MAPA Omaha-Council Bluffs Metropolitan Area Planning Agency

MEETING NOTICE

DATE: November 22, 2017

TO: Transportation Technical Advisory Committee (TTAC)

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

RE: December 1, 2017 TTAC Meeting

The MAPA TTAC will meet Friday, December 1, 2017 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 Board Room on the main level. The agenda item materials can be accessed by clicking on the linked agenda item titles.

The agenda is also available at the MAPA offices and online at http://mapacog.org/calendar/events/?type=committee-events.

AGENDA

For TTAC Approval / Review

A. Meeting Minutes: TTAC will consider approval of the October 20, 2017 TTAC meeting minutes. (Action Item) (Attachment)

Recommendations to Board

B. FY2018 Transportation Improvement Program (TIP) Amendment 2: Staff will present the second amendment to the FY2018 Transportation Improvement Program. (Action Item) (Attachment)

C. FY2018 Unified Planning Work Program (UPWP) Amendment 2: Staff will present the second amendment to the FY2018 Unified Planning Work Plan (Action Item) (Attachment)

D. FY2019 Transportation Improvement Program (TIP) Call for Projects: Staff will present the materials for the regional call for projects for the Transportation Alternatives Program (TAP) and the Heartland 2050 Mini-Grant Program. (Attachment)

E. Critical Urban Freight Corridor Designation: Staff will present materials related to the designation of Critical Urban Freight Corridors as part of Nebraska's State Freight Plan. (Attachment)

Discussion Items

F. Funding Obligation and Project Status: Staff will review obligations of regional funding, the status of projects, and the existing programming of projects (Information Item)

G. Member Agencies Update: Agencies will present updates regarding ongoing and future projects/programs across the region. (Information Item) (Time Permitting)

H. Additional Business
Upcoming Meetings:
MAPA Board of Directors – December 7th, 2017
Coordinated Transit Committee – November 15th, 2017
Safety Performance Measure Workshop – Mid-January 2018
Transportation Technical Advisory Committee – January 19th, 2018
MAPA Board of Directors – January 25th, 2018

I. Adjournment

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

Agenda Item A
Meeting Minutes

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY
Transportation Technical Advisory Committee
Minutes of October 20, 2017 Meeting

The Transportation Technical Advisory Committee met on Friday, October 20, 2017, at Metro, 2222 Cuming Street, Omaha, Nebraska. Mr. Todd Pfitzer opened the meeting at 10:22 a.m.

VOTING MEMBERS

Dan Kutilek	Douglas County Engineers Office
Chris Shewchuk	City of Bellevue Planning Department
Dan Giittinger	City of Gretna Development Services Director
Joe Soucie	City of La Vista Public Works
Stephen Osberg	City of Omaha Planning Department
Murthy Koti	City of Omaha Public Works
Bob Stubbe	City of Omaha Public Works
Mark Stursma	City of Papillion Panning Department
Paul Gavin	Nebraska Department of Roads – Lincoln
Noel Salac	Nebraska Department of Roads – Lincoln
Maurice Hinchey	Nebraska Department of Roads – District 2
Eric Williams	Papio-Missouri River NRD
Evan Schweitz	Metro Transit
Bill Herr	Sarpy County Public Works

NON-VOTING MEMBERS

Greg Youell	Metropolitan Area Planning Agency

GUESTS

Bryan Guy	City of Omaha Public Works
Gayle Sturdivant	City of Omaha Public Works
Asmarie Labao	Papio-Missouri River NRD
Kyle Kovar	3M Traffic
Brayden McLaughlin	E & A Consulting
Joan Green	Gonzalez Companies, LLC
Jason Carbee	HDR, Inc.
Arobindu Das	Iteris, Inc.

STAFF

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

A. Approval of Minutes

Motion #1: Approval of the minutes of the August 25, 2017 Transportation Technical Advisory Committee Meeting.

Motion by: Chris Shewchuk
Second by: Stephen Osberg
Motion Carried

B. FY 2018 Transportation Improvement Program (TIP) Amendment 1

Mr. Barber presented the FY 2018 Transportation Improvement Program Amendment 1. The projects are:

- Papio-Missouri River NRD – Platte River Trail Bridge
- NDOT – N-31; Schramm Park – US-6
- Douglas County – 180th Street – Phase 2

- Douglas County – 180th Street, N. HWS Cleveland Blvd to W. Maple Road
- City of Omaha – Eastern Nebraska to Electric Vehicle CMAQ Grant

Motion #2: Seeking approval of the MAPA Board of Directors at their October 27, 2017 meeting of the FY 2018 Transportation Improvement Program Amendment 1.

Motion by: Bob Stubbe
Second by: Maurice Hinchey
Motion Carried

C. FY2018 UPWP Amendment 1

Mr. Helgerson presented the UPWP (Unified Planning Work Program) Amendment 1. He said the planning agreement with NDOT for federal transit administration funding and FHWA was slightly more than anticipated and when the UPWP was approved in June, it was around $8,000 lower than what was actually received. This budget amendment includes the provision to increase funding and also programs MAPA's support of the Smart Cities Lab project.

The Amendment also includes detail descriptions of pass-through contracts for MAPA's PL funding for
City of Omaha (Planning and PWs)
Sarpy County (Planning and PWs)
Douglas County GIS
Pottawattamie County GIS
Papio-Missouri River NRD

Motion #3: Seeking approval of the MAPA Board of Directors at their October 27, 2017 meeting of the FY 2018 United Planning Work Program Amendment 1.

Motion by: Bill Herr
Second by: Noel Salac
Motion Carried

D. FY 2018 City of Council Bluffs Transit State of Good Repair Targets

Mr. Barber told the group the FTA has set the State of Good Repair category which has to be met by transit agencies. He said the Council Bluffs targets are only for their revenue vehicles with a percentage exceeding their useful life. Based on their historical fleet make-up, 25% of their fleet will exceed the useful life of those vehicles. Clarification from the State of Iowa for Council Bluffs says the paratransit services does fall into the large urban category and the City has agreed to this target. It was reported their fleet is quite new.

Motion #4: Seeking approval of the MAPA Board of Directors at their October 27, 2017 meeting of the FY 2018 City of Council Buffs Transit State of Good Repair Targets.

Motion by: Stephen Osberg
Second by: Mark Stursma
Motion Carried

E. Funding Obligation and Project Status

Mr. Helgerson presented to the TTAC the status of the obligation authority. He said the obligation limit for FY 2017 for STBG in Nebraska was met. This is part of the obligation authority flex ability by NDOT saying progress has been made in spending down the $70 million balance and it will allow progress in spending down the balance. He said there is also good news regarding the OA balance saying likely the $70 million will be spent on projects in the next 2 or 3 years.

Mr. Helgerson highlighted projects for both Nebraska and Iowa being funded by TAP and STBG funding.

Mr. Helgerson said as the OA balance grew last year because obligations were going down, there was progress made by narrowing that and will be keeping a number of years with sustained high level of obligation. A good job has been done in spending through the Fast Act apportionment money which has to be spent within a certain number of years in order not to lose it as a region.

Mr. Youell said a rescission could happen in a few years. A rescission happens when money that's authorized or apportioned to communities isn't able to be met by the Highway Trust Fund. In the past, rescissions have always had an exception where local money or STBG funding has not been eligible and the State has to deal with the loss of funding but it's been projected local projects will not be affected. One of the bills being worked out in the budget process will be to potentially remove that exception.

Mr. Youell told the group about the invitation to Congressman Schuster by Congressman Bacon. Congressman Schuster is the Chair of the House Transportation and Infrastructure Committee. He did meetings in the area on October 19th as well as a gathering at the MAPA offices. He talked about many aspects of transportation and touched on airports and FAA, water, the future of transportation and funding as well as other infrastructure issues. He said Congress will be focusing on tax reform in the next two months and he feels there is an opportunity if they're able to get the tax reform through it will be coupled with an increase of a user fee.

F. Close the Gap White Paper

Mr. Youell presented the Close the Gap White Paper which goes back to the Salt Lake City site visit in 2016. He said a group had just visited the Minnesota Twin Cities for a site visit on October 9th. They visited their transit systems, redevelopment, bicycle and walking trails. He mentioned an important item from the Salt Lake City trip was the need for more data and that's how the Close the Gap White Paper began. A committee of planners and engineers met to look at the corridors that make the most sense for transit, the density of residential and the density of employment and then taking another step to where the opportunities are most likely to occur. Forecasted are the decline of brick and mortar retail so there could be more opportunity for redevelopment. With land use forecasts and modelling, the Close the Gap White Paper shows a high level scenario of corridors with potential for redevelopment.

