

## TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING

Friday, October 22, 2021 | 10:00 a.m.

## AGENDA

This meeting of the Transportation Technical Advisory Committee will be held in the training room on the lower level of the Metro Transit building.

#### Action Items

For TTAC Approval

#### A. Approval of the Minutes from the September 17, 2021 Meeting

Recommendations to MAPA's Board of Directors

- B. STBG Policy Guide for the FY2023 Transportation Improvement Program & Call for Projects Court Barber will present changes to the policy guide and recommendations from MAPA staff and the Project Selection Committee.
- C. TAP Policy Guide for the FY2023 Transportation Improvement Program & Call for Projects Court Barber will present changes to the policy guide and recommendations from MAPA staff and the Transportation Alternatives Program Committee.

**Discussion Items** 

- D. Central 24th Street Corridor Study Jamie Winterstein and Kevin Carder from the City of Omaha will share some of the findings of the study.
- E. Member Agency Updates
- F. Additional Business

**Future Meetings/Events** 

- MAPA Board of Directors: October 28, 2021
- TTAC: December 3, 2021

Meeting Quorum: The presence of ten (10) members of TTAC at an officially called meeting shall constitute a quorum.



# Agenda Item A Meeting Minutes

#### OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY Transportation Technical Advisory Committee Minutes of the September 17, 2021 Meeting

The Transportation Technical Advisory Committee met on Friday, September 17, 2021. The meeting was held in the training room on the lower level of the Metro Transit building.

The meeting was called to order at 10:02 a.m.

#### VOTING MEMBERS, NON-VOTING MEMBERS, AND GUESTS

#### **STAFF**

Court Barber	Metropolitan Area Planning Agency
Jim Boerner	Metropolitan Area Planning Agency
Travis Halm	Metropolitan Area Planning Agency

#### **MEMBERS**

Dennis Wilson Mike Helgerson Dean Dunn Todd Pfitzer Krista Wassenaar Dan Kutilek Craig Wacker Maurice Hinchey Barbara Gerbino-Bevins Eric Williams Lauren Cencic Sarpy County Metropolitan Area Planning Agency City of Bellevue City of Omaha City of Omaha Douglas County NDOT NDOT District 2 NDOT District 2 Papio-Missouri River NRD Metro Transit

#### <u>GUESTS</u>

Pat Byrd Mark Tuch JEO Burns & McDonnell

#### AGENDA ITEMS

#### A. Approval of the Minutes from the August 20, 2021 meeting

No questions, comments, or revisions were offered.

Weander moved to approve the minutes, Hinchey seconded the motion. Motion carried.

#### B. Draft 2022-2025 Civil Rights Plan

Helgerson presented the draft plan. No questions or comments were offered.

Weander moved to recommend approval of the plan to MAPA's Board of Directors, Kutilek seconded the motion. Motion carried.

C. <u>Amendment 1 to the FY2022 Transportation Improvement Program (TIP)</u> Barber presented the amendment. No questions or comments were offered.

Kutilek moved to recommend approval of the amendment to MAPA's Board of Directors, Cox seconded the motion. Motion carried.

#### D. Amendment 1 to the 2050 Long Range Transportation Plan (LRTP)

Barber presented the amendment. Pfitzer asked about the amendment's impact on funding in future years, Helgerson & Barber responded that the program remains fiscally constrained and that we are waiting to see what results from discussions around new funding authorizations from the federal government. A discussion about the City of Omaha's increased local contribution to the 168th Street project followed. Weander noted that increased federal funding may result in increased costs. Pfitzer moved to recommend approval of the amendment to MAPA's Board of Directors, Weander seconded the motion. Motion carried.

#### E. Member Agency Updates

Omaha - Wassenar and Pfitzer asked the committee about collaborating on a set of metro area standards. NDOT District 2 - Hinchey & Weander provided an update on District 2 construction. NDOT Planning - Nebraska's LRTP will be online soon along with an interactive bike map. PMRNRD - Williams provided an update on the Platte River Bridge Trail. Douglas - Kutilek provided an update on the county's 180th Street project. Council Bluffs - Cox provided an update on construction projects in Council Bluffs. Metro Transit - Cencic updated the committee on the MetroNext project and Metro's purchase of electric buses. MAPA - Helgerson provided an update on MAPA staff changes and the upcoming annual meeting.

#### F. Additional Business

No additional business was conducted by the committee.

#### G. Adjournment

The meeting was adjourned at 10:59 a.m.

# Agenda Item B STBG Policy Guide for the FY2023 Transportation Improvement Program & Call for Projects



# **Surface Transportation Block Grant Project Selection**

**Guidance Document for STBG-MAPA Funding** 

FY2023-2028 Transportation Improvement Program

Approved:

ProSeCom

TTAC

Board

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# New for the FY2023 TIP

Definitions

- Updated
  - Cycle Track changed to Separated Bike Lane
- Added
  - Crash Modification Factors (CMF)
  - Community Factor
  - Corridors (Heartland 2050 and LRTP 2050 designations)
  - Equivalent Property Damage Only (ePDO)
  - Million Entering Vehicles
  - Million Vehicle Miles Traveled
  - Nodes (Heartland 2050 and LRTP 2050 designations)
  - Number of Expected Crashes (N<sub>expected</sub>)
  - Safety Performance Functions (SPF)
- Removed
  - Crash Severity Index (CSI)

## **Evaluation Criteria**

- Updated
  - Redevelopment and Environmental Justice
  - Safety broken out into separate categories
- Added
  - Safety Equity
  - Public Involvement
- Removed

# Schedule

**Other Application Items** 

- Public Involvement Questions
- Phase Questions



# Definitions

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

Four general factors affect physical accessibility: Mobility, that is, physical movement. Mobility can be provided by walking, cycling, public transit, ridesharing, taxi, automobiles, trucks and other modes.

Mobility substitutes, such as telecommunications and delivery services. These can provide access to some types of goods and activities, particularly those involving information.

Transportation system connectivity, which refers to the directness of links and the density of connections in path or road network.

Land use, that is, the geographic distribution of activities and destinations. The dispersion of common destinations increases the amount of mobility needed to access goods, services and activities, reducing accessibility.

**Access Control/Consolidation** - Access control/consolidation are defined as the act of controlling access to specific roadways by acquiring rights of access from abutting property owners and selectively limiting approaches to the roadway in order to preserve the highway's safety and efficiency.

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

**Air Quality Impacts** - Air quality impacts are defined as the level to which a project will positively or negatively impact the ambient air quality of the MAPA region as related to the National Ambient Air Quality Standards set forth in The Clean Air Act.

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



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

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

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

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

**CMAQ** - Congestion Mitigation and Air Quality is a federal funding category designed to reduce traffic congestion. These funds are apportioned to states to use in urban and rural areas. HSIP funding is not apportioned specifically to MPOs, but jurisdictions within the MAPA region can apply for it from the states of Nebraska and Iowa.

**Community Development Block Grant (CDBG)** - Census tracts with over 51% of residents are low-to-moderate income (LMI).

**Community Factor** - For the *Identified Populations* this factor refers to percentage of the population within each census tract compared to the TMA using a normal range of one standard deviation above and below the average (Adult Ages 65+ and People with Disabilities) or the square root value (Communities of Color, Non-Vehicle Households, and Populations in Poverty) due to the positively skewed data. A ZScore is then calculated for each tract, given by:



# ([indicator] - [TMA mean]) / [TMA standard deviation]

Identified Population ZScore for the Census Tract				
≤ -2	> -2 and ≤ -1	> -1 and ≤ 1	> 1 and ≤ 2	≥2
Well Below Average	Below Average	Average	Above Average	Well Above Average
0	1	2	3	4

The following qualitative and quantitative values are returned for each score:

**Corridor** - Heartland 2050 planning identifies corridors as major connections between nodes facilitating multiple modes of transportation, often with more intensive transit investment along them.

**Crash Rate (Nebraska)** - Crashes Rate is a ratio of the total number of crashes (except non-reportable crashes) that have occurred on a segment or at a simple or complex junction, per one million vehicles. Also expressed as Crash Rate (CR). This crash rate is expressed in terms of societal cost by crash type, which is reflected in the Hazardous Location Analysis as well as the Highway Safety Manual Part C Predictive Method. When analyzing locations which do not correspond to HLA locations, project submissions will require a request to NDOT for crash types for the 3-year analysis period to conduct the pre-improvement CR assessment.

