

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY
2222 Cuming Street, Omaha
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TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING
Friday, April 17, 2020
10:00 a.m.

AGENDA

This meeting of the Metropolitan Area Planning Agency Transportation Technical Advisory Committee will be held virtually via Google Hangouts Meet. The meeting can be accessed by computer or by phone:

meet.google.com/rfe-yanw-yzt
+1 413-453-2020 PIN: 223 499 034#

Discussion Items

- A. Amendment 7 to the FY2020 Transportation Improvement Program | Barber will present changes to three City of Omaha projects.
- B. Draft FY2021 Unified Planning Work Program (UPWP) | Helgerson will present the Draft Unified Planning Work Program (UPWP), MAPA's annual budget and program for planning activities.
- C. New Projects Selected for the FY2021 Transportation Improvement Program | Walker will present results and recommendations of MAPA's annual project selection activities for Transportation Alternatives Program (TAP) and Heartland 2050 Mini-Grant funding.
- D. COVID-19 Impacts Discussion | Staff will facilitate discussion regarding impacts of COVID-19 on construction projects, traffic and transit ridership, and early conversations regarding potential stimulus funding.
- E. Member Agencies Updates
- F. Additional Business

Future Meetings/Events:

Board of Directors: April 23, 2020
Transportation Technical Advisory Committee: May 22, 2020

**Agenda Item A
Amendment 7 to the FY2020
Transportation Improvement
Program**

FY2020-2025 Amendment 7 - Proposed

Effective Date 04/23/2020

ONEDOT STIP Approval Date

Revisions

Lead Agency	Project Name	Description	Date Added
Funding Increase			
Omaha	Riverfront Trail - Phase 4	Description updated for clarification; federal DPS funding decreased from \$715,570 to \$701,755 for UTIL-CON-CE in FY2020; local funding increased from \$178,890 to \$1,310,387 for UTIL-CON-CE in FY2020	04/09/2020
Funding Source Change			
Omaha	Omaha Signal Infrastructure Phase B1	STBG-State funding removed, \$1,751,220 of STBG-MAPA funding programmed in FY2021 for UTIL-CON-CE, CMAQ funding for UTIL-CON-CE in FY2021 reduced from \$1,369,900 to \$369,360	04/09/2020
Omaha	168th Street - West Center Road to Poppleton Street	Local funding for UTIL-CON-CE (AC) in FY2020 is increased from \$1,000,000 to \$2,751,220, STBG-MAPA funding for UTIL-CON-CE in FY2020 is decreased from \$5,540,000 to \$3,788,000, STBG-MAPA funding for AC Conversion in FY2022 is increased from \$1,000,000 to \$2,751,220	04/10/2020

Agenda Item B
Draft FY2021 Unified Planning
Work Program (UPWP)

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

FY 2021 Unified Planning Work Program

Draft: March 2020

Final:



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MAPA FY 2020 Unified Planning Work Program

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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

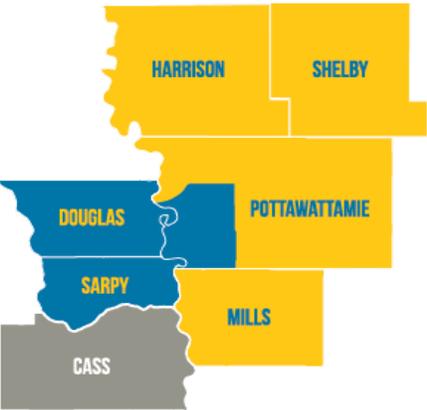
The Unified Planning Work Program (UPWP) documents the Metropolitan Area Planning Agency’s (MAPA’s) transportation related activities and projects for fiscal year (FY) 2021 which encompasses July 1, 2020 through June 30, 2021. MAPA serves as a voluntary association of local governments in the greater 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 75-member Council of Officials, representing each of the 75 governmental units which comprise MAPA within the five counties it serves. They include: Douglas, Sarpy, Cass 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.