In addition to the activity centers that exist on these corridors, H2050 is looking in the future recognizing the workforce challenge will probably be the importance of transporting people to and from school and educational institutions.

Scenarios have Metro Transit at 15,000 riders per day and with ORBT, that number will increase to 60,000 in 2040. Another scenario included the streetcar being proposed and this scenario included its route west to Aksarben and on to Oak View Mall on the West Center corridor which ups the ridership to 90,000.

Mr. Youell mentioned while on their Twin Cities visit, they noticed where transportation infrastructure was added, redevelopment thrived. Discussion continued with potential corridors in the metro area.

G. Member Agencies Update

- Joe Soucie (La Vista) Harrison Street complete; closed Brentwood Drive at 84th Street; consultants working on 84th Street Streetscape Plan; vacant street superintendent position
- Bill Herr (Sarpy County) 132nd Street and Giles Road under construction but opening soon; Harrison Street from 147th to 157th Streets; Harrison Street - Pre-Con meeting with Vrana on October 25th; ; public meeting on October 30th for same project; noise walls being constructed this fall and winter
- Gayle Sturdivant (City of Omaha) 114th Street from Burke to Pacific Streets; 132nd and Pacific Streets is nearing completion; construction bid is out for 168th Street from Dodge to West Maple - public meeting for this project in January; 150th & Dodge Streets interchange to go out for bid in December with construction in 2018
- Bob Stubbe (City of Omaha) 144th Street working with developer on West and South Farms; 132nd and Pacific Streets opened;
- Chris Shewchuk (City of Bellevue) 36th Street – Environmental is approved, final design consultant has been selected; fall work is underway before winter
- Murthy Koti (Omaha) Traffic signal at 10th Street and Meca Drive
- Mark Stursma (Papillion) work continues on Lincoln Road; replacement of pedestrian bridge over 84th Street; closing of 84th Street for demolition
- Maurice Hinchey (NDOT) ramp off of Hwy 75 to Cuming Street underway; Radial Highway; Maple Street west of Elkhorn; Ralston Viaduct; Hwy 75 south of Offutt – traffic all on SB lanes; 126th Street off ramp at Harrison, Hwy 50 and 370 off ramps; Hwy 92 by Venice; I-L-Q off of I-80
- Stephen Osberg (City of Omaha) H2050 mini-grants feasibility study

- Dan Giittinger (Gretna) 204th Street sewer project from Schramm Road to Hwy 370 to be complete by end of October
- Eric Williams (Papio-Missouri River NRD) Cass County voted to support US Hwy 34/75 trail bridge over Platte River; bidding West Papio trail 108th and Giles to 132nd and Q Streets – no federal funding – next phase from Harry Anderson Avenue to 137th Street and Millard Avenue has federal funding – preliminary environmental design will start for the next segment under 132nd and Q Streets and Millard Avenue and that will eventually close the West Papio Trail all the way through
- Bryan Guy (City of Omaha) Signal Infrastructure projects A2 and A3 bids have come in for signals from 72nd to Millard Avenue Center to L Streets; Dodge and 84th & F Streets corridors; A1 project (70 signals) along Dodge and 72nd Streets
- Noel Salac (NDOT) Freight Plan has been sent to FHWA for review; 3 projects are out for NDOT with the TIGER grants and two projects are out with the INFRA grants
- Paul Gavin (NDOT) November 1 will be the annual coordination meeting of MPOs with the topic being Performance Measures 2 and 3 related to pavement and bridge performance measures and travel time and freight performance measures
- Josh Corrigan (MAPA) In the process of putting together traffic counts for FY 2015 and FY 2016 with comments requested to be back in two weeks; aerial photography RFP is out
- Travis Halm (MAPA) A dual request is being sent out for a traffic safety workshop with two being held in November in relation to the performance measures
- Greg Youell (MAPA) Spoke of the death of Bill Christian, former MAPA transportation planner
- Dan Kutilek (Douglas County) 192nd Street will be opening between Maple and Dodge Streets

H. Additional Business

- MAPA Board of Directors – October 26, 2017
- Safety Workshop – TBD (Mid November)
- Coordinated Transit Committee – Nov 15, 2017
- Transportation Technical Advisory Committee – December 1, 2017
- MAPA Board of Directors – December 7, 2017

I. Adjournment

The meeting was adjourned at 11:15 a.m.

Agenda Item B
FY2018 Transportation Improvement Program (TIP) Amendment 2

Metropolitan Area Planning Agency
FY2018-2023 Transportation Improvement Program

Revision Summary - Amendment 2

Control #	Project Name	Lead Agency	Revision Note
NE-22410	Westbrook Safe Routes To School	Omaha	$37,000 of SRTS funding is programmed in FY2018 for ROW
NE-22608D	Omaha Signal Infrastructure - Phase D	Omaha	This project has been removed from the TIP
NE-22608E	Omaha Signal Infrastructure - Phase E	Omaha	This project has been removed from the TIP
NE-22608F	Omaha Signal Infrastructure - Phase F	Omaha	This project has been removed from the TIP
NE-22608G	Omaha Signal Infrastructure - Phase G	Omaha	This project has been removed from the TIP
	Omaha Signal Infrastructure Phase B1	Omaha	$2,935,000 of STBG-MAPA funding is programmed in FY2022 for UTIL-CON-CE
	Omaha Signal Infrastructure Phase B2	Omaha	$3,276,000 of STBG-MAPA funding is programmed in FY2022 for UTIL-CON-CE
NE-22605	2014 Omaha Resurfacing Package	Omaha	Funding for AC Conversion in FY2022 is reduced to $1,596,739 and $1,400,000 is programmed in FY2018 for AC Conversion
MET-11242014-001	Bus Rapid Transit	Metro	$89,000 of TAP-MAPA funding is to be flexed to FTA-5307 in FY2018
NE-22411	Valley D.C. Safe Routes to School	Valley	$180,000 of TAP-MAPA funding in FY2018 for UTIL-CON-CE is corrected to SRTS funding and $21,000 of SRTS funding is programmed in FY2018 for ROW
NE-22321	OPS McMillan Middle School SRTS Project	Omaha	$18,500 of SRTS funding is programmed in FY2018 for ROW
	Omaha Signal Infrastructure Phase B3	Omaha	$4,027,000 of STBG-MAPA funding is programmed in FY2022 for UTIL-CON-CE
MET-03202014-001	Metro Rolling Stock	Metro	$1,866,000 of STBG-MAPA funding is to be flexed to FTA-5307 in FY2018

Metropolitan Area Planning Agency
FY2018-2023 Transportation Improvement Program

TIP ID
2015-064

Project Name
Westbrook Safe Routes To School

Control Number
NE-22410

Lead Agency: Omaha
Project Type: Multi-Modal Improvement
County: Douglas
Length (mi):
Total Project Cost*: $430.38

Location
Westbrook school

Description
Construct a pedestrian sidewalk.

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2013	PE-NEPA-FD	SRTS	$67.88	$54.30	$0.00	$13.58
2018	ROW	SRTS	$46.25	$37.00	$0.00	$9.25
2018	UTIL-CON-CE	SRTS	$316.25	$253.00	$0.00	$63.25

* Amounts in thousands of U.S. dollars

Revision History

12/7/2017 **Amendment 2**
$37,000 of SRTS funding is programmed in FY2018 for ROW

TIP ID
2015-159

Project Name
Omaha Signal Infrastructure - Phase D

Control Number
NE-22608D

Lead Agency	Omaha	Project Type	ITS		
County	Douglas	Length (mi)		Total Project Cost*	#Error

Location
Various Locations Throughout City

Description
Deployment of traffic signal network and traffic management system.

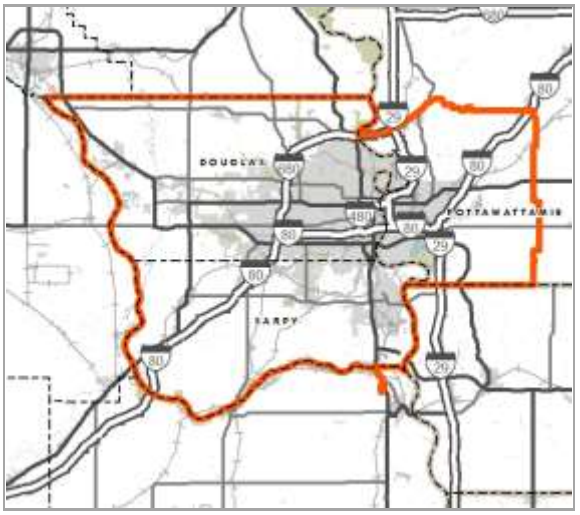
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*

* Amounts in thousands of U.S. dollars

Revision History

12/7/2017 **Amendment 2**

This project has been removed from the TIP



TIP ID
2015-160

Project Name
Omaha Signal Infrastructure - Phase E

Control Number
NE-22608E

Lead Agency	Omaha	Project Type	ITS		
County	Douglas	Length (mi)		Total Project Cost*	#Error

Location
Various Locations Throughout City

Description
Deployment of traffic signal network and traffic management system.

