.

Dan Kutilek asked what happens if an organization does not approve payment of the fee. Mr. Youell said that, if the fee is approved by MAPA, it would be a requirement to receive federal funding.

Gayle Sturdivant asked about how this fits with programmatic agreements. Mr. Youell and Mr. Helgersen responded that the fee's addition to the agreement form has been approved by NDOT.

Eric Williams asked about the approval schedule. Mr. Youell said MAPA intends to bring the final version before the board at the April 26, 2018 meeting.

Bob Stubbe said the potential for the fee to count toward local match is particularly important and should be answered before TTAC makes a recommendation.

Joe Soucie said he does not agree with the cap for communities of 5,000 and under. Mr. Kutilek agreed.

Curt Simon asked if funds flexed to the FTA apply. Mr. Youell said only STBG funds will be assessed a fee.

Mr. Youell asked for a recommendation from the group, whether that is with or without the cap for small jurisdictions. Mr. Stubbe said he agrees with Mr. Soucie that the cap should be removed.

General consensus from the group was that without the answer to whether the fee will count as local match they could not make a recommendation. Mr. Youell stressed the importance of timing with respect to MAPA's budgeting process and asked for a general recommendation from TTAC. The group maintained their unwillingness to provide a recommendation at that time. Todd Pfitzer asked that everyone be prepared to provide MAPA with a recommendation as soon as the answer is provided.

Motion #4: Table the recommendation until an answer to the local match question is provided.

Motion by: Mark Stursma  
Second by: Dan Kutilek  
Motion Carried

E. 2018-2021 Civil Rights Plan (tabled)

Mr. Pfitzer informed the TTAC this agenda item is not ready and must be tabled until the May meeting.

F. TIP Project Management Tool

Mr. Corrigan presented on the new TIP database and the project status update back-end.

G. Funding Obligation & Project Status

Mr. Helgersen described the current state of STBG and TAP obligations as well as project status updates.

H. Transit ROI Study

Naomi Stein, Project Manager, EDR Group presented to the committee an introductory presentation for the upcoming Transit Return on Investment (ROI) Study. She stated that the goal of the ROI Study was to assess economic returns associated with existing and potential future transit services within the context of the Omaha region's ongoing economic and land development.

Ms. Stein laid out the following team organization for the project: Glen Weisbrod (EDR Group) as Officer-In-Charge; Naomi Stein (EDR Group) as Project Manager; Steve Wolf (JEO) as Stakeholder Lead and Chandler Duncan (Metro Analytics) as the Technical Advisor.

Ms. Stein elaborated that the workplan would be organized into four tasks: 1) Project Management & Administration; 2) Stakeholder Outreach and Input; 3) Data Gathering and Research; 4) Final Report & Documentation.

Ms. Stein stated that the methodology of the project will find the economic role of transit today, find the implications of future land development within the region, and then provide a technical workshop of how current and proposed transit can move forward.

Ms. Stein said the three main elements of the study will be a Stakeholder Committee, Interviews and Case Studies, and Data Collection. Eventual information gathered will lead to community advocacy talking points and ultimately result in community buy-in.

Ms. Stein said there will be four stakeholder meetings with the following topics: 1) Stakeholder Kickoff; 2) Transit Economics Workshop; 3) Transit Futures brainstorming; and 4) Findings.

I. Member Agencies Updates

- Todd Pfitzer and Bryan Guy updated the committee on City of Omaha projects.
- Dan Kutilek updated the committee on Douglas County projects.
- Joe Soucie updated the committee on City of La Vista projects.
- Maurice Hinchey updated the committee on NDOT District 2 projects.

- Curt Simon updated the committee on Metro Transit projects.
- Janet McCartney updated the committee on Cass County projects.

#### J. Additional Business

Mr. Youell informed the committee of a meeting of the DELVE team held on April 19<sup>th</sup>. Topics included a federal funding recision and the August fund redistribution with a focus on working with NDOT to deliver projects. He said the group would be meeting every six months.

- MAPA Board of Directors – April 26, 2018
- Coordinated Transit Committee – May 16, 2018
- Transportation Technical Advisory Committee – May 25, 2018

#### K. Adjournment

Motion #5: Motion to adjourn:

Motion by: Curt Simon  
Second by: Dan Kutilek  
Motion Carried

The meeting was adjourned at 11:29 a.m.


Agenda Item B

Amendments to the FY18-FY23  
Transportation Improvement  
Program

# Amendment 7 - Proposed

**Effective Date** 05/31/2018

## Revisions

Project Name	Date 	Description
<a href="#">Eastern Nebraska Community Action Partnership FY2018 5310 Vehicle Purchase</a>	05/16/2018	This project is removed from the TIP.
<a href="#">Eastern Nebraska Community Action Partnership FY2017 5310 Vehicle Purchase</a>	05/16/2018	This project is removed from the TIP.
<a href="#">Crossroads of Western Iowa FY2018 5310 Vehicle Purchase</a>	05/16/2018	Funding for the FY2018 Capital Expenditures phase is increased from \$17,910 to \$65,910 and the project description changes from Purchase one lowered-floor minivan to Purchase two lowered-floor minivans.
<a href="#">2018 Bellevue Resurfacing Project</a>	05/14/2018	Local funding is increased from \$2,221,600 to 4,216,560 in FY2018 for UTIL-CON CE (AC), local funding is increased from \$555,400 to \$1,054,140 in FY2018 for UTIL-CON-CE, and STBG-MAPA funding is increased from \$2,221,600 to 4,216,560 in FY2023 for AC Conversion.
<a href="#">Omaha Housing Authority FY2021 5310 Vehicle Purchase</a>	05/14/2018	The FY2021 Capital Expenditures phase is moved forward to FY2017 and FTA 5310 funding is decreased from \$51,920 to \$48,000.
<a href="#">Western Douglas County Trail Phase 2</a>	04/24/2018	This project is removed from the TIP. \$1,779,930 of DPU funding in FY2018 for UTIL-CON-CE is transferred to NE-22227 as part of a project consolidation.
<a href="#">Western Douglas County Trail</a>	04/24/2018	\$1,779,930 of DPU funding is programmed in FY2018 for UTIL-CON-CE. This funding is transferred from NE-22227A which is being removed from the TIP as part of a project consolidation. The description is updated to include the section from NE-22227A.
<a href="#">156th Street Phase Two</a>	04/20/2018	Local funding is increased from \$3,427,000 to \$9,732,000 in FY2018 for UTIL-CON-CE.



Agenda Item C

Amendment 7 to the 2040 Long  
Range Transportation Plan

## Regional Goals

### 3.1 GOALS

As the MAPA region plans for the coming 25 years, what principles will guide the development of the region's transportation system? The federal transportation legislation identifies eight planning factors to guide the transportation planning process. The federal planning factors provide a helpful framework for identifying goals and strategies for a region's transportation system. The eight planning factors are listed below:

- “Support the **ECONOMIC VITALITY** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.”
- “Increase the **SAFETY** of the transportation system for motorized and non-motorized users.”
- “Increase the **SECURITY** of the transportation system for motorized and non-motorized users.”
- “Increase the **ACCESSIBILITY AND MOBILITY** of people and for freight.”
- “Protect and enhance the **ENVIRONMENT**, promote **ENERGY CONSERVATION**, improve the **QUALITY OF LIFE**, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.”
- “Enhance the **INTEGRATION AND CONNECTIVITY** of the transportation system, across and between modes, for people and freight.”
- “Promote efficient system **MANAGEMENT AND OPERATION**.”
- “Emphasize the **PRESERVATION** of the existing transportation system.”

Many of these goals are interrelated. For example, accessibility and mobility have a direct bearing on a metropolitan area's economic vitality. If it is convenient to travel and distribute a company's products, then they will be more likely to locate in that region. Similarly, efficient management and operation of the system affect its level of accessibility and mobility. The concerns identified by the eight planning factors can be condensed into four overarching categories related to a region's economic vitality and quality of life. Therefore, this LRTP identifies **four general goals** for the MAPA region's transportation system:

#### **TRANSPORTATION SYSTEM GOALS**

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

### **3.2 REGIONAL OBJECTIVES, ACTION STEPS, AND MEASURES OF SUCCESS**

Objectives have been identified to move toward achieving the regional goals. These are followed by example action steps associated with the objectives for each category. Also listed are example measures of success that can be used to measure the region's progress toward achieving the regional goals.

#### **3.2.1 – GOAL #1: MAXIMIZE ACCESSIBILITY AND MOBILITY.**

- Minimize delay and congestion so that the MAPA region's low travel times and convenient travel continue to be an asset in attracting new business and industry
- Build on the metro area's importance as a trucking and rail freight center
- Create viable transportation alternatives (transit, bicycle, pedestrian) that will attract people from communities with strong alternative forms of transportation
- Increase use of ridesharing, carpooling and other programs to improve vehicle occupancy rates
- Promote inter-modalism and connections between different modes of transportation
- Provide transportation opportunities for elderly, disabled, and low-income individuals
- Educate the public on alternate transportation options

#### Example Action Steps:

- Identify needed upgrades in traffic signal technology and communications.
- Continue to support initiatives like The Omaha Signal Project to improve traffic flow and adaptability.
- Build cooperative relationships with freight companies to pro-actively collaborate, address their needs, and communicate on a continual basis with municipalities.
- Develop a major east-west bicycle-only trail and assist in implementing the trail improvements and connections identified in the Bike-Pedestrian Master Plan.
- Aid in the implementation of Complete Streets on selected corridors as is being done in the City of Bellevue, and suggested in other areas in the Bike –Pedestrian Master Plan.
- Identify new opportunities for transit service and funding options, as suggested in the Regional Transit Vision Plan and implemented in upcoming projects like the Omaha Bus Rapid Transit Line.
- Provide capacity improvements to streets and highways where warranted.
- Grow MAPA's on-line Metro! Rideshare carpool and van pool program.

- Study potential new passenger rail options, and develop ways to implement the suggested routes and changes in the Iowa DOT Passenger Rail Study, completed in 2014.
- Develop a regional mobility coordination center to provide more transportation options for the elderly, disabled and low income individuals using grants that MAPA has received to develop a one call center.
- Educate the public about the EPA's ozone standard and the need to lower ozone emissions in the metro area through continuing projects like MAPA's Little Steps Big Impact ozone awareness campaign.

Example Measures of Success:

- Maintain Level of Service (LOS) "D" or better on region's roadways  
See Section Six, Figure 6.9 for today's LOS.
- Maintain average commute time to below 20 minutes  
Commute times in the MAPA region average near 20 minutes.
- Create on-road bicycle facilities and increase the miles of off-road bicycle facilities by at least 25%. For current bicycle facilities, see Section Ten.

**3.2.2 – GOAL #2: INCREASE SAFETY AND SECURITY.**

- Develop a transportation system that provides a safe environment for all citizens and travelers
- Properly maintain transportation infrastructure
- Minimize exposure to collisions through growing alternative modes of transportation (transit, bicycle, pedestrian)
- Minimize the consequences for collisions that do occur
- Develop and track safety-related performance measures
- Maintain a secure environment to protect transportation assets in the MAPA TMA
- Coordinate with state and federal agencies to use local transportation assets during times of natural disasters, extreme accidents, or terrorist attacks

Example Action Steps:

- Utilize NDOR's District Operations Center (DOC) and other traffic operations centers in the metro area to assist with incident management
- Preserve and improve aging infrastructure

- Continue and grow the Metro Area Motorist Assist (MAMA) program
- Enforce existing laws concerning travel and travel safety
- Respond to weather incidents in a timely and effective manner through cooperation with state and local agencies, specifically NDOR and Iowa DOT Transportation Incident Management (TIM) committees
- Continue committees such as the Southwest Iowa Freeway Team (SWIFT) for more efficient use of freeways through incident management, technology, etc.
- Use Metropolitan Travel Improvement Study (MTIS) and local data to evaluate and suggest corrections for common causes of crashes.
- Use MTIS data to evaluate locations with safety issues and suggest improvements.
- Develop implementation strategies for MTIS recommendations to improved safety measures as they are received.
- Secure support from the public and its elected representatives through education and advocacy for safer transportation facilities.
- Help to implement the Omaha area Local Emergency Operations Plan that was adopted in December of 2014 by the City of Omaha.

Example Measures of Success:

- Decrease the annual number of crashes, especially fatalities.
- Continue and grow working groups that coordinate incident management and emergency response efforts between agencies in the MAPA region.

**3.2.3 – GOAL #3: CONSIDER THE ENVIRONMENT AND URBAN FORM.**

- Avoid, minimize, and mitigate the negative environmental impacts of the transportation system (*e.g.*, air pollution, noise pollution, water run-off, habitat destruction)
- Retain attainment air quality status as designated by the Environmental Protection Agency (EPA)
- Foster energy conservation through the transportation system
- Increase the mode share of alternative modes of transportation (transit, bicycle, pedestrian) to ten percent of all trips by 2040
- Consider aesthetics and urban form in the design process
- Coordinate transportation investments with land use policies to minimize environmental costs
- Achieve the national designation as a “Bicycle Friendly Community” as conferred by the League of American Bicyclists

- Preserve cultural, scenic, and historic resources

Example Action Steps:

- Continue the work that is being done with the Heartland 2050 study and adapt and develop strategies for the region to support many of the findings and suggestions of this study in relation to transportation.
  - Education methods on land use
  - Accessible neighborhoods
  - Alternate Transportation methods and routes
- Coordinate with public and private groups to prevent violations of air quality standards through the Little Steps Big Impact, work to expand the community connections of this program.
- Facilitate local and national efforts to create a more balanced, aesthetically-pleasing, and environmentally-friendly transportation system such as ‘Green Streets for Omaha’, ‘Omaha by Design’ and ‘Live Well Omaha’, as outlined in the Bike – Pedestrian Study, Regional Transit Vision, and Heartland 2050.
- Analyze connectivity of sidewalks in the MAPA region to improve accessibility for pedestrian traffic as stated in the Bike – Pedestrian Plan and outlined in the Bike – Pedestrian Master Plan and later in this document.
- Promote alternative-fueled vehicles that reduce emissions.
- Implement funding mechanisms for alternative modes of transportation (transit, bicycle, pedestrian) that have become available through MAP-21 initiatives: increases in STP funding that can now be allocated to the development of alternative modes of transportation and other funding programs which go towards funding new and alternate modes of transportation.
- Continue efforts for ‘Bicycle Friendly’ community standards. Work to help bring the Omaha region up from Bronze to Silver and eventually Gold level ‘Bike Friendly Community’.
- Follow, or exceed, federal regulations on projects through Environmental Assessment meetings and input.
- Refine criteria for the TIP based on the goals for the LRTP.

Example Measures of Success:

- Promote increased population density for the MAPA region.  
Currently, the Census-defined Omaha urbanized area averages approximately 2,400 persons per square mile (see Section Four).
- Remain in “attainment” air-quality status (*i.e.*, not exceed national ambient air quality standards set by the EPA).

- Maintain or reduce *per capita* vehicle miles traveled (VMT).  
Today, average *per capita* VMT for the Omaha-Council Bluffs metro area is 22. (See Section Six, Figure 6.6)
- Increase the percentage of trips taken by non-vehicular mode of transportation.  
Single-occupancy vehicles and carpools comprise approximately 94% of work trips in the MAPA region. (See Section Six, Figure 6.2)

### **3.2.4 – GOAL #4: KEEP COSTS REASONABLE AND SUSTAINABLE.**

- Maximize the useful life of the streets, highways, bridges, and related transportation devices of the transportation system
- Utilize management strategies and technologies to maximize street and highway efficiency
- Incorporate and coordinate transportation improvements with existing and planned future land use to minimize infrastructure costs
- Efficiently utilize financial resources and investigate new potential revenue sources.
- Coordinate transportation activities across jurisdictional boundaries where appropriate

#### Example Action Steps:

- Utilize Transportation Asset Management (TAM) strategies to maximize system performance and minimize life-cycle costs.
- Continue programs like the Omaha Signal Project and Intelligent Transportation Systems (ITS) architecture updates to improve traffic flow and decrease congestion.
- Continue Transportation Systems Management (TSM) committee to coordinate infrastructure construction and planning in the MAPA TMA.
- Explore alternate financing options for transportation funding (vehicle mileage road user fees, toll roads, private financing, user fees, fuel taxes, etc.) in the metro area
- Continue transportation-related studies and projects such as traffic signal coordination or safety studies on a multi-jurisdictional or regional basis to more efficiently use resources.
- Continue to improve project development process between local, regional, state and federal agencies to reduce costs and increase the speed of project delivery.