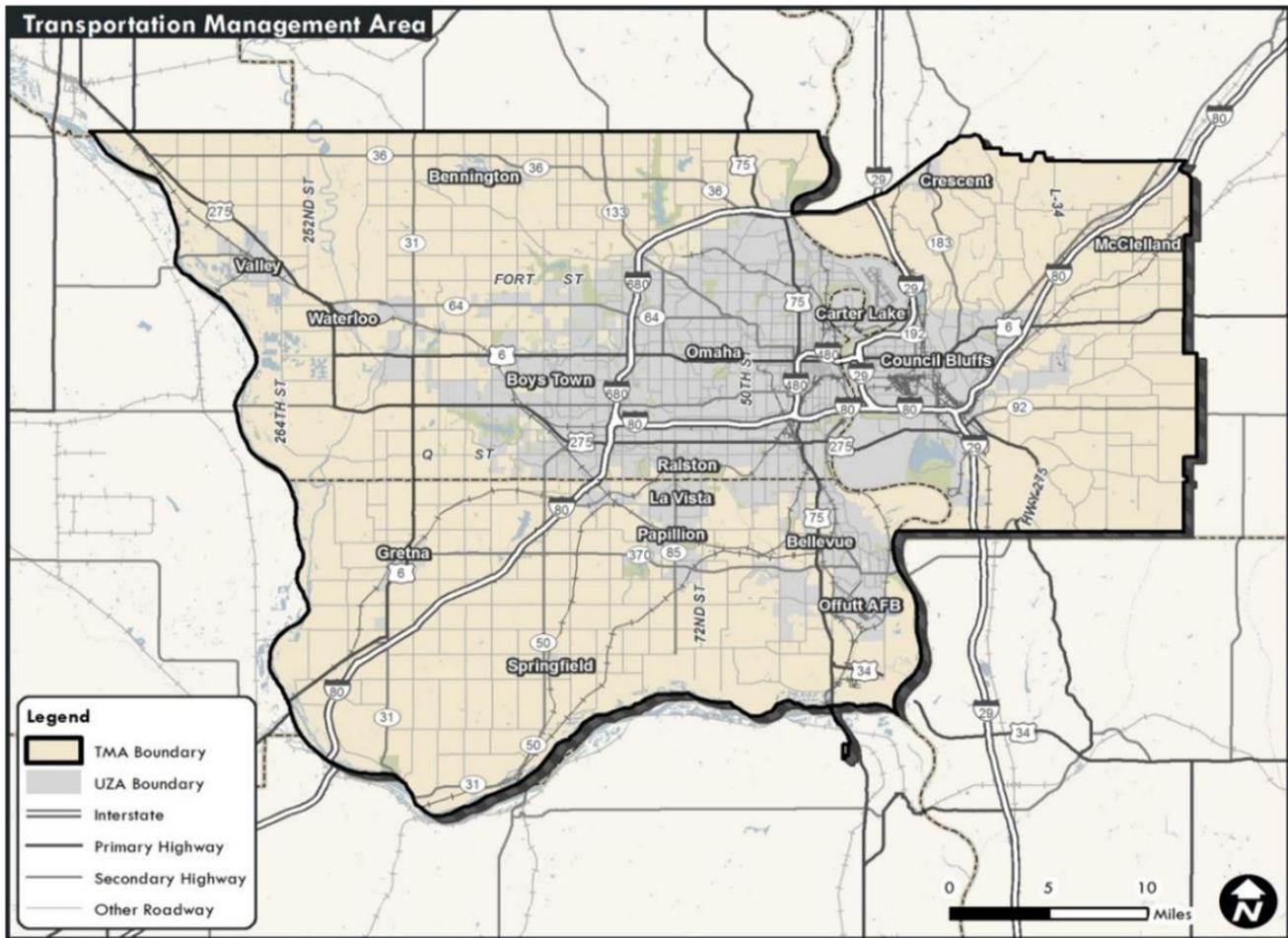


TRANSPORTATION PLANNING AFFILIATIONS

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

Figure 1 – MAPA Transportation Management Area



Current Transportation Planning Overview

During FY2020 MAPA continued work on the 2050 update to its **Long Range Transportation Plan** in close coordination with state and local partners, including the Greater Omaha Chamber of Commerce (GOCC). In late 2019, the GOCC launched **ConnectGO**— an initiative designed to change the conversation about the role transportation plays in supporting the lives of people in the Omaha-Council Bluffs region. Closely coordinated with the LRTP development, this effort will result in an actionable strategy that includes implementation plans for policy, programs and specific transportation projects focused around system preservation, attracting and retaining talent, improving accessibility to jobs and services, and fostering economic growth in the region. The strategy, scheduled to be completed in late 2020, will be comprised of elements that can be immediately implemented during the development phase along with longer-term solutions. This partnership has brought new partners to the table from the private and philanthropic sectors, leveraging the strengths of both MAPA and the GOCC.

In the fall of 2019, the Nebraska Department of Transportation (NDOT) released the final report for Phase 3 of the **Metro Area Travel Improvement Study (MTIS)**. This 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 for the major roadways in the region. This partnership between MAPA and NDOT has provided a performance-based framework in which the 2050 LRTP is being developed. This long-range performance planning supports MAPA's on-going coordination with state and federal partners to implement the performance management requirements

laid out in MAP-21 and the FAST Act. MTIS also the state for MAPA's latest planning study, the Sarpy County I-80 Interchange Planning and Environmental Linkages Study to explore the potential for a new interchange in an area with significant forecasted future growth. As the MTIS has laid out the vision for freeway corridors in Douglas and Sarpy Counties, work on the **Council Bluffs Interstate System (CBIS)** project has continued. Portions of the dual-divided freeway open to traffic and the important changes to the interchange at West Broadway nearing the construction phase.