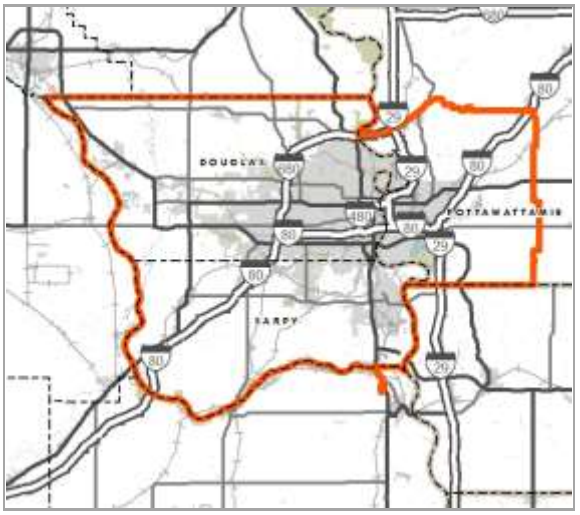
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*

* Amounts in thousands of U.S. dollars

Revision History

12/7/2017 **Amendment 2**

This project has been removed from the TIP



TIP ID
2017-015

Project Name
Omaha Signal Infrastructure - Phase F

Control Number
NE-22608F

Lead Agency	Omaha	Project Type	ITS		
County	Douglas	Length (mi)		Total Project Cost*	#Error

Location
Various Locations Throughout City

Description
Deployment of traffic signal network and traffic management system.

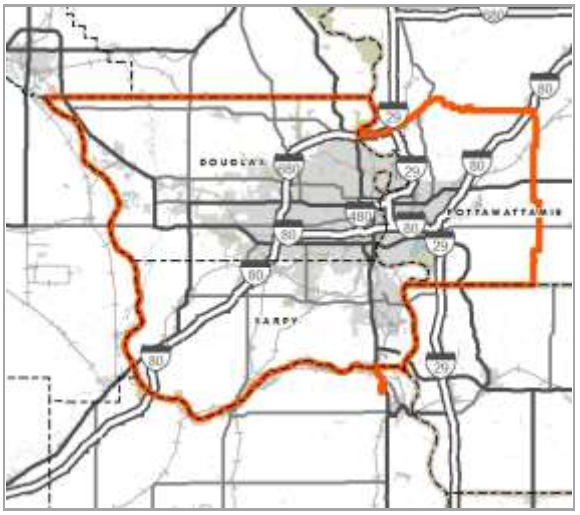
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*

* Amounts in thousands of U.S. dollars

Revision History

12/7/2017 **Amendment 2**

This project has been removed from the TIP



TIP ID
2017-016

Project Name
Omaha Signal Infrastructure - Phase G

Control Number
NE-22608G

Lead Agency	Omaha	Project Type	ITS		
County	Douglas	Length (mi)		Total Project Cost*	#Error

Location
Various Locations Throughout City

Description
Deployment of traffic signal network and traffic management system.

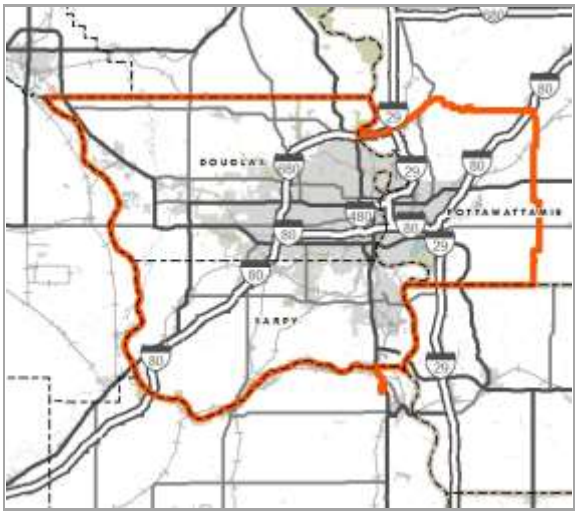
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*

* Amounts in thousands of U.S. dollars

Revision History

12/7/2017 **Amendment 2**

This project has been removed from the TIP



TIP ID
2018-035

Project Name
Omaha Signal Infrastructure Phase B1

Control Number

Lead Agency: Omaha
Project Type: ITS/Signalization
County:
Length (mi): 0.00
Total Project Cost*: $3,951.24

Location
Various Locations Throughout City

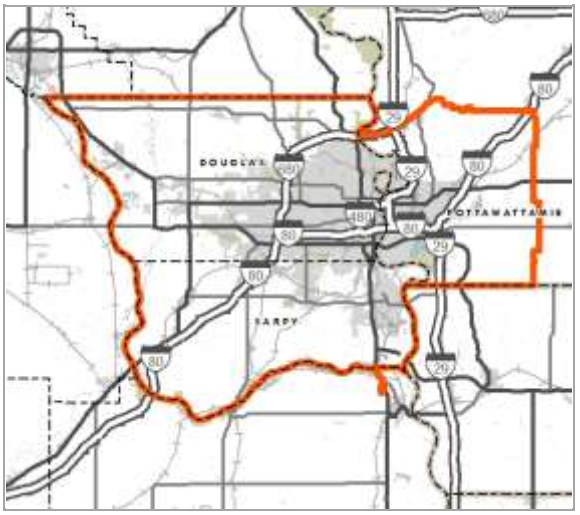
Description
Upgrade 43 signals throughout Omaha

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	Local	$282.24	$0.00	$0.00	$282.24
2022	UTIL-CON-CE	STBG-MAPA	$3,669.00	$2,935.00	$0.00	$734.00

* Amounts in thousands of U.S. dollars

Revision History

12/7/2017 **Amendment 2**
$2,935,000 of STBG-MAPA funding is programmed in FY2022 for UTIL-CON-CE



TIP ID
2018-036

Project Name
Omaha Signal Infrastructure Phase B2

Control Number

Lead Agency: Omaha
Project Type: ITS/Signalization
County:
Length (mi): 0.00
Total Project Cost*: $4,408.90

Location
Various Locations Throughout City

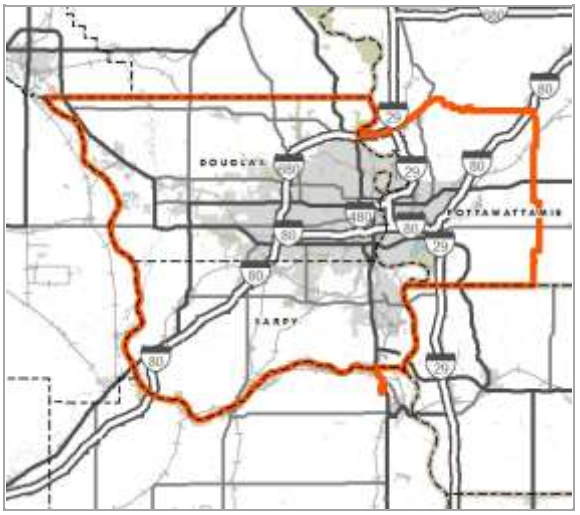
Description
Upgrade 48 signals throughout Omaha

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	Local	$313.90	$0.00	$0.00	$313.90
2022	UTIL-CON-CE	STBG-MAPA	$4,095.00	$3,276.00	$0.00	$819.00

* Amounts in thousands of U.S. dollars

Revision History

12/7/2017 **Amendment 2**
$3,276,000 of STBG-MAPA funding is programmed in FY2022 for UTIL-CON-CE



TIP ID
2015-019

Project Name
2014 Omaha Resurfacing Package

Control Number
NE-22605

Lead Agency: Omaha
Project Type: Resurfacing
County: Douglas
Length (mi): 0.00
Total Project Cost*: $4,140.96

Location
Various locations

Description
Package of resurfacing projects on eligible Federal-aid roadways.