#### Example Measures of Success:

- Using asset management principles to reduce long-term roadway maintenance costs, increase the percentage of mileage with “good” or better pavement condition.

- Currently, 84% of the rated roadways in the MAPA region are rated “good” or “very good”. (See Section Five, Figure 5.6)
- Using asset management principles to reduce long-term infrastructure costs, reduce the percentage of bridges rated “poor” or “fair”.  
 20% of bridges in the MAPA region are rated as such today. (See Section Five, Figure 5.10)
  - Utilize and evaluate benefit-cost analysis in major projects.

### 3.3 PERFORMANCE BASED PLANNING – SAFETY MEASURES

Beginning in 2018, performance based planning measures will be implemented nationwide by States and MPOs for the safety measures of fatalities, serious injuries and non-motorized fatalities and injuries, along with fatality rate and serious injury rate. Each state has developed individual safety performance measure targets for those five categories, and then allowed MPOs 180 days to adopt those state targets, or to implement their own.

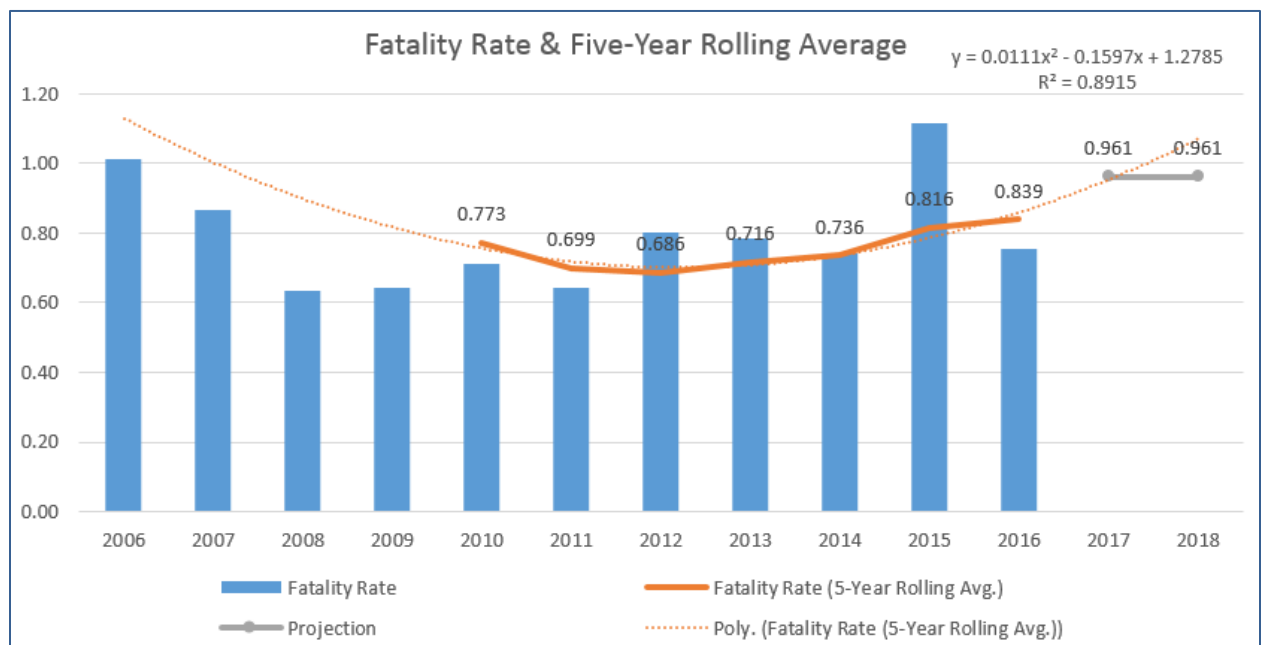
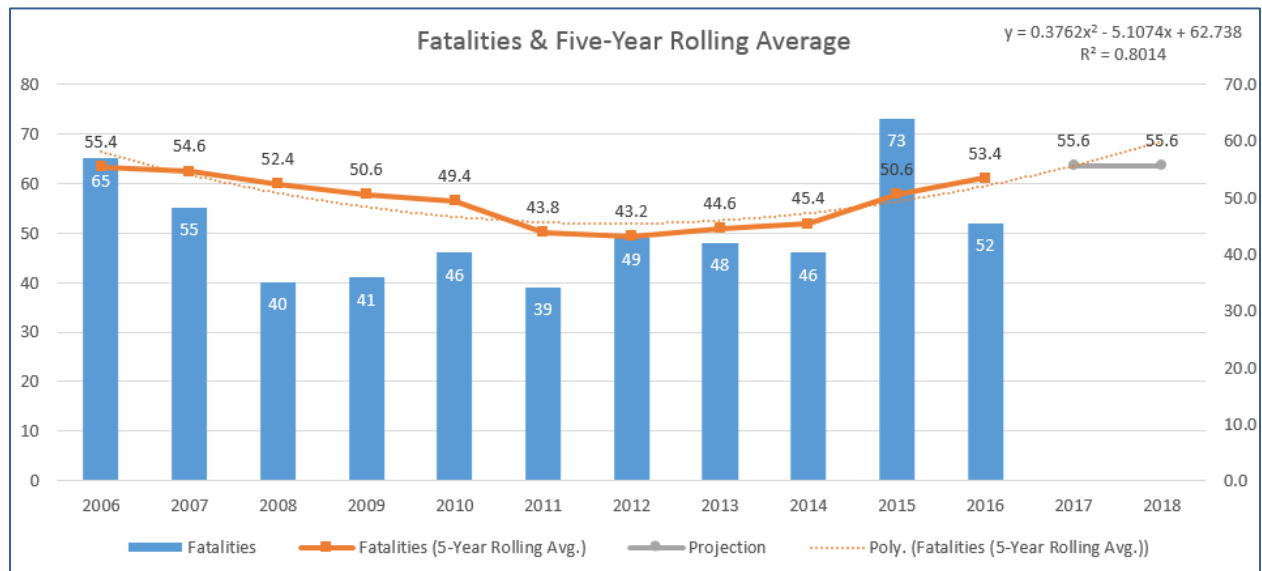
#### 3.3.1 – SAFETY PERFORMANCE MEASURE TARGETS

As the MPO for the Omaha-Council Bluffs Metropolitan area, MAPA adopted unique safety-related targets for the region, instead of adopting the state targets developed by the Nebraska Department of Transportation or the Iowa Department of Transportation.

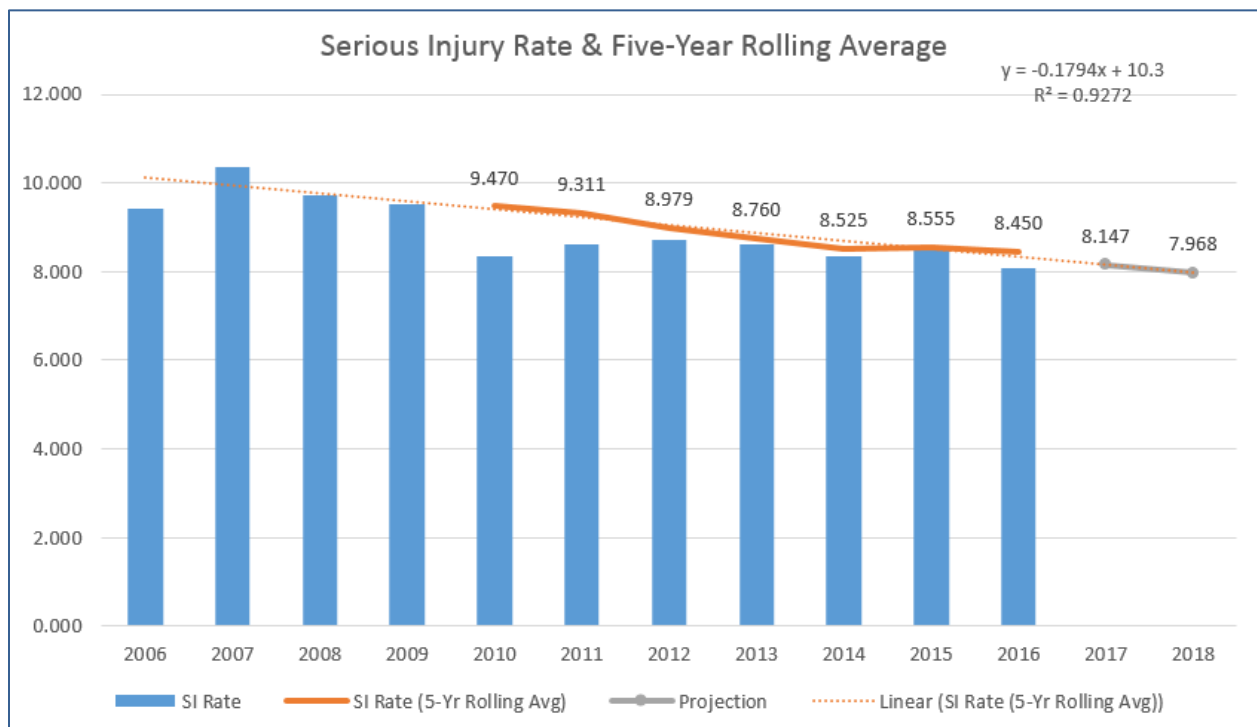
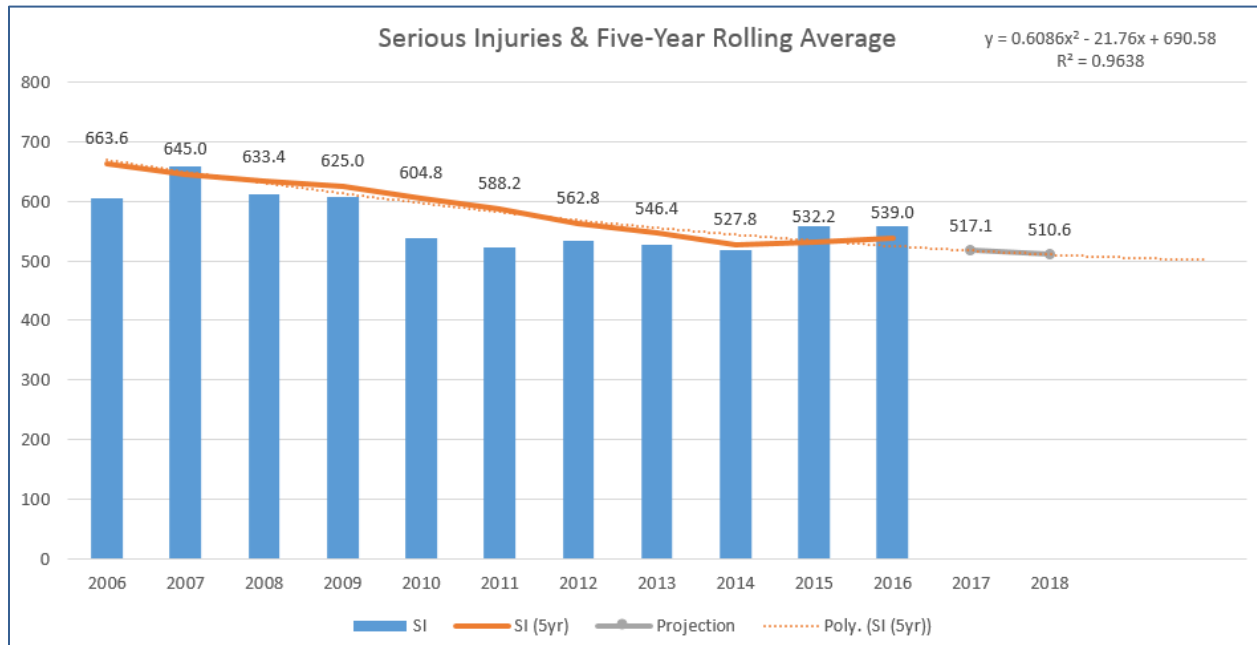
Safety Performance Measure Summary		
5-Year Rolling Average		
Category	2012-2016	2014-2018
	Baseline	Anticipated Target
Fatalities (#)	53.4	55.6
Fatality Rate	0.839	0.961
Serious Injuries (#)	539.0	510.6
Serious Injury Rate	8.450	7.968
Non-Motorized (# Fatal & Serious)	53.4	56.0



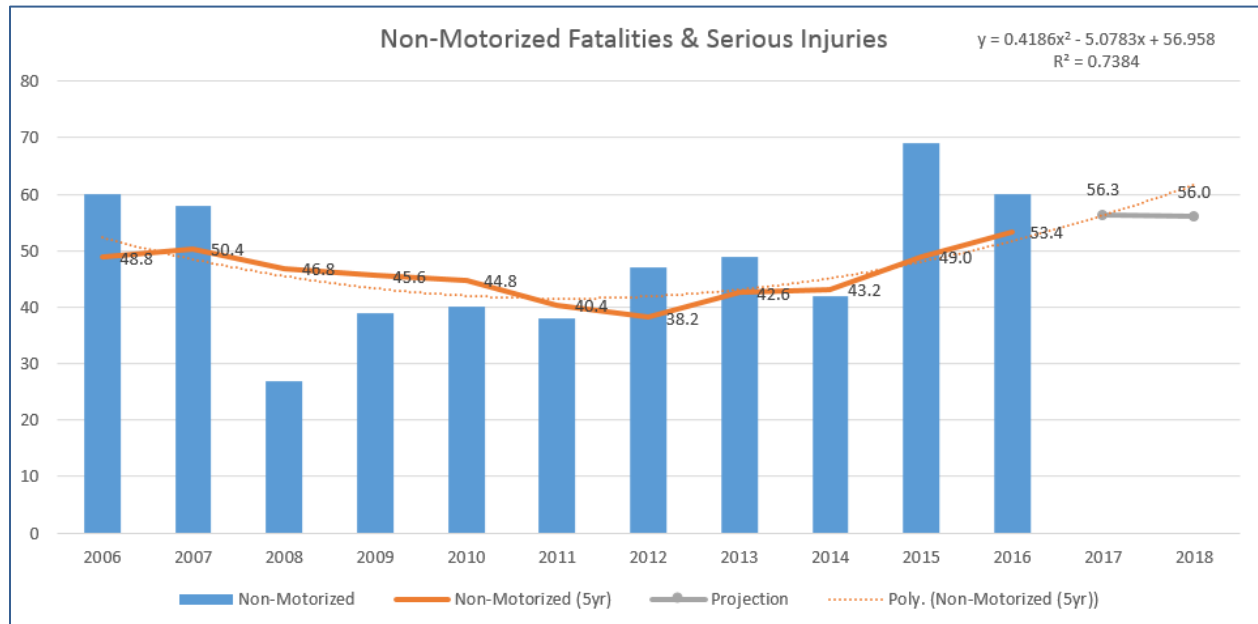
# Metropolitan Area Planning Agency Long Range Transportation Plan 2040



# Metropolitan Area Planning Agency Long Range Transportation Plan 2040



# Metropolitan Area Planning Agency Long Range Transportation Plan 2040



## 7.6 REGIONALLY SIGNIFICANT TRANSPORTATION INVESTMENTS

The list of street and highway projects eligible for Federal aid funding following in this section is fiscally-constrained to reasonably available local, state, and federal revenues. Project costs take inflation into account and appear in year-of-expenditure dollars. Therefore, project costs for future years appear higher than what they would cost if constructed today. As is described in Section 7.3, federal funding levels were identified based on past trends within the Omaha-Council Bluffs region. Local revenues were identified based on local financial reports and identified operations & maintenance costs.