MAPA has recently increased its safety planning activities to support the regional target-setting process **MAPA's Safety Committee** is comprised of representatives from all levels of government, non-profit partners, and private industry to understand and prioritize safety issues in the region. These coordination efforts and others resulted in the creation of **MAPA's Traffic Safety Report**— an effort combine and contextualize crash data from our two state partners. The data utilized to create this report have been made available through a new dashboard, www.safety.mapacog.org, to provide the public with more routine access to crash-related data. MAPA's continued participation in NDOT's Highway Safety Committee has more closely linked the regional planning process with State Highway Safety Planning process. Notably, MAPA hosted a **Block Talk** in February of 2020 with local state and federal partners to explore a corridor on which pedestrian fatalities had spiked in recent years.

In FY2021 MAPA will continue to build its program of freight. The **ConnectGO Freight Working Group** met in December of 2019 to discuss local and state priorities related to freight projects and policies. By partnering with the Greater Omaha Chamber of Commerce, new private sector partners such as traditional freight carriers, Amazon, and freight-dependent industries were convened along with local policymakers to discuss the most pressing issues facing the Omaha-Council Bluffs region. These efforts have been closely coordinated with the on-going **Heartland Freight Technology Plan** development, a multi-state partnership between state DOTs and MPOs to align policies and priorities for the future of goods movement in Iowa, Nebraska, Missouri and Kansas.

Transit planning continues to play a central role in MAPA's activities. Recent legislation in Nebraska provides for the creation of a Regional Transit Authority— a key recommendation of MAPA and Metro Transit's Regional Transit Vision. The opportunity to create this new organizational structure for communities in the MAPA region has accelerated conversations about the implementation of **Metro Transit's Transit Development Plan (TDP)**— a project supported by MAPA's Heartland 2050 Mini-Grant Program. MAPA's Long Range Transportation Planning outreach and efforts led by GOCC's ConnectGO initiative had continued these conversations with key stakeholders and leaders throughout the region, focused on the connection between increased route frequency and high-capacity service in improving access to jobs and services and economic development. MAPA's recently completed **Transit Return on Investment (ROI)** study provides key insights into the interplay between development patterns and transportation investments, and the economic returns that can be realized through Transit Oriented Development (TOD) in the MAPA region. Furthermore, construction is underway on **Metro Transit's ORBT line**— the region's first Bus Rapid Transit (BRT) corridor that will be operational by the end of 2020.

Since the creation of the Heartland 2050 Regional Vision, MAPA has focused significant resources on better understanding and communicating the implications of local development patterns on the region's transportation infrastructure. A recent partnership with the Greater Omaha Chamber of Commerce's Regional Indicators project fostered a new, technical report that MAPA will be maintaining annually. Built on a local permit data, the **Regional Development Report** monitors growth in single family, multi-family and commercial development throughout the MAPA region. This data-driven foundation allows for MAPA's members to better understand how local decisions contribute or detract from long-range, regional goals about maintaining or improving the quality of life for residents. Additionally, the report provides key data points for MAPA's on-going Close the Gap initiative about the importance of compact, walkable neighborhoods to the fiscal health of member communities. Additionally, this focus underpins MAPA's interest in participation in other regionally-significant land use planning initiatives, including the **FIRST AVE redevelopment** work in Council Bluffs and **Omaha's Transit Oriented Development (TOD)** policy development.

The Regional Development Report is a recent example of MAPA's approach to remaining a leader in data resources for the region. This **Strategic Plan** priority recognizes our agency's unique role in the region, particularly in our support of county GIS departments through our annual Work Program. In FY2020 significant

progress was made on our regional open data portal, **GoHUB**, to bring the resources of these county GIS departments together for use by stakeholders and the public. This effort built on the collaboration to develop a **Natural Resources Inventory** to unify the environmental and community data resources available to the development community.

In FY2021 significant internal resources will be devoted to improving the procedures and policies related to the management of projects by MAPA staff. As the agency and our portfolio of projects have grown, it has become increasingly important to track time effectively and ensure all work is aligned with the Strategic Plan. In 2019 MAPA staff all participated in a day long project management training to lay the foundation for this work. More training and the development of internal tools to track projects will take place in FY2021 to ensure that MAPA staff are maximizing our impact to our member communities.

