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Omaha Planning Board
Omaha Public Power District
Papillion / La Vista Public
Schools
Papio – Missouri River
Natural Resources District
Pony Creek Drainage District
Ralston Public Schools
Valley Fire Protection
District # 5

METROPOLITAN AREA PLANNING AGENCY

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MEETING NOTICE

DATE: February 13, 2015
TO: Transportation Technical Advisory Committee (TTAC)
FROM: Dennis Wilson, Chairman
Greg Youell, MAPA Executive Director
RE: February 20, 2015 TTAC Meeting

The MAPA TTAC will meet Friday, February 20, 2015 at 10:00 a.m. in the Metro Building at 2222 Cuming Street, Omaha, Nebraska 68102. The TTAC meeting will be held in the Metro Training Room on the lower level. Please enter the building through Metro's front door and follow the signs to the Metro Training Room on the lower level. The agenda item materials can be accessed by clicking on the linked agenda item titles. The agenda is also available at the MAPA offices and online at <http://www.mapacog.org/boards-a-committees/58-agendas>.

AGENDA

For TTAC Approval

- A. Meeting Minutes – The committee will consider approval of the January 23, 2015 TTAC meeting minutes. (Action Item)

Recommendations to the Board

- B. FY 2015-2018 Transportation Improvement Program (TIP) Amendments – Staff will present and request approval of various amendments to the FY 2015-2018 TIP from local jurisdictions. (Action Item) (Attachment)
- C. UPWP FY 15 Amendment – Staff will present and request recommendation to the Board for an amendment to the FY 15 UPWP for the inclusion of CMAQ funding of \$138,500 for the Ozone Education program. (Action Item) (Attachment)
- D. 2035 Long-Range Transportation Plan (LRTP) Amendment – Staff will request TTAC's recommendation to open the amendment of the 2035 LRTP to the public for comment and approval by the MAPA Board. (Action Item) (Attachment)
- E. Public Participation Plan (PPP) – Staff will review the PPP comments and request TTAC's recommendation for the MAPA Board's approval. (Action Item) (Attachment)
- F. TTAC By-Law Update – Staff will present the updated TTAC by-laws and request TTAC's recommendation for the MAPA Board's approval. (Action Item) (Attachment)

Discussion Items

- G. Funding Obligation and Project Status – Staff will review the annual funding obligation status and the NDOR and Iowa DOT project status. Staff will also discuss PL funding and the application schedule. (Information Item)
- H. Transportation Activities – Staff will provide updates on the regional planning efforts including Little Steps – Big Impact, Metro Area Travel Improvement Study (MTIS), and Regional Bicycle/Pedestrian Study (Heartland Connections). (Information Item)
- I. Additional Business
- J. Adjournment

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

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY
Transportation Technical Advisory Committee
Minutes of January 23, 2015 Meeting

The Transportation Technical Advisory Committee met on Friday, January 23, 2015, at Metro, 2222 Cuming Street, Omaha, Nebraska. Mr. Denny Wilson opened the meeting at 10:00 a.m.

MEMBERS PRESENT

Denny Wilson	Sarpy County Public Works
Janet McCartney	Cass County
Dean Dunn	City of Bellevue Public Works
Chris Shewchuk	City of Bellevue Public Works
Matt Cox	City of Council Bluffs Public Works
John Kottmann	City of La Vista Public Works
Derek Miller	City of Omaha Planning Department
Chad Weaver	City of Omaha Planning Department
Todd Pfitzer	City of Omaha Public Works
Murthy Koti	City of Omaha Public Works
Jeff Thompson	City of Papillion Engineers Office
Dan Kutilek	Douglas County Engineers Office
Curt Simon	Metro
Brad Zumwalt	Nebraska Department of Roads – Lincoln
Tim Weander	Nebraska Department of Roads – District 2
Eric Williams	Papio-Missouri River NRD

ASSOCIATE MEMBERS

Greg Youell	Metropolitan Area Planning Agency
Jason Carbee	HDR, Inc.
John Jorgensen	HGM Associates, Inc.
Matt Kruse	Lamp, Ryneerson & Associates
Mike Hall	Snyder & Associates
Matt Shimerdla	URS Corp.

GUESTS

Dan Owens	Omaha Airport Authority
Maurice Hinchey	Nebraska Department of Roads – District 2
Lee Myers	AARP
Ernest Wesolowski	Citizen-At-Large

STAFF

Michael Felschow	Metropolitan Area Planning Agency
Mike Helgerson	Metropolitan Area Planning Agency
Ashley Myers	Metropolitan Area Planning Agency
Megan Walker	Metropolitan Area Planning Agency

A. Approval of Minutes

Motion #1: Approval of the minutes of the December 5, 2014 Transportation Technical Advisory Committee Meeting.

Motion by: Dan Kutilek
Second by: Jeff Thompson
Motion Carried

B. FY 2015 – 2018 Transportation Improvements (TIP) Amendments

Mr. Felschow discussed the projects in the FY 2015 TIP Amendment #3:

Louisville – Springfield – STP State Funding increased to \$6,159,000 for CON in 2015

Motion #2: Seeking approval of the MAPA Board of Directors at their January 29, 2015 meeting of the FY 2015 – 2018 Transportation Improvement Amendment 3.

Motion by: Tim Weander
Second by: Jeff Thompson
Motion Carried

C. Title VI Plan

Ms. Walker told the Committee that Title VI is civil rights legislation to protect the historically disadvantaged population and coincides with ADA and includes executive orders concerning environmental justice and limited English proficiency. MAPA has completed its regularly scheduled update of its Title VI Plan which also coincides with the Public Participation Plan (PPP). The update includes the Federal Certification Review comments.

Changes to the Title VI Plan include (1) making the Plan easier reading for the public; (2) updating the complaint procedure to match State policies; and (3) revising the Four-Factor analysis to be done every four years for the MAPA region. Changes to MAPA's policies are: (1) the Title VI position is now a joint position between the Transportation and Community & Economic Departments; (2) expanding outreach to LEP persons as stated in the PPP; and (3) and MAPA has conducted ADA Self-Assessment of its programs, outreach activities and its facilities.

The draft Plan is ready to go to the MAPA Board of Directors at the January meeting for approval of the public comment period which will run from January 30 – March 2, 2015 with final approval at the end of March.

Motion #3: Seeking approval of the MAPA Board of Directors at their January 29, 2015 meeting of the draft Title VI Plan.

Motion by: Jeff Thompson
Second by: Curt Simon
Motion Carried

D. TTAC By-Law Update

Mr. Felschow said the TTAC bylaws were last updated in 1982. He asked the Committee to read the draft bylaws and send comments back to the staff. If there are significant comments that could change the text and purpose, the sub-committee will be called back to look at the draft. It's hoped the draft will be voted on for final approval in February. The changes that have been made to the bylaws include dated language, unclear membership, voting procedures and changes in the community and demographics.

E. Funding Obligation and Project Status

Mr. Felschow told the TTAC there is no change since December. Nebraska has a significant amount of projects. In TAP Funding for Nebraska, there is \$2m in unprogrammed funds. TAP applications have been received in the FY 2016 TIP development cycle. On the Iowa TAP side, all are programmed.

The December obligation is \$ -481.5m. The apportionment is low with less than \$3m which means Congress allocates more funding and programs more funding to the total of \$13m.

Mr. Weander questioned the Bennington 156th Street project. Mr. Felschow said there was old money, the project was de-obligated and they didn't need the money for the project's finish.

The TAP Project Selection Committee and CTC will meet February 5th and will know within a couple of weeks about projects. Three TAP applications have been received and there is around \$5m in projects.

There are six projects in the Project Status that potentially will need to move and be reprogrammed. For the FY 2015 TIP projects, discussion is needed between NDOR and the local agencies to shift projects. According to information at hand, \$4.2m in FY 2015 will need to be re-programmed until later years of the TIP.

With the MAPA STP and TAP tables, there is a balance of \$2.3m in STP funds and \$12,000 in TAP funds. When developing the FY 2016 TIP, another \$1m will be received in 2019 with a total of around \$3m.

Under the Fiscal Constraint tables, in Nebraska there is \$12m at the end of FY 2018 for STP and \$2m for TAP. Iowa has \$286,000 for STP at the end of FY 2018 and \$35,000 in TAP funding. In Transit, there is \$1,000 at the end of FY 2018 with 17 applications for 46 vehicles.

F. Transportation Activities

Mr. Felschow updated the TTAC on the following transportation activities:

- Little Steps, Big Impact Campaign
- Metro Travel Improvement Study
- Bicycle-Pedestrian Master Plan
- Platteview Road Corridor Study
- Sarpy County Administrative Plan

G. Additional Business

Ms. Myers informed the Committee about the One Call Center Summit to be held January 27th at the UNO Community Engagement Center. After two years' of planning, this Summit will bring everyone together to discuss coordination, the call center and how this will help various agencies' clients as well as benefiting from two guest speakers.

Mr. Youell said that along with some MAPA Board members, he will be traveling to Washington, D.C. in February for the annual National Conference of Regions meeting. He asked the TTAC to let him know if there were concerns, comments he should take with him to the meeting.

Sen. Fischer is now the Sub-Committee Chair for the Surface Transportation Committee.

Iowa will be looking for transportation funding and Mr. Youell will be discussing that in Washington, as well. There will possibly also be a 10-cent tax hike in fuel costs to help fund transportation projects in Iowa.

Mr. Wilson said he attended a meeting where Joe Werning told the attendees 95% of projects will be done without direct contact on the federal side.

Mr. Koti said LB39 is legislation being looked at that will impact laws regarding bicycles and pedestrians and their use of the roadways.

Mr. Zumwalt said Jim Wilkinson is retiring and Noel Salac will be replacing him at NDOR.

Mr. Kutilek said the University of Nebraska, NRD and the City of Omaha will be acquiring additional property for the Allwine Prairie at 144th and State. A concern has been expressed by the lack of cooperation with Allwine Prairie with the possibility of extending 144th Street north of State Street up to Hwy 36. There is a ROW there that has been in existence for over 100 years but has not been improved in recent years. Those behind the Allwine Prairie apparently are not wanting a road in the prairie site. The question asked was what the ramification is if these improvements do not happen.

H. Adjournment

Motion to adjourn:

Motion by: Jeff Thompson

Second by: Todd Pfitzer

Motion Carried

The meeting was adjourned at 10:50 a.m.



**Metropolitan Area Planning Agency
FY2015-2020 Transportation Improvement Program**

Revision Summary - Amendment 4

<u>Control #</u>	<u>Project Name</u>	<u>Lead Agency</u>	<u>Revision Note</u>
NE-22506	24th Street Road Diet	Omaha	Reprogram FY2016 TAP-MAPA funding to FY2017 and increase to \$2,958,000 for CON



Metropolitan Area Planning Agency
FY2015-2020 Transportation Improvement Program

TIP ID		Project Name	
2015-065		24th Street Road Diet	
Control Number			
NE-22506			
Lead Agency	Omaha	Project Type	Road Widening
County	Douglas	Length (mi)	2.75
		Total Project Cost*	\$3,916.50

Location
 From L Street to Leavenworth Street.

Description
 Reduce excess capacity with 4-lane to 3-lane road diet and facilitate multi-modal options.

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2013	1. PE-NEPA-FD	TA-MAPA	\$184.50	\$147.60	\$0.00	\$36.90
2016	3. UTIL-CON-CE	TA-MAPA	\$3,732.00	\$2,985.00	\$0.00	\$747.00

* Amounts in thousands of U.S. dollars

Revision History

2/26/2015 **Amendment 4**
 Reprogram FY2016 TAP-MAPA funding to FY2017 and increase to \$2,958,000 for CON



Air Quality / Environmental (450)

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

Previous Work

- Conducted 2013 Little Steps, Big Impact ozone reduction campaign with reduced Metro bus fares.
- Douglas County on air quality monitoring activities.
- Continued to operate and market Metro Rideshare carpool website.
- Participated in Clean Cities and CNG-related initiatives.

MAPA Work Activities

1. Metro Rideshare Carpool Program

Continue the operation and marketing of the web-based regional ride sharing program (Metro Rideshare) that is available to employers and citizens in the metro area.

2. Air Quality Activities

Evaluate and analyze monitored air pollution data (carbon monoxide, ozone, particulates, and lead) to meet air quality requirements. Work with Federal, State and local public and private agencies to address the potential for ozone non-attainment status. Coordinate with Live Well Omaha to conduct the Commuter Challenge to encourage alternative transportation during the ozone season with Metro transit, Live Well Omaha and other stakeholders. Utilize Congestion Mitigation and Air Quality (CMAQ) and other funds to conduct air quality program, including public survey, marketing efforts, reduced bus fares on ozone action days, and other activities. Work on efforts to maintain compliance with National Ambient Air Quality Standards (NAAQS) in coordination with City of Omaha Public Works, Douglas County Health Department, Metro transit and other air quality stakeholders, especially through the 2015 Little Steps, Big Impact public education campaign. Purchase data to support air quality planning and modeling activities.

3. Environment / Energy

Evaluate transportation measures to ensure that they include energy efficient alternatives and determine the air quality benefits and impacts. Assist with local energy plans and develop regional strategies and planning efforts to address transportation impacts on energy and the environment.. Conduct outreach to resource agencies such as federal, state, local and tribal agencies responsible for land use management, natural resources, environmental protection, conservation, historical preservation and environmental justice, to ensure that environmental mitigation activities are included in the transportation planning process in the metro area. Participate in the initiatives such as Clean Cities and Compressed Natural Gas-related (CNG/LNG) efforts.

Vendor Work Activities

4. Ozone Reduction Campaign

The 2015 campaign will focus additional efforts on the small actions everyone can take to help reduce ground-level ozone and to improve public health. As part of the overall Little Steps Big Impact ozone reduction campaign, Live Well Omaha will conduct the Commuter Challenge to increase alternative modes of transportation during the ozone season. Project goals include reducing the single occupancy vehicle trips and increasing ridership by bicycle, pedestrian, transit

and carpool modes. Funding will support staff time for the aforementioned activities.

5. Rideshare Software

MAPA will utilize funds toward the maintenance and development of the website and software to administer the Metro Rideshare carpool program (metrorideshare.org). Purchase, maintain and develop Metro Rideshare website.

450 End Products		Schedule
451	Metro Rideshare Website Administration	Ongoing
452	Little Steps, Big Impact Ozone Reduction Campaign (CMAQ)	2014-2015
452	Air Quality Monitoring	2013-2014
453	Monitor and promote energy and environmental planning	Ongoing
454	Commuter Challenge	2014-2015

450 Budget

	Federal	Local	Total	Hours
MAPA Activities	\$ 90,220	\$ 22,555	\$112,775	1,880
<i>* - includes \$33,000 additional for FY-15 CMAQ Ozone Campaign</i>				
Contracts – Vendors				
Ozone Reduction Campaign	\$145,000	\$36,250	\$181,250	1,450
Contracts				
Ozone Reduction Campaign	\$ 117,370	\$ 29,343	\$ 146,713	2,450
FY-15 CMAQ Ozone	\$ 84,400	\$ 21,100	\$ 105,500	1,758
450 Total	\$ 436,990	\$ 109,248	\$ 546,238	7,538

460 – Iowa Regional Planning Affiliation (RPA-18)

These planning activities are described separately in the RPA-18 Transportation Planning Work Program (TPWP).

MAPA FY-2015 UPWP Budget Table – Revised Amendment Three

Work Activity	Federal Funding													Local Match			Total	Hours	
	FHWA PL				FTA 5303/5305d		RPA-18	STP	FTA	FTA	FTA	CMAQ	CMAQ	Federal	MAPA	Non-MAPA			Local Subtotal
	Neb FY-15	Neb C/O	Iowa FY-15	Iowa C/O	Neb FY-15	Iowa FY-15	SPR & 5311	Neb	Veterans VTCLI	JARC/NF	5310	Neb.	Iowa	Funds Subtotal					
MAPA Activities																			
140 Transportation Forums	24,615		1,935	-	2,330	2,040	-	-	-	-	-	-	-	30,920	7,730		7,730	38,650	640
150 Project Review	900		120	-	180	-	-	-	-	-	-	-	-	1,200	300		300	1,500	30
160 Data and GIS Forums	900		120	-	180	-	-	-	-	-	-	-	-	1,200	300		300	1,500	30
170 Technical and Policy Education	7,500		1,000	-	1,500	-	-	-	-	-	-	-	-	10,000	2,500		2,500	12,500	210
180 Public Events and Workshops	13,090		1,000	-	740	-	-	-	-	-	-	-	-	14,830	3,708		3,708	18,538	310
190 MAPA Policy and Administrative Forums	57,650		8,075	-	14,040	-	-	-	-	-	-	-	-	79,765	19,941		19,941	99,706	1,660
410 Short Range Planning	53,350	70,573	36,013	12,522	12,815	1,920	-	-	-	-	-	-	-	187,193	-	46,798	46,798	233,991	3,900
420 Long Range Planning	58,799	70,574	4,336	1,851	32,297	-	-	12,900	-	-	-	-	-	180,757	16,103	29,087	45,189	225,946	3,770
430 Public Participation	18,500		2,920	-	6,970	5,870	-	-	-	-	-	-	-	34,260	8,565		8,565	42,825	710
440 Transit / Human Service Transportation	-		-	-	85,500	23,090	-	-	-	-	50,000	-	-	188,590	29,291	17,857	47,148	235,738	3,930
450 Air Quality / Environmental	24,540		3,775	-	6,555	-	-	-	-	-	-	55,350	-	90,220	22,555		22,555	112,775	1,880
460 Iowa RPA-18	-		-	-	-	-	44,866	-	-	-	-	-	-	44,866	11,217		11,217	56,083	930
470 Congestion Mgmt./Safety & Technology	30,420		3,745	-	4,420	-	-	-	-	-	-	-	-	38,585	9,646		9,646	48,231	800
810 Publications	35,280		4,325	-	8,135	-	-	-	-	-	-	-	-	47,740	11,935		11,935	59,675	990
840 Public Information and Communications	17,725		1,825	-	3,250	-	-	-	-	-	-	-	-	22,800	5,700		5,700	28,500	480
940 Transportation Administration	30,000		4,000	-	6,000	1,458	-	-	-	-	-	-	-	41,458	10,365		10,365	51,823	860
Subtotal	373,269	141,147	73,189	14,373	184,912	34,378	44,866	12,900	30,000	-	50,000	55,350	-	1,014,384	159,854	93,742	253,596	1,267,980	21,130
Contracts - MAPA Vendor Agreements														Federal Subtotal	MAPA	Non-MAPA	Local Subtotal	Total	Hours
410 Plans and Studies	35,040	-	-	-	-	-	-	-	-	-	-	-	-	35,040	8,760	-	8,760	43,800	350
420 Modeling On Call Services	50,000	-	-	-	-	-	-	-	-	-	-	-	-	50,000	12,500	-	12,500	62,500	500
440 Veteran's One Call Center Project	-	-	-	-	-	-	-	-	300,000	-	-	-	-	300,000	-	75,000	75,000	375,000	3,000
450 Ozone Reduction Campaign	20,000	-	-	-	-	-	-	-	-	-	-	-	125,000	145,000	-	36,250	36,250	181,250	1,450
470 Traffic and Bicycle Counting	17,000	-	-	-	-	-	-	-	-	-	-	-	-	17,000	-	4,250	4,250	21,250	170
470 Rideshare Software	10,000	-	-	-	-	-	-	-	-	-	-	-	-	10,000	2,500	-	2,500	12,500	100
840 MAPA Website	25,000	-	-	-	-	-	-	-	-	-	-	-	-	25,000	6,250	-	6,250	31,250	250
Subtotal	157,040	-	-	-	-	-	-	-	300,000	-	-	-	125,000	582,040	30,010	115,500	145,510	727,550	5,570
Contracts - Subrecipients or Agreements Paid Directly by Federal Awarding Agency														Federal Subtotal	MAPA	Non-MAPA	Local Subtotal	Total	Hours
410 Short Range Planning Subrecipients	396,600	-	28,360	-	-	-	-	-	-	-	-	-	-	424,960	-	106,240	106,240	531,200	11,307
420 Regional Bike-Ped Plan	-	-	-	-	-	-	-	197,500	-	-	-	-	-	197,500	-	49,375	49,375	246,875	4,110
420 Bike Safety Education (TE)	-	-	-	-	-	-	-	268,192	-	-	-	-	-	268,192	-	67,048	67,048	335,240	5,590
420 Platteview Road Corridor Study	-	-	-	-	-	-	-	338,811	-	-	-	-	-	338,811	-	84,703	84,703	423,514	7,060
440 Metro Transit Planning Activities (TBD)	-	-	-	-	100,000	-	-	-	-	-	-	-	-	100,000	-	25,000	25,000	125,000	2,500
440 JARC / New Freedom Grants	-	-	-	-	-	-	-	-	-	195,675	-	-	-	195,675	-	48,919	48,919	244,594	4,080
440 5310 Grants	-	-	-	-	-	-	-	-	-	-	500,000	-	-	500,000	-	125,000	125,000	625,000	10,420
450 Ozone Reduction Campaign	-	-	-	-	-	-	-	-	-	-	-	130,450	71,320	201,770	-	50,443	50,443	252,213	4,208
Subtotal	396,600	-	28,360	-	100,000	-	-	804,503	-	195,675	500,000	130,450	71,320	2,226,908	-	556,727	556,727	2,783,635	49,275
Total	926,909	141,147	101,549	14,373	284,912	34,378	44,866	817,403	330,000	195,675	550,000	185,800	196,320	3,823,332	189,864	765,969	955,833	4,779,165	75,975

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

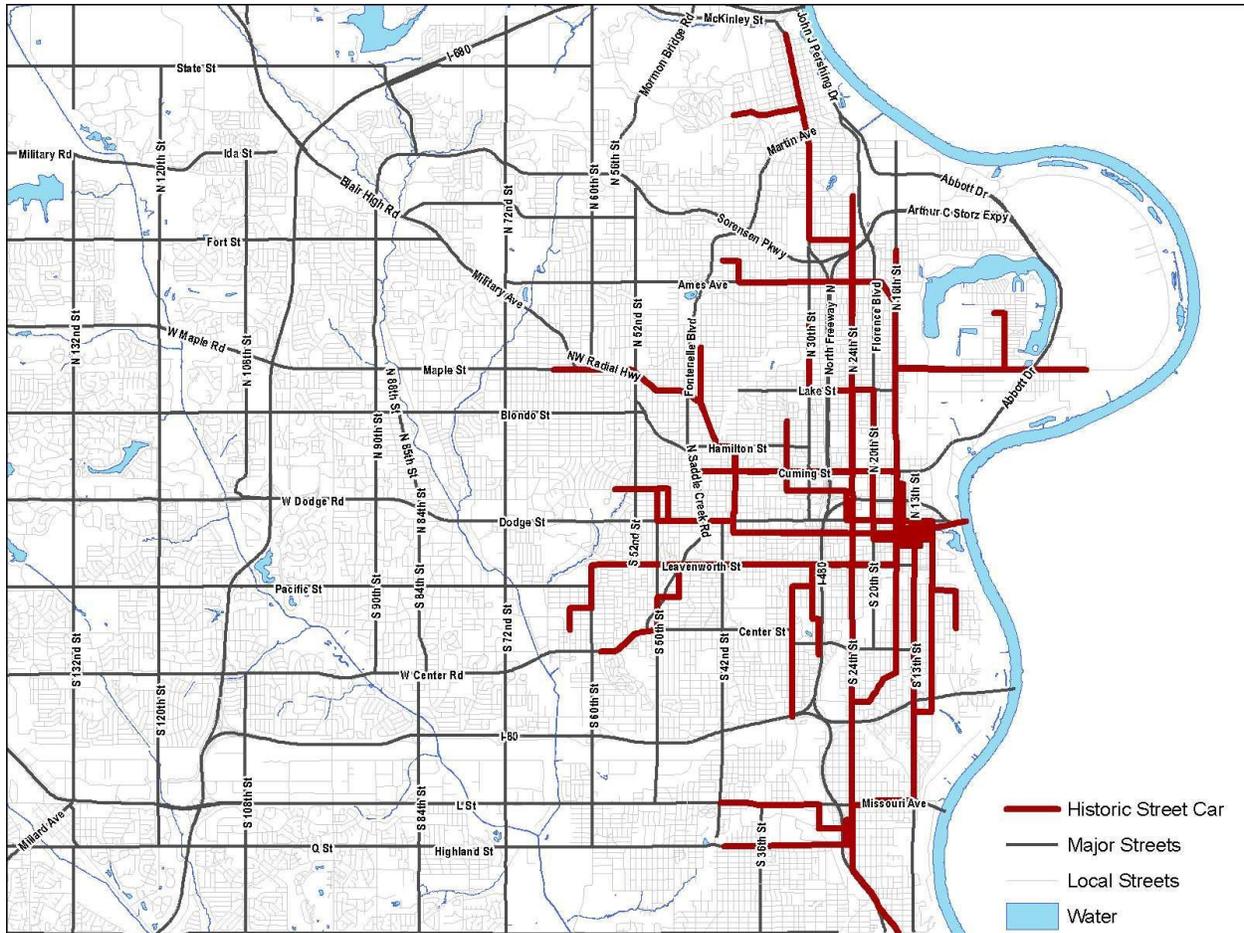
MAPA MPO Available FHWA/ FTA Metropolitan Planning Funds			
Funding Category	Federal Funds	Local Match	Total
Nebraska PL Funds FY-15	\$ 926,910	\$ 231,728	\$ 1,158,638
Nebraska PL Balance	\$ 140,574	\$ 35,144	\$ 175,718
Nebraska FY-13 Carry-over	\$ 573	\$ 143	\$ 716
Nebraska FTA 5303	\$ 284,912	\$ 71,228	\$ 356,140
Nebraska Subtotal	\$ 1,352,969	\$ 338,242	\$ 1,691,211
Iowa PL Funds FY-15	\$ 101,549	\$ 25,387	\$ 126,936
Iowa PL Funds Carry-over	\$ 14,373	\$ 3,593	\$ 17,966
Iowa FTA 5305d	\$ 34,378	\$ 8,595	\$ 42,973
Iowa Subtotal	\$ 150,300	\$ 37,575	\$ 187,875
MAPA Total	\$ 1,503,269	\$ 375,817	\$ 1,879,086

8.3 Streetcar and Bus Rapid Transit (BRT)

8.3.1 OMAHA STREETCAR

Streetcar services in the MAPA region began in the late 1860s. In 1955 they were discontinued due to increased access and use of the personal car. They have since been out of service. View the map of the old streetcar lines in Figure 8.10

FIGURE 8.10
HISTORICAL STREETCAR MAP



Beginning in the 1990s, interest in reinstating streetcar service in the area has grown. Former Omaha Mayors P.J. Morgan, Hal Daub and Mike Fahey, and Jim Suttle have all supported a streetcar program in one form or another. Advocate groups such as Omaha Streetcar have also pushed for the implementation of streetcar services. Proponents of a streetcar view it as a means to improve economic development in the urban core, increase densities, and also provide a new means of transportation.

8.3.2 BUS RAPID TRANSIT (BRT)

Bus Rapid Transit (BRT) is bus service that operates at a higher speed with greater frequencies than standard bus service. In other metro areas, BRT often operates in exclusive lanes or receives signal priority that preempts traffic signals. It represents an effort to provide many of the benefits often associated with higher speed light-rail or heavy-rail transit using rubber-tired vehicles at a lower cost than rail or streetcars systems.

In 2005, Kansas City Area Transit Authority (KCATA) launched a new BRT service to operate between downtown and the Country Club Plaza known as The Max. This service featured unique station identifiers with real-time information on bus status, frequent headways, and exclusive lanes during the peak hours. Overall, this service has been well-received and met with acclaim. KCATA is currently constructing or planning multiple other BRT routes in the Kansas City metro area.

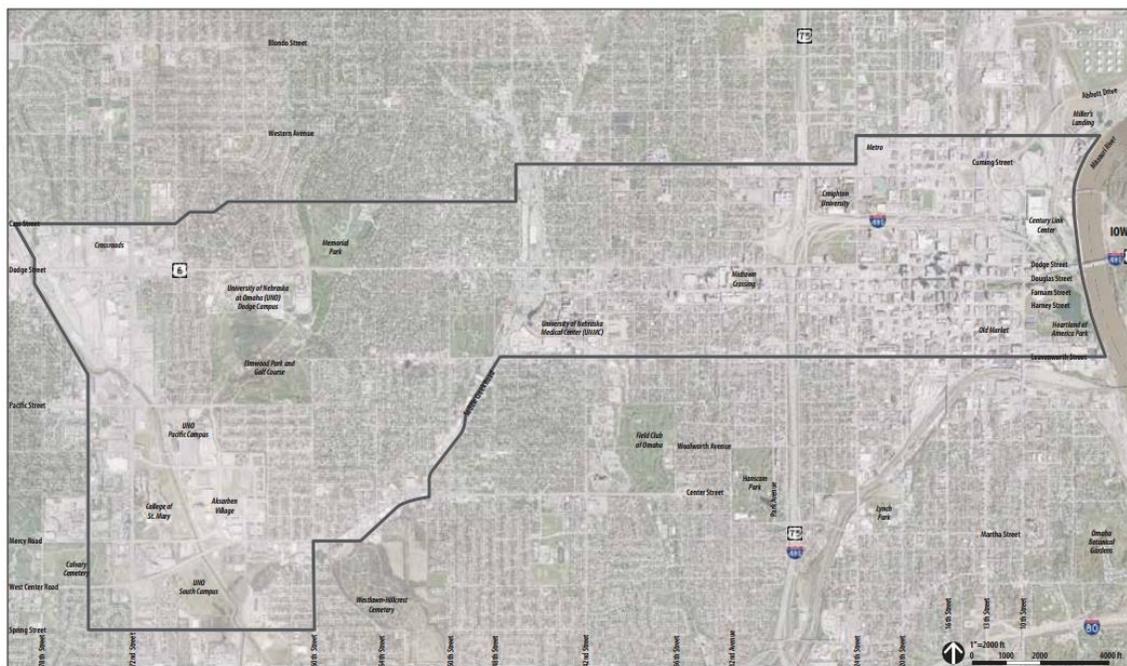
The success of these and other BRT projects has led some in the MAPA region to discuss the potential for future BRT service locally. While not as expensive or glamorous as a streetcar or light rail system, BRT represents a significant improvement in transit service that would catch the attention of citizens. Critics of BRT note that while it has been successful in many locations in providing transit service, it does not typically create the impacts to development akin to what is seen along successful streetcar and light rail corridors.

Dodge Street would appear to be a natural first choice for a BRT corridor. It could possibly connect to Council Bluffs along the Broadway corridor. Other east-west options for consideration would include Center Street or Saddle Creek / Northwest Radial Highway / Maple Street. Possible north-south corridors include 24th and 30th Streets in South Omaha and North Omaha as well as 72nd Street.

8.3.3 Central Omaha Transit Alternatives Analysis (AA)

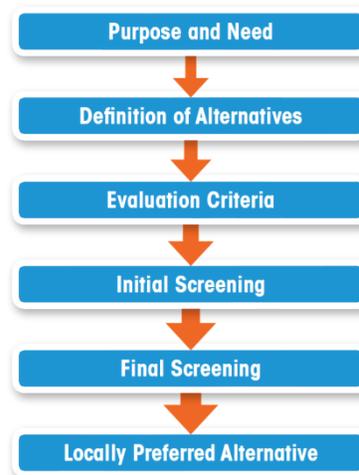
In early winter 2011, the City of Omaha and Metro undertook the Central Omaha Transit Alternative Needs Analysis (“AA”). The specific purpose of the grant was to study the Downtown Omaha, Midtown Omaha, UNMC and the University of Nebraska at Omaha (UNO) corridor (shown in Figure 8.11) and make recommendations as to the preferred transit alternative. Additionally, a potential extension west to 72nd to serve the Crossroads and Aksarben Village areas was included in the study. The project was funded by an FTA discretionary grant with local matching funds provided by a coalition of local contributors.

FIGURE 8.11: AA STUDY AREA



Over the course of the two-and-one-half year planning process, twenty-two stakeholder meetings, four public meetings, and three mobile workshops were held. A multitude of online methods were utilized including an online idea forum to gather public input regarding possible alternatives and service improvements.

1. Purpose and Need
2. Definition of Alternatives
3. Evaluation Criteria
4. Initial Screening
5. Final Screening
6. Locally Preferred Alternative



The multiple levels of screening took into account many criteria important in determining the success of a rapid transit system. Each iteration of screening expanded the criteria considered to evaluate and prioritize project corridors and transit technologies. A summary of the criteria utilized for screening is listed below:

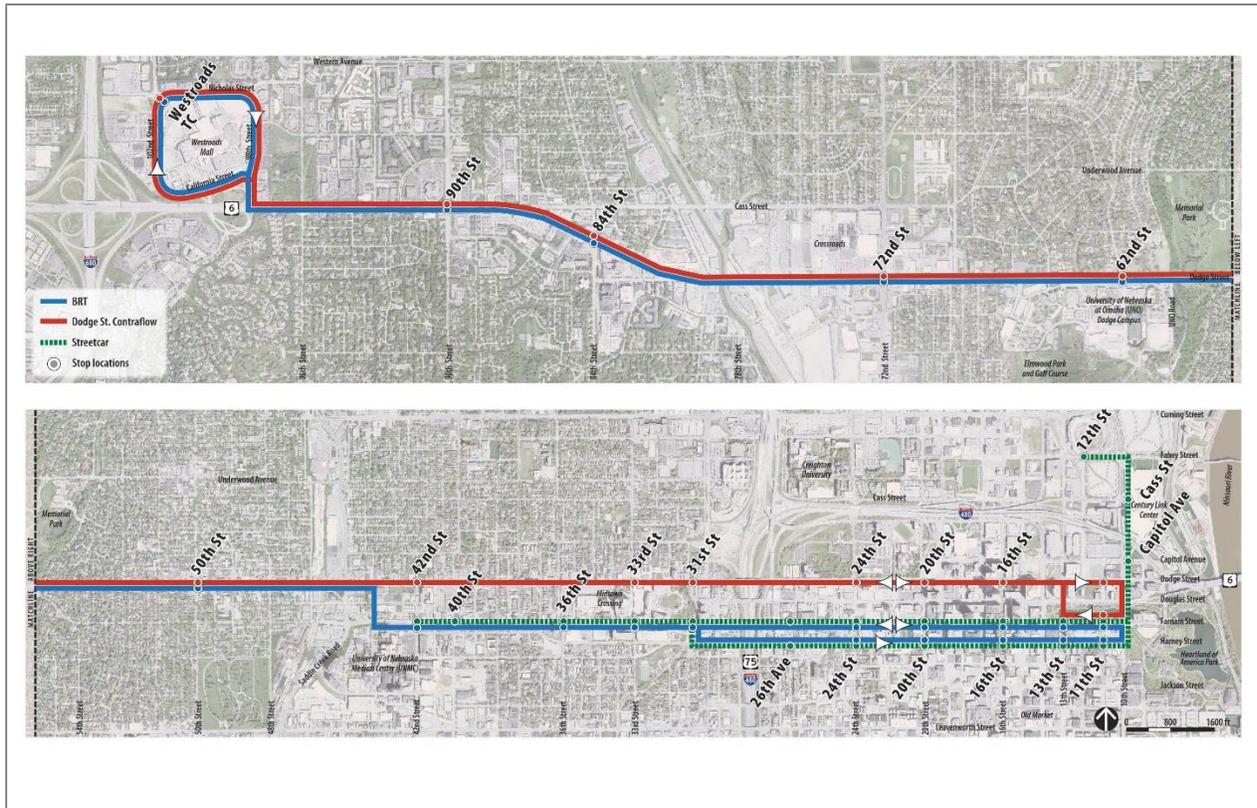
- Ridership
- Operation & Maintenance Costs
- Cost-Benefit Analysis
- Mobility
- Origin & Destination Analysis
- Service Characteristics
- Physical Constraints
- Environmental Issues

Through the planning process a Locally Preferred Alternative (LPA) was identified that included the potential for BRT and Streetcar technologies along the Dodge/Farnam corridor. Figure 8.12 summarizes the characteristics of each transit technology within the combined alternative, and Figure 8.13 shows the project corridor(s). Phase 2 of the Alternatives Analysis will further evaluate the potential environmental impacts and develop conceptual and preliminary engineering documentation for these projects.

