



Project Selection Policy Guide



Policy Document for STBG-MAPA,
TAP-MAPA, CRP-MAPA, and Heartland 2050 Mini-Grant Funding
FY2025-2030 Transportation Improvement Program

Recommended:

ProSeCom 09/28/2023

TAP-C 10/02/2023

TTAC 10/20/2023

Approved:

MAPA Board of Directors 10/26/2023

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY
RESOLUTION NUMBER 2024 – 09

WHEREAS, the members of the Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) have been formally designated by their respective legislative bodies to act as the official representative in planning matters of mutual concern; and

WHEREAS, MAPA is the designated Metropolitan Planning Organization (MPO) for the Omaha-Council Bluffs Transportation Management Area (TMA); and

WHEREAS, it is the responsibility of the MPO, in conjunction with the States, to certify that the transportation planning process complies with all applicable federal laws and regulations; and

WHEREAS, the 2050 MAPA Long Range Transportation Plan (LRTP) is developed in harmony with the Heartland 2050 Regional Vision and core values; and

WHEREAS, the 2050 MAPA LRTP identifies four overarching goals: Access to Opportunity; Talent Attraction and Retention; Economic Growth; and Stewardship of the Transportation System; and

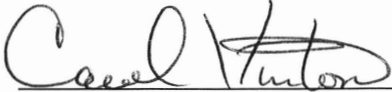
WHEREAS, the fiscal year FY 2025-2030 Transportation Improvement Program (TIP), will program federally-funded investments for streets, highways, transit, enhancements, and airports for the jurisdictions in the metropolitan area for a six-year period; and

WHEREAS, the Project Selection Process for the FY 2025-2030 TIP is consistent with the goals of the Regional Vision and the 2050 MAPA LRTP; and

WHEREAS, the MAPA FY2025 Project Selection Process includes policy guides and applications with evaluation criteria for Surface Transportation Block Grant Program (STBG-MAPA), Transportation Alternatives Program (TAP-MAPA), Carbon Reduction Program (CRP-MAPA), and the Heartland 2050 Mini-Grant program; therefore be it

RESOLVED, that MAPA approves the FY2025 Policy Guide.

PASSED this 26th day of October, 2023



Carol Vinton
Vice Chair, MAPA Board of Directors

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Introduction

This is a policy document on the process and standards for carrying out federal aid project selection within the Omaha-Council Bluffs Transportation Management Area (TMA). The following regionally-apportioned federal aid sources are covered by this policy:

- Surface Transportation Block Grants (STBG)
- Transportation Alternatives Program (TAP)
- Carbon Reduction Program (CRP)
- Heartland 2050 Mini-Grants (a regional STBG set-aside)

Project Submission Guidelines

Jurisdictions submitting applications must abide by the timeline listed in this guidance document. Project applications for the FY2025 Transportation Improvement Program should be submitted no later than 4:30 PM on January 12, 2024 using the online application. Project applications and questions concerning this process may also be emailed to transportation@mapacog.org

General Overview of STBG, TAP, and CRP Application

Before you begin the application, please make sure you have all of the necessary information. The applications will ask for the following, sorted by application type:

All Applications

Contact Information	Need for Project
Unique Entity Identifier (UEI)	Whether the Project Result Will Be Open to the Public (Infrastructure Only)
Project Title	Whether the Project Result Will Have a User Fee (Infrastructure Only)
Project Description	Source of Matching Funds
Project Location	Project Development Milestones (Infrastructure Only)
GIS Shapefile	Project Impact Statement
Applicant Federal Aid Experience	Project Alignment With Local, Regional, and State Planning
State DOT Coordination	
Purpose of Project	



Applicant Federal Aid Experience & Capacity
Project's Safety Contribution
Project's Accessibility Contribution (ADA)
Long-Term Maintenance Plan (Infrastructure Only)
Project Readiness
Public Input Process

Detailed Map
Sketch Plan of Project (Infrastructure Only)
Itemized Breakdown of Costs
Sponsor Official Endorsement (typically a resolution)
Minority Impact Statement (Iowa Only)

TAP Applications

Safe Routes to School (SRTS) Applicability (Iowa Only)
Photographs of Project Area (Iowa Only)
Project's Tourism Contribution (Iowa Only)
State Byway Adjacency (Iowa Only)
Letter of Support from Byway Organization (Iowa Only if Byway Adjacent)