Significant progress has been made in improving the delivery of federal-aid projects in the MAPA region. The large balance of Regional STBG funding that had built up as projects languished has been spent down to our annual allocation over the last three years. Major projects (including Douglas County's 180th Street project) have been let in the last 12 months, marking significant milestones towards implementing long-term priorities in our **Transportation Improvement Program (TIP)**. 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.

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 sub-recipients that utilize FHWA PL funds for MAPA activities. These locally-funded planning activities contribute to the regional transportation planning process. 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	\$68,750
Sarpy County GIS & Planning	PL-Nebraska	\$57,000	\$71,250
City of Omaha Planning	PL-Nebraska	\$30,000	\$37,500
City of Omaha Public Works	PL-Nebraska	\$60,000	\$75,000
Pottawattamie County -GIS	PL-Iowa	\$30,000	\$37,500
Metro Transit	FTA-5305d	\$60,000	\$75,000

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, l.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-2021 WORK PROGRAM ACTIVITIES

The following pages detail the work activities that MAPA and contract sub-recipients will undertake in FY 2021.

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
- Held leadership and staff workshops to develop Strategic Plan of five-year priorities
- Implementation of the Certification Review Action Plan
- Quarterly reporting & Invoicing to NDOT & IDOT
- Reviewed Annual DBE goal requirements

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 FY2022 UPWP and maintain the FY2021 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. Strategic Planning

Implement MAPA Strategic Plan with leadership team and Board of Directors. Facilitate annual staff workshop to refine strategic plan and align Work Program activities with strategic plan

4. Certification Review Action Plan

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

5. 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		Q1	Q2	Q3	Q4
1.	Planning Agreements	-	-	-	-
2.	Unified Planning Work Program (UPWP)	-	-	-	X
3.	Strategic Planning	-	X	-	-
4.	Certification Review Action Plan	-	-	-	-
5.	Civil Rights & Disadvantaged Business Enterprise (DBE)	-	-	-	-
<i>Ongoing Implementation – Major Deliverable X</i>					

200 Budget	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$13,859	\$14,856	230

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		Q1	Q2	Q3	Q4
1.	Council of Officials	X	X	X	X
2.	Board of Directors	-	-	-	-
3.	Finance Committee	-	-	-	-
4.	Transportation Technical Advisory Committee (TTAC)	-	-	-	-
5.	Regional Planning Advisory Committee (RPAC)	-	-	-	-
<i>Ongoing Implementation – Major Deliverable X</i>					

<u>210 Budget</u>	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$128,398	\$137,633	2,117

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 ConnectGO 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 and stakeholder committees 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. 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. Facilitate ConnectGO Bike Strategy Working Group. Support local bike and pedestrian committees including the Mayor of Omaha's Active Living Advisory Committee, Bellevue Complete Streets and Council Bluffs FIRST AVE committee.

4. Freight Planning & Coordination

Continue facilitation of ConnectGO Freight Working Group with participation from Economic Development Corporations, freight representatives, and private transportation industries. 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. Support Heartland Freight Technology Plan in coordination with other Midwest DOTs and MPOs. Utilize the Freight Analysis Framework (FAF), Probe Data Analytics Suite, and other publicly available data to characterize freight bottlenecks. Purchase data to conduct planning studies, analyses, and modeling of freight and goods movement in the region. Analyze potential solutions to issues developed through the stakeholder outreach.

5. Land Use Planning & Coordination

Participate in local comprehensive planning and other land use planning activities to support the transportation planning process. Participate in Omaha Transit Oriented Development (TOD) policy development committees. Participate in redevelopment plan conversations including the Council Bluffs FIRST AVE committee and Ralston Hinge project development. Provide and present MAPA land use forecasts and regional development report to local jurisdictions in support of the transportation planning process.

6. Regional Safety Planning & Coordination

Facilitate semi-annual meetings of the MAPA Safety Committee in coordination with federal, state and local partners. Monitor and set annual safety performance targets in coordination with state and local partners. Participate in monthly Highway Safety Committee meetings with NDOT and FHWA-NE. Development of narrative elements for the Regional Traffic Safety report in support of safety performance management.

7. 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 2050 Long-Range Transportation Plan. Develop regional commute profiles utilizing available travel time datasets and census data sources. Continue participation in regional Transportation Systems Management (TSM) and Transportation Incident Management (TIM) meetings.