These projects listed in this LRTP are considered eligible for Federal-Aid funding by the MPO. Projects will be selected for Federal aid funding as they go through the MPO's project selection and prioritization process for the TIP, while some projects may be advanced using solely local funding sources. The following sections divide the projects between Regionally Significant Roadway & Trail Projects, Regionally Significant Transit Investments, and Illustrative Projects.

### 7.6.1— REGIONALLY SIGNIFICANT ROADWAY & TRAIL INVESTMENTS

The tables that follow this section include regionally significant roadway and trail projects identified from the 2035 Long Range Transportation Plan and the scenario planning process described earlier in this chapter. These investments represent the federal-aid eligible portion of this LRTP as the total funding for both local and state projects has been

The FY2016-2019 Transportation Improvement Program serves as the four-year implementation program of this plan. Projects identified in this TIP are included in the first band of projects within this project list.

A summary of the fiscally constrained Roadway & Trail program is included in Table 7.8 below.

**TABLE 7.8**  
**SUMMARY OF REGIONALLY SIGNIFICANT ROADWAY & TRAIL PROJECTS**

	2016-2019 (TIP)	2020-2025	2026-2030	2031-2035	2036-2040	Total
<b>Iowa</b>	\$467,444	\$120,273	\$37,320	\$59,884	\$35,153	\$720,074
<b>Nebraska</b>	<b>\$345,575</b>	\$158,236	\$151,710	\$147,222	\$148,488	<b>\$951,231</b>
<b>Total</b>	<b>\$813,019</b>	<b>\$278,509</b>	<b>\$189,030</b>	<b>\$207,106</b>	<b>\$183,641</b>	<b>\$1,671,305</b>

(Figures in \$1,000s)

Nebraska TIP Projects | FY 2016-2019

TIP ID	Lead Agency	Project Name	Improvement Location	Project Cost (FY2016-2019)	Total Project Cost
2015-048	Bellevue	36th Street Phase N-370 - Sheridan	36th St - N-370 to Sheridan	\$9,618,500	\$10,871,620
2015-050	Bellevue	36th Street Phase II	Sheridan to Platteview Rd	\$956,130	\$9,911,130
2015-046	Bennington	156th Street	Bennington	\$2,208,750	\$2,929,446
2015-039	Douglas	180th Street (Phase 1)	HWS Cleveland Blvd to Blondo St and Blondo St .25 mile East and West to 180th St	\$28,520,000	\$31,185,000
2016-037	La Vista	Applewood Creek Trail	From Giles Road north along Applewood Creek between Giles and Harrison	\$163,000	\$1,830,500
2016-038	MAPA	Heartland B-Cycle Expansion	Various locations throughout the City of Omaha	\$1,162,909	\$1,162,909
2015-021	Metro	Metro Rolling Stock	Metro Transit service area	\$3,052,500	\$4,466,250
2015-139	Metro	Bus Rapid Transit	Along Dodge/Farnham corridor, from Westroads Mall	\$2,232,500	\$36,012,500
2015-005	NDOR	I-680/US-6 Interchange DMS	Along I-680/US-6 in Omaha. Begin R.P. – 2.29	\$712,000	\$760,000
2015-006	NDOR	N-370: US-75 West, Bellevue	N-370 sections from 1.6 mi east of 72nd Street east 3.15 mi	\$5,474,000	\$5,670,000
2015-008	NDOR	I-80/680 'Q'-'L' CD Rds, Omaha (WB)	WB I-80 CD roads and ramps in the I-80/I-680 interchange area in Omaha. Begin R.P. – 444.23	\$4,197,000	\$4,237,000
2015-015	NDOR	US-75: Plattsmouth - Bellevue, North of Platte River	US-75 from Platte River bridge, north 3.1 miles. Begin R.P. – 76.30	\$32,016,000	\$32,016,000
2015-023	NDOR	I-80: 24th Street - 13th Street	I-80 from 24th Street to 10th Street. Begin R.P. – 453.37	\$13,446,000	\$13,446,000
2015-024	NDOR	Platte River Bridges East of Yutan	On Highway N-92, two bridges over the Platte River 1.5 and 1.8 miles east of Yutan. Begin R.P. – 462.56	\$947,000	\$962,000
2015-025	NDOR	Schramm Park South	N-31, 4.2 miles south of Schramm Park Recreational Area. Begin R.P. – 4.18	\$1,870,000	\$1,925,000
2015-026	NDOR	Giles Road Interchange Ramps	I-80 ramps at Giles Road interchange. Begin R.P – 442.0	\$2,483,000	\$2,541,000
2015-027	NDOR	Jct N-31/N-36 Intersection Improvements	Junction of Highways N-31 and N-36. Begin R.P. – 30.93	\$2,092,000	\$2,092,000
2015-028	NDOR	Elkhorn River West	On N-36 from Old Highway 275/Reicmuth Road, east to just west of the Elkhorn River	\$5,234,000	\$5,234,000
2015-029	NDOR	N-64 at SE Jct US-275 - Omaha	N-64 (W Maple Road) at junction of US-275 east to Ramblewood Drive/Elkhorn Drive. Begin R.P. – 59.21	\$3,250,000	\$3,360,000
2015-034	NDOR	N-92: Platte River East Structures	Nebraska Highway 92 (W Center Road) at the Platte River. Begin R.P. – 463.30	\$715,000	\$740,000
2015-036	NDOR	EB I-80 at I-680	EB I-80 at interchange with I-680. Begin R.P. – 445.74	\$1,342,000	\$1,342,000
2015-037	NDOR	Ralston Viaduct	N-85/BNSF viaduct in Ralston. Begin R.P. – 4.02	\$10,125,000	\$10,505,000
2015-068	NDOR	N-133: Thomas Creek Bridge North (SB)	On southbound lanes of N-133 from just north of Thomas Creek crossing, north 0.12 miles. Begin R.P. – 5.94	\$532,000	\$534,000
2016-001	NDOR	I-480: Bancroft - Dewey	On I-480, from 0.1 miles north of 1-80/US-75, north to miles south of Harney Street. Begin R.P. – 0.50	\$6,692,000	\$6,700,000
2016-002	NDOR	N-31: Schramm Park - US-6	On N-31 from near Schramm Park entrance to south junction with US-6	\$5,088,000	\$5,088,000
2016-003	NDOR	US-275: Waterloo Viaduct	On US-275 from Valley to viaduct at Waterloo. Begin R.P. – 165.74	\$7,570,000	\$7,570,000
2016-004	NDOR	US-275: West Papillion Creek Bridge West	On US-275 from 1.6 mile east of the west limits of Omaha to east of West Papillion Creek bridge. Begin R.P. – 176.33	\$1,556,000	\$1,556,000
2016-005	NDOR	I-680: Fort Street to Missouri River	On I-680 from near Fort Street northeast to Missouri River Bridge. Begin R.P. – 6.04	\$155,000	\$155,000
2016-006	NDOR	I-80/I-480 Bridges	I-80 bridges at I-480 Interchange. Begin R.P. – 451.00	\$4,800,000	\$4,800,000
2016-007	NDOR	I-80/I-480/US-75 Interchange	I-80 and I-480 bridges at I-80/I-480/US-75 Interchange. Begin R.P. – 452.98	\$12,970,000	\$12,970,000
2016-008	NDOR	I-480: 20th Street - Missouri River Bridges (EB)	On eastbound I-480 (including ramps) from 20th Street to the Missouri River. Begin R.P. – 2.95	\$8,600,000	\$8,600,000
2016-009	NDOR	I-480: 20th Street - Missouri River Bridges (WB)	On westbound I-480 (including ramps) from 20th Street to the Missouri River. Begin R.P. – 2.95	\$9,350,000	\$9,350,000
2016-010	NDOR	N-31 Bridges North of N-36	On N-31, approximately 0.7 miles and 5.2 miles north of N-36. Begin R.P. – 31.75	\$2,271,000	\$2,271,000
2016-011	NDOR	US-75: J Street & Gilmore Ave Bridge (SB)	Viaduct on US-75 at Gilmore/Union Pacific Rail Road and bridge at J Street. Begin R.P. – 85.80	\$2,619,000	\$2,619,000
2016-012	NDOR	US-75: Off Ramp to N-64 (NB)	On northbound US-75 off-ramp to N-64 (Cumming Street). Begin R.P. – 91.09	\$258,000	\$258,000
2016-013	NDOR	US-75: Big Papillion Creek, Bellevue	On US-75 over Big Papillion Creek, approximately 0.3 miles south of Bellevue. Being R.P. – 80.03	\$250,000	\$250,000
2016-014	NDOR	District 2 CCTV Cameras	On I-680, at three (3) locations in the Omaha area. Begin R.P. – 9.94	\$131,000	\$136,000
2016-015	NDOR	US-75 Fiber-Optic	Along US-75 from Fort Crook Road to south Junction with I-480	\$755,000	\$759,000
2016-016	NDOR	US-6 Fiber-Optic	Along US-6 from N-31 to Westroads Mall Road in Omah	\$922,000	\$922,000
2016-017	NDOR	I-80/I-480/I-680 Barriers, Omaha	Along I-80, I-480, and I-680 bridge locations in Omaha	\$864,000	\$864,000
2016-018	NDOR	I-80, N-31, N-370, & N-50 Ramps	I-80 interchange ramps at N-31, N-370, and N-50	\$710,000	\$710,000
2016-019	NDOR	US-275: 25th Street - 23rd Street	On US-275 from 1/2 block west of 25th Street to 1/2 block east of 23rd Street. Begin R.P. – 189.14	\$1,668,000	\$1,668,000
2016-020	NDOR	I-680: Mormon Bridge Painting	On I-680 at Mormon Bridge over Missouri River. Begin R.P. – 13.43	\$12,412,000	\$12,412,000
2016-021	NDOR	I-680: Mormon Bridge Deck Overlay	On I-680 at Mormon Bridge over Missouri River. Begin R.P. – 13.43	\$1,610,000	\$1,610,000
2016-022	NDOR	US-75 Bridge Approaches, Bellevue	US-75 bridges approaches from approximately 0.3 miles south Bellevue, north to Chandler Road. Begin R.P. – 80.03	\$1,643,000	\$1,643,000
2016-023	NDOR	24th Street Interstate Bridge	On 24th Street over I-80. Begin R.P. – 453.37	\$460,000	\$460,000
2016-024	NDOR	N-31: Elkhorn Viaduct	On N-31, viaduct over Park/Papio/Union Pacific Railroad approximately 0.7 miles south of N-64. Begin R.P. – 24.40	\$4,500,000	\$4,500,000
2016-025	NDOR	I-680: West Center Road Bridge	On I-680 at West Center Road. Begin R.P. – 0.83	\$1,520,000	\$1,520,000
2016-026	NDOR	I-80: I-480 to 24th Street	On I-80 from I-480 to 24th Street. Begin R.P. – 453.01	\$6,762,000	\$6,762,000
2016-027	NDOR	N-370: I-80 to Bellevue	On N-370 from I-80 to NB US-75 ramp terminal in Bellevue. Begin R.P. – 4.19	\$500,000	\$500,000
2016-028	NDOR	District 2 I-80 Fiber-Optic	Along I-80 from near Mahoney interchange east to the Iowa State line. Begin R.P. – 426.90	\$2,426,000	\$2,426,000
2016-029	NDOR	District 2 I-680 Fiber-Optic	Along I-680 in Omaha	\$1,300,000	\$1,300,000
2016-030	NDOR	District 2 I-480 Fiber-Optic	Along I-480 in Omaha	\$467,000	\$467,000
2016-031	NDOR	US-75: Dynamic Message Signs, Omaha	Along northbound and southbound US-75 from approximately J Street to west of F Street in Omaha. Begin R.P. – 87.33	\$688,000	\$688,000
2016-032	NDOR	District 2 DMS	Along I-80, US-75, and US-34 in District 2. Begin R.P. – 428.92	\$2,065,000	\$2,065,000
2016-033	NDOR	District 2 CCTV Camera Towers	At eleven locations along I-80, I-680, US-75, US-34, and N-370 in District 2	\$485,000	\$485,000
2017-030	NDOR	US-6 Bridges at I-680	Bridge repair and overlay	\$4,500,000	\$4,500,000
2015-001	Omaha	North Downtown Riverfront Pedestrian Bridge	10th and Fahey Drive	\$5,848,500	\$6,558,500

Nebraska TIP Projects | FY 2016-2019

TIP ID	Lead Agency	Project Name	Improvement Location	Project Cost (FY2016-2019)	Total Project Cost
2015-013	Omaha	Omaha Signal Infrastructure - Phase A	Various Locations Throughout City	\$8,562,970	\$8,562,970
2015-016	Omaha	Omaha ATMS Central System Software	Citywide	\$655,000	\$1,573,750
2015-017	Omaha	Omaha Signal Network - System Management	Various locations throughout the City of Omaha	\$500,000	\$500,000
2015-040	Omaha	156th Street Phase Two	Pepperwood Dr. to Corby St.	\$27,391,990	\$28,634,550
2015-044	Omaha	Q Street Bridge	Q St. between 26th St. and 27th St.	\$15,408,750	\$16,870,750
2015-051	Omaha	108th Street	Madison St to Q Street	\$9,240,940	\$9,655,940
2015-052	Omaha	168th Street	West Center Rd to Poppleton	\$272,950	\$8,970,200
2015-053	Omaha	114th Street	Burke to Pacific St	\$4,583,750	\$5,556,250
2015-054	Omaha	168th Street	West Center Rd to Q Street	\$3,418,360	\$15,764,050
2015-065	Omaha	24th Street Road Diet	From L Street to Leavenworth Street.	\$3,395,000	\$3,395,000
2015-132	Omaha	132nd at West Center Road Safety Project	132nd Street from Kingswood to Arbor Plaza and West Center Road from 133rd Plaza to 130th Ave	\$2,001,000	\$2,313,500
2015-157	Omaha	Omaha Signal Infrastructure - Phase B	Various Locations Throughout City	\$0	\$0
2015-158	Omaha	Omaha Signal Infrastructure - Phase C	Various Locations Throughout City	\$0	\$0
2015-159	Omaha	Omaha Signal Infrastructure - Phase D	Various Locations Throughout City	\$1,448,750	\$1,448,750
2016-045	Omaha	Omaha Resurfacing Program	Various locations throughout the City of Omaha	\$12,000,000	\$12,000,000
2015-010	Papillion	Schram Road 84th Street to 90th Street	Schram Road 84th Street to 90th Street	\$437,500	\$5,522,500
2015-041	PMRNRD	Western Douglas County Trail Phase 2	City of Valley to Village of Waterloo	\$2,224,910	\$2,543,228
2015-042	PMRNRD	Western Douglas County Trail Phase 1	City of Valley to Twin Rivers YMCA	\$3,224,655	\$3,586,055
2015-058	Sarpy	132nd and Giles	132nd and Giles Road	\$2,585,000	\$3,057,713
2015-062	Sarpy	66th and Giles	Harrison St. to 400ft. South of Giles Road and Giles Road from 69th St. to 66th St.	\$1,233,750	\$11,761,250
2015-138	Valley	Valley D.C. Safe Routes to School	Portion of Meigs Street in Valley, NE	\$225,000	\$270,000
Total				\$345,575,064	\$440,862,311

## 7.7 FISCAL CONSTRAINT OVERVIEW FOR ROADWAY & TRAIL PROJECTS

In order to demonstrate fiscal constraint of the projects and revenues identified in this chapter, MAPA has included Tables 7.13 (below) and 7.14 (next page). These tables correlate the anticipated federal-aid highway revenues, local revenues, and estimated project costs to summarize the analysis conducted within this chapter. The positive balances shown in Table 7.13 below demonstrates that the identified Federal-Aid program of projects is fiscally constrained. Balances in the short-term bucket reflects the inability to program funding by year for non-regional sources of federal funding.