FIGURE 8.12: CHARACTERISTICS OF THE LOCALLY PREFERRED ALTERNATIVE (LPA)

Feature	Locally Preferred Alternative (Combined LPA)	
	Alternative 2 (Modified) Bus Rapid Transit (BRT)	Alternative 3 (Modified) Modern Streetcar
Termini	Downtown to Westroads Transit Center	North Downtown to UNMC
Frequency (peak/off-peak/evening)	10/15/20	10/15/20
Distance	7.98	3.22
Vehicle Travel Time	26:59	15:24
Capital Cost	\$33,093,000	\$134,457,000
Capital Cost per Mile	\$6,048,000	\$41,757,000
Annual O&M cost (\$2013)	\$3,008,844	\$6,347,246
Job Projection	2,100	8,500
Population Increase Projection	1,350	3,150
Economic Development Projection	\$262,000,000	\$1,000,000,000

FIGURE 8.13: PROPOSED TRANSIT PROJECT CORRIDORS



Appendix B

MAPA 2035 LRTP FINANCIAL PLAN

B.1 BACKGROUND

The financial plan for the MAPA 2035 Long Range Plan is based upon an extensive analysis of transportation costs and available resources. This appendix provides detailed documentation of the sources and methodology utilized for these projections.

23 U.S.C. 134(g)(2)(B) and 49 U.S.C. 5303(f)(B) state that the metropolitan long-range transportation plan must include "*a financial plan that demonstrates how the long-range transportation plan can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs.*"

Additionally, 23 CFR 450.322(f) requires that this financial plan comply with the following requirements:

The metropolitan transportation plan shall, at a minimum, include:

(10) A financial plan that demonstrates how the adopted transportation plan can be implemented.

(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

(ii) For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified.

(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Starting December 11, 2007, revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

(v) For the outer years of the metropolitan transportation plan (i.e. , beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.

(vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.

(vii) For illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.

(viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e. , by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.

B.2 FINANCIAL PLAN SUMMARY AND WORKING ASSUMPTIONS

Based upon these requirements, MAPA worked with local, state, and federal partners to develop reasonably available revenue sources for the MAPA region. These sources include a variety of local, state and federal revenues that will be described in detail in the following sections.

The MAPA 2035 Long Range Transportation Plan lists over \$4 billion in regionally-significant transportation projects. These projects have been fiscally-constrained by reasonably available revenues from eligible funding sources, as illustrated by Figure B.1:

FIGURE B.1
FISCAL CONSTRAINT SUMMARY FOR REGIONALLY-SIGNIFICANT PROJECTS

Fiscal Constraint Summary						
Nebraska						
	TIP	Short Term	Long Term			L RTP TOTAL
	2011-2014	2015-2020	2021-2025	2026-2030	2031-2035	2011-2035
Local Capital Revenue ¹	\$373,169	\$572,189	\$480,257	\$473,526	\$454,138	\$2,353,278
STP-Total ²	\$69,688	\$101,032	\$92,233	\$101,833	\$112,432	\$477,218
State Dedicated Revenue ³	\$66,390	\$178,614	\$308,918	\$0	\$0	\$553,922
Total Revenue	\$509,247	\$851,835	\$881,408	\$575,359	\$566,570	\$3,384,418
Total Project Costs (YOE)	\$186,460	\$647,310	\$707,704	\$544,779	\$541,468	\$2,627,721
Balance	\$322,787	\$204,525	\$173,704	\$30,580	\$25,102	\$756,697
Iowa						
	TIP	Short Term	Long Term			L RTP TOTAL
	2011-2014	2015-2020	2021-2025	2026-2030	2031-2035	2011-2035
Local Capital Revenue ¹	\$28,107	\$41,426	\$32,756	\$29,766	\$25,080	\$157,135
STP-Total ²	\$18,724	\$31,020	\$28,819	\$31,819	\$35,131	\$145,514
State Dedicated Revenue ³	\$324,980	\$414,900	\$212,704	\$382,109	\$0	\$1,334,693
Total Revenue	\$371,811	\$487,346	\$274,279	\$443,694	\$60,210	\$1,637,341
Total Project Costs (YOE)	\$336,878	\$483,738	\$261,676	\$426,653	\$54,868	\$1,563,813
Balance	\$34,933	\$3,608	\$12,603	\$17,041	\$5,342	\$73,528
MAPA Region (NE + IA)						
Total Revenue	\$881,058	\$1,339,181	\$1,155,688	\$1,019,053	\$626,780	\$5,021,759
Total Project Costs (YOE)	\$523,338	\$1,131,048	\$969,380	\$971,432	\$596,336	\$4,191,534
Balance	\$357,720	\$208,133	\$186,307	\$47,621	\$30,444	\$830,225
¹ Local Capital Revenue is defined as Total Local Revenue less Total Operations and Maintenance Costs. ² STP-Total is the sum of STP-MAPA and STP-Discretionary ³ State Dedicated Revenue is defined as the revenue committed by the State DOT to fund planned State DOT projects						

In addition to these projects, additional categories of projects are grouped together, such as maintenance work, bridge rehabilitation or safety improvements, as well as public transportation are also included in the financial projections. When these projects are taken into consideration, MAPA anticipates nearly \$10 billion in total revenues to be available for projects in the MAPA TMA over the next 25 years. The following table summarizes all revenues available for projects in the MAPA 2035 LRTP:

Metropolitan Area Planning Agency
Long Range Transportation Plan 2035

FIGURE B.2
ALL ANTICIPATED REVENUES SUMMARY

Nebraska Roadway and Trails Revenues (in \$1,000s)						
	TIP	Short Term	Long Term			L RTP TOTAL
	2011-2014	2015-2020	2021-2025	2026-2030	2031-2035	2011-2035
Federal Revenue						
STP Total	\$69,688	\$101,032	\$92,233	\$101,833	\$112,432	\$477,218
BR-Bridge	\$10,935	\$18,115	\$16,830	\$18,581	\$20,515	\$84,976
HSIP-Safety	\$4,872	\$8,071	\$7,498	\$8,279	\$9,140	\$37,860
TE-Enhancement	\$7,283	\$12,065	\$11,209	\$12,376	\$13,664	\$56,598
RTP-Recreational Trails	\$482	\$799	\$742	\$819	\$905	\$3,748
SRTS-Safe Routes to School	\$795	\$1,318	\$1,224	\$1,352	\$1,492	\$6,182
Local Revenue						
Local Sources	\$402,685	\$667,112	\$619,785	\$684,292	\$755,514	\$3,129,388
State Aid	\$240,181	\$397,899	\$369,670	\$408,751	\$452,362	\$1,868,863
NDOR Dedicated Revenue	\$100,451	\$204,585	\$308,918	\$0	\$0	\$613,954
Total Nebraska Revenues	\$836,094	\$1,408,880	\$1,426,144	\$1,234,112	\$1,363,627	\$6,268,857
Iowa Roadway and Trails Revenues (in \$1,000s)						
	TIP	Short Term	Long Term			L RTP TOTAL
	2011-2014	2015-2020	2021-2025	2026-2030	2031-2035	2011-2035
Federal Revenue						
STP Total	\$18,724	\$31,020	\$28,819	\$31,819	\$35,131	\$145,514
BR-Bridge	\$4,863	\$8,057	\$7,486	\$8,265	\$9,125	\$37,796
HSIP-Safety	\$301	\$498	\$463	\$511	\$565	\$2,338
TE-Enhancement	\$457	\$758	\$704	\$777	\$858	\$3,555
Local Revenue						
Local Sources	\$36,105	\$59,814	\$55,571	\$61,355	\$67,740	\$280,585
State Aid	\$22,108	\$36,625	\$34,027	\$37,568	\$41,478	\$171,805
IDOT Dedicated Revenue	\$310,293	\$414,900	\$212,704	\$382,109	\$0	\$1,320,006
Total Iowa Revenues	\$392,852	\$551,673	\$339,774	\$522,404	\$154,897	\$1,961,600
Public Transportation Revenues (in \$1,000s)						
	TIP	Short Term	Long Term			L RTP TOTAL
	2011-2014	2015-2020*	2021-2025	2026-2030	2031-2035	2011-2035
Local Revenue	\$77,189	\$144,324	\$134,838	\$158,280	\$185,918	\$700,549
Federal Revenue	\$125,447	\$234,396	\$204,174	\$232,804	\$266,028	\$1,063,849
Total Public Transport Revenue	\$202,636	\$378,720	\$339,012	\$391,084	\$451,946	\$1,763,125
Total MAPA Region Revenue	\$1,431,309	\$2,339,273	\$2,104,930	\$2,147,600	\$1,970,470	\$9,993,582

** Short-Term Public Transportation Revenues include anticipated federal and local revenues to support the Central Omaha Bus Rapid Transit project. Federal Revenues are summarized in Figure B.14; Local Revenues are summarized in Figure B.12*

The following section describes the revenues listed above in greater detail.

B.3 REVENUE FORECASTING

B.3.1 LOCAL SOURCES

Local revenue accounts for the largest single source of revenue for transportation projects in the MAPA TMA. Local governments (cities and counties) in the MAPA region locally collect revenue for transportation projects. Revenues collected by the state are also redistributed (or “relinquished”) to local jurisdictions. In this section, these two sources of local revenue will be referred to as “local revenue” and “state aid.”

Local revenue sources include but are not limited to the following sources:

- Local wheel taxes
- Local licensing fees
- General fund transfers (property tax/sales tax)
- Local bond options

Revenue collected by local jurisdictions was cataloged for the period of 2006-2010, and is shown below in Figure B.3. The average percent change from year to year is five percent. These figures reflect the total local revenue generated for the local jurisdictions in the Nebraska and Iowa portions of the MAPA TMA.

FIGURE B.3
LOCAL SOURCE REVENUE GENERATION *

	Nebraska	Iowa	Total	% Change
2006	\$83,557	\$8,093	\$91,650	-
2007	\$90,694	\$8,255	\$98,949	8%
2008	\$93,751	\$8,420	\$102,171	3%
2009	\$114,295	\$8,588	\$122,883	20%
2010	\$98,525	\$8,760	\$107,285	-13%

*2010 Dollars in \$1,000s

For the period of 2006-2008(the most recent year available) the U.S. Bureau of Economic Analysis shows a four percent growth rate in real Gross Domestic Product (GDP). Because this data is only available up to 2008 the most recent economic downturn is not reflected in the average growth rate. Therefore, taking into account the recent downturn in the economy, MAPA has tempered the recent projected annual growth rate to a more conservative two percent for revenues in the MAPA TMA. For instance, FY2011 revenues are assumed to be the total of FY 2010 revenues increased by

two percent. Revenues are assumed to increase constantly at two percent annually throughout the 25 year plan window.

Both Iowa and Nebraska turn a certain portion of state transportation user fees back to local jurisdictions to assist in funding their operations. The source of this revenue includes, but is not limited to: gas taxes, licensing fees, tire taxes, etc. MAPA analyzed previous state aid revenue in a similar method to that described above for local revenue, and determined that a conservative estimation for annual funding increases at two percent per year was appropriate based on historical growth rates and current tepid economic forecasts.

Local revenue forecasts, including locally-collected revenue and state aid, were created for each jurisdiction based on historical trends and tempered to the 2 percent MAPA projection. Since these forecasts are based solely on historic revenue, they could change as funding mechanisms are shifted (*e.g.*, new bonds or taxes are adopted) and as populations shift and affect the tax base. Consequently, these forecasts are only intended as general estimates and are subject to change. Note that the numbers in Figure B.4 have been rounded to reflect dollars in thousand dollar increments.

**FIGURE B.4
 LOCAL SOURCE REVENUE GENERATION***

Nebraska Local Jurisdictions-Total Local Revenue (in \$1,000s)					
Douglas County Jurisdictions-Total Local Revenue					
	TIP	Short Term	Long Term		
	2011-2014	2015-2020	2021-2025	2026-2030	2031-2035
Omaha					
Local Sources	\$253,882	\$420,598	\$390,758	\$431,429	\$476,332
State Aid	\$127,422	\$211,094	\$196,118	\$216,531	\$239,067
Total	\$381,304	\$631,692	\$586,877	\$647,960	\$715,400
Ralston					
Local Sources	\$1,012	\$1,677	\$1,558	\$1,720	\$1,899
State Aid	\$2,033	\$3,367	\$3,128	\$3,454	\$3,813
Total	\$3,045	\$5,044	\$4,686	\$5,174	\$5,712
Valley					
Local Sources	\$2,860	\$4,738	\$4,402	\$4,860	\$5,366
State Aid	\$888	\$1,471	\$1,366	\$1,508	\$1,665
Total	\$3,748	\$6,209	\$5,768	\$6,369	\$7,032
Waterloo					
Local Sources	\$819	\$1,357	\$1,261	\$1,392	\$1,537
State Aid	\$300	\$497	\$462	\$510	\$563
Total	\$1,119	\$1,854	\$1,723	\$1,902	\$2,100
Bennington					
Local Sources	\$1,587	\$2,629	\$2,442	\$2,697	\$2,977
State Aid	\$356	\$590	\$548	\$605	\$668

Metropolitan Area Planning Agency
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Total	\$1,943	\$3,218	\$2,990	\$3,301	\$3,645
Douglas County					
Local Sources	\$77,178	\$127,857	\$118,786	\$131,150	\$144,800
State Aid	\$52,658	\$87,237	\$81,048	\$89,483	\$98,797
Total	\$129,836	\$215,094	\$199,834	\$220,633	\$243,597
Total-Douglas County Jurisdictions	\$520,994	\$863,111	\$801,878	\$885,338	\$977,485
Sarpy County Jurisdictions-Total Local Revenue					
	TIP	Short Term	Long Term		
	2011-2014	2015-2020	2021-2025	2026-2030	2031-2035
LaVista					
Local Sources	\$3,765	\$6,237	\$5,795	\$6,398	\$7,064
State Aid	\$4,931	\$8,170	\$7,590	\$8,380	\$10,987
Total	\$8,696	\$14,407	\$13,385	\$14,778	\$18,051
Papillion					
Local Sources	\$17,804	\$29,495	\$27,403	\$30,255	\$33,404
State Aid	\$5,856	\$9,702	\$9,014	\$9,952	\$10,987
Total	\$23,660	\$39,197	\$36,416	\$40,207	\$44,391
Bellevue					
Local Sources	\$19,996	\$33,126	\$30,776	\$33,979	\$37,515
State Aid	\$15,647	\$25,922	\$24,083	\$26,590	\$29,357
Total	\$35,643	\$59,048	\$54,859	\$60,569	\$66,873
Gretna					
Local Sources	\$1,685	\$2,792	\$2,594	\$2,864	\$3,162
State Aid	\$849	\$1,407	\$1,307	\$1,443	\$1,593
Total	\$2,534	\$4,198	\$3,901	\$4,307	\$4,755
Springfield					
Local Sources	\$3,606	\$5,974	\$5,551	\$6,128	\$6,766
State Aid	\$493	\$817	\$759	\$1,443	\$925
Total	\$4,099	\$6,791	\$6,310	\$7,571	\$7,691
Sarpy County					
Local Sources	\$18,490	\$30,632	\$28,459	\$31,421	\$34,692
State Aid	\$28,748	\$47,626	\$44,247	\$48,853	\$53,937
Total	\$47,239	\$78,258	\$72,706	\$80,274	\$88,629
Total-Sarpy County Jurisdictions	\$121,872	\$201,900	\$187,577	\$207,705	\$230,390

Nebraska Local Jurisdictions-Total Revenues					
	TIP	Short Term	Long Term		
	2011-2015	2016-2020	2021-2025	2026-2030	2031-2035
Total MAPA-Nebraska	\$642,866	\$1,065,012	\$989,455	\$1,093,043	\$1,207,875

Iowa Local Jurisdictions- Total Local Revenues (in \$1,000s)					
	TIP	Short Term	Long Term		
	2011-2014	2015-2020	2021-2025	2026-2030	2031-203
Council Bluffs					
Local Sources	\$35,034	\$58,039	\$53,921	\$59,534	\$65,730
State Aid	\$20,987	\$34,768	\$32,301	\$35,663	\$39,375
Total	\$56,020	\$92,807	\$86,222	\$95,197	\$105,105
Carter Lake					
Local Sources	\$1,072	\$1,775	\$1,649	\$1,821	\$2,011
State Aid	\$1,121	\$1,857	\$1,725	\$1,905	\$2,103
Total	\$2,193	\$3,633	\$3,375	\$3,726	\$4,114
Total-Iowa Jurisdictions	\$58,213	\$96,439	\$89,597	\$98,923	\$109,219

MAPA Local Jurisdiction-Total Revenues (in \$1,000s)					
	TIP	Short Term	Long Term		
	2011-2015	2016-2020	2021-2025	2026-2030	2031-2035
Total MAPA Local Revenues	\$701,079	\$1,161,451	\$1,079,052	\$1,191,966	\$1,317,094

B.3.2 FEDERAL SOURCES

Fuel tax and other user fees collected by the federal government are placed in the Federal Highway Trust Fund. These funds are allocated to the states per provisions in SAFETEA-LU. Federal funds are available only for reimbursement of expenditures on approved projects. To receive federal funds, the state generally must pay 10 to 20 percent of the project costs. Federal-Aid projects require a minimum of 20% local funding (“80/20” federal-local split), with the exception of safety (HSIP) and bridge programs, which only require 10% local funding (“90/10” federal-local split).

Federal funding in the MAPA Region can be separated into three categories: formula, discretionary, and programmatic. Federal-Aid projects are beholden to additional requirements in terms of project development and environmental processes. In recent years, Federal-Aid Funding has been utilized for many of the larger construction projects in the MAPA Region.

Currently, the nation’s authorizing legislation for transportation, SAFETEA-LU, has expired. Federal-Aid programs have been operating under continuing resolutions, and are likely to do so until new transportation legislation is passed. Figure B.5 shows the anticipated federal revenues in the MAPA 2035 Long Range Transportation Plan:

FIGURE B.5

MAPA FEDERAL REVENUE FORECAST

Nebraska-Federal Revenues (in \$1,000s)						
	TIP	Short Term	Long Term			L RTP Total
	2011-2014	2015-2020	2021-2025	2026-2030	2031-2035	2011-2035
Federal-Formula						
STP-MAPA	\$64,000	\$91,609	\$83,479	\$92,168	\$101,760	\$433,016
STP-Discretionary	\$5,688	\$9,423	\$8,754	\$9,665	\$10,671	\$44,202
STP-Total	\$69,688	\$101,032	\$92,233	\$101,833	\$112,432	\$477,218
Federal-Programmatic						
Enhancement*	\$7,283	\$12,065	\$11,209	\$12,376	\$13,664	\$56,598
Bridge*	\$10,935	\$18,115	\$16,830	\$18,581	\$20,515	\$84,976
Safety*	\$4,872	\$8,071	\$7,498	\$8,279	\$9,140	\$37,860
Recreational Trails*	\$482	\$799	\$742	\$819	\$905	\$3,748
Safe Routes to School*	\$795	\$1,318	\$1,224	\$1,352	\$1,492	\$6,182
Iowa-Federal Revenues (in \$1,000s)						
	TIP	Short Term	Long Term			L RTP Total
	2011-2014	2015-2020	2021-2025	2026-2030	2031-2035	2011-2035
Federal-Formula						
STP-MAPA	\$6,776	\$11,225	\$10,429	\$11,514	\$12,713	\$52,658
STP-Discretionary	\$11,949	\$19,795	\$18,390	\$20,304	\$22,418	\$92,856
STP-Total	\$18,724	\$31,020	\$28,819	\$31,819	\$35,131	\$145,514
Federal-Programmatic						
Enhancement*	\$457	\$758	\$704	\$777	\$858	\$3,555
Bridge*	\$4,863	\$8,057	\$7,486	\$8,265	\$9,125	\$37,796
Safety*	\$301	\$498	\$463	\$511	\$565	\$2,338
*Projects utilizing funding in these categories are not expressly shown in this document. Projects utilizing these funding sources are considered "grouped" projects for the purpose of the L RTP, and not included in the available revenues for regionally-significant projects.						

B.3.3 FORMULA FEDERAL-AID FUNDING REVENUE

Formula Federal-Aid Funding can be described as the funding that is annually apportioned to the MAPA Region based upon the formulas contained in SAFETEA-LU. This funding (formerly referred to as STP-33c) is currently referenced in the MAPA 2011-2015 TIP as "STP-MAPA." STP funds a wide range of projects including road construction, maintenance, and other projects on streets, highways and bridges. STP funding is extremely flexible and can also be utilized for non-roadway projects, including capital transit projects, non-motorized (e.g., enhancement) projects, transportation demand management projects such as carpool and vanpool projects, safety improvements, planning studies, natural habitat and wetlands mitigation efforts,

intelligent transportation systems (ITS) improvements, among others. STP-MAPA funding forms the primary source of federal funding that is anticipated to be used on the local projects listed in the MAPA 2035 Long Range Transportation Plan.

Under SAFETEA-LU the MAPA Region has received the following apportionments:

**FIGURE B.6
 HISTORICAL FEDERAL-AID STP-MAPA FUNDING***

	Iowa	Nebraska
2005	\$ 1,337,254	\$ 11,007,858
2006	\$ 1,009,944	\$ 11,292,973
2007	\$ 1,024,688	\$ 12,955,842
2008	\$ 1,288,124	\$ 12,351,975
2009	\$ 1,461,355	\$ 12,617,915
2010	\$ 1,518,274	\$ 12,600,000

*2010 Actual Dollars

MAPA and the Nebraska Department of Roads are currently operating under a Memorandum of Understanding (MOU) that allows for local jurisdictions in Douglas and Sarpy Counties to potentially utilize \$16,000,000 annually in STP funding. It is important to note that the Nebraska Department of Roads does not allow the carryover of STP-MAPA funding balances in years when the entire apportionment is not utilized. This is contrary to IDOT policy allowing carry-over of STP-MAPA funding. Therefore, there may be periods of time where Federal-Aid projects do not occur in the Iowa portion of the MAPA Region (utilizing STP-MAPA), which allows the balance to build to an amount large enough to fund sizeable transportation projects.

Due to the uncertainty of the current situation (given the lack of new transportation legislation,) STP-MAPA Federal-Aid is assumed to stay constant at the targeted FY2011 funding levels for the period of the current FY2011-FY2015 TIP. Following this initial period it is assumed that Iowa STP-MAPA will increase at two percent from the current funding level; Nebraska’s STP MAPA projection is assumed to return to the pre-2011 levels (prior to the MOU between NDOR and MAPA) and then increase at two percent annually.

B.3.4 DISCRETIONARY FEDERAL-AID FUNDING REVENUE

Unlike Formula Federal-Aid funding, Discretionary Federal-Aid has no set program to determine the recipient of Federal transportation dollars. Discretionary Federal-Aid refers to those funds that are Congressionally-directed to recipients. These Congressionally directed funds (also known as “earmarks”) have been a significant resource in funding transportation projects in the MAPA Region, particularly in Iowa.

Currently, there is uncertainty regarding the future of the earmarking process. If all earmarks were eliminated, the funding that would have otherwise been diverted into earmarks would be added to the funding available through the normal Federal formula programs. The difference would likely be negligible in the Nebraska portion of the MAPA region, although the Iowa portion would likely see its revenues decline.

This LRTP assumes that Congressionally-directed funds will continue at historical rates. This is based in part on Federal guidance that historical trends should be utilized to estimate funding projected to be reasonably available. Also, although there is much debate surrounding the issue of earmarks, the current Chairman of the House Transportation & Infrastructure Committee, Rep. John Mica (FL-7), issued a statement calling for reform of the earmarking process¹ so as to make it more transparent and subject to review, but has stopped short of calling for the elimination of earmarks altogether. In addition, Congressional Representatives on both sides of the river retained their elected status in the most recent elections (2010). Consequently, MAPA concluded it was reasonable to assume that earmarks in some form will continue in the future.

On average, the MAPA Region has received the following amount of Discretionary Federal-Aid Funding in the past ten years:

FIGURE B.7
10 YEAR AVERAGE FOR DISCRETIONARY FEDERAL-AID FUNDING*

	Iowa	Nebraska
10 Yr Annual Avg	\$ 2,899,000.00	\$ 1,380,000.00

*2010 Actual Dollars

Future projection for Discretionary Federal-Aid Funding are based upon these figures and projected forward at a two percent annual increase. These forecasts are shown in the Federal Revenue Forecast in Figure B.5.

B.3.5 FEDERAL PROGRAMMATIC FUNDING REVENUE

In addition to Formula and Discretionary Federal Aid, the MAPA Region also receives Programmatic Federal-Aid. This funding is specifically meant for predetermined types of transportation projects, including Bridge, Safety, and Enhancements projects.

The revenue from these sources cannot be transferred to projects outside the scope of the Federal program they represent. Thus, these sources are not incorporated into the available revenues for the fiscal constraint analysis of Federal-Aid eligible projects

¹ "Clean Up Executive Earmark Process." *The Hill*. March, 12, 2010.

contained in this LRTP (*cf.* Figure B.1). However, these revenues are anticipated to be utilized in this region and are included as part of this Financial Plan.

Projects funded by these sources are typically selected by competitive process and therefore difficult to predict. That being said, MAPA has projected future funding for each of these programs based upon an average of past funding in the MAPA Region. These projections are shown above in Figure B.5. It should be noted that these projections do not guarantee that the MAPA Region will receive this funding, but simply show what might be reasonably expected based upon past funding levels.

B.3.6 BRIDGE FUNDING

Bridge funding refers to the Highway Bridge Replacement and Rehabilitation Program (HBRRP), which funds the replacement or rehabilitation of structurally deficient or functionally obsolete bridges. Other bridge maintenance projects such as painting, anti-icing and other measures can also be funded with this program.

Since Bridge funds are used for rehabilitation or replacement of existing bridges, it is rare that they would be used on a regionally significant project, such as a capacity improvement. The regionally significant bridge projects listed in the MAPA 2035 LRTP include the I-80 crossing at the Missouri River, the new US-34 Bridge and the “Gateway Bridge,” which connects the Eppley Airfield area to I-680 in Pottawattamie County across the Missouri River. Other bridge work may also be included along other regionally significant projects identified in this LRTP.

These programs are administered at the state level by both the Iowa DOT and the Nebraska DOR. Funding is awarded to cities and counties based on criteria established by the State DOTs that prioritizes bridge needs on a competitive basis.

The figure below demonstrates the ten year average for Federal Bridge funding for local jurisdictions in the MAPA Region. This average serves as the baseline for future projections of Federal Bridge funding available to local jurisdictions in the MAPA Region for the next 25 years.

**FIGURE B.8
 TEN YEAR RECENT AVERAGE FEDERAL BRIDGE FUNDING ***

	Iowa	Nebraska
10 Year Annual Avg	\$ 1,180,000	\$ 2,653,000

* - Actual Dollars

MAPA includes Federal Bridge projects as a group in this LRTP. Based upon a two percent annually increase in funding, MAPA projects nearly \$85 million in funding to be available to jurisdictions in the MAPA region over the next 25 years (Figure B.5).

B.3.7 SAFETY FUNDING

Safety funding in the MAPA Region is utilized to modify intersections and stretches of roadway that are deemed to be dangerous to the traveling public. Safety projects are funded by the Highway Safety Improvement Program (“HSIP”), created under SAFETEA-LU. HSIP funds projects and programs aimed at the reduction of injuries, deaths and property damage from accidents. Examples of projects include traffic engineering studies and analyses, roadway safety public outreach campaigns, or collecting and analyzing data related to traffic safety. The required local match is only ten percent for HSIP projects.

Federal Safety funds are awarded to the States and passed to various jurisdictions based upon meeting certain standards as selected by the States. The availability of HSIP funds is dependent upon parameters set in each state’s Strategic Highway Safety Plan (SHSP). As referenced in the Safety Section of this LRTP, Iowa and Nebraska’s plans are located here:

Nebraska SHSP:

<http://www.dor.state.ne.us/highway-safety/docs/strat-hwy-sfty-plan.pdf>

Iowa SHSP:

http://www.iowadot.gov/traffic/chsp/pdfs/chsp_final_20070420.pdf

HSIP funding in the MAPA Region has been largely inconsistent since 2005 (the beginning of SAFETEA-LU). For the past six years, the MAPA Region has received the following HSIP funding for local jurisdictions (figure B.15).

**FIGURE B.9
 HISTORICAL HSIP FUNDING***

	Nebraska	Iowa
2005	\$ 1,195,000	\$ -
2006	\$ 3,287,000	\$ -
2007	\$ -	\$ -
2008	\$ -	\$ 427,000
2009	\$ -	\$ -
2010	\$ 2,469,000	\$ -

*2010 Actual Dollars

As shown above, HSIP funding in the MAPA region has been fairly sporadic. That being said, MAPA projects over \$40 billion to be reasonably available to the MAPA TMA over the course of this LRTP (Figure B.5).

B.3.8 NON-MOTORIZED PROJECT FUNDING

Various funding sources are directed specifically at non-motorized projects, such as trails and bicycle-pedestrian facilities. The largest of these sources is the Transportation Enhancements (TE) program. Enhancements are funded through the Surface Transportation Program to expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. Projects can include creation of bicycle and pedestrian facilities, streetscape improvements, refurbishment of historic transportation facilities, and other investments that enhance communities and access. Both the States of Iowa and Nebraska utilize committees to review and award TE projects.

Another program that funds non-motorized projects is Safe Routes to School (SRTS). Created by SAFETEA-LU, this program funds up to 100% of project costs on projects that help build safe routes for kids to walk and bike to school. The program exists to reduce obesity and improve health among children through encouraging walking and biking to school. Projects can include a variety of activities that realize this goal. SRTS focuses on the “5 Es:” engineering, education, enforcement, encouragement, and evaluation. SRTS in Nebraska is administered by NDOR, which utilizes Sinclair Hille architects to assist with administering the program. SRTS in Iowa is administered by Iowa DOT.

The National Recreational Trails Program (RTP) may be used for land acquisition for trails, trail development and construction and trail-related support facilities. The RTP is funded through a portion of the Federal motor fuel excise tax paid by users of off-road recreational vehicles such as snowmobiles, all terrain vehicles, off-road motorcycles and off-road light trucks. In Iowa this is jointly administered by Iowa DOT and Iowa Department of Natural Resources (DNR). In Nebraska this is administered by the Nebraska Game and Parks Department.

Revenue forecasts for non-motorized programs have been made based on the amount of funds awarded to jurisdictions in the MAPA region in recent years. As with Bridge and Safety projects, funding is dependent on statewide competitions, and is therefore difficult to predict and cannot be guaranteed. Recent funding trends for these programs in the MAPA region are listed below in Figure B.10. MAPA projects \$70.1 million in revenue for these non-motorized programs in the life of the MAPA 2035 LRTP.

**FIGURE B.10
 HISTORICAL NON-MOTORIZED FUNDING***

	Nebraska	Iowa
2005	\$1,902,000	\$101,000
2006	\$1,876,000	\$103,000
2007	\$2,037,000	\$105,000
2008	\$1,925,000	\$107,000

2009	\$2,067,000	\$109,000
2010	\$1,959,000	\$111,000

*2010 Actual Dollars

B.3.9 STATE-DEDICATED REVENUE

The States of Iowa and Nebraska utilize various federal and state revenue sources to fund transportation projects in the MAPA region.

The State of Nebraska receives state revenue from fuel taxes, sales taxes on new and used motor vehicles, and motor vehicle registration fees. Fuel taxes comprise approximately two-thirds of these revenues; sales taxes make up about twenty percent; while registration fees generate nearly ten percent.

The State of Iowa receives funding from the Iowa Road Use Tax Fund (RUTF) to go toward the state's primary, secondary and municipal roadway systems. This funding is generated by State fuel taxes, registration and licensing fees, taxes on the purchase of motor vehicles, underground storage tank fees, as well as a small amount from accrued interest.

In addition to the RUTF, the Transportation Investment Moves the Economy in the 21st Century (Time 21) legislation increased some fees in Iowa beginning January 2009. Money from the Time 21 fund will be distributed three ways: 60 percent goes to the Iowa Department of Transportation for use on the interstate and main roadways, 20 percent goes to the cities for the municipal street system and 20 percent is received by the counties to be used on secondary roads and the farm-to-market system.

The States of Iowa and Nebraska also utilize various Federal-aid revenue sources in the MAPA TMA. Among the most common programs used are Interstate Maintenance (IM), National Highway System (NHS), and Surface Transportation Program (STP) funds.

The Interstate Maintenance (IM) program funds projects for resurfacing, restoration, rehabilitation, and reconstruction or new construction along existing Interstate facilities. Preventative maintenance projects are also eligible for this program. New travel lanes cannot be funded through IM, with the exception of high occupancy vehicle (HOV) lanes or auxiliary lanes.

National Highway System (NHS) funds projects directed at construction, reconstruction, resurfacing, restoration, and rehabilitation of segments of the National Highway System, which is a network of roadways identified as having particular importance to the nation's economy, defense, and mobility. Non-construction projects along the NHS such as safety improvements, planning studies, Natural habitat and wetlands mitigation efforts, intelligent transportation systems (ITS) improvements, and other projects are also eligible. Projects along non-NHS facilities are eligible for this funding if certain criteria related to the NHS can be met. For example, a project on a

non-NHS facility that will improve travel on a nearby NHS facility would be eligible for NHS funding.

STP-statewide is similar to the STP funding used by local jurisdictions (“STP-MAPA”), in that it can be used to fund a wide range of projects including construction, maintenance, and other projects on streets, highways and bridges. STP funding is extremely flexible and can also utilized for non-roadway projects such as transit or trails projects. NDOR and Iowa DOT utilize STP to help fund projects along the state highway systems.

B.3.10 PUBLIC TRANSPORTATION REVENUE

Financing to provide public transit service in the MAPA Region is comprised of various federal, state and local sources. The primary Federal portion of the Metro Transit Authority’s dedicated financing stems from FTA Section 5307 funding. This program is formally known as the “Urbanized Area Formula Program.” In urbanized areas with populations greater than 200,000, including the MAPA region, the Transit Authority is the direct recipient of 5307 funding. These funds can be used to finance capital improvements (new facilities, equipment, etc.), preventive maintenance activities as well as to offset operating expenses (up to 50 percent of the total FTA apportionment).

Metro collaborated in the development of the MAPA 2035 LRTP and provided the following forecast of anticipated 5307 revenues. These forecasts assume annual increases in Federal 5307 funding of one and one-half percent.

**FIGURE B.11
 FEDERAL 5307 FUNDING FORECAST (MAPA TOTAL)**

Federal 5307 Funding (MAPA Total, in \$1,000s)						
	TIP	Short Term	Long Term			LRTP Total
	2011-2014	2015-2020	2021-2025	2026-2030	2031-2035	2011-2035
5307-Urbanized Area Formula	\$31,070	\$50,217	\$45,414	\$48,923	\$52,704	\$228,329

Under Nebraska law, Metro also has the authority to levy property taxes inside the City of Omaha to generate revenue to support their operation. The 2011 Metro tax rate for the city of Omaha is 0.04872 per \$ 1,000.00 of assessed value. For the 2010 budget year, Metro approximately half (50.25 %) of their available revenue from local property tax revenue; this amounts to \$ 12,597,773. Metro projects the following local revenues over the life of the MAPA LRTP. These forecasts assume annual local revenue increases of three and one-half percent.