8. 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		Q1	Q2	Q3	Q4
1.	LRTP Development and Administration (2050 LRTP)	X	-	-	-
2.	Transit Planning Activities	-	-	-	-
3.	Bicycle & Pedestrian Planning Activities	-	-	-	X
4.	Freight Planning & Coordination	-	-	-	-
5.	Congestion Management Process (CMP)	X	-	-	-
6.	Regional Safety Planning & Coordination	X	-	X	-
7.	Land Use Planning & Coordination	-	-	X	-
8.	Other Long-Range Studies	-	-	-	-
22001	Transportation Support & Communications	-	X	-	-
22002	Regional Bicycle-Pedestrian Plan Update	-	-	X	-
<i>Ongoing Implementation – Major Deliverable X</i>					

220 Budget	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$258,183	\$276,752	4,258

Contracts and Sub-recipients

Federal Share (Total Cost)

Transportation Support & Communications (22001)

\$30,000 (\$37,500 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.

Previous Work

- Processed TIP Amendments and Administrative Modifications
- Continued development of online TIP database and project management platform
- Completed development of FY2021 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 to implement recommendations of the Coordinated Transit Plan
- Administered Section 5310 Program of Projects through Transit Award Management System (TrAMS)
- Provided transportation technical assistance to member cities and counties

MAPA Work Activities

1. Development & Maintenance of Transportation Improvement Programs (TIPs)

Administer the FY2020TIP (through September 30th, 2020) and FY2021 TIP (beginning October 1st, 2020). Process Amendments and Administrative Modifications of the trip as necessary. Administration of regional program of Monitor and maintain fiscal constraint of the TIP and ensure consistency of the TIP with the LRTP. Administration of Sec. 5310 Program of Projects (POP) in Transit Award Management System (TrAMS) in cooperation with federal, state and local partners.

Develop the FY2022 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.

2. Regional 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. Support ConnectGO Funding & Policy Working Group. Coordination with State and Federal officials on transportation funding issues. Administration of TIP Administrative Fee for federal-aid projects.

4. Regional 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. Development of Regional Performance Report to be included with Final FY2021 TIP. 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, 2021. Coordination with Metro Transit on FTA-related performance measures, including Transit Asset Management plan requirements.

5. 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, grant administration, and development of letters of support for transportation funding requests through the USDOT, NDOT, Iowa DOT, and other funding opportunities. Attend locally-led planning-related meetings and activities supporting the regional transportation planning process.

230 End Products for MAPA Work Activities		Q1	Q2	Q3	Q4
1.	Maintenance of FY2019 & FY2020 TIPs	-	X	-	-
2.	Regional Project Selection Activities		X	-	X
3.	Transportation Funding Analysis	-	X	-	-
4.	Regional Performance Measurement & Reporting	X	-	X	-
5.	Local Project Support & Coordination	-	-	-	-
23000	Highway 75 Corridor Freight/Redevelopment Strategy	-	-	-	X
23001	Sarpy County I-80 Interchange PEL Study	-	-	-	X
<i>Ongoing Implementation – Major Deliverable X</i>					

<u>230 Budget</u>	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$120,297	\$129,164	1,987

230 Contracts & Subrecipient Work Activities

Federal Share (Total Cost)

Highway 75 Corridor Freight & Redevelopment Strategy (23000)

\$248,000 federal (\$410,000 total)

This planning study will evaluate alternatives to the existing Highway 75 Corridor and associated economic development activities. These alternatives will include alternative highway designations, new corridor alignments and the potential for a new Missouri River bridge connection between I-680 and the Storz expressway

Sarpy County I-80 Interchange PEL Study (23001)

\$118,880 federal (\$274,500 total)

Planning and Environmental Linkages (PEL) study to determine the location of a new I-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. Federal share represents share of federal funding secured through FHWA programs.

Communications & Community Relations (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
- Implemented public and stakeholder involvement strategies across all projects
- Prepared 2019 annual PPP report
- Refined agency Communication Plan and implemented social media strategy
- Developed frequent e-mail newsletter for members
- Performed ADA assessments of venues for public involvement
- 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. 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. Agency Communications & Publications
Implement and refine MAPA Communications Plan. Develop, produce, and disseminate the MAPA Annual Report. Develop, produce, and disseminate at least six issues of the "What's Happening for Community Leaders" newsletter and e-mail newsletter. Develop and maintain online database of contacts at MAPA member jurisdictions.
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. External Relations & Public Forums
Conduct community relations with partners and participate 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		Q1	Q2	Q3	Q4
1.	PPP & Public Engagement Activities	-	-	-	-
2.	Equity & Engagement Committee	-	-	-	-
3.	Publications & Newsletters	X	X	X	X
4.	Online Activities (Websites & Social Media)	-	-	-	-
5.	Participation in Partner Forums	-	-	-	-
<i>Ongoing Implementation – Major Deliverable X</i>					