Table 7.14 (next page) summarizes non-federal-aid revenue and expenditures identified within this plan. The maps that follow this section show identified Federal-Aid investments, non-federal-aid projects, and all projects together.

**TABLE 7.13**  
**MAPA FEDERAL-AID FISCAL CONSTRAINT OVERVIEW (IN \$1,000s)**

### Anticipated Federal-Aid Revenues (in \$1,000s)

	TIP 2016-2019	Short Term 2020-2025	Medium Term 2026-2030	Long Term		Total
				2031-2035	2036-2040	
Iowa Federal-Aid	\$410,135	\$111,108	\$36,861	\$18,830	\$19,207	\$596,141
Nebraska Federal-Aid	\$208,377	\$142,221	\$126,811	\$130,614	\$134,533	\$742,556
Sub-Total	<b>\$618,512</b>	<b>\$253,329</b>	<b>\$163,672</b>	<b>\$149,444</b>	<b>\$153,740</b>	<b>\$1,338,697</b>
Iowa Match	\$57,309	\$24,055	\$7,464	\$23,423	\$15,946	\$128,197
Nebraska Match	<b>\$137,198</b>	\$29,178	\$28,759	\$16,608	\$13,955	<b>\$225,698</b>
Sub-Total	<b>\$194,507</b>	<b>\$53,233</b>	<b>\$36,223</b>	<b>\$40,031</b>	<b>\$29,901</b>	<b>\$353,895</b>
Iowa Total	\$467,444	\$135,163	\$44,325	\$59,884	\$35,153	\$741,969
Nebraska Total	<b>\$345,575</b>	\$171,399	\$157,153	\$147,222	\$148,488	<b>\$969,837</b>
Total Revenues	<b>\$813,019</b>	<b>\$306,562</b>	<b>\$201,478</b>	<b>\$207,106</b>	<b>\$183,641</b>	<b>\$1,711,806</b>

### Total Federal-Aid Project Costs (in \$1,000s)

	TIP 2016-2019	Short Term 2020-2025	Medium Term 2026-2030	Long Term		Total
				2031-2035	2036-2040	
Federal-Aid - IA	\$467,444	\$120,273	\$37,320	\$59,884	\$35,153	\$720,074
Federal-Aid - NE	<b>\$345,575</b>	\$158,236	\$151,710	\$147,222	\$148,488	<b>\$951,231</b>
Sub Total	<b>\$813,019</b>	<b>\$278,509</b>	<b>\$189,030</b>	<b>\$207,106</b>	<b>\$183,641</b>	<b>\$1,671,305</b>

### Balance of Federal-Aid Revenues & Expenditures (in \$1,000s)

	TIP 2016-2019	Short Term 2020-2025	Medium Term 2026-2030	Long Term		Total
				2031-2035	2036-2040	
Iowa Balance	\$0	\$14,890	\$7,005	\$0	\$0	\$21,895
Nebraska Balance	\$0	\$13,163	\$5,443	\$0	\$0	\$18,606
Regional Balance	<b>\$0</b>	<b>\$28,053</b>	<b>\$12,448</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40,501</b>

Agenda Item D  
Transportation Improvement  
Program (TIP) Fee



## **MAPA Interlocal Agreement – Proposed Amendment**

*This verbiage is proposed for inclusion in the Interlocal Agreement providing for the “TIP fee.” It is intentionally non-specific and allows the specifics to be detailed in the annual Transportation Improvement Program (TIP). This facilitates the possibility for future adjustments to be made without amending the Interlocal Agreement, which is a significant process.*

### **Section 7.xx**

“Beginning July 1, 2018, MAPA will collect a “TIP fee” for all eligible federal-aid projects in the Transportation Improvement Program (TIP) from members that are within the Transportation Management Area (TMA), also referred to as the Metropolitan Planning Organization (MPO). The amount of the TIP fee and the specific federal funding programs for which the fee is required shall be identified in the TIP annually and approved by the Board of Directors.”

## Transportation Improvement Program (TIP)

### X.a – TIP Fee and Applicability

MAPA will collect a TIP fee for all eligible projects programmed in the implementation year of the Transportation Improvement Program (TIP). Eligible projects are local projects programmed with regional Surface Transportation Block Grant Program (STBG) and Transportation Alternatives Program (TAP) funding. These funding sources are identified in the TIP as STBG-MAPA and TAP-MAPA, respectively. The TIP fee does not apply to projects utilizing other funding sources that are included in the TIP (State projects, transit projects, HSIP/TSIP, CMAQ, etc.). STBG-MAPA and TAP-MAPA projects with total project costs less than \$100,000 shall be exempt from the TIP fee. Planning studies shall be exempt from the TIP fee.

The amount of the TIP fee shall be one percent (1%) of the federal funds on an eligible project. The implementation year refers to the first year of the TIP program, which begins on October 1 of each year.

### X.b – Large Projects

Eligible projects with more than \$10 million in federal funds for project costs will be assessed a tiered fee. The tiered TIP fee shall be calculated as follows:

Project Cost (federal share)	TIP fee as a % of federal funds
\$0-\$10,000,000	1.0%
\$10,000,001 plus	0.5%

For example, the tiered TIP fee for an eligible project receiving \$15 million in federal funds would be \$125,000, calculated as follows:

Project Costs	Tiered TIP fee Rate	Amount of Tiered TIP fee
\$10,000,000	1.0%	\$100,000
\$ 5,000,000	0.5%	<u>\$ 25,000</u>
	Total Tiered TIP fee	\$125,000

### X.c – Federal-aid “Swap” Projects

The TIP fee shall apply to projects included in the TIP that are part of the Federal-aid swap. The federal-aid swap refers to State Department of Transportation (DOT) programs by which the State DOT provides state funding in exchange for the federal funding that would otherwise be utilized by cities and counties. The amount of the TIP fee assessed shall be the ratios identified in sections X.b toward the federal funds swapped for the local project. For example, if a local jurisdiction swaps \$1 million in federal funds for state funds, then the TIP fee would be \$10,000, or 1%, of \$1 million.

### X.d – Project Costs

The TIP fee shall apply to the expenses identified for obligation in the implementation year of the TIP for all project phases, including but not limited to preliminary engineering/NEPA, final design, right-of-way, construction-construction engineering and utilities.

#### X.e. – TIP Fee Payment Terms

The TIP fee shall be assessed and invoiced after the Final TIP is approved by the MAPA Board of Directors, typically in June of each year. TIP fee payments in Nebraska will be due by the thirtieth (30) day of September of each year. TIP fee payments in Iowa will be due when the Iowa DOT Transportation Project Management System (TPMS) shows the funding as obligated, which requires the execution of a federal fund project agreement. Failure to pay the TIP fee could result in project removal from the TIP or reprogramming to an illustrative year of the TIP program.

The Executive Director shall have the ability to provide payment terms of up to 2 years of the assessed TIP fee. Any adjustments to the payment terms beyond 2 years or change in the assessed amount shall be presented to the MAPA Board of Directors for approval.

#### X.f – Amendments & Administrative Modifications to Projects

Eligible projects that are programmed into the implementation year of the TIP through a TIP amendment or administrative modification will also be subject to the TIP fee. The TIP fee will be due within sixty (60) days of the invoice date.

#### X.g. Advance Construction Projects

Advance Construction (AC) funding allows a jurisdiction to begin a project in the absence of sufficient federal-aid obligation using non-federal funds. The project is converted to a federal-aid project by obligating the permissible share of its federal-aid funds and receiving reimbursement at a later time. TIP fees will apply to eligible projects receiving Advance Construction (AC) funding. Payment for the TIP fee will be collected prior to programming of partial or full conversion of federal funds in the TIP in the implementation year.

#### X.h. Cost Adjustments

Project costs funded with federal funds that exceed the amount identified in the TIP will be subject to the TIP fee. No refund will be granted to an eligible project that is obligated at a cost lower than that in the TIP; however, should the difference be greater than \$10,000 a credit will be available to be applied against the TIP fee for a future project. For example, if project costs are obligated for \$7.5 million in federal funds after being programmed for \$9 million in federal funds, a reduction of \$1.5 million in federal funds would provide a credit of 1% of \$1.5 million (\$15,000), toward future TIP fees. These deviations will be tracked based on the summary of obligations and de-obligations provided by the Nebraska Department of Transportation (NDOT) and Iowa Department of Transportation (IDOT).

#### X.i. Non-federal Funds

The TIP fee must be paid with non-federal funds according to federal matching requirements.

# TRANSPORTATION IMPROVEMENT PROGRAM [TIP] FEE



## WHAT IS THE TIP FEE?

MAPA is proposing a “TIP Fee” for local Federal-aid projects. The Transportation Improvement Program (TIP) is MAPA’s federally-required program of transportation projects for at least the next four years. The fee would apply to local projects that are funded with Surface Transportation Block Grant (STBG) or Transportation Alternative Program (TAP) projects. Certain projects such as studies, county bridge projects, and projects less than \$100,000 would be exempt.

## HOW MUCH IS THE TIP FEE?

The fee would be 1% of the federal amount of the project. In other words, on a project with a \$5 million total cost:

**Federal share (80%):** \$4 million

**Required Local share (20%):** \$1 million

**TIP Fee:** \$40,000

For large projects with more than \$10 million in federal funds, the fee would be tiered. Federal funds in excess of \$10 million would have a 0.5% fee. On a project with \$15 million in federal funds, the fee would be calculated as follows:

FEDERAL FUNDS	TIP FEE RATE	TIERED TIP FEE AMOUNT
\$10,000,000	1.0%	\$100,000
<u>\$ 5,000,000</u>	<u>0.5%</u>	<u>\$ 25,000</u>
\$15,000,000 total		\$125,000

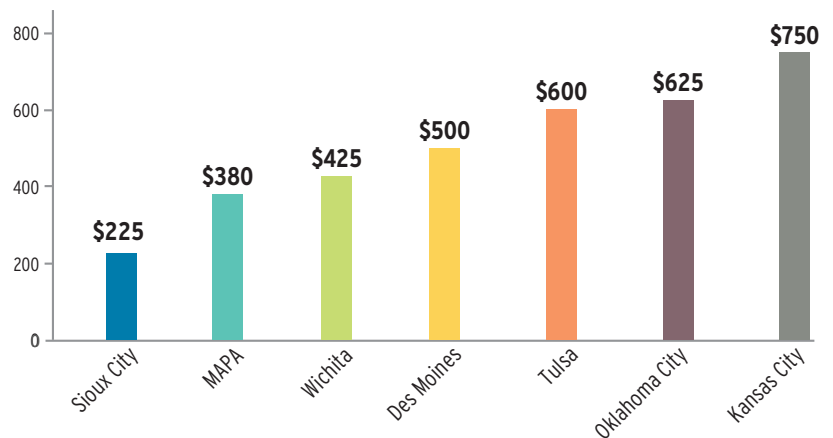
## HOW IS MAPA FUNDED?

The five MAPA counties (Douglas, Sarpy, Washington, Mills and Pottawattamie) pay annual dues on a per capita basis set annually by the MAPA Board of Directors. This funding helps to match federal planning funds. MAPA also receives funding through fee-for-service basis. In FY-18 the amount necessary to match the available federal transportation funds alone was \$460,000. MAPA's total dues in FY-2018 is approximately \$380,000, which is intended support all of MAPA's services, including transportation, data, mapping, and community development.

## WHY CHARGE A TIP FEE?

The TIP fee would allow MAPA to continue current services, expand future services, and put the agency on a sustainable financial ground for the foreseeable future. A survey of peer agencies showed that MAPA's dues are significantly lower. Through conversations with Board members and local staff, the TIP fee was seen as a preferred mechanism to provide funding to MAPA in lieu of a large dues increase, as it connects directly to the projects that are the ultimate beneficiaries of the metropolitan planning process that MAPA is charged with administering on behalf of the cities and counties in the region.

Total Annual Dues to MPOs  
(in thousands)



Regional agencies like MAPA throughout the nation provide vital services to members. For instance, each jurisdiction might not be able to fund its own grant writer or bicycle-pedestrian expert, but one staff member at the regional agency can serve multiple jurisdictions in a more economical manner. With the benefit of a new TIP fee, MAPA staff will work with the MAPA Board and local staff to determine the most effective way to utilize this funding and provide service to members.

**Agenda Item E**  
**Final FY2019 Unified Planning**  
**Work Program**

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

**FY 2019 Unified Planning Work Program**

**Final May 2018**



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## MAPA FY 2019 Unified Planning Work Program

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#### Appendix I - MAPA FY 2019 UPWP Budget Table

#### Appendix II – MAPA Council of Officials, Board of Directors, and Transportation Technical Advisory Committee Membership

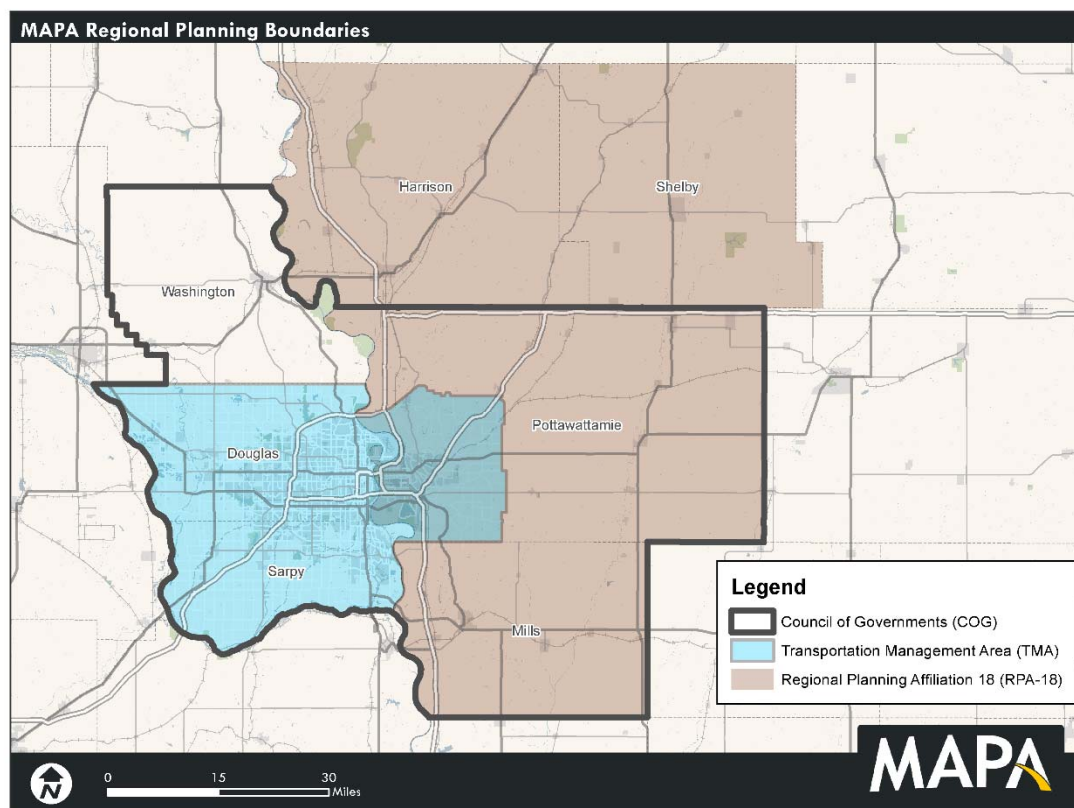
The preparation of this report was financed in part with funding from United States Department of Transportation (USDOT), administered by the Nebraska Department of Transportation (NDOT) and Iowa Department of Transportation (Iowa DOT). The opinions, findings and conclusions expressed in this publication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

MAPA is an EOE/DBE employer.