Letter of Consent to Submit from District Engineer (Iowa Only if Impacting State System)
Iowa DOT Certification Statement (Iowa Only)

STBG Applications

No Additional Requirements

CRP Applications

No Additional Requirements

General Eligibility Requirements for Regional Federal Funding

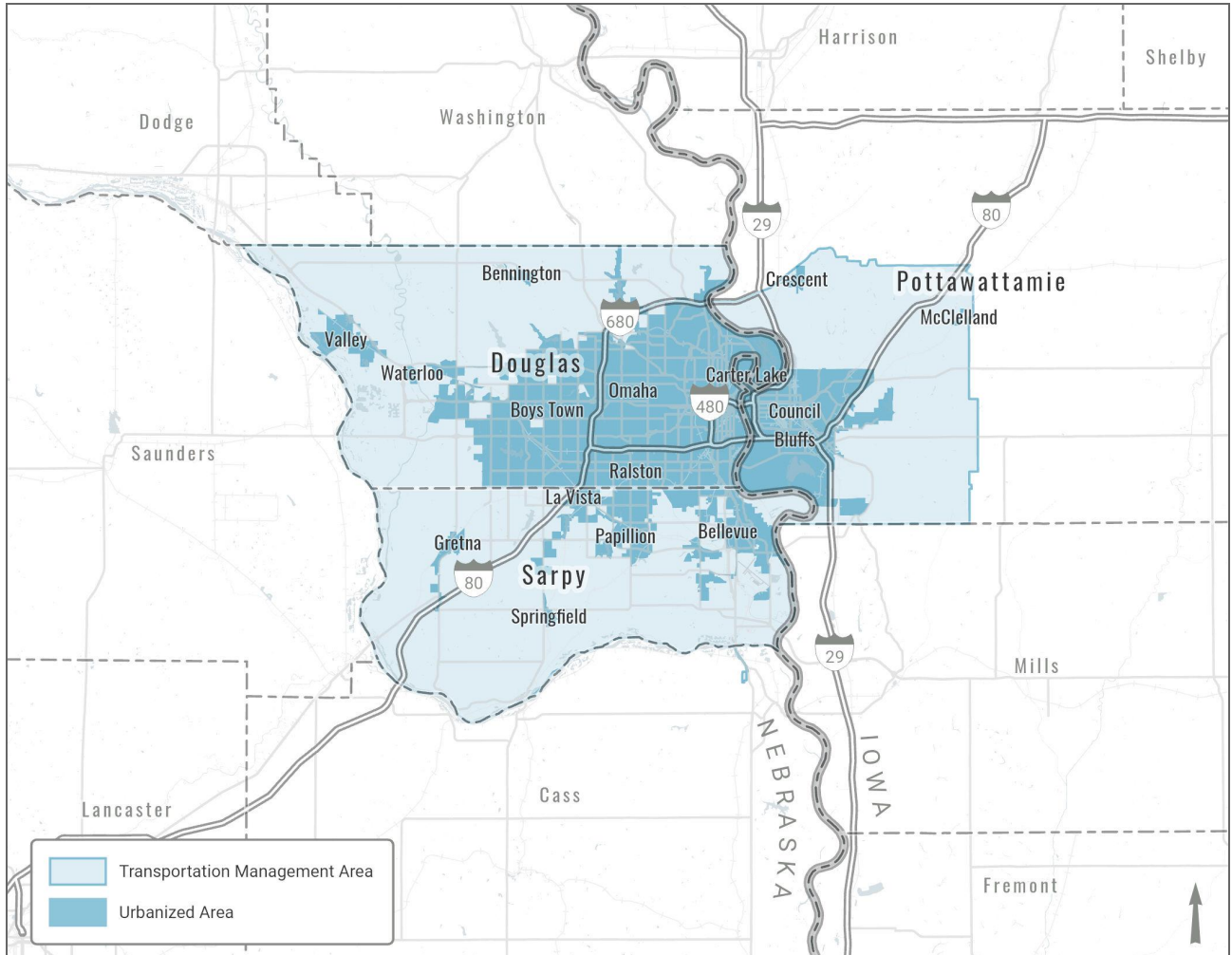
In addition to the eligibility standards listed for each funding program below, projects seeking federal funding must meet the following minimum eligibility requirements:

- Projects must be listed in and/or consistent with the MAPA 2050 Long Range Transportation Plan as required by the IJJA.
- Minimum match of 20 percent local (non-federal) funding as required by the IJJA.
- Applications 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, Iowa.