Metro also collects fare box revenues to assist in supporting their operations. The current Metro fares are currently \$1.25 and \$1.50 for Express routes. Transfers from

route to route are assessed an additional \$.05 per transfer. For the 2010 budget year, passenger farebox revenue accounted for \$3,455,052, or 13.8% out of Metro’s \$25 million budget. Metro projects the following farebox revenues. These forecasts assume increases in annual farebox revenues 2.7%.

Metro also receives a small amount of state aid. State aid accounted for 3.8% of total revenue in 2010 accounting for \$ 969,941. Metro anticipates the following in state aid revenues, which assume annual increases of one and one-half percent.

Metro also received revenue from contracts with other municipalities. Metro currently has contracts to provide transit services to Bellevue, Papillion, and LaVista, Nebraska and Council Bluffs, Iowa. These contract revenues made up just over three percent of 2010 revenue amounting to \$ 762,958.

Based upon these numbers and the long-term nature of the Metro contracts MAPA expects contract revenue to be reasonably available in the future. Metro provided forecasts for these figures, which assume a one and one-half percent annual increase.

A complete forecast of Metro’s total revenue from local sources as described above is shown below in Figure B.12. **Additional non-federal revenues anticipated for the Central Omaha Bus Rapid Transit project are noted in this table below as well.**

**FIGURE B.12
 METRO LOCAL REVENUE FORECAST**

<i>Metro-Local Revenue Forecast (in \$1,000s)</i>						
	TIP	Short Term	Long Term			L RTP Total
	2011-2014	2015-2020	2021-2025	2026-2030	2031-2035	2011-2035
Metro						
Tax Revenue	\$55,212	\$98,458	\$99,085	\$117,681	\$139,769	\$510,204
Passenger Fares	\$14,888	\$25,908	\$25,391	\$29,435	\$34,124	\$129,746
State Aid	\$3,968	\$6,413	\$5,800	\$6,248	\$6,731	\$29,161
Contract Revenue	\$3,121	\$5,045	\$4,562	\$4,915	\$5,295	\$22,938
Bus Rapid Transit	-	\$8,500	-	-	-	\$8,500
Total	\$77,189	\$144,324	\$134,838	\$158,280	\$185,918	\$700,549

Metro has received regular revenues from Congressionally-directed 5309 funds (*i.e.*, “earmarks”) in the past. The Bus Discretionary portion of the 5309 program that is used in the MAPA region funds the replacement, rehabilitation and purchase of buses and related equipment and the construction of bus related facilities. As mentioned in the section above on earmarks, while MAPA recognizes that the future of earmarking remains uncertain, Federal guidance and recent statements by the House Transportation and Infrastructure Committee Chair suggest that these revenue sources should be included as being “reasonably available.” Since 2003, Metro has received the Congressionally-directed 5309 funds for the following projects:

Metropolitan Area Planning Agency
Long Range Transportation Plan 2035

EARMARK I.D.	FY	EARMARK NAME	ALLOCATION
E2003-BUSP-800	2003	Metro Area Transit bus and bus facilities in Nebraska, 2003	983,679
E2003-BUSP-231	2003	Metro Area Transit South Omaha/Stockyard Center	737,759
E2004-BUSP-292	2004	Metro Area Transit (MAT) buses and bus facilities, Omaha, Nebraska	1,941,747
E2005-BUSP-275*	2005	Nebraska Statewide bus and bus facilities	972,000
E2005-BUSP-276*	2005	Omaha Metro Area Transit Center Developments, Nebraska	3,887,113
E2006-BUSP-637	2006	City of Omaha-Creighton University Intermodal Facility	680,130
E2006-BUSP-642	2006	Omaha, NE, Buses and Fare boxes	603,900
E2007-BUSP-0377	2007	City of Omaha-Creighton University Intermodal Facility	714,000
E2007-BUSP-0381	2007	Nebraska-statewide transit vehicles, facilities, and related equipment	552,560
E2007-BUSP-0382	2007	Omaha, NE, Buses and Fare boxes	650,000
E2008-BUSP-0842	2008	Metro Area Transit - Video Surveillance Security System for Transit Buses/Americans with Disabilities Act Complimentary Paratransit Vehicles	490,000
E2008-BUSP-0376	2008	City of Omaha-Creighton University Intermodal Facility	776,000
E2008-BUSP-0379	2008	Nebraska Department of Roads-Statewide Vehicles, Facilities, and Related Equipment Purchases	1,035,000
E2008-BUSP-0381	2008	Omaha, NE, Buses and Fare boxes	700,000
E2009-BUSP-548	2009	City of Omaha-Creighton University Intermodal Facility	823,000
D2010-ALTA-09007	2009	Omaha Downtown / Midtown	700,000
E2009-BUSP-551	2009	Nebraska Department of Roads-Statewide Vehicles, Facilities, and Related Equipment Purchases	1,097,000
E2009-BUSP-552	2009	Nebraska-statewide transit vehicles, facilities, and related equipment	902,880
E2009-BUSP-553	2009	Omaha, NE, Buses and Fare boxes	740,000
D2010-BUSP-076	2010	Upgrade Maintenance/Administrative Facility	9,063,380

* Portions of the funding from these federal earmarks will be coordinated with the Omaha Bus Rapid Transit project

Since 2003 Metro has received an annual average of \$3,505,000.00 in Federal 5309 funding. MAPA has forecast this revenue forward at 1.5 percent annual increase based upon these past funding levels. A breakdown of this forecast is shown below in Figure B.13.

**FIGURE B.13
METRO-FEDERAL 5309 FUNDING FORECAST**

Federal 5309 Funding- Metro Forecast (in \$1,000s)						
	TIP	Short Term	Long Term			L RTP Total
	2011-2014	2015-2020	2021-2025	2026-2030	2031-2035	2011-2035
Federal 5309 Funding Forecast	\$14,339	\$23,175	\$20,959	\$22,578	\$24,323	\$105,374

In addition to Metro, three other Federal programs provided funding to public transportation providers in the MAPA region. Section 5310 funds provide funding for vehicle purchases for the needs of the elderly and individuals with disabilities. Non-profit and public agencies are eligible recipients and must provide 20% of the total grant. NDOR provides 5310 grants through a statewide application process. For the MAPA region, MAPA’s Coordinated Public Transit Stakeholders (CPTHST) Committee

reviews and ranks the applications, and forwards to NDOR who makes final funding awards. These reviews are forwarded to NDOR which has final authority. For Iowa DOT provides 5310 funds directly to the City of Council Bluffs.

Section 5316, or “Job Access Reverse Commute” (JARC) funds are designed to assist welfare recipients and low income individuals in getting to work. Because transit has traditionally been oriented toward the Central Business District, many low-income persons residing in inner cities have had difficulty getting transportation to and from work in suburban locations. MAPA’s Coordinated Public Transit Stakeholders (CPTHST) Committee reviews and scores JARC applications, which are selected in cooperation with FTA. MAPA and Metro are the Designated Recipients of JARC/5316 funds, which enable them to administering 5316 grants.

Section 5317, or New Freedom (“NF”), funds projects are designed to assist individuals with disabilities by expanding services “over and above” current Americans with Disabilities Act (ADA) regulations. Thus, projects that simply bring something to ADA standards is not eligible, but it must meet a need that exceeds the minimum ADA regulations. As with Sec. 5316/JARC funds, project applications are reviewed and scored through the MAPA CPTHST Committee selection process, and then awarded in cooperation with FTA. MAPA and Metro are Designated Recipients of NF/5317 funds and responsible for administering these grants. Metro is also a designated recipient of funds and may administer any 5317 grants they are awarded.

The following Figure shows the forecasted 5310, 5316, and 5317 revenues in the MAPA region, **in addition to specific federal revenues expected for Metro’s Central Omaha Bus Rapid Transit (BRT) project.**

**FIGURE B.14
 FEDERAL TRANSIT PROGRAM REVENUES (MAPA TOTAL)**

Federal Transit Revenues (MAPA Total, in \$1,000s)						
	TIP	Short Term	Long Term			L RTP Total
	2011-2014	2015-2020	2021-2025	2026-2030	2031-2035	2011-2035
5310-Elderly and Disabled*	\$721	\$736	\$750	\$765	\$781	\$3,754
5316-Job Access Reverse Commute*	\$1,364	\$1,392	\$1,419	\$1,448	\$1,477	\$7,100
5317-New Freedom*	\$762	\$778	\$793	\$809	\$825	\$3,968
TIGER 6**	–	\$15,000	–	–	–	\$15,000
CMAQ**	–	\$1,000	–	–	–	\$1,000
STP-MAPA**	–	\$1,707	–	–	–	\$1,707
TAP-MAPA**	–	\$2,136	–	–	–	\$2,136
DTTC**	–	\$704	–	–	–	\$704
Crossroads**	–	\$768	–	–	–	\$768
5339-Bus and Bus Facilities**	–	\$960	–	–	–	\$960

*Projects utilizing funding in these categories are not expressly shown in this document. Projects utilizing these funding sources are considered grouped projects for the purpose of the L RTP and will be shown in the TIP on an individual project basis.

** These federal revenues are anticipated as a part of the Central Omaha Bus Rapid Transit project. DTTC funding is derived from earmarks detailed on the previous page

Metropolitan Area Planning Agency
Long Range Transportation Plan 2035

The above federal, state, local, and other sources are anticipated to provide a total of \$1,040,573,000.00 of revenue for public transportation for the course of the MAPA 2035 LRTP, as shown in Figure B.15:

FIGURE B.15
SUMMARY TABLE - ALL PUBLIC TRANSPORTATION (MAPA TOTAL)

Local Transit Revenues (Metro, in \$1,000s)						
	TIP	Short Term	Long Term			L RTP Total
	2011-2014	2015-2020	2021-2025	2026-2030	2031-2035	2011-2035
Local Tax Revenue	\$55,212	\$98,458	\$99,085	\$117,681	\$139,769	\$510,204
Passenger Fares	\$14,888	\$25,908	\$25,391	\$29,435	\$34,124	\$129,746
State Aid	\$3,968	\$6,413	\$5,800	\$6,248	\$6,731	\$29,161
Contract Revenue	\$3,121	\$5,045	\$4,562	\$4,915	\$5,295	\$22,938
Bus Rapid Transit*	–	\$8,500	–	–	–	\$8,500
Total	\$77,189	\$144,324	\$134,838	\$158,280	\$185,918	\$700,549
Federal Transit Revenues (MAPA Total, in \$1,000s)						
	TIP	Short Term	Long Term			L RTP Total
	2011-2014	2015-2020	2021-2025	2026-2030	2031-2035	2011-2035
5307-Urbanized Area Formula	\$31,070	\$50,217	\$45,414	\$48,923	\$52,704	\$228,329
5309-Bus Discretionary	\$14,339	\$23,175	\$20,959	\$22,578	\$24,323	\$105,374
5310-Elderly and Disabled	\$721	\$736	\$750	\$765	\$781	\$3,754
5316-Job Access Reverse Commute	\$1,364	\$1,392	\$1,419	\$1,448	\$1,477	\$7,100
5317-New Freedom	\$762	\$778	\$793	\$809	\$825	\$3,968
TIGER 6*	–	\$15,000	–	–	–	\$15,000
CMAQ*	–	\$1,000	–	–	–	\$1,000
STP-MAPA*	–	\$1,707	–	–	–	\$1,707
TAP-MAPA*	–	\$2,136	–	–	–	\$2,136
DTTC*	–	\$704	–	–	–	\$704
Crossroads*	–	\$768	–	–	–	\$768
5339-Bus and Bus Facilities*	–	\$960	–	–	–	\$960
Total-All Public Transit	\$125,447	\$242,897	\$204,174	\$232,804	\$266,028	\$1,071,350

* These revenues have been identified to support the implementation of the Central Omaha Bus Rapid Transit project

B.4 OPERATIONS AND MAINTENANCE FORECASTING

23 CFR 450.322 c(10)(i) states that: *For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).*

Per this requirement operations and maintenance expenditures are projected for the MAPA Region. The basis of these numbers comes from varying sources. The Nebraska Department of Roads (NDOR) does not maintain a clearinghouse of system level operations and maintenance expenditures for jurisdictions under their purview. This being the case, operations and maintenance expenditures in the MAPA Region for Nebraska municipalities and jurisdictions have been determined from the figures annually provided on Nebraska Board of Public Roads Classifications and Standards (NBCS) Forms 1 and 2. These forms are annually submitted to NDOR and contain budgetary operations and maintenance (as well as capital improvement) expenditures for each jurisdiction in the Nebraska portion of the MAPA Region.

The Iowa Department of Transportation (IDOT) maintains a clearinghouse of system level operations and maintenance expenditures for Iowa jurisdictions. It is from these figures that operations and maintenance costs for local Iowa jurisdictions are determined in the MAPA Region.

System level estimates of operations and maintenance expenditures in the MAPA Region are shown in the following tables. For the purpose of this plan it is assumed that operations and maintenance expenditures will increase annually at four percent. Operations and maintenance expenditures for the local jurisdictions in the MAPA Region for the life of the MAPA 2035 LRTP are shown in Figures B.16 and B.17.

FIGURE B.16
NEBRASKA-LOCAL O&M COSTS VS. LOCAL REVENUE, 2011-2035

Local Roadway O&M v Local Revenues (in \$1,000s)			
Nebraska			
	Local Roadway O&M	Local Revenue	Balance*
2011-2014	\$269,697	\$642,866	\$373,169
2015-2020	\$492,823	\$1,065,012	\$572,189
2021-2025	\$509,198	\$989,455	\$480,257
2026-2030	\$619,517	\$1,093,043	\$473,526
2031-2035	\$753,738	\$1,207,875	\$454,138
LRTP Total 2011-2035	\$2,375,276	\$4,355,385	\$1,980,109

*This remaining balance constitutes the local revenue available for capital projects (cf. Figure B.1)

FIGURE B.17
IOWA-LOCAL O&M COSTS VS. FUNDING, 2011-2035

Local Roadway O&M v Local Revenues (in \$1,000s)			
Iowa			
	Local Roadway O&M	Local Revenue	Balance*
2011-2014	\$30,106	\$58,213	\$28,107
2015-2020	\$55,013	\$96,439	\$41,426
2021-2025	\$56,841	\$89,597	\$32,756
2026-2030	\$69,156	\$98,923	\$29,766
2031-2035	\$84,139	\$109,219	\$25,080
LRTP Total 2011-2035	\$265,150	\$394,178	\$129,028
*This remaining balance constitutes the local revenue available for capital projects (cf. Figure B.1)			

The figure above illustrates that local revenues are sufficient to comfortably cover operations and maintenance expenditures. However, this is especially true when it is taken into account that some federal sources, such as Bridge or Safety funds, are also eligible to be used for operations and maintenance projects, even though O&M costs are shown as being fully funded with local revenues.

State DOT O&M costs are shown in the tables below. MAPA coordinated with Iowa DOT and NDOR, who provided the cost estimates in this section. Iowa DOT and NDOR have dedicated resources to fund these functions for the duration of the 2035 LRTP.

FIGURE B.18
NDOR O&M COSTS 2011-2035

Nebraska Department of Roads-O&M (in \$1,000s)						
	TIP	Short Term	Long Term			LRTP Total
	2011-2014	2015-2020	2021-2025	2026-2030	2031-2035	2011-2035
NDOR O&M	\$13,427	\$24,536	\$25,351	\$30,844	\$37,526	\$131,684

FIGURE B.19
IDOT O&M COSTS 2011-2035

Iowa Department of Transportation-O&M (in \$1,000s)						
	TIP	Short Term	Long Term			LRTP Total
	2011-2014	2015-2020	2021-2025	2026-2030	2031-2035	2011-2035
IDOT O&M	\$13,793	\$25,203	\$26,041	\$31,683	\$38,547	\$135,266

B.5 FUTURE PROJECT COSTS

The project list in the MAPA 2035 LRTP includes project cost estimates. For projects listed inside the first ten years of the LRTP, cost estimates are based upon actual engineer’s estimates (where available). Where engineering estimates are not currently available in the first ten years, and for projects between 2021 and 2035, project costs are calculated based upon the following factors:

- \$1 million per lane mile of construction
- Engineering costs are considered to be 10 percent of the total construction cost.
- Right-of-Way costs are estimated to amount to 15 percent of total construction cost.
- Where applicable, bridge costs are estimated at \$ 110 per square foot of bridge deck.
- Lanes are assumed to be 12 feet wide

State project costs were provided by Iowa DOT and NDOR. Projects submitted for inclusion in the Long Range Transportation Plan in demonstrate a commitment by the State to provide funding for the projects from the revenues available to the States. NDOR does not currently have planned projects for the MAPA region beyond 2025, while Iowa DOT does not have planned projects beyond 2035.

The period of 2011 to 2014 represents the MAPA Transportation Improvement Program (TIP), which is required to be fiscally-constrained for a four year period. Therefore, the project amounts for the first four years mirror those currently programmed in MAPA’s FY 2011-14 TIP. The full MAPA TIP is located on MAPA’s website (<http://mapacog.org/>).

Figure B.18 illustrates fiscal-constraint for the local projects eligible to receive Federal-aid funding. Note that operations and maintenance costs have already been deducted from total local revenues in the available local revenues shown here.

**FIGURE B.20
 LOCAL FEDERAL-AID ELIGIBLE PROJECTS V. REVENUES**

Nebraska (in \$1,000s)				
	Local Federal-Aid Eligible Projects	Capital Local Revenue	Federal STP Revenue*	Balance
2015-2020	\$468,696	\$572,189	\$101,032	\$204,525
2021-2025	\$398,786	\$480,257	\$92,233	\$173,704
2026-2030	\$544,779	\$473,526	\$101,833	\$30,580
2031-2035	\$541,468	\$454,138	\$112,432	\$25,102
LRTP Total-NE	\$1,953,729	\$1,980,109	\$407,530	\$433,911
*STP Revenues require a 20 percent match from local sources.				
Iowa (in \$1,000s)				
	Local Federal-Aid Eligible Projects	Capital Local Revenue	Federal STP Revenue*	Balance

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2015-2020	\$68,838	\$41,426	\$31,020	\$3,608
2021-2025	\$48,972	\$32,756	\$28,819	\$12,603
2026-2030	\$44,544	\$29,766	\$31,819	\$17,041
2031-2035	\$54,868	\$25,080	\$35,131	\$5,342
L RTP Total-IA	\$217,222	\$129,028	\$126,789	\$38,595
*STP Revenues require a 20 percent match from local sources.				

**FIGURE B.21
STATE DOT PROJECTS V. DEDICATED REVENUES**

Nebraska Department of Roads (in \$1,000s)			
	State DOT Projects	State Dedicated Revenue	Balance
2015-2020	\$178,614	\$178,614	\$0
2021-2025	\$308,918	\$308,918	\$0
2026-2030	\$0	\$0	\$0
2031-2035	\$0	\$0	\$0
L RTP Total-NE	\$487,532	\$487,532	\$0
Iowa Department of Transportation (in \$1,000s)			
	State DOT Projects	State Dedicated Revenue	Balance
2015-2020	\$414,900	\$414,900	\$0
2021-2025	\$212,704	\$212,704	\$0
2026-2030	\$382,109	\$382,109	\$0
2031-2035	\$0	\$0	\$0
L RTP Total-IA	\$1,009,713	\$1,009,713	\$0

Federal programmatic funds (Bridge, Safety, Non-motorized, etc.) require various levels of local matching revenues to receive federal funding. The following Figure shows the total anticipated costs of these projects compared with the necessary revenue:

**FIGURE B.22
FEDERAL PROGRAMMATIC FUNDING SUMMARY**

TE-Enhancement Project Costs v TE-Enhancement Revenues + Local Match (in \$1,000s)				
Nebraska				
	TE-Enhancement Projects	TE-Enhancement Revenues (80%)	Local Match (20%)	Balance
2015-2020	\$15,082	\$12,065	\$3,017	\$0
2021-2025	\$13,156	\$11,209	\$1,947	\$0
2026-2030	\$15,781	\$12,376	\$3,405	\$0
2031-2035	\$18,679	\$13,664	\$5,015	\$0

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L RTP Total-NE	\$62,699	\$49,315	\$13,384	\$0
Iowa				
	TE-Enhancement Projects	TE-Enhancement Revenues (80%)	Local Match (20%)	Balance
2015-2020	\$948	\$758	\$190	\$0
2021-2025	\$827	\$704	\$123	\$0
2026-2030	\$991	\$777	\$214	\$0
2031-2035	\$1,174	\$858	\$316	\$0
L RTP Total-IA	\$3,941	\$3,098	\$843	\$0

BR-Bridge Project Costs v BR-Bridge Revenues + Local Match (in \$1,000s)				
Nebraska				
	BR-Bridge Projects	BR-Bridge Revenues (90%)	Local Match (10%)	Balance
2015-2020	\$20,128	\$18,115	\$2,013	\$0
2021-2025	\$18,700	\$16,830	\$1,870	\$0
2026-2030	\$20,646	\$18,581	\$2,065	\$0
2031-2035	\$22,795	\$20,515	\$2,280	\$0
L RTP Total-NE	\$82,270	\$74,042	\$8,228	\$0
Iowa				
	BR-Bridge Projects	BR-Bridge Revenues (90%)	Local Match (10%)	Balance
2015-2020	\$8,953	\$8,057	\$896	\$0
2021-2025	\$8,318	\$7,486	\$832	\$0
2026-2030	\$9,184	\$8,265	\$919	\$0
2031-2035	\$10,139	\$9,125	\$1,014	\$0
L RTP Total-IA	\$36,593	\$32,932	\$3,661	\$0

HSIP-Safety Project Costs v HSIP-Safety Revenues + Local Match (in \$1,000s)				
Nebraska				
	HSIP-Safety Projects	HSIP-Safety Revenues (90%)	Local Match (10%)	Balance
2015-2020	\$8,968	\$8,071	\$897	\$0
2021-2025	\$8,332	\$7,498	\$834	\$0
2026-2030	\$9,199	\$8,279	\$920	\$0
2031-2035	\$10,156	\$9,140	\$1,016	\$0
L RTP Total-NE	\$36,655	\$32,988	\$3,667	\$0
Iowa				
	HSIP-Safety Projects	HSIP-Safety Revenues (90%)	Local Match (10%)	Balance
2015-2020	\$554	\$498	\$56	\$0
2021-2025	\$515	\$463	\$52	\$0

2026-2030	\$568	\$511	\$57	\$0
2031-2035	\$589	\$565	\$24	\$0
L RTP Total-IA	\$2,226	\$2,037	\$189	\$0

B.5.1 METRO TRANSIT FUTURE EXPENDITURES

Metro provided MAPA with the following figures forecasting anticipated costs for the public transportation system. Public transit projects are “grouped” and not listed individually in the project list, similar to Bridge, Safety, and non-motorized project categories. However, it is anticipated that future public transportation revenues will go toward the project plans and concepts described in Sections 8 and 9 of the MAPA 2035 LRTP.

Omaha’s transit authority also must operate under fiscal constraint. Metro’s operations and maintenance expenditures are projected below for both the short and long-term periods. The following tables illustrate the capacity and future plans of Metro Transit. Included in the following tables are illustrations of possible rolling stock purchases.

Metro currently utilizes all available revenue to perform Operations and Maintenance activities. As referenced in Figure B.15 Metro has been extremely successful in securing Federal 5309 funding to assist in the procurement of rolling stock and other capital items. The below tables illustrate Metro’s plans for additional rolling stock acquisition. These acquisitions are projected to take place with the assistance of federal funding (but assume that 5309 will not be available). Years in which negative balances appear in “Federal Funding Variance” as a result of rolling stock purchases will likely require alternative funding strategies, in order to acquire the assets, if other grant opportunities are unavailable. The decision as to what and how much capital to expend would depend upon the financial conditions at that time. Metro has broad statutory authority, including the issuance of bonds. Other strategies could include cash reserve on hand or leasing of required rolling stock.

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**FIGURE B.23
METRO FORECAST FUNDING, CAPITAL, AND OPERATIONS**

PROJECTED FEDERAL PROCUREMENTS - 5307							
	2011	2012	2013	2014	2015	2016	2017
Support Equip/Facilities	667,140	474,364	200,809	202,276	203,765	357,894	363,263
Capitalized Operations	8,231,913	8,853,574	9,103,283	9,360,255	9,624,707	9,201,543	9,339,566
Rolling Stock	0	7,600,000	4,210,000	8,360,000	7,960,000	6,032,000	6,692,000
TOTAL	8,899,053	16,927,938	13,514,092	17,922,531	17,788,472	15,591,437	16,394,829
Federal Share	7,119,242	13,770,350	10,937,574	14,588,825	14,469,578	12,654,110	13,316,623
FTA 5307 FUNDS	7,595,167	8,185,019	8,307,794	8,432,411	8,558,897	8,687,281	8,817,590
Federal Funding Variance	475,925	-5,585,331	-2,629,779	-6,156,413	-5,910,680	-3,966,829	-4,499,033
Local Share \$	1,779,811	8,742,919	5,206,298	9,490,120	9,229,575	6,904,156	7,577,239
Local Share %	20%	52%	39%	53%	52%	44%	46%
PROJECTED REVENUE							
	2011	2012	2013	2014	2015	2016	2017
Farebox	4,354,464	4,473,161	4,595,240	4,720,800	4,849,943	4,982,772	5,119,397
State	984,490	999,257	1,014,246	1,029,460	1,044,902	1,060,575	1,076,484
Federal	8,683,567	8,813,820	8,946,027	9,080,218	9,216,421	9,354,667	9,494,987
Local	13,038,695	13,495,049	13,967,376	14,456,234	14,962,202	15,485,880	16,027,885
TOTAL	27,061,215	27,781,288	28,522,890	29,286,713	30,073,468	30,883,895	31,718,753
% Local Share of Operating Budget	13%	37%	19%	32%	31%	22%	24%

PROJECTED FEDERAL PROCUREMENTS - 5307							
	2018	2019	2020	2021	2022	2023	2024
Support Equip/Facilities	368,712	374,243	379,856	385,554	391,337	397,207	403,165
Capitalized Operations	9,479,659	9,621,854	9,766,182	9,912,675	10,061,365	10,212,285	10,365,470
Rolling Stock	375,000	375,000	375,000	3,662,000	5,185,000	5,108,000	4,000,000
TOTAL	10,223,371	10,371,097	10,521,038	13,960,229	15,637,702	15,717,493	14,768,635
Federal Share	8,189,947	8,308,127	8,428,080	11,278,043	12,665,712	12,727,234	11,934,908
FTA 5307 FUNDS	8,949,854	9,844,009	11,527,551	14,799,934	18,543,824	24,700,094	37,043,456
Federal Funding Variance	759,907	1,535,882	3,099,470	3,521,891	5,878,113	11,972,860	25,108,548
Local Share \$	2,033,424	2,062,969	2,092,958	2,682,186	2,971,990	2,990,259	2,833,727
Local Share %	20%	20%	20%	19%	19%	19%	19%
PROJECTED REVENUE							
	2018	2019	2020	2021	2022	2023	2024
Farebox	5,259,927	5,404,477	5,553,165	5,706,112	5,863,443	6,025,285	6,191,773
State	1,092,631	1,109,021	1,125,656	1,142,541	1,159,679	1,177,074	1,194,730
Federal	9,637,412	9,781,973	9,928,703	10,077,634	10,228,798	10,382,230	10,537,963
Local	16,588,861	17,169,471	17,770,403	18,392,367	19,036,100	19,702,363	20,391,946
TOTAL	32,578,832	33,464,943	34,377,927	35,318,654	36,288,020	37,286,953	38,316,413
% Local Share of Operating Budget	6%	6%	6%	8%	8%	8%	7%

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PROJECTED FEDERAL PROCUREMENTS - 5307						
	2025	2026	2027	2028	2029	2030
Support Equip/Facilities	409,213	415,351	421,581	427,905	434,324	440,839
Capitalized Operations	10,520,952	10,678,766	10,838,947	11,001,532	11,166,555	11,334,053
Rolling Stock	8,190,000	4,580,000	4,580,000	4,592,000	4,362,000	4,792,000
TOTAL	19,120,165	15,674,117	15,840,529	16,021,437	15,962,878	16,566,891
Federal Share	15,541,832	12,676,694	12,809,823	12,954,909	12,901,163	13,397,273
FTA 5307 FUNDS	62,707,656	110,814,095	210,613,707	411,576,796	816,372,335	1,632,089,093
Federal Funding Variance	47,165,824	98,137,401	197,803,884	398,621,887	803,471,173	1,618,691,820
Local Share \$	3,578,333	2,997,423	3,030,706	3,066,527	3,061,716	3,169,618
Local Share %	19%	19%	19%	19%	19%	19%
PROJECTED REVENUE						
	2025	2026	2027	2028	2029	2030
Farebox	6,363,040	6,539,229	6,720,482	6,906,950	7,098,784	7,296,143
State	1,212,651	1,230,841	1,249,304	1,268,043	1,287,064	1,306,370
Federal	10,696,033	10,856,473	11,019,320	11,184,610	11,352,379	11,522,665
Local	21,105,664	21,844,363	22,608,915	23,400,227	24,219,235	25,066,908
TOTAL	39,377,389	40,470,906	41,598,022	42,759,831	43,957,463	45,192,086
% Local Share of Operating Budget	9%	7%	7%	7%	7%	7%

PROJECTED FEDERAL PROCUREMENTS - 5307					
	2031	2032	2033	2034	2035
Support Equip/Facilities	447,451	454,163	460,975	467,890	474,908
Capitalized Operations	11,504,064	11,676,625	11,851,774	12,029,551	12,209,994
Rolling Stock	3,514,000	3,598,000	4,104,000	4,116,000	4,116,000
TOTAL	15,465,515	15,728,788	16,416,749	16,613,441	16,800,902
Federal Share	12,477,832	12,690,970	13,256,519	13,414,232	13,564,202
FTA 5307 FUNDS	3,275,262,250	6,587,175,602	13,260,467,868	26,706,586,234	53,800,357,029
Federal Funding Variance	3,262,784,418	6,574,484,632	13,247,211,348	26,693,172,002	53,786,792,827
Local Share \$	2,987,683	3,037,818	3,160,230	3,199,208	3,236,700
Local Share %	19%	19%	19%	19%	19%
PROJECTED REVENUE					
	2031	2032	2033	2034	2035
Farebox	7,499,188	7,708,087	7,923,012	8,144,140	8,371,653
State	1,325,965	1,345,855	1,366,043	1,386,533	1,407,331
Federal	11,695,505	11,870,938	12,049,002	12,229,737	12,413,183
Local	25,944,250	26,852,299	27,792,129	28,764,854	29,771,624
TOTAL	46,464,909	47,777,178	49,130,186	50,525,264	51,963,791
% Local Share of Operating Budget	6%	6%	6%	6%	6%

2015 Public Participation Plan

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Dates of Approval

TTAC:

MAPA Board of Directors:

If a member of the public wants to inquire about the accessibility of a public meeting – able to accommodate differently abled persons and/or if language, hearing, and sight accommodation is available (Spanish, American Sign Language, braille signage etc.), please call the MAPA office at 402-444-6866.

If a member of the public wants to file a Title VI or ADA compliant, please call the MAPA office at 402-444-6866 and ask for the ADA or Title VI Coordinator.

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1. Introduction

This is the MAPA Public Participation Plan, which is to be followed for regional planning and programming efforts in the MAPA region. The public participation plan outlines how the agency will work to achieve public participation and was developed based on the agency's goals to:

- **Ensure early and continuous public notification** about regional planning;
- **Provide meaningful information** concerning regional planning; and
- **Obtain participation and input** to regional planning.

The Omaha/Council Bluffs Metropolitan Area Planning Agency (MAPA) serves five counties and two states. The MAPA region is comprised of approximately 825,000 people (2012 ACS data) and 37 cities, villages, and towns. Omaha is the largest city within the region, accounting for more than half of the region's population. Council Bluffs and Bellevue are both a part of the urban core of the region, each with a population of about 50,000 persons. The rest of the region consists of small communities and land devoted to primarily agricultural uses.

Figure 1.1 displays the MAPA region, which consists of the following counties in Iowa and Nebraska:

- Mills County, IA
- Pottawattamie County, IA
- Douglas County, NE
- Sarpy County, NE
- Washington County, NE

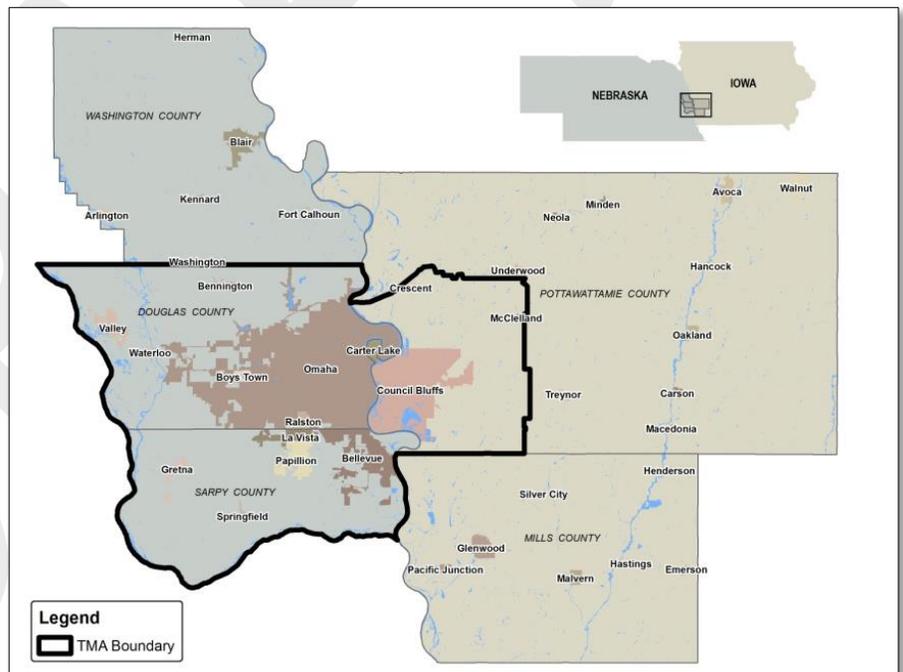


Figure 1.1: Map of the MAPA Region the Transportation Management Area (TMA) in Bold

MAPA undertakes many regional planning initiatives related to land use, economic development, transportation, and other public facilities such as recreation, sanitary sewer, and water supply each year. Planning for complex needs like transportation systems, beneficial recreations, and high-quality natural environment simply cannot be done well without working together. This emphasis on regionalism is

critical to the success of MAPA and its member jurisdictions and informs the public participation strategy articulated in this plan.

Figure 1.1 also indicates the Transportation Management Area (TMA) in bold. The TMA and the Metropolitan Planning Organization (MPO) are the same entity and will be discussed in more detail in Chapter 2 (Federal Requirements and Policies).

Public Participation Plan Development Methodology

The 2015 Public Participation Plan (PPP) is an update to the 2014 Public Participation Plan. This update was completed to incorporate feedback received during the 2014 Federal Certification Review of MAPA completed by the U.S. Department of Transportation. However, the 2014 Public Participation Plan was a substantial improvement over the 2012 version incorporating graphics, an implementation section, and a more quantitative evaluation section. This Plan was developed through collaboration of MAPA transportation and community development staff and Metro Transit. The methodology for plan development followed the process described in Figure 1.2. The Plan was brought before the Transportation Technical Advisory Committee (TTAC) and the MAPA Board of Directors for approval of a 45-day public comment in December 2014. During the 45-day public comment period, the opportunity for public comment was advertised online via Facebook, Twitter, the MAPA website, the newspaper, and via a flyer at local jurisdictions and public libraries. A resource agency/interested parties meeting was held on January 8, 2015 to review the draft Public Participation Plan and to discuss the Title VI draft development. Lastly, the final version was presented to TTAC and the MAPA Board of Directors for approval.