## Introduction

The Unified Planning Work Program (UPWP) documents the Metropolitan Area Planning Agency's (MAPA's) transportation related activities and projects for fiscal year (FY) 2019 which encompasses July 1, 2018 through June 30, 2019. MAPA serves as a voluntary association of local governments in the greater Omaha region chartered in 1967. MAPA performs planning and development work, especially to address problems that are regional in scope and cross jurisdictional boundaries.

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



The governing body for MAPA is a 64-member Council of Officials representing cities, counties, school districts, resource agencies, and numerous other governmental bodies within the region. The MAPA Board of Directors is a nine-member Board serving as the Council of Officials' executive committee and is comprised of elected officials representing cities and counties from the larger five-county MAPA region. The Transportation Technical Advisory Committee (TTAC) reviews and makes recommendations related to transportation to the MAPA Board. The relationship, responsibility, and composition of the Board of Directors, Council of Officials, and TTAC are also described in the MAPA Interlocal Agreement and Committee Bylaws. Membership is listed in Appendix II.

## Current Transportation Planning Overview

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

During FY-2018 MAPA continued work on its next Long Range Transportation Plan update, **L RTP 2050**. The LRTP is being closely coordinated with the **Metro Area Travel Improvement Study (MTIS)**, a joint Nebraska Department of Transportation (NDOT) / MAPA multi-year regional study of highway needs that will result in a list of prioritized projects for state investment and guide future regional transportation investments. This comprehensive study has developed a strong set of data for MTIS and other planning projects, and MAPA's travel demand model has been updated significantly as part of ongoing collaboration with US-DOT. MTIS will also serve to develop long-range performance targets that will be support the requirements of MAP-21 and the FAST-ACT, the current transportation authorization bill. Throughout FY2018 MAPA closely coordinated with State DOTs and FHWA on implementing federal performance management guidelines— most notably in terms of Transit Asset Management and Safety Performance Measures. The **performance-based approach** is a new component of the federal transportation planning process and is another federal PEA that will be very important during FY2019.

The LRTP 2050 will also incorporate other recent plans that were conducted in the metro area. These include the **Heartland Connections Regional Transit Vision (RTV)** and **Regional Bicycle-Pedestrian Plan**. The RTV proposed a staged approach to improve transit service in the region. These concepts were applied as part of the Sarpy County Transit study in FY2018 in addition to Metro Transit's Transit Development Plan— a key initiative in both FY2018 and FY2019. These scenarios are being utilized for further analysis in the MTIS study. The Bicycle-Pedestrian Plan proposes short, medium, and long-range projects to enhance the regional network of trails, bicycle boulevards, and other bicycle / pedestrian facilities.

Metro Transit is continuing work on the Bus Rapid Transit (BRT) line that was awarded a US-DOT discretionary TIGER grant that will run along the Dodge Street corridor from downtown Omaha to Westroads Mall at approximately 102<sup>nd</sup> Street. This premium transit service would serve as the spine of the transit network in the region. The project will help some of the densest concentrations of employment and housing in Omaha and exemplify the Ladders of Opportunity PEA. Final Design was initiated in FY2017 and will be construction will commence in 2018.

In FY2019 MAPA will continue to emphasize freight planning as part of the Regional Transportation Planning Process. The Nebraska Department of Transportation completed its State Freight Plan in 2017 and MAPA will continue partner with NDOT on the plan's implementation and continued outreach. In 2018 MAPA identified a specific need for additional truck count data and is coordinating with NDOT to increase the frequency with which truck counts are conducted and also target them in areas where gaps current exists in MAPA's data. MAPA's ongoing improvements to the travel demand model will allow additional technical analysis of freight transportation in the metro area. In addition, MAPA will continue to work with the private sector, the Greater Omaha Chamber of Commerce, and other stakeholders to ensure that freight and goods movement are fully involved in the planning and project development process.

Some of the **City of Omaha** major transportation projects include bridge needs, a massive signal infrastructure upgrade, and several capacity improvements in the western part of Omaha, including multiple projects near West Dodge Road (US-6) along 168<sup>th</sup> Street, 180<sup>th</sup> Street, 192<sup>nd</sup> Street. Omaha is also finalizing plans for a modern streetcar project to run between North Downtown and the University of Nebraska Medical Center. **Douglas County** is continuing work on a large project on 180<sup>th</sup> Street between West Dodge Road and West Maple Road.

During FY-2018, communities in **Sarpy County** created a new intergovernmental authority to manage the growth of the sanitary sewer system in the county and to rehabilitate sewers in existing communities as well. This infrastructure will be crucial in guiding future development in Sarpy County and will be a critical factor in future transportation decisions. MAPA awarded a H2050 mini-grant to Sarpy County to explore the future needs on the arterial and collector road system based on these proposed growth trends. The Highway 75 project will be under construction that will connect Bellevue and Plattsmouth with a grade-separated freeway. MAPA successfully coordinated resources between the Nebraska Department of Transportation, Sarpy County, Cass County, Bellevue, Plattsmouth, and the Papio-Missouri River NRD (PMNRD) to ensure that this new corridor did not preclude bicycle and pedestrian access. Girders for the trail connection on this segment were installed during FY2018 and MAPA continued to coordinate with make progress towards the construction of the connecting trail.

The **Council Bluffs Interstate (CBIS) Project**, a complete reconstruction of the interstate and railroad realignment, is scheduled to continue for at least the next eight years. Council Bluffs recently completed a plan for the West Broadway corridor that includes redevelopment and land use, as well as reconstruction of West Broadway. A significant mixed-use project is currently under construction at Playland Park on the east end of the Bob Kerrey Pedestrian Bridge. Transportation in this area continues to be a key focus as community leaders and the philanthropic community are reimagining the riverfront and seeking to balance its redevelopment potential and access to open space.

Work has continued on the development of a **Coordinated Call Center** and information sharing for the region. Metro Transit, the Veterans Administration (VA), and MAPA are working together to coordinate the development and implementation of the Coordinated Call Center including the purchase of hardware, software, and system engineering. Presently, Metro Transit's MOBY Paratransit service is coordinated along with the State of Nebraska's Medicare & Medicaid Transportation services. It's anticipated that more organizations will be brought into this framework in the future.

MAPA is working on **Congestion Mitigation Air Quality (CMAQ)** projects including up to 20 electric vehicle charging stations and the implementation of 30 to 40 bike share stations in the City of Omaha. Both projects began in FY 2015 and will continue with many phases between FY 2017 and 2020.

MAPA will administer and update the region's FY 2018-2023 **Transportation Improvement Program (TIP)**. The TIP includes state and local federal-aid projects and regionally significant projects programmed in the region for the next six years. In addition to roadway projects, the TIP covers anticipated expenditures for some alternative transportation projects such as the Transportation Alternatives Program (TAP), transit, and aviation. In FY2018 MAPA created an online TIP database and mapping platform that provides up-to-date programming information to project partners and helps track the status of projects in both Iowa and Nebraska.

MAPA's Coordinated Transit Committee (CTC) works on issues related to public transit, paratransit, and human services transportation. A FTA **Veterans Transportation and Community Living Initiative (VTCLI)** grant to develop a Coordinated Call Center for human services made progress through the first two summits during FY 2015. The project was continued in FY2018 with the goal of developing a coordinated network to connect trips within the region. Large purchases of equipment for this project were purchased in FY2018, and coordination continues with the integration of the technology into Metro Transit's buses. This core network of Automatic Vehicle Location (AVL) technology will provide real-time data to other agencies and serve as the foundation of coordinated services between human service organizations and transit agencies in the region. This effort, in addition to the transit activities listed previously, addresses the Ladders of Opportunity PEA by improving gaps in the transportation system and mobility for residents. MAPA's robust public participation processes are other examples of steps toward the Ladders of Opportunity PEA.

## Work Program Framework

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

MAPA held a planning retreat with the MAPA Board in late 2016 that provided a framework for the long-term goals for the agency. During the development of the UPWP, a priority setting process was used to evaluate existing programs and projects against these goals. Additional outreach was conducted to the Council of Officials, Board of Directors, and TTAC to understand our members' needs for the upcoming year. Results of the priority setting process are reflected by the projects and associated funding levels shown in the UPWP.

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

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

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

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

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

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

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

The UPWP budget includes additional matching funds beyond the 20% requirement from sub-recipients used to match FHWA PL funds for MAPA activities. These locally-funded planning activities contribute to the regional transportation planning process and are eligible to count toward the required local match for PL funding. In order to provide this match, sub-recipients of PL funds contribute a 30% match. The 10% of additional match beyond the 20% requirement provides match toward PL funds for MAPA activities. Sub-recipients for the FY2019 Work Program are summarized in the table below.

Awardee	Federal Source	Federal Share	Total Project Cost
Douglas County GIS	PL-Nebraska	\$55,000	\$78,571
Sarpy County GIS & Planning	PL-Nebraska	\$57,000	\$81,429
City of Omaha Planning	PL-Nebraska	\$30,000	\$42,857
City of Omaha Public Works	PL-Nebraska	\$60,000	\$85,714
Pottawattamie County -GIS	PL-Iowa	\$30,000	\$42,857
Metro Transit	FTA-5305d	\$60,000	\$85,714

## Changes to the Approved Work Program

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

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

Revision Type	Approving Agency
Request for <b>additional federal funding</b> 2 CFR 200.308(b) and FTA Circular 5010.0C, I.6.e(1)]	FHWA / FTA
<b>Transfer of funds</b> between categories, projects, functions, or activities <b>which exceed 10 percent</b> of total work program budget \$150,000 2 CFR 200.308(e)	FHWA / FTA
<b>Revision of scope or objectives</b> of activities (i.e. adding or deleting activities or major change in scope of activity) 2 CFR 200.308 (c) (1)	FHWA / FTA
Transferring substantive programmatic work to <b>third party</b> (i.e. consultant) 2 CFR 200.308 (c) (6)	FHWA / FTA
Capital expenditures including <b>equipment purchasing</b> in excess of \$5,000 2CFR 200.439(a) (2) [OMB Circular A-87]]	FHWA / FTA
Transfer of funds allotted for <b>training</b> allowances 2 CFR 200.308 (c) (5)	FHWA / FTA
<b>Transfer of funds</b> between categories, projects, functions, or activities <b>which do not exceed 10 percent</b> of total work program budget or when federal award share of total work program budget exceeds \$150,000 2 CFR 200.308 (e)	State
Revisions related to work that <b>does not involve federal funding</b>	MAPA

## Revisions and Approvals Procedures

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

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

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

## Performance management agreement between MAPA and State DOTs

On May 27, 2016, the final rule for statewide and metropolitan transportation planning was published, based on 2012's Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act and 2015's Fixing America's Transportation System (FAST) Act. As part of this final rule, [23 CFR 450.314 \(h\)](#) was amended to state:

*(h)(1) The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see §450.306(d)), and the collection of data for the State asset management plan for the NHS for each of the following circumstances:*

- (i) When one MPO serves an urbanized area;*
- (ii) When more than one MPO serves an urbanized area; and*
- (iii) When an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not a TMA.*

*(2) These provisions shall be documented either:*

- (i) As part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section; or*
- (ii) Documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.*

In 2017, the following three-pronged approach was cooperatively developed to address 23 CFR 450.314 (h) for MPOs in Iowa. This approach provides a regular opportunity to review and update coordination methods as performance management activities occur, which offers an adaptable framework as performance-based planning and programming evolves.

- Agreement between the Iowa DOT and MPOs on applicable provisions through documentation included in each MPO's TPWP.
- Agreement between the Iowa DOT and relevant public transit agencies on applicable provisions through documentation included in each public transit agency's consolidated funding application.
- Agreement between each MPO and relevant public transit agencies on applicable provisions through documentation included in the appropriate cooperative agreement(s) between the MPO and relevant public transit agencies.

Performance measures require coordination with the MPOs to set performance targets, collect performance measure data and report performance measure data to FHWA and/or FTA. These requirements are included in



this MPO manual as detailed in this section and identify the responsibilities for carrying out performance-based planning and programming in the metropolitan planning area (23 CFR 450.314(h)). National goals and performance management measures are identified in 23 U.S.C §150 and Federal Transit performance measures for capital assets are identified in 49 CFR §625.43 and safety in 49 CFR Part 673.

This following section includes the provisions for cooperatively developing and sharing information related to transportation performance data, selecting performance targets, reporting performance targets, performance used in tracking progress toward attainment of critical outcomes for the region of the MPO, and collecting data for the State Transportation Asset Management Plan (TAMP) for the NHS. Inclusion of the following language in an MPO's TPWP, and that TPWP's subsequent approval by Iowa DOT, constitutes agreement on these items. The Iowa DOT and MAPA agree to the following provisions. The communication outlined in these provisions between the MPO and Iowa DOT will generally be through the statewide planning coordinator in the Office of Systems Planning.

**1) Transportation performance data**

- a. The NDOT and Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and will also provide MPOs with subsets of the statewide data, based on their planning area boundaries.
- b. If MPOs choose to develop their own target for any measure, they will provide the NDOT and Iowa DOT with any supplemental data they utilize in the target-setting process.

**2) Selection of performance targets**

- a. The NDOT and Iowa DOT will develop draft statewide performance targets in coordination with MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets before final statewide targets are adopted.
- b. If an MPO chooses to adopt their own target for any measure, they will develop draft MPO performance targets in coordination with the NDOT and Iowa DOT. Coordination methods will be at the discretion of the MPO, but the NDOT and Iowa DOT shall be provided an opportunity to provide comments on draft MPO performance targets prior to final approval.

**3) Reporting of performance targets**

- a. NDOT and Iowa DOT performance targets will be reported to FHWA and FTA, as applicable. MPOs will be notified when NDOT and Iowa DOT has reported final statewide targets.
- b. MPO performance targets will be reported to the NDOT and Iowa DOT.
  - i. For each target, the MPO will provide the following information no later than 180 days after the date the NDOT and Iowa DOT or relevant provider of public transportation establishes performance targets, or the date specified by federal code.
    1. A determination of whether the MPO is 1) agreeing to plan and program projects so that they contribute toward the accomplishment of the NDOT and Iowa DOT or relevant provider of public transportation performance target, or 2) setting a quantifiable target for that performance measure for the MPO's planning area.
    2. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
    3. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.
- c. The NDOT and Iowa DOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
- d. MPOs will include information outlined in 23 CFR 450.324 (g) (3-4) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any transportation improvement program amended or adopted after May 27, 2018.
- e. Reporting of targets and performance by the NDOT and Iowa DOT and MPOs shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673.

- 4) Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO**
  - a. The NDOT and Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and will also provide MPOs with subsets of the statewide data, based on their planning area boundaries. Updates of this data will include prior performance data.
- 5) The collection of data for the State asset management plans for the NHS**
  - a. The NDOT and Iowa DOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

# FY-2019 WORK PROGRAM ACTIVITIES

The following pages detail the work activities that MAPA and contract sub-recipients will undertake in FY 2019.