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 requirements above, or any of the requirements specific to each funding program, will result in immediate disqualification of the submitted project for federal funding.

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 the relevant project selection committees for review along with the project applications.

Proposed projects are evaluated using metrics that relate to the following priorities:

- **Safety** - Minimization of harm is a top priority in the development of the regional transportation network. A project's estimated impact on the safety of users is assessed using various metrics described in the sections on each funding source administered by MAPA.



- **Demand** - How the regional transportation network is used is a primary consideration when developing projects. The mode and route choices people make are taken into account under this priority.
- **Asset Condition** - Maintaining existing infrastructure is an important consideration when determining how to best use federal aid in the region. The need to repair and replace pavement, vehicles, and bridges throughout the system is taken into account under this priority.
- **Regional Considerations** - Cross-jurisdictional coordination, regional planning efforts, and equitable distribution of funding all serve to improve the condition and operation of the transportation system. These are taken into account as part of this priority.
- **Greenhouse Gas Emissions & Air Quality** - Emissions that contribute to climate change and local air pollution can be reduced while maintaining a fast, efficient transportation system. Applications will be assessed based on their estimated ability to achieve this goal.
- **Leverage** - Maximizing the capability of regional federal aid helps us do more with less. This priority is focused on ensuring projects are delivered on time and helping local jurisdictions stay competitive when seeking discretionary funding.

Each application will be scored out of 100 points. The priorities above will be further divided with metrics totalling 100 points for each. For example, if Safety is weighted at 30%, up to 30 points will be available from that priority. Within Safety, individual metrics will be weighted out of 100 with the 30% overall application weight being applied to the Safety score. Different weights and measures will be used for each funding source administered by MAPA according to the aims of those programs and their respective selection committees.

MAPA staff will recommend a prioritization of projects to the selection committees for approval at meetings that will be scheduled in the spring of 2024. The committees will assess funding availability, project schedules and phasing, and regional participation as part of their recommendations to the MAPA Board of Directors. Selection committees will have flexibility in recommending projects that are deemed higher priority to them. Applicants will be allowed to present an argument for implementation before the relevant selection committee if they wish to challenge the points total or scoring of the project. Projects selected during this workshop will be incorporated into the Draft FY2025 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 be evaluated based on their timeline of implementation and fiscal constraint within the TIP. MAPA will coordinate with state DOTs and local project sponsors to ensure projects with funding in the implementation year have reasonable schedules and are likely to be ready for obligation.

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 Iowa. 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.

CRP Funding and the TIP Fee

The Carbon Reduction Program, a funding source created with the enactment of the Infrastructure Investment and Jobs Act (IIJA), did not exist when the TIP fee was developed. MAPA will bring updated TIP fee language to TTAC and the Board of Directors as part of the development of the FY2025 TIP. The primary change will be the addition of the Carbon Reduction Program to the list of sources subject to the fee. Simply put, MAPA intends CRP to operate just like STBG and TAP with regards to the TIP Fee.



Schedule for MAPA Project Selection

Call for Projects Released	Oct 30, 2023
Submittal Deadline for Applications	Jan 12, 2024
Applications Provided to Selection Committees	Jan 19, 2024
Publication of Applications and Survey	Feb 5, 2024
Public Survey Summarized	Mar 11, 2024
Selection Committee Meetings	Mar 18, 2024 - Apr 12, 2024
Incorporation into Draft TIP	May 10, 2024
TTAC Review of Draft TIP	May 17, 2024
MAPA Board of Directors Review of Draft TIP	May 23, 2024
State Review & Public Comment Period	May 23, 2024 - Jun 27, 2024
TTAC Review of Final TIP	Jun 21, 2024
MAPA Board of Directors Approval of Final TIP	Jun 27, 2024
Publication of Selected Projects & Distribution of Award Letters	Jul 5, 2024



Surface Transportation Block Grants (STBG)

This project selection process and 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. The Transportation Alternatives Program (TAP) and Carbon Reduction Program (CRP) are covered elsewhere in this document.

Project Selection Committee

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 Chairperson of TTAC.

