

Omaha-Council Bluffs

Metropolitan Area Planning Agency

FY 2020 Unified Planning Work Program

Final May 2019

MAPA

The logo for the Metropolitan Area Planning Agency (MAPA) features the word "MAPA" in a bold, black, sans-serif font. A stylized, grey, curved graphic element is positioned behind the letter "A", extending from the bottom right of the letter and curving upwards and to the left.

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MAPA FY 2020 Unified Planning Work Program

Table of Contents

	Page
Introduction & Agency Overview	i
Current Transportation Planning Overview	ii
Work Program Framework	iv
Changes to the Approved Work Program	vi
Revisions and Approvals Procedures	vii
 <u>FY 2020 Work Program Activities</u>	
200 – Work Program and Federal Assurances.....	1
210 – Board and Committee Support.....	3
220 – Regional Transportation Planning.....	4
230 – TIP and Local Projects.....	6
240 – Communication and Public Involvement.....	8
250 – Regional Data, Mapping and Forecasting.....	10
260 – Environment and Energy.....	12
270 – Heartland 2050	14
280 – Training and Education	16
290 – Management	17
300 – Membership Services	18
310 – Local and Partner Planning Support	19
 Appendix I - MAPA FY 2020 UPWP Budget Table	
 Appendix II – MAPA Council of Officials, Board of Directors, and Transportation Technical Advisory Committee Membership	

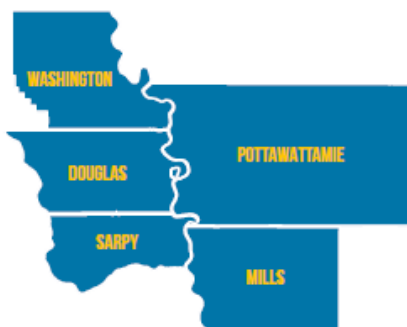
The preparation of this report was financed in part with funding from United States Department of Transportation (USDOT), administered by the Nebraska Department of Transportation (NDOT) and Iowa Department of Transportation (Iowa DOT). The opinions, findings and conclusions expressed in this publication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

MAPA is an EOE/DBE employer.

Introduction

The Unified Planning Work Program (UPWP) documents the Metropolitan Area Planning Agency's (MAPA's) transportation related activities and projects for fiscal year (FY) 2020 which encompasses July 1, 2019 through June 30, 2020. MAPA serves as a voluntary association of local governments in the greater Omaha region chartered in 1967. MAPA performs planning and development work, especially to address problems that are regional in scope and cross jurisdictional boundaries. Figure 1 (next page) illustrates the MAPA TMA.

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



COUNCIL OF GOVERNMENTS

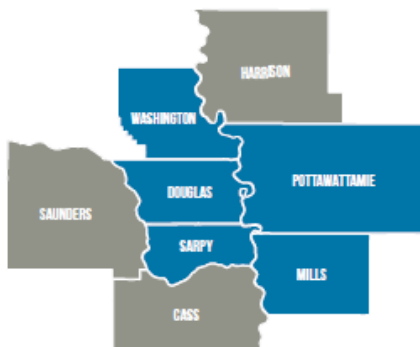
MAPA is governed by a 63-member Council of Officials, representing each of the 63 governmental units which comprise MAPA within the five counties it serves. They include: Douglas, Sarpy, and Washington Counties in Nebraska; Pottawattamie and Mills Counties in Iowa. The Council's roles include approving the agency's long range plan and setting overall policy.



TRANSPORTATION PLANNING AFFILIATIONS

In its role as a Metropolitan Planning Organization, MAPA is the pass-through agency for millions of dollars in federal transportation funding for the Transportation Management Area (TMA) it serves which consists of Douglas and Sarpy Counties in Nebraska and western Pottawattamie County in Iowa (mainly the boundaries of the City of Council Bluffs). In addition, MAPA also serves as the administrator for Iowa Regional Planning Affiliation 18, which includes the counties of Harrison, Mills and Shelby, and the non-urbanized portion of Pottawattamie County.