## Work Program & Federal Assurances (200)

### Objective

To efficiently develop and implement MAPA's Unified Planning Work Program (UPWP) in accordance with MPO responsibilities and federal requirements

### Previous Work

- Maintained and updated UPWP
- Developed & Executed PL Agreements with NDOT
- Preparation for Certification Review in July of 2018 and continued implementation of Action plan
- Executed and administered contracts with sub-recipients
- Quarterly reporting & Invoicing to NDOT & IDOT
- Update to Title VI, Limited English Proficiency and ADA policies
- Developed Annual DBE Goal

### Work Activities

#### 1. Planning Agreements

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

#### 2. Unified Planning Work Program (UPWP)

Develop FY2020 UPWP and maintain the FY2019 UPWP. A draft UPWP is approved in March by the Council of Officials, Board of Directors, and TTAC, with submittal in April for state and federal review. Final approval by MAPA occurs in May, with submittal in June to state and federal agencies.

#### 3. Certification Review Action Plan

Implement the federal Certification Review Action Plan for MAPA's programs. Review progress and revise activities on an ongoing basis. Prepare for Certification Review scheduled in July 2018.

#### 4. Civil Rights & Disadvantaged Business Enterprise (DBE)

The Title VI Plan update was completed in FY 2018. The approved Title VI Plan will be modified and updated as needed. Communicate civil rights activities to FHWA/FTA. Review DBE Program and develop annual goals. Participate in regional equity forums to ensure transportation is incorporated into broader planning and equity initiatives.

200 End Products		Schedule
1.	Planning Agreements	Ongoing
2.	Unified Planning Work Program (UPWP)	Ongoing
3.	Certification Review Action Plan	Ongoing
4.	Civil Rights & Disadvantaged Business Enterprise (DBE)	Quarterly

### 200 Budget

	Federal Cost	Total Cost	Hours
MAPA Activities	\$12,244	\$13,180	203

## Board & Committee Support (210)

### Objective

To support ongoing activities of MAPA's Council of Officials, Board of Directors, Finance Committee, and Transportation Technical Advisory Committee (TTAC)

### Previous work

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

### Work Activities

#### 1. Council of Officials

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

#### 2. Board of Directors

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

#### 3. Finance Committee

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

#### 4. Transportation Technical Advisory Committee (TTAC)

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

210 End Products		Schedule
1.	Council of Officials	Quarterly
2.	Board of Directors	Monthly
3.	Finance Committee	Monthly
4.	Transportation Technical Advisory Committee	Monthly

210 Budget	Federal Cost	Total Cost	Hours
MAPA Activities	\$176,824	\$190,340	2,928

## Regional Transportation Planning (220)

### Objective

To conduct the transportation planning activities related to the development and implementation of the Long Range Transportation Plan

### Previous Work

- Continued development of 2050 LRTP through two Technical Memorandums
- Initiated Phase 3 of the Metro Travel Improvement Study for the region
- Participated in development of Complete Streets Design Manual for City of Omaha
- Updated Coordinated Transit Plan
- Participated in stakeholder committees for Central Omaha Bus Rapid Transit and modern streetcar projects
- Continued implementation the Metro Bike Safety Education project
- Completed Sarpy County Transit Study
- Served on Freight Advisory Committee for NDOT's State Freight Plan
- Conducted outreach to freight and private sector representatives
- Assisted with local planning studies, including providing forecasts and data

### MAPA Work Activities

#### 1. LRTP Development and Administration

Develop 2050 LRTP to be adopted by March 2020. Implement, review, and amend the LRTP as necessary. Support regional goals in accordance with the federal transportation planning provisions. As a key element of the LRTP development efforts performance measures will be developed and assessed as part of the scenario planning for the 2050 LRTP. Coordination with Comprehensive Economic Development Strategy (CEDS) update and refresh of Regional Vision strategies. Utilize consultants for various portions of the LRTP including marketing and public involvement activities such as the development of brochures, websites, infographics, surveys, and citizen engagement events. Purchase interactive tools for engaging the public.

#### 2. Transit Planning Activities

Provide data, technical analysis, and coordination in support of short-range and long-range mass transit planning. This will include collaboration with Metro Transit, MAPA committees, local governments, nonprofit agencies, and other stakeholders in the transit planning process. Continue to implement and maintain the Heartland Connections Regional Transit Vision which includes the Comprehensive Operations Analysis (COA) and long-term vision for future transit-friendly corridors. Included in this is continued planning support for the Bus Rapid Transit corridor and the modern streetcar in downtown and midtown Omaha.

MAPA will convene a work group comprised of representatives from various transit-related activities in the region and other stakeholders to coordinate local transit projects with the Heartland 2050 Close the Gap vision for robust transit service in the region.

MAPA will also continue to work with transportation service providers, human service agencies, and stakeholders to encourage, coordinate, and implement plans, actions, and programs to enhance the transportation opportunities of the elderly, disabled, and economically disadvantaged. The Coordinated Transit Plan, adopted in FY2018, will continue to be implemented through the Coordinated Transit Committee.

#### 3. Bicycle & Pedestrian Planning Activities

Participate in bicycle / pedestrian planning activities for the region, including the implementation of the Omaha Complete Streets policy and development of the Complete Streets Design Guide. Support

implementation of the Complete Streets policy included in the LRTP. Assist with implementation of Heartland Connections Regional Bicycle / Pedestrian Plan by local project partners. Support the Mayor of Omaha's Active Living Advisory Committee, including as a representative on the Vision Zero Task Force. Support local advocacy for bicycle and pedestrian investment. Serve as Administrator for the Metro Bicycle Safety Education project.

4. Freight Planning & Coordination

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

5. Congestion Management Program (CMP)

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

6. Other Long-Range Studies

Provide technical assistance and related transportation system travel, financial, and socioeconomic data to the states and local jurisdictions as requested to assist in conducting long-range corridor, location, subarea, feasibility, and other project level studies. This element includes working on planning activities for a new I-80 Interchange in the 180<sup>th</sup>-192<sup>nd</sup> Street area of Sarpy County, as well as other projects requiring coordination with cities, counties, states, utilities, and other stakeholders. Additionally, MAPA will lead and coordinate the Eppley Connector Study with project partners including the Greater Omaha Chamber of Commerce.

MAPA and NDOT will continue work on MTIS, a comprehensive study of the National Highway System and other modes of transportation in the region. Phase 3 will continue to assess implementation of the preferred projects scenario in terms of construction phasing along the freeway and interstate system within the region.

<b>220 End Products for MAPA Work Activities</b>		<b>Schedule</b>
1.	LRTP Development and Administration (2050 LRTP)	Ongoing
2.	Transit Planning Activities	Ongoing
3.	Bicycle & Pedestrian Planning Activities	Ongoing
4.	Freight Planning & Coordination	Ongoing
5.	Congestion Management Program (CMP)	Ongoing
6.	Other Long-Range Studies	Ongoing (MTIS (Q3))

<b>220 Budget</b>	<b>Federal Cost</b>	<b>Total Cost</b>	<b>Hours</b>
MAPA Activities	\$155,429	\$167,310	2574

Contracts and Sub-recipients

Transportation Support & Communications (22001)

**Federal Share (Total Cost)**

\$100,000 (\$125,000 total)

MAPA will contract with a firm to provide support for regional transportation planning efforts. These deliverables may include items such as local transportation needs and funding analysis, brochures, website content, videos, and other strategic communications activities.

## Transportation Improvement Program (TIP) & Local Projects (230)

### Objectives

To monitor and maintain a fiscally constrained Transportation Improvement Program for regionally significant transportation projects.

To implement performance-based planning requirements of the FAST Act.

To ensure MAPA staff representation and coordination with local partner projects.

To ensure the successful administration of the Metro Area Motorist Assist (MAMA) Program

### Previous Work

- Processed TIP Amendments and Administrative Modifications
- Refined criteria used in selection of projects for FY 2019 TIP
- Completed development of FY 2019 TIP
- Assisted with the implementation of the CMAQ-funded bike share expansion project
- Administered Project Selection Subcommittee (ProSe-Com) for Surface Transportation Program (STBG)
- Administered the Transportation Alternatives Program Committee (TAP-C) for Transportation Alternatives Program (TAP) projects
- Administered the Coordinated Transit Committee for transit projects related to Section 5310 and JARC funding
- Provided transportation technical assistance to member cities and counties

### MAPA Work Activities

1. Maintenance of FY2018 and FY2019 Transportation Improvement Programs (TIPs)  
Administer the FY2018TIP (through September 30<sup>th</sup>, 2018) and FY2019 TIP (beginning October 1<sup>st</sup>, 2018). Process Amendments and Administrative Modifications of the trip as necessary. Monitor and maintain fiscal constraint of the TIP and ensure consistency of the TIP with the LRTP.
2. Project Selection Activities (STBG, TAP, & 5310)  
The Project Selection Committee (ProSeCom) will be convened to review and recommend federal-aid projects eligible for STBG funds based on project selection criteria linking the TIP to the LRTP's goals. The Transportation Alternatives Program Committee (TAP-C) will be convened to review and recommend federal-aid projects eligible for TAP funds based on project selection criteria linking the TIP to regional bicycle / pedestrian goals. The Coordinated Transit Committee (CTC) will be convened to review and recommend funding for Section 5310 based on project selection criteria linking the TIP, Coordinated Transit Plan and the Long Range Transportation Plan.
3. Transportation Funding Analysis  
Identify funds available to the region from federal and state transportation legislation. Identify and assess innovative financing techniques to fund projects and programs. Provide data and information to officials on the status of transportation funding in the MPO. Analyze the costs / benefits of short-range and long-range needs in conjunction with local / state partners in collaboration with the LRTP. Coordination with State and Federal officials on transportation funding issues. Analyze and implement TIP Administrative Fee for federal-aid projects.
4. Development of FY2019 Transportation Improvement Program  
Develop the TIP to provide a program of federal-aid transportation projects. The TIP includes at least four fiscally-constrained years of programming and a prioritized project list with a financial plan for project implementation. A progress report on the implementation of projects programmed for the most recent fiscal year will be also be included. The updated TIP is approved each year in June and is ready for implementation when the new federal fiscal year begins on October 1<sup>st</sup>. In addition, as performance measure final rulings per FAST Act are issued these will be included based on state and federal guidance.

5. Performance Measurement & Reporting  
MAPA will coordinate with state and federal agencies to develop a set of performance measurements for the LRTP and TIP. Conduct studies and analyses of transportation data to develop and assess performance measures. Performance measures will be developed as part of the MTIS and LRTP plans. Data will be purchased (as necessary) to support the performance measurement analyses and implementation. New annual targets for Safety performance measures will be adopted before February 27, 2019. Targets for PM2 (Pavement and Bridge) and PM3 (Freight and Travel Time) measures will be set by October 31, 2018.
6. Metro Area Motorist Assist (MAMA) Program  
Coordination with the Nebraska State Patrol to administer the program. Collection and aggregation of quarterly data transfers and the development of the annual statistical and financial reports. Coordination with NDOT to develop state-administered program.
7. Local Project Support & Coordination  
MAPA staff members provide technical assistance for MAPA, local and state transportation projects as needed. MAPA may serve as the Responsible Charge (RC) for Nebraska projects using federal funds. Attend Nebraska Environmental Assessment (EA) meetings to track the progress of local projects through the NEPA process. Convene stakeholders and administer the Bellevue Bridge Alternatives Study. Assist jurisdictions with grant writing and administration for transportation activities on projects including the USDOT, Iowa DOT, and other grant opportunities. Continue participation in regional Transportation Systems Management (TSM) and Transportation Incident Management (TIM) meetings. Attend planning-related meetings and activities supporting the regional transportation planning process.

<b>230 End Products for MAPA Work Activities</b>		<b>Schedule</b>
1.	Maintenance of FY2017 & FY2018 TIPs	Ongoing
2.	Project Selection Activities	Winter 2018
3.	Transportation Funding Analysis	Ongoing
4.	Development of FY2019 TIP	Spring 2018
5.	Performance Measurement & Reporting	Ongoing
6.	Metro Area Motorist Assist (MAMA) Program	Ongoing
7.	Local Project Support & Coordination	Ongoing

<b>230 Budget</b>	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$125,014	\$134,570	2070

#### **230 Contracts & Subrecipient Work Activities**

#### **Federal Share (Total Cost)**

Eppley Connector Study (23000)

\$150,000 (\$187,500 total)

This planning study will evaluate alternatives for the future connection of a new Missouri River bridge connection between I-680 and the Storz expressway and associated economic development activities.



## Communication & Public Involvement (240)

### Objectives

To provide ongoing opportunities for stakeholders & the public to participate in the transportation planning process

To communicate important information and key decisions about the transportation planning process to the public

To conduct and support events, seminars and other activities that support the transportation planning process

### Previous Work

- Drafted and completed update to the Public Participation Plan
- Prepared 2017 annual PPP report
- Performed ADA assessments of venues for public involvement
- Conducted outreach and engagement activities with underrepresented population
- Assisted with development and implementation of Citizen's Academy
- Published newsletters, annual reports, and regional directory

### MAPA Work Activities

1. Public Participation Plan (PPP) & Public Engagement Activities  
Implement the policies identified in the Public Participation Plan. This plan includes a proactive outreach program that provides complete information, timely public notice, full public access to key decisions, opportunities for visioning on the transportation system and land use patterns, and supports an early and continuing involvement of the public in developing the LRTP and TIP. An annual report documenting public participation activities conducted during the past year will be created. Conduct public involvement and engagement efforts related to the transportation planning process. Host public forums and panel discussions on topics related to and impacted by transportation planning. Conduct presentations and meetings with service clubs, neighborhoods, community leaders, elected officials, and others to foster strong relationships and engage the public in the planning process. Efforts will include outreach and engagement activities with low-income, minority, and other underrepresented segments of the population.
2. Citizen's Academy  
Provide technical support and presentations to the Citizen's Academy for Omaha's Future, a project led by Omaha Neighborhood Engagement (ONE Omaha), Live Well Omaha, Mode Shift Omaha, Douglas County Health Department, and MAPA. Participants in the Citizen's Academy attend a series of workshops regarding planning, housing, transportation, community health, and the development process to expand their understanding of the planning process and become more engaged members of the public.:
3. Publications & Newsletters  
Develop, produce, and disseminate the MAPA Annual Report. Prepare and disseminate the Community Assistance Report. Develop, produce, and disseminate at least six issues of the "What's Happening for Community Leaders" newsletter. Develop and maintain a website with a map-based listing of the elected and appointed public officials for the region. Develop and distribute information from local / regional data and research. The information will include MAPA reports and summaries related to demographics, employment, land use, housing, traffic, transit, and other programs.
4. Online Activities (Websites & Social Media)  
Maintain the MAPA websites including MAPA, Heartland 2050, Little Steps - Big Impact, and Metro Rideshare. Update the MAPA website with projects, regional data, maps, and committee information. Update MAPA's social media to communicate pertinent information to the public. Integrate the MAPA public outreach efforts with various social media outlets.
5. Participation in Partner Forums  
Participation in Federal, State and Local forums to support the transportation planning process. Examples

include public events or hearings related to transportation projects, state commission meetings, and ongoing coordination meetings between state partners (NDOT and IDOT) and MPOs. Coordination with other local, transportation-related activities.

<b>240 End Products</b>		<b>Schedule</b>
1.	PPP & Public Engagement Activities	Ongoing
2.	CAC & Citizen's Academy	Semi-Annually
3.	Publications & Newsletters	Ongoing
4.	Online Activities (Websites & Social Media)	Ongoing
5.	Participation in Partner Forums	Ongoing

<b><u>240 Budget</u></b>	<b><u>Federal Cost</u></b>	<b><u>Total Cost</u></b>	<b><u>Hours</u></b>
MAPA Activities	\$167,358	\$180,150	2,772

**240 Contracts & Subrecipient Work Activities**

**Federal Share (Total Cost)**

Regional Transportation Survey (24001)

\$15,000 (\$15,000 total)

Conduct a survey of the general public in the Omaha-Council Bluffs region about transportation issues including infrastructure condition, congestion, transportation options, and the growth of the region. Survey will be used to underpin public involvement efforts and to help establish long range transportation plan priorities. Survey will be conducted utilizing a statistically significant sample of the population in Douglas, Sarpy and Pottawattamie Counties.