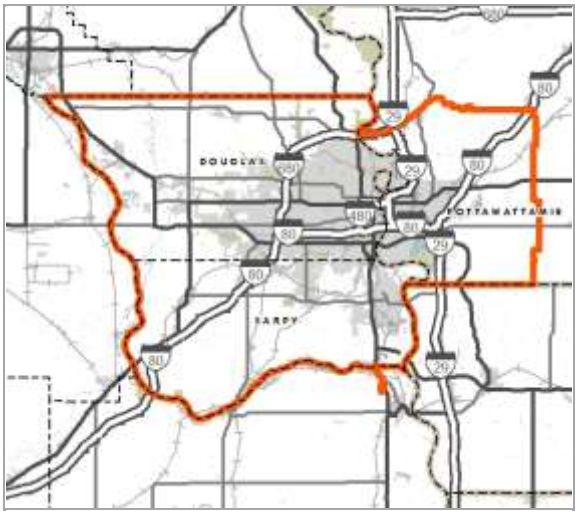
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2014	UTIL-CON-CE (AC)	Local	$828.19	$0.00	$0.00	$828.19
2014	UTIL-CON-CE (AC)	Local	$3,312.77	$0.00	$0.00	$3,312.77
2016	AC Conversion	STBG-MAPA	$0.00	$735.00	$0.00	($735.00)
2018	AC Conversion	STBG-MAPA	$0.00	$1,400.00	$0.00	($1,400.00)
2022	AC Conversion	STBG-MAPA	$0.00	$1,596.74	$0.00	($1,596.74)

* Amounts in thousands of U.S. dollars

Revision History

12/7/2017 **Amendment 2**

Funding for AC Conversion in FY2022 is reduced to $1,596,739 and $1,400,000 is programmed in FY2018 for AC Conversion



TIP ID
2015-139

Project Name
Bus Rapid Transit

Control Number
MET-11242014-001

Lead Agency: Metro
Project Type: Transit Capital
County: Douglas
Length (mi): 7.00
Total Project Cost*: $34,750.25

Location
Along Dodge/Farnham corridor, from Westroads Mall

Description
Construction of Bus Rapid Transit facilities on Dodge corridor and purchase of transit buses

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	Capital Expenditures	FTA 5307 (FY16)	$1,701.25	$1,361.00	$0.00	$340.25
2016	Capital Expenditures	TIGER VI (FTA)	$32,960.00	$14,960.00	$0.00	$18,000.00
2018	UTIL-CON-CE	FTA 5307 (FY18)	$89.00	$89.00	$0.00	$0.00

* Amounts in thousands of U.S. dollars

Revision History

12/7/2017 **Amendment 2**
$89,000 of TAP-MAPA funding is to be flexed to FTA-5307 in FY2018

TIP ID
2015-138

Project Name
Valley D.C. Safe Routes to School

Control Number
NE-22411

Lead Agency: Valley
Project Type: Sidewalk
County: Douglas
Length (mi): 0.00
Total Project Cost*: $251.25

Location
Portion of Meigs Street in Valley, NE

Description
Install sidewalk to connect school to nearby apartment and housing complex along Meigs street where no sidewalk currently exists.

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	ROW	SRTS	$26.25	$21.00	$0.00	$5.25
2018	UTIL-CON-CE	SRTS	$225.00	$180.00	$0.00	$45.00

* Amounts in thousands of U.S. dollars

Revision History

12/7/2017 **Amendment 2**

$180,000 of TAP-MAPA funding in FY2018 for UTIL-CON-CE is corrected to SRTS funding and $21,000 of SRTS funding is programmed in FY2018 for ROW

TIP ID
2015-063

Project Name
OPS McMillan Middle School SRTS Project

Control Number
NE-22321

Lead Agency: Omaha
Project Type: Multi-Modal Improvement
County: Douglas
Length (mi): 0.50
Total Project Cost*: $241.25

Location
Redick Avenue between 37th and 42nd streets.

Description
Construct safe and efficient pedestrian and vehicle access to school.

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2013	PE-NEPA-FD	SRTS	$43.12	$43.12	$0.00	$0.00
2018	ROW	SRTS	$23.13	$18.50	$0.00	$4.63
2018	UTIL-CON-CE	SRTS	$175.00	$140.00	$0.00	$35.00

* Amounts in thousands of U.S. dollars

Revision History

12/7/2017 **Amendment 2**
$18,500 of SRTS funding is programmed in FY2018 for ROW

TIP ID
2018-037

Project Name
Omaha Signal Infrastructure Phase B3

Control Number

Lead Agency: Omaha
Project Type: ITS/Signalization
County:
Length (mi): 0.00
Total Project Cost*: $5,340.30

Location
Various Locations Throughout City

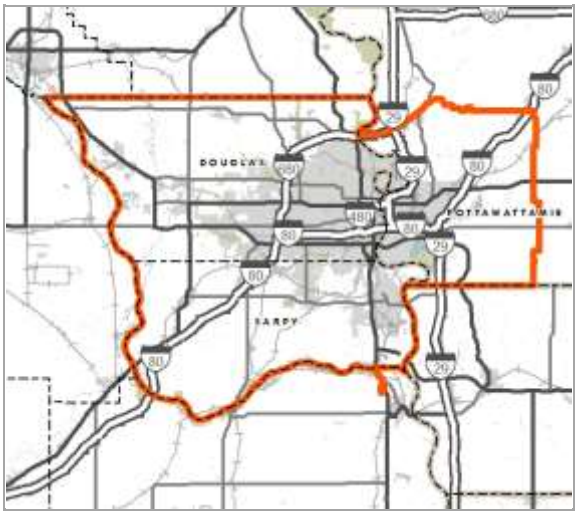
Description
Upgrade 59 signals throughout Omaha

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	Local	$306.30	$0.00	$0.00	$306.30
2022	UTIL-CON-CE	STBG-MAPA	$5,034.00	$4,027.00	$0.00	$1,007.00

* Amounts in thousands of U.S. dollars

Revision History

12/7/2017 **Amendment 2**
$4,027,000 of STBG-MAPA funding is programmed in FY2022 for UTIL-CON-CE



TIP ID
2015-021

Project Name
Metro Rolling Stock

Control Number
MET-03202014-001

Lead Agency: Metro
Project Type: Transit Capital
County: Douglas
Length (mi):
Total Project Cost*: $4,466.25

Location
Metro Transit service area

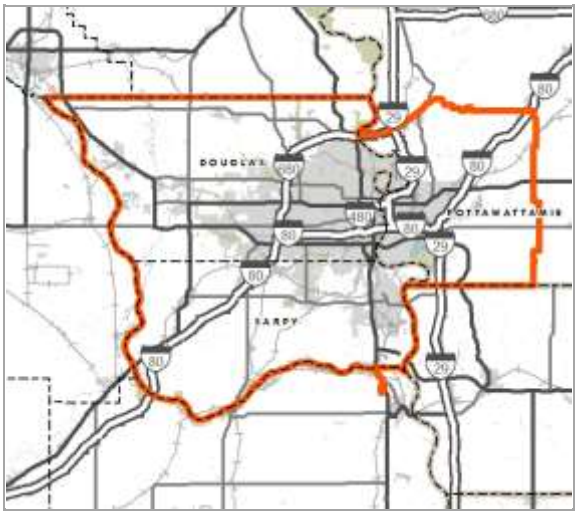
Description
Purchase of rolling stock for fixed-route transit service. STP-MAPA funding will be transferred to FTA Section 5307 funding.

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2015	CON	FTA 5307 (FY15)	$2,133.75	$1,707.00	$0.00	$426.75
2018	CON	FTA 5307 (FY18)	$2,332.50	$1,866.00	$0.00	$466.50

* Amounts in thousands of U.S. dollars

Revision History

12/7/2017 **Amendment 2**
$1,866,000 of STBG-MAPA funding is to be flexed to FTA-5307 in FY2018