Membership

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

- Iowa DOT District 4 Representative
- Nebraska DOT 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



Eligibility

The following subsections explain which project types are eligible for STBG funding through MAPA.

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
- 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; and are located on a Federal-aid highway.
- Infrastructure-based intelligent transportation systems capital improvements.
- Environmental restoration and pollution abatement in accordance with section 328.
- 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 Activities from IIJA

The IIJA's STBG Program continues all prior STBG eligibilities (see in particular 23 U.S.C. 133(b)(22), as amended, which carries forward all pre-FAST Act eligibilities). It also adds the following new eligibilities: [Except as noted, § 11109(a)(1)]

- Privately-owned, or majority-privately owned, ferry boats and terminal facilities that, as determined by the Secretary, provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system [23 U.S.C. 133(b)(1)(B)];
- Wildlife crossing structures, and projects and strategies designed to reduce the number of wildlife-vehicle collisions [23 U.S.C. 133(b)(1)(G); 23 U.S.C. 133(b)(14)];
- The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife [23 U.S.C. 133(b)(3)];



- Projects eligible under 23 U.S.C 130 and installation of safety barriers and nets on bridges [23 U.S.C. 133(b)(5)];
- Maintenance and restoration of existing recreational trails [23 U.S.C. 133(b)(7)];
- Installation of electric vehicle (EV) charging infrastructure and vehicle-to-grid infrastructure [23 U.S.C. 133(b)(15)];
- Installation and deployment of current and emerging intelligent transportation technologies [23 U.S.C. 133(b)(16)];
- Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop [23 U.S.C. 133(b)(17)];
- Protective features, including natural infrastructure, to enhance resilience of an eligible transportation facility [23 U.S.C. 133(b)(18)];
- Measures to protect an eligible transportation facility from cybersecurity threats [23 U.S.C. 133(b)(19)];
- Conducting value for money analyses or similar comparative analyses of public-private partnerships [§ 11508(d)(2); 23 U.S.C. 133(b)(21)]
- [Up to 5% of STBG apportionment] rural barge landing, docks, and waterfront infrastructure in a rural community or Alaska Native village that is off the road system; [§ 11109(a)(7); 23 U.S.C. 133(b)(23) and (j)];
- Projects to enhance travel and tourism [23 U.S.C. 133(b)(24)];
- Replacement of low-water crossing with a bridge not on a Federal-aid highway [§ 11109(a)(2)(D); 23 U.S.C. 133(c)(4)];
- Capital projects for the construction of a bus rapid transit corridor or dedicated bus lane [§ 11130; 23 U.S.C. 142(a)(3)]; and
- [Up to 15% of STBG apportionment] may be used on otherwise STBG-eligible projects or maintenance activities on roads functionally classified as rural minor collectors or local roads, ice roads, or seasonal roads, may be transferred to the Appalachian Highway System Program or the Denali Access System Program [§ 11109(a)(7); 23 U.S.C. 133(k)].



Additional Eligibility Requirements for STBG-MAPA Funding

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

- 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).
- Dedicated active transportation projects, though eligible per federal guidelines, are not accepted as direct applications to the STBG-MAPA program. Such projects that have gone through selection under the TAP and/or CRP processes may be recommended by TAP-C for consideration by ProSeCom.

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

Planning Projects

Planning is the cornerstone of everything MAPA does. We work with communities to identify opportunities in order to secure funding and other resources for critical projects. Better planning leads to better results and as an eligible project type under the STBG program, MAPA accepts applications for transportation planning work.

This work is not directly comparable to infrastructure projects using the process outlined below. Because of this, MAPA's Project Selection Committee considers the merits of planning projects separately from other applications. Although there is no specific set-aside for planning, we encourage applicants to submit these projects with the understanding that they are often prioritized during selection.

STBG Evaluation Criteria

STBG project applications will be evaluated based on criteria that align with the priorities below. Scoring will be weighted according to the percentage listed next to each priority.

- Safety - 30%
- Demand - 25%
- Asset Condition - 20%
- Regional Considerations - 10%
- Greenhouse Gas Emissions & Air Quality - 10%
- Leverage - 5%



Safety - 30%

Crash Reduction Factor

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 [spreadsheets](#) 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 any applicable Crash Modification Factors (CMFs) 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 [CMF User Guide](#).