Figure 1.2: Development Methodology

Public Participation Plan Coordination and Cooperation Meeting

MAPA held two resource agency/interested parties meetings. The first was held on February 10, 2014. The second meeting was held on January 8, 2015. The agencies who attended are listed in Table 1.1.

Table 1.1: Resource Agencies and Interested Parties	
Attendees at the February 10, 2014 Meeting	
Back to the River	Metro Transit
Bergan Mercy Medical Center	Metropolitan Community College
Boys and Girls Club	Nebraska Department of Roads
Boys Town	Nebraska Investment Finance Authority
Catholic Charities	No More Empty Pots
City of Blair	Offutt AFB
City of Omaha	Omaha By Design
Council Bluffs Chamber of Commerce	Omaha Community Foundation
Douglas County Health Department	Pottawattamie County Development Corporation
Empowerment Network	Sarpy County Public Works
Heartland Family Service	United Way of the Midlands
Heartland Properties	University of Nebraska Omaha
Iowa Department of Transportation	Visiting Nurse Association/ Easter Seals of Nebraska
League of Human Dignity	Western Iowa Development Association
Live Well Omaha	
Attendees at the January 8, 2015 Meeting	
City of Council Bluffs	MAPA Citizens' Advisory Council Member
City of LaVista	Mills County
Human Rights Campaign	NeighborWorks Home Solutions

Participants offered feedback and input on the Public Participation Plan. Table 1.2 lists the ideas discussed by meeting participants at the two meetings. The right column displays MAPA's action/response to the comment as of November 2014 (the date of the amendment). Furthermore, the ideas were further incorporated into the Public Participation Plan.

Table 1.2: Resource Agency/Interested Parties Comments and MAPA's Action/Response- 2014	
Resource Agency/Interested Parties Comment	MAPA Action/Response
Create a citizens' advisory council to allow the public to participate early in the planning process.	MAPA created the Citizens' Advisory Council in August 2014. Bylaws were approved in October 2014.
Coordinate with resource agencies to ensure knowledge and involvement of stakeholders.	MAPA continued to hold collaboration meetings throughout the planning processes. As of October 29, 2014 MAPA held collaboration meetings for every planning activity completed since February 2014. This includes the Coordinated Transit Plan, FY15 Transportation Improvement Program, 2035 Long Range Transportation Plan amendment. MAPA is beginning the development of the 2040 Long Range Transportation Plan. MAPA has resource agency/ interested parties meetings scheduled as a part of the plan development.

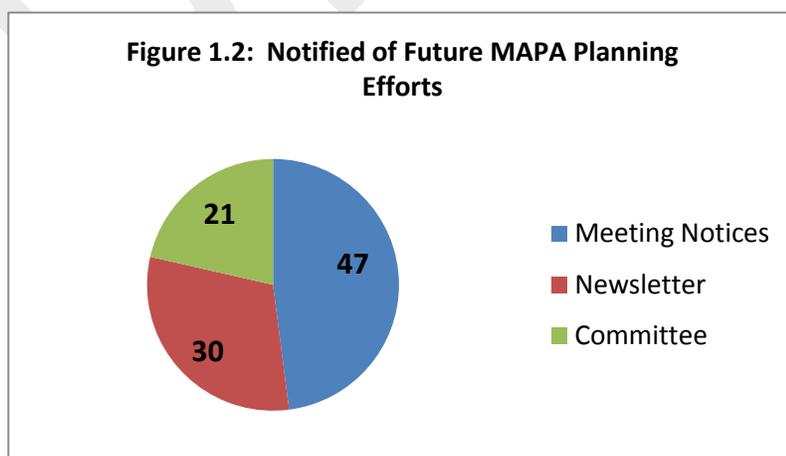
Table 1.2: Resource Agency/Interested Parties Comments and MAPA’s Action/Response (Continued)- 2014

Resource Agency/Interested Parties Comment	MAPA Action/Response
Research the possibility of coordinating MAPA meetings with other meetings occurring in the region such as senior groups and other interested parties.	MAPA has continued to look into this possibility. With the development of the 2040 LRTP and then the 2050 LRTP shortly thereafter, MAPA will be looking to capitalize on this opportunity.
Involve the public as early in the planning process as possible using focus groups, surveys and other forms of communication	MAPA has devised a specific public participation plan for the 2050 LRTP, which includes a focus on involving the public early in the planning process.
Post the meeting agenda for more than the 5 days prior to the meeting.	MAPA has continued to achieve this comment, in most cases posting the agenda 7 days prior to the meeting. This will be emphasized in the 2050 LRTP. The PPP states in “Open Meetings at Accessible Locations” agendas must be posted 7 days prior to the meeting (page 14).
Develop a canned presentation about MAPA. Advertise the availability of MAPA staff to speak at meetings as a part of a speaker’s bureau. This presentation will set the stage for specific planning activities later, as people understand how they can be involved and what the benefit of participation will be for them and their community.	MAPA is developing this now. The availability of MAPA to speak at meetings as a part of a speaker’s bureau will be highlighted when MAPA’s website is updated. Attention will be called to this availability. This is mentioned in “Philosophy 1: Conduct Outreach to all within the MPO Boundary” on page 9.
Be very clear when asking representatives of agencies to participate in the planning process. Is there a decision to be made? Or should the representatives only pass information on to their constituents. Let the participants know how their input will fit into the bigger picture.	MAPA has used this comment in the planning activities completed since February 2014. The flyers and meeting invites were written in clear language to let participants know what is expected from them.
The best way to receive information, especially from the business community, is in a short electronic medium; a webinar, a short survey, or a virtual public meeting	MAPA has kept this in mind in the planning processes of the last year and will implement this throughout the 2040 and 2050 LRTP development.
Add people continually to the mailing list and use emails blasts to inform contacts of participation opportunities.	MAPA will adding people continually to the mailing list and will especially use it in the 2040 and 2050 LRTP development.
The time of the meeting should depend on the target audience and can change depending on the scope of the meeting and project. However, daytime is best for seniors and the visually impaired. A brown-bag lunch meeting might be successful.	MAPA considers the target audience for all functions appropriately and conducts the planning process according to the target planning market. This is mentioned in “Targeted Format and Frequency” on page 14.
The length of a meeting is also important, 60-90 minutes is best. 2 hours is too long.	MAPA will implement this recommendation throughout the 2050 LRTP development. This is mentioned in “Targeted Format and Frequency” on page 14.
Utilize community centers and schools for meeting locations.	MAPA will consider this recommendation throughout the 2050 LRTP development.

Resource Agency/Interested Parties Comment	MAPA Action/Response
You are reaching out to traditionally underserved areas, but what about the LGBT community?	MAPA is continually reaching out the underserved communities. This was especially evident during the Heartland 2050 process and will be expanded during the 2050 LRTP development.
How is MAPA implementing addressing language barriers?	MAPA includes the notice on documents that assistance is available and MAPA will have translators available at meetings, when requested in advance. Furthermore, vital documents are translated.

As a part of the plan development process, a survey was sent to the resource agencies and interested parties asking how they would like to be involved in the planning process. (The survey can be found in Appendix F). Over 50 resource agencies and interested parties completed the MAPA Public Participation Preference Survey. Table 1.2 displays the types of agencies, which filled out the survey. Please note, these participants self-selected their agency type. Figure 1.2 displays that 47 responders said they would like to receive meeting notices, 30 said they would like to receive an electronic copy of the newsletter, and 21 said they would like to participate on a committee. Many responders selected multiple notification methods.

Federal	2
Local	11
State	4
Nonprofit	22
Other	10
Resource Agency	1



What is a Public Participation Plan?

A Public Participation Plan outlines how the agency will work to achieve public participation in all planning activities. This is integral to the planning process. It helps ensure consideration of the public's needs and preferences are incorporated into decisions. Public participation is achieved in part through public notification. Making sure people are aware of their opportunity to participate is important to the developmental process. Not only is the general public notified of planning opportunities, but pertinent State offices in both Iowa and Nebraska are notified.

According to the Federal Highway Administration and Federal Transit Administration of the U.S. Department of Transportation, "Successful public participation is a continuous process, consisting of a series of activities and actions to both inform the public and stakeholders and to obtain input from them which influence decisions that affect their lives. Public participation activities provide more value when they are open, relevant, timely, and appropriate for the intended goal of the public involvement process. Providing a balanced approach with representation of all stakeholders and including measures to seek out and consider the needs of all stakeholders, especially those that are traditionally underserved by past and current transportation programs, facilities, or services."

MAPA's Public Participation Plan is fundamental to its planning process and is detailed in the subsequent chapters:

- Federal Requirements and Policies
- MAPA's Outreach Philosophy and Efforts
- Public Participation Opportunities
- Guidelines for Common Public Participation Activities
- Public Involvement in Major Planning Activities
- Evaluation

2. Federal Requirements and Policies

MAPA is the designated metropolitan planning organization (MPO) for transportation planning in the Omaha-Council Bluffs area. MAPA receives federal funding from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Environmental Protection Agency (EPA), the US Department of Housing and Urban Development (HUD) and other state and federal agencies responsible for metropolitan planning.

MAPA's transportation planning process implements the three C's of transportation planning – Continuing, Cooperative, and Comprehensive – meaning residents are involved in the planning process in an inclusive as possible manner. Federal regulations that apply to the MAPA planning processes and are incorporated into all MAPA planning activities are listed in the sidebar. Specific accommodation policies stating how regulations are implemented are discussed in the Accommodation Policies section below.

Accommodation Policies

MAPA developed policies to accommodate the sensitive populations. This includes the Title VI population, Limited English Proficiency (LEP) population, the Persons with a Disability population, and the Environmental Justice (EJ - low income and high minority) population.

MAPA ensures that no person shall, on the grounds of race, color, sex, national origin, or physical handicap, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program receiving federal assistance from the United States Department of Transportation (Title VI Assurances). A Title VI Plan was adopted (located at <http://mapacog.org/equity>), for the transportation programs within MAPA. The MAPA Title VI Plan more deeply discusses the benefits and burdens of transportation investment anticipated on different socioeconomic groups through examination of racial and economic disparity, zero vehicle household and job accessibility (by automobile and by transit). This is achieved by providing specific outreach to the people who fall under

FEDERAL REQUIREMENTS

Moving Ahead for Progress in the 21st Century Act (MAP-21)

The current transportation authorizing legislation, which articulates the importance of early and continues public involvement.

Title VI of the Civil Rights Act of 1964 (Title VI)

Ensures that no person shall, on the grounds of race, color, sex, national origin, or physical handicap, be excluded from participation in transportation programs.

Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (LEP)

Requires public agencies to ensure public materials are available in the native language of areas with a disproportionately high concentration of limited English proficiency population.

The Americans with Disabilities Act of 1990 (ADA)

The disabled communities shall be involved in the development and improvement of transportation services. People with disabilities shall be able to access meeting sites and have access to the information.

Executive Order 12898, Federal Actions to Address Environmental Justice (EJ) in Minority and Low-Income Populations

Address the benefits and burdens of federally funded community investment of low income and minority populations.

Clean Air Act (CAA)

The public are given the opportunity to participate in plans and activities, which impact their daily lives, including area quality issues.

the Title VI category. MAPA's Outreach Philosophy and Efforts are discussed in Chapter 3. Furthermore, the Title VI complaint process is listed in the Title VI Plan.

Limited English Proficiency (LEP)

The Title VI Plan includes an LEP plan as a component. The LEP Plan discusses the Four-Factor Analysis MAPA conducts to determine the level and extent of language assistance measures MAPA undertakes within the MPO area. The language assistance can come in the form of translators and/or distribution of public materials in their native language. MAPA has taken steps to prepare for plans, documents, agendas and other public information to be translated upon request from the public.

"I Speak" language identification cards are available at the MAPA front desk to assist in identifying the language needs of any member of the public who requests translation services. An example of a card is shown in Figure 2.1.

MAPA also utilizes Google Translate on its website to allow members of the public to translate the MAPA website into their native language. Figure 2.2 displays the Google Translate function on the MAPA website.

MAPA continues to improve outreach contacts in LEP areas. Chapter 3 contains a discussion on the Low-Income and Minority, Limited English Proficiency, and Disabled Population Outreach. Appendix C includes a list of specific organizations which are the outreach contacts within the Low-Income and Minority areas. Meeting and plan participation opportunities are emailed to these contacts.

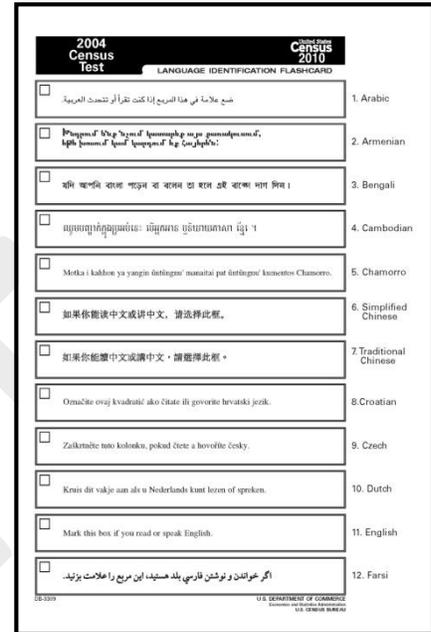


Figure 2.1: "I Speak" Language Identification Cards

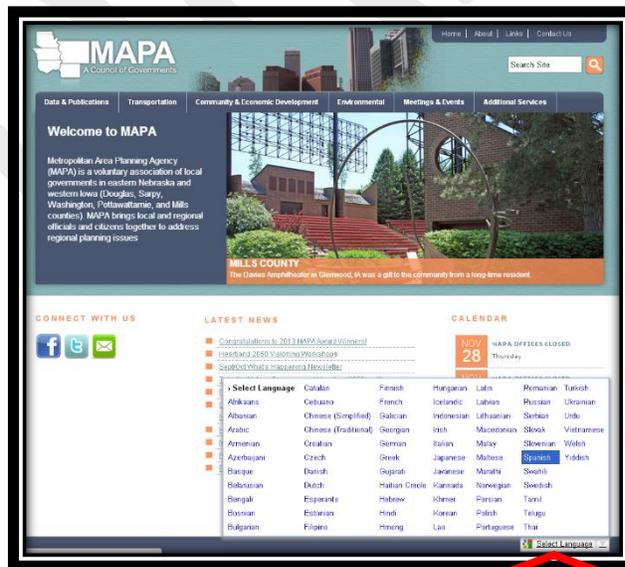


Figure 2.2: Google Translate on the MAPA Website

All transportation meeting announcements include the policy statement below, communicating that assistance can be provided to the Limited English Proficiency (LEP) population, people with disabilities, and others who may need assistance.

“Meetings of the Metropolitan Area Planning Agency are conducted in compliance with the Nebraska Statutes of the Open Meetings Act. Auxiliary aids, language assistance, and services are available when requested at least three (3) working days prior to the meeting so appropriate arrangements can be made.

Si necesita ayuda con traducción, por favor llame la oficina.
(402-444-6866)”

Persons with a Disability

The Americans with Disabilities Act of 1990 (ADA) requires that disabled communities be involved in the development and improvement of transportation services. Persons with a disability must also be able to access sites where public involvement activities occur and have access to the information being presented. Methods that MAPA will continue to employ to achieve full participation of people with disabilities are described in the Participation Opportunities section of this document (Chapter 4).

An ADA Compliance Facility Checklist (located in Appendix G) will be used to compile an internal ADA compliant facilities list. This list will not be inclusive and will be updated when the Public Participation Plan is updated every three years.

If a member of the public wants to inquire about the accessibility of a public meeting, please call the MAPA front office at 402-444-6866. The ADA Coordinator and the process for filing an ADA complaint is identified in the Title VI Plan (located at <http://mapacog.org/equity>).

Environmental Justice

MAPA continues working to ensure that environmental justice occurs in all its efforts, including public participation. This means ensuring full and fair participation of minority and low-income populations, along with avoiding, minimizing, or relieving unfair harmful effects and preventing the denial, reduction, or delay in benefits involving any Federal funds. Furthermore, the population that may be affected, and the potential benefits and impacts of a plan or program will be considered.

3. Outreach Philosophy and Efforts

Philosophy

Public participation is an important part of government decisions affecting many aspects of our lives. MAPA believes that having people participate in its work can help to accomplish positive improvements within the community and give people input in the planning process.

MAPA will work to achieve a high level of public participation by cooperating with other public agencies and units of government. This will be accomplished through coordinating efforts whenever possible, in particular with the region's counties, cities, villages, and towns as well as state and federal agencies.

In general, MAPA's outreach philosophy seeks to maximize opportunities for the public to be involved in its planning initiatives. The six specific elements of the agency's outreach philosophy are displayed in Figure 3.1 and described in more detail below.

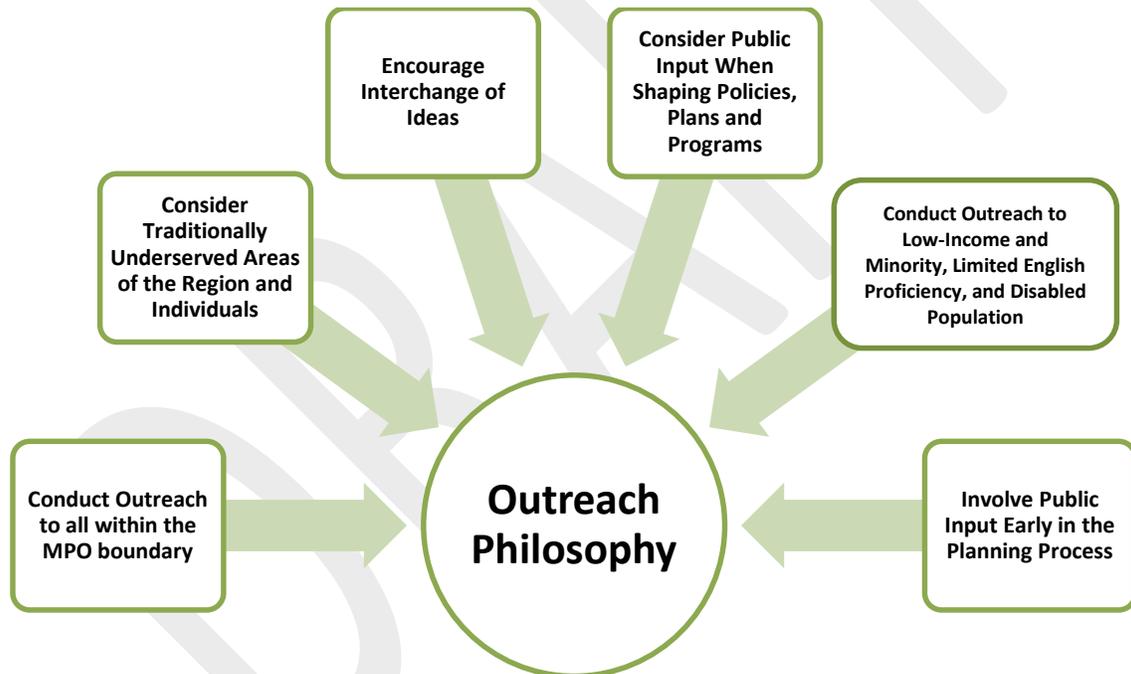


Figure 3.1: MAPA's Outreach Philosophy

Philosophy 1: Conduct Outreach to all within the MPO Boundary

MAPA continuously looks for ways to involve organizations and individuals that may have potential interests in planning efforts. MAPA's goal is to bring information to the public and special groups about its planning products and processes.

One way this may be achieved is by developing a presentation about what MAPA does. This presentation and the availability of MAPA staff to present at meetings will be made known. This presentation will set the stage for specific planning activities later, as people understand how they can be involved and what the benefit of participation will be for them and their community. Educating the public supports informed

public contribution and continued engagement by the public. Education will be enhanced through the use of visualization tools that will help the public understand and better relate to MAPA's various planning products and activities. Information about issues and processes will be answered in a timely fashion. The transportation planning aspect of MAPA is always looking to conduct outreach throughout the MPO boundary.

Use Visualization Techniques to Help Public Better Understand Transportation Information

Visualization techniques are used and will continue to be used in all core transportation plan, programs, and projects including the Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP). These techniques better relate projects to regional goals and make documents clearer and more understandable for the public and those who do not have a background in transportation planning. Tailoring visualization techniques for a specific document or population will help interested people understand transportation planning goals and activities.

Scenario Planning

Workshops and scenario-planning including visualization techniques will be considered as a way to help the public better understand planning for the future and what could happen if no planning was to take place. With scenario planning, one looks into the future, anticipates events or changes and then analyzes what could happen as a result. This shows participants how planning can minimize damage and maximize opportunity.

Philosophy 2: Consider Traditionally Underserved Areas of the Region and Individuals

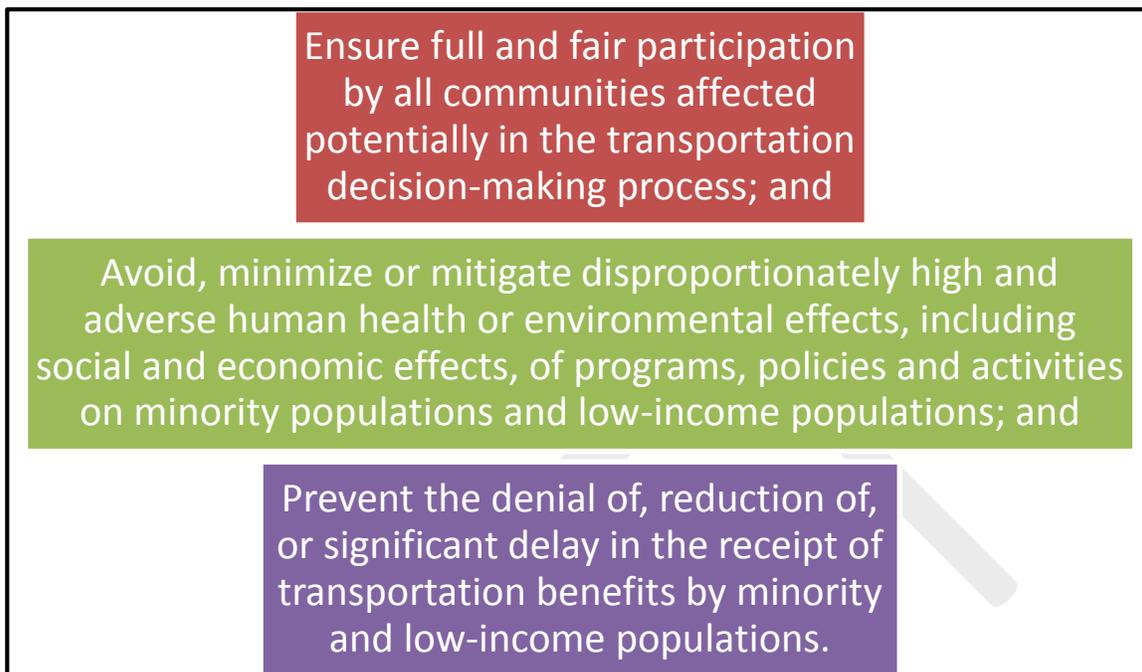
MAPA actively considers the traditionally underserved areas of the region and individuals. This sensitive population group is referred to as Environmental Justice areas by the Environmental Protection Agency (EPA).

Participation efforts towards communities underserved traditionally will be stressed; therefore, specific meetings will be conducted within the environmental justice areas. When conducting outreach activities for planning efforts, methods will be employed to reach populations that include, minority, low-income, elderly, immigrant, and disabled populations. These populations will be identified through Census data and consultation with agencies that serve them. Advocates and agencies serving will then be added to mailing lists so they may be notified of the planning process and ways they may become involved. (See Table 4.1 for the public participation contact list and Appendix C for specific Environmental Justice and Limited English Proficiency outreach organizations.)

Other populations which could be affected will be sought out so they may voice their opinions. Business owners or others who have interest that could be affected, those who may have problems with issues being addressed, or those whose ideas may not be shared by the majority of the population will be

These populations will be identified through Census data and consultation with agencies that serve them. Advocates and agencies serving Environmental Justice areas will be consulted and notified of planning activities and ways they may be involved.

asked to present their views and opinions. The three fundamental participation principles that will be used are illustrated in Figure 3.2.



3.2: Fundamental Environmental Justice Participation Principles

Philosophy 3: Encourage Interchange of Ideas

Members of MAPA staff and public will continue to engage in conversations and exchange of ideas at public meetings and any event where the public is present. MAPA staff will make every effort to seek out comments from those persons at meetings who may be intimidated by those present, who may feel others “know more than they do” and will encourage input from new participants in the planning process.

Philosophy 4: Consider Public Input When Shaping Policies, Plans and Programs

MAPA will document public input by compiling public comments and storing them with the project files. This will provide a record of comments received, which will help MAPA staff and committees when developing plans and programs. The process of incorporating public input into transportation planning documents will be transparent and open to the public. MAPA will advertise the opportunities for public comment for each activity where public comment is solicited, both at the beginning of each planning activity and throughout the process. (The public comment periods are listed on page24.)

Philosophy 5: Low-Income and Minority, Limited English Proficiency, and Disabled Population Outreach

MAPA makes a special effort to include and involve the region’s low-income and minority population in its transportation planning process. Specific outreach for low-income and minority population is conducted under the following efforts:

- MAPA targets these populations with specific outreach in community centers, schools, faith-based institutions and businesses that are located in census tracts that have a high concentration of minority and/or low-income populations.
 - A map of the Low-Income and Minority outreach locations and targeted census tracts is shown in Figure 3.3.
 - Appendix C contains a list of specific organizations located in Low-Income and Minority locations. Outreach is conducted to these specific organizations, which in turn use their network of resources to distribute the information and solicit input.
- As a supplement to general public announcements in newspapers and online, MAPA contacts persons/agencies representing low-income and minority populations via telephone and/or email. MAPA asks these contacts to post the materials in common areas or newsletters in order to target these populations specifically.
- To assist persons with a disability and people with Limited English Proficiency, interpretation and translating services will be offered at meetings, when requested in advance (this is more fully discussed in the MAPA Title VI Plan).
 - These services may include (but are not limited to) American Sign Language interpreters, Spanish language interpreters, and materials printed in braille.

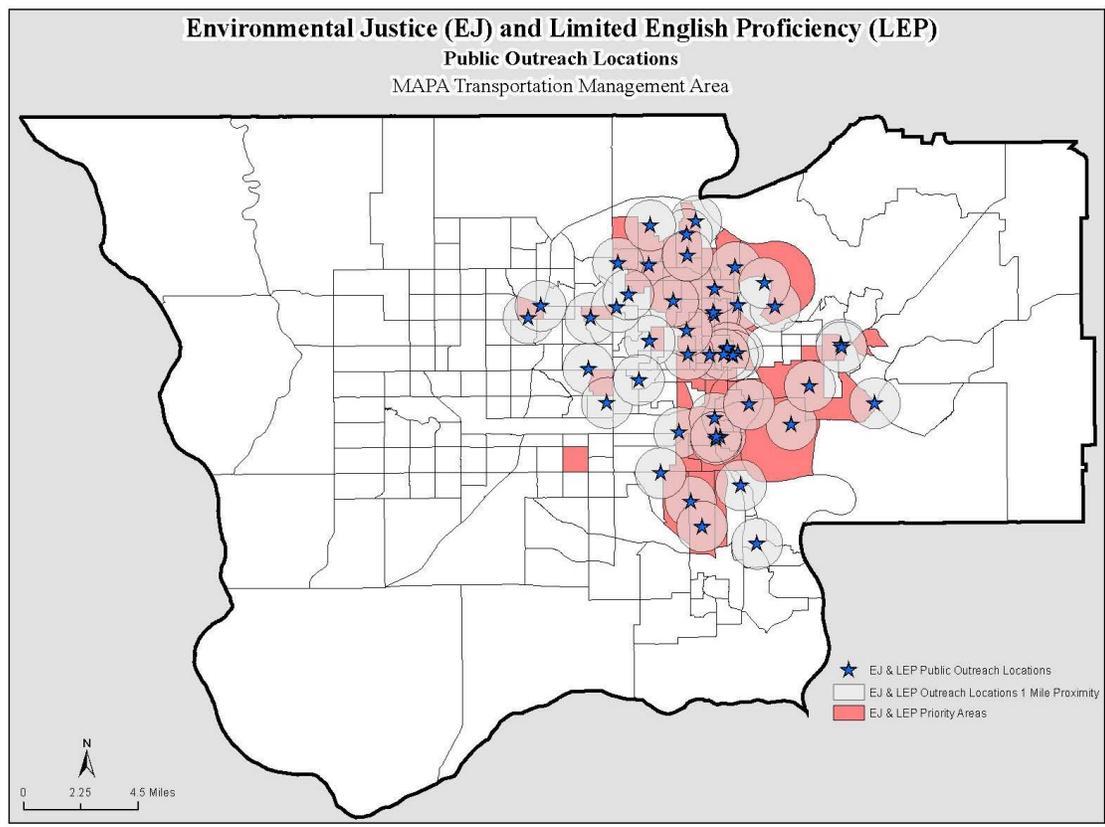


Figure 3.3: Low-Income and Minority Outreach Locations and Targeted Census Tracts

Philosophy 6: Involve Public Input Early in the Planning Process

MAPA's participation process introduces the public to the planning process in its early stages. Through public participation, the public is given a chance to help define plan alternatives and address or prevent transportation related problems. The process allows for:

- i. Identifying several alternatives
- ii. Gaining agreement among community partners
- iii. Obtaining early access in influencing factors used in making decisions
- iv. Recognizing disputes early and resolving them

Specific Public Outreach Philosophy for Sensitive Populations

MAPA continues to conduct specific public outreach to the sensitive populations including low income and minority populations (Environmental Justice – EJ), those with Limited English Proficiency, and persons with disabilities. The outreach philosophy for the sensitive populations are listed below.

- Community groups in an affected/concerned area will be contacted, with an offer of briefings and presentation either held specially or during regularly scheduled meeting of those groups.
- Minority and low-income population will be approached particularly for such outreach, both early in each study, and later as alternatives have been developed and evaluated.
- Limited English proficiency groups, Disability advocacy groups, and organization leaders will be contacted to determine how best to inform and obtain input from their communities.
- Public participation will follow the plan set forth by this document. The list of media, interest groups, and individuals will be notified of MAPA plans and projects. Furthermore, appropriate Iowa and Nebraska State agencies (also known as resource agencies found in Appendix D) will be included as a part of the outreach.
- Continuing attempts to broaden group participation will occur by adding groups and organizations to contact lists and offering to meet in a convenient local location. Information regarding various projects will be developed and distributed to anyone who may be interested in the projects. These information pieces will be distributed to local governments and key regional libraries; anywhere the general public may run across it and pick it up. Stronger relationships with the key regional libraries will be cultivated. This will influence the placement of documents in the library when they are out for public comment.
- People will be continually added to the mailing lists and emails blasts will be used to inform contacts of participation opportunities.
- Other means will continue to be tried to achieve a high level of public participation, for example, focus groups, small group techniques, visioning or brainstorming, and non-traditional meeting places and events such as fairs, festivals, internet social media sites, etc.

Outreach Efforts

MAPA's outreach efforts are broad, practical policies adopted by MAPA which align the outreach philosophy detailed above. These efforts seek to maximize public participation in the planning process and articulate a clear framework through which the public is engaged in MAPA's initiatives.

Public Meetings

Open Meetings at Accessible Locations

- Meetings of the agency and its advisory committees (i.e. Transportation Technical Advisory Committee (TTAC), Coordinated Transit Committee (CTC), Transportation Alternatives Program Committee (TAP-C) and Citizens' Advisory Council (CAC) are open to the public. These committees oversee decisions about the region's federal funding and project selection processes, which are key decision points at which the public should be consulted. These meetings are held typically at the MAPA offices located at 2222 Cuming Street in Omaha. The MAPA offices are accessible, as evidenced by the ADA Self-Assessment in the Title VI Plan (<http://mapacog.org/equity>).
- Agendas are posted on the MAPA website and at the agency office at least seven (7) days in advance of public meetings. Amendments to the agenda can be made up to 24 hours prior to the meeting. The meeting is included in the online MAPA meeting calendar.
- Locations accessible by public transit are considered desirable and will be used for committee and public meetings (if practical depending upon the subject matter and expected audience).
- Persons with special needs are encouraged to participate, and reasonable accommodations will be made upon request. All locations will comply with the American with Disabilities Act of 1990. MAPA will use the ADA compliance checklist (Appendix G) to evaluate potential meeting sites. If a member of the public wants to inquire about the accessibility of a public meeting, please call the MAPA front office at 402-444-6866. The ideal meeting process is shown in Figure 3.4.



Figure 3.4: Open Meeting Process

Targeted Format and Frequency

Public meetings and informational materials used with them will provide opportunities to obtain public input, as well as to inform the public about transportation and other planning efforts.

- A variety of techniques provide information, including summary handouts, visual displays, and availability of staff to answer questions.
- All meetings include the opportunity to provide comments.
- Annually at least one public meeting will be held for the Transportation Improvement Program (TIP), whether it is for a major or routine transportation plan update, where the regional transportation plan will be available for review and comment.
- During major regional plan updates, at least one set of public meetings will be held. Depending on previous planning studies, a series of two public meetings may be necessary, one early in the process to address the study scope and/or inventory finding, and the other later for comment on alternatives

and/or a preliminary recommended plan. A specific public participation plan for major plans will be developed detailing the participation opportunities.

- Special consideration will be given to the location of meetings to ensure that all parties have an equal opportunity to participation in MAPA's planning activities.
- Time and various meeting formats will be considered based on target audiences. The possibility of holding a brown-bag meeting over the lunch hour will be explored.
- Furthermore, the length of the meeting is important as well. A specific meeting agenda will be developed in an effort to keep the meeting to less than 90 minutes (if feasible).

Notification Methods

- Press releases announcing public meetings may be distributed for an area appropriate for each planning effort and a media list will be maintained for this purpose.
- Development and distribution of summary materials may be used for notification of public meetings.
- Website updates will be used to make meeting notification and associated materials available quickly and readily.
- MAPA maintains a mailing list of governments, individual, agencies, groups and organizations that have expressed interest in receiving information including free newsletters.

Convenient Scheduling

For major regional plan updates, involving a series of public meetings, the following are considered routinely:

- At least one meeting per county (Figure 3.5) is held during each of the meeting series, all at accessible locations complying with the American with Disabilities Act (ADA).
- An ADA Compliance Facility Checklist (located in Appendix G) is used to compile an internal ADA compliant facilities list. This list will not be inclusive and will be updated when the Public Participation Plan is updated every three years or as needed.
- Public transit availability is considered in selecting meeting sites. Community centers and schools will be considered as potential meeting locations.
- Limited English proficiency steps are taken, including arrangements for requested translators, and typically providing a translator in Hispanic/Latino neighborhood locations.
- The possibility of coordinating MAPA plan meetings with other meetings occurring in the region will be explored.