Agenda Item C
FY2018 Unified Planning Work Program (UPWP) Amendment 2

Appendix I: MAPA FY - 2018 UPWP Budget Table

Work Activity	FHWA PL				FTA 5305d		RPA-18	CMAQ	FHWA-STBG		FTA-Admin	Aerial	Total	Hours	Previous	Dollar	Percentage
	Neb. FY-18	Neb. FY-17	Iowa FY-18		Neb FY-18	Iowa FY-18	Iowa SPR & 5311	Neb CMAQ	Neb STBG	Iowa STBG	5310 VTCLI JARC/NF	Photography	Transportation Funding		Budget	Variance To Previous Budget	Variance To Previous Budget
MAPA Activities																	
200 UPWP and Federal Assurances	$ 6,113	$ 1,387	$ 1,800		$ 2,500	$ 810	$ 500	$ -	$ -	$ -	$ -	$ -	$ 13,110	260	$ 42,750	$ (29,640)	-69%
210 Board and Committee Support	109,618	24,882	9,310		25,689	4,206	4,000	-	-	-	3,125	-	180,830	3,620	179,125	1,705	1%
220 Regional Transportation Planning	69,275	15,725	4,110		39,750	1,855	12,000	-	-	-	103,815	-	246,530	4,930	292,681	(46,151)	-16%
230 TIP and Local Projects	61,125	13,875	6,720		26,500	3,046	20,000	-	10,000	-	9,375	-	150,641	3,010	170,680	(20,039)	-12%
240 Communication and Public Involvement	105,950	24,050	5,930		20,000	2,681	750	-	-	-	6,250	-	165,611	3,310	209,375	(43,764)	-21%
250 Regional Data, Mapping & Forecasting	154,850	35,150	10,370		29,000	4,563	2,500	-	-	-	-	-	236,433	4,730	218,954	17,479	8%
260 Environment and Energy	29,242	6,638	2,190		7,500	993	500	35,010	-	-	-	-	82,073	1,640	80,390	1,683	2%
270 Heartland 2050-Transportation related	81,530	18,470	9,610		30,000	4,342	1,000	-	10,000	-	-	-	154,952	3,100	92,500	62,452	68%
280 Training and Education	24,450	5,550	5,930		4,500	2,681	12,000	-	-	-	-	-	55,111	1,100	41,675	13,436	32%
290 Management	87,205	19,795	4,800		14,000	2,176	2,500	-	-	-	8,750	-	139,226	2,780	208,064	(68,838)	-33%
300 Membership Services	10,367	2,353	1,800		3,000	816	459	-	-	-	-	-	18,795	380	26,250	(7,455)	-28%
Subtotal MAPA Activities-Federal Share	$ 675,202	$ 167,875	$ 53,161		$ 202,439	$ 24,078	$ 52,903	$ 28,008	$ 16,000	$ -	$ 105,052	$ -	$ 1,324,718		$ 1,339,768	$ (15,050)	-1%
Subtotal MAPA Activities - State Share	-	-	-		-	-	-	-	-	-	-	-	-			-	
Subtotal MAPA Activities-Local Share	64,523	-	9,409		-	4,091	3,306	7,002	4,000	-	26,263	-	118,594		222,676	(104,082)	-47%
Subtotal MAPA Activities	**$ 739,725**	**$ 167,875**	**$ 62,570**		**$ 202,439**	**$ 28,169**	**$ 56,209**	**$ 35,010**	**$ 20,000**	**$ -**	**$ 131,315**	**$ -**	**$ 1,443,312**	28,860	**$ 1,562,444**	**$ (119,132)**	**-8%**
Contracts and Subrecipients																	
22001 - Transportation Support & Communications	$ 38,000	$ 37,500	$ 12,500		$ 12,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 100,000		$ 100,000	$ -	
23006 - Bellevue Bridge Study	-	-	-		-	-	-	-	150,000	-	-	-	150,000		150,000	-	
25001- Aerial Photography - FY 18 Project	49,260	40,625	37,841		10,000	4,125	9,920					110,962	262,732		-	262,732	
25003 - On-Call Modeling	28,000	-	7,000		-	-	-	-	-	-	-	-	35,000		35,000	-	
26001 - Little Steps Big Impact Project	-	-	-		-	-	-	382,760	-	-	-	-	382,760		382,760	-	
26003 - Rideshare / Travel Demand Mgmt	10,000	4,000	-		-	-	-	-	-	-	-	-	14,000		14,000	-	
27001 - H2050 Mini-Grant Nebraska	-	-	-		-	-	-	-	271,875	-	-	-	271,875		271,875	-	
27001 - H2050 Mini-Grant Iowa	-	-	-		-	-	-	-	-	100,000	-	-	100,000		100,000	-	
27001 Close the Gap Advisor	8,000	-	4,000		4,000	-	-	-	-	-	-	-	16,000		16,000	-	
27003 - Transit ROI Assessment	28,000	-	12,000		120,000	-	-	-	-	-	-	-	160,000		160,000	-	
27003 - Smart Cities Lab	5,000	-	-		-	-	-	-	-	-	-	-	5,000		5,000	-	
31001 - Planning Local Subrecipients	382,143	-	29,207		-	13,650	-	-	-	-	-	-	425,000		425,000	-	
31001 - Transit Planning Subrecipient	-	-	-		114,286	-	-	-	-	-	-	-	114,286		114,286	-	
31001 - Live Well Omaha Bike Education	-	-	-		-	-	-	-	75,000	-	-	-	75,000		75,000	-	
31001 - 5310 Subrecipients	-	-	-		-	-	-	-	-	-	720,000	-	720,000		720,000	-	
31001 - JARC/NF Subrecipients	-	-	-		-	-	-	-	-	-	81,264	-	81,264		81,264	-	
31001 - VTCLI Subrecipients	-	-	-		-	-	-	-	-	-	527,344	-	527,344		527,344	-	
Aerial Photography (final payment)	-	-	-		-	-	-	-	-	-	-	462,233	462,233		462,233	-	
Subtotal Contracts and Subrecipients-Federal Share	$ 355,300	$ 32,125	$ 55,000		$ 167,741	$ 10,500	$ -	$ 306,208	$ 390,000	$ 80,000	$ 981,177	$ -	$ 2,378,051		$ 2,363,001	$ 15,050	1%
Subtotal Contracts and Subrecipients - State Share	-	-	-		-	-	-	-	-	-	-	-	-		-	-	
Subtotal Contracts and Subrecipients-Local Share	193,103	50,000	47,548		92,545	7,275	9,920	76,552	106,875	20,000	347,431	573,195	1,524,443		1,276,761	247,682	19%
Subtotal Contracts and Subrecipients	**548,403**	**82,125**	**102,548**		**260,286**	**17,775**	**9,920**	**382,760**	**496,875**	**100,000**	**1,328,608**	**573,195**	**$ 3,902,494**	-	**$ 3,639,762**	**$ 262,732**	**7%**
Total Federal Share	$ 1,030,502	$ 200,000	$ 108,161		$ 370,180	$ 34,578	$ 52,903	$ 334,216	$ 406,000	$ 80,000	$ 1,086,229	$ -	$ 3,702,769		$ 3,702,769	$ -	0%
Total Local Share	257,626	50,000	56,957		92,545	11,366	13,226	83,554	110,875	20,000	373,694	573,195	1,643,037		1,499,437	143,600	10%
Total	**1,288,128**	**250,000**	**165,118**		**462,725**	**$ 45,944**	**$ 66,129**	**$ 417,770**	**$ 516,875**	**$ 100,000**	**$ 1,459,923**	**$ 573,195**	**$ 5,345,806**		**$ 5,202,206**	**$ 143,600**	**3%**
Total Hours	25,760	5,000	3,300		9,250	920	1,320	8,360	10,340	2,000	29,200	11,460	106,910				
Match Funding																	
Local / Subrecipient Cash	$ 74,723	$ -	$ 3,409		$ -	$ 4,091	$ 3,306	$ 74,554	$ -	$ -	$ 26,263	$ 573,195	$ 759,541		$ 759,561	$ (21)	0%
State Funding	-	-	-		-	-	-	-	-	-	-	-	-		-	-	
Heartland 2050 Foundation Cash	19,000	9,375	6,000		48,259	-	-	-	-	-	-	-	82,634		90,784	(8,150)	-9%
Aerial Photography tapered match	49,260	40,625	37,841		10,000	4,125	9,920						151,771		-	151,771	
In-kind Match	114,643	-	9,707		34,286	3,150	-	9,000	110,875	20,000	347,431	-	649,092		649,092	(0)	
Match %	20%	20%	34%		20%	25%	20%	20%	21%	20%	26%	100%	31%		29%	2%	

Agenda Item D
FY2019 Transportation Improvement Program (TIP) Call for Projects

MAPA Project Selection

Guidance Document for TAP-MAPA Project Selection

FY2019-2024 Transportation Improvement Program

Approved:

TTAC

Board

Table of Contents

Schedule for TAP-MAPA Project Selection

Call for FY 2024 Projects ..... December 1, 2017

Submittal Deadline for STP-MAPA Applications .....January 19, 2018

Preliminary Eligibility Screening of Applications.....February 2, 2018

Individual Project Applications Scored .....February 9, 2018

Project Selection Workshop.....February 15, 2018

Publication of Selected Project List..... February 19, 2018

Appeals Hearing .....February 20, 2018

Incorporation into Draft FY2019-2024 MAPA TIP.....February & March 2018

TTAC Approval of Draft FY2019-2024 MAPA TIP ..... April 2018

MAPA Board of Directors Approval of Draft FY2019-2024 MAPA TIP ..... April 2018

State Review & Public Comment Period..... April-May 2018

TTAC Approval of Final FY2019-2024 MAPA TIP .....June 2018

MAPA Board of Directors Approval of Final FY2019-2024 MAPA TIP.....June 2018

Distribution of Final TIP to State & Federal Partners.....July 2018

1) Eligibility of Projects

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

Federal Eligibility Requirements

The Fixing America's Surface Transportation Act (FAST) maintained the following activities as eligible projects for funding under the Transportation Alternatives Program (TAP):