**Crash Modification Factor** - A crash modification factor (CMF) is used to determine the effect of countermeasures implemented on a road or intersection on subsequent crashes. CMFs used within Highway Safety Manual Part C Predictive Method are prescribed and will be used as defined by the Highway Safety Manual and the HSM Spreadsheets. For situations where the HSM Spreadsheets do not apply, the CMF Clearinghouse can be used to identify and apply these factors as most applicable given local conditions.

**Context-Sensitive Design** - I don't even know who / how many jurisdictions have established policies, but this is something I think we should consider in future years.

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

**Designated Truck Route** - Truck routes are auxiliary routes of a U.S. or state highway that is the preferred (or sometimes mandatory) route for commercial truck traffic. Such restrictions may be imposed because of weight or hazardous material restrictions on the primary route or because of a community request that commercial trucks be routed around their area.



**Discretionary Programs/Discretionary Funding** - Federal award programs, usually competitive in nature, that are not apportioned to states and/or MPOs fall under the discretionary heading. Examples include programs like TIGER and BUILD.

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

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

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

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

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

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

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

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

Egalitarianism- This refers to treating everybody the same, regardless of who they are. For example, egalitarianism might be used to justify charging every passenger pay the same fare (regardless of trip length), that each transit rider receive the same subsidy



(regardless of income or need), that each resident pays the same amount or tax support transportation services (regardless of income or use), or that roads are unpriced.

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

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

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

**Equity Focus Area** - Areas where identified communities live which, due to disinvestment and other barriers to mobility create increased burdens or transportation barriers which result in disproportionate impacts of traffic crashes. These areas are identified at the census tract level, and are the result of a cumulative ranking of five *identified populations* and the subsequent *community factor* based on statistical analysis.

**Federal Functional Classification** - Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. It becomes necessary then to determine how this travel can be channelized within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by defining the part that any particular road or street should play in serving the flow of trips through a highway network.

Federal Functional Classification shall be determined by viewing the MAPA FFC map available here (<u>https://mapacog.org/data-maps/federal-functional-classification/</u>)

**HSIP** - Highway Safety Improvement Program, a federal funding category designed to improve safety on the National Highway System. These funds are apportioned to states to use in urban and rural areas. HSIP funding is not apportioned specifically to MPOs, but jurisdictions within the MAPA region can apply for it from the states of Nebraska and Iowa.

**ITS Infrastructure** - Intelligent Transportation Systems (ITS) infrastructure is defined as the use of information and communications technology to enhance the management, operation and use

of a transportation system. ITS infrastructure must be applicable to the MAPA Regional ITS Architecture.

**Identified Population** - Communities which due to disinvestment or other barriers to mobility are potentially disproportionately affected by crashes. For the 2015-2019 Safety Report, these communities include: 1) Adults Ages 65+, 2) Communities of Color, 3) Zero-Vehicle Households, 4) People with Disabilities, and 5) Population in Poverty.

**Left-turn Lane** - Left-turn lanes are used to provide space for the deceleration and storage of turning vehicles. They may be used to improve safety and/or operations at intersections. Multiple left-turn lanes may be used to accommodate high peak hour left-turn volumes. A left-turn lane includes both deceleration and storage.

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

**MAPA 2050 LRTP** - The MAPA 2050 Long Range Transportation Plan was finalized in 2020 and is the applicable long range transportation plan for the MAPA region. Capital Improvement projects must be listed in the MAPA 2050 LRTP in order to be eligible for STBG-MAPA funding.

**Million Entering Vehicles (MEV)** - When evaluating intersections (or simple/complex junctions), this value is used as the denominator to calculate the Crash Rate (CR) for a given location.

$$MEV = \frac{(AADT \times 365)}{1,000,000}$$

**Million Vehicle Miles Traveled (MVM)** - When evaluating segments or sections of roadway, this value is used as the denominator to calculate the Crash Rate (CR) for a given location.

$$MVM = \frac{(AADT \times 365 \times Segment \ Length(in \ miles)))}{1,000,000}$$

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

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

**Number of Expected Crashes (N\_{expected})** - The resultant number of crashes found by applying either the HSM spreadsheet of CMF methodology estimated by the implementation of safety countermeasures.



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**Pavement Condition** - Pavement condition refers to the status of the existing pavement of a facility that is being considered for an improvement project. Pavement conditions will be scored against the categories of: good, fair and poor.

For roadway segments which are measured using the Nebraska or Iowa pavement collection processes, this measured pavement condition shall be used. Details on pavement condition collection and reporting can be found in the respective state's Transportation Asset Management Plan.

Nebraska (https://dot.nebraska.gov/media/13303/ndot-tamp.pdf) lowa (https://iowadot.gov/systems\_planning/fpmam/lowaDOT-TAMP-2019.pdf)

For jurisdictions using their own pavement data collection and pavement management program, details on classification and pavement condition determination shall be provided and scored using the corresponding levels: good, fair, and poor.

For roadway projects on segments not otherwise collected, an assessment of the pavement condition using the PASER pavement surface evaluation rating and evaluation procedure shall be conducted and condition provided with the project submittal. PASER documentation can be found at:

https://epd.wisc.edu/tic/document-type/publications/paser-manuals/

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

**Pedestrian Countdown Signal** - The countdown signal displays flashing numbers that count down the time remaining until the end of the flashing "DON'T WALK" (FDW) interval. The countdown display, which can start at the onset of either the WALK or the FDW display, reaches zero and blanks out at the onset of the steady "DON'T WALK" (DW) display. When the countdown starts at the beginning of the FDW, the duration of the countdown is approximately equal to the pedestrian clearance interval for the crosswalk (the duration may vary according to local signal timing practice).

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

**Potential for Crash Reduction (Intersections)** - Analysis conducted by the Iowa DOT for 11 types of paved intersections resulted in *Safety Performance Functions (SPFs)* for each type. A statewide analysis of observed crashes (corrected using the Empirical Bayes method to an *expected* number of crashes) is compared to the SPF *predicted crashes*. The difference between the expected and predicted is the Potential for Safety Improvement (PSI) which is also the PCR. Intersections were then placed into one of three tiers.



**Tier 1** - intersections with a PCR > 1 for all crashes or PCR > 0.25 for injurious crashes. Projects at these locations require a consultation with Traffic and Safety to determine potential safety improvements, and may qualify for safety funds.

**Tier 2** - intersections with a PCR < 1 and > 0 for all crashes or PCR < 0.25 and > 0 for injurious crashes. These locations have potential for safety improvement but may not qualify for safety funds.

**Tier 3** - These intersections have PCR < 0 and are performing better than predicted.

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

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

**Ramp** - Ramps are the access points to freeway and expressway type transportation facilities. As a component of the transportation facility, ramps are eligible for STBG-MAPA but do not easily fit into the standard FFC categories.

**Redevelopment** - Redevelopment is any new construction on a site that has pre-existing uses on it such as the redevelopment of an industrial site into a mixed-use development. Typically redevelopment repurposes land use from low density development to a higher density. Projects that qualify for this category have binding commitments and binding agreements in place (between the developer and sponsoring jurisdiction).

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

Safety Tiers (Iowa) - Ranking of intersections following a statistical safety analysis:1

Tier 1 intersections will now replace the "above the statewide average" classification. Projects at these intersections may qualify for safety funds and will require a consultation with Traffic and Safety to determine potential safety improvements.

Tier 2 intersections have room for improvement but may not qualify for safety funds.

<sup>&</sup>lt;sup>1</sup> Iowa DOT. Potential for Crash Reduction (PCR) of Intersections. Accessed July 25, 2021 at <u>https://iowadot.maps.arcgis.com/apps/MapSeries/index.html?appid=6920b9b36fa54caa90c25bd6dcdd</u> <u>0c7e</u>



Tier 3 intersections are performing better than predicted.

**Safety Performance Function (SPF) (Iowa)** - The Iowa DOT has identified safety performance functions for 11 types of paved intersections. 'A safety performance function (SPF) is an equation used to predict the average number of crashes per year at a location as a function of exposure and, in some cases, roadway or intersection characteristics. For intersections, exposure is represented by traffic volumes on the major and minor intersecting roads.'<sup>2</sup>

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

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

**Signal Interconnection** - Signal interconnection refers to the development of a coordinated, integrated, communications and monitoring system for traffic control devices.

**State Average Crash Rate (Nebraska)** - Statewide average crash rates are calculated for urban and rural roadway types for: 1) Complex Junctions, 2) Simple Junctions, and 3) Sections. These averages are used as a denominator to determine the ratio of the project Crash Rate (CR) to the State Average Crash Rate (SA) for the subject road or intersection. Safety locations are ranked by this ratio, CR/SA. Junctions are expressed as crashes over Million Entering Vehicles (MEV), and sections by Million Vehicle Miles Traveled (MVM).