240 Budget	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$207,156	\$222,055	3,416

Regional Data, Mapping, & Forecasting (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 2019 NIROC project
- Completed 2018 traffic & safety reports
- Developed regional safety dataset to support traffic safety portal regional traffic safety report
- Refined socioeconomic data and scenarios for travel demand model
- Assisted with corrections to annual Census population estimates
- Developed regional permit database and regional development report maps and data products

MAPA Work Activities

1. Regional Data Development & Maintenance
 Maintain and update an integrated geographic database 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. Collaborate with data partners toward the development of the GOHub Regional Data portal and Natural Resources Inventory (NRI).. 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 & Development Report

Tracking of progress towards Heartland 2050 land use vision. Continued development of regional permit dataset to track ongoing development activities and monitor growth in coordination with Greater Omaha Chamber of Commerce regional indicators project. 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. Revise forecasts for basic trip generating variables (such as population, households, income, automobile ownership, and employment) to be utilized in the land use scenario development 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.

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. Coordination with On-Call Modeling Consultant on task orders.

5. Drone Data Services

Utilize MAPA drone for photography and data collection activities. Staff time on drone services contracts with partner communities and members. Drone project planning, data processing and creation of deliverables such as photography, video and other data products.

250 End Products for MAPA Work Activities		Q1	Q2	Q3	Q4
1.	Regional Data & GIS	-	-	-	-
2.	Technical Reports & Forecasts	-	-	-	-
3.	Regional Growth Monitoring	-	-	X	-
4.	Travel Demand Modeling Activities	-	-	-	-
5.	Drone Data Services	-	-	-	-
25003	On-Call Modeling Assistance	-	x	-	-
<i>Ongoing Implementation – Major Deliverable X</i>					

250 Budget	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$189,034	\$202,630	3,117

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 2019 Little Steps - Big Impact ozone awareness and reduction campaign with travel demand management strategies and marketing alternatives fuel options
- Conducted school outreach program related to LSBI program and developed air quality curriculum for teachers at different grade levels
- Planned 2020 Little Steps - Big Impact ozone awareness and reduction campaign
- Implemented MetroRideshare program and set-up employer rideshare portals
- 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. Implementation of Clean Air Partnership strategy to coordinate air quality related messaging with major institutional partners, including universities, utilities and transportation agencies. 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 CMAQ electric vehicle (EV) charging stations project by working with local entities to identify locations for EV stations in coordination with the Omaha Parking Division. 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. Support for Metro Transit's fuel diversification initiative and alternative fuel grant applications.
3. Travel Demand Management & Other Activities
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. Support on-going inter-city bus planning efforts led by NDOT. Facilitate employer-based transportation surveys to support the development of employer-based programs.

260 End Products for MAPA Work Activities		Q1	Q2	Q3	Q4
1.	Little Steps, Big Impact Ozone Awareness Campaign	–	X	–	X
2.	Alternative Fuels Activities	–	–	–	–
3	Travel Demand Management & Other Activities	–	–	–	–
26001	LSBI – Education Campaign	–	X	–	–
26002	LSBI – Active Commuting Outreach	X	–	X	–
<i>Ongoing Implementation – Major Deliverable X</i>					

260 Budget	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$52,340	\$56,104	863

260 Contracts & Subrecipient Work Activities

Federal Share (Total Cost)

Little Steps, Big Impact Education Campaign (26001)

\$113,000 (\$141,250 total)

The 2020-2021 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. Work tasks focus also focus on aligning air quality-related messaging with institutional partners across the region through the Clean Air Partnership. Overall 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.

Little Steps, Big Impact Active Commuting Outreach (26002)

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

The 2020 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 Dallas to explore transportation and redevelopment policies
- Administered third 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
- Facilitated Council Bluffs Mobility Task Force
- Participated in Smart Cities Steering Committee and Working Groups

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. MAPA staff coordination with Mini-Grant recipients and participation in mini-grant project committees.

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. 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 the Metro Smart Cities project supported by the Peter Kiewit and Sherwood Foundations.

3. 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. One summit and two speaker series events are anticipated annually.

4. Council Bluffs Mobility Task Force
Administration and facilitation of Council Bluffs Mobility Task Force. Development of meeting materials, technical analysis, research and case studies in support of committee work. Close coordination with Greater Omaha Chamber of Commerce technical studies associated with the Task Force's priorities.

5. 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 2020 site visit will like take place in Indianapolis, with a delegation of MAPA staff and community leaders attending.