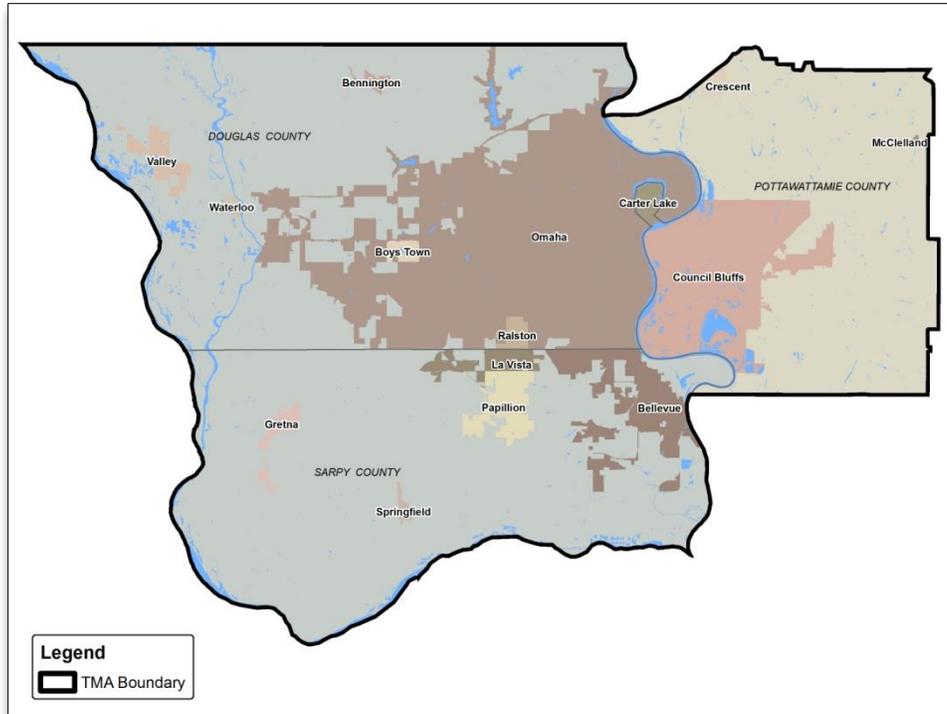


Figure 3.5: MAPA Transportation Management Area (TMA)

Public Comment Periods and Document Availability

As mentioned earlier, ongoing public comments are sought in many different ways. All members of the public can comment on all documents. This will continue to be stated specifically to encourage public participation. All plans are available for public review at the MAPA offices and website. Furthermore, TMA plans are available for public review at key regional libraries (Table 3.2 on page 23). Formal comment periods will be used, with the minimum timeframe noted in Figure 3.6, before studies reach conclusion.

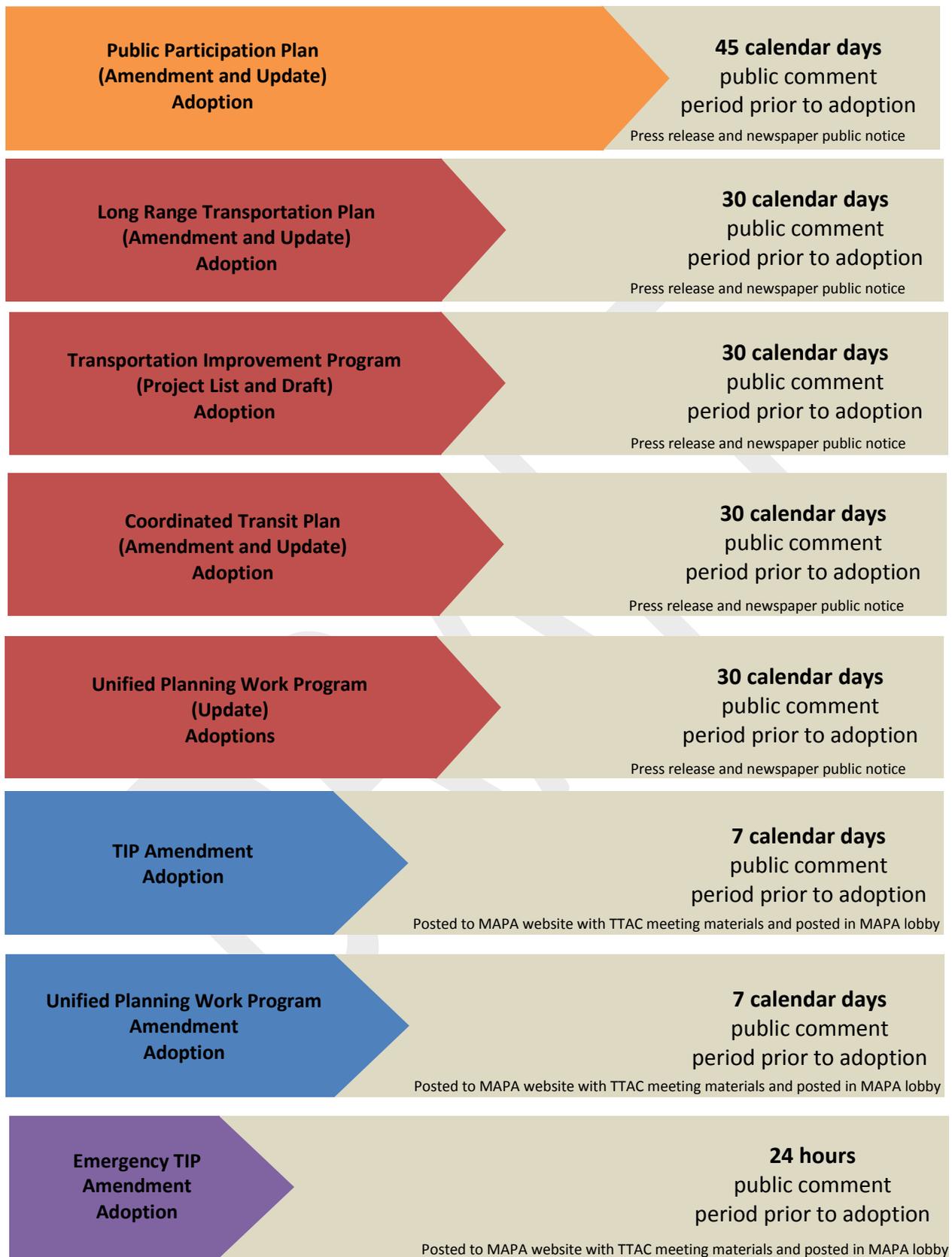


Figure 3.6: Public Participation Opportunity Summary

Table 3.1: Key Regional Libraries Located Within the TMA

Local Jurisdiction	Branch	Address	Phone Number
City of Omaha	W. Dale Clark Library	215 S 15th St Omaha, NE 68102	(402) 444-4800
	Milton R. Abrahams Branch	5111 N 90th Street Omaha, NE 68134	(402) 444-6284
	Benson Branch	6015 Binney Street Omaha, NE 68104	(402) 444-4846
	Bess Johnson Elkhorn Branch	2100 Reading Plz. Elkhorn, NE 68022	(402) 289-4367
	Florence Branch	2920 Bondesson St Omaha, NE 68112	(402) 444-5299
	Millard Branch	13214 Westwood Ln, Omaha, NE 68144	(402) 444-4848
	Saddlebrook Branch	14850 Laurel Ave Omaha, NE 68132	(402) 884-7473
	South Omaha Library	2808 Q St Omaha, NE 68107	(402) 444-4850
	W. Clarke Swanson Branch	9101 W Dodge Rd Omaha, NE 68114	(402) 444-4852
	Charles B. Washington Branch	2868 Ames Ave Omaha, NE 68111	(402) 444-4849
	Willa Cather Branch	1905 S 44th Street Omaha, NE 68105	(402) 444-4851
LaVista	La Vista Public Library	9110 Giles Road LaVista, NE 68128	(402) 537-3900
Papillion	Sump Memorial Library	222 North Jefferson Street Papillion, NE 68046	(402) 597-2040
Bellevue	Bellevue Public Library	1003 Lincoln Road Bellevue, NE 68005	(402) 293-3157
Council Bluffs	Council Bluffs Public Library	400 Willow Ave Council Bluffs, IA 51503	(712) 323-7553
Bennington	Bennington Public Library	15505 Warehouse Street Bennington, NE 68007	(402) 238-2201
Gretna	Gretna Public Library (Main)	736 South St Gretna, NE 68028	(402) 332-4480
Springfield	Springfield Memorial Library	PO Box 40 Springfield, NE 68059	(402) 253-2797
Waterloo	Agnes Robinson Waterloo Public Library	23704 Cedar Drive Waterloo, NE 68069	(402) 779-4171
Valley	Valley Public Library	210 Locust Street Valley, NE 68064	(402) 359-9924
Ralston	Baright Public Library	5555 South 77th Street Ralston, NE 68127	(402) 331-7636

Website Updates (Website and Social Media)

www.mapacog.org

MAPA has an established website (Figure 3.7) - www.mapacog.org - which has updated announcements about transportation projects and happenings at MAPA listed on a scrolling bulletin board. It also includes all draft and final products produced through the MAPA planning process on the site. The public can comment on drafts and documents posted on the website through the one-click email function of the site. Furthermore, the website allows the general public to learn about MAPA, download copies of reports and plans published by MAPA, see comments received from public meetings, contact MAPA with comments on plans and projects or obtain information about upcoming meetings. Visitors to the site may also participate in active surveys, obtain the latest information regarding transportation projects or programs, view a variety of data reports or other transportation information of local interest, and access numerous local, state and national sites of interest. State and national entities include NDOR, IDOT, FTA, FHWA, EPA, HUD, and any other agencies the public may want to contact regarding metropolitan planning. Visitors to the site can send comments to MAPA through a one-click email system, which provides valuable input to the planning process. Figure 3.8 displays additional elements found on the MAPA website.



Figure 3.8: Elements of MAPA's Website



Figure 3.7: Image of the MAPA Website

Social Media Links

Informational Tabs

Up-to-Date Calendar

Social Media

MAPA maintains a Facebook - <http://www.facebook.com/MAPA2222>- and Twitter - <https://twitter.com/mapacog> - accounts. MAPA utilizes these methods to communicate public participation opportunities. Figure 3.9 displays the MAPA Facebook and Twitter pages.



Figure 3.9: MAPA's Facebook and Twitter Pages

Newsletter

The MAPA *What's Happening* newsletter (Figure 3.10) has always been a popular, well-received document. It provides information every two months about planning activities and issues, which have an impact within the MAPA region. The newsletter includes articles on planning activities being conducted at MAPA, grant application deadlines for grants that jurisdictions, businesses and social service agencies can apply for, and meeting notices and schedules for public hearings, forums and comment sessions which are being held for MAPA plans and projects and other projects of interest in the region. The newsletter is both mailed and emailed to more than 1,000 recipients; it is also available on the MAPA website and there is an email option for feedback.



Figure 3.10: MAPA Newsletter

Besides all MAPA jurisdictions and business contacts, the newsletter goes to many social service agencies including those involved with MAPA on committees. MAPA continually looks for groups that can be added either to the email list or the mailing list. The newsletter has proven to be a very successful way to reach minority and low-income agencies including the agencies listed in Figure 3.11. Table 3.2 contains a sample of agencies, members, and jurisdictions that receive the MAPA newsletter.

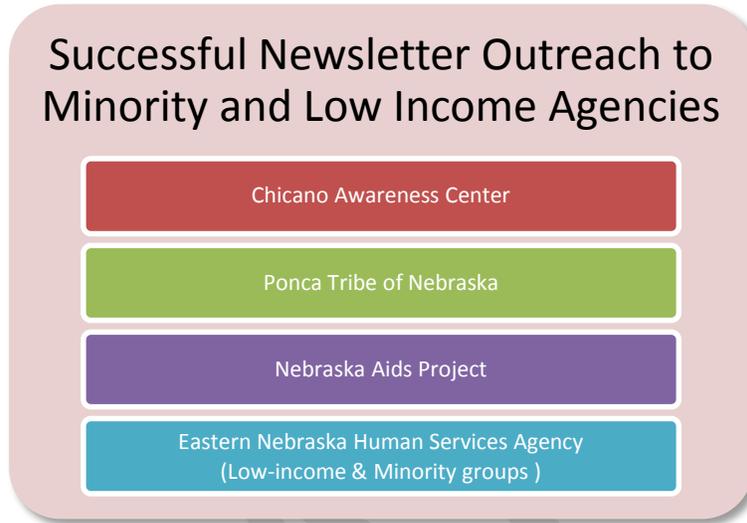


Figure 3.11: Example Minority and Low Income Agencies Reached Through the Newsletter

ADAPT	McCauley Bergan Center
Bellevue Human Services Department	Metro Transit
Black Hills Workshop	Millard Good Samaritan Center
Care-A-Van	Mosaic Omaha
Charles Drew Health Center	Nebraska Aids Project
Chicano Awareness Center	Nebraska Department of Roads
City of La Vista	Nebraska Health & Human Services
City of Omaha Mayor's Office & Planning Department	Nebraska Statewide Independent Living Council
City of Papillion	Nebraska Workforce Development
Community Alliance	Neighborhood Center for Greater Omaha
Council Bluffs Chamber of Commerce	New Cassel
Council Bluffs Special Transit	North Christ Child Center
Douglas County Housing Authority	NOVA
Easter Seals	Ollie Webb, Inc.
Eastern Nebraska Human Services Agency	Omaha Housing Authority
Eastern Nebraska Office On Aging	Omaha Opportunities Industrialization Center
Encore	Omaha Public Schools
Family Service	Open Door Mission
Friendship Program	Paralyzed Veterans of America
Goodwill Industries	Ponca Tribe of Nebraska
Greater Omaha Chamber of Commerce	Quality Living
Greater Omaha Community Action	Rose Blumkin Jewish Home
Greater Omaha Workforce Development	Salvation Army Skyline Retirement Center
Happy Cab	Shared Mobility Coach
Immanuel Courtyard	Siena Francis House
Immanuel Fontenelle Home	Southern Sudanese Community Assn
Iowa Department of Transportation	Southwest Iowa Transit
Iowa West Foundation	Sudanese National Community of Nebraska
Job Training of Omaha	United Way
Laidlaw Transit	Urban League of Nebraska
Latino Center of the Midlands	Vocational Rehabilitation
League of Human Dignity	VODEC
Madonna School	Workforce Development
Mayor's Commission for Citizens with Disabilities	
* Others on the list include many more special interest groups and organizations plus the media listed in this plan.	

Meeting Notices

Meeting notices for the following committees, councils, and boards are published in the newsletter:

- MAPA Board of Directors,
- MAPA Council of Officials,
- Transportation Technical Advisory Committee,
- Data Resources Committee,
- Project Review Committee,
- Coordinated Transit Committee, and
- CEDS Committee meetings
- Other meetings held to gather public information.

Additionally, meeting notices are sent directly to committee members, individuals, agencies, local governments, and other interested parties. Furthermore, advertisements are placed through the local media for the meetings. Notices are placed in the print media for plans and projects that may require special meetings and/or public hearings. Figure 3.12 is an example of a public meeting notice.

Educational Materials: Brochures and Flyers

MAPA developed a series of educational brochures that inform the public about the various functions of MAPA, the products and services available, and the expertise of the staff. Specialized brochures have been designed to advertise and promote the Long Range Transportation Plan and other transportation-related information and details.

MAPA will develop additional flyers and brochures (Figure 3.13) that can be handed out at meetings, displayed in the MAPA office, posted on the MAPA website, included in mailings and press releases to the media.

Currently, MAPA is designing brochures on ADA and Civil Rights. They will be printed, displayed, and disseminated soon.

2013 PUBLIC MEETING DATES

In compliance with the Nebraska statutes of the Open Meetings act, the Metropolitan Area Planning Agency (MAPA) will conduct open-to-the-public Board of Directors and Council of Officials meetings during 2013 at 2222 Cuming St. in Omaha, Neb.

The Board of Directors meetings will be held at 1:30 p.m. on the following dates:

Thursday, April 25, 2013
Thursday, May 30, 2013
Thursday, June 27, 2013
Thursday, July 25, 2013
Thursday, August 29, 2013
Thursday, September 26, 2013
Thursday, October 31, 2013
Thursday, December 12, 2013

Figure 3.12: Board of Directors Public Meeting Advertisement Published in The Omaha World-Herald

At-a-Glance

Heartland 2050

Growing responsibly. Together.

www.heartland2050.org

What is Heartland 2050?

What does 2050 look like? What should it look like? That's the mission of Heartland 2050.

Heartland 2050 is a long-term vision of the future for the greater Omaha-Council Bluffs metro area based on the core values of area residents. This vision will guide our community leaders, giving them a roadmap and identifying strategies that will help them make decisions that will create the kind of place where our children and grandchildren will want to live and work 40 years from now, a thriving region to call home.

Where is Heartland 2050?

The two-state, eight-county area includes: Douglas, Sarpy, Cass, Saunders and Washington in Nebraska; and Harrison, Mills and Pottawattamie in Iowa.

The Heartland 2050 effort is led by Metropolitan Area Planning Agency (MAPA), a voluntary association of local governments in eastern Nebraska and western Iowa.

Why is it important?

Right now is the time to ensure our community is and will continue to be self-reliant. The area's population is projected to nearly double – growing to 1.5 million people in 2050.

How will we meet the needs of everyone in our community? Where will they live, work and play? How will we all get around?

In order to preserve the advantages we have – and make the changes we want to see happen – we need a plan.

How will it work?

Over the next two years, Heartland 2050 will examine the key determinants of growth – housing, transportation, infrastructure and land use – using a scenario modeling approach. In addition, there will be a series of public engagement opportunities, including community values gathering, scenario planning workshops, and a regional town hall meeting to select a preferred scenario.

Who should get involved?

Anyone who is interested in the future of our community should be engaged with Heartland 2050. Visit the website, heartland2050.org, to learn more about how to get involved.

- food
- water
- health
- education
- economic development
- mobility
- shelter
- transit

Figure 3.13: Example of a MAPA Developed Flyer

News Releases

Recognizing the news media as a major conduit to the general public, MAPA enjoys a good working relationship with the local newspapers, radio, television stations, and specific reporters (Figure 3.14). Periodically these reporters write articles of general interest about MAPA planning activities and its processes.

News releases are utilized by MAPA to ensure that the news media is kept informed of activities being conducted at MAPA. Accordingly, the media has a standing invitation to attend MAPA meetings as well as to work with staff on informing the general public about planning activities and issues.

MAPA's Communication Coordinator and the MAPA Transportation Public Participation Liaison is responsible for interacting with the news media, managing MAPA's social media, and developing and distributing news releases. The Communications Coordinator will be charged primarily with implementation of the Public Participation Plan.

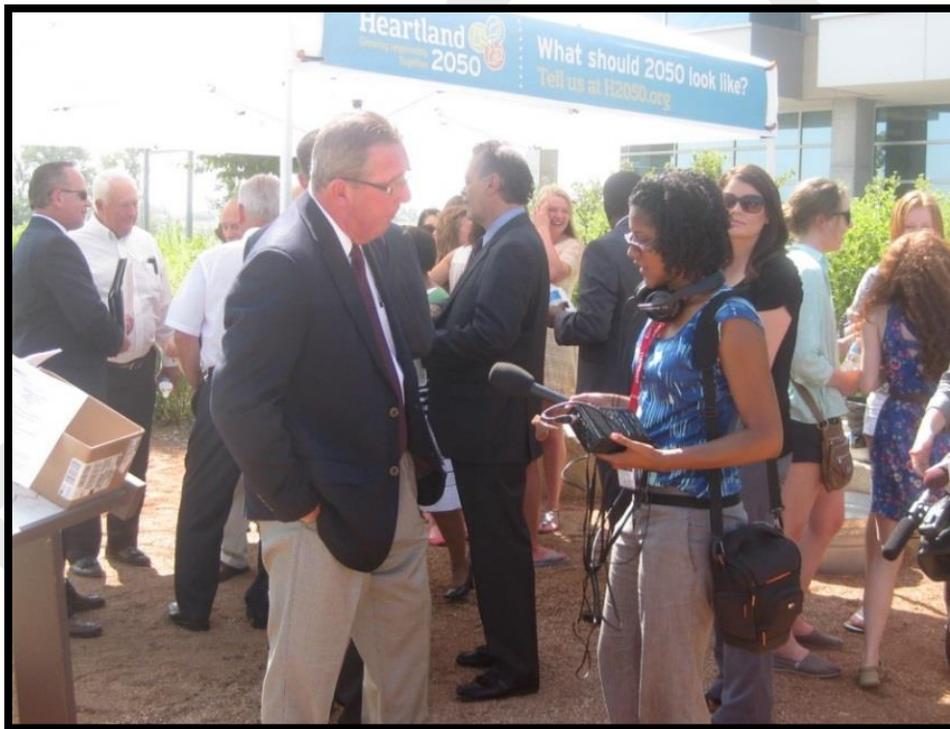


Figure 3.14: Interview with the Media

4. Public Participation Opportunities

MAPA's established committee and subcommittee structure provides regular opportunities through which the public can provide input to the agency's activities. These policy and technical committees administer MAPA's numerous planning initiatives, establish organizational policies, and manage the general affairs of the agency. Meetings of MAPA's policy boards and standing committees are open to the public; therefore, public notices are posted in advance in the MAPA lobby display case and on the MAPA website. Figure 4.1 is a diagram of MAPA's committee structure.

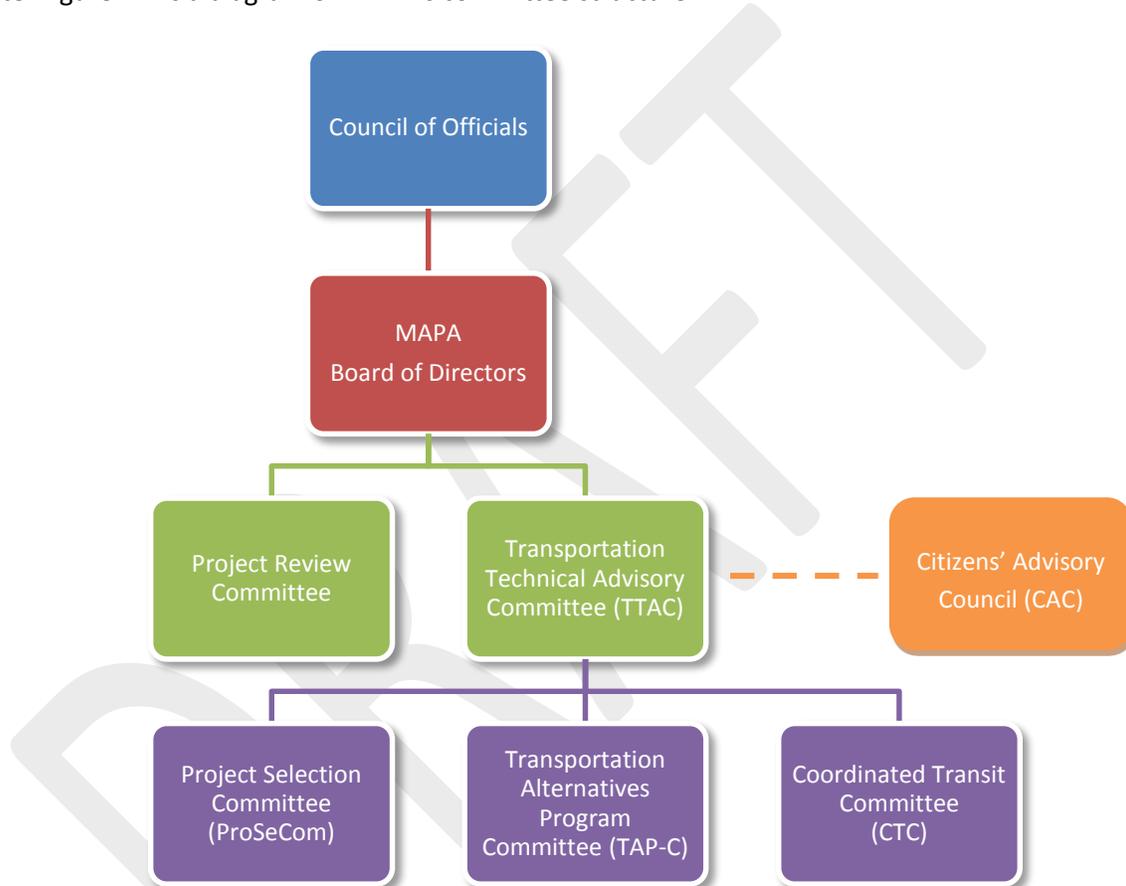


Figure 4.1: MAPA Standing Committee Structure

As a part of its planning activities, MAPA convenes groups of stakeholders regularly to guide the development of specific projects. These stakeholder groups (shown in purple in Figure 4.1) are technical in nature. The responsibility of these groups is to advise the MAPA Board and sub-committees on current planning activities and to provide for a deeper understanding of various emphasis areas. The distinctions between these committees and other MAPA meetings are described below:

MAPA Board of Directors and Council of Officials Meetings

The purpose of these meetings is to conduct the business of the MAPA Board of Directors and Council of Officials (MAPA logo is Figure 4.2). Board meetings are held monthly in Omaha at the MAPA office and are free and open to the public. The date, time, place and tentative agendas are announced and published in the local newspapers a minimum of one week prior to the scheduled meetings and announced on the MAPA website. MAPA keeps record of the notice of publication and a copy of the advertisement. Meeting notices and agendas are also posted in a display case in the lobby of the MAPA offices and on MAPA's website. These postings will be available for the public to review during normal business hours. The meeting agendas will be in final form no later than forty-eight (48) hours before the scheduled starting time of the meeting. The only additions to the meeting agendas after the final agenda is set will be items of an emergency nature.

MAPA Council of Officials meetings are held quarterly each year, in January, March, May, and October in one of MAPA's five counties. The counties rotate meetings and the locations are accessible. Methods for announcing the dates, times, and agendas for the Council of Officials meetings are the same as the Board of Directors meetings. Copies of all written items are provided to members of the Council and Board and are also provided to members of the general public upon request.



Figure 4.2: MAPA Logo

All meetings are held in compliance with the "Open Meeting Laws" of the States of Nebraska and Iowa. This provides the general populace the opportunity to attend the meetings and provide input on matters under consideration by the Council and Board. Attendees will be asked to sign an attendance roster during the meetings, but it is not required. Attendees of Board or Council meetings may speak during appropriate times on subjects under discussion or otherwise relevant to the activities of MAPA. The Board and Council may request the name and address of the speaker as a condition of being allowed to speak. Only one speaker at a time will be allowed to address the Council or Board. Members of the public will be expected to conduct themselves in an appropriate manner so that a fair exchange of ideas between them and the Board and/or Council may take place.

MAPA takes minutes of the Council and Board meetings. The minutes record members of the Council who are present, and members of the Board, both present and absent; all actions by the Council and Board; and a summary of all matters occurring during the meetings. The minutes in final summary form are available for public review for free on the MAPA website or at the MAPA office. Verbatim transcripts are available for a fee based upon actual time and costs.

MAPA Committees & Sub-Committees & Working Groups

MAPA convenes a large number of meetings to engage stakeholders in its planning processes—particularly with regard to the transportation planning activities. The Transportation Technical Advisory Committee (TTAC) makes direct recommendations to the MAPA Board of Directors regarding policy and transportation programming decisions. The TTAC is composed of various city and county staff including engineers, public works, planning staff, and Metro Transit. The Citizens' Advisory Council (CAC) is a committee of representatives from community organizations and members of the public who advise the

TTAC on transportation planning decisions. This facilitates public participation early in the planning process.

Project selection sub-committees such as the Project Selection Committee (is composed of TTAC members), the Coordinated Transit Committee (includes human service and para-transit agencies, and the Transportation Alternatives Program Committee (involves engineers, bike/pedestrian advocates, and planners) make recommendations to the TTAC. These committee meetings are held as often as is required by each program, typically on a monthly, bi-monthly, or quarterly basis. All are open to the public. These committees are presented with materials developed by MAPA and are given the opportunity to comment and take the information back to their respective businesses/agencies for review and comment. The meetings are advertised on the MAPA website and by email for those members of the public that request being notified. Agendas for these meetings are also posted online and in the MAPA lobby display case.

Additional stakeholder working groups also meet when needed to discuss particular areas of transportation planning and compliance with federal regulations. These meetings are generally not open to the public, as they exist merely to gather information and advise the Transportation Technical Advisory Committee (TTAC). Figure 4.3 displays these additional working groups in yellow.

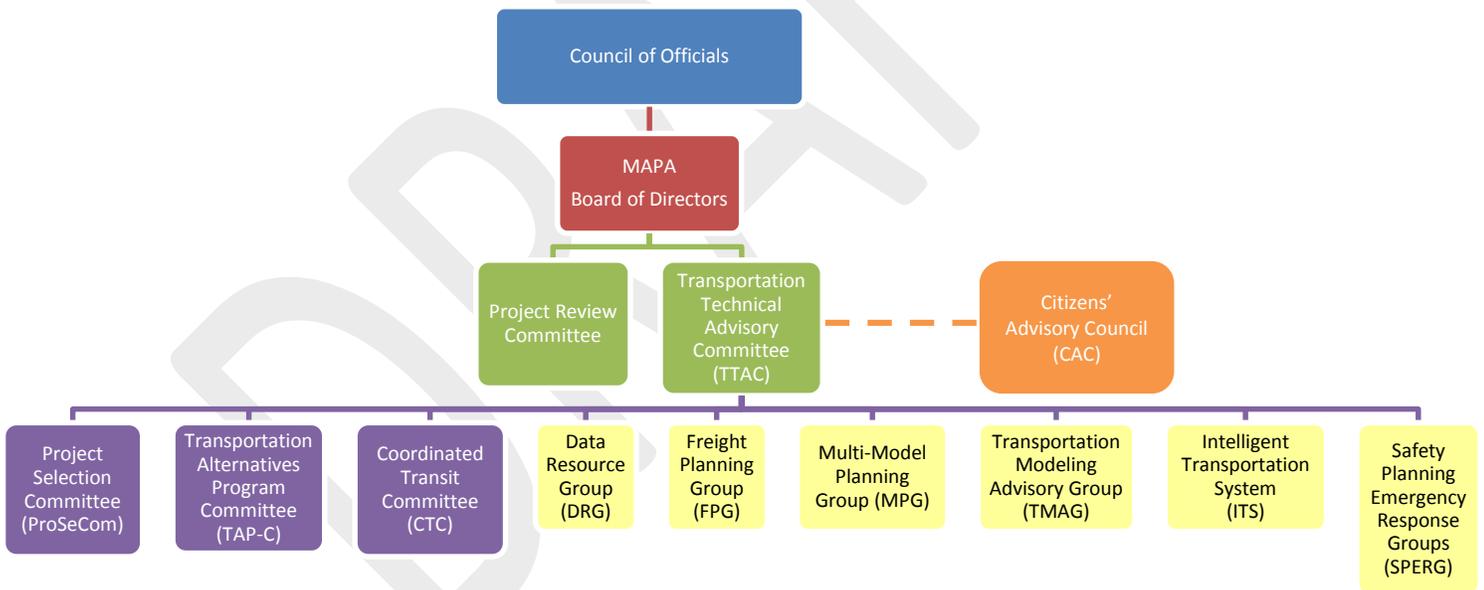


Figure 4.3: Additional Stakeholder Working Groups Structure

Stakeholder Working Groups



Figure 4.4: Other Participation Opportunities

Other, less frequent opportunities (Figure 4.4) for participation also arise throughout the year. Descriptions of these kinds of events are provided below:

MAPA Forums

Forums of different types are used to inform the public and solicit comments and input on pending proposals and plans (Figure 4.6 displays prototype meeting types). Forums are held on an as-needed basis and are conducted in a way that allows optimum input from the region. There are three types of forums: an open house, a public information meeting, and a public hearing. Each is used depending on the status of the plan or project and the information to be either shared by MAPA or sought by MAPA.

The **open house** provides an informal means by which MAPA can provide the region with information on a specific project and ask for input. There is no formal presentation during the open house. MAPA staff members are present to answer questions and seek comments.



Figure 4.5: Public Meeting (TTAC)

A **public information meeting (public meeting)** is another informal way of providing the public with information, but it consists of a presentation on a specific plan or program, followed by a question and answer period. The date, time, location, and subject of the information meeting are announced within two weeks of the meeting. MAPA provides all copies of the agenda and written meeting materials to the public on the MAPA website so they will be informed before the meeting. Figure 4.5 is a photo of a public meeting.

The **public hearing** provides a formal means of providing the public with information on plans or programs. MAPA makes a formal presentation on a specific plan or program, followed by a question and answer period. The time, date, location and subject of the public hearing are announced within two weeks of the public hearing. MAPA will provide copies of the agenda and all other printed materials to the public on the MAPA website and by mail to those it has determined would be affected most by the matter or matters to be discussed in the public hearing.

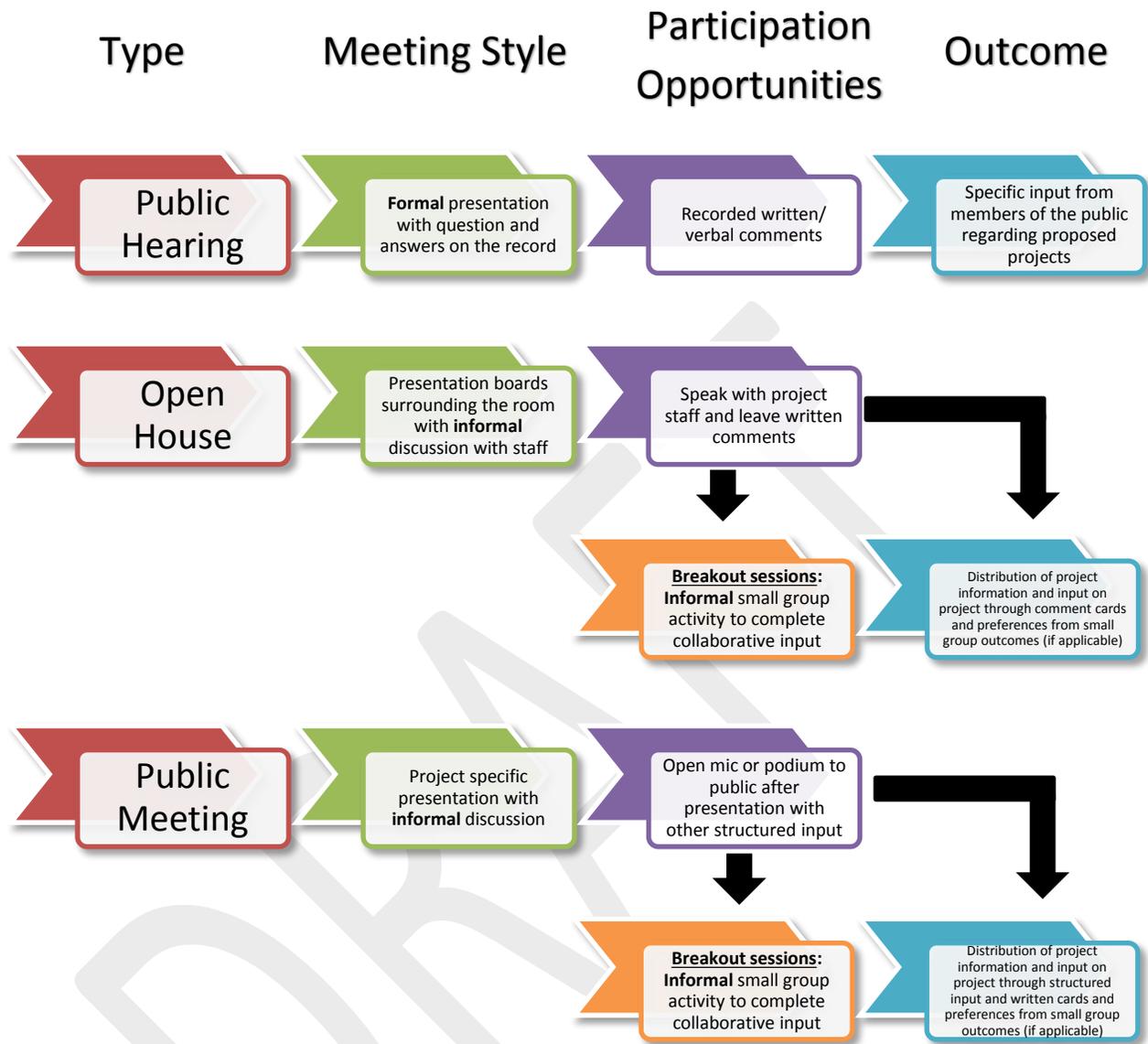


Figure 4.6: Prototype Meetings

Surveys

MAPA has developed, and will continue to develop, specific surveys based on the project, plan or program for which information is being sought. These surveys are distributed via the newsletter, website, and e-mail distribution lists, which include neighborhood association groups, the Public Participation list, and other applicable agencies. They are also sent by email and by mail to all MAPA committees. Figure 4.7 is a poster promoting a transportation survey.