**Trail/Path (sometimes referred to Multi-use Trail/Path)** - A bicycle path allows for two-way, off-street bicycle use. If a parallel pedestrian path is not provided, other non-motorized users are

<sup>&</sup>lt;sup>2</sup> Iowa DOT. Potential for Crash Reduction (PCR) of Intersections. Accessed July 25, 2021 at https://iowadot.maps.arcgis.com/apps/MapSeries/index.html?appid=6920b9b36fa54caa90c25bd6dcdd 0c7e



legally allowed to use a bicycle path. These facilities are frequently found in parks, along rivers, creeks, and in rail rights-of-way greenbelts or utility corridors where right-of-way exists and there are few intersections to create conflicts with motorized vehicles.

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

**Transportation System Management (TSM)** - Actions or construction that control or improve the movement of cars and trucks on the highway system and buses on the transit system. TSM also includes the coordination of the available transportation systems for more efficient operation.

**Volume/Capacity ratio** - Volume to capacity ratios can be used to determine the level of congestion on a transportation facility. This ratio is calculated by dividing the actual traffic volume that the facility carries by the capacity of the road as planned.

**Vehicle Hours Traveled (VHT)** - The total number of hours vehicles travel within a given region annually. This estimated value is a performance measure and provides a means to assess network performance. As this directly impacts the cost of travel and shipping, with indirect impacts such as air quality, projects which can be shown to reduce VHT locally have a positive regional impact.

**Vehicle Miles Traveled (VMT)** - The total miles traveled by vehicles within a given area in a year. VMT is calculated within the TMA to determine crash rates for measuring federal safety performance. VMT is also measured at the census tract to provide a means of measuring the relative impacts of traffic (emissions, safety, and mobility) to the residents who live within these neighborhoods.





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



# **Schedule for STBG-MAPA Project Selection**

Call for Projects Released	Oct 29, 2021
Submittal Deadline for Applications	Jan 7, 2022
Send Applications to Committees	Jan 21, 2022
Publication of Applications and Survey	Feb 1, 2022
Public Survey Summarized	Mar 15, 2022
ProSeCom	Mar 18, 2022
Publication of Selected Projects & Distribution of Award Letters	Mar 18, 2022
Incorporation into Draft TIP	May 13, 2022
TTAC Review of Draft TIP	May 20, 2022
State Review & Public Comment Period	May 20, 2022
MAPA Board of Directors Review of Draft TIP	May 26, 2022
TTAC Review of Final TIP	Jun 17, 2022
MAPA Board of Directors Approval of Final TIP	Jun 23, 2022



# **Eligibility of Projects**

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

# Federal Eligibility Requirements

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

- Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for highways, including construction of designated routes of the Appalachian development highway system and local access roads under section 14501 of title 40.
- Replacement (including replacement with fill material), rehabilitation, preservation, protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) and application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels on public roads of all functional classifications, including any such construction or reconstruction necessary to accommodate other transportation modes.
- Construction of a new bridge or tunnel at a new location on a Federal-aid highway.
- Inspection and evaluation of bridges and tunnels and training of bridge and tunnel inspectors (as defined in section 144), and inspection and evaluation of other highway assets (including signs, retaining walls, and drainage structures).
- Capital costs for transit projects eligible for assistance under chapter 53 of title 49, including vehicles and facilities, whether publicly or privately owned, that are used to provide intercity passenger service by bus.
- Carpool projects, fringe and corridor parking facilities and programs, including electric vehicle and natural gas vehicle infrastructure in accordance with section 137, bicycle transportation and pedestrian walkways in accordance with section 217, and the modifications of public sidewalks to comply with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
- Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife, and railway-highway grade crossings.
- Highway and transit research and development and technology transfer programs.
- Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems.
- Surface transportation planning programs.



- Transportation alternatives.
- Transportation control measures listed in section 108 (f)(1)(A) (other than clause (xvi)) of the Clean Air Act (42 U.S.C. 7408 (f)(1)(A)).
- Development and establishment of management systems [1]
- Environmental mitigation efforts relating to projects funded under this title in the same manner and to the same extent as such activities are eligible under section 119(g).
- Projects relating to intersections that-
  - have disproportionately high accident rates;
  - have high levels of congestion, as evidenced by-
    - interrupted traffic flow at the intersection; and
    - a level of service rating that is not better than "F" during peak travel hours, calculated in accordance with the Highway Capacity Manual issued by the Transportation Research Board; andare located on a Federal-aid highway.
- Infrastructure-based intelligent transportation systems capital improvements.
- Environmental restoration and pollution abatement in accordance with section328.
- Control of noxious weeds and aquatic noxious weeds and establishment of native species in accordance with section 329.
- Projects and strategies designed to support congestion pricing, including electric toll collection and travel demand management strategies and programs.
- Recreational trails projects eligible for funding under section 206.
- Construction of ferry boats and ferry terminal facilities eligible for funding under section 129 (c).
- Border infrastructure projects eligible for funding under section 1303 of the SAFETEA-LU (23 U.S.C. 101 note; Public Law 109–59).
- Truck parking facilities eligible for funding under section 1401 of the MAP-21.
- Development and implementation of a State asset management plan for the National Highway System in accordance with section 119, including data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk based asset management and performance based management, and for similar activities related to the development and implementation of a performance based management program for other public roads.
- A project that, if located within the boundaries of a port terminal, includes only such surface transportation infrastructure modifications as are necessary to facilitate direct intermodal interchange, transfer, and access into and out of the port.
- Construction and operational improvements for any minor collector if-
  - the minor collector, and the project to be carried out with respect to the minor collector, are in the same corridor as, and in proximity to, a Federal-aid highway designated as part of the National Highway System;
  - the construction or improvements will enhance the level of service on the Federal-aid highway described in subparagraph (A) and improve regional traffic flow; and
  - the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the Federal-aid highway described in subparagraph (A).



# Additional Eligibility Requirements for STBG Funding

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

- Project must be listed in and/or consistent with the MAPA 2050 Long Range Transportation Plan as required by the FAST Act.
- Minimum match of 20 percent local (non-federal) funding as required by the FAST Act.
- Minimum total project cost of \$1,000,000.00 (STBG-MAPA Capital Projects Only).
- STBG-MAPA Surface Transportation Projects must occur on Federal-Aid eligible routes (FFC Rural Minor Collector/Urban Collector and above).
- Projects must be submitted by local public agencies (LPAs) in the MAPA Transportation Management Area (MAPA TMA). The TMA encompasses Douglas and Sarpy Counties in Nebraska and the urbanized area surrounding Council Bluffs in Pottawattamie County, lowa.



Figure 1: Map of the MAPA Transportation Management Area



Projects selected and implemented using MAPA STBG funds should directly contribute to one or more of the LRTP 2050 goals in a meaningful and measurable way.

#### ACCESS TO OPPORTUNITY

- Our multimodal transportation system will enable people to reach their preferred destinations in a reasonable amount of time, regardless of age, ability, or neighborhood
- We will maximize access to education, employment, and health care for people traveling by any mode

#### **TALENT ATTRACTION & RETENTION**

- Our transportation system will contribute to a quality of life that is appealing to local residents and attractive to people living elsewhere.
- Greater Omaha will support a diverse range of lifestyles by offering a variety of enjoyable neighborhoods, from rural to urban

#### ECONOMIC GROWTH THROUGHOUT THE REGION

- Our transportation system will help us all prosper as individuals, as communities, and as a region.
- Our transportation system will safely and reliably move freight, as well as people.
- We will catalyze higher value real estate development and neighborhood revitalization through strategic infrastructure investment.

#### STEWARDSHIP OF THE TRANSPORTATION SYSTEM

- We will take pride in the condition of our existing transportation infrastructure, prioritizing its maintenance and rehabilitation.
- We will account for long-term operations and maintenance costs when planning for future projects

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

# **MAPA Project Selection Process**

# **Project Selection Committee Membership**

Transportation improvement projects in the MAPA TMA are subject to the review and approval of the MAPA Project Selection Committee (ProSeCom). ProSeCom is a twelve member sub-committee to the Transportation Technical Advisory Committee (TTAC) that includes planners, engineers, and other staff from local and state jurisdictions. Membership of the Project Selection Committee is composed of members of the larger MAPA TTAC. Appointments to ProSeCom are made by the President of TTAC.