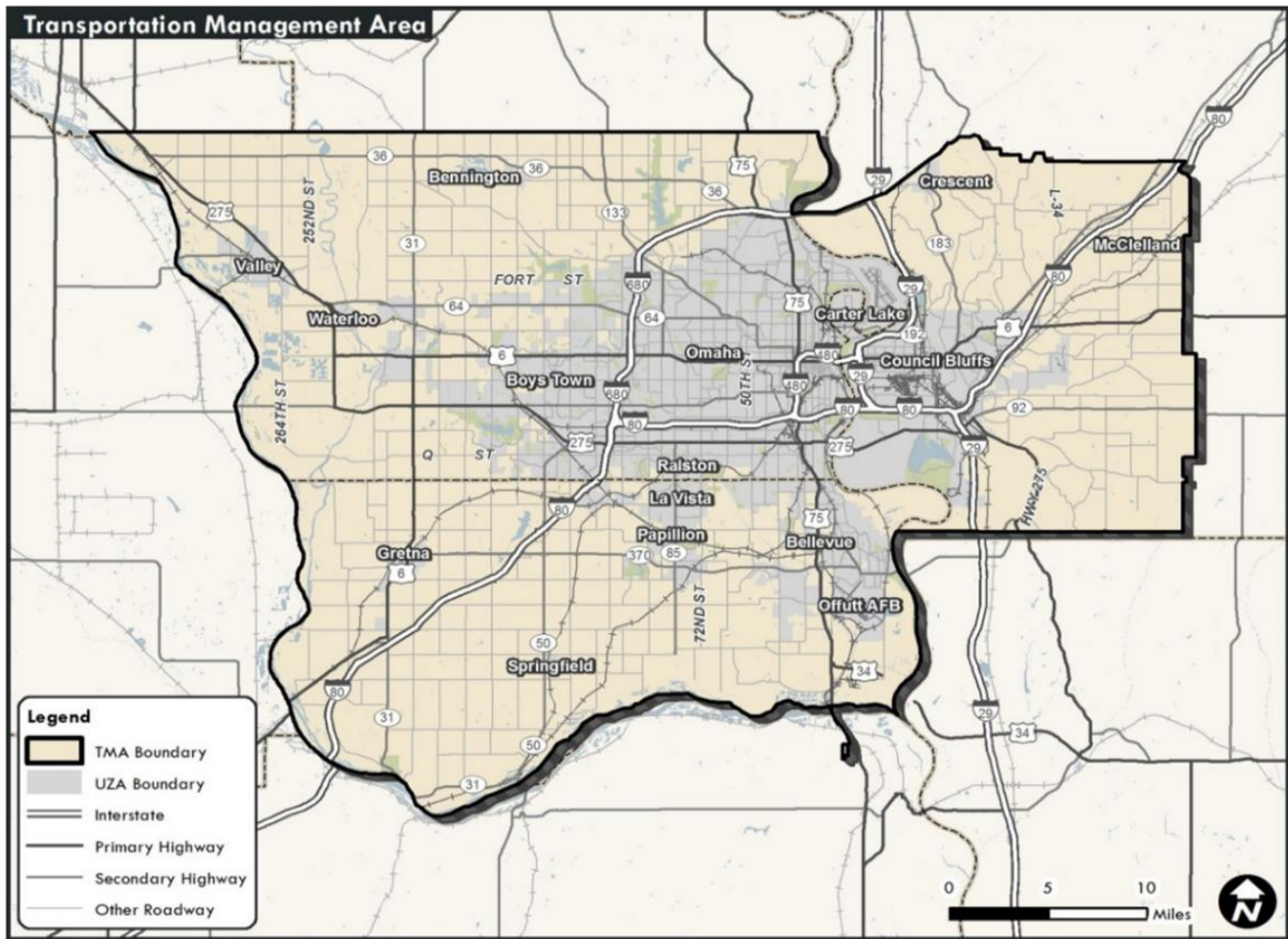
MPO = BLUE
RPA-18 = YELLOW



METROPOLITAN STATISTICAL AREA

At the time of its inception in 2011, the work of the Heartland 2050 Regional Visioning project included the eight counties in the Omaha Metropolitan Statistical Area (MSA). The MSA counties include all five counties in the MAPA region plus Saunders and Cass Counties in Nebraska and Harrison County in Iowa. Heartland 2050 has evolved into the Heartland 2050 Regional Planning Committee and it will focus its core work on the five counties in the MAPA region.

Figure 1 – MAPA Transportation Management Area



Current Transportation Planning Overview

Several large planning initiatives have been recently completed or are underway in the MAPA region. **Heartland 2050** was adopted by the MAPA Council of Officials as the long-term vision for the greater Omaha-Council Bluffs metropolitan area in January 2015. The Regional Vision was developed over 2013 and 2014 and entered implementation phase in 2015. The project produced a Vision Scenario for future growth and development that is now being utilized for MAPA’s transportation planning process.

During FY-2019 MAPA continued work on its next Long Range Transportation Plan update, **LRTP 2050**. The LRTP is being closely coordinated with the **Metro Area Travel Improvement Study (MTIS)**, a joint Nebraska Department of Transportation (NDOT) / MAPA multi-year regional study of highway needs that will result in a list of prioritized projects for state investment and guide future regional transportation investments. MAPA is working closely with the Greater Omaha Chamber of Commerce in the development of this new long range vision for transportation, with a particular emphasis on enhancing the accessibility of jobs and education through our transportation system. This comprehensive study has developed a strong set of data for MTIS and other planning projects, and MAPA’s travel demand model has been updated significantly as part of ongoing collaboration with US-DOT. MTIS will also serve to develop long-range performance targets that will be support the requirements of MAP-21 and the FAST-ACT, the current transportation authorization bill. Throughout FY2019 MAPA closely

coordinated with State DOTs and FHWA on implementing federal performance management guidelines for PM1, PM2 and PM3. The **performance-based approach** is a new component of the federal transportation planning process and is another federal PEA that will be very important during FY2020.

The LRTP 2050 will also incorporate other recent plans that were conducted in the metro area. These include the **Heartland Connections Regional Transit Vision (RTV)** and **Regional Bicycle-Pedestrian Plan**. The RTV proposed a staged approach to improve transit service in the region. These concepts were applied as part of the Sarpy County Transit study in FY2018 in addition to Metro Transit's Transit Development Plan— a key initiative in both FY2018 and FY2019. These scenarios are being utilized for further analysis in the MTIS study. In FY2020, MAPA will be revisiting the short, medium, and long-range projects in its Regional Bike-Ped Plan to enhance the regional network of trails, bicycle boulevards, and other bicycle / pedestrian facilities with a particular emphasis on the safety of vulnerable users.

Metro Transit is continuing work on the Bus Rapid Transit (BRT) line that was awarded a US-DOT discretionary TIGER grant that will run along the Dodge Street corridor from downtown Omaha to Westroads Mall at approximately 102nd Street. This premium transit service would serve as the spine of the transit network in the region. The project will help some of the densest concentrations of employment and housing in Omaha and exemplify the Ladders of Opportunity PEA. Final Design was completed in FY2019 and will be construction will commence in 2020.

In FY2020 MAPA will continue to emphasize freight planning as part of the Regional Transportation Planning Process. The Nebraska Department of Transportation completed its State Freight Plan in 2017 and MAPA will continue partner with NDOT on the plan's implementation and continued outreach. In 2018 MAPA identified a specific need for additional truck count data and is coordinating with NDOT to increase the frequency with which truck counts are conducted and also target them in areas where gaps current exists in MAPA's data. MAPA's ongoing improvements to the travel demand model will allow additional technical analysis of freight transportation in the metro area. MAPA' coordination with the Greater Omaha Chamber of Commerce on its LRTP presents an unprecedented opportunity to stand up a freight advisory committee to better understand freight bottlenecks in the region and prioritize goods movement in the planning process.

Some of the **City of Omaha** major transportation projects include bridge needs, a massive signal infrastructure upgrade, and several capacity improvements in the western part of Omaha, including multiple projects near West Dodge Road (US-6) along 168th Street, 180th Street, 192nd Street. **Douglas County** is preparing to let a large project on 180th Street between West Dodge Road and West Maple Road in FY2019— culminating years of coordination and planning between federal state, and local partners.