## Regional Data, Mapping, & Modeling (250)

### **Objectives**

To conduct socioeconomic and demographic forecasts in support of the transportation planning process

To develop and maintain regional Geographic Information Systems (GIS)

To develop and maintain modeling tools to support decision-making at the state, regional, and local level

### **Previous Work**

- Developed GIS data in coordination with regional partners
- Coordinated with vendor for 2017 NIROC project
- Completed 2016 traffic & safety reports
- Refined socioeconomic data and scenarios for travel demand model
- Assisted with corrections to annual Census population estimates
- Developed regional permit database

### **MAPA Work Activities**

#### 1. GIS & Regional Transportation Data

Maintain and update an integrated geographic data base system and develop other computerized tools to assist in the analysis and manipulation of data. Create maps, graphs, and analyses as requested for jurisdictions and the general public. Coordinate GIS activities in the region to support the planning process. Work on a portal for traffic count data. Purchase new hardware and accompanying software to support GIS activities as needed. Collect, purchase, and monitor local travel data including detailed data regarding traffic counts (such as time of day, occupancy, and vehicle classification), speed, and delay as available from local jurisdictions and other secondary sources. Review pavement, traffic counts, and other roadway characteristics for NDOT Highway Performance Monitoring System (HPMS) report.

#### 2. Technical Reports & Forecasts

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

#### 3. Regional Growth Monitoring

Tracking of progress towards Heartland 2050 land use vision. Continued development of regional permit dataset to track ongoing development activities and monitor growth. Development of annual growth report documenting regional development patterns, land consumption, and permit activity. Develop reports and visualization tools to illustrate the impact of development patterns on infrastructure costs.

3. Travel Demand Modeling Activities

Maintain and refine the regional travel demand model to provide forecasts for studies and planning activities. Update the model based on TMIP model peer review and subsequent guidance. Conduct regional / subregional travel demand model runs. Analyze output to provide data for local / state planning. Special modeling activities may be conducted for key corridors such as Highway 370 and 144<sup>th</sup> Street. Participate in training activities for travel demand modeling. Purchase data, software, and licenses for travel demand modeling. Utilize the External Travel Survey data regarding external traffic patterns and characteristics, as well as the 2009 National Household Travel Survey (NHTS) data for the region.:

4. Land Use Activity Allocation Model (LUAAM)

Revise forecasts for basic trip generating variables (such as population, households, income, automobile ownership, and employment) to be utilized in the Land Use Activity Allocation Model (LUAAM) and travel demand modeling activities. Forecasts are coordinated with local / state partners including the state data centers. Purchase socioeconomic data for forecasting and modeling activities. Refine the LUAAM to provide population and employment forecasts for the region. The Envision Tomorrow model from Heartland 2050 may be utilized to conduct subregional workshops and plans. Provide training for stakeholders on the use of Envision Tomorrow.

<b>250 End Products for MAPA Work Activities</b>		<b>Schedule</b>
1.	Regional Data & GIS	Ongoing
2.	Technical Reports & Forecasts	As Needed
3.	Regional Growth Monitoring	Ongoing
4.	Travel Demand Modeling Activities	Ongoing
5.	Land Use Activity Allocation Model (LUAAM)	Ongoing

<b>250 Budget</b>	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$265,585	\$285,875	4,398

**250 Contracts & Subrecipient Work Activities**

**Federal Share (Total Cost)**

On-Call Modeling Assistance (25003)

\$28,000 (\$35,000 total)

Consultants will provide travel demand model forecasts as requested by MAPA. The model will be updated and refined following recommendations from the FHWA Resource Center and TMAC input. Validate and provide documentation for modeling activities. Conduct modeling scenarios related to other studies, as necessary.

Nebraska-Iowa Regional Orthophotography Consortium (NIROC) (25001)

(\$296,454 total)

Vendor will provide orthophotography and oblique aerial photography in support of local land use and transportation planning processes. Flights and data collection are anticipated in Douglas, Sarpy, Lancaster, and Pottawattamie Counties as part of the consortium.

## Environment & Energy (260)

### **Objective**

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

### **Previous Work**

- Conducted 2017 Little Steps - Big Impact ozone awareness and reduction campaign with travel demand management strategies and marketing alternatives fuel options
- Planned 2018 Little Steps - Big Impact ozone awareness and reduction campaign
- Coordinated with NDOT and Iowa DOT on development of a regional rideshare / carpool program with travel demand management strategies
- Assisted City of Omaha with implementation of CMAQ funded bikeshare expansion project
- Participated in Clean Cities, electric vehicle, ethanol, and other alternative fuel technology efforts
- Implemented Congestion Management Process (CMP) activities related to planning review comments

### **MAPA Work Activities**

1. Little Steps, Big Impact Ozone Awareness Campaign  
Evaluate and analyze monitored air pollution data for carbon monoxide, ozone, particulates, and lead to meet air quality requirements. Work with federal, state, and local agencies to monitor air quality. Coordinate with local agencies to develop educational materials, conduct training, and utilize hand-held air quality monitors to inform the public about the ground ozone issues in the region. Develop and implement the Little Steps - Big Impact ozone awareness and outreach program. Prepare and conduct sessions on air quality and multi-modal planning at meetings and workshops. Data may be purchased to support air quality planning and modeling activities. MAPA staff will support the Little Steps - Big Impact program.
2. Alternative Fuels Activities  
MAPA will participate in the Nebraska Community Energy Alliance (NCEA) and work with utilities to coordinate planning of environmental and energy-related efforts with the transportation planning process. Implement the electric vehicle (EV) charging stations project by working with local entities to identify locations for EV stations and potentially administer CMAQ grant to implement stations. Coordinate efforts to deploy infrastructure for increased usage of natural gas (CNG/LNG), electric vehicles, ethanol, and other alternative fuel efforts in Nebraska and Iowa. Activities may include grant preparation and oversight for CMAQ, Nebraska Environmental Trust, and other funding opportunities. Coordination with FHWA and states to implement Alternative Fuel Corridor designations.
3. Travel Demand Management & Other Activities  
Coordinate with NDOT, Iowa DOT, and the Lincoln MPO in implementing and marketing a regional rideshare program with employers and citizens. Utilize RideShark platform available through Iowa DOT to support MetroRideshare website. Coordinate with employers to establish employer portals and manage carpool and vanpool activities. Provide outreach support for Nebraska's Statewide Vanpool project for employers within the Omaha-Council Bluffs region.

260 End Products for MAPA Work Activities		Schedule
1.	Little Steps, Big Impact Ozone Awareness Campaign	Summer 2017/18
2.	Alternative Fuels Activities	Ongoing
3	Travel Demand Management & Other Activities	Ongoing

<b><u>260 Budget</u></b>	<b><u>Federal Cost</u></b>	<b><u>Total Cost</u></b>	<b><u>Hours</u></b>
MAPA Activities	\$74,208	\$79,880	1,229

### **260 Contracts & Subrecipient Work Activities**

### **Federal Share (Total Cost)**

#### **Little Steps, Big Impact Education Campaign (26001)**

**\$173,000 (\$200,000 total)**

The 2018 and 2019 Little Steps - Big Impact ozone reduction campaigns will focus education efforts on the small actions everyone can take to help reduce ground-level ozone and improve public health. Live Well Omaha will conduct a commuter challenge to increase alternative modes of transportation during the ozone season. Campaign goals include reducing single-occupancy vehicle trips and increasing usage of bicycle, pedestrian, transit, and carpool modes. Little Steps - Big Impact will also raise awareness of alternative fuels (such as electric vehicles, CNG/LNG, fuel cells, and biofuels) that reduce emissions. Funding will support staff time for the aforementioned activities.

#### **Little Steps, Big Impact Active Commuting Outreach (26002)**

**\$111,000 (\$155,000 total)**

The 2018 LSBI campaign will include consultant or sub-recipient outreach to employers in order to implement and promote the Wellness Commission of the Midlands' Active Commuting Tool-Kit. The tool-kit includes strategies and policies to promote active transportation, reducing parking demands for employers, and support programs such as carpooling and vanpooling.

## Heartland 2050 (270)

### **Objective**

To coordinate the transportation planning process with the implementation of Heartland 2050 Regional Vision

### **Previous Work**

- Facilitated H2050 Infrastructure Committee and working groups
- Completed site visit to Minneapolis/St. Paul to explore transportation and development policies
- Initiated first year of H2050 Mini-Grant Program with STBG funding
- Solicited applications for second year of H2050 Mini-Grant projects
- Developed “Block Talk” walk audit program and implemented it in communities around the region

### **Work Activities**

1. Heartland 2050 Mini-Grant Program  
Set-aside of STBG funding from NDOT and Iowa DOT for implementation of projects related to the Heartland 2050 Regional Vision and Action Plan. Facilitation of project selection process and administration of H2050 Mini-Grant Review Committee. Develop documentation to support expansion of the program beyond transportation projects with additional funding sources.
2. Heartland 2050 Committees & Working Groups  
MAPA staff support related to the Heartland 2050 Implementation Committees, task forces and other work groups relate to the project. Facilitation of meetings and development of materials to coordinate the transportation planning process with the implementation of the H2050 Vision. Development of regional framework of Nodes and Corridors to guide infrastructure development and land use policy throughout the region. Assist with planning for Close the Gap initiative. MAPA staff will continue to support active working groups including the Autonomous & Connected Vehicles, Multi-Modal, and Nodes & Corridors.
3. Heartland 2050 Technical Analysis and Data Support  
MAPA staff will conduct technical analysis and data support for the Heartland 2050 project. MAPA will coordinate and administer a Transit Return-on-Investment Assessment (ROI) for the Close the Gap Plan. Additionally, MAPA staff will support ongoing coordination related to regional the Smart Cities Lab project supported by the Peter Kiewit and Sherwood Foundations.
4. Heartland 2050 Public Outreach  
MAPA staff will meet with local governments, community organizations and others to present the Heartland 2050 Regional Vision and gather public input. MAPA will also continue to facilitate local and regional conversations regarding the importance of the land use and transportation investments to achieving the goals of the Heartland 2050 Vision.
5. Heartland 2050 Summits and Speaker Series  
MAPA staff will hold Heartland 2050 Summits to convene stakeholders and the public to hear speaker presentations, learn best practices from within and outside the region, discuss progress by committees and projects, and work on the initiative. These events are held quarterly with two summits and two speakers events anticipated annually.
6. Heartland 2050 Site Visits  
Heartland 2050 will coordinate a site visit to a location where stakeholders will experience and meet with local representatives to learn more about walkable, livable communities that include robust transportation. The 2018 site visit will take place as part of the Rail-volution conference in Pittsburgh, PA, with a delegation of MAPA staff and community leaders attending.

7. Heartland 2050 Administration

MAPA staff will provide administrative support and administration for the Heartland 2050 project.

<b>270 End Products</b>		<b>Schedule</b>
1.	Heartland 2050 Mini-Grant Program	Winter 2017
2.	Heartland 2050 Committee & Working Groups	Ongoing
3.	Heartland 2050 Technical Analysis and Data Support	Ongoing
4.	Heartland 2050 Public Outreach	Ongoing
5.	Heartland 2050 Summits and Speaker Series	Quarterly
6.	Heartland 2050 Site Visit	Fall 2018
7.	Heartland 2050 Administration	Ongoing

<b>270 Budget</b>	<b>Federal Cost</b>	<b>Total Cost</b>	<b>Hours</b>
MAPA Activities	\$196,862	\$211,910	3,260

**270 Contracts and Sub-recipients**

**Federal Share (Total Cost)**

Heartland 2050 Mini-Grant Program – FY2018 Awards (27001)

The Heartland 2050 Mini-Grant program provides support for projects that incorporate the goals and principles of the Heartland 2050 Vision, such as walkable, livable communities, transportation options, well-planned and efficient infrastructure, and regional collaboration, into local projects. The percentage value noted in parentheses denotes the amount of effort anticipated in FY2019:

Metro Transit – Transit Development Plan (STBG) (50%)	\$43,750 (NE)	(\$54,688 total)
City of Omaha – 13 <sup>th</sup> Street Corridor Walkability Study (STBG) (50%)	\$50,000 (NE)	(\$62,500 total)
Sarpy County – Arterial & Collector Road Location Study(STBG) (100%)	\$30,000 (NE)	(\$ 37,500 total)
Council Bluffs – Council Bluffs Walkability Master Plan (STBG) (100%)	\$80,000 (IA)	(\$100,000 total)

Heartland 2050 Mini-Grant Program – FY2019 Awards (27002)

The Heartland 2050 Mini-Grant program provides support for projects that incorporate the goals and principles of the Heartland 2050 Vision, such as walkable, livable communities, transportation options, well-planned and efficient infrastructure, and regional collaboration, into local projects. FY2019 projects include:

Council Bluffs – 1 <sup>st</sup> Ave Corridor Alternatives Analysis (STBG)	\$80,000 (IA)	(\$100,000 total)
City of Omaha – North 24 <sup>th</sup> Street Corridor Study & Action Plan (Sec. 5304)	\$100,000 (NE)	(\$125,000 total)

Transit Return-on-Investment Assessment (27003) \$80,000 Federal (\$100,000 total)

This study will be conducted by consultants to assess the expected economic return on regional transit investments as identified in regional plans and the Close the Gap White Paper to inform the regional conversation on transit expansion.

Heartland 2050 Site Visit (27006) \$17,500 Federal (\$87,500 total)

Site visit to the Railvolution conference in Pittsburgh will continue conversation on increased investment in transit in the Omaha-Council Bluffs region. Community leaders from local government, private industry and the philanthropic community will participate in the site visit.



## Training & Education (280)

### Objective

To provide professional development and training to promote continued development of skills for MAPA staff

### Previous work

- Attended local workshops, training, and educational activities
- Participated in statewide COG / Economic Development District (EDD) organizations of Nebraska Regional Officials Council (NROC) and Iowa Association of Councils of Government (ICOG)
- Took part in FHWA / FTA webinars related to federal guidance and initiatives
- Participated in NACTO and CTAA webinars related to national best practices
- Attended 2016 / 2017 national conferences held by National Association of Regional Councils (NARC) and National Association of Development Organizations (NADO)

### Work Activities

1. Technical and Policy Education Activities  
Participate in ongoing education and staff development activities such as workshops, conferences, and webinars devoted to planning and research-related policy and technical information. Event sponsors include local, state, and national organizations such as the Greater Omaha Chamber of Commerce and Economic Development Partnership, American Society of Civil Engineers (ASCE), Locate, NROC, IARC, NARC, NADO, Transportation Research Board (TRB), American Planning Association (APA), and other organizations. Workshops and training activities may also be convened by local, state, and federal governmental agencies such as NDOT, Iowa DOT, and USDOT.
2. Related Association Participation  
Participate in local, state, and national associations that provide ongoing education, training, staff and leadership development, and peer-to-peer knowledge exchange. Event sponsors include local, state, and national organizations such as the Greater Omaha Chamber, ASCE, LOCATE, NROC, IARC, NARC, NADO, TRB, APA and other organizations. Federal funding for these activities will not consist of lobbying in accordance with 2 CFR 200.450.
3. Professional Certifications and Memberships  
Staff members apply, take required tests, and actively participate in professional organizations such as the APA's American Institute of Certified Planners (AICP).

280 End Products		Schedule
1.	Technical & Policy Education Activities	As Needed
2.	Related Association Participation	Ongoing
3.	Professional Certifications & Memberships	As Needed

<u>280 Budget</u>	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$74,198	\$79,870	1,229

## **280 Contracts and Sub-recipients**

### **Federal Share (Total Cost)**

National Association of Regional Councils (NARC) Conference (28001)

\$5,000 (\$5,000 total)

MAPA is hosting the National Association of Regional Councils (NARC) 53<sup>rd</sup> Annual Conference in Omaha.