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

Per the requirements of the FAST Act, Transportation Alternatives Program funds cannot be used for the following activities:

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

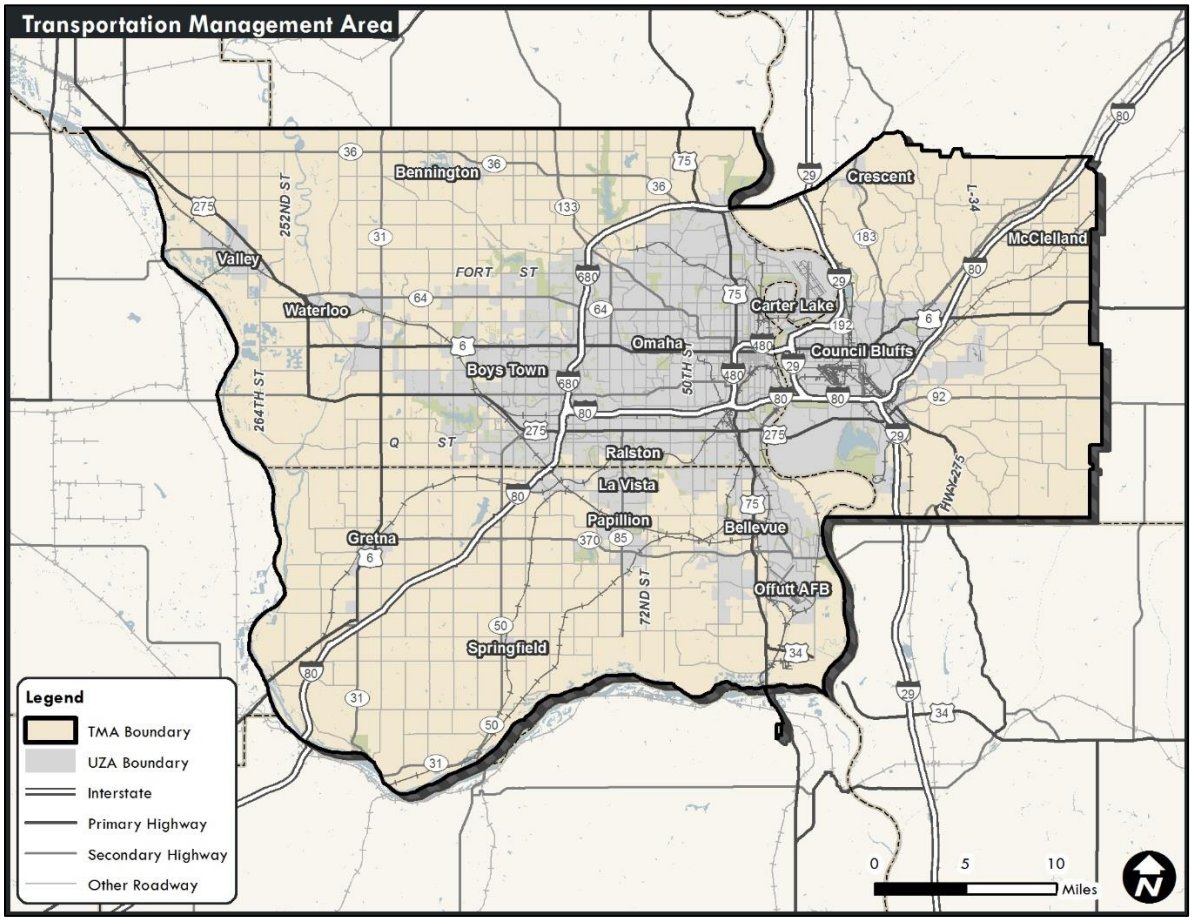
Additional Eligibility Requirements for TAP Funding

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

1. Project must be listed in the MAPA 2040 Long Range Transportation Plan as required by the FAST Act.
2. Minimum match of 20 percent local (non-federal) funding as required by the FAST Act.
3. Projects must be submitted by local public agencies (LPAs) (including school districts) in the MAPA Transportation Management Area (MAPA TMA). The TMA encompasses Douglas and Sarpy Counties in Nebraska and the urbanized area surrounding Council Bluffs in Pottawattamie County, Iowa.

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

Figure 1: MAP of the MAPA Transportation Management Area



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

Membership

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

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

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

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

3) Project Submission Guidelines

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

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

Project applications for FY 2023 TAP-MAPA funding should be submitted no later than 4:30pm on January 6, 2017 to:

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

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

Evaluation of Project Applications

Following an initial eligibility determination, project applications are evaluated and scored by MAPA staff based upon their particular project type and the information supplied. MAPA staff will recommend a prioritization of projects to TAP-C for approval at the Final Selection Workshop. Projects selected during this workshop will be incorporated into the Draft FY2019 MAPA Transportation Improvement Program as allowed by fiscal constraint.

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

Project Selection Process and Funding Implementation

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

- **First Gate** – New Projects and projects wanting to move from the illustrative years to the fiscal constraint years are ranked and placed in the TIP based on each individual project's ranking, timelines, and the available funding per year.

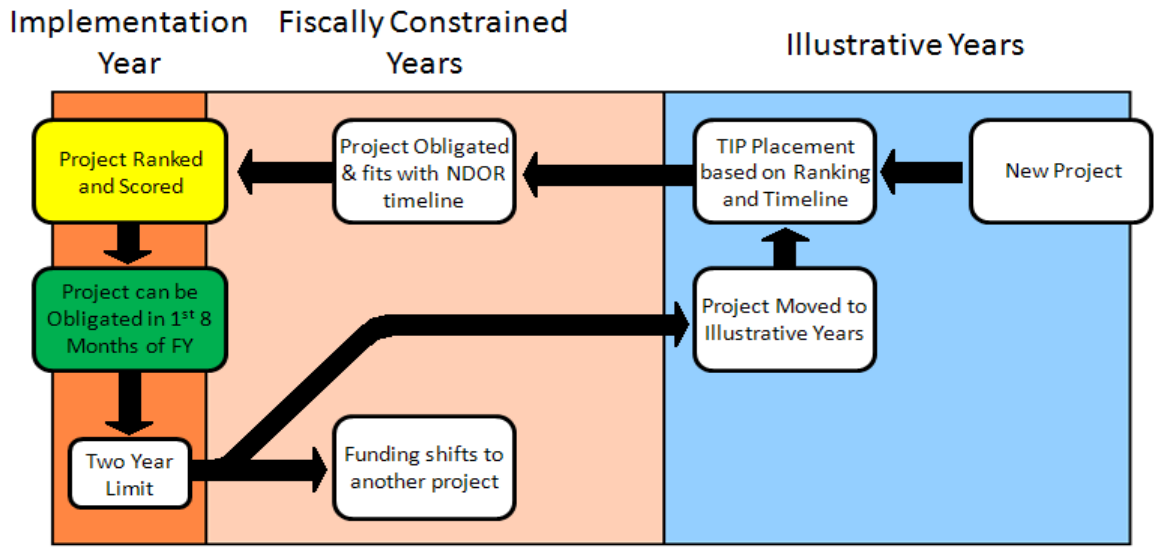
- **Second Gate** - Projects that can be obligated within the first 8 months of the fiscal year will be moved to the implementation year of the TIP based on NDOR timelines and fiscal constraints.

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

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

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

Figure 2: Diagram of the Project Programming Process



A) Prioritization Model for Regional TAP Funding

General Overview

The Transportation Alternatives Program Committee has identified the need for the construction of additional alternative transportation facilities throughout the region. Eligible construction activities under the Fixing America's Surface Transportation law are noted in Section 1 of this Policy Guide.