ProSeCom was charged with creating and administering Project Selection Criteria for the MAPA region in late 2011 and meets periodically. ProSeCom representative slots are shown below:



- Iowa DOT District 4 Representative
- Nebraska DOR District 2 Representative
- Metro Transit Representative
- Douglas County Engineer (Also represents Douglas County 2nd Class Cities)
- Sarpy County Engineer
- Sarpy County Municipalities Public Works Representative
- Omaha/Douglas County Municipalities Public Works Representative
- Omaha/Douglas County Municipalities Planning Representative
- Council Bluffs Public Works Representative
- All Metro Open Planning Representative
- Bicycle-Pedestrian Representative

ProSeCom's membership has remained unchanged through the first two cycles of the program as substantial updates have been made. ProSeCom membership will be reevaluated to determine turnover strategies for the membership of the rotating spots.

## **Project Submission Guidelines**

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

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

Project applications for the FY2022 Transportation Improvement Program should be submitted no later than 4:30 PM on January 8, 2021 to:

MAPA Project Selection Metropolitan Area Planning Agency 2222 Cuming Street Omaha, NE 68102 Project applications and questions concerning this process may also be emailed to transportation@mapacog.org

# **Evaluation of Project Applications**

Following an initial eligibility determination, project applications are evaluated and scored by MAPA staff based upon their particular project type and the information supplied. MAPA staff will then present the scores to ProSeCom for review along with the project applications.

MAPA staff will recommend a prioritization of projects to ProSeCom for approval at the Final Selection Workshop. The committee will assess funding availability, project schedules and



phasing, and regional participation as part of its recommendation to the MAPA Board of Directors. Projects selected during this workshop will be incorporated into the Draft FY2023 MAPA Transportation Improvement Program as allowed by fiscal constraint.

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

### **Project Selection Process and Funding Implementation**

Once a project has gone through scoring, ranking, and is selected for an award, MAPA will typically allocate funding for it in year six of the program. The implementation year, or year 1, of the TIP is the fiscal year during which funding for a project phase can be obligated. In addition to ranking projects based on criteria, projects will also be evaluated based on each project's timeline of implementation and fiscal constraint within the TIP. MAPA will coordinate with NDOT and local project sponsors to ensure projects with funding in the implementation year have reasonable schedules and are likely to be ready for obligation.

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

### **Evaluation Criteria**

### Priority Corridors & NHS

The Metropolitan Travel Improvement Study assessed the MAPA region's transportation network and determined the corridors shown on the following map to be the most important facilities supporting the movement and access of people and goods. This finding is supported by MAPA's 2050 Long Range Transportation Plan and these corridors will be the focus of future investment in the MAPA region.

Corridors were further broken into a high, medium and low priority of importance for investment of STBG-MAPA funding. The corridors have been segmented based upon the importance to the regional transportation system. Therefore, a corridor may change in priority level as one moves along the corridor.

Scoring for a project that is located on a corridor is related to the relative importance of that corridor. The scoring breakdown is shown below:



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- High Priority Corridor 15 Points
- Medium Priority Corridor 10 Points
- Low Priority Corridor 5 Points

The corridors include a buffer to allow for intersection improvement, side paths, et cetera and should not be assumed to simply mean the specific roadway they are identified with. The intent of this buffer is to allow for the transportation infrastructure to work as a system in allowing greater access and mobility for people and goods in the MAPA region. Projects that are not located directly on or adjacent to the MAPA Priority Corridors seeking to qualify for points under this criteria must show a direct impact to a Priority Corridor. If a project not on a corridor demonstrates a positive impact to a priority corridor, the project will receive the points for the grade of corridor impacted.



Figure 2: MAPA 2050 Long Range Transportation Plan Priority Corridors



## 2050 Level of Service

Level of Service outputs from MAPA's Travel Demand Model will be evaluated based on the output of the no-build Travel Demand Model. This model projects traffic flows throughout the MAPA region based on the distribution of population, employment, and Existing and Committed infrastructure investments.

No Build LOS (V/C)	Points
C (0.71 – 0.80)	2
D (0.81 – 0.90)	4
E (0.91 – 1.00)	6
F (> 1.00)	8

2050 Future Year No Build Level of Service

## ITS Deployment Delay Reduction

Submitting jurisdictions are asked to quantify the delay reduction by means of a level of service impact at intersections or along corridors resulting from a successful ITS deployment. ITS focused level of service improvements will be scored on the below matrix:

No Build LOS vs Deployment LOS	Points
E to D	4
F to E	6
F to D	8

Projects that have an identified Level of Service issues in the 2050 model output will be prioritized over those that are projected to have more stable operations. A map of the 2050 no build model output is included on the next page.

### Planning Time Index (PTI)

Travel reliability captures the variability of travel time across a corridor. The more reliable a corridor, the less travel time varies from day to day. Travel Time data is available through the Probe Data Analytics Suite for many of the larger roadways within the TMA. FHWA recommends that the Planning Time Index be used as it easily illustrates the buffer or planning time which



drivers must add to account for congestion during the peak AM or PM periods. More information about the Planning Time Index can be found at the following link (https://ops.fhwa.dot.gov/publications/tt\_reliability/brochure/ttr\_brochure.pdf).

The Planning Time Index captures the variability a commuter might encounter during a month, producing a ratio of the worst travel time during a month (95th percentile) to the typical daily travel time (median). It is intended to reflect the extra time a traveler should budget to account for recurring travel variability. MAPA will identify if reliability coverage is available and calculate the PTI for submitted projects.

A map of existing corridors for which reliability data is available is included below. Segments in gray are those 'not-available' in the National Performance Management Research Dataset (NPMRDS) as they are off the NHS, but which still have sufficient speed data that they can be analyzed using the Probe Data Analytics Suite. The remainder are roadways which contribute to the Federal Interstate and Non-Interstate Travel Time Reliability, or Truck Travel Time Reliability performance measures, as applicable. Current Level of Travel Time Reliability maps follow. This network includes most of ProSeCom's Regional Priority corridors and other major roadways throughout the MAPA region. Projects will not receive points under this measure if they do not fall on or along a corridor in the figure below.

Planning Time Index	Points
1.01 – 1.50	1
1.51 – 1.75	3
1.76 – 2.00	5
>2.00	7





Figure 3: Existing Reliability Data Network - Probe Data Analytics Suite (INRIX Speed Data)



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Figure 4: 2050 AM Existing + Committed Network Predicted Level of Service





Figure 5: 2050 PM Existing + Committed Network Predicted Level of Service





Figure 6: Level of Travel Time Reliability, Interstate Corridors, 2019

As 2020 saw an uncharacteristic reduction in travel projects submitted will be scored against the 2019 travel time reliability metrics.





Figure 7: Level of Travel Time Reliability, Non-Interstate NHS Corridors, 2019



### Infill and Redevelopment

Infill development and redevelopment of existing infrastructure is a key focus of the 2050 MAPA LRTP. Future corridors identified by Heartland 2050 and MAPA LRTP coordination which provide regional benefits are highlighted in the figure below, and projects which contribute to the node and corridor goals will receive points as indicated in the table below.

About Nodes and Corridors	
Nodes and Corridors: an integrated approach to land use and transit that focuses development l	based on existing patterns in our region
Nodes are areas where a lot of things are happening close together. Neighborhoods with residential, shopping, restaurants, and business like The Old Market, The 100 Block, and Blackstone are a few examples. Our Goals: • Create best practices for infill development in nodes • Create opportunities for public and private partnerships for infill development • Encourage adaptive reuse, rehabilitation, and restoration of existing structures	Corridors Corridors are well traveled paths between nodes: connecting schools, hospitals, cultural centers, and businesses along the way. Key Corridors Include: • East/West: Dodge-Farnam-Broadway; Center, Maple, and Ames Street • North/South: 24th Street and 72nd Street Our Goals: • Bus routes with fewer stops so you get where you're going quickly, direct routes that are easy to understand, and shorter walts so you can use public transit without scheduling a whole day around it • Complete streets that take into account all modes of transportation: buses, cars, blkes, ar pedestrians • New technology like Bus Rapid Transit systems with dedicated bus lanes and tickets inste of cash that will make public transit faster and more convenient

Projects that directly support the redevelopment of an area designated for redevelopment in local planning documents will receive 5 points. Applicants should document this linkage and reference the planning documentation within the project application.





Figure X. Heartland 2050 and LRTP 2050 Corridors

The scoring in the table below applies if projects contribute to the highlighted corridors.

Corridor Contributions	Points
Transit service improvements	5
Complete Streets improvements	<mark>5</mark>
Technology improvements	<mark>5</mark>



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Or is this the figure we should use? If so, we need some scores for mixed use. Or maybe I just make my corridors match this map, and leave off the mixed?