Sessions will include updates on federal programs, peer exchanges, and break-out sessions. Funding will support eligible costs associated with hosting the conference.

## **Transportation Management (290)**

### **Objective**

Provide for leadership and efficient administration of MAPA's transportation programs

### **Previous Work**

- Personnel management for transportation activities
- Financial management of budget and contracts
- General administrative activities related to organization support and operations

### **Work Activities**

1. Program Administration  
Provide oversight and administrative support for MAPA transportation and data staff activities.
2. Personnel Management  
Ongoing activities related to personnel needs, recruitment, orienting and training, and other human resource activities.
3. Financial Management  
Monitoring and maintenance of MAPA's budget and development of dues schedule and associate membership program. Implementation and coordination for a TIP Administrative Fee.
4. Contracts and Agreements  
Develop and negotiate contracts for programs, develop proposals as well as monitor and report on contracts.
5. Quarterly Reporting and Invoicing (NDOT & Iowa DOT)  
Review quarterly reports and invoices for Nebraska Department of Transportation and Iowa Department of Transportation.

<b>290 End Products</b>		<b>Schedule</b>
1.	Program Administration	Ongoing
2.	Contracts	Ongoing
3.	UPWP	Ongoing
4.	Agreements	Ongoing
5.	Quarterly Reporting and Invoicing	Ongoing

### **290 Budget**

MAPA Activities

Federal Cost

\$70,836

Total Cost

\$76,251

Hours

1173

## Membership Services (300)

### **Objective**

Provide assistance to MAPA members, including demographic data, mapping, and other service to local, state and regional projects.

### **Previous Work**

- Provided data and map requests to members.
- Coordinated with members on their projects and methodologies to benefit the regional transportation process.

### **Work Activities**

1. Member Data Requests  
MAPA staff will respond to requests for demographic, traffic, and other data requests from members.
2. Member Mapping Requests  
MAPA staff will respond to mapping and GIS requests for demographic, traffic, and other data requests from members.

<b>300 End Products</b>		<b>Schedule</b>
1.	Member Data Requests	As Needed
2.	Member Mapping Requests	As Needed

### **300 Budget**

	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$13,749	\$14,800	228

## Local and Partner Planning Support (310)

### Objective

Provide assistance to local governments and agencies to conduct plans and develop data in support of the regional transportation planning process.

### Previous Work

- Douglas County GIS created and maintained GIS data sets that support the regional planning process.
- City of Omaha Public Works conducted the traffic counting program.
- City of Omaha Planning Department worked on Omaha transportation planning projects and coordinated with the regional planning process.
- Sarpy County GIS created and maintained GIS data sets that support the regional planning process.
- Sarpy County Planning Department worked on transportation-related planning projects and coordinated with the region.
- Pottawattamie County GIS created and maintained GIS data sets that support the regional planning process.
- Metro Transit conducted various transit planning activities.

### 310 Contracts and Sub-recipients

#### 5310 Subrecipients (31001)

MAPA administers the Section 5310 program for distribution to eligible subrecipients. 5310 funding is a discretionary capital assistance program to assist local governments, private agencies, and nonprofit agencies provide transportation service for the elderly and disabled. Anticipated contracts for operations and capitalized costs of operations include FY2019 include:

#### Black Hills Works

**Federal Share (Total Cost)**  
\$42,750 (\$85,500 total)

Black Hills Workshop supports individuals employed at Offutt Air Force Base and provides transportation on almost a 24 hour a day/seven day a week basis. There currently are 9 runs in which our vehicles travel approximately 500 miles each day providing door to door services. The majority of our runs are during hours that the Metro Area Transit does not operate

#### City of Council Bluffs – Special Transportation Services (STS)

Capitalized Cost of Operations Funding (20% match required)  
Operations Funding (50% match required)

\$48,500 (\$60,625 total)  
\$57,250 (\$114,500 total)

Operational funding and Cost of Contracted Services for the City of Council Bluffs Paratransit Service known as the Council Bluffs Special Transit Service (STS) serving the elderly and disabled citizens of Council Bluffs with transportation within the city limits of Council Bluffs and to three (3) designated medical facilities in Omaha, NE, i.e. CHI-Creighton Medical Center, the University of Nebraska Medical Center and the VA Medical Center.

#### Florence Home for the Aged

\$43,000 (\$86,000 total)

Florence Home Transportation Services provides trained staff to accompany residents with disabilities, the elderly, and veterans on transportation trips to physician visits, dental appointments, outings and social events. Resident served live at Florence Home Healthcare Center, Royale Oaks Assisted Living, House of Hope Alzheimer's Care and House of Hope Assisted Living

## APPENDIX II - MAPA Council of Officials

### NEBRASKA

DOUGLAS COUNTY (531,265)  
Bennington (1,458)  
Boys Town (745)

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

SARPY COUNTY (158,840)  
Bellevue (50,137)  
Gretna (4,441)  
La Vista (15,758)  
Papillion (18,894)  
Springfield (1,529)

WASHINGTON COUNTY (20,234)  
Arlington (1,243)  
Blair (7,990)  
Fort Calhoun (908)  
Herman (268)  
Kennard (361)  
Washington (155)

PRESIDENT

CLARE DUDA (representing Board Chairman Mary Ann Borgeson)  
JOHN MATT, Mayor  
JOHN MOLLISON (representing Board Chairman Rev. Steven Boes)  
JEAN STOTHERT, Mayor  
BEN GRAY, City Councilmember  
DON GROESSER, Mayor  
CAROL SMITH, Mayor  
KEN HITCHLER, Village Board Chairman

GARY MIXAN (representing Board Chairman Don Kelly)  
RITA SANDERS, Mayor  
JEFF KOOISTRA (representing Mayor Jim Timmerman)  
DOUG KINDIG, Mayor  
DAVID BLACK, Mayor  
ROBERT ROSELAND, Mayor

CARL LORENZEN, Supervisor Board Chairman  
PAUL KRAUSE, Village Board Chairman  
JIM REALPH, Mayor  
MITCH ROBINSON, Mayor  
KIM JOHNSON, Village Board Chairman  
CLINT PEARSON, Village Board Chairman  
ERNEST BELIK, Board of Trustees

### IOWA

MILLS COUNTY (15,059)  
Emerson (438)  
Glenwood (5,269)  
Hastings (152)  
Henderson (185)  
Malvern (1,142)  
Pacific Junction (471)  
Silver City (275)

POTTAWATTAMIE COUNTY (93,158)  
Avoca (1,506)  
Carson (812)  
Carter Lake (3,785)  
Council Bluffs (62,230)  
Crescent (617)  
Hancock (196)  
Macedonia (246)  
McClelland (151)  
Minden (599)  
Neola (842)  
Oakland (1,527)  
Treyner (919)  
Underwood (917)  
Walnut (785)

VICE PRESIDENT

CAROL VINTON, (representing Board Chairman Lonnie Mayberry)  
ROB ERICKSON, Mayor  
BRIAN TACKETT, Mayor  
RODNEY COURTIER, Mayor  
MICHAEL BAUMFALK, Mayor  
MICHAEL BLACKBURN, Mayor  
ANDY YOUNG, Mayor  
GARY FRANKFORTER, Mayor

TOM HANAFAN (representing Board Chairman Justin Schultz)  
JERALD ESPESETH, Mayor  
TIM TODD, Mayor  
GERALD WALTRIP, Mayor  
MATTHEW WALSH, Mayor  
BRIAN SHEA, Mayor  
HAROLD HOFFMAN, Mayor  
JAMES BRADEN, Mayor  
MITCH KAY, Mayor  
KEVIN ZIMMERMAN, Mayor  
PETE SORENSEN, Mayor  
MICHAEL O'BRIEN, Mayor  
BRYCE POLAND, Mayor  
DENNIS BARDSLEY, Mayor  
GENE LARSEN, Mayor

## **MAPA Council of Officials**

### SPECIAL PURPOSE GOVERNMENTAL ENTITIES

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

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

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

PHIL DAVIDSON, Board President  
ANDY BILLER (representing Board President John Dalton)  
LINDSEY DANIELSON, Board Chairman  
MARK SHEPARD, Superintendent  
MICHELLE WODTKE-FRANKS, Board Chairman  
RANDY PASH, Board Chairman  
DANIEL LAWSE, Board Chairman  
SCOTT KEEP, President  
STEVE GRABOWSKI, (representing Board Chairman Roger Garcia)  
DR. JIM SUTFIN, Superintendent  
DAN OWENS (representing Board Chairman Eric Butler)  
DAVID LEVY, Board Chairman  
BRINKER HARDING, Board Chairman  
TOM RICHARDS (representing Board Chairman NP (Sandy) Dodge)  
ANDREW RIKLI, Superintendent  
DAVID KLUG, Board Chairman  
JAY CHRISTENSEN, Board Chairman  
DR. MARK ADLER, Superintendent  
AARON UECKERT, Fire Chief

### **MAPA Board of Directors**

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

### **MAPA Transportation Technical Advisory Committee (TTAC)**

#### **TTAC Voting Members**

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

#### **TTAC Associate Members**

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

MAPA FY - 2019 Program Budget Table

Work Activity	FHWA PL			FTA 5305d			RPA-18	CMAQ	FHWA - STBG		FTA	Aerial Photography	Total Transportation Funding	Hours	
	NE FY19	IA FY19	IA FY18	NE FY19	NE FY18	IA FY19	IA SPR & 5311	NE	NE-STBG	IA-STBG	5310				
MAPA Activities															
Direct Personnel														943,660	
Direct Non-personnel														134,380	
Indirect														356,096	
Contracts - Passthrough														2,562,409	
Total														3,996,545	
200 UPWP and Federal Assurances	8,450	550	-	1,490	-	260	2,430	-	-	-	-	-	-	13,180	203
210 Board and Committee Support	133,280	11,270	-	28,280	-	5,280	12,230	-	-	-	-	-	-	190,340	2,928
220 Regional Transportation Planning	83,540	4,890	-	17,310	-	2,290	19,230	-	-	-	40,050	-	-	167,310	2,574
230 TIP and Local Projects	90,110	7,490	-	15,070	-	3,510	16,140	-	-	-	2,250	-	-	134,570	2,070
240 Communication and Public Involvement	135,160	10,800	-	27,360	-	5,060	1,770	-	-	-	-	-	-	180,150	2,772
250 Regional Data, Mapping & Forecasting	214,954	17,418	-	44,100	-	8,151	1,252	-	-	-	-	-	-	285,875	4,398
260 Environment and Energy	5,630	1,500	-	2,050	-	700	-	70,000	-	-	-	-	-	79,880	1,229
270 Heartland 2050 - Transpiration Eligible	147,360	12,450	-	34,980	-	5,840	5,530	-	-	-	5,750	-	-	211,910	3,260
280 Training and Education	58,190	5,280	-	4,280	-	2,470	9,650	-	-	-	-	-	-	79,870	1,229
290 Management	49,750	6,540	-	9,490	-	3,070	5,451	-	-	-	1,950	-	-	76,251	1,173
300 Membership Services	12,200	630	-	1,670	-	300	-	-	-	-	-	-	-	14,800	228
Subtotal MAPA Activities - Federal Share	857,276	78,818	-	186,080	-	36,931	67,202	56,000	-	-	50,000	-	-	1,332,307	22,064
Subtotal MAPA Activities - State Share								11,000						11,000	
Subtotal MAPA Activities - Local Share	81,348	-	-	-	-	-	6,481	3,000						90,829	
Subtotal MAPA Activities	938,624	78,818	-	186,080	-	36,931	73,683	70,000	-	-	50,000	-	-	1,434,136	
Contracts and Subrecipients															
22001 LRTP Support	-	-	-	-	-	-	-	-	125,000	-	-	-	-	125,000	
23000 Eppley Corridor Connector Study	-	-	-	-	-	-	-	-	187,500	-	-	-	-	187,500	
23006 Bellevue Bridge Study	-	-	-	-	-	-	-	-	112,500	-	-	-	-	112,500	
24001 Survey	6,600	1,800	-	6,600	-			-		-	-		-	15,000	
25001 Aerial Photography	99,800	14,797	-	-	-	9,233	16,801	-		-	-	155,823		296,454	
25003 On-Call Modeling	-	-	-	-	-	-	-	-	35,000	-	-	-	-	35,000	
26001 Little Steps Big Impact Education Campaign	-	-	-	-	-	-	-	200,000		-	-	-	-	200,000	
26001 Little Steps Big Active Commuting Outreach	-	-	-	-	-	-	-	155,000		-	-	-	-	155,000	
27001 Heartland 2050 Mini Grants - FY19	-	-	-	125,000	-	-	-	-	-	100,000	-	-	-	225,000	
27001 Heartland 2050 Mini Grants - Carryover	-	-	100,000	-	-	-	-	-	154,688	-	-	-	-	254,688	
27003 Transit ROI Assessment	-	-	-	-	100,000	-	-	-	-	-	-	-	-	100,000	
27006 Heartland 2050 Railvolution Site Visit	-	-	-	87,500	-	-	-	-	-	-	-	-	-	87,500	
28000 National Association of Regional Conference - Hosted by MAPA	5,000	-	-	-	-	-	-	-	-	-	-	-	-	5,000	
31001 5310 Subrecipients	-	-	-	-	-	-	-	-	-	-	346,625	-	-	346,625	
31001 Planning Local Subrecipients	288,571	42,857	-	85,714	-	-	-	-	-	-	-	-	-	417,142	
72022 Owner Occupied Housing Rehab	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Subtotal Contracts & Subrecipients - Federal Share	213,600	31,800	80,000	184,100	80,000	-		284,000	491,750	80,000	191,500			1,636,750	
Subtotal Contracts & Subrecipients - State Share								44,000						44,000	
Subtotal Contracts & Subrecipients- Local Share	186,371	27,654	20,000	120,714	20,000	9,233	16,801	27,000	122,938	20,000	155,125	155,823		881,659	
Subtotal Contracts & Subrecipients	399,971	59,454	100,000	304,814	100,000	9,233	16,801	355,000	614,688	100,000	346,625	155,823		2,562,409	
Total Federal Share	1,070,876	110,618	80,000	370,180	80,000	36,931	67,202	340,000	491,750	80,000	241,500			2,969,057	
Total State Share								55,000						55,000	
Total Local Share	267,719	27,654	20,000	120,714	20,000	9,233	23,282	30,000	122,938	20,000	155,125	155,823		972,488	
Total Activities	1,338,595	138,272	100,000	490,894	100,000	46,164	90,484	425,000	614,688	100,000	396,625	155,823		3,996,545	
Match Funding															
Local/Subrecipient Cash	81,348	-	-	-	20,000	-	6,481	30,000	25,000	-	-	-	-	162,829	
State Funding	-	-	-	-	-	-	-	55,000	-	-	-	-	-	55,000	
Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Heartland 2050 Foundation Cash	-	-	-	70,000	-	-	-	-	-	-	-	-	-	70,000	
Aerial Photography Match	99,800	14,797	-	-	-	9,233	16,801	-	-	-	-	155,823		296,454	
In-kind Match	86,571	12,857	20,000	50,714	-	-	-	-	97,938	20,000	155,125	-		443,205	
Total Match	267,719	27,654	20,000	120,714	20,000	9,233	23,282	85,000	122,938	20,000	155,125	155,823		1,027,488	
Match %	20.00%	20.00%	20.00%	24.59%	20.00%	20.00%	25.73%	20.00%	20.00%	20.00%	39.11%	100.00%		25.71%	



Agenda Item E  
Draft FY2019-2024  
Transportation Improvement  
Program