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

270 End Products		Q1	Q2	Q3	Q4
1.	Heartland 2050 Mini-Grant Program	-	-	-	-
2.	Heartland 2050 Committee & Working Groups	-	-	-	-
3.	Heartland 2050 Summits and Speaker Series	X	-	X	X
4.	Council Bluffs Mobility Task Force	-	-	-	-
5.	Heartland 2050 Site Visit	-	X		
6.	Heartland 2050 Administration	-	-	-	-
<i>Ongoing Implementation – Major Deliverable X</i>					

270 Budget	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$50,008	\$53,605	825

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		Q1	Q2	Q3	Q4
1.	Technical & Policy Education Activities	-	-	-	-
2.	Related Association Participation	X	-	X	-
3.	Professional Certifications & Memberships	-	-	-	-
<i>Ongoing Implementation – Major Deliverable X</i>					

<u>280 Budget</u>	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$42,360	\$45,407	699

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. Development and maintenance of process documentation, project management platform, and staff coordination meetings.
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		Q1	Q2	Q3	Q4
1.	Program Administration	X	-	-	-
2.	Personnel Management	-	-	-	-
3.	Financial Management	-	-	-	-
4.	Contracts & Agreements	-	-	-	-
5.	Quarterly Reporting and Invoicing	X	X	X	X

<u>290 Budget</u>	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$35,795	\$38,369	590

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		Q1	Q2	Q3	Q4
1.	Member Data Requests	-	-	-	-
2.	Member Mapping Requests	-	-	-	-
<i>Ongoing Implementation – Major Deliverable X</i>					

300 Budget

	<u>Federal Cost</u>	<u>Total Cost</u>	<u>Hours</u>
MAPA Activities	\$212,105	\$227,360	3,498

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</u> (31003)	\$60,000 (\$75,000 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</u> (31003)	\$60,000 (\$75,000 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</u> (31003)	\$55,000 (\$68,750 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</u> (31003)	\$30,000 (\$37,500 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)

\$57,000 (\$71,250 total)

Sarpy County Planning and GIS Activities (31003)

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 (\$37,500 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)

Federal Share (Total Cost)

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

\$68,900 (\$86,125 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)

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) (50%) \$80,000(IA) (\$100,000 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) (\$128,463 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 \$724,216 for FY2020 flights.