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

The **Council Bluffs Interstate (CBIS) Project**, a complete reconstruction of the interstate and railroad realignment, is scheduled to continue for at least the next eight years. Council Bluffs continues implementing its plan for **West Broadway corridor** that includes the reconstruction of West Broadway and creation of a multimodal transit corridor along 1st Avenue. A significant mixed-use project is currently under construction at Playland Park on the east end of the Bob Kerrey Pedestrian Bridge. Transportation in this area continues to be a key focus as community leaders and the philanthropic community are reimagining the riverfront and seeking to balance its redevelopment potential and access to open space. Additional progress has been made on the East Beltway project in Council Bluffs, with the second phase of project let in FY2019.

Work has continued on the development of a **Coordinated Call Center** and information sharing for the region. Metro Transit, the Veterans Administration (VA), and MAPA are working together to coordinate the development and implementation of the Coordinated Call Center including the purchase of hardware, software, and system engineering. Presently, Metro Transit's MOBY Paratransit service is coordinated along with the State of Nebraska's Medicare & Medicaid Transportation services. MAPA continues to work with other local and non-profit partners to build on this existing coordination between partners.

MAPA helped implement two **Congestion Mitigation Air Quality (CMAQ)** projects including the installation of 35 new bike share stations in the City of Omaha in FY2019. Progress continues to be made on the installation of up to 20 electric vehicle charging stations by the City of Omaha.

MAPA will administer and update the region's **FY 2019-2024 Transportation Improvement Program (TIP)**. The TIP includes state and local federal-aid projects and regionally significant projects programmed in the region for the next six years. In addition to roadway projects, the TIP covers anticipated expenditures for some alternative transportation projects such as the Transportation Alternatives Program (TAP), transit, and aviation. MAPA has continued to develop online TIP database and mapping platform that provides up-to-date programming information to project partners and helps track the status of projects in both Iowa and Nebraska.

MAPA's Coordinated Transit Committee (CTC) works on issues related to public transit, paratransit, and human services transportation. A FTA **Veterans Transportation and Community Living Initiative (VTCLI)** grant to develop a Coordinated Call Center for human services made progress through the first two summits during FY 2015. These resources helped create a core network of Automatic Vehicle Location (AVL) technology to provide real-time data to other agencies and serve as the foundation of coordinated services between human service organizations and transit agencies in the region— including through a new mobile app set to launch in late FY2019. This effort, in addition to the transit activities listed previously, addresses the Ladders of Opportunity PEA by improving gaps in the transportation system and mobility for residents. MAPA's robust public participation processes are other examples of steps toward the Ladders of Opportunity PEA.

Work Program Framework

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

MAPA has continued to update and maintain its Strategic Plan first developed with the MAPA Board in 2016. During the development of the UPWP, a priority setting process was used to evaluate existing programs and projects against these goals. Additional outreach was conducted to the Council of Officials, Board of Directors, and TTAC to understand our members' needs for the upcoming year. Results of the priority setting process are reflected by the projects and associated funding levels shown in the UPWP.

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

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

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

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

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

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

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

The UPWP budget includes additional matching funds beyond the 20% requirement from sub-recipients used to match FHWA PL funds for MAPA activities. These locally-funded planning activities contribute to the regional transportation planning process and are eligible to count toward the required local match for PL funding. In order to provide this match, sub-recipients of PL funds contribute a 30% match. The 10% of additional match beyond the 20% requirement provides match toward PL funds for MAPA activities. Sub-recipients for the FY2020 Work Program are summarized in the table below.

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

Changes to the Approved Work Program

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

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

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

Revisions and Approvals Procedures

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

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

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

Performance management agreement between MAPA and State DOTs

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

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

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

(2) These provisions shall be documented either:

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

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

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

Performance measures require coordination with the MPOs to set performance targets, collect performance measure data and report performance measure data to FHWA and/or FTA. These requirements are included in this MPO manual as detailed in this section and identify the responsibilities for carrying out performance-based planning and programming in the metropolitan planning area (23 CFR 450.314(h)). National goals and performance management measures are identified in 23 U.S.C §150 and Federal Transit performance measures for capital assets are identified in 49 CFR §625.43 and safety in 49 CFR Part 673.

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

1) Transportation performance data

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

2) Selection of performance targets

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

3) Reporting of performance targets

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

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

FY-2020 WORK PROGRAM ACTIVITIES

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

Work Program & Federal Assurances (200)

Objective

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

Previous Work

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

Work Activities

1. Planning Agreements

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

2. Unified Planning Work Program (UPWP)

Develop FY2021 UPWP and maintain the FY2020 UPWP. A draft UPWP is approved in March by the Council of Officials, Board of Directors, and TTAC, with submittal in April for state and federal review. Final approval by MAPA occurs in May, with submittal in June to state and federal agencies.

3. Certification Review Action Plan

Implement the federal Certification Review Action Plan for MAPA’s programs. Review progress and revise activities on an ongoing basis.

4. Civil Rights & Disadvantaged Business Enterprise (DBE)

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

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

200 Budget	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$22,459	\$24,643	380

Board & Committee Support (210)

Objective

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

Previous work

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

Work Activities

1. Council of Officials

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

2. Board of Directors

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

3. Finance Committee

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

4. Transportation Technical Advisory Committee (TTAC)

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

5. Regional Planning Advisory Committee (RPAC)

Provide a forum to coordinate future planning and growth in the Greater Omaha-Council Bluffs region. The Committee will provide direction for the regional vision (Heartland 2050) through oversight of the Implementation Committees work and strategic decision-making. The RPAC meets on a bi-monthly basis to approve action items and discuss issues within the region to forward recommendations to the Board of Directors.

210 End Products		Schedule
1.	Council of Officials	Quarterly
2.	Board of Directors	Monthly
3.	Finance Committee	Monthly
4.	Transportation Technical Advisory Committee (TTAC)	Monthly
5.	Regional Planning Advisory Committee (RPAC)	Bi-Monthly

210 Budget	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$145,206	\$159,530	2,454

Regional Transportation Planning (220)

Objective

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

Previous Work

- Continued development of 2050 LRTP materials for the unified transportation plan
- Developed revised regional narrative for LRTP and CEDS documents
- Completed Phase 3 of the Metro Travel Improvement Study for the region
- Served on action team for City of Omaha Transit Oriented Development (TOD) policy
- Participated in development of Complete Streets Design Manual for City of Omaha
- Participated in stakeholder committees for Omaha Rapid Bus Transit (ORBT) project
- Conducted outreach to freight and private sector representatives
- Assisted with local planning studies, including providing forecasts and data

MAPA Work Activities

1. LRTP Development and Administration

Develop 2050 LRTP to be adopted by October 2020. Implement, review, and amend the LRTP as necessary. Support regional goals in accordance with the federal transportation planning provisions. As a key element of the LRTP development efforts performance measures will be developed and assessed as part of the scenario planning for the 2050 LRTP. Coordination with Greater Omaha Chamber of Commerce (GOCC) Prosper 2.0 and Comprehensive Economic Development Strategy (CEDS) update. Utilize consultants for various portions of the LRTP including marketing and public involvement activities such as the development of brochures, websites, info-graphics, surveys, and citizen engagement events. Purchase interactive tools for engaging the public.