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

Table 1: Overview of FY2019 Transportation Alternatives Program (TAP) Criteria

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

Scaling of Scores for Selection Variables

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

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

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

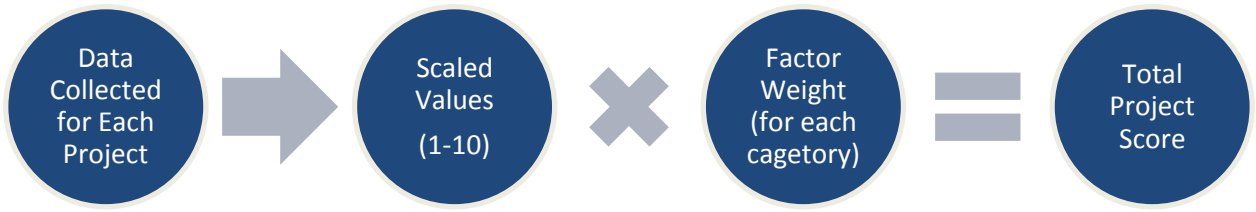
Proportionate scaling is useful for when a higher "raw" value is preferred (e.g. employment density) but where the range of values for a set of projects could be very broad and difficult to compare directly. Proportional scaling allows projects that far exceed the other comparison projects to receive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

Weighting of Factors

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

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

Figure 3: Overview of the Scoring Process for TAP Projects



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

B) Overview of Criteria for Construction & Infrastructure Projects

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

Support (Weight = 5)

Percentage of Local Match

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

Data Source: Project Application
Method of Scaling: Proportional

Multi-Jurisdictional Projects & Partnerships

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

Data Source: Project Application
Method of Scaling: Proportional

Safety (Weight = 7)

Physical Separation of Proposed Facility

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

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

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

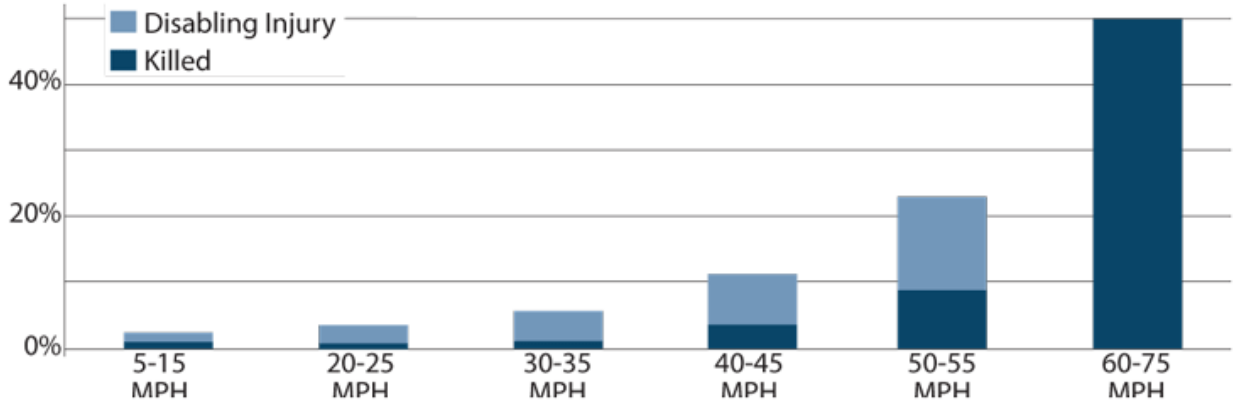
Data Source: Project Application
Method of Scaling: Proportional

Density of Pedestrian Crashes (2013-2015)
The number of pedestrian crashes occurring at a project's location allows the TAP-C to quantify the safety risks to both motorists and users of non-motorized vehicles as well. The total number of pedestrian crashes for three years along a project route will be calculated in ArcGIS using the crash databases from state partners. This crash total will be converted to a measure of crash density by dividing the total number of crashes by the project's length (in miles).

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

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

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



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

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

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

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

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

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

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

Demand (Weight = 6)

Population Density

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

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

Employment Density

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

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

Proximity to Schools

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

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

Connectivity (Weight = 9)

Enhancing connectivity within the multimodal transportation network is a critical goal of the 2040 MAPA LRTP. The TAP-C identified investments that make connections between modes and activity centers within the MAPA region as key priorities of the program.

Level of Transit Service

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

Access to transit routes will be measured at the following types of existing facilities: transit centers, park and ride lots, transit stops, or new facilities proposed for completion prior to 2019.

Data Source: Metro Transit
Method of Scaling: Proportional

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

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

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

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

Equity (Weight =6)

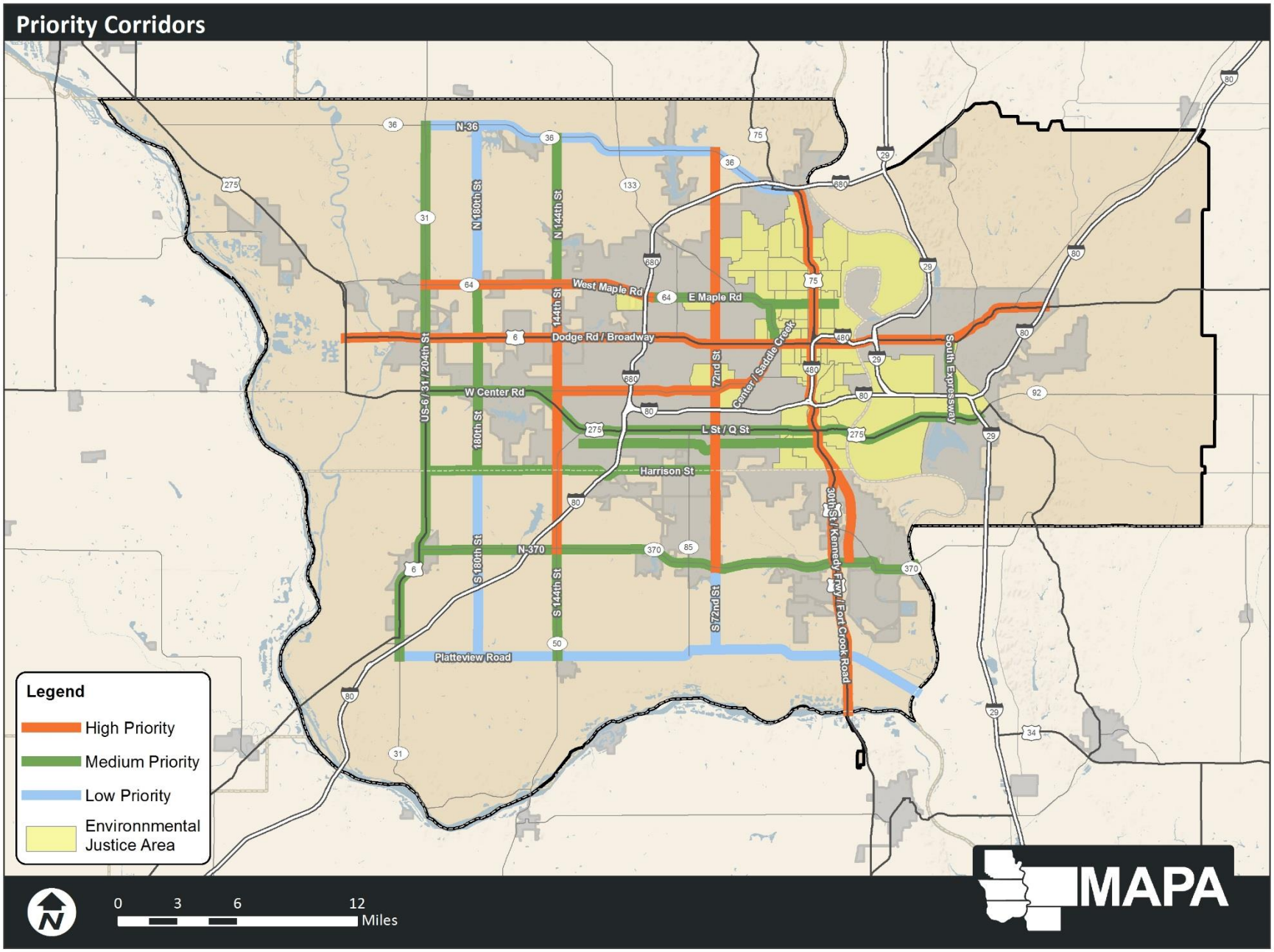
Accessibility for Environmental Justice Populations
Projects that invest in areas with disproportionately high-minority and low income populations will receive additional consideration through this process. Areas of high-minority concentration, low income concentration and those areas that are both high-minority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

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

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

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

Figure 5: MAPA Regional Priority Corridors



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

Data Source: American Community Survey (ACS)
Method of Scaling: *Proportional*

C) Overview of Criteria for Non-Infrastructure Projects

General Guidelines

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

Eligible construction activities under the Fixing America's Surface Transportation law are noted in Section 1 of this Policy Guide. Notable differences from previous transportation authorization bills include the ineligibility of bicycle or pedestrian safety education for adults.

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

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

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

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

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

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

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

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

4) Project Application Form

Metropolitan Area Planning Agency (MAPA)

FY2016 Transportation Alternatives Program (TAP) Application

General Information

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

Type of Applicant:

If "Other", please specify

Project Information

Project Title:

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

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

Please Select:

1 Trails & Bicycles

1.1 | Facilities for pedestrians and bicycles including safe routes for non-drivers

1.2 | Conversion and use of abandoned railway corridors

2 Scenic & Historic

2.1 | Construction of turnouts, overlooks, and viewing areas

2.2 | Inventory, control, or removal of outdoor advertising

2.3 | Historic Preservation and rehabilitation of historic transportation facilities

2.4 | Archaeological activities relating to impacts from another eligible activity

3 Safe Routes to School (SRTS)

3.1 | Infrastructure (sidewalks, trails, signals, addressing K-8 need)

3.2 | Non-infrastructure (public awareness, education, training, etc.)