Percent Reduction	Points
10 to 50%	5
51% to 100%	10
101% to 150%	15
151% to 200%	20
201% to 250%	25
>250%	30



Project Will Address a Pre-Identified Safety Issue

Any state, regional, or local planning work that identifies safety issues within the transportation system will be accounted for in project scoring. If the project application proposes solving one or more documented safety issues, 35 points will be awarded.

Proven Safety Countermeasures

FHWA has identified "[28 countermeasures and strategies](#) effective in reducing roadway fatalities and serious injuries on our Nation's highways." Applications will receive five points for each countermeasure proposed as part of the project to a maximum of 25 points.

Equity: Project Will Address Pre-Identified Safety Issue in an Equity Focus Area

An additional 10 points will be awarded for applications intending to address one or more documented safety issues that fall within one of the regional [Equity Focus Areas](#).

Demand - 25%

Level of Service

Evaluating level of service will be done in two parts: 2050 No-Build Level of Service and Improvement in Current Level of Service.

2050 No-Build 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)	10
D (0.81 – 0.90)	20
E (0.91 – 1.00)	30
F (> 1.00)	40

Improvement in Current Level of Service



Applicants will be asked to demonstrate the current level of service for the project corridor and provide an estimate of post-construction level of service based on the project parameters. Points will be awarded according to the degree of improvement.

Improvement in LOS (V/C)	Points
One Level (e.g. F to E)	5
Two Levels (e.g. F to D)	10
Three Levels (e.g. F to C)	15
Four Levels or More (e.g. F to B or A)	20

Equity: Latent Demand

In an effort to assess demand for public and active transportation not captured under 2050 Level of Service, MAPA has identified 18 social and demographic variables often associated with a higher use of non-automobile transportation. If the project includes public and/or active transportation elements, up to 25 points are available depending on the latent demand score for the project area.

% population AGE 5-17 ≥ average	≥ 25% population within ½-mile of PARK
% population AGE 65+ ≥ average	≥ 25% population within ½-mile of SUPERMARKET
% population FOREIGN BORN ≥ average	≥ 25% population within 1 mile of K-12 SCHOOL
% population with DISABILITY ≥ average	≥ 25% population within 500-feet of a BUS STOP
% workers COMMUTING 15 MIN or less ≥ average	≥ 25% population within an URBAN area
% workers COMMUTING BY TRANSIT > 0%	UNEMPLOYMENT rate ≥ average
% workers COMMUTING BY WALKING > 0%	% population in POVERTY IN URBAN area ≥ 25%
% workers COMMUTING BY BICYCLE > 0%	Contains a connection to the regional bike network
% workers with NO ACCESS TO A VEHICLE > 0%	HIGH RISK intersection for non-motorists
Project Located in an Equity Focus Area	



Latent Demand Score	Points
1 to 5	5
6 to 11	15
12+	25

Locally Measured Delay Reduction

Delay reduction estimates how well a project will reduce transportation delays by assessing existing conditions and comparing them to expected outcomes after implementation. Reductions can come from improving efficiency, increasing throughput, and utilizing non-automotive modes. 15 points are available for applicants able to demonstrate a reduction in delay based on the project scope. The method of estimation is up to the applicant and points will be awarded in full for a satisfactory demonstration of delay reduction.

Asset Condition - 20%

Pavement Condition

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

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)	15
Poor Condition (NSI 49.9 and under, PCI 39.9 and under)	30



PASER Rating	Scoring Condition	Points
Excellent (PR 8 to 10)	Good	0
Good (PR 6 to 7)		
Fair (PR 4 to 5)	Fair	15
Poor/Very Poor (2 to 3)	Poor	30
Failed (PR 1)		

Bridge Condition

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.

Sufficiency	Points
Good Condition (SR 75.00+)	0
Fair Condition (SR 25.00 to 74.99)	10
Poor Condition (SR 24.99 and below)	15

Bridge Status



Projects that are intended to improve or replace bridges that are structurally deficient also receive 15 points. The National Bridge Inventory maintains data on the structural deficiency of the bridges in the MAPA region and will serve as the source for this data.

TERM Rating

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	0
Good		
Adequate	Fair	10
Marginal		
Poor	Poor	20

Operational Costs

A primary goal of MAPA’s 2050 Long Range Transportation Plan is Stewardship of the Transportation System. Assessing a project’s impact on the cost to maintain the regional system is crucial to our success in achieving this goal. Up to 20 points are available for projects that can demonstrate a limited increase, or a decrease, to operating costs related to the project location.