# Asset Condition (pavement, transit, and bridge)

Where available, pavement condition will be graded on the Nebraska Serviceability Index (NSI) which is to be collected annually for NHS system roadways. See the Definitions section for more information on Good, Fair, and Poor pavement categorization.

# Pavement

Iowa Roadways will utilize the Iowa Pavement Condition Index (PCI)

PCI/NSI Rating	Points
Good Condition (NSI 70.0+, PCI 60.0+)	0
Fair Condition (NSI 50.0 to 69.9, PCI 40.0 to 59.9)	5
Poor Condition (NSI 49.9 and under, PCI 39.9 and under)	10

For roadways that do not have a NSI or PCI rating, pavement condition shall be assessed using the PASER method. Applicants should follow the PASER guidance appropriate to the surface material of the existing asset. Based on the asset's PASER rating, the following points will be awarded:

PASER Rating	Scoring Condition	Points
Excellent (PR 8 to 10)	Good	0
Good (PR 6 to 7)		
Fair (PR 4 to 5)	Fair	5
Poor/Very Poor (2 to 3)	5	10
Failed (PR 1)	Poor	

# Bridge Sufficiency

Maintaining safe and structurally sound bridges is a key focus for the MAPA region. Projects that included improvements to bridges shall be given points based upon the condition of the existing structure that is to be improved. The National Bridge Inventory (NBI) contains information on bridge sufficiency ratings on all structures over 20 feet. The NBI will serve as the standard source for bridge sufficiency data in the MAPA region. Point breakdowns for bridge sufficiency rating are shown below.



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Sufficiency	Points
Good Condition (SR 75.00+)	0
Fair Condition (SR 25.00 to 74.99)	5
Poor Condition (SR 24.99 and below)	10

# Bridge Status

Projects that are intended to improve or replace bridges that are structurally deficient or functionally obsolete also receive additional consideration through this score area. The National Bridge Inventory maintains data on the structural deficiency and functionality of the bridges in the MAPA region and will serve as the source for this data. A breakdown of scoring for this category is below:

Status	Points
Structurally Deficient	10
Functionally Obsolete	5

# Transit

Vehicles, equipment, and facilities must be evaluated using the FTA's TERM condition ratings. Based on that rating, scoring is broken down to align with other assets:

TERM Rating	Scoring Condition	Points
Excellent	Good	1
Good		
Adequate	Fair	5
Marginal		
Poor	Poor	10



# Percentage of Local Match

While there is a minimum requirement of 20 percent local match for Federal-Aid projects, MAPA encourages submitting jurisdictions to take a greater stake in their projects. Points awarded for overmatching are shown below.

Percent Local Match	Points
Less than 30%	0
30-39%	5
40-49%	10
Greater than 50%	15

# Safety (HSM Predictive Analysis)

In an effort to quantify safety deficiencies of the transportation system, MAPA and ProSeCom recommend using the Highway Safety Manual Part C Predictive Method. Primarily, there are <u>spreadsheets</u> for the rural two-lane roads, rural multilane highways, and urban arterial segments. These tools allow for projects to consider treatments to both segments and intersections These tools are maintained by AASHTO and undergo occasional updates and improvements.

Applicants will use HSM predictive analysis to the number of expected crashes before and after project improvements have been made. The reduction in crashes will be used by MAPA to score based upon each state's project categories listed in the following sections. Detailed instructions on how to use the spreadsheets can be found in Appendix A. Projects submitted in Nebraska will include a three-year crash history from 2017-2019 (analysis period for the HLA), and Iowa projects will include a crash history from 2014-2018 (for intersection safety improvements).

For projects which do not have an applicable HSM spreadsheet, applicants may either use the HSM Part C Predictive Method or applicable CMF(s) from the CMF Clearinghouse. For either method provide with the project application in Knack a description of the analysis conducted with the subsequent results. Guidelines for the use of CMFs can be found in <u>CMF User Guide</u>.

# Nebraska Safety-Related Projects and Studies

MAPA shares the NDOT goal of reducing fatal and serious injury crashes. Safety scoring considers the following criteria for projects located within Nebraska:

- 1. Listing and overall rank in the Hazardous Locations Analysis (HLA)
- 2. Special emphasis areas (if not on the HLA):
  - 4-lane, non-interstate sections in urban areas
  - 2-lane sections without shoulders in rural areas



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3. Overall reduction in the fatal/injury crash rate (CR) compared to the statewide average for the given roadway type (CR/SA)

Percent Reduction in CR/SA (Nebraska)	Points
<mark>0 to 5%</mark>	<mark>(3</mark> )
<mark>5% to 10%</mark>	6
10% to 15%	9
15% to 20%	12
<mark>&gt; 20%</mark>	<mark>15</mark>

Percent Reduction in Severity (Nebraska)	Points
<mark>0 to 5%</mark>	<mark>3</mark>
<mark>5% to 10%</mark>	6
10% to 15%	9
15% to 20%	12
<mark>&gt; 20%</mark>	15

Use the decision tree shown in Figure 8 to provide the required information and understand the scoring methodology for Nebraska safety-related projects.





Figure 8: Nebraska Safety-Related Project and Study Scoring Decision Tree

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# Reporting Nebraska Results

Nebraska determines the societal cost of crashes by collision type. For improvements to locations in the HLA, MAPA will use the data already calculated in the NDOT-provided worksheets, so the application will not require a crash analysis for these overlapping segments or intersections. For locations not on the HLA, crash data must be requested from NDOT to include the following:

- 1. Single or multi-vehicle
- 2. Crash severity
- 3. Collision type
  - a. Single vehicle types
    - i. Overturn
    - ii. Fixed object
    - iii. Animal
    - iv. Pedestrian
    - v. Bicyclist
    - vi. Parked vehicle
  - b. Multi-vehicle types
    - i. Right angle
    - ii. Left turn leaving
    - iii. Rear end
    - iv. Side swipe opposite
    - v. Side swipe same
    - vi. Head-on
    - vii. Backing
  - c. Single or multi-vehicle type
    - i. Other
- 4. AADT
- 5. State average crash rate (for roadway type)

The following figures show the location and rank (by CR/SA) for the 2020 HLA simple junctions, clusters, and segments. Assuming local projects will not be making improvements to freeway interchange locations, the complex junctions are not shown in this figure, but can be found in the summary tables in Knack.





Figure 9: Nebraska Hazardous Location Analysis Simple Junction and Cluster Results for 2020

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Figure 10: Nebraska Hazardous Location Analysis Segment Results for 2020

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Iowa Safety-Related Projects and Studies

As with NDOT, the Iowa DOT has recently updated several processes to identify road segments and intersections which could benefit from safety improvements. These include:

- 1. Intersection Probability of Crash Reduction (PCR) (replaces the Intersection Safety Improvement Candidate List (SICL))
- 2. Systemic Bicycle and Pedestrian Safety Analysis
- 3. An analysis of segments recommended for separated bike facilities based upon the Iowa Bicycle and Pedestrian Long Range Plan.<sup>3</sup>

<sup>&</sup>lt;sup>3</sup> Iowa DOT. <u>Bicycle and Pedestrian Long Range Plan</u>. Chapter 4, Section 4.13 Facility Selection. Separated Bike Lane Recommendations. P. 94-95. <u>https://iowadot.gov/iowainmotion/files/bike-ped-plan-chapter4.pdf</u>.





Figure 11: Iowa Safety-Related Project and Study Scoring Decision Tree

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The previous figure is to be used to identify the applicability of the project to each of these safety-related initiatives. A map of the Tier 1 intersections from the Intersection PCR analysis can be found below, and a detailed description of the analysis along with interactive maps showing Tier 1-3 locations is available in this ArcGIS <u>StoryMap</u>.



Figure 12: Map of Regional Tier 1 Intersections

Intersection PCR Score	Points
Tier 3	0
Tier 2	5
Tier 1	10



The lowa DOT Systemic Bicycle and Pedestrian Safety Analysis process and results are detailed in the following ArcGIS <u>StoryMap</u>. The following <u>bicycle</u> and <u>pedestrian</u> interactive maps can be used to identify project submission details. The project selection score is based on the project's positive impact to the riskiests (lowest composite score) for segment or intersection within the project boundaries. (For example, if treatments to an intersection improve safety for bicyclists with a composite score of 41, the overall project score for this section would be 15.)

Bicycle / Pedestrian Composite Score	Points
Greater than 75	0
<mark>66-75</mark>	<mark>5</mark>
<mark>50-65</mark>	<mark>10</mark>
Less than 50	<mark>15</mark>

A score is also provided for project crash reduction. This score is not normalized to a state average as was the case in Nebraska.