2. Transit Planning Activities

Provide data, technical analysis, and coordination in support of short-range and long-range mass transit planning. This will include collaboration with Metro Transit, MAPA committees, local governments, nonprofit agencies, and other stakeholders in the transit planning process. Continue the implementation of the Regional Transit Vision through the Transit Development Plan and Close the Gap strategy proposed in Heartland 2050. Included in this is continued planning support for the Omaha Bus Rapid Transit (ORBT) corridor, potential future BRT extensions, core system improvements, suburban and express route enhancements. Study continues on a proposed modern streetcar concept in downtown and midtown Omaha. Ongoing support of transit planning in Council Bluffs and coordination between SWITA and Metro Transit.

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

3. Bicycle & Pedestrian Planning Activities

Participate in bicycle / pedestrian planning activities for the region, including the implementation of the Omaha Complete Streets policy and development of the Complete Streets Design Guide. Support implementation of the Complete Streets policy included in the LRTP. Assist with implementation and updates to the Heartland Connections Regional Bicycle / Pedestrian Plan with local project partners. Support the Mayor of Omaha’s Active Living Advisory Committee, including as a representative on the Vision Zero Task Force. Support local advocacy for bicycle and pedestrian investment.

4. Freight Planning & Coordination

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

5. Congestion Management Process (CMP)

Implement recommendations to enhance the CMP contained in the Certification Review report. Monitor causes of recurring / nonrecurring congestion and identify congestion relief opportunities. Utilize data collected from MTIS, NDOT, Iowa DOT, and other sources to assess existing congestion conditions in the region. Update CMP and approve as a stand-alone document in coordination with 2018 Traffic Reports. Prepare and conduct sessions on congestion for the Transportation Summit, and potentially hold additional working group sessions.

6. Other Long-Range Studies

Provide technical assistance and related transportation system travel, financial, and socioeconomic data to the states and local jurisdictions as requested to assist in conducting long-range corridor, location, subarea, feasibility, and other project level studies. This element includes working on PEL and IJR activities for a new I-80 Interchange in the 180th-192nd Street area of Sarpy County, as well as other projects requiring coordination with cities, counties, states, utilities, and other stakeholders.

MAPA and NDOT will continue work on MTIS, a comprehensive study of the National Highway System and other modes of transportation in the region. Phase 3 reports will be incorporated into the LRTP 2050 with construction phasing being coordinated between state and local projects.

220 End Products for MAPA Work Activities		Schedule
1.	LRTP Development and Administration (2050 LRTP)	Ongoing
2.	Transit Planning Activities	Ongoing
3.	Bicycle & Pedestrian Planning Activities	Ongoing
4.	Freight Planning & Coordination	Ongoing
5.	Congestion Management Process (CMP)	Ongoing
6.	Other Long-Range Studies	Ongoing (MTIS (Q1))

220 Budget	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$187,482	\$205,987	3,169

Contracts and Sub-recipients

Federal Share (Total Cost)

Transportation Support & Communications (22001)

\$60,000 (\$75,000 total)

MAPA will utilize our on-call communications firm to provide support for regional visioning and transportation planning efforts, including coordination with the Unified Transportation Plan, Smart Cities and Heartland 2050. These deliverables may include items such as brochures, website content, videos, local transportation needs and funding analysis, and strategic communications activities.

Regional Bicycle-Pedestrian Plan Update (22002)

\$60,000 (\$75,000 total)

MAPA will procure a consultant to assist with updates to the 2015 Heartland Connections Regional Bicycle-Pedestrian Plan. Updates will include review of implemented projects, updates to corridors, and identification of denser bicycle networks in regionally significant nodes throughout the region.

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

Objectives

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

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

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

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

Previous Work

- Processed TIP Amendments and Administrative Modifications
- Continued development of online TIP database and project management platform
- Completed development of FY2020 TIP
- Assisted with the implementation of the CMAQ-funded bike share expansion project
- Administered Project Selection Subcommittee (ProSe-Com) for Surface Transportation Program (STBG)
- Administered the Transportation Alternatives Program Committee (TAP-C) for Transportation Alternatives Program (TAP) projects
- Administered the Coordinated Transit Committee for transit projects related to Section 5310 and JARC funding
- Provided transportation technical assistance to member cities and counties

MAPA Work Activities

1. Maintenance of FY2018 and FY2019 Transportation Improvement Programs (TIPs)
Administer the FY2019TIP (through September 30th, 2019) and FY2020 TIP (beginning October 1st, 2019). Process Amendments and Administrative Modifications of the trip as necessary. Monitor and maintain fiscal constraint of the TIP and ensure consistency of the TIP with the LRTP.
2. Project Selection Activities (STBG, TAP, & 5310)
The Project Selection Committee (ProSeCom) will be convened to review and recommend federal-aid projects eligible for STBG funds based on project selection criteria linking the TIP to the LRTP's goals. The Transportation Alternatives Program Committee (TAP-C) will be convened to review and recommend federal-aid projects eligible for TAP funds based on project selection criteria linking the TIP to regional bicycle / pedestrian goals. The Coordinated Transit Committee (CTC) will be convened to review and recommend funding for Section 5310 based on project selection criteria linking the TIP, Coordinated Transit Plan and the Long Range Transportation Plan.