Operating Impact	Points
Large Increase (More than 20%)	0
Small Increase (20% or less)	5
No Change	10
Decrease	20

Regional Considerations - 10%

Multi-Jurisdictional Support + Partnerships

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. A maximum of 25 points can be earned for this criterion regardless of the number of partners and/or supporters.

Number of Partners	Points
1	15
2+	25

Number of Supporters	Points
1	5
2	10
3+	15

Project located along/proximity to priority corridor

The Metropolitan Travel Improvement Study assessed the MAPA region’s transportation network and determined the corridors shown in Figure 2 under the definition of Priority Corridors 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. See the definition of Priority Corridors for a map of the network used in this evaluation.

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:

- High Priority Corridor – 30 Points
- Medium Priority Corridor – 20 Points
- Low Priority Corridor – 10 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.

Identified in Regional Hazard Mitigation Planning

Hazard mitigation planning helps to identify potential impacts to the transportation system from disasters. Up to 20 points are available to project applications that include ways to minimize these impacts. Points are awarded on a yes or no basis; if the applicant can show the project addresses a documented hazard, the project will receive full points.

Project Listed in or Related to MTIS

The [Metro Area Travel Improvement Study \(MTIS\)](#) is a collaborative effort between the Nebraska Department of Transportation (NDOT) and the Metropolitan Area Planning Agency (MAPA). MTIS is a comprehensive transportation study that recognizes future interstate and freeway system needs are linked intrinsically with arterial, local roads and transit system needs and investment decisions in the MAPA region. If a project is identified as a priority in the study, or if the applicant can demonstrate how the project aligns with it, 20 points will be awarded.

Equity: Proximity to Equity Focus Area

Five points will be awarded to projects within or adjacent to one or more [Equity Focus Areas](#) that also demonstrate a benefit to the population within.

Greenhouse Gas Emissions & Air Quality - 10%

Metric Based on Project Type

In an effort to capture emissions and air quality benefits without requiring the more extensive analysis required to develop an emissions reduction estimate, projects that can demonstrate inclusion of any of the below features will be awarded points under this metric. If the applicant can demonstrate that a particular project will have an impact on emissions and air quality, but does not necessarily fit within one of these categories, points will still be awarded. 90 points are available for this metric on an all or nothing basis.

- ITS & Signal Optimization
- TSMO
- Intersection Efficiency Improvements
- Transit Vehicle Replacement
- Complete Streets
- High-Capacity Transit
- Alternative & Renewable Fuel Infrastructure



Emissions Reduction Estimate

This method of evaluation was proposed for the FY2025 TIP, but removed due to a lack of regional preparedness for collecting the necessary data. In the next year, MAPA will develop a Climate Action Plan that will address some of the deficiencies leading to this decision. Inclusion of this metric will be discussed for future project selections.

Equity: Project Addresses Air Quality Issue in Equity Focus Area

The negative impacts of poor air quality compound other transportation issues in areas of historic disinvestment. 10 points will be awarded to project applications that demonstrate the ability to decrease air quality issues within one or more [Equity Focus Areas](#).

Leverage - 5%

Extra-Regional Award Amount

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.

Award Amount	Points
\$1,000,000 to \$5,000,000	5
\$5,000,001 to \$10,000,000	10
\$10,000,001 to \$15,000,000	15
\$15,000,001 to \$20,000,000	20
>\$20,000,000	25



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
30%	10
40%	15
50%	20
Greater than 50%	25

Project Readiness

Applications for projects that have already completed preliminary engineering, NEPA, final design, and/or right of way acquisition, or plan to complete them before federal funding becomes available, will be awarded up to 45 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).

Phase Completed	Points
PE-NEPA-FD	35
ROW	10

Equity: Eligible for & Applicant Seeks Equity-Related External Award

A number of discretionary federal aid programs created by the IIJA are focused on reducing or repairing harm created in the development of the existing transportation system. If the applicant can demonstrate the project's eligibility for one of these grants and the sponsoring jurisdiction intends to apply for it, five points will be awarded.