When surveys are sent to representative organizations, clear instructions regarding the intent of the survey and what MAPA desires from the organizations will be made known. If MAPA intends the agency to forward the survey to its members/clients, this purpose will be stated.

Public Appearances

MAPA advertises its availability to explain transportation information and project details to local civic, professional and other types of groups that have an interest in regional planning processes. MAPA has a list of local organizations with which it maintains contact and adds to that list as more groups notify MAPA about presentations or MAPA becomes aware of them through other efforts. These presentations are a good way to gather information from the public in a relaxed setting as most are given at the monthly or quarterly meetings of the various groups. Figure 4.8 is from a public appearance promoting the “Little Steps, Big Impact” program.

Committee Membership/Public Meetings

MAPA shall attend various committees and meetings of city council/county boards, commissions, IDOT, and NDOR. Furthermore, MAPA shall participate in open houses and public hearings.

Committee membership and public meetings offer MAPA the opportunity to present information as it relates to projects, items under discussion, and for review by the individual bodies.

MAPA shall coordinate with resource agencies to incorporate their input into the planning process and to ensure pertinent agencies are aware of various MAPA projects.

Public Comments

Public comments are a fundamental part of the public participation opportunity. Public comments can be communicated at public meetings or during the public comment period for specific plans and documents. As shown in Figure 4.9, MAPA reads public comments, whether it is received via a comment box at a public meeting, US mail, or an email. Next, it is evaluated, analyzed, and subsequently used to evaluate

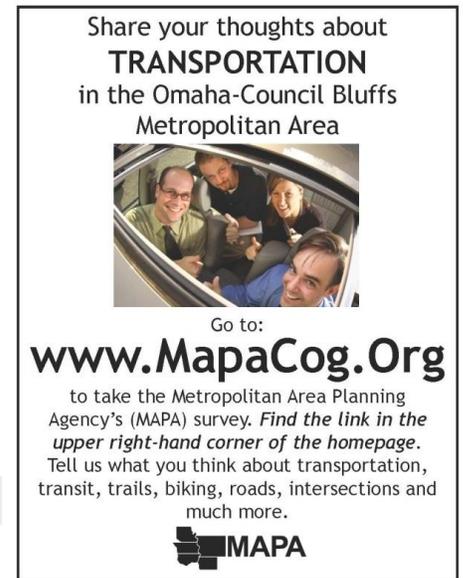


Figure 4.7: Survey Poster



Figure 4.8: Public Appearance

alternative processes. Based on the evaluation of the comment, the document or planning process is altered. Then a response is sent to the commenter and the full comment or summary is included in the final plan.

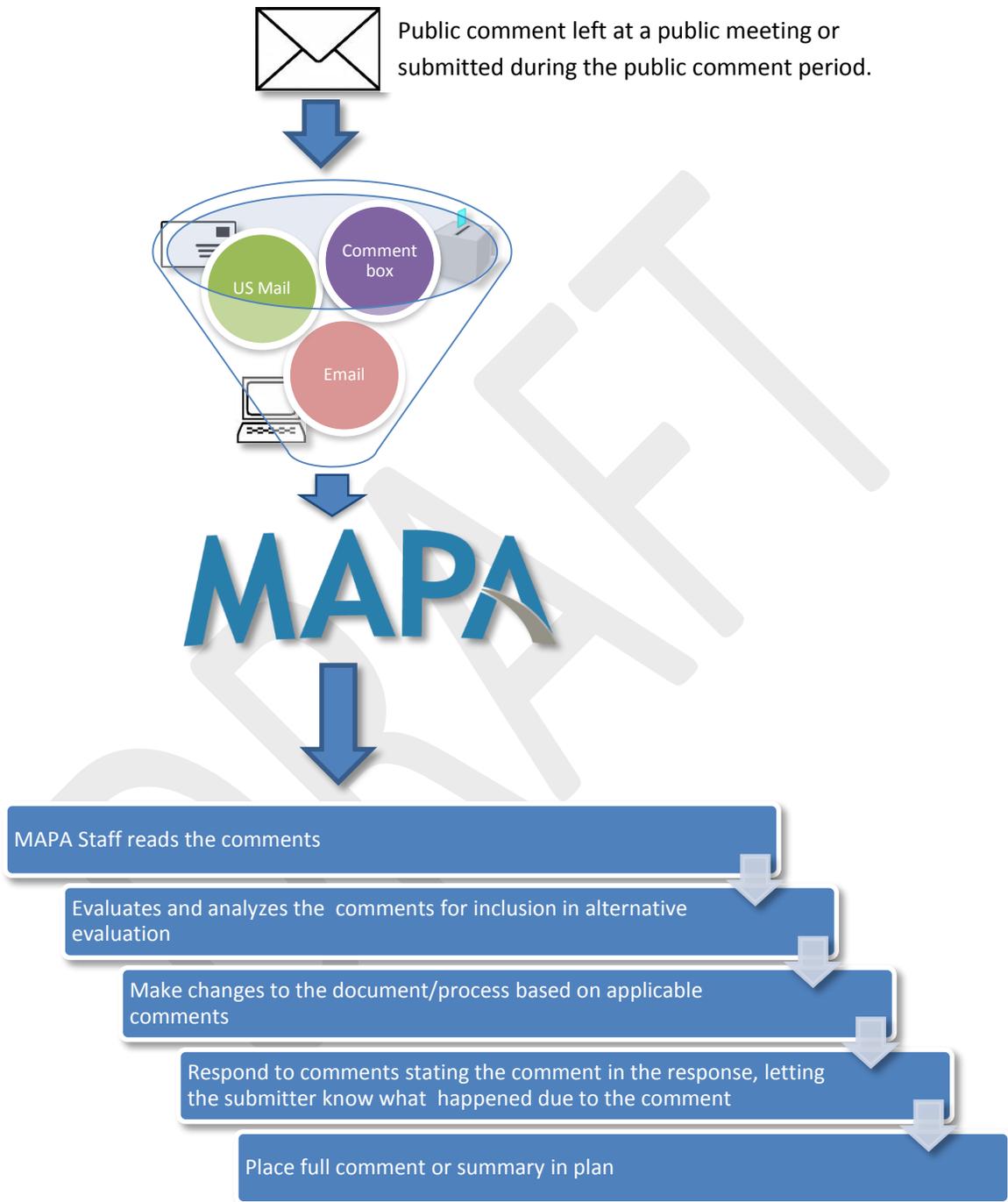


Figure 4.9: Public Comment Process

5. Guidelines for Common Public Participation Activities

Guidelines to ensure equal consideration of public input have been established for public meetings and open house events, MAPA committees and news media involvement. There are four areas that dictate minimum standards for conducting public meetings: 1) advance notice; 2) accommodations for persons with disabilities; 3) presentation material; and 4) comment period.

Public Meetings and Open House Events

Holding public meetings and open house events are primary activities in the MAPA public participation policy. The timing of public meetings and open house events is crucial in order to receive useful input from the public. Meetings will be held during the following instances:

- A sufficient number of meetings will be held during plans and programs that are developed by MAPA staff. Meetings will be held at key points during the planning process (beginning, development of alternatives, and drafts) based on planning schedules.
- If significant changes occur in a plan or program during its development stage and following a public meeting then another public meeting should be held to give the public an opportunity to review and comment on the changes.
- Prior to committee action on significant amendments to documents such as the Transportation Improvement Program (TIP), the MAPA Transportation Unified Planning Work Program (UPWP), Long Range Transportation Plan (LRTP), and other planning and program documents requiring amendments a public meeting/open house will be held. (Significant amendments are defined as those with cost increases greater than fifteen percent or new projects or programs.)
- Following the development of final draft alternatives for a transportation study a public meeting/open house will be held.
- If the public requests a public hearing, MAPA will try to accommodate the request in a timely manner.

Before these public meetings are held, the following procedures should be followed:

- A legal notice or advertisement may be placed in one of the area newspapers, as appropriate. In large scale planning projects (i.e. TIP/LRTP) bilingual print will be emphasized. Area newspapers include:

Bellevue Leader	Omaha Star
Council Bluffs Nonpareil	Omaha World Herald
Daily Record	Papillion Times
Douglas County Post-Gazette	Pilot Tribune
Nuestro Mundo (Spanish English paper)	

- Press releases shall be sent to the news media (including papers which do not have a paid meeting advertisement, in an effort to reach a broad cross section of people).

- Radio and television public service announcements may be provided to radio and TV stations in the urbanized area prior to the event taking place. The individual stations will air the announcements as time allows.
- All meeting announcements includes the following sentence:
 “Meetings of the Metropolitan Area Planning Agency are conducted in compliance with the Nebraska Statutes of the Open Meetings Act. Auxiliary aids, language assistance, and services are available when requested at least three (3) working days prior to the meeting so appropriate arrangements can be made. Si necesita ayuda con traduccion, por favor llame la oficina. (402-444-6866)”
- When space is limited the following sentence shall be included:
 “Auxiliary aids, language assistance, and services are available when requested in advance, please call the office. Si necesita ayuda con traduccion, por favor llame la oficina.”
- All notices publishing the TIP and TIP amendments shall include the following sentence:
 “This notice satisfies Metro’s 5307 and/or 5339 Program of Projects planning requirements.”
- Draft documents are to be made available to the public prior to the public meeting or open house and prior to action by the Transportation Technical Advisory Committee (TTAC), and:
 - Placed with comment sheets for review in all jurisdictions the plan or program impacts and by other organizations representing minority populations.
 - Made available at the MAPA office.
 - Made available, upon request, to persons through computer communications specifically e-mail, CD or DVD, and the MAPA website.
 - Information about the opportunity to comment on the documents will be included in a flyer sent to local governments and public libraries for display.
- Documents shall be placed on the MAPA website and a comment period shall exist two weeks prior to the public meeting or open house event and two weeks following the public meeting or open house event prior to action by the TTAC.
- Accommodations for persons with disabilities are needed to ensure that the disability community is given an opportunity to participate in public participation activities. Measures to be undertaken include:
 - Accessible formats for documents and programs are to be made available for those who request them. In all advance advertisements, it should be stated that auxiliary aids and services are available when requested in advance.

- Sign language interpreters are to be present at public meetings when requested in advanced.
- Meeting summaries and responses to significant comments or questions requested in advance are to be made available in accessible formats for those who request it.
- All sites must be made accessible to persons with disabilities, and therefore should meet the following items below. The ADA Compliance Facility Checklist shall be utilized when selecting locations not already on the internal ADA compliant facilities list.
 - Doors and corridors wide enough for wheel chairs
 - Accessible restroom facilities
 - Curb cuts on sidewalks leading from parking areas and to entrances
 - Accessible parking spaces
 - Accessible fixed route transit and paratransit services
- Presentation material should enhance the information being presented and therefore include:
 - a) Relative technical information and analysis
 - b) Any proposed policies or policy changes which are incorporated in the plan or program document
 - c) Visual aids such as maps, charts, slides, etc., when possible
- Special attention is to be given to ensure that the minority and low-income populations are informed of public meetings and open house events. Whenever possible and applicable, public meetings should be held in low income and minority areas and on transit routes. Special mailings will be sent to low income and minority neighborhood groups where possible.
- When circumstances allow, a public meeting or series of meetings may be used for several different topics and issues (such as the Transportation Improvement Program, the MAPA Transportation Unified Planning Work Program, or the Long Range Transportation Plan).
- Meetings shall try to be held at transit accessible and transit available locations to accommodate those without vehicles who are often low income.
- Public meetings may be held in non-traditional settings such as public parks or public libraries to attract additional persons to the meeting. Public meetings may involve tours of proposed project sites to generate public interest, particularly in areas impacted by proposed projects where public involvement has been minimal.
- A questionnaire may be distributed at the meeting or open house event focusing on the specific issues of the meeting and a place to write additional comments.
- All contact information – e-mail, fax, phone, and address – should be made available.
- Appendix A contains a public meeting checklist, which will be used when setting up all meetings.

Involvement of the News Media

The news media are recognized as a major conduit to informing the general public about planning activities and public participation events. Involving the media in a meaningful manner is achieved through the following steps:

- Sending news releases to local newspapers, television and radio stations.
- Carrying out a strategy to provide better understanding of technical impacts and plan development process to representatives of the news media who report on the activities conducted at MAPA.
- Providing a glossary of transportation specific planning terminology used at MAPA.
- Providing reports, including summaries and technical analysis, in a layman's terms.
- Designating a single staff member to act as a contact for meeting with the news media or directing the news media to a staff person who could better address their questions.

Coordination Among Existing Committees and Cooperating Agencies

Several committees are involved actively in planning activities at MAPA. Their expertise is used when conducting transportation studies or developing programs. Steps should be taken to increase communication and interaction among these groups. Such committees include the Transportation Technical Advisory Committee (TTAC), the Comprehensive Economic Development Strategy (CEDS) Committee, the Project Review Committee, the Data Resources Committee, the Development Forum Group, the Coordinated Transit Committee (CTC) and other focus groups (as they become active). One or all of the following measures could be used to keep everyone informed:

- MAPA staff shall present regular presentations on current activities as they stand to date either in person, on the MAPA website, by e-mail, or through the newsletter.
- Regular presentations and updates by MAPA staff concerning day-to-day activities, and study and program development progress.
- A participant from each committee could be an observer on other committees that meet on a regular, on-going basis so that proceedings can be discussed at their own committee meetings. This would keep all committees informed of MAPA activities in projects and programs.
- Committee meeting minutes/summaries shall be shared through MAPA staff and online.
- Figure 5.1 displays the interconnectedness of the various groups. While each committee has its own purview it is not meant to be “siloesd” and should be made aware of the other committees’ actions.

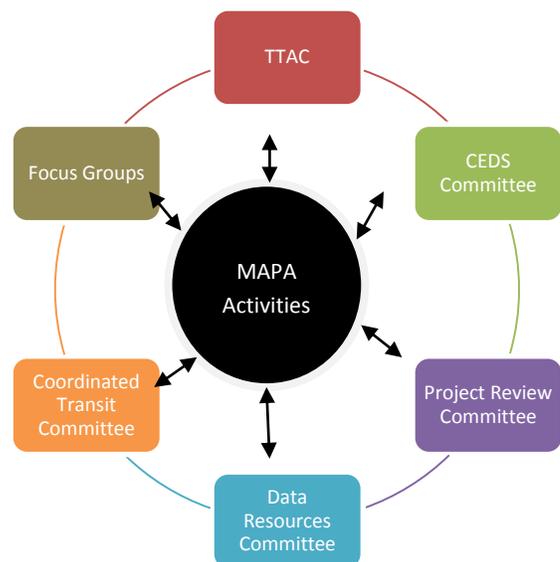


Figure 5.1: Committee Coordination Representation

6. Public Involvement in Major Planning Activities

MAPA provides the cohorts and other interested parties shown in Figure 6.1 with a reasonable opportunity to comment on planning documents and programs.

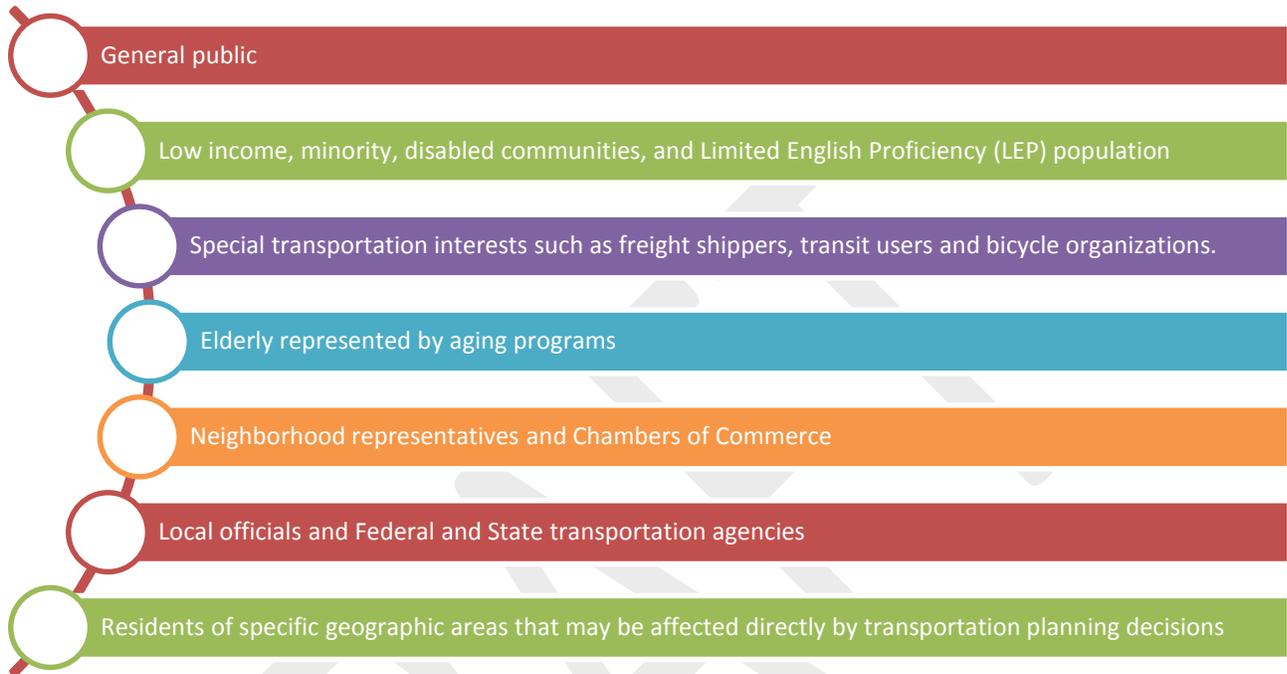


Figure 6.1: Cohorts Provided with Comment Time

MAPA outlined the strategies below to encourage meaningful public involvement throughout the planning process. As a Metropolitan Planning Organization (MPO), MAPA is responsible for the development of the Metropolitan Transportation Plan (or Long Range Transportation Plan, LRTP), the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), the Public Participation Plan (PPP) and other plans. These four documents and other local planning processes govern the future transportation planning actions of the MPO and provide the public and interested stakeholders with an outlook of the activities and projects that will occur in the region. Furthermore, MAPA goes beyond these four plans and will utilize this public participation strategy to encourage public involvement in all of its processes, plans, and projects. Figure 6.2 provides a summary of the public participation opportunity for the most common MAPA planning products.

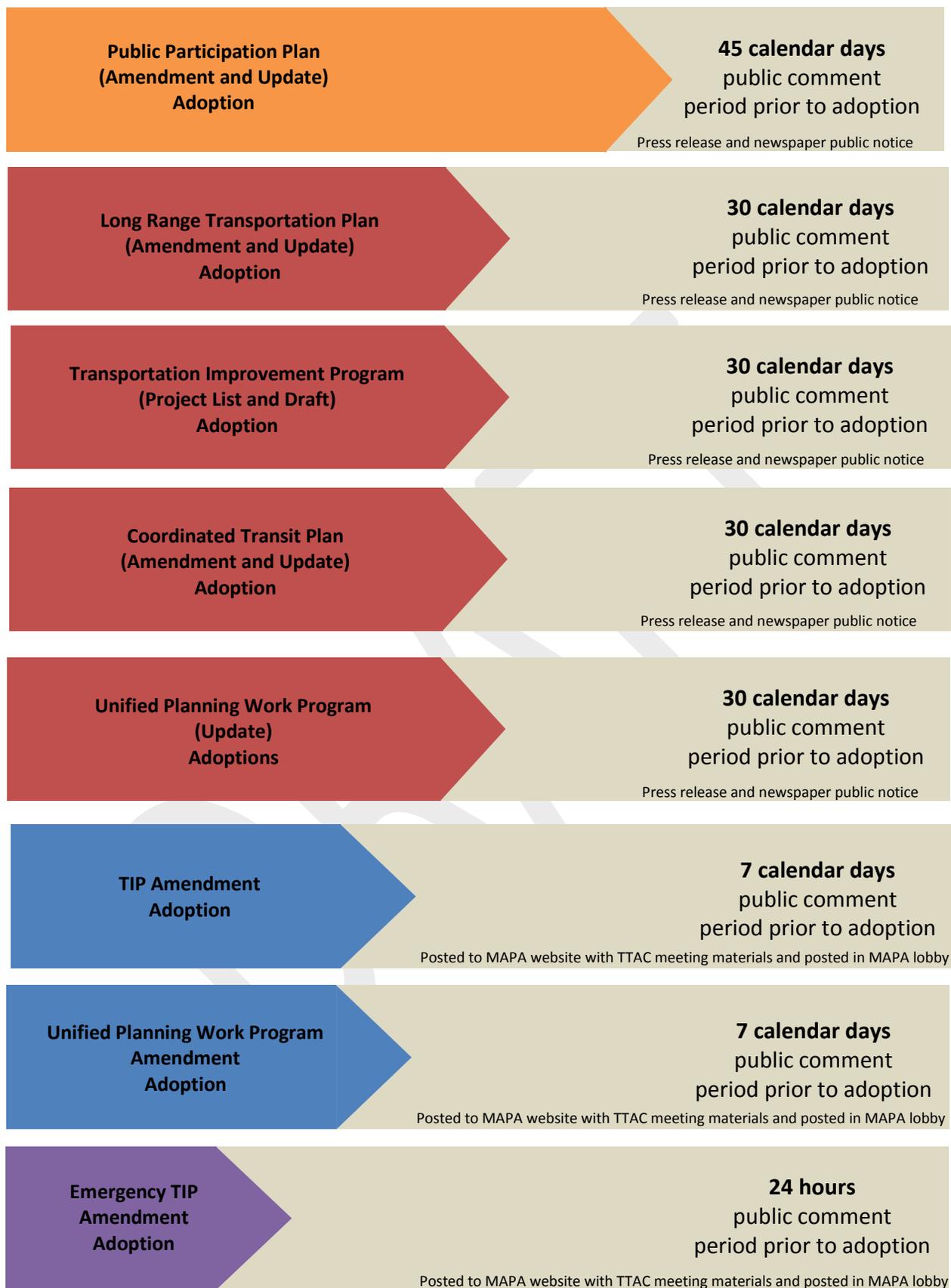


Figure 6.2: Public Participation Opportunity Summary

Long Range Transportation Plan (LRTP)

Comment Period: 30 calendar days
public comment period prior to adoption

Amendment and Update

Web page: <http://mapacog.org/long-range-transportation-planning>

Update Schedule: Every 5 Years

February – June 2015 Planning Process – Anticipated Approval June 2015

Description:	The Long Range Transportation Plan develops a long-term fiscally constrained vision for transportation improvements based upon a minimum 20 year planning horizon.
Amended:	As needed
Public Comment Period:	Draft LRTP = 30 days Amended LRTP = 30 days
Public Meeting:	A series of at least three public meetings (open houses, public hearing, etc) held during the 30-day public comment period. Additional public meetings shall have a public comment period of two weeks prior and two weeks following the meeting. The TTAC and Board of Directors meetings serve as the public meetings. A public comment period is observed at the Board of Directors meeting.
Public Involvement Strategies:	Conduct baseline satisfaction surveys. Solicit public comments through the MAPA website and social media outlets. Create opportunities to comment at regularly scheduled MAPA Board of Directors and Technical Committee meetings. Encourage participation through the MAPA newsletter. Post an electronic version of the Draft LRTP online and have a hard copy at the MAPA Office for public review.
Public Participation Opportunities:	Comment on the draft and final planning documents via email, mail, and comment cards. Participate in public meetings.
Citizens' Advisory Council (CAC) Role:	Advise MAPA on public participation outreach and offer participation recommendations for the LRTP's public participation plan. Advise MAPA about effectiveness of efforts. Help engage the public in the planning process.
LRTP Amendment Process:	Discuss the amendment with appropriate subcommittees, before TTAC makes a recommendation to the Board to release the LRTP amendment for public review and comment. Advertise the amendment in a local paper through a paid public notice, send a press release to area newspapers, television and radio stations, and post the information on the MAPA website. Hold at least one public meeting for the amendment. Email notification of the public comment period to identified outreach contacts. Address public comments to the maximum extent reasonable and include an appendix of public comments in the final approved LRTP.

Transportation Improvement Program (TIP)

Comment Period: 30 calendar days public comment period prior to adoption	Development and Project Selection List Web page: http://mapacog.org/transportation-improvement-program Update Schedule: Every Year in the Spring December – June 2015 Planning Process – Anticipated Approval June 2015
7 calendar days public comment period prior to adoption	Amendment Web page: http://mapacog.org/transportation-improvement-program Update Schedule: When Needed
24 hours public comment period prior to adoption	Emergency Amendment Web page: http://mapacog.org/transportation-improvement-program Update Schedule: When Needed

Description:	The Transportation Improvement Program (TIP) is a short term, four (4) year implementation plan for programming Federal-aid transportation projects inside the MAPA region. This document lists all federally funded or regionally significant transportation projects by year, phase of work, and funding source.
Amended:	Monthly as needed
Public Comment Period:	Prioritized project list = 30 days Draft TIP = 30 days TIP Amendment = 7 days prior to the TTAC meeting Emergency TIP Amendment = 24 hours of advance notice of emergency meeting *Only used for truly extraordinary circumstances Administrative Modifications = None
Public Meeting:	The TTAC and Board of Directors meetings serve as the public meetings. A public comment period is observed at the Board of Directors meeting.
Public Involvement Strategies:	Publish a notice in local newspapers of the availability for public review and comment. Discuss the document and its availability for review and comment in the MAPA newsletter. Send a flyer to the local governments and libraries stating the availability for public comment. Post an electronic version of the Draft TIP online and have a hard copy at the MAPA Office for public review.
Public Participation Opportunities:	Comment on prioritized project list and the draft TIP via email, mail, and comment cards. Comment on TIP amendments via email and mail. Participate in public meetings.
Citizens' Advisory Council (CAC) Role:	Advise MAPA about effectiveness of efforts. Help engage the public in the planning process.

TIP Amendment Process:	<p>Include the amendment with meeting materials emailed to TTAC members, posted on the MAPA website, and located in the MAPA lobby at least 7 days prior to the meeting.</p> <p>Discuss amendment with MAPA Board of Directors and Transportation Technical Advisory Committee (TTAC).</p> <p>Address public comments to the maximum extent reasonable and include an appendix of public comments in the final approved TIP.</p>
Emergency Amendment:	<p>Occasionally, situations may arise when an emergency amendment to the TIP is necessary. An emergency amendment is an amendment that is processed on an expedited basis due to circumstances which cannot wait for the next TTAC or MAPA Board of Directors meeting. Such amendments are only allowed by MAPA in cooperation with the States of Nebraska and Iowa, Federal Highway Administration and Federal Transit Administration (FHWA/FTA), and the local jurisdictions involved with the project(s).</p> <p>Emergency amendments are not used as a means of circumventing review by TTAC or the public, but are only utilized in response to truly extraordinary circumstances in which expedited processing of an amendment of a non-controversial matter is necessary. If all parties involved with a project agree that an emergency amendment is necessary, then the amendment and documentation will be prepared by MAPA staff.</p>

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Unified Planning Work Program (UPWP)

Comment Period: 30 calendar days
public comment period prior to adoption

Amendment and Update
Web page: <http://mapacog.org/unified-work-program--budget>

Update Schedule: Every Year in the Winter/Spring

February – May 2015 Planning Process – Anticipated Approval May/June 2015

7 calendar days
public comment period prior to adoption

Amendment
Web page: <http://mapacog.org/unified-work-program--budget>
Update Schedule: When Needed

Description:	The Unified Planning Work Program (UPWP) governs the annual expenditures and services as the guiding document for an MPO's annual activities. This document tells the public what the MPO plans to do in the next fiscal year. It contains general information about agency strategies and projects that utilize Federal planning dollars.
Amended:	As needed
Public Comment Period:	Draft UPWP = 30 days Amendment = 7 days Administrative Modifications = None
Public Meeting:	The TTAC and Board of Directors meetings serve as the public meetings. A public comment period is observed at the Board of Directors meeting.
Public Involvement Strategies:	Post announcements at the MAPA Offices. Discuss the Draft UPWP at MAPA TTAC and Board of Directors meetings both of which are open to the public. Post an electronic version of the Draft UPWP online and have a hard copy at the MAPA Office for public review.
Public Participation Opportunities:	Comment on the draft UPWP via email, mail, and comment cards. Comment on UPWP amendments via email, mail, and comment cards. Participate in public meetings.
Citizens' Advisory Council (CAC) Role:	Review UPWP drafts Provide input on activities which should be included in the UPWP
UPWP Amendment Process:	Include the amendment with meeting materials emailed to TTAC and Board members, posted on the MAPA website, and located in the MAPA lobby 7 days prior to the meeting. Discuss amendment with MAPA Board of Directors and Transportation Technical Advisory Committee (TTAC). Address public comments to the maximum extent reasonable and include an appendix of public comments in the final approved UPWP.

Public Participation Plan (PPP)

Comment Period: 45 calendar days
public comment period prior to adoption

April 2016 – January 2017 Planning Process – Anticipated Approval January 2017

Amendment and Update
Web page: <http://mapacog.org/public-participation>
Update Schedule: Every 3 Years

Description:	The Public Participation Plan (PPP) outlines how MAPA will work to achieve essential public participation in all planning activities. It helps ensure consideration of the public's needs and preferences are incorporated into decisions.
Amended:	As needed
Public Comment Period:	Draft PPP = 45 days Amendment = 45 days Administrative Modifications = None
Public Meeting:	The TTAC and Board of Directors meetings serve as the public meetings. A public comment period is observed at the Board of Directors meeting.
Public Involvement Strategies:	Post announcements at the MAPA Offices. Post an electronic version of the Draft PPP online and have a hard copy at the MAPA Office for public review. Discuss the Draft PPP at MAPA TTAC and Board of Directors meetings both of which are open to the public. Email the Title VI and Public Participation email lists about the opportunity to comment on the draft PPP. Mail a flyer detailing the opportunity to comment on the draft PPP to local governments and libraries.
Public Participation Opportunities:	Comment on draft PPP via email, mail, and comment cards. Comment on PPP amendments via email, mail, and comment cards. Participate in public meetings.
Citizens' Advisory Council (CAC) Role:	Monitor effectiveness of the Public Participation Plan. Help engage the public in the planning process.
PPP Amendment Process:	TTAC recommendation and Board approval to release the draft amended PPP for public review and comment. Post the draft on the MAPA website. Advertise the amendment in a local paper through a paid public notice, send a press release to area newspapers, television and radio stations, and post the information on the MAPA website. Email notification of the public comment period to identified outreach contacts. Address public comments to the maximum extent reasonable and include an appendix of public comments in the final approved PPP.
Note:	*Annual status report of public participation efforts utilized to amend, update or overhaul the PPP as needed.

Table 6.1 below provides a summary of the four transportation planning products regularly completed by MAPA.

Table 6.1: Transportation Planning Product Summary

Product	How Often	Public Comment Period	Public Participation Planning Process Timeframe	Anticipated Approval Date
L RTP	5 years	Draft = 30 days Amendment = 30 days	February – June 2015	June 2015
TIP	Annual	Draft = 30 days Project Selection = 30 days Amendment = 7 days Emergency Amendment = 24 hours	December 2014 – June 2015	June 2015
UPWP	Annual	Draft = 30 days Amendment = 7 days	February – May 2015	May/June 2015
PPP	3 Years	Draft = 45 days Amendment = 45 days	April 2016 – January 2017	January 2017

DRAFT

7. Implementation and Evaluation

Implementation

Implementation of this Public Participation Plan is vital to the success of the Plan and all MAPA planning projects. Success of implementing this Public Participation Plan will be illustrated in future planning projects having a robust public participation element. As shown in Table 7.1, the various outreach methods and efforts are assigned to a particular MAPA staff person. Due to the overlapping nature of public participation and planning, there are several tasks assigned to both the Communications Liaison and the Transportation Liaison.

Staff Person	Task
Communications Liaison	Conduct outreach.
	Work with the Transportation Liaison to develop education materials including brochures regarding MAPA, various projects, and the public's role in the process.
	Develop and distribute newsletters in a paper and electronic format.
	Maintain and update the MAPA website with information regarding various projects and MAPA in general. Manage MAPA's social media.
	Publish notice of public meetings in local newspapers.
	Create news releases regarding projects and opportunities for public participation to local newspapers, television, and radio stations.
	Work with the Transportation Liaison to create an annual status report on outreach efforts and MAPA projects. The findings of the status report will be utilized to update subsequent Public Participation Plans.
Transportation Liaison	Conduct outreach.
	Ensure the meetings are accessible and documents are available online and in hard copy before meetings. Documents shall be emailed and distributed by hard copy to the appropriate audiences.
	Work with the Communications Liaison to develop education materials including brochures regarding projects and the public's role in the process.
	Verify all project information is shown on the website and meeting notices were distributed and displayed.
	Work with the Communications Liaison to create an annual status report on outreach efforts and MAPA projects. The findings of the status report will be utilized to update subsequent Public Participation Plans.
Administrative Staff	Display the meeting notices and agendas in the MAPA office lobby case before the meeting, adhering to the Open Meetings Act of Iowa and Nebraska.

Evaluation

Successful evaluation of the effectiveness of the Public Participation Plan requires incorporating public input and an annual evaluation process. One way this will be accomplished is through an annual status report completed in January after the end of the calendar year. The overall Public Participation Plan will be evaluated for effectiveness and will incorporate new technology, best practices, and results of the annual status report every three years.

Furthermore, evaluation of overall knowledge regarding participation opportunities is important. For example, there are members of various existing MAPA committees who do not realize they can participate more fully in the process. Therefore, if MAPA can educate people about opportunities to participate and they do, the public participation process will be a success.

Incorporation of Public Comment

Public input is integral to the planning process. As shown in Figure 7.1, all public input will be documented in MAPA's final work products. The results of each regional plan public participation process will be documented, and made available at the MAPA offices and posted on the MAPA website. Either a full account or a summary of public comments will be contained in the primary plan or program document being produced. Furthermore, the specific input will be evaluated and analyzed for incorporation in the plan. Response to public input will be incorporated into the evaluation of MAPA's implementation of this plan. Next, responses will be sent to the people who submitted input. Finally, the public input process will be evaluated in-house continually. A lack of response of public input will be incorporated into the evaluation of the implementation of this document and will be taken into account when this document is revised in the future. Public participation is not static and must always be a top priority in the planning process.

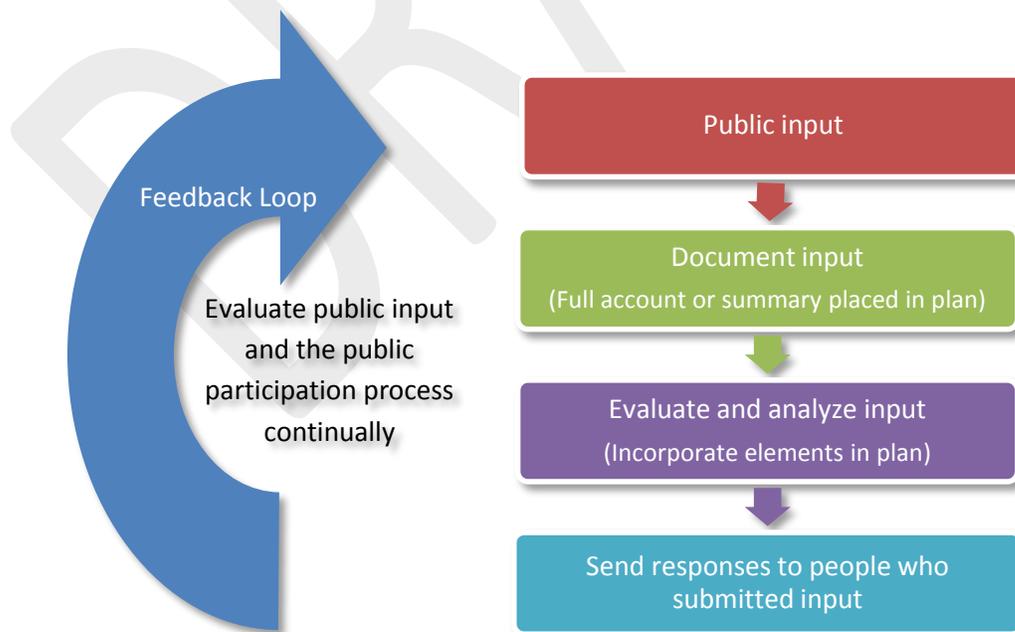


Figure 7.1 Public Input Methodology

Evaluation Methods and Performance Goals

MAPA will continue to evaluate the effectiveness of the public participation tools outlined in this document. This will be accomplished by evaluating the methods compared to established performance goals on an annual basis. The results of the evaluation method will be incorporated in the subsequent Public Participation Plan updates and will be included in the annual status report. If a major change is needed in the public participation process, steps will be taken to amend, update, or overhaul the Public Participation Plan before the three year timeframe is completed. Table 7.2 lists the evaluation methods which will be utilized in an annual status report created in cooperation between the Transportation Liaison and Communication Liaison.