Percent Reduction in CR (Iowa)	Points
<mark>0 to 5%</mark>	<mark>3</mark>
<mark>5% to 10%</mark>	<mark>6</mark>
(10% to 15%)	9
15% to 20%	<mark>.12</mark>
<mark>&gt; 20%</mark>	<mark>(15</mark> )



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# Figure 13: Map of Roadways where Separated Facilities are Advised

Bicycle / Pedestrian Composite Score	Points
Separated facility constructed as advised	<mark>(15</mark> )

# Centering Safety Investments on Equity

For the 2015-2019 MAPA Safety Report, MAPA conducted an Equity Analysis which identified Equity Focus Areas (EFAs). These EFAs often experience significantly higher fatal injury, fatal and serious injury, and non-motorist fatal and serious injury crash rates. The figure below presents the current EFAs.





Figure 14: MAPA Equity Focus Areas (2015-2019)

Projects which improve safety within these EFAs will receive additional points as listed in the table below. Communities outside the higher-density areas of Omaha and Council Bluffs, where analysis at the census tract level may not adequately highlight inequalities, are encouraged to provide justification with local data in the project narrative as to the safety benefit provided to local underserved or disadvantaged populations.

EFA or Local Equity Group Safety Benefit	Points
Above Average (Indicator of Potential Disadvantage)	<mark>(5</mark> )
Well Above Average	10
Documented Local Community Benefit	10



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Figure 15: Non-Motorist Serious & Fatal Injury Crash Rate by Census Tract (2015-2019)

Submissions should identify the area in which the greatest impact is made (fatal, fatal and serious injury, or non-motorist fatal and serious injury) and the following scoring will be applied.

Crash Rate Scale (use linked mapping tool)	Points
	1
	<mark>3</mark>
	<mark>5</mark>
	7
	9



#### **Environmental Justice & Equity**

MAPA's transportation planning is informed by the work of the Heartland 2050 Engagement & Equity Committee as well as the equity planning activities of state, local, and federal agencies, and are implementing additional considerations for projects to understand and document anticipated project outcomes and impacts to underserved or disadvantaged communities. An environmental justice analysis is performed on all projects in the Transportation Improvement Program. Beginning with the FY2023 TIP, project applications will undergo this analysis as part of the project selection process.

For a detailed description of the Environmental Justice guidelines, please see the documentation in the MAPA Transportation Improvement Plan. Projects will be considered for both their proximity to these areas, as well as the possible or expected outcomes. Include in your application narrative any planned or assessed outcomes from the project design.

The analysis concludes with MAPA placing the project into one of the following categories based on the outcomes we foresee:

- No impact on Environmental Justice or Equity Focus Areas
- Limited Negative Impact on Environmental Justice or Equity Focus Areas
- Significant negative Impact on Environmental Justice or Equity Focus Areas
- Limited Positive Impact on Environmental Justice or Equity Focus Area
- Significant positive Impact on Environmental Justice or Equity Focus Area

Project applications with no impacts will simply be noted as such. Project applications with positive impacts will be noted as such and receive a recommendation of priority over projects that score similarly.

Project applications with the potential for limited negative impacts will have their scores reduced by 10%. Project applications with the potential for significant negative impacts will have their scores reduced by 20%.



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MAPA Environmental Justice Areas





Figure X. MAPA Equity Focus Areas



Projects will be identified by their proximity to EFAs, and consideration be given to both the equitable distribution of funds, as well as the acknowledgement of outcomes. Project submitters should also consider the individual *Identified Populations* and their relative scoring for the project area. These populations as well as the EFAs can be found in this interactive <u>dashboard</u>.



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Figure X. MAPA CDBG Eligible Census Tracts

The census tracts above shown as CDBG-eligible indicate that over 51% of the population are low-to-middle income (LMI) households. Projects which provide positive benefits in these areas will receive additional consideration.

# Bridge Detour Length

Bridges represent critical crossings to support the movement and access of people and goods inside and through the MAPA region. For projects that improve or replace a bridge that may otherwise be closed MAPA will award points in relation to the detour length to make the crossing if the bridge were permanently closed.

Detour length shall be calculated as the length of the alternative crossing route on a similar transportation facility as the one to be closed. For example, if a bridge on a minor arterial is deficient and in jeopardy of being closed without repair or replacement, the detour would be routed on the next closest minor arterial (or higher) facility that would provide a link across the bridged terrain.



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Detour lengths are to be calculated for a one-way direction trip.

Detour Length	Points
0 to 2.00 miles	0
2.01 to 4.99 miles	5
5 miles and over	10



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# Transportation Emphasis Areas

The 2050 LRTP places a great deal of importance on expanding transportation options and multi-modal infrastructure improvement. Transportation alternatives are encouraged to be added to any and all infrastructure improvement projects in the appropriate context.

Transi	it/HOV	Intelligent Tr Syst	ansportation ems	Bicycle/P	edestrian
Criteria	Points	Criteria	Points	Criteria	Points
BRT Dedicated	Full Corridor: 4	Adaptive	Full Corridor: 4	Separated	Full Corridor: 4
Lanes	Partial: 2	Systems	Partial: 2	Lane	Partial: 2
BRT Stations	4	Traffic Signal	Full Corridor: 4	Off-Street	4
Pue Signal	Full Corridor: 4	Coordination	Partial: 2	Bicycle Trail	·
Priority/Preem ption	Partial: 2	Dynamic Message Board Display	2	On-Street	Full Corridor: 2
	Full Corridor: 4	Video/Infrared detection equip	2		Partial: 1
Queue Jump Infrastructure Pa	Partial: 2	Permanent traffic count equip	2	Bicycle Parking Amenities/Rac ks	2
Striped Transit Lane	Full Corridor: 2	Ramp Meters/Gates	2	Enhanced Bicycle Crossings	2
	Partial: 1	Bicycle traffic	Full Corridor: 4	Sidewalks	All Sides: 2
Park and Ride Lot	2	signal detection	Partial: 2		Partial: 1
Enhanced Bus Shelters	2	-		Crosswalk	All Intersection Legs: 2
HOV Lanes	2			S	Partial: 1
		•		Shared Lane	

1

Markings

Transportation emphasis areas for consideration are as follows:



# Description of Multi-Jurisdictional Impacts

The submitting jurisdiction is asked to describe the project's positive multi-jurisdictional impacts and the total number of partnering jurisdictions that the project will include. This may include municipalities, utilities, agencies, special districts, and neighborhood associations or other community organizations. In an effort to foster collaboration and regionalism more credence will be given to projects that impact a greater number of partners.

Number of Partners	Points
Applicant Alone	0
2	3
3	6
4	9
5	12
6+	15

# Description of Effort

In the case of a transportation related study, the submitting jurisdiction is asked to describe how the project will benefit the MAPA Region. This should be a brief description of facts. To the extent possible, applicants seeking to fund a study with STBG-MAPA funding should pursue proposed studies that have been listed in local or regional planning documents.

• Up to 25 points can be awarded for the description of a planning study. Points will be awarded based on the expected outcomes of the study and how well these align with the goals of the 2050 Long Range Transportation Plan and MAPA's commitment to equity in the region.

# TAM Plan Alignment

The Nebraska and Iowa Departments of Transportation maintain transportation asset management plans in which maintenance and reconstruction priorities are identified for assets on the National Highway System. Meeting these targets set by Iowa DOT and NDOT is a priority for MAPA and projects will be given special consideration during the application process.

• Applications for projects specifically identified in these plans will be awarded 10 points.



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# **Employment Accessibility**

Accessibility is one of the four goals established by the 2050 LRTP outreach process as being a community priority for transportation overall in the MAPA region. In developing priorities for federal funding for transportation projects it is vital to consider how residents travel to and from services, and what projects will improve access to employment.

Proximity will be used for measuring STBG project accessibility impacts in our region. Proximity will measure the access to jobs within a specified distance buffer surrounding the project location. This analysis measures the direct impact of the project as a destination. Applications will be evaluated based on the number of accessible jobs:

Number of Accessible Jobs	Points
5,000 and under	3
5,001 to 11,000	6
11,001 to 18,000	9
18,001 to 25,000	12
More than 25,000	15

#### Public Involvement

As a part of the federal aid process projects in the TIP should already have undergone preliminary public involvement to determine the public interest in the project, get initial concepts and consultation done, and raise awareness of the upcoming changes. This is often done through implementation of previous studies and plans, projects may also be part of a larger outreach effort relating to system updates.