3. Transportation Funding Analysis
Identify funds available to the region from federal and state transportation legislation. Identify and assess innovative financing techniques to fund projects and programs. Provide data and information to officials on the status of transportation funding in the MPO. Analyze the costs / benefits of short-range and long-range needs in conjunction with local / state partners in collaboration with the LRTP. Coordination with State and Federal officials on transportation funding issues. Analyze and implement TIP Administrative Fee for federal-aid projects.
4. Development of FY2021 Transportation Improvement Program
Develop the TIP to provide a program of federal-aid transportation projects. The TIP includes at least four fiscally-constrained years of programming and a prioritized project list with a financial plan for project implementation. A progress report on the implementation of projects programmed for the most recent fiscal year will be also be included. The updated TIP is approved each year in June and is ready for implementation when the new federal fiscal year begins on October 1st. In addition, as performance measure final rulings per FAST Act are issued these will be included based on state and federal guidance.
5. Performance Measurement & Reporting
MAPA will coordinate with state and federal agencies to develop a set of performance measurements for the LRTP and TIP. Conduct studies and analyses of transportation data to develop and assess performance measures. Performance measures will be developed as part of the MTIS and LRTP plans. Data will be purchased (as necessary) to support the performance measurement analyses and implementation. New annual targets for Safety performance measures will be adopted before February 27, 2020.
6. Local Project Support & Coordination
MAPA staff members provide technical assistance for MAPA, local and state transportation projects as needed. In particular, MAPA's local project liaison will work to coordinate project delivery with MAPA planning and administration, and assist with project communication and streamlining. MAPA may serve as the Responsible Charge (RC) for Nebraska projects using federal funds. Attend Nebraska Environmental Assessment (EA) meetings to track the progress of local projects through the NEPA process. Assist jurisdictions with grant writing and administration for transportation activities on projects including the USDOT, Iowa DOT, and other grant opportunities. Continue participation in regional Transportation Systems Management (TSM) and Transportation Incident Management (TIM) meetings. Attend planning-related meetings and activities supporting the regional transportation planning process.

230 End Products for MAPA Work Activities		Schedule
1.	Maintenance of FY2019 & FY2020 TIPs	Ongoing
2.	Project Selection Activities	Winter 2019
3.	Transportation Funding Analysis	Ongoing
4.	Development of FY2021 TIP	Spring 2020
5.	Performance Measurement & Reporting	Ongoing
6.	Local Project Support & Coordination	Ongoing

<u>230 Budget</u>	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$125,923	\$138,340	2128

230 Contracts & Subrecipient Work Activities

Sarpy Interchange PEL Study

Federal Share (Total Cost)

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

Planning and Environmental Linkages (PEL) study to determine the location of a new 1-80 interchange in Sarpy County. Study builds off analysis that was conducted as part of the Metro Travel Improvement Study (MTIS) and will support an anticipated Interchange Justification Report (IJR). Funding represents regional support of project.

Eppley Connector Study (23000)

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

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

Communication & Public Involvement (240)

Objectives

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

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

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

Previous Work

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

MAPA Work Activities

1. Public Participation Plan (PPP) & Public Engagement Activities
Implement the policies identified in the Public Participation Plan. This plan includes a proactive outreach program that provides complete information, timely public notice, full public access to key decisions, opportunities for visioning on the transportation system and land use patterns, and supports an early and continuing involvement of the public in developing the LRTP and TIP. An annual report documenting public participation activities conducted during the past year will be created. Conduct public involvement and engagement efforts related to the transportation planning process. Host public forums and panel discussions on topics related to and impacted by transportation planning. Conduct presentations and meetings with service clubs, neighborhoods, community leaders, elected officials, and others to foster strong relationships and engage the public in the planning process. Efforts will include outreach and engagement activities with low-income, minority, and other underrepresented segments of the population.
2. Equity & Engagement Committee
Administer and facilitate activities of the Equity and Engagement Committee. Provide input into and leadership of MAPA's public participation process. Develop regional tool-kits and scorecards to ensure representative participation in the planning process. Participate in IAP2 workshops hosted by regional partners.
3. Publications & Newsletters
Develop, produce, and disseminate the MAPA Annual Report. Prepare and disseminate the Community Assistance Report. Develop, produce, and disseminate at least six issues of the "What's Happening for Community Leaders" newsletter. Develop and maintain a website with a map-based listing of the elected and appointed public officials for the region. Develop and distribute information from local / regional data and research. The information will include MAPA reports and summaries related to demographics, employment, land use, housing, traffic, transit, and other programs.
4. Online Activities (Websites & Social Media)
Maintain the MAPA websites including MAPA, Heartland 2050, Little Steps - Big Impact, and Metro Rideshare. Update the MAPA website with projects, regional data, maps, and committee information. Update MAPA's social media to communicate pertinent information to the public. Integrate the MAPA public outreach efforts with various social media outlets.

5. Participation in Partner Forums

Participation in Federal, State and Local forums to support the transportation planning process. Examples include public events or hearings related to transportation projects, state commission meetings, and ongoing coordination meetings between state partners (NDOT and IDOT) and MPOs. Coordination with other local, transportation-related activities.

240 End Products		Schedule
1.	PPP & Public Engagement Activities	Ongoing
2.	Equity & Engagement Committee	Quarterly
3.	Publications & Newsletters	Ongoing
4.	Online Activities (Websites & Social Media)	Ongoing
5.	Participation in Partner Forums	Ongoing

240 Budget	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$173,034	\$190,110	2,925

Regional Data, Mapping, & Modeling (250)

Objectives

To conduct socioeconomic and demographic forecasts in support of the transportation planning process
 To develop and maintain regional Geographic Information Systems (GIS)
 To develop and maintain modeling tools to support decision-making at the state, regional, and local level

Previous Work

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

MAPA Work Activities

1. GIS & Regional Transportation Data

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

2. Technical Reports & Forecasts

Utilize the US Census data and other data to provide assistance to jurisdictions, businesses, individuals, and organizations with projects involving Census data. Purchase necessary data and conduct regional or local studies for growth monitoring and analysis. Collaborate with data partners toward the development of a regional data hub. Maintain a land use file based on the monitoring of land use changes through secondary sources. Keep an employment file detailing employers in the region, number of employees, industrial classifications, and locations. Maintain files on construction permits, apartment complexes, subdivisions/SIDs, and housing sales to further define housing locations and characteristics. Support development of 2018 Traffic Growth, Interchange, and Intersection Reports. Monitor other local population characteristics such as auto ownership, vital statistics, and school enrollment.