Transportation Alternatives Program (TAP)

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 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



Pottawattamie County Health Department

BikeWalk Nebraska

Golden Hills RC&D

Public Representative

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

TAP-C Review of Project Cost Increases

As projects are being developed it is common for cost estimates to change. When costs increase, TAP-MAPA awards do not automatically follow suit. The threshold for reevaluation of projects as stated in MAPA's Transportation Improvement Program (TIP) is \$2,000,000 or 20% of the total cost, whichever is greater. Because the regional TAP apportionment is about \$2,250,000 per year, this threshold means significant changes can occur without TAP-C's involvement. Because of this, TAP awards for previously selected projects will be reviewed by TAP-C if:

- The project cost increases by \$250,000 or more, or
- The project scope changes significantly, as determined by MAPA staff.

When reviewing previously selected projects, TAP-C will make one of the following recommendations:

- Changes to the project scope and/or cost should be approved immediately, or
- Changes to the project scope and/or cost should not be approved immediately and the project should re-apply for funding, or
- Changes to the project scope and/or cost should not be approved and the committee recommends against re-application.

Iowa DOT TAP Guidance

Applicants within the State of Iowa must follow all [requirements of the Iowa Department of Transportation](#). MAPA's application form takes this guidance into account and will ask for all necessary information. Agencies should be familiar with the Iowa DOT requirements before submitting an application. While MAPA will collect all necessary information, understanding the Iowa DOT process is crucial for project success.

Eligibility

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 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 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 Activities from IIJA

The BIL continues all existing TA eligibilities, and also adds new eligibility for activities in furtherance of a vulnerable road user safety assessment. [§ 11109(b)(1)(C); 23 U.S.C. 133(h)(3)(C)]

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.

TAP Evaluation Criteria

TAP project applications will be evaluated based on criteria that align with the priorities below. Scoring will be weighted according to the percentage listed next to each priority.

- Safety - 35%
- Demand - 20%
- Asset Condition - 10%
- Regional Considerations - 20%



- Greenhouse Gas Emissions & Air Quality - 5%
- Leverage - 10%

Safety - 35%

Physical Separation of Proposed Facility

Separating active and automotive transportation improves safety by removing conflicts between these modes. Providing pedestrians and cyclists with their own space makes users more comfortable, especially as the degree of separation increases. Up to 20 points are available under this category, broken out as follows:

Type	Bicycle Infrastructure	Pedestrian Infrastructure	Points
Level 1	Bike lanes, wide curb lanes, sharrows, share the road signage	Pedestrian side paths, Safe Routes to School signage	5
Level 2	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	10
Level 3	Cycle tracks, protected bike lanes, bike lanes buffered by parking, grade separated crossings	Pedestrian safety barriers, grade separated crossings,	20

Project Will Address a Pre-Identified Safety Issue

Any state, regional, or local planning work that identifies safety issues within the transportation system will be accounted for in project scoring. If the project application proposes solving one or more documented safety issues, 25 points will be awarded.

Density of Pedestrian Crashes

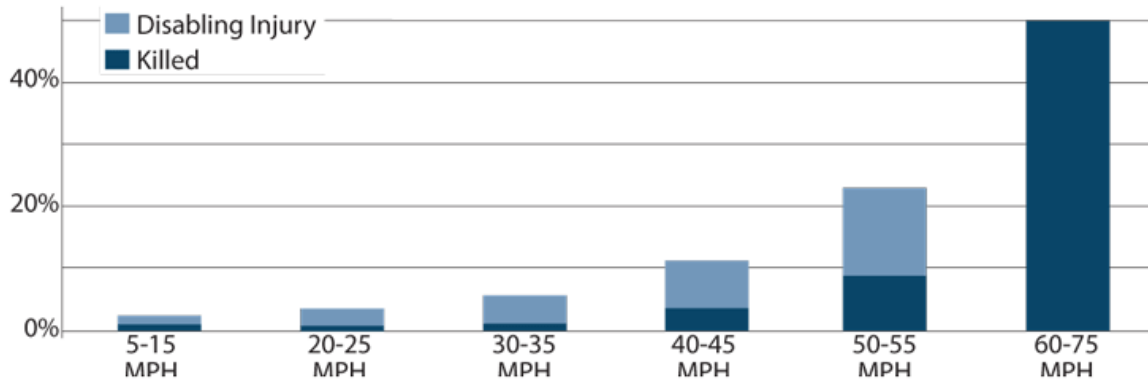
The number of pedestrian crashes occurring at a project's location allows the TAP-C to quantify the safety risks to both motorists and users of non-motorized vehicles as well. The total number of pedestrian crashes for three years along a project route will be calculated in ArcGIS using the crash databases 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). Up to five points will be awarded to applications based on the crash density.