Public Participation Tool	Evaluation Criteria	Performance Goal(s)	Methods to Meet Goal(s)
Public Participation Plan	Required by law. No measure	Update at least every 3 years	Update and incorporate improvement strategies from public participation evaluations/status report
Newspaper Advertisements	Required by law. No measure	Increase number of participants/respondents indicating they saw the advertisement	Publish as required, place in prominent location if possible
Website	Number of website hits	Increase number of web hits over the course of each year	Include website address on all organizational products. Link to partner organizations
Newsletter	Feedback from public; number of returns	Maximum of 2% return rate per mailing	Update database with correct addresses
Brochures	Number distributed during the year	Distribute throughout the MAPA Region, including key regional libraries in 1 st year; increase by 2-4 locations annually	Track brochure locations, number of brochures, and replenishment needs/times
Public Forums/ Open House/ Public Information Meeting/ Public Hearing	Public Attendance*[Transit Access (10 pts) + ADA Accessibility (10 pts)] = N	Goal of 1,000 annual points for public forums/ open house/ public information meeting/ public hearing	Schedule at convenient times and locations. Use other public participation tools to increase awareness of meetings. Convene multiple meetings when possible.
Planning Document Distribution	Number of distribution sites	100% distribution of vital documents to necessary parties	Distribution list to include county/city government buildings, libraries, and online venue.
Citizens' Advisory Council	Public Attendance + (Quorum or less [10 pts] or Greater than Quorum [20 pts]) = N	Goal of 150 total annual points for the Citizens' Advisory Council	Identify people willing to serve on the committee

Appendix A: Public Meeting Checklist

**All public meetings must ensure the public reasonable access to all local meetings, project records and information relating to the proposed and actual use of federal funds. All public meetings will be conducted in facilities that are accessible to person with disabilities. Attach documentation for each item.

**Items on this checklist will be completed as deemed appropriate, as every activity listed below may not be suitable for every public meeting.

1. Schedule meeting (Date completed: _____). Meeting date: _____
Meeting location: _____
 2. Accessibility
 1. Is the meeting ADA accessible?
 2. Does it have transit access/located on a transit route?
 3. Create meeting deadline matrix (template attached)
 4. Meeting notices
 1. Newspaper of general circulation (Date completed: _____).
 1. Paper(s) used: _____
 2. Note where comments can be sent if unable to attend meeting
 2. Post on MAPA website (Date completed: _____)
 3. Mail/Email (attach recipient list) (Date completed: _____)
 4. Post on social media. (Date completed: _____).
 1. Site(s) used: _____
 5. Article in *What's Happening*. Edition: _____
 6. Include availability of language assistance. Assistance needed: _____
 7. Make draft document available to public in conjunction with comment period and public notice
 1. MAPA and/or office (Date completed: _____)
 2. MAPA website (Date completed: _____)
 1. Collect and review public input.
 1. Where comments received? _____
 2. Response(s) sent. (Date completed: _____)

 3. Next Steps: _____
- Other considerations:
1. Have areas that are traditionally underserved and low-income and minority populations been reached? Who was contacted? _____
 1. How were they contacted? _____
 2. (Date completed: _____)
 2. Create brochure/flier (Date completed: _____)
 3. Second Public Meeting – Status of Funded Activities (Date completed: _____)

Anticipated 2015 Committee Meeting Dates

The agenda is typically published no later than seven days prior to the meeting. Materials and requests are typically due no later than nine days prior to the meeting.

Transportation Technical Advisory Committee

	Meeting Date	Agenda Published	Materials & Requests Due
2015	1/23/2015	1/16/2015	1/14/2015
	2/20/2015	2/13/2015	2/11/2015
	3/20/2015	3/13/2015	3/11/2015
	4/24/2015	4/17/2015	4/15/2015
	5/22/2015	5/15/2015	5/13/2015
	6/19/2015	6/12/2015	6/10/2015
	7/24/2015	7/17/2015	7/15/2015
	8/21/2015	8/14/2015	8/12/2015
	9/18/2015	9/11/2015	9/9/2015
	10/23/2015	10/16/2015	10/14/2015
	12/4/2015	11/27/2015	11/25/2015

MAPA Board of Directors

	Meeting Date	Agenda Published	Materials & Requests Due
2015	1/29/2015	1/22/2015	1/20/2015
	2/26/2015	2/19/2015	2/17/2015
	3/26/2015	3/19/2015	3/17/2015
	4/30/2015	4/23/2015	4/21/2015
	5/28/2015	5/21/2015	5/19/2015
	6/25/2015	6/18/2015	6/16/2015
	7/30/2015	7/23/2015	7/21/2015
	8/27/2015	8/20/2015	8/18/2015
	9/24/2015	9/17/2015	9/15/2015
	10/29/2015	10/22/2015	10/20/2015
	12/10/2015	12/3/2015	12/1/2015

Anticipated 2016 Committee Meeting Dates

Transportation Technical Advisory Committee

	Meeting Date	Agenda Published	Materials & Requests Due
2016	1/22/2016	1/15/2016	1/13/2016
	2/19/2016	2/12/2016	2/10/2016
	3/25/2016	3/18/2016	3/16/2016
	4/22/2016	4/15/2016	4/13/2016
	5/20/2016	5/13/2016	5/11/2016
	6/24/2016	6/17/2016	6/15/2016
	7/22/2016	7/15/2016	7/13/2016
	8/19/2016	8/12/2016	8/10/2016
	9/23/2016	9/16/2016	9/14/2016
	10/21/2016	10/14/2016	10/12/2016
	12/2/2016	11/25/2016	11/23/2016

MAPA Board of Directors

	Meeting Date	Agenda Published	Materials & Requests Due
2016	1/28/2016	1/21/2016	1/19/2016
	2/25/2016	2/18/2016	2/16/2016
	3/31/2016	3/24/2016	3/22/2016
	4/28/2016	4/21/2016	4/19/2016
	5/26/2016	5/19/2016	5/17/2016
	6/30/2016	6/23/2016	6/21/2016
	7/28/2016	7/21/2016	7/19/2016
	8/25/2016	8/18/2016	8/16/2016
	9/29/2016	9/22/2016	9/20/2016
	10/27/2016	10/20/2016	10/18/2016
	12/8/2016	12/1/2016	11/29/2016

Appendix B: Glossary

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

FHWA - Federal Highway Administration. An agency of the U.S. Department of Transportation responsible for funding highways and trails .

FTA - Federal Transit Administration. An agency of the U.S. Department of Transportation responsible for funding providing technical assistance to public transit systems.

Iowa DOT - Iowa Department of Transportation.

ITS - Intelligent Transportation Systems use computer, electronics, and communications technologies and management strategies – in an integrated manner – to provide traveler information that increases the safety and efficiency of the surface transportation system. ITS also provides useful, real-time information to system operators.

L RTP - Long Range Transportation Plan – a long range plan that identifies area transportation needs in light of projected growth patterns and broadly charts major capital investments for transportation system development to meet these projected needs.

MPO - Metropolitan Planning Organization – a planning body required by the federal government which is responsible for the transportation planning and project selection in its region. It provides a forum for cooperative decision making for the metropolitan planning area. The governor designates an MPO in every urbanized area with a population of more than 50,000. MAPA has been designated this area’s MPO by the governors of both Nebraska and Iowa.

MSA – Metropolitan Statistical Area is an area defined by the Office of Management and Budget as a federal statistical standard. An area qualifies as an MSA in one of two ways: if there is a city of at least 50,000 population, or an urbanized area of at least 50,000 population and a metropolitan population of at least 100,000. An MSA must contain a county with the main city and may include additional counties that meet specific criteria concerning economic and social ties to the central city. The MSA in this region consists of Douglas, Cass, Sarpy, Saunders, and Washington counties in Nebraska and Harrison, Mills, and Pottawattamie counties in Iowa.

NDOR – Nebraska Department of Roads.

NEPA -The National Environmental Policy Act of 1969 is the basic national charter for protection of the environment. It established procedures that all federal agencies are required to implement to make environmental consideration a part of an agency’s decision-making process. NEPA requires all federal agencies to take into account environmental consequences when making decisions that could be

considered “major federal actions.” Federal agencies must assess the environmental consequences of proposed actions and consider that information when making decisions.

Public Participation Plan (PPP) - A Public Participation Plan outlines how an organization will work to achieve public participation in all planning activities. Public participation is an integral part of the planning process. It helps ensure consideration of the public’s needs and preferences are incorporated into decisions. According to the Federal Highway Administration of the U.S. Department of Transportation, “Successful public participation is a continuous process, consisting of a series of activities and actions to both inform the public and stakeholders and to obtain input from them which influence decisions that affect their lives... Public participation activities provide more value when they are open, relevant, timely, and appropriate for the intended goal of the public involvement process. Providing a balanced approach with representation of all stakeholders and including measures to seek out and consider the needs of all stakeholders, especially those that are traditionally underserved by past and current transportation programs, facilities, or services.”

RTIP - Rural Transportation Improvement Program is the spending plan for funding expected over the next six years from all sources for transportation projects of all types in the Regional Planning Affiliation-18 (RPA-18).

STP - Surface Transportation Program – a federal funding program for roads that may be spent by states and localities for any roads that are not functionally classified as local or rural minor collectors. Funds may be used for a wide variety of purposes, but at least ten percent must be spent on enhancement projects.

TIP - Transportation Improvement Program is the spending plan for funding expected from all sources for transportation projects of all types in the MAPA Transportation Study Area over the next six years. MAPA prepares the TIP annually based on information submitted by local and state governments.

Title VI of the Civil Rights Act of 1964 - “No person in the United States shall, on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance”

TMA – Transportation Management Area – MPOs with a population more than 200,000, like the MAPA region, are deemed Transportation Management Areas (TMA) in federal law.

TTAC - Transportation Technical Advisory Committee is a MAPA committee, comprised of a broad representation of MAPA member jurisdictions. The TTAC reviews the LRTP and projects submitted for funding through the TIP and makes recommendations to the MAPA Board of Directors.

U.S. DOT - United States Department of Transportation is the federal cabinet-level agency with responsibility for highways, mass transit, aviation, and ports. It is headed by the Secretary of Transportation. The DOT includes the FHWA and FTA among others.

Appendix C: Environmental Justice (EJ) & Limited English Proficiency (LEP) Outreach Organizations

<i>Organization Name:</i>	100 Black Men-Omaha Inc	<i>Organization Name:</i>	Lakeview Bible Church
<i>Contact Name:</i>	Rick Bell	<i>Contact Name:</i>	David Holton
<i>Street Address:</i>	2221 N 24th St	<i>Street Address:</i>	1651 Avenue Q
<i>City, State ZIP:</i>	Omaha, NE NE 68110	<i>City, State ZIP:</i>	Carter Lake, IA 51510
<i>Phone:</i>	402-934-7065	<i>Phone:</i>	712-347-6440
<i>Website:</i>	100blackmenomaha.org	<i>Website:</i>	NA
<i>Organization Name:</i>	American Legion	<i>Organization Name:</i>	Midlands Bible Baptist Church
<i>Contact Name:</i>	Jim Zach	<i>Contact Name:</i>	David Lydick
<i>Street Address:</i>	4830 S 21st St	<i>Street Address:</i>	2407 Chandler Rd E
<i>City, State ZIP:</i>	Omaha, NE 68107	<i>City, State ZIP:</i>	Bellevue, NE 68005
<i>Phone:</i>	402-731-5185	<i>Phone:</i>	402-731-5932
<i>Website:</i>	NA	<i>Website:</i>	midlandsbbc.org
<i>Organization Name:</i>	Assembly of God South Side	<i>Organization Name:</i>	Midland's Latino Comm Devmnt
<i>Contact Name:</i>	Charles Davis	<i>Contact Name:</i>	Marta Londono
<i>Street Address:</i>	4815 Harrison St	<i>Street Address:</i>	4923 S 24th St
<i>City, State ZIP:</i>	Omaha, NE 68157	<i>City, State ZIP:</i>	Omaha, NE 68107
<i>Phone:</i>	402-733-6583	<i>Phone:</i>	402-933-4466
<i>Website:</i>	NA	<i>Website:</i>	NA
<i>Organization Name:</i>	Associated Builders	<i>Organization Name:</i>	Miracle Hills Community Bapt
<i>Contact Name:</i>	Dick Johnson	<i>Contact Name:</i>	Kevin Walden
<i>Street Address:</i>	2602 Harney St	<i>Street Address:</i>	11244 Blondo St
<i>City, State ZIP:</i>	Omaha, NE 68131	<i>City, State ZIP:</i>	Omaha, NE 68164
<i>Phone:</i>	402-344-4258	<i>Phone:</i>	402-492-8374
<i>Website:</i>	NA	<i>Website:</i>	mhchurch.org
<i>Organization Name:</i>	Bellevue Chamber of Commerce	<i>Organization Name:</i>	Mt View Boys & Girls Club
<i>Contact Name:</i>	Jim Ristow	<i>Contact Name:</i>	Thomas Linnell
<i>Street Address:</i>	1102 Galvin Rd S	<i>Street Address:</i>	5322 N 52nd St
<i>City, State ZIP:</i>	Bellevue, NE 68005	<i>City, State ZIP:</i>	Omaha, NE 68104
<i>Phone:</i>	402-291-5216	<i>Phone:</i>	402-208-3833
<i>Website:</i>	bellevuenebraska.com	<i>Website:</i>	www.bgcomaha.org

<i>Organization Name:</i>	Bellevue Community Church	<i>Organization Name:</i>	Native Omahans Club Inc
<i>Contact Name:</i>	Rick Jashinske	<i>Contact Name:</i>	NA
<i>Street Address:</i>	8601 S 36th St	<i>Street Address:</i>	3819 1/2 N 24th St
<i>City, State ZIP:</i>	Bellevue, NE 68147	<i>City, State ZIP:</i>	Omaha, NE 68110
<i>Phone:</i>	402-733-0136	<i>Phone:</i>	402-457-5974
<i>Website:</i>	NA	<i>Website:</i>	NA
<i>Organization Name:</i>	Building Bright Futures	<i>Organization Name:</i>	Omaha Community Foundation
<i>Contact Name:</i>		<i>Contact Name:</i>	Mike Leighton
<i>Street Address:</i>	1004 Farnam St # 102	<i>Street Address:</i>	302 S 36th St # 100
<i>City, State ZIP:</i>	Omaha, NE 68102	<i>City, State ZIP:</i>	Omaha, NE 68131
<i>Phone:</i>	402-715-4145	<i>Phone:</i>	402-342-3458
<i>Website:</i>	buildingbrightfutures.net	<i>Website:</i>	omahafoundation.org
<i>Organization Name:</i>	Calvary Christian Church	<i>Organization Name:</i>	Omaha Gospel Hall Church
<i>Contact Name:</i>	Scott Beckenhauer	<i>Contact Name:</i>	Mark Fitch
<i>Street Address:</i>	10100 Cedar Island Rd	<i>Street Address:</i>	5622 N 69th Ave
<i>City, State ZIP:</i>	Bellevue, NE 68123	<i>City, State ZIP:</i>	Omaha, NE 68104
<i>Phone:</i>	402-293-1700	<i>Phone:</i>	402-571-5983
<i>Website:</i>	calvarychristianchurch.org	<i>Website:</i>	NA
<i>Organization Name:</i>	Camara De Comercio Y Hispana	<i>Organization Name:</i>	Omaha Together One Community
<i>Contact Name:</i>	NA	<i>Contact Name:</i>	Paul Turner
<i>Street Address:</i>	4018 L St	<i>Street Address:</i>	3647 Lafayette Ave
<i>City, State ZIP:</i>	Omaha, NE 68107	<i>City, State ZIP:</i>	Omaha, NE 68131
<i>Phone:</i>	402-933-0384	<i>Phone:</i>	402-344-4401
<i>Website:</i>	NA	<i>Website:</i>	otoc.org
<i>Organization Name:</i>	Chamber of Commerce	<i>Organization Name:</i>	Omaha Urban Ahec
<i>Contact Name:</i>	Bob Mundt	<i>Contact Name:</i>	Lizabet Arellano
<i>Street Address:</i>	7 N 6th St	<i>Street Address:</i>	5017 Leavenworth St., Suite 101
<i>City, State ZIP:</i>	Council Bluffs, IA 51503	<i>City, State ZIP:</i>	Omaha, NE 68106
<i>Phone:</i>	712-325-1000	<i>Phone:</i>	402-502-1207
<i>Website:</i>	councilbluffsiowa.com	<i>Website:</i>	ahecomaha.org
<i>Organization Name:</i>	Church of Christ	<i>Organization Name:</i>	Open Door Mission
<i>Contact Name:</i>	Adam Dollen	<i>Contact Name:</i>	Candace Gregory
<i>Street Address:</i>	2800 Twin City Dr # 3-6r	<i>Street Address:</i>	2828 N 23rd St E
<i>City, State ZIP:</i>	Council Bluffs, IA 51501	<i>City, State ZIP:</i>	Omaha, NE 68110
<i>Phone:</i>	712-256-6496	<i>Phone:</i>	402-422-1111
<i>Website:</i>	NA	<i>Website:</i>	opendoormission.org

<i>Organization Name:</i>	Church of the Nazarene	<i>Organization Name:</i>	Pilgrim Christian Church
<i>Contact Name:</i>	Dan Cole	<i>Contact Name:</i>	NA
<i>Street Address:</i>	8206 Blondo St	<i>Street Address:</i>	2818 N 70th St
<i>City, State ZIP:</i>	Omaha, NE 68134	<i>City, State ZIP:</i>	Omaha, NE 68104
<i>Phone:</i>	402-393-8040	<i>Phone:</i>	402-556-2325
<i>Website:</i>	omahacentral.org	<i>Website:</i>	NA
<i>Organization Name:</i>	Community Baptist Church	<i>Organization Name:</i>	Presbyterian Church of Master
<i>Contact Name:</i>	NA	<i>Contact Name:</i>	John D Hansen
<i>Street Address:</i>	8019 N 31st St	<i>Street Address:</i>	10710 Corby Cir
<i>City, State ZIP:</i>	Omaha, NE 68112	<i>City, State ZIP:</i>	Omaha, NE 68164
<i>Phone:</i>	402-457-4400	<i>Phone:</i>	402-498-0871
<i>Website:</i>	NA	<i>Website:</i>	pcmwindow.org
<i>Organization Name:</i>	Developmental Services of Iowa	<i>Organization Name:</i>	Prince of Peace Church
<i>Contact Name:</i>	Tonya Fustos	<i>Contact Name:</i>	Smart Smartt
<i>Street Address:</i>	535 W Broadway # 202	<i>Street Address:</i>	7818 Raven Oaks Dr
<i>City, State ZIP:</i>	Council Bluffs, IA 51503	<i>City, State ZIP:</i>	Omaha, NE 68152
<i>Phone:</i>	712-242-0533	<i>Phone:</i>	402-572-1028
<i>Website:</i>	dsiowa.com	<i>Website:</i>	NA
<i>Organization Name:</i>	Downtown Improvement Dist Assn	<i>Organization Name:</i>	South Omaha Business Assn
<i>Contact Name:</i>	Shelley Kiel	<i>Contact Name:</i>	Jean Mill
<i>Street Address:</i>	1620 Dodge St # 140	<i>Street Address:</i>	4827 S 24th St
<i>City, State ZIP:</i>	Omaha, NE 68102	<i>City, State ZIP:</i>	Omaha, NE 68107
<i>Phone:</i>	402-916-1796	<i>Phone:</i>	402-731-8828
<i>Website:</i>	NA	<i>Website:</i>	NA
<i>Organization Name:</i>	Dundee Presbyterian Church	<i>Organization Name:</i>	Spiritual Science Church
<i>Contact Name:</i>	Robert Jordan	<i>Contact Name:</i>	NA
<i>Street Address:</i>	5312 Underwood Ave	<i>Street Address:</i>	321 Hascall St
<i>City, State ZIP:</i>	Omaha, NE 68132	<i>City, State ZIP:</i>	Omaha, NE 68108
<i>Phone:</i>	402-558-2330	<i>Phone:</i>	402-345-0101
<i>Website:</i>	dpcomaha.org	<i>Website:</i>	NA
<i>Organization Name:</i>	Economic Development Council	<i>Organization Name:</i>	St Andrews Episcopal Church
<i>Contact Name:</i>	Rod Moseman	<i>Contact Name:</i>	John Schaefer
<i>Street Address:</i>	1301 Harney St	<i>Street Address:</i>	925 S 84th St
<i>City, State ZIP:</i>	Omaha, NE 68102	<i>City, State ZIP:</i>	Omaha, NE 68114
<i>Phone:</i>	402-346-5905	<i>Phone:</i>	402-391-1950
<i>Website:</i>	selectgreateromaha.com	<i>Website:</i>	standrewsomaha.org

<i>Organization Name:</i>	Empowerment Network	<i>Organization Name:</i>	St Bernard Church
<i>Contact Name:</i>	Vicki Quaites-Ferris	<i>Contact Name:</i>	G Melchior
<i>Street Address:</i>	105 N. 31 st Ave. Ste. 101	<i>Street Address:</i>	3601 N 65th St
<i>City, State ZIP:</i>	Omaha, NE 68131	<i>City, State ZIP:</i>	Omaha, NE 68104
<i>Phone:</i>	402-502-5153	<i>Phone:</i>	402-551-0269
<i>Website:</i>	Empoweromaha.com	<i>Website:</i>	NA
<i>Organization Name:</i>	Family Housing Authority	<i>Organization Name:</i>	St Joan of Arc Church
<i>Contact Name:</i>	Teresa Hunter	<i>Contact Name:</i>	Daniel Soltys
<i>Street Address:</i>	2401 Lake St # 201	<i>Street Address:</i>	3122 S 74th St
<i>City, State ZIP:</i>	Omaha, NE 68111	<i>City, State ZIP:</i>	Omaha, NE 68124
<i>Phone:</i>	402-934-6603	<i>Phone:</i>	402-393-2005
<i>Website:</i>	fhasinc.org	<i>Website:</i>	NA
<i>Organization Name:</i>	First Assembly of God	<i>Organization Name:</i>	St Matthew Lutheran Church
<i>Contact Name:</i>	Shawn Oberg	<i>Contact Name:</i>	Glen Thomas
<i>Street Address:</i>	3320 Harry Langdon Blvd	<i>Street Address:</i>	1725 S 60th St
<i>City, State ZIP:</i>	Council Bluffs, IA 51503	<i>City, State ZIP:</i>	Omaha, NE 68106
<i>Phone:</i>	712-323-7721	<i>Phone:</i>	402-556-7030
<i>Website:</i>	cbfirstassembly.org	<i>Website:</i>	smlutheran.com
<i>Organization Name:</i>	Florence Christian Church	<i>Organization Name:</i>	Trinity United Methodist Church
<i>Contact Name:</i>	Jeff Hicks	<i>Contact Name:</i>	Charlotte Abram
<i>Street Address:</i>	7300 North Ridge Dr	<i>Street Address:</i>	6001 Fontenelle Blvd
<i>City, State ZIP:</i>	Omaha, NE 68112	<i>City, State ZIP:</i>	Omaha, NE 68111
<i>Phone:</i>	402-455-8082	<i>Phone:</i>	402-455-6379
<i>Website:</i>	florencechristianchurch.com	<i>Website:</i>	NA
<i>Organization Name:</i>	Goodwill	<i>Organization Name:</i>	VFW Post
<i>Contact Name:</i>	Diane Cich	<i>Contact Name:</i>	Al Bernside
<i>Street Address:</i>	1616 Capitol Ave	<i>Street Address:</i>	100 Locust St
<i>City, State ZIP:</i>	Omaha, NE 68102	<i>City, State ZIP:</i>	Carter Lake, IA 51510
<i>Phone:</i>	402-342-4720	<i>Phone:</i>	712-347-6969
<i>Website:</i>	goodwillomaha.org	<i>Website:</i>	vfw.org
<i>Organization Name:</i>	Greater Omaha Chamber-of Commerce	<i>Organization Name:</i>	Victory Fellowship Church
<i>Contact Name:</i>	David Brown	<i>Contact Name:</i>	Lonnie Parton
<i>Street Address:</i>	1301 Harney St	<i>Street Address:</i>	PO Box 1843
<i>City, State ZIP:</i>	Omaha, NE 68102	<i>City, State ZIP:</i>	Council Bluffs, IA 51503
<i>Phone:</i>	402-346-5000	<i>Phone:</i>	712-323-3453
<i>Website:</i>	omahachamber.org	<i>Website:</i>	vfministries.com

<i>Organization Name:</i>	Justice for Our Neighbors		<i>Organization Name:</i>	YMCA
<i>Contact Name:</i>	Emiliano Lerda		<i>Contact Name:</i>	Staci Gowan
<i>Street Address:</i>	2418 E St		<i>Street Address:</i>	1111 Fort St
<i>City, State ZIP:</i>	Omaha, NE 68107		<i>City, State ZIP:</i>	Omaha, NE 68110
<i>Phone:</i>	402-898-1349		<i>Phone:</i>	402-339-9861
<i>Website:</i>	jfon-ne.org		<i>Website:</i>	metroymca.org
<i>Organization Name:</i>	Keep Omaha Beautiful Inc			
<i>Contact Name:</i>	Cindy Smilley			
<i>Street Address:</i>	1819 Farnam St # 306			
<i>City, State ZIP:</i>	Omaha, NE 68102			
<i>Phone:</i>	402-444-7774			
<i>Website:</i>	knb.org			

These outreach organizations are mapped in conjunction with the Environmental Justice and Limited English Proficiency census tracts (Figure 3.2).

Appendix D: Resource Agencies and Interested Parties

The table below displays the various resource agencies and interested parties which were contacted for the development of this plan and will be contacted for future plan developments. This list will evolve continually as more organizations are identified.

Resource Agencies							
Agency Type	Organization	Full Name	Title	Email	Street Address	City, State ZIP	Phone
Federal	FHWA- Iowa	Tracy Troutner	Transportation Planner	tracy.troutner@dot.gov	105 6th Street	Ames, IA 50010	(515) 233-7305
Federal	FHWA- Nebraska	Justin Luther	Transportation Planner	Justin.Luther@dot.gov	100 Centennial Mall North, Room 220	Lincoln, NE 68508-3803	(402) 742-8464
Federal	US Army Corps of Engineers			dll-cenwo-pao@usace.army.mil	1616 Capitol Ave., Ste. 9000	Omaha, NE 68102	(402) 995-2417
Federal	US Environmental Protection Agency- Nebraska	Sara Morgan	Health Program Manager	sara.morgan@nebraska.gov	100 Centennial Mall N	Lincoln, NE 68508	(402) 471-3121
Federal	US Environmental Protection Agency- Regional	Bob Dye		dye.robert@epa.gov	301 Centennial Mall S	Lincoln, NE 68508	(913) 551-7605
Federal	US Fish and Wildlife Service- Iowa Office			RockIsland@fws.gov	1511 47th Avenue	Moline, IL 61265	(515) 928-2523
Federal	US Fish and Wildlife Service- Nebraska Office	Michael D. George	Field Supervisor	mike_george@fws.gov	203 W 2nd St	Grand Island, NE 68801	(308) 382-6468 ext: 12
State	IDOT	Andrea White	Statewide Planning Coordinator Planning Team	andrea.white@dot.iowa.gov	800 Lincoln Way	Ames, IA 50010	(515) 239-1210
State	IDOT	Scott Suhr	District Transportation Planner	scott.suhr@dot.iowa.gov	2210 E. 7th St.	Atlantic, IA 50022	(712) 243-7627
State	IDOT	Troy Jerman	District Engineer	troy.jerman@dot.iowa.gov			712-243-3355
State	Iowa Department of Environmental Quality	Kevin Baskins	General Press/Media Contact	Kevin.Baskins@dnr.iowa.gov	502 E. 9th Street	Des Moines, IA 50319-0034	(515) 281-8395
State	Iowa Department of Veterans' Affairs	Robert King	Executive Director	Robert.king@iowa.gov	7105 NW 70th Ave.	Johnston, IA 50131-1824	(515) 252-4698
State	Iowa Economic Development Authority	Tina Hoffman	Communications Director	communications@iowa.gov	200 East Grand Avenue	Des Moines, Iowa 50309	(515) 725-3150
State	Iowa State Historical Society	Mary Cownie	Director, Iowa Department of Cultural Affairs	Mary.Cownie@iowa.gov	600 East Locust	Des Moines, Iowa, 50319	(515) 281-7471
State	Iowa Transportation Commission	Barry Cleaveland	Commissioner	bcleaveland@ssgi.com			(402) 946-5432
State	Iowa Workforce Development, Region 13			Region13.Web@iwd.iowa.gov	300 W. Broadway, Suite 13	Council Bluffs, Iowa 51503	(712) 242-2100
State	NDOR	Brad Zumwalt	MPO Coordinator & Urban Liaison	Brad.Zumwalt@nebraska.gov	1400 NE Hwy 2	Lincoln, NE 68509	(402) 479-4623
State	NDOR	Kaine McClelland	GIS	kaine.mcclelland@nebraska.gov	1400 NE Hwy 2	Lincoln, NE 68509	
State	NDOR	Mike Owen	Division Engineer	mike.owen@nebraska.gov	1500 NE Hwy 2	Lincoln, NE 68509	(402) 479-4795
State	NDOR	Tim Weander	District Engineer	tim.weander@nebraska.gov	4425 S 108th St	Omaha, NE 68145	402-595-2534
State	NDOR	Tom Goodbarn	District Engineer	thomas.goodbarn@nebraska.gov	302 Superior St	Lincoln NE 68521	402-471-0850

State	Nebraska Department of Economic Development	Lara Huskey	Deputy Director	lara.huskey@nebraska.gov	300 S 68th St Pl	Lincoln, NE 68510	(402) 471-3759
State	Nebraska Department of Environmental Quality			NDEQ.moreinfo@Nebraska.gov	8901 South 154th Street, Suite 5	Omaha, NE 68138-3621	(402) 595-1766
State	Nebraska Department of Veterans' Affairs	John Hilgert	Director	john.hilgert@nebraska.gov	PO Box 95083	Lincoln NE 68509-5083	(402) 471-2458
State	Nebraska Dept. of Labor	Phil Baker	Director	Phil.Baker@nebraska.gov	550 South 16th Street	Lincoln, NE 68508	(402) 471-9964
State	Nebraska Game and Parks Commission	Jerry Kane	Public Information Officer	jerry.kane@nebraska.gov	1212 Bob Gibson Blvd.	Omaha, NE 68108-2020	(402) 595-2144
State	Nebraska State Historical Preservation Office	Michael J. Smith	Director / CEO	michael.smith@nebraska.gov	1500 R Street	Lincoln, NE 68501	(402) 471-4745
Local	Bellevue Chamber Of Commerce	Jim Ristow	President & CEO	president@bellevuenebraska.com	1102 South Galvin Rd.	Bellevue, NE 68005	(402) 898-3000
Local	Council Bluffs Chamber of Commerce	Bob Mundt	President/CEO	BMundt@councilbluffsia.com	149 W. Broadway	Council Bluffs, IA 51503	(712) 325-1000
Local	Greater Omaha Chamber	David Brown	President and CEO	dbrown@omahachamber.org	1301 Harney St.	Omaha, NE 68102	(402) 346-5297
Local	Gretna Chamber of Commerce	Lisa Halker	Administrative Assistant	info@gretnachamber.com	204 North McKenna Avenue	Gretna, NE 68028	(402) 332-3535
Local	La Vista Chamber of Commerce			carol@lavistachamber.org	7536 S. 84th St. Suite B	La Vista, NE 68128-2198	(402) 339-2078
Local	Omaha Airport Authority	Dave Amdor	Assistant Controller	dave.amdor@flyoma.com	4501 Abbott Drive, Suite 2300 Eppley Airfield	Omaha, Ne 68110-2689	(402) 661-8012
Local	Omaha Airport Authority	Dave Roth	Director of Planning and Engineering	dave.roth@flyoma.com	4501 Abbott Dr, 2300	Omaha, NE 68110	
Local	Pottawattamie County Development Corporation	Amy Recker	Executive Director	arecker@councilbluffsia.com	PO Box 1565	Council Bluffs, IA 51502-1565	(712) 256-5624
Local	Ralston Chamber of Commerce	Tara Lea	President	tlea@ralstonareachamber.org	5505 Miller Ave	Ralston, NE 68127	(402) 339-7737
Local	Sarpy County Chamber of Commerce	Annisa Visty-Witthrow	Office & Communications Manager	chamber@sarpychamber.org	7775 Olson Dr	Papillion, NE 68046	(402) 339-3050
Freight	Burlington Northern	Andy Williams	Director of Public Affairs	andy.williams@bnsf.com			(817) 867-6369
Freight	Union Pacific	Kelli O'Brien	Director, Public Affairs	kobrien@up.com	1400 Douglas Street	Omaha, NE 68179	(402) 544-4749
Freight	Werner Trucking	Dick Reiser	VP	reiser@werner.com	14507 Frontier Road	Omaha, NE 68138	
Freight	Iowa Trucking Association	Brenda Neville	president	brenda@iowamotortruck.com	717 E Court Ave	Des Moines, IA 50309	(515) 244-5193
Freight	Nebraska Trucking Association	Larry Johnson	president	ljohnson@nebtrucking.com	1701 K St	Lincoln, NE 68508	(402) 476-8504
Tribal Lands	Assiniboine and Sioux Tribes of the Fort Peck Indian Reservation	Floyd Azure	Chairman	cultres@nemontel.net	P.O. Box 1027	Poplar, MT 59255	(406)-768-2382
Tribal Lands	Iowa Tribe of Kansas and Nebraska	Alan Kelley	THPO	akelley@iowas.org	3345 Thrasher Rd.	White Cloud, KS 66094	(785) 595-3258
Tribal Lands	Iowa Tribe of Kansas and Nebraska	Timothy Rhodd	Chairman	trhodd@iowas.org	3345 Thrasher Rd.	White Cloud, KS 66094	(785) 595-3258
Tribal Lands	Iowa Tribe of Oklahoma	Janice Rowe-Kurak	Chairperson	rowe-kurak@iowanation.org	Rt. 1, Box 721	Perkins, OK 74059	(405) 547-2402
Tribal Lands	Omaha Tribe of Nebraska	Amen C. Sheridan	Chairperson	asheridan@omahatribe.com	P.O. Box 368	Macy, NE 68039	(402) 837-5391