3. Regional Growth Monitoring

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

4. Travel Demand Modeling Activities

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

5. Land Use Activity Allocation Model (LUAAM)

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

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

250 Budget	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$219,431	\$241,093	3,709

250 Contracts & Subrecipient Work Activities

Federal Share (Total Cost)

On-Call Modeling Assistance (25003)

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

Consultants will provide travel demand model forecasts as requested by MAPA. The model will be updated and refined following recommendations from the FHWA Resource Center and TMAC input. Validate and provide

documentation for modeling activities. Implement ISMS recommendations. Conduct modeling scenarios related to other studies, as necessary.

Traffic Data Services (25004)

\$32,000 (\$40,000 total)

Vendor or consultant will provide traffic data to supplement existing traffic data sources in areas such as origin-destination information for automobiles and/or other modes, traffic volumes, or travel time.

Environment & Energy (260)

Objective

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

Previous Work

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

MAPA Work Activities

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

Coordination with the Nebraska State Patrol to administer the program. Collection and aggregation of quarterly data transfers and the development of the annual statistical and financial reports. Coordination with NDOT to develop state-administered program.

260 End Products for MAPA Work Activities		Schedule
1.	Little Steps, Big Impact Ozone Awareness Campaign	Summer 2019/20
2.	Alternative Fuels Activities	Ongoing
3.	Travel Demand Management & Other Activities	Ongoing
4.	Metro Area Motorist Assist (MAMA)	Ongoing

260 Budget	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$84,646	\$92,980	1,430

260 Contracts & Subrecipient Work Activities

Federal Share (Total Cost)

Little Steps, Big Impact Education Campaign (26001)

\$160,000 (\$200,000 total)

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

Little Steps, Big Impact Active Commuting Outreach (26002)

\$84,000 (\$105,000 total)

The 2019 LSBI campaign will include consultant or sub-recipient outreach to employers in order to implement and promote the Wellness Commission of the Midlands' Active Commuting Tool-Kit. The tool-kit includes strategies and policies to promote active transportation, reducing parking demands for employers, and support programs such as carpooling and vanpooling.

Heartland 2050 (270)

Objective

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

Previous Work

- Facilitated H2050 Infrastructure Committee and working groups
- Completed site visit to Pittsburgh to explore transportation and development policies
- Initiated first year of H2050 Mini-Grant Program with STBG funding
- Solicited applications for second year of H2050 Mini-Grant projects
- Finalized "Block Talk" walk audit tool-kit and implemented it in communities around the region

Work Activities

1. Heartland 2050 Mini-Grant Program
Set-aside of STBG funding from NDOT and Iowa DOT for implementation of projects related to the Heartland 2050 Regional Vision and Action Plan. Facilitation of project selection process and administration of H2050 Mini-Grant Review Committee. Develop documentation to support expansion of the program beyond transportation projects with additional funding sources.

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

270 End Products		Schedule
1.	Heartland 2050 Mini-Grant Program	Winter 2019
2.	Heartland 2050 Committee & Working Groups	Ongoing
3.	Heartland 2050 Technical Analysis and Data Support	Ongoing
4.	Heartland 2050 Public Outreach	Ongoing
5.	Heartland 2050 Summits and Speaker Series	Quarterly
6.	Heartland 2050 Site Visit	Fall 2019
7.	Heartland 2050 Administration	Ongoing

270 Budget	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$226,870	\$249,270	3,835

270 Contracts and Sub-recipients Work Activities

Federal Share (Total Cost)

Heartland 2050 Site Visit (27006)

\$17,500 (\$87,500 total)

Learning site visit to engage community leaders from public, private and non-profit sectors. As in previous years, focus of the site visit will be on the role that transportation investments play in supporting regional quality of life and economic development.

Training & Education (280)

Objective

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

Previous work

- Attended local workshops, training, and educational activities
- Participated in statewide COG / Economic Development District (EDD) organizations of Nebraska Regional Officials Council (NROC) and Iowa Association of Councils of Government (ICOG)
- Participated in MPO coordination meetings hosted by NDOT and Iowa DOT
- Took part in FHWA / FTA webinars related to federal guidance and initiatives
- Participated in NACTO and CTAA webinars related to national best practices
- Attended 2018 / 2019 national conferences held by National Association of Regional Councils (NARC) and National Association of Development Organizations (NADO)
- Hosted 2019 NARC Annual Conference and Exhibition in Omaha.

Work Activities

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

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

<u>280 Budget</u>	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$85,428	\$93,840	1,444

Transportation Management (290)

Objective

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

Previous Work

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

Work Activities

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

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

<u>290 Budget</u>	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$67,283	\$73,900	1,137

Membership Services (300)

Objective

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

Previous Work

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

Work Activities

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

300 End Products		Schedule
1.	Member Data Requests	As Needed
2.	Member Mapping Requests	As Needed

300 Budget

	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$11,063	\$12,120	186

Local and Partner Planning Support (310)

Objective

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

Previous Work

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

310 Contracts and Sub-recipients

	Federal Share (Total Cost)
<u>Metro Transit Planning Activities (31003)</u>	\$60,000 (\$85,714 total)
Metro Transit will conduct various planning activities to support the regional transit system. Activities will include refining service changes implemented in June 2016 based on the Heartland Connections Regional Transit Vision recommendations, coordinating transit with Heartland 2050, managing the Transit Development Plan, and analyzing the recent on-board survey to implement changes.	
<u>Omaha Public Works Traffic Counting (31003)</u>	\$60,000 (\$85,714 total)
The City of Omaha Public Works Department will conduct traffic counting based on a three-year cycle following the industry's standard accepted practices. The goal is to systematically collect traffic volume data and turning movements for over 1,130 intersections every three years on average. The counts will be coordinated with MAPA and NDOT to support various tasks including long-range planning, crash analyses, signal timing, project-level analyses, and traffic data monitoring in the region. Funding will support staff time for traffic counting and analyses.	
<u>Douglas County GIS Activities (31003)</u>	\$55,000 (\$78,571 total)
Douglas County will manage and maintain transportation-related assets through the Cityworks GIS-based program. Implementing the natural resources inventory and coordinating open data resources with other county GIS departments. These assets include streets, construction projects, curb ramps, bridges, maintenance areas, sidewalks, sewers, snow removal routes, pavement markings, parking meters, signs, traffic signals, street parking, alleys, and unimproved roads. Douglas County will create, maintain, and manage transportation-related GIS data and coordinate with MAPA on the development of a regional traffic count portal. In addition, Douglas County will design, develop, implement, and maintain various GIS web and mobile applications in support of transportation-related activities within the City of Omaha and Douglas County. Douglas County will also support implementation of regional open data portal and Natural Resource Inventory projects.	
<u>Omaha Planning Activities (31003)</u>	\$30,000 (\$42,857 total)
The City of Omaha Planning Department will develop and refine the transportation planning process. Work activities will include, but are not limited to, the Midtown / Downtown BRT and Urban Circulator project, North Downtown pedestrian bridge, facilitation and development of parking management systems, development review	