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 Crashes 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). Up to 10 points will be awarded based on the posted speed limit of the identified corridor.

Speed Limit	Points
15 MPH & Under	0
20 to 25 MPH	1
30 to 35 MPH	4
40 to 45 MPH	7
50 MPH or More	10

Proven Safety Countermeasures

FHWA has identified “[28 countermeasures and strategies](#) effective in reducing roadway fatalities and serious injuries on our Nation’s highways.” Applications will receive three points for each countermeasure proposed as part of the project to a max of 15 points.



Equity: Project Will Address Pre-Identified Safety Issue in an Equity Focus Area

An additional 25 points will be awarded for applications intending to address one or more documented safety issues that fall within one of the regional [Equity Focus Areas](#).

Demand - 20%

Latent Demand

In an effort to assess demand for public and active transportation, MAPA has identified 19 social and demographic variables often associated with a higher use of non-automobile transportation. If the project includes public and/or active transportation elements, up to 100 points are available depending on the latent demand score for the project area.

% population AGE 5-17 ≥ average	≥ 25% population within ½-mile of PARK
% population AGE 65+ ≥ average	≥ 25% population within ½-mile of SUPERMARKET
% population FOREIGN BORN ≥ average	≥ 25% population within 1 mile of K-12 SCHOOL
% population with DISABILITY ≥ average	≥ 25% population within 500-feet of a BUS STOP
% workers COMMUTING 15 MIN or less ≥ average	≥ 25% population within an URBAN area
% workers COMMUTING BY TRANSIT > 0%	UNEMPLOYMENT rate ≥ average
% workers COMMUTING BY WALKING > 0%	% population in POVERTY IN URBAN area ≥ 25%
% workers COMMUTING BY BICYCLE > 0%	Contains a connection to the regional bike network
% workers with NO ACCESS TO A VEHICLE > 0%	HIGH RISK intersection for non-motorists
Project Located in an Equity Focus Area	

Latent Demand Score	Points
1 to 4	20
5 to 8	40
9 to 12	60
13 to 16	80



17 to 19	100
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Asset Condition - 10%

Infrastructure Condition

Measuring the condition of active transportation and some public transportation infrastructure is not as standardized as for automotive infrastructure. In light of this, MAPA will accept the rating method of the applicant’s choice when entering the condition in a TAP application. For active transportation pavement rating, MAPA recommends using the PASER method, or something similar. See the Definitions section for more information on Good, Fair, and Poor pavement categorization.

Infrastructure Condition	Points
Good Condition	0
Fair Condition	15
Poor Condition	33

Bridge Condition

Bridge Sufficiency

Maintaining safe and structurally sound bridges is a key focus for the MAPA region. Projects that include 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 the bridge sufficiency ratings are shown below.

Sufficiency	Points
Good Condition (SR 75.00+)	0
Fair Condition (SR 25.00 to 74.99)	15



Poor Condition (SR 24.99 and below)	33
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Operational Costs

A primary goal of MAPA’s 2050 Long Range Transportation Plan is Stewardship of the Transportation System. Assessing a project’s impact on the cost to maintain the regional system is crucial to our success in achieving this goal. Up to 34 points are available for projects that can demonstrate a limited increase, or a decrease, to operating costs related to the project location.

Operating Impact	Points
Large Increase (More than 20%)	0
Small Increase (20% or less)	5
No Change	15
Decrease	34

Regional Considerations - 20%

Multi-Jurisdictional Support + Partnerships

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. A maximum of 20 points can be earned for this criterion regardless of the number of partners and/or supporters.

Number of Partners	Points
1	10
2+	20

Number of Supporters	Points
1	0
2	5



3+	10
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Project located along/proximity to priority corridor

The Metropolitan Travel Improvement Study assessed the MAPA region’s transportation network and determined the corridors shown in Figure 2 under the definition of Priority Corridors 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. See the definition of Priority Corridors for a map of the network used in this evaluation.

Corridors were further broken into a high, medium and low priority of importance for investment of