# Past Public Involvement

Has there been a public process documented as a part of this proposed project	5
Have previous plans and studies included this project in their outreach	3
Has there been any prior public notification of this project to those living adjacent to the affected area/users	2

# Ongoing Public Involvement/ Involvement done for this application



Have you done any outreach relating to this project	5
Do you have plans to collaborate with MAPA on a joint outreach strategy for receiving feedback as a part of the federal aid process	3

Proposed Public Involvement	
Does this project have a public involvement proposal already	5
Is this project part of another ongoing outreach effort	3

# Ability to Fund Phases Locally

Project applications that include only UTIL-CON-CE costs, locally funding the PE-NEPA-FD and ROW phases, will be awarded additional points. For an applying jurisdiction to receive credit for advance construction on a project they must submit a letter from their governing body certifying the ability and commitment to locally fund a specific project phase (while following all federal regulations). Only local funding of PE-NEPA-FD and ROW acquisition will be given credit under this section.

Phase Certified for Local Funding	Points
PE-NEPA-FD	5
ROW	5

# DOT and USDOT Applications & Awards

Projects applying for or awarded federal funding by a state DOT partner or USDOT (including HSIP, CMAQ, discretionary programs, etc.) can apply for STBG-MAPA funding to cover costs that are not eligible for reimbursement under these programs. For example, NDOT's Highway Safety Committee no longer makes awards for PE-NEPA-FD or ROW activities under the Nebraska HSIP program. These types of projects can be awarded STBG-MAPA funds under the Planning & Leverage category to maximize the amount of federal funding available to communities to deliver regionally significant projects.

Applications will be scored based on the amount of funding awarded to the project by state or US DOTs.



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Award Amount	Points
\$1,000,000 to \$3,000,000	3
\$3,000,001 to \$6,000,000	6
\$6,000,001 to \$9,000,000	9
\$9,000,001 to \$12,000,000	15
\$12,000,001 to \$15,000,000	20
More than \$15,000,000	25

# **Project Application Categories**

# System Preservation

# **General Guidelines**

MAPA's 2050 Long Range Transportation Plan emphasizes the maintenance of the region's existing transportation system. In the interest of delivering projects quickly and efficiently, and meeting targets as part of performance-based planning, System Preservation projects will be preferred over others.

# Advance Construction (AC) Resurfacing

MAPA allows communities to program AC resurfacing projects which follow all Federal-Aid guidelines for project development and delivery, but for which federal-aid reimbursement is not immediately sought for costs incurred. To apply for a project under AC Resurfacing, applicants must include both the proposed resurfacing project(s) and a proposed regionally-significant capital project to be completed upon receipt of reimbursement with STBG-MAPA funds. For an applying jurisdiction to receive credit for advance construction on a project they must submit a letter from their governing body certifying the ability and commitment to locally fund the resurfacing project (while following all federal regulations) and complete the proposed regionally-significant capital project once the resurfacing project is reimbursed.

While projects performed under advance construction are reimbursable immediately, the sponsoring jurisdiction waits to request reimbursement of costs until subsequent fiscal years. This allows project development to continue in a timely manner while ensuring that MAPA utilizes its entire STBG apportionment in a given year. Advance construction can apply to a portion of a project's cost or the entire project (up to 80%). Advance construction projects and the associated local capital improvements will be shown in the MAPA TIP and documented accordingly.

# Evaluation Criteria

System Preservation applications will be evaluated based on the following:

• Priority Corridors & NHS



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- Asset Condition
  - Pavement Condition (roadway & bridge projects)
  - Bridge Sufficiency (bridge projects)
  - Bridge Status (bridge projects)
  - Vehicle/Facility Condition (transit projects)
- TAM Plan Alignment
- Environmental Justice & Redevelopment
- Transportation Emphasis Areas
- Percent of Local Match
- Multi-Jurisdictional Support
- Local Funding of PE/NEPA & ROW

# Planning & Leverage

# **Planning Studies**

Applicants seeking to use STBG-MAPA funding for planning purposes can apply by providing MAPA with a description of the proposed study. Applicants can apply for up to 80% of the study cost with 20% of the cost coming from a local match amount.

# Leverage Projects

Applicants should provide MAPA and ProSeCom the application and award information from the state DOT or USDOT along with the amount of funding needed to enable construction of the project. Potential funding sources include:

# Nebraska

HSIP CMAQ Freight-Related Funding TAP (state-directed) STBG (state-directed) Bridge Funding Discretionary Funding

# lowa

HSIP CMAQ Freight-Related Funding TAP (state-directed) STBG (state-directed) Bridge Funding Discretionary Funding TSIP

# *Evaluation Criteria* Planning & Leverage applications will be evaluated based on the following:



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- Description of Effort
- Priority Corridors
- TAM Plan Alignment
- Description of Multi-Jurisdictional Impacts
- Extra-regional Application Information
- Extra-regional Award
- Percent of Local Match

# Capital Projects (Urban or Rural)

#### **General Guidelines**

Capital Projects generally include those that expand the region's transportation infrastructure. Traditionally this has been through road widening, new road construction, and deployment of Intelligent Transportation System infrastructure.

# Evaluation Criteria

Capital Project applications will be evaluated based on the following:

- Priority Corridors & NHS
- Planning Time Index
- Redevelopment & Environmental Justice
- Asset Condition
  - Pavement Condition (roadway & bridge projects)
  - Bridge Sufficiency (bridge projects)
  - Bridge Status (bridge projects)
  - Vehicle/Facility Condition (transit projects)
- TAM Plan Alignment
- Employment Accessibility
- Safety (HSM Predictive Analysis)
- Transportation Emphasis Areas
- 2050 LOS
- Percent of Local Match
- Local Funding of PE/NEPA & ROW
- Description of Multi-Jurisdictional Impacts

# **Alternative Transportation Projects**

Projects seeking funding as Alternative Transportation Projects under MAPA's Surface Transportation Program funding should apply for Transportation Alternatives Program (TAP) funding. If the annual requests for TAP-MAPA funding exceed what is available, the Transportation Alternatives Program Committee will make a recommendation of projects to the Project Selection Committee for consideration along with other requests to STBG. These recommendations will be evaluated and considered along with System Management projects for approximately 10-25 percent of any allocation of funding available for STBG-MAPA projects. This process ensures that all applications for regional funding are competitive and are evaluated against similar projects seeking regional funding.



Agenda Item C TAP Policy Guide for the FY2023 Transportation Improvement Program & Call for Projects



# Transportation Alternatives Program Project Selection

**Guidance Document for TAP-MAPA Funding** 

FY2023-2028 Transportation Improvement Program

Approved:

TAP-C: 10/14/2021 (pending)TTAC: 10/22/2021 (pending)Board: 10/28/2021 (pending)

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# Definitions

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

Four general factors affect physical accessibility: Mobility, that is, physical movement. Mobility can be provided by walking, cycling, public transit, ridesharing, taxi, automobiles, trucks and other modes.

Mobility substitutes, such as telecommunications and delivery services. These can provide access to some types of goods and activities, particularly those involving information.

Transportation system connectivity, which refers to the directness of links and the density of connections in path or road network.

Land use, that is, the geographic distribution of activities and destinations. The dispersion of common destination increases the amount of mobility needed to access goods, services and activities, reducing accessibility.

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

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

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



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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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

**MAPA 2050 LRTP** - The MAPA 2050 Long Range Transportation Plan was finalized in 2020 and is the applicable long range transportation plan for the MAPA region. Capital Improvement projects must be listed in the MAPA 2050 LRTP in order to be eligible for STBG-MAPA funding.

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

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

**Node** - The endpoint of a link or intersection of two or more links of a transportation network.

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

**Pedestrian Countdown Signal** - The countdown signal displays flashing numbers that count down the time remaining until the end of the flashing "DON'T WALK" (FDW) interval. The countdown display, which can start at the onset of either the WALK or the FDW display, reaches zero and blanks out at the onset of the steady "DON'T WALK" (DW) display. When the countdown starts at the beginning of the FDW, the duration of the countdown is approximately equal to the pedestrian clearance interval for the crosswalk (the duration may vary according to local signal timing practice).

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

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

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

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



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

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

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

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

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


# Schedule for TAP-MAPA Project Selection

Call for Projects Released	Oct 29, 2021
Submittal Deadline for Applications	Jan 7, 2022
Send Applications to Committees	Jan 21, 2022
Publication of Applications and Survey	Feb 1, 2022
Public Survey Summarized	Mar 15, 2022
TAP-C Meeting	Mar 18, 2022
Publication of Selected Projects & Distribution of Award Letters	Mar 18, 2022
Incorporation into Draft TIP	May 13, 2022
TTAC Review of Draft TIP	May 20, 2022
State Review & Public Comment Period	May 20, 2022
MAPA Board of Directors Review of Draft TIP	May 26, 2022
TTAC Review of Final TIP	Jun 17, 2022
MAPA Board of Directors Approval of Final TIP	Jun 23, 2022



# **Eligibility of Projects**

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

# **Federal Eligibility Requirements**

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

Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).

Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users

Construction of turnouts, overlooks, and viewing areas.

Community improvement activities, which include but are not limited to: inventory, control, or removal of outdoor advertising; historic preservation and rehabilitation of historic transportation facilities; vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.

Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to-

address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

The recreational trails program under section 206 of title 23



The safe routes to school program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU:

Infrastructure-related projects.

Non infrastructure-related activities.

Safe Routes to School coordinator.

Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

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

State or MPO administrative purposes, except for SRTS administration, and administrative costs of the State permitted for RTP set-aside funds.

Promotional activities, except as permitted under the SRTS.

General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc.

Routine maintenance and operations.

#### Additional Eligibility Requirements for TAP Funding

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

Project must be listed in the MAPA 2050 Long Range Transportation Plan as required by the FAST Act.

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

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





Figure 1: Map of the MAPA Transportation Management Area

# **MAPA Project Selection Process**

# MAPA Transportation Alternatives Program Committee (TAP-C)

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



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

City of Omaha Public Works City of Omaha Planning City of Omaha Parks City of Council Bluffs City of Bellevue City of Springfield City of La Vista City of Papillion Douglas County Sarpy County Papio-Missouri River Natural Resources District (PMRNRD) Metro Transit Nebraska Department of Transportation (NDOT) Iowa Department of Transportation (Iowa DOT) Douglas County Health Department Transportation Advocates (BikeWalk Nebraska) Public Health Advocate (WellBeing Partners) Public Representative

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

## **Project Submission Guidelines**

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

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

Project applications for FY 2026 TAP-MAPA funding should be submitted no later than 4:30pm on January 8, 2021 to: MAPA Project Selection Metropolitan Area Planning Agency 2222 Cuming Street Omaha, NE 68102



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

# **Evaluation of Project Applications**

Following an initial eligibility determination, project applications are evaluated and scored by MAPA staff based upon their particular project type and the information supplied. MAPA staff will recommend a prioritization of projects to TAP-C for approval at the Final Selection Workshop. Projects selected during this workshop will be incorporated into the Draft FY2021 MAPA Transportation Improvement Program as allowed by fiscal constraint.

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

## **Project Selection Process and Funding Implementation**

The implementation year, or year 1, of the TIP is the fiscal year during which funding for a project of project phase can be obligated. In addition to ranking projects based on criteria, projects will also be evaluated based on each project's timeline of implementation and fiscal constraint within the TIP.

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

## Transportation Improvement Program (TIP) Fee

Beginning July 1, 2018, MAPA collects a "TIP Fee" for federal-aid projects in the Transportation Improvement Program (TIP) funded through the regional Surface Transportation Block Grant Program (STBG) and the regional Transportation Alternatives Program (TAP). These funding sources are identified in the TIP as STBG-MAPA and TAP-MAPA, respectively. The fee will be collected from members that are within the Transportation Management Area (TMA), also referred to as the Metropolitan Planning Organization (MPO). The amount of the TIP fee and the specific federal funding programs for which the fee is required shall be identified in the TIP annually and approved by the Board of Directors.



The TIP fee applies to all project phases programmed in the implementation year of the TIP. The implementation year refers to the first year of the TIP program, which begins on October 1 of each year. Total obligations for implementation year projects will be identified by end of year reports from the Nebraska and Iowa Departments of Transportation. Invoices for TIP fees will be issued no later than November 30th of the following fiscal year. Therefore, TIP fees related to obligations in FY2020 will be assessed by November 2020. Failure to pay the TIP fee could result in project removal from the TIP or reprogramming to an illustrative year of the TIP program.

The TIP fee shall apply to projects included in the TIP that are part of the Federal-aid swap in lowa. The amount of the TIP fee assessed shall be the ratios identified in sections 2.3.5.1 and 2.3.5.2 toward the federal funds swapped for the local project. For example, if a local jurisdiction swaps \$1 million in federal funds for state funds, then the TIP fee would be \$10,000, or 1%, of \$1 million.

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

The TIP fee does not apply to projects utilizing other funding sources that are included in the TIP (State projects, transit projects, HSIP/TSIP, CMAQ, etc.). STBG-MAPA and TAP-MAPA projects with total project costs less than \$100,000 and all planning studies shall be exempt from the TIP fee.

The amount of the TIP fee shall be one percent (1%) of the federal funds on a project up to \$10,000,000. Projects with more than \$10,000,000 of federal funding will be assessed one percent (1%) of the first \$10,000,000 and one-half percent (0.5%) for the amount over \$10,000,000.

The TIP fee must be paid with non-federal funds according to federal matching requirements. The TIP Fee is not an eligible cost for Federal aid or Swap reimbursement.

## **Prioritization Model for Regional TAP Funding**

#### **General Overview**

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

As a part of its Regional Bicycle Pedestrian Plan, MAPA developed a prioritization tool to evaluate and select TAP projects for the region. The Transportation Alternatives Program



Committee identified new criteria and variables that are appropriate measures to prioritize TAP funding for the Omaha-Council Bluffs region. A summary of the revised TAP criteria and variables is shown below:

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

Table 1: Overview of Transportation Alternatives Program (TAP) Criteria for the FY2023 TIP



## **Scaling of Scores for Selection Variables**

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

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

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

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

## Weighting of Factors

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

Ultimately, these weights are utilized to calculate a projects total score. The scaled values for each variable are multiplied by the factor weight for that category to provide a total score for that factor. This process is illustrated in Figure 2 below.

Figure 2: Overview of the Scoring Process for TAP Projects



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

# **Overview of Criteria for Construction & Infrastructure Projects**

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

## Support (Weight = 5)

## Percentage of Local Match

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

Data Source:	Project Application
Method of Scaling:	Proportional

## Multi-Jurisdictional Projects & Partnerships

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

Data Source:	Project Application
Method of Scaling:	Proportional

## Safety (Weight = 7)

## Physical Separation of Proposed Facility

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



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

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

Data Source:	Project Application
Method of Scaling:	Proportional

## **Density of Pedestrian Crashes (2016-2018)**

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

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

Posted Speed Limit

Cyclists and pedestrians are at the greatest risk for injury and death when an accident occurs where speed limits are high. FHWA has collected data on these risks and these risks are illustrated in Figure 3 below.





Figure 3: Risk of Disabling Injury and Death for Cyclists in Traffic Accidents with Motor Vehicles

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

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

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

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

# Future Traffic Volume

In order to estimate the value of safety improvements in the future, estimates of future Average Annual Daily Traffic (AADT) along project routes will be considered in the prioritization process. MAPA will utilize its Travel Demand Model to estimate AADT on either 1) the proposed route or 2) a parallel route that makes a similar connection (in the case of trails or other off-street facilities)

Data Source:MAPA Travel Demand ModelMethod of Scaling:Proportional

Demand (Weight = 6)

# Population Density

The density of population along a project's route is a good indicator of demand for a project and the potential for usage of a facility. MAPA will calculate the average population density within



one-half (1/2) mile of a project corridor in ArcGIS using the population estimates utilized in MAPA's Land Use Activity Allocation Model.

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

#### Employment Density

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

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

### Proximity to Schools

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

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

## Connectivity (Weight = 9)

Enhancing connectivity within the multimodal transportation network is a critical goal of the 2050 MAPA LRTP. The TAP-C identified investments that make connections between modes and activity centers within the MAPA region as key priorities of the program.

#### Level of Transit Service

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

Access to transit routes will be measured at the following types of existing facilities: transit centers, park and ride lots, transit stops, or new facilities proposed for completion prior to 2021.

Data Source: Metro Method of Scaling: Propo

Metro Transit Proportional



### Connectivity to Existing Facilities

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

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

### Connectivity to MAPA Priority Corridors

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

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

Equity (Weight =6)

Accessibility for Environmental Justice Populations

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

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

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



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

Figure 4: MAPA 2050 Long Range Transportation Plan Priority Corridors



## Community Access to a Vehicle

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

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



# **Overview of Criteria for Non-Infrastructure Projects**

### **General Guidelines**

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

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

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

#### Accessibility for Environmental Justice Populations

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

#### Comprehensiveness

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

#### **Need for the Proposed Project**

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



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

#### Percentage of Local Match

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

#### **School District Impacts**

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

#### **Educational Materials**

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