MAPA FY - 2021 Program Budget Table

Grant	19NDOT01	19NDOT01	16IDOT01	16IDOT01	16FTAA01	16IDOT01	16IDOT02	16NDOR03 & 19NET01	possibly new depending on projects Varies depending on projects	17FTAA02 & 18FTAA07	20NIROC01	Total	Federal Share	Hours
	NE FY21	NE FY18 C/O	IA FY21	IA FY18/19	NE FY21	IA FY21	IA SPR & 5311	NE	FHWA - STBG	FTA	Aerial Photography	Transportation Funding		
Direct Personnel												974,470		
Direct Non-personnel												138,770		
Indirect												367,714		
Contracts - Passthrough												2,496,715		
Total												3,977,669		
MAPA Activities														
200 UPWP and Federal Assurances	9,134	732	587		3,291	312	800	-				14,856	13,859	230
210 Board and Committee Support	80,402	6,437	5,683		31,093	3,018	11,000	-				137,633	128,398	2,117
220 Regional Transportation Planning	73,758	5,905	4,848		73,182	2,571	19,278	-				276,752	258,183	4,258
230 TIP and Local Projects	63,692	5,099	6,075		29,447	3,221	11,630	-		97,210		129,164	120,497	1,987
240 Communication and Public Involvement	138,958	11,125	12,470		52,381	6,621	500	-	10,000			222,055	207,156	3,416
250 Regional Data, Mapping & Forecasting	121,471	9,725	12,567		47,196	6,671	5,000	-				202,630	189,034	3,117
260 Environment and Energy	12,041	964	438		2,430	231	-	40,000				56,104	52,340	863
270 Heartland 2050 - Transportation Eligible	30,189	2,417	3,898		11,030	2,071	4,000	-				53,605	50,008	825
280 Training and Education	22,533	1,804	3,269		13,020	1,731	3,050	-				45,407	42,360	699
290 Management	6,586	527	15,825		2,460	8,401	1,780	-		2,790		38,369	35,795	590
300 Membership Services	115,978	9,285	10,907		85,400	5,790	-	-				227,360	212,105	3,498
27006 Heartland 2050 Site Visits					77,019							77,019		
Subtotal MAPA Activities - Federal Share	674,742	54,020	76,567	-	350,930	39,697	45,630	32,000		8,000	100,000	1,381,586	1	21,600
Subtotal MAPA Activities - State Share														
Subtotal MAPA Activities - Local Share					77,019	941	11,408	8,000		2,000		99,368		
Subtotal MAPA Activities	674,742	54,020	76,567	-	427,949	40,638	57,038	40,000		10,000	100,000	1,480,954		
Contracts and Subrecipients														
22001 LRTP Support														
22002 Bike Ped Plan												75,000		
22003 On Call Professional Srv.		66,000	9,000									37,500		
23000 Eppley Corridor Connector Study										370,000		370,000		
23001 Sarpy PEL Study												274,500		
25003 On-Call Modeling	274,500											35,000		
25004 Traffic Data Services	32,899	2,101										40,000		
26001 Little Steps Big Impact Education Campaign		40,000										141,250		
26001 Little Steps Big Active Commuting Outreach								141,250						
31001 5310 Subrecipients												377,860		
31002 Heartland 2050 Mini Grants - FY21										312,500		312,500		
31002 Heartland 2050 Mini Grants - FY20										125,000		125,000		
31002 Heartland 2050 Mini Grants - FY19												62,500		
31002 Heartland 2050 Mini Grants - FY18				100,000					62,500			100,000		
31003 Planning Local Subrecipients	288,571		42,857		85,714							417,142		
31004 Aerial Photography		12,245	16,035			8,983					91,200	128,463		
Subtotal Contracts & Subrecipients - Federal Share	340,819	86,481	39,000	80,000	60,000	-	-	163,000		676,000	188,930	1,634,230		
Subtotal Contracts & Subrecipients - State Share										74,000		74,000		
Subtotal Contracts & Subrecipients- Local Share	255,151	33,865	28,892	20,000	25,714	8,983		40,750		95,000	188,930	788,485		
Subtotal Contracts & Subrecipients	595,970	120,346	67,892	100,000	85,714	8,983		203,750		845,000	377,860	2,496,715		
10-4100 Total Federal Share	1,015,561	140,501	115,567	80,000	410,930	39,697	45,630	195,000		684,000	288,930	3,015,816		
10-4200 Total State Share										74,000		74,000		
Total Local Share	255,151	33,865	28,892	20,000	102,733	9,924	11,408	48,750		97,000	188,930	887,853		
Total Activities	1,270,712	174,366	144,459	100,000	513,663	49,621	57,038	243,750		855,000	477,860	3,977,669		
Match Funding														
10-4200 State Funding										74,000		74,000		
10-4300 Local/Subrecipient Cash							11,408	11,750				23,158		
10-4305 TIP Fees	6,580	21,620			16,019	941				9,500		54,660		
10-4310 Match Contributions	162,000			20,000				37,000		87,500		306,500		
10-4400 Contracts														
10-4500 Forums					40,000							40,000		
10-4540 Heartland 2050 Foundation Cash					21,000							21,000		
10-4400 Aerial Photography Match		12,245	16,035			8,983					91,200	128,463		
10-4510 In-kind Match	86,571		12,857		25,714					188,930		314,072		
10-4520 Investment Earnings														
Cash reserves														
Total Match	255,151	33,865	28,892	20,000	102,733	9,924	11,408	48,750		171,000	188,930	91,200	961,853	
Match %	0	0	0	0	0	0	0	0		0	0	1	0	

Direct Personnel Needed	
Hours thru Dec	10,263
5% increase	10,776
Full year	21,552
FY19 Avg rate	29
5% increase	31
Direct Salaries	665,998
Payroll Additive	316,349
	982,348
	7,878

Agenda Item C
New Projects Selected for the
FY2021 Transportation
Improvement Program

New Project Recommendations for MAPA's FY2021 Transportation Improvement Program

Transportation Alternatives Program

Thompson Creek Trail - City of La Vista (\$1,456,000): 0.9mi of 10ft wide concrete trail connecting the Keystone with La Vista's Central Park

North Downtown Riverfront Pedestrian Bridge - City of Omaha (\$800,000): Additional funding request for previously selected project

Schram Spur N-370 Undercrossing & Trail Segment - City of Papillion (\$1,904,079): Grade-separated undercrossing for existing trail at N-370 near Schram Creek

1st Avenue Multi-Use Trail Improvements - City of Council Bluffs (\$778,592): Construct 1.8mi trail along 1st Avenue ROW from S. 16th Street and S. 35th Street

Heartland 2050 Mini-Grant Program

Southside Terrace – Indian Hills Neighborhood Multi-Modal Transportation Study - City of Omaha (\$96,000): Revitalization of distressed Housing and Urban Development (HUD) housing, prioritize neighborhood connections; the Mini-Grant will specifically fund an analysis of transportation elements, an effort that will otherwise go unfunded

Free Fares for Omaha Rapid Bus Transit (ORBT) Launch - Metro Transit (\$146,307): No fare on ORBT for four months

Neighborhood Expanded Access to Trails (NEAT) - PMRNRD (\$120,000): Determine if previously identified trail connections are worth moving forward to design and construction