for transportation planning, and Complete Streets Omaha. Other activities include coordination with MAPA and regional planning activities, as well as travel to national and regional events / conferences for technical and policy training such as: FTA and FHWA sponsored workshops, Nebraska Chapter of the American Planning Association annual conference, American Planning Association National Conference, Rail-Volution Transit Conference, Congress for New Urbanism, Designing Cities Conference Sponsored by the National Association of City Transportation Officials and other similar conferences. Funding will support staff time, travel, supplies and consultant expenses for the aforementioned activities.

Federal Share (Total Cost)

Sarpy County Planning and GIS Activities (31003)

\$57,000 (\$81,429 total)

The Sarpy County Planning Department will conduct development review, and development regulations update in coordination with MAPA and the regional transportation planning process. Funding will support staff time for the aforementioned activities. Sarpy County will conduct a GIS program including creating, maintaining, and managing ongoing geospatial data. Sarpy County will accurately develop and maintain data sets and tools supporting transportation planning, modeling, analysis, and forecasting. Data sets will include, but not be limited to, streets, bridges, railways, trails, traffic counts, parcels, land use, environmental and physical features, and jurisdictional boundaries. Implementing the natural resources inventory and coordinating open data resources with other county GIS departments. Funding will support staff time for the aforementioned activities. Sarpy County will also support implementation of regional open data portal and Natural Resource Inventory projects.

Pottawattamie County GIS Activities (31003)

\$30,000 (\$42,857 total)

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

5310 Subrecipients (31001)

MAPA administers the Section 5310 program for distribution to eligible subrecipients. 5310 funding is a discretionary capital assistance program to assist local governments, private agencies, and nonprofit agencies provide transportation service for the elderly and disabled. Anticipated contracts for operations and capitalized costs of operations for FY2020 include:

Black Hills Works

\$144,570 (\$289,140 total)

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

Florence Home for the Aged

\$42,780 (\$85,560 total)

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

Metro Transit

\$75,000 (\$93,750 total)

Metro's automatic vehicle location (AVL) project will provide real-time position of fixed route transit fleet vehicles by relaying information to a dispatch center. The real time information will be available to both Metro and passengers in order to facilitate ease of use and enable Metro to improve reliability and on-time performance. Real-time data on both fixed route and paratransit services will assist with coordinating trips between fixed route, MOBY and other service providers.

Federal Share (Total Cost)

City of Council Bluffs Specialized Transportation Services (STS)

\$70,672 (\$88,340 total)

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

Heartland 2050 Mini-Grant Program – FY2018 Awards (31002)

The Heartland 2050 Mini-Grant program provides support for projects that incorporate the goals and principles of the Heartland 2050 Vision, such as walkable, livable communities, transportation options, well-planned and efficient infrastructure, and regional collaboration, into local projects. The percentage value noted in parentheses denotes the amount of effort anticipated in FY2020:

Council Bluffs – 1st Ave Corridor Alternatives Analysis (STBG) (100%) \$160,000 (IA) (\$200,000 total)

Heartland 2050 Mini-Grant Program – FY2019 Awards (31002)

The Heartland 2050 Mini-Grant program provides support for projects that incorporate the goals and principles of the Heartland 2050 Vision, such as walkable, livable communities, transportation options, well-planned and efficient infrastructure, and regional collaboration, into local projects. FY2020 projects include:

City of Omaha – North 24th Street Corridor Study (Sec. 5304) (90%) \$90,000 (NE) (\$112,500 total)

Heartland 2050 Mini-Grant Program – FY2020 Awards (31002)

The Heartland 2050 Mini-Grant program provides support for projects that incorporate the goals and principles of the Heartland 2050 Vision, such as walkable, livable communities, transportation options, well-planned and efficient infrastructure, and regional collaboration, into local projects. FY2020 projects include:

City of Omaha – Central 24th Street Corridor Study (STBG) (100%) \$100,000 (NE) (\$125,000 total)

Nebraska-Iowa Regional Orthophotography Consortium (NIROC) (310004) (\$1,015,573 total)

Vendor will provide orthophotography and oblique aerial photography in support of local land use and transportation planning processes. Flights and data collection are anticipated in Douglas, Sarpy, Lancaster, and Pottawattamie Counties as part of the consortium. Anticipated payment of \$291,357 for FY2018 flight and \$724,216 for FY2020 flights.

APPENDIX II - MAPA Council of Officials

NEBRASKA

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

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

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

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

IOWA

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

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

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

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

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

VICE PRESIDENT

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

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

MAPA Council of Officials

SPECIAL PURPOSE GOVERNMENTAL ENTITIES

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

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

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

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

MAPA Board of Directors

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

MAPA Transportation Technical Advisory Committee (TTAC)