Tribal Lands	Omaha Tribe of Nebraska	Calvin R. Harlan	THPO	CJHarlan59@yahoo.com	P.O. Box 368	Macy, NE 68039	(402) 837-5391
Tribal Lands	Otoe-Missouria Tribe of Indians	John R. Shotton	Chairman	jshotton@omtribe.org	8151 Highway 177	Red Rock, OK 754651-0348	(580) 723-4466
Tribal Lands	Ponca Tribe of Nebraska	Gary Robinette	THPO	garyr@poncatrbe-ne.org	P.O. Box 288	Niobrara, NE 68760	(402) 857-3519
Tribal Lands	Ponca Tribe of Nebraska	Rebecca White	Chairwoman	janc@poncatrbe-ne.org	P.O. Box 288	Niobrara, NE 68760	(402) 857-3391
Tribal Lands	Sac and Fox Nation	George Thurman	Principal Chief	chief@sacandfoxnation-nsn.gov	Rt. 2, Box 246	Stroud, OK 74079	(918) 968-3526
Tribal Lands	Sac and Fox Nation of Missouri in Kansas and Nebraska	Twen Barton	Chairperson	tbarton@sacandfoxcasino.com	305 N. Main Street	Reserve, KS 66434	(785) 742-7471
Tribal Lands	Sac and Fox Tribe of the Mississippi in Iowa	Gailey Wanatee	Chief	director.hr@meskwaki-nsn.gov	349 Meskwaki Road	Tama, IA 52339	(515) 484-4678

Interested Parties							
Agency Type	Organization	Full Name	Title	Email	Street Address	City, State ZIP	Phone
City	Bellevue Public Works Department	Jeff Roberts	Public Works Director	jeff.roberts@bellevue.net	210 West Mission Ave	Bellevue, NE 68005	402-293-3025
City	Blair Public Works Department	Allen Schoemaker	Director of Public Works	allens@ci.blair.ne.us	218 S 16th Street	Blair, NE 68008	402-426-4191
City	City of Bellevue, Nebraska	Rita Sanders	Mayor	Rita.Sanders@bellevue.net	210 W. Mission Ave.	Bellevue, NE 68005	(402) 293-3020
City	City of Blair, Asst City Admin	Phil Green	Director of Public Works	PCGreen@ci.blair.ne.us	218 S 16th Street	Blair, NE 68008	402-426-4195
City	City of Council Bluffs	Greg Reeder	Public Works Director	greeder@councilbluffs-ia.gov	209 Pearl St.	Council Bluffs, IA 51503	712-328-4635
City	City of Council Bluffs	Matt Walsh	Mayor	wschultz@councilbluffs-ia.gov	209 Pearl St., Attn: Matt Walsh	Council Bluffs, IA 51503	(712) 328-4601
City	Council Bluffs Public Works Department- Engineering	Matt Cox	City Engineer	mcox@councilbluffs-ia.gov	209 Pearl Street	Council Bluffs, IA 51503	712-328-4635
City	City of La Vista	Doug Kindig	Mayor	dkindig@cityoflavista.org	8116 Park View Blvd.	La Vista, NE 68128	
City	City of La Vista	John Kottman	City Engineer	jkottmann@cityoflavista.org	1819 Farnam St.	Omaha, NE 68183	(402) 331 8927
City	City of Omaha	Carlos Morales	Bike and Pedestrian Coordinator	Carlos.Morales@ci.omaha.ne.us	1819 Farnam St.	Omaha, NE 68183	(402) 444 -5150 ext 2067
City	City of Omaha	Derek Miller	Transportation Planner	Derek.Miller@ci.omaha.ne.us	1819 Farnam St.	Omaha, NE 68183	402-444-5150
City	City of Omaha	Jean Stothert	Mayor	Jean.Stothert@ci.omaha.ne.us	1819 Farnam St., Suite 300	Omaha, NE 68183	(402) 444-5000
City	City of Omaha	Mikki Frost	Director, Human Resources	Mikki.frost@ci.omaha.ne.us	1819 Farnam St., Room 506	Omaha, NE 68183	
City	City of Omaha	Ryan McClure	City Planner	Ryan.McClure@ci.omaha.ne.us	1819 Farnam St.	Omaha, NE 68183	402-444-4303
City	La Vista Public Works Department	Joe Soucie	Public Works Director	jsoucie@cityoflavista.org	9900 Portal Road	La Vista, NE 68128	402-331-8927
City	Mayor's Youth Leadership Commission	Daniel Ritter	Student	2014242@prep.creighton.edu	1819 Farnam St., Suite 300	Omaha, NE 68183	

City	Metro	Curt Simon	Executive Director	csimon@ometro.com	2222 Cuming Street	Omaha, NE 68131	402-341-7560
City	Metro	Evan Schweitz	Transit Planner	eschweitz@ometro.com	2222 Cuming Street	Omaha, NE 68131	402-341-0800
City	Omaha Public Works Department	Todd Pfitzer	City Engineer - Transportation Services	todd.pfitzer@ci.omaha.ne.us	1819 Farnam Street, Suite 600	Omaha, NE 68183	402-444-5226
City	Papillion Public Works Department	Marty Leming	Public Works Director	mleming@papillion.org	145 West Second St.	Papillion, NE 68046	402-597-2043
City	Southwest Iowa Transit Agency	Steve Andersen		steve.andersen@swipco.org	1501 SW 7th Street	Atlantic, IA 50022	712-243-4196
County	Cass County Department of Roads	Lenny Thorne	Department Head	roads@cassne.org	13860 12th St .	Plattsmouth, NE 68048	402-296-9353
County	Cass County, Nebraska	Jim Peterson	Commissioner	dist3comm@cassne.org	346 Main St., Rm 202	Plattsmouth, NE 68048	(402) 296-9300
County	Douglas County Engineer's Office	Dan Kutilek	Manager Engineer	dan.kutilek@douglascounty-ne.gov	15505 W Maple Road	Omaha, NE 68116	402-444-6460
County	Douglas County, Nebraska	Mary Ann Borgeson	Commissioner	maryann.borgeson@douglascounty-ne.gov	1819 Farnam St., LC2, Civic Center	Omaha, NE 68183	
County	Harrison County Engineer's Office	Tom Stoner	Transportation Engineer	jtstoner@harrisoncountyaia.org		Woodbine, IA	712-644-3140
County	Harrison County, Iowa	Bob Smith	Supervisor	dumbob@iowatelecom.net	Courthouse, 2nd Floor, 111 N. 2nd Ave.	Logan , IA 51546	
County	Mills County Engineer's Office	Kevin Mayberrt	Transportation Engineer	kmayberry@millscoia.us	403 Railroad Avenue	Glenwood, IA 51534	712-527-4873
County	Mills County, Iowa	Ron Kohn	Supervisor	r.e.kohn@msn.com	403 Railroad Avenue	Glenwood, IA 51534	(712) 527-4032
County	Pottawattamie County Engineer's Office	John Rasmussen	County Engineer	john.rasmussen@pottcounty.com	223 S 6th Street	Council Bluffs, IA 51501	712-328-5608
County	Pottawattamie County, Iowa	Lynn Grobe	Supervisor	lynn.grobe@pottcounty.com	227 S 6th St., Attn: Lynn Grobe	Council Bluffs, IA 51501	(712) 741-5538
County	Sarpy County Engineer's Office	Dennis Wilson	County Engineer	dwilson@sarpy.com	15100 South 84th Street	Papillion, NE 68123	402-537-6900
County	Sarpy County Public Works	Pat Dowse		pdowse@sarpy.com			402-537-6917
County	Sarpy County, Nebraska	Tom Richards	Commissioner	trichards@sarpy.com	1210 Golden Gate Drive #1250, c/o Sarpy County Commissioners	Papillion, NE 68046	(402) 593-4155
County	Saunders County, Nebraska	Dave Lutton	Commissioner	luttonlaw@yahoo.com	433 N Chestnut St, Attn:Dave Lutton	Wahoo, NE 68066	(402) 944-3383
County	Saunders Department of Roads	Steve Mika	Highway Superintendent	smika@co.saunders.ne.us	426 N Broadway	Wahoo, NE 68066	402-443-8124
County	Washington County, Nebraska	Steve Kruger	Commissioner	stevenkruger@abbnebraska.com	P.O. Box 466, Attn: Steve Kruger	Blair, NE 68008	
County	Washington Department of Roads	Cheryl Parsons		washcoroad@huntel.net	P.O. Box 130	Blair, NE 68008	402-426-6844
Developer	75 North Revitalization, Inc.	Othello Meadows	Executive Director	othello@seventyfiveorth.org	4383 Nicholas St., Suite 302	Omaha, NE 68131	
Developer	BHI Development Inc.	Jerry Torczon	Owner	jerry@birchwoodhomesinc.com	11205 S. 150 St, Suite 100	Omaha, NE 68138	(402) 592-3277

Developer	McCarthy Construction	Bob McCarthy	President	bobmccarthy@iowatelecom.net			
Educational	Iowa Western Community College	Dan Kinney	President	dkinney@iwcc.edu	2700 College Road	Council Bluffs, IA 51502	
Educational	Metropolitan Community College	Heath Mello	Senator	hmello@leg.ne.gov			(402) 471-2710
Educational	University of Nebraska at Omaha	BJ Reed	Dean	breed@unomaha.edu	Office of Academic & Student Affairs, Eppley #202	Omaha, NE	(402) 554-2262
Educational	UNO- Dept of PBA	Angie Eikenberry	Associate Professor	aeikenberry@mail.unomaha.edu			402-554-3488
Local	Alegent Creighton Health	Sarah Sjolie		Sarah.Sjolie@alegent.org	McCauley Center, 12809 W. Dodge Rd.	Omaha, NE 68154	(402) 343-4507
Local	Glenwood Area Chamber of Commerce	Linda Washburn	Executive Director	linda@glenwoodia.com	5 North Vine St.	Glenwood, IA 51534	(712) 527-3298
Local	Omaha Housing Authority	Clifford Scott	CEO	cscott@ohauthority.org	540 S. 27th St.	Omaha, NE 68105	(402) 444-6900
Military	USAF - Offutt Air Force Base	April Gray	Base Community Planner	april.gray.3@us.af.mil			(402) 271-3449
Military	USAF - Offutt Air Force Base	Bruce McCauley	Interim Director, 55th Civil Engineer Squadron	Bruce.McCauley@offutt.af.mil			(402) 294-5501
Military	USAF - Offutt Air Force Base	Charles D Kuhl	Colonel	charles.kuhl@offutt.af.mil			(402) 294-5552
Neighborhood Alliance	Benson-Ames Alliance	c/o Omaha by Design	University of Nebraska at Omaha campus	baalliance@omahabydesign.org	6001 Dodge St.	Omaha, NE 68182-0402	(402) 554-4010
Neighborhood Alliance	Market West Neighborhood Alliance	Chad Eucker	President	ceacker@delineadesign.com	701 S 15 St, Studio 101	Omaha, NE 68102	(402) 547-7941
Neighborhood Alliance	Midtown Neighborhood Alliance	Diana Failla	President	info@midtownomaha.org	P.O. Box 31191	Omaha, NE 68131	Not available
Neighborhood Alliance	North Downtown Alliance	Jennifer Zimmer		info@northdowntownomaha.com	1516 Cuming Street	Omaha, NE 68108	
Neighborhood Alliance	North Omaha Neighborhood Alliance	Terrie Jackson Miller	Executive Director	nonaomaha@gmail.com	3223 North 45th Street #310	Omaha, NE 68104	(402) 457-7848
Neighborhood Alliance	South Omaha Neighborhood Alliance	Oscar Duran	President	od_1500@msn.com	PO Box 7707	Omaha, NE 68107	(402) 250-1648
NGO	Empowerment Network	Vicki Quates-Ferris	Director of Operations	vqferris@empoweromaha.com	105 N 31st Ave., Suite 101	Omaha, NE 68131	(402) 502-5153
NGO	Avenue Scholars Foundation	Dr. Kenneth Bird	President & CEO	kbird@avescholars.org	7101 Mercy Road, Suite 240	Omaha, NE 68106	(402) 991-5595
NGO	CQuence Health Group	Mike Cassling	CEO	mcassling@cquencehealth.com	13808 F St.	Omaha, NE 68137	
NGO	Great Plains Communications	Todd Foje	CEO	tfoje@gpcom.com	1600 Great Plains Centre,	Blair, NE 68008	(402) 426-6505
NGO	Greater Omaha Chamber of Commerce	David Brown	CEO	dbrown@omahachamber.org	1301 Harney St.	Omaha, NE 68102	(402) 346-5000
NGO	Iowa West Foundation	Pete Tulipana	Executive Director	ptulipana@iowawestfoundation.org	S Main St., #550	Council Bluffs, IA 51503	(712) 309-3001
NGO	Live Well Omaha	Anne Meysenburg	Executive Director	anne@livewellomaha.org	12565 W Center Road, Ste 220	Omaha, NE 68144	402-934-5886
NGO	Metropolitan Omaha Education Consortium	Dick Christie	Executive Director	rchristie@unomaha.edu	6001 Dodge St., Kayser Hall 208	Omaha, NE	(402) 554-2865

NGO	Metropolitan Utilities District	Amy Lindsay	Board Member	amylindsay98@cox.net	1723 Harney St.	Omaha, NE 68102-1960	(402) 932-5554
NGO	NP Dodge Real Estate	Sandy Dodge	CEO	sdodge@npdodge.com	12050 Pacific St.	Omaha, NE 68154	
NGO	Omaha Public Power District	Tim Burke	Executive VP	tburke@oppd.com			
NGO	Waitt Corporation	Dana Bradford	CEO	dbradford@waittcompany.com	1125 S. 103rd St., Suite 425	Omaha, NE 68124	(402) 697-8003
Non-Profit	Boys & Girls Clubs of the Midlands	Nancy Williams	Chief Information Officer	nwilliams@bgcomaha.org	2610 Hamilton Street	Omaha, NE 68131	(402) 342-1600
Non-Profit	Boys Town	Randy Scott		Randolph.Scott@boystown.org	14100 Crawford St.	Boys Town, NE 68010	
Non-Profit	Emerging Terrain	Anne Trumble	Executive Director	anne@emergingterrain.org	1717 Vinton Street	Omaha, NE 68108	402-884-8754
Non-Profit	ENOA	Tammie Sehez					
Non-Profit	Holy Name Housing Corporation	Marilyn Ross	Executive Director	mross@hnhn.omahacoxmail.com	3014 North 45th Street	Omaha, NE 68104	(402) 453-6100
Non-Profit	Latino Center of the Midlands	Carolina Quezada	Executive Director	cquezada@latinocenterofthemidlands.org	4821 S 24th St.	Omaha, NE 68107	(402) 733-2720
Non-Profit	ModeShift Omaha	Geoff Deold		geoff@d-aarch.com			
Non-Profit	NeighborWorks® Home Solutions	Ken Lyons	Chief Executive Officer	klyons@nwhomesolutions.org	3520 Lake St.	Omaha, NE 68111	(402) 451-2939 x 1100
Non-Profit	Omaha by Design	Connie Spellman	Executive Director	connie@omahabydesign.org	6001 Dodge St., c/o University of Nebraska at Omaha	Omaha, NE 68182	(402) 554-4012
Non-Profit	Omaha Economic Development Corp.	Annette Artherton	Research and Development Director	AArtherton@omahaeconomic.com	2221 North 24th Street	Omaha, NE 68110	(402) 346-2300
State	Eastern Nebraska Office on Aging	Susie Davern		susie.davern@nebraska.gov	4223 Center Street	Omaha, NE 68105	402-444-6536

Appendix E: Public Involvement in Plan Development

The 2015 MAPA Public Participation Plan was released for public review and comment at www.mapcog.org on December 11, 2014. The public comment period lasted for forty-five days ending on January 26, 2015. A meeting was held with resource agencies and interested parties on February 10, 2014 and January 8, 2015. A press release was sent electronically to most news sources in the Omaha-Council Bluffs metropolitan area (Exhibit E-1). A public notice was published in various papers encouraging public comment (Exhibit E-2).

Notice of open public comment was also emailed to various interest groups and citizens in the metro area including:

1. Public Participation Contact List
2. Title VI List
3. Environmental Justice/Limited English Proficiency Group
4. Various other contacts from MAPA's extensive database

The project development methodology is detailed in Figure 1.1: Development Methodology.

Exhibit E-1: Press Release

Exhibit E-2: Public Notice

Exhibit E-3: Social Media

Exhibit E-1: Press Release

<p>Douglas County, NE Bennington Boys Town Omaha Omaha City Council Ralston Valley Waterloo</p> <p>Sarpy County, NE Bellevue Gretna La Vista Papillion Springfield</p> <p>Washington County, NE Arlington Blair Fort Calhoun Herman Kennard Washington</p> <p>Mills County, IA Emerson Glenwood Hastings Henderson Malvern Pacific Junction Silver City</p> <p>Pottawattamie County, IA Avoca Carson Carter Lake Council Bluffs Crescent Hancock Macedonia McClelland Minden Neola Oakland Treynor Underwood Walnut</p> <p>Belleve Public Schools Council Bluffs Planning Commission Fremont Public Schools Golden Hills Resource Conservation & Development District Iowa Western Community College Metro Transit Metropolitan Community College Metropolitan Utilities District Millard Public Schools Millard Suburban Fire District Omaha Airport Authority Omaha Housing Authority Omaha Planning Board Omaha Public Power District Papillion / La Vista Public Schools Papio-Missouri River Natural Resources District Pony Creek Drainage District Ralston Public Schools Valley Fire Protection District # 5</p>	<p>METROPOLITAN AREA PLANNING AGENCY 2222 Cuming Street Omaha, Nebraska 68102-4328 Phone: (402) 444-6866 Fax: (402) 342-0949 www.mapacog.org mapa@mapacog.org</p> <p>MAPA</p> <p>For Immediate Release:</p> <p>Media Contact: Sue Cutsforth, Communications Coordinator</p> <p>Draft Public Participation Plan Amendment Available to Public</p> <p>Omaha, NE-December 11, 2014-The Metropolitan Area Planning Agency (MAPA) is seeking public comment on its Draft Public Participation Plan Amendment.</p> <p>The Public Participation Plan outlines how the agency will work to achieve public participation in transportation and community development planning activities in the MAPA region.</p> <p>The Metropolitan Area Planning Agency (MAPA) is a voluntary association of local governments in Eastern Nebraska and Western Iowa which covers five counties.</p> <p>Access the 2014 MAPA Public Participation Plan at http://mapacog.org/public-participation. Please call 402-444-6866 if a paper copy is desired.</p> <p>Submit comments to MAPA via email at mapa@mapacog.org or</p> <p>MAPA PPP Amendment Comments Transportation 2222 Cuming Street Omaha, NE 68102</p> <p>Deadline for comments is January 26, 2015 by 4PM. ###</p>
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Articles resulting from the press release were published in the Midlands Business Journal, the Omaha Star, and The Daily Non-Pareil.

Exhibit E-2: Public Notice

<p>PUBLIC NOTICE The 2014 Draft MAPA Public Participation Plan Amendment is open for public comment until January 26, 2015. This plan guides MAPA's public outreach efforts for its regional planning and programming efforts. Access it at http://mapacog.org/public-participation. Please call 402-444-6866 if a paper copy is desired.</p> <p>12-12-14</p>	<p>THE DAILY RECORD OF OMAHA</p> <p>RONALD A. HENNINGSEN, Publisher</p> <p>PROOF OF PUBLICATION</p> <p>UNITED STATES OF AMERICA, } The State of Nebraska, } ss. District of Nebraska, } County of Douglas, } City of Omaha, }</p> <p>J. BOYD</p> <hr/> <p>being duly sworn, deposes and says that she is</p> <p>LEGAL EDITOR</p> <p>of THE DAILY RECORD, of Omaha, a legal newspaper, printed and published daily in the English language, having a bona fide paid circulation in Douglas County in excess of 300 copies, printed in Omaha, in said County of Douglas, for more than fifty-two weeks last past; that the printed notice hereto attached was published in THE DAILY RECORD, of Omaha, on</p> <p>December 12, 2014</p> <hr/> <p>That said Newspaper during that time was regularly published and in general circulation in the County of Douglas, and State of Nebraska.</p> <div style="display: flex; align-items: center;"> <div style="border: 1px solid black; padding: 2px; margin-right: 10px;"> <p>GENERAL NOTARY - State of Nebraska CONNIE L. NOVACEK My Comm. Exp. November 16, 2015</p> </div> <div> <p>Subscribed in my presence and sworn to before</p> </div> </div> <p>Publisher's Fee \$ <u>11.90</u> me this <u>12th</u> day of <u>December</u> 20<u>14</u></p> <p>Additional Copies \$ _____</p> <p>Total \$ <u>11.90</u></p> <div style="text-align: right; margin-top: 10px;"> <p><i>Connie L. Novacek</i> Notary Public in and for Douglas County, State of Nebraska</p> </div>
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DRAFT

Exhibit E-3: Social Media

Twitter ([@mapacog](https://twitter.com/mapacog))

Facebook (www.facebook.com/MAPA2222)

MAPA - Omaha Metro
@mapacog

We'd love to hear your input on our Draft Public Participation Plan Amendment! Find out more: mapacog.org/public-partici...

MAPA Omaha - Council Bluffs Metropolitan Area Planning Agency

DRAFT PUBLIC PARTICIPATION PLAN AMENDMENT PUBLIC COMMENT PERIOD

The MAPA Public Participation Plan outlines how the agency will work to achieve public participation in transportation and community development planning activities in the MAPA region.

Please submit comments by mail or email by 4 p.m. on January 26th, 2015

Access the Draft Public Participation Plan Amendment at: www.mapacog.org/public-participation

Metropolitan Area Planning Agency | Email: mapa@mapacog.org
2222 Cuming St. | Phone: (402) 444-6866

MAPA Omaha - Council Bluffs Metropolitan Area Planning Agency

December 11, 2014

We'd love to hear your input on our Draft Public Participation Plan Amendment! The public comment period ends at 4 p.m. on January 26, 2015. Find out more at: <http://mapacog.org/public-participation>

MAPA Omaha - Council Bluffs Metropolitan Area Planning Agency

DRAFT PUBLIC PARTICIPATION PLAN AMENDMENT PUBLIC COMMENT PERIOD

The MAPA Public Participation Plan outlines how the agency will work to achieve public participation in transportation and community development planning activities in the MAPA region.

Please submit comments by mail or email by 4 p.m. on January 26th, 2015

Access the Draft Public Participation Plan Amendment at: www.mapacog.org/public-participation

Metropolitan Area Planning Agency | Email: mapa@mapacog.org
2222 Cuming St. | Phone: (402) 444-6866
Omaha, NE 68102 | Fax: (402) 951-6517
Office hours: Monday - Friday, 8 a.m. - 4:30 p.m.
Si necesita ayuda con traducción, por favor llame a oficina.

Like · Comment · Share

MAPA's Website (<http://mapacog.org/public-participation>)

Data & Publications | **Transportation** | **Community & Economic Development** | **Environmental** | **Meetings & Events** | **Additional Services**

LONG RANGE TRANSPORTATION PLANNING

TRANSPORTATION IMPROVEMENT PROGRAM

UNIFIED WORK PROGRAM / BUDGET

PUBLIC PARTICIPATION

MAPA TRAFFIC REPORTS

COORDINATED TRANSIT COMMITTEE

LOCAL STUDIES AND REPORTS

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

METRO RIDESHARE

TRAFFIC INCIDENT MANAGEMENT

METRO AREA MOTORISTS ASSIST (MAMA)

REGIONAL PLANNING ASSOCIATION (RPA) - 18

ACTIVE & MULTIMODAL TRANSPORTATION

EQUITY CONSIDERATIONS

PUBLIC PARTICIPATION

Past Public Participation Plans

Public participation is an essential step in the transportation planning process. MAPA's Public Participation Plan guides MAPA's public outreach efforts for its transportation planning activities. MAPA strives to involve the public and to foster an inclusive and collaborative atmosphere throughout the transportation planning process. MAPA endeavors to take a proactive approach in reaching out to protected groups and implementing of Title VI of the Civil Rights Act of 1964 and the Executive Order 12898 on Environmental Justice, which addresses disproportionately high and adverse impacts on minority and low-income populations.

The MAPA Public Participation Plan outlines how the agency will work to achieve public participation in transportation and community development planning activities in the MAPA region.

Please submit comments by mail or email (mapa@mapacog.org) by 4 p.m. on January 26th, 2015.

[2014 Draft Public Participation Plan Amendment](#)

[Summary of draft Amendment](#)

MAPA Omaha - Council Bluffs Metropolitan Area Planning Agency

DRAFT PUBLIC PARTICIPATION PLAN AMENDMENT PUBLIC COMMENT PERIOD

Appendix F: Public Participation Survey

The public participation preference from found below was used to gathering information regarding how resource agencies and interested parties would like to participate in MAPA activities.

MAPA Public Participation Preference Survey

The Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) completes regional planning and programming efforts in a 5-county region. This public participation preference survey is being conducted as a part of the 2014 MAPA Public Participation Plan development.

Please indicate your participation preference, contact information, agency name, and agency type in the form below.

I would like to be notified of future MAPA planning efforts.
Please indicate which forms of participation you prefer. (check all that apply)

Meeting Notices (by email)

Newsletter (by email)

Committee Participation

Other:

Name

Mailing Address

City, State ZIP

Email Address

Agency Name

Agency Type:
Please select the type of agency you represent.

Never submit passwords through Google Forms. 100%: You made it.

Powered by  This form was created inside of Enterprise.

Appendix G: ADA Compliance Facility Checklist

Event: _____

Location/Address: _____

Date and Time: _____

Person Completing Checklist: _____

Date: _____

Element	Accommodation Area	Yes	No	N/A
Transportation	If the event itself includes transportation, wheelchair accessible vehicles are also available and advertised as available to the public?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the meeting or event located close to accessible public transportation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If located close to accessible public transportation, does public transportation operate before and after meeting times? Ensure transportation is available until at least 8 pm.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is there an accessible route provided from the public transportation stop to the building or facility entrance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Accessible parking is available (review # of car and van accessible spaces)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	An accessible route with signage is provided from the parking lot to the facility?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Evacuation	Do you know the emergency evacuation plans for the meeting/training location?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking	Does the building have accessible (<i>handicap</i>) parking spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If yes, are they at least 8' wide and have 5' aisles next to them?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sidewalk	Are there unobstructed curb ramps leading to the sidewalk (<i>walkway</i>)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walkway	Is there a walkway from the parking lot to the building, at least 36" wide?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the walkway have a stable and firm surface?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If the accessible route is different from the primary route to and through the building, can you post signs with the wheelchair symbol that slow the route?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the walkway level and free of steps?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If no, is there a ramp at least 36" wide?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If there is a ramp, does it have a gentle slope (<i>1" rise to 12" length</i>)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire Alarms	Are there flash fire alarm signals in the building, in the meeting/training room?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Signage	Is there Braille text in the signage at the facility?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Element	Accommodation Area	Yes	No	N/A

Entrance/Doors	Is the door at least 36" wide (<i>wide enough for a wheelchair</i>)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Can the hardware be operated with one hand level, push plate, etc.) with minimum of twisting or grasping?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Are the handles low enough to reach (<i>maximum 48" high</i>)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Can the door be pushed open easily?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the threshold no more than ½" high and beveled?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	When a vestibule, is there a minimum of 48" between the sets of doors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Floors	Are the floors hard and not slippery?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is there a floor mat to dry feet and crutch tips to prevent slipping?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Corridors	Is there a 36" corridor, from the entrance to where the meeting/training is held?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the path free of objects projecting 4" maximum into the corridor?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Elevators	Is there an elevator in the facility where the meeting/training is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If yes, is it a working one that is large enough for a wheelchair?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Are the controls within reach (<i>maximum 48"</i>)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Do the controls have Braille?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is there an audible signal ringing at each floor?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is there an audible two-way emergency communication system in the elevator?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Meeting Room	Is there enough clearance around the table for a wheelchair to move?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Can the wheelchair pull under the edge of the table to sit close?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Restrooms	Is there a wide, accessible path to the restroom?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is there a toilet stall wide enough that a wheelchair can enter and close the door behind? Interior space to turn around?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the water closet (<i>toilet</i>) 17-19 inches high to the rim?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Can the wheelchair roll under the sink (<i>29" to the bottom</i>)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Can the faucets be reached and turned on easily?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Are the dispensers (soap, towel, etc.) reachable (maximum 48" high)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is there a mirror at an accessible height (bottom of the mirror 44" above the floor)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Appendix F: Public Comments

Public comments were received for 45-days between 12/11/14 – 1/26/15. A few comments were received at the resource agency/interested parties meeting on January 8, 2015. These comments are listed and addressed in Table 1.2. Members of the MAPA Citizens' Advisory Council (CAC) raised comments and suggestions at their January 15 meeting, when they reviewed the plan.

The CAC member comments are listed below:

- The Plan was in more plain English than past MAPA documents- getting into the spirit of the regulations rather than the letter of the law. Page 31 stated that the standards are being driven by the regulations, but may want to change the wording so it is more in the spirit rather than the letter of the law.
- MAPA should look into developing a graphic showing what happens to public comments and how the comment influences the plan. Possibly develop a graphic showing a typical meeting.

MAPA's response to the comments:

- MAPA staff is glad the plan is easier to read. The language was altered on page 31 to eliminate the language saying federal law is requiring certain actions.
- MAPA staff developed a new section of the Plan and a graphic illustrating the public comment process.
- MAPA staff created a prototype meeting diagram shown in Figure 4.6 displaying the meeting style, participation opportunities, and meeting outcome.

OPERATING RULES AND BYLAWS
of the
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE
for the
OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY

ARTICLE I — ORIGIN AND PURPOSE

SECTION 1 - NAME

The name of this committee shall be the Transportation Technical Advisory Committee (TTAC) of the Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA).

SECTION 2 - ORIGIN

The TTAC is created by the Board of Directors of MAPA.

SECTION 3 - PURPOSE

The purpose of the TTAC is to advise and to provide technical guidance to the MAPA Board on matters concerning comprehensive long and short range transportation planning, transportation documents, to make recommendations regarding proposed federal and state legislation impacting transportation and to develop policy statements on issues that are within the MAPA's Transportation Management Area (TMA).

ARTICLE II — ORGANIZATION

SECTION 1 - MEMBERSHIP

A. Composition.

Committee members shall be selected from membership constituencies in accordance with their interest and involvement in the following committee topics:

1. Transportation planning, including planning of airports, streets and highways, transit, trails, bicycle and pedestrian infrastructure, and multi-modal planning.
2. Comprehensive planning, including land use and socioeconomic data, as it relates to transportation; and
3. Planning for goods movement, including highway, air, water, and rail transportation.

Relevant jurisdictions and agencies may submit candidates to the MAPA board for approval as voting members.

Representatives should be members of the jurisdiction's planning or public works departments and should have a transportation, planning, public works, or other relevant technical background. There shall be two categories of committee appointment: member and associate member.

- **Members** – Members shall be individuals representing jurisdictions or organizations that have a direct responsibility in planning, implementing or managing operations, facilities or services dealing with transportation. Members shall have voting status. Member jurisdictions may submit candidates for membership to the Chair of TTAC.
- **Non-Voting Members** – Associate members shall be individuals who have demonstrated interest or ability in such activities. Associate members shall have all the rights and responsibilities of full committee membership to access information, present positions, and influence committee decision—making but shall be accorded non—voting status.

- B. Terms of Appointment – Terms** shall be for one year commencing July 1, at the beginning of the fiscal year. Committee participants are eligible for reappointment. Committee members and associate

members shall be appointed by their representative jurisdictions, approved by TTAC and then approved by the MAPA Board of Directors.

C. Responsibilities. The Technical Committee shall be responsible for:

1. Making policy and funding recommendations to the MAPA Board of Directors;
2. Reporting the results of transportation studies to the MAPA Board of Directors;
3. Helping develop the Transportation Improvement Plan (TIP) and the Long Range Transportation Plan (LRTP), Review and recommend the preparation of an Annual Report, and a Unified Planning Work Program, and the Public Participation Plan
4. Making optimum use of the resources made available to MAPA by the Federal Highway Administration; the U. S. Department of Transportation; and by the involved villages, cities, counties and agencies;
5. Carrying out duties as directed by the MAPA Board of Directors;
6. Investigating specific aspects of the transportation plans and preparing the results for presentation to the MAPA Board of Directors;
7. Conducting specific studies of the transportation system;
8. Making information gathered available for public distribution;
9. Collecting information that is of concern to the transportation plan from agencies that may have such information;
10. Keeping the transportation plans current by maintaining the basic inventories;
11. Insuring that the data collected is recorded in a manner that is uniform and suitable for the data files;
12. Review and recommend the preparation of updated transportation plan reports;
13. Authorizing and supervising subcommittees to deal with specific issues;
14. Ensuring that the social, economic, and environmental impacts of transportation alternatives are considered during the planning process.

SECTION 2 - OFFICERS

A. Appointment/Election of Officers.

1. The Committee Chair shall be elected by a majority vote of the TTAC at the first meeting of each fiscal year. A vacancy in this office shall be filled by the previous chair.
2. The Vice Chair shall be elected by a majority vote of those members present at the first meeting of each fiscal year. A vacancy in this office shall be filled by the previous TTAC Vice Chair.
3. The Chair and Vice Chair cannot be from the same jurisdiction
4. A temporary Chair and Vice Chair shall be elected by a majority vote of the TTAC members present at the regular meeting if neither the Chair nor Vice Chair is present.

B. Terms of Office. The Chair and Vice Chair shall serve a term of one fiscal year.

C. Duties of Officers.

- The Chair shall call and preside at all meetings of the TTAC. They shall approve agendas, provide communication between the Committee and the MAPA Board of Directors and represent the Committee in the other usual duties of this office.
- The Vice Chair shall perform the duties of the Chair in his or her absence and shall perform other duties as the Chair may assign.

SECTION 3 - MAPA STAFF LIAISON

The Executive Director of MAPA shall assign staff to assist and advise the TTAC in carrying out the purposes set forth in these Operating Rules.

ARTICLE III — MEETINGS

SECTION 1 - DATE AND TIME OF MEETINGS

The TTAC shall currently meet on the last Friday of the month before the monthly MAPA Board of Directors meeting. The regular meeting date and time may be subject to change by a majority vote of TTAC and take effect at the next monthly meeting. The Chair shall call special meetings as needed.

SECTION 2 - NOTICE OF MEETINGS

Notice of meetings shall be emailed to the member list at least seven days in advance of the meeting date. The notice of meetings shall be posted to the MAPA website and the public notification board in the lobby of the Metro Building outside the entrance to MAPA. The agenda, minutes, and other materials may be mailed with the meeting notice whenever practical.

SECTION 3 - QUORUM AND VOTING

The presence of ten voting members of TTAC shall constitute a quorum. The vote of a simple majority of those members present shall decide questions-brought before the Committee. The Chair will be considered as part of the quorum and shall vote or not vote according to their membership status.

SECTION 4 - ABSENCES

Representatives shall designate alternates to serve in their place in the event of an absence. Three unexcused absences may be cause for consideration of change of status from voting to nonvoting member membership and will be discussed with the Chair. At roll call, proxy representatives will announce themselves as such. The Chair will approve absence requests. For any representatives deemed in need of removal, the agency being represented will be notified first. If the agency concurs with removal, a recommendation will be placed on the TTAC agenda for the next meeting and the TTAC will vote on bringing removal of the representative to the board. Agencies with limited staff may be approved for a standing excused absence. Any community or agency that has been struck off the voting rolls may attend meetings to be considered for re-approval by the board.

SECTION 5 - MEETING PARTICIPATION

The Chair shall have the authority to limit discussion by non-members in order to transact the business before the Committee. Non-voting members of the TTAC will be designated by name tags stating voting status.

ARTICLE IV — AMENDMENT OF THE OPERATING RULES

SECTION 1 - PROCEDURE FOR AMENDING RULES

The bylaws shall be amended only by a majority vote of TTAC and approved by the MAPA Board of Directors.

The TTAC bylaws will be reviewed at a minimum of every five years.

ADOPTED this ___th day of _____

Ron Kohn, Chairman,
MAPA Board of Directors