4 Environmental

4.1 | Vegetation management practices in the transportation right-of-way

4.2 | Highway-related stormwater management

4.3 | Reduction of vehicle-caused wildlife mortality or restoration of habitat connectivity

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

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

Safety & Security

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

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

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

Cultural & Historical Resources

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

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

Does this project improve or affect any historic transportation facilities?

If yes, please describe:

Application Checklist

Complete Transportation Alternatives Program Application

Project Locational Map

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

Completed DR-530 Form*

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

Documentation (Letters of Support) from Funding Parnters

* Nebraska projects only, both forms are available from the NDOR at the link below
http://www.transportation.nebraska.gov/gov-aff/lpa-guide-man.html

Definitions

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

Four general factors affect physical accessibility:

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

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

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

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

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

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

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

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

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

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

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

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

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

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

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

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

1. *Egalitarianism*- This refers to treating everybody the same, regardless of who they are. For example, egalitarianism might be used to justify charging every passenger pay the same fare (regardless of trip length), that each transit rider receive the same subsidy (regardless of income or need), that each resident pays the same amount or tax support transportation services (regardless of income or use), or that roads are unpriced.

2. *Horizontal Equity (also called "fairness")*- This is concerned with the fairness of impact allocation between individuals and groups considered comparable in ability and need. Horizontal equity implies that consumers should "get what they pay for and pay for what they get," unless a subsidy is specifically justified.

3. *Vertical Equity With Regard to Income and Social Class*- This focuses on the allocation of costs between income and social classes. According to this definition, transportation is most equitable if it provides the greatest benefit at the least cost to disadvantaged groups, therefore compensating for overall social inequity.

4. *Vertical Equity With Regard to Mobility Need and Ability*- This is a measure of how well an individual's transportation needs are met compared with others in their community. It assumes that everyone should enjoy at least a basic level of access, even if people with special needs require extra resources and subsidies. Applying this concept requires establishing a standard of Basic Access. This tends to focus on two issues: access for people with disabilities, and support for transit and special mobility services.

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

MAPA 2040 LRTP- The MAPA 2040 Long Range Transportation Plan was finalized in 2015 and is the applicable long range transportation plan for the MAPA region. Capital Improvement projects must be listed in the MAPA 2040 LRTP in order to be eligible for TAP-MAPA funding.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Heartland 2050 Mini-Grant Program

FY2019 Application Guidance

PROGRAM SUMMARY

Heartland 2050 and the Metropolitan Area Planning Agency (MAPA) for the Omaha-Council Bluffs Metropolitan Statistical Area announces the Heartland 2050 (H2050) Mini-Grant Program. This $330,000 annual program provides local jurisdictions with technical and financial assistance to support local governments in their efforts to create livable communities and support the Heartland 2050 vision.

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

This program serves as a mechanism to move the Heartland 2050 Vision forward. The Vision focuses on six goals to improve our quality of life and create a long-term vision in harmony with our people, places and resources:

- Economic Development
- Education
- Health and Safety
- Housing and Development
- Infrastructure
- Natural Resources

Heartland 2050's Guiding Principles create overarching themes used to guide the vison goals, and strategies and actions included in the Heartland 2050 Action Plan.

- Equity
- Inclusivity
- Efficiency
- Local Control/Regional Benefit

PROGRAM GOALS

The Heartland 2050 Mini-Grant Program aims to:

1. Support local outreach and engagement efforts that promote broader stakeholder involvement.
2. Promote alternative or multi-model travel choices through collaborative planning strategies.
3. Encourage coordination of land use plans with existing or planned regional transportation infrastructure.
4. Promote plans and projects that support and implement Heartland 2050 vision scenario and the Heartland Connection RTV and Bicycle-Pedestrian Plans.
5. Promote collaboration.
6. Improve access to jobs and education.

PROJECT ELIGIBILITY

Assistance is available to municipalities, counties, townships, and multijurisdictional groups of local governments within the MAPA MPO. Heartland 2050 encourages applications from two or more jurisdictions working together, within the Transportation Management Area (TMA). Non-profits or other organizations may serve as a partner agency, but a local government must be the project sponsor.

Eligible projects must include a strong emphasis on transportation. Applications could include but are not limited to:

- New and/or revised land use strategies
- Developing of transit oriented local "visions" or plans
- Multijurisdictional coordination and planning with regard to any of the following: roads and highways, freight and logistics, biking, and walking, and local and regional transit.
- Continuity of local streets in study area.
- Public and stakeholder participation
- Site assessments to determine feasibility of transit oriented development projects
- Integration of walking, biking, traffic calming, and transit facilities into all areas of the region
- Expansion of multimodal connections between town centers, employment centers and areas of concentrated poverty.
- Transportation planning for economic development, public and private partnerships, education, and/or workforce development activities.

FINANCIAL REQUIREMENTS

Project applicants are required to provide a minimum 20% match. However, level of local match is encouraged and is a consideration during the evaluation of the projects.

APPLICATION PROCESS

Interested parties should submit an application from the project sponsor including applicant contact information, project description, type of assistance requested, and estimated project cost and local match. Interested parties should also include supplementary materials as appropriate to help describe the project.

Applications will be reviewed by a joint committee of MAPA Project Selection Committee members and Heartland 2050 Executive Committee members. The recommendations of this committee will be reviewed and recommended by the Transportation Technical Advisory Committee and Heartland 2050 Executive Committee to the MAPA Policy Board for final approval and incorporation into the TIP. Applicants will be provided with program selection and evaluation criteria in the application form.

FY2019 PROPOSED PROGRAM TIMELINE	
December 1, 2017	Program Announcement and Call for Proposals
January 19th, 2018	Applications Due
April 26th, 2018	Notification of Awards – MAPA Board

FOR MORE INFORMATION

Questions and requests for additional information may be directed to:
Karna Loewenstein 402-444-6866 Ext 225 kloewenstein@mapacog.org
Michael Helgerson 402-444-6866 Ext 224 kloewenstein@mapacog.org

Agenda Item E
Critical Urban Freight Corridor Designation

MAPA Omaha-Council Bluffs Metropolitan Area Planning Agency

November 22, 2017

Ryan Huff
Intermodal Planning Division Manager, NDOT
1500 Highway 2, Lincoln, NE 68502

RE: Critical Urban Freight Corridor Draft Designations

Dear Ryan:

The Fixing America's Surface Transportation Act (FAST Act) created special requirements for consultation and certification by Metropolitan Planning Organizations (MPO) for Critical Urban Freight Corridors (CUFC) within large metropolitan areas. This correspondence provides documentation of MAPA's coordination with NDOT regarding the designation of freight corridors within the Omaha-Council Bluffs TMA. The table identifies critical freight corridors in accordance with current FHWA guidance covering designation and certification requirements.

As the designating authority for the Omaha-Council Bluffs region, MAPA certifies that the public roads listed in the tables below meet the requirements of 23 U.S.C 167(f) as designated Critical Urban Freight Corridor (CUFC) routes and connectors and designates these corridors as CUFC, in consultation with the Nebraska Department of Transportation (NDOT) as per 23 U.S.C. 167(f)(2).

Route	Start Point	End Point	Length	Additional Notes
US 75	Fairview Road	I-80	8.79 mi	• High truck volume corridor • Provides access to BNSF Omaha Intermodal Yard • Capital Improvement Corridor
A.C.Storz Expwy./ Abbott Dr./ Cuming St	Ames Ave (at US 75)	Cuming St (at US 75)	6.9 mi	• Connects several freight clusters • Connects to Eppley Airfield
US 75	I-480	A.C. Storz Expwy.	2.72 mi	• Connects several freight clusters to I-80 • Connects to Eppley Airfield
John Pershing Dr./ Abbott Dr.	Dick Collins Rd	A.C. Storz Expwy.	4.3 mi	• Connects several freight clusters
US 275	I-80	S. 13th St	7.47 mi	• Connects to National Highway System intermodal connector for BNSF Omaha Intermodal yard • Alternative route to I-80

Please do not hesitate to contact me at 402-444-6866 x224 or mhelgerson@mapacog.org should you have any questions.

Sincerely,

Michael Helgerson
Transportation & Data Manager

Cc: Greg Youell, Executive Director, Metropolitan Area Planning Agency (MAPA)
Justin Luther, Federal Highway Administration – Nebraska Division
Paul Gavin, Highway Planning Manager, Nebraska Department of Transportation
Rita Sanders, Board Chair, MAPA Board of Directors

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