TTAC Voting Members

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

TTAC Associate Members

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

MAPA FY - 2020 Program Budget Table

Work Activity	FHWA PL			FTA 5305d		RPA-18	CMAQ	FHWA - STBG			FTA	Aerial Photography	Total Transportation Funding	Hours	PY Budget	Increase/ (Decrease) from PY
	NE FY20	IA FY20	IA FY18/19	NE FY20	IA FY20	IA SPR & 5311	NE	NE-STBG	IA-STBG	5310						
MAPA Activities																
Direct Personnel													1,032,610		950,450	82,160
Direct Non-personnel													147,040		135,350	11,690
Indirect													389,663		358,656	31,007
Contracts - Passthrough													3,297,005		2,562,409	734,596
Total													4,866,318		4,006,865	859,453
200 UPWP and Federal Assurances	17,780	1,310	-	3,380	642	1,531	-	-	-	-	-	-	24,643	379		
210 Board and Committee Support	119,860	9,230	-	22,830	4,520	3,090	-	-	-	-	-	-	159,530	2,454		
220 Regional Transportation Planning	95,310	6,230	-	33,587	3,050	27,760	-	-	-	-	40,050	-	205,987	3,169		
230 TIP and Local Projects	86,470	6,690	-	19,960	3,280	19,690	-	-	-	-	2,250	-	138,340	2,128		
240 Communication and Public Involvement	147,720	10,250	-	26,740	5,020	380	-	-	-	-	-	-	190,110	2,925		
250 Regional Data, Mapping & Forecasting	185,504	13,699	-	35,180	6,710	-	-	-	-	-	-	-	241,093	3,709		
260 Environment and Energy	16,910	2,540	-	2,280	1,250	-	70,000	-	-	-	-	-	92,980	1,430		
270 Heartland 2050 - Transportation Eligible	144,770	17,500	-	71,690	8,580	980	-	-	-	-	5,750	-	249,270	3,835		
280 Training and Education	70,010	6,670	-	9,200	3,270	4,690	-	-	-	-	-	-	93,840	1,444		
290 Management	47,440	6,760	-	11,120	3,310	3,320	-	-	-	-	1,950	-	73,900	1,137		
300 Membership Services	10,870	840	-	-	410	-	-	-	-	-	-	-	12,120	186		
27006 Heartland 2050 Site Visits				87,500									87,500			
Subtotal MAPA Activities - Federal Share	869,144	74,369	-	235,967	36,892	49,153	56,000	-	-	50,000	-	-	1,371,525	22,797	1,332,307	39,218
Subtotal MAPA Activities - State Share							10,000						10,000		11,000	(1,000)
Subtotal MAPA Activities - Local Share	73,500	7,350	-	87,500	3,150	12,288	4,000						187,788		101,149	86,639
Subtotal MAPA Activities	942,644	81,719	-	323,467	40,042	61,441	70,000	-	-	50,000	-	-	1,569,313		1,444,456	124,857
Contracts and Subrecipients																
22001 LRTP Support	-	-	-	-	-	-	-	75,000	-	-	-	-	75,000			
22002 Bike Ped Plan	66,000	9,000	-	-	-	-	-	-	-	-	-	-	75,000			
23000 Eppley Corridor Connector Study									125,000				125,000			
23001 Sarpy PEL Study	125,000	-	-	-	-	-	-	-	-	-	-	-	125,000			
25001 Aerial Photography	225,000	15,777	-	80,000	9,223	-	-	-	-	-	685,573	-	1,015,573			
25003 On-Call Modeling	35,000	-	-	-	-	-	-	-	-	-	-	-	35,000			
25004 Traffic Data Services	40,000	-	-	-	-	-	-	-	-	-	-	-	40,000			
26001 Little Steps Big Impact Education Campaign	-	-	-	-	-	-	200,000	-	-	-	-	-	200,000			
26001 Little Steps Big Active Commuting Outreach	-	-	-	-	-	-	105,000	-	-	-	-	-	105,000			
27006 Heartland 2050 Site Visit	-	-	-	-	-	-	-	-	-	-	-	-	-			
31001 5310 Subrecipients	-	-	-	-	-	-	-	-	-	556,790	-	-	556,790			
31002 Heartland 2050 Mini Grants - FY20	-	-	-	-	-	-	-	125,000	-	-	-	-	125,000			
31002 Heartland 2050 Mini Grants - FY19	-	-	-	112,500	-	-	-	-	100,000	-	-	-	212,500			
31002 Heartland 2050 Mini Grants - FY18	-	-	100,000	-	-	-	-	-	90,000	-	-	-	190,000			
31003 Planning Local Subrecipients	288,571	42,857	-	85,714	-	-	-	-	-	-	-	-	417,142			
71020 Pass through to SENDD - Cass County Allocation													-			
72021 Eppley Corridor Connector Study													-			
Subtotal Contracts & Subrecipients - Federal Share	414,800	39,000	80,000	150,000	-	-	244,000	332,000	80,000	333,022	-	-	1,672,822		1,636,750	36,072
Subtotal Contracts & Subrecipients - State Share							40,000	25,000					65,000		44,000	21,000
Subtotal Contracts & Subrecipients- Local Share	364,771	28,634	20,000	128,214	9,223	-	21,000	58,000	20,000	223,768	685,573	-	1,559,183		881,659	677,524
Subtotal Contracts & Subrecipients	779,571	67,634	100,000	278,214	9,223	-	305,000	415,000	100,000	556,790	685,573	-	3,297,005		2,562,409	734,596
Total Federal Share	1,283,944	113,369	80,000	385,967	36,892	49,153	300,000	332,000	80,000	383,022	-	-	3,044,347		2,969,057	75,290
Total State Share							50,000	25,000					75,000		55,000	20,000
Total Local Share	438,271	35,984	20,000	215,714	12,373	12,288	25,000	58,000	20,000	223,768	685,573	-	1,746,971		982,808	764,163
Total Activities	1,722,215	149,353	100,000	601,681	49,265	61,441	375,000	415,000	100,000	606,790	685,573	-	4,866,318		4,006,865	859,453
Match Funding																
State Funding	-	-	-	-	-	-	50,000	25,000	-	-	-	-	75,000			
Local/Subrecipient Cash	-	-	-	-	-	12,288	-	-	-	-	-	-	12,288			
TIP Fees	62,185	6,465	-	17,500	3,150	-	-	15,000	-	-	-	-	104,300			
Match Contributions	33,000	-	20,000	-	-	-	25,000	25,000	20,000	-	-	-	123,000			
Contracts	25,000	-	-	-	-	-	-	-	-	-	-	-	25,000			
Forums	6,515	885	-	40,000	-	-	-	-	-	-	-	-	47,400			
Heartland 2050 Foundation Cash	-	-	-	30,000	-	-	-	-	-	-	-	-	30,000			
Aerial Photography Match	225,000	15,777	-	80,000	9,223	-	-	-	-	-	685,573	-	1,015,573			
In-kind Match	86,571	12,857	-	48,214	-	-	-	18,000	-	223,768	-	-	389,410			
Investment Earnings													-			
Cash reserves													-			
Total Match	438,271	35,984	20,000	215,714	12,373	12,288	75,000	83,000	20,000	223,768	685,573	-	1,821,971	-	1,037,808	784,163
Match %	25.45%	24.09%	20.00%	35.85%	25.12%	20.00%	20.00%	20.00%	20.00%	36.88%	100.00%	-	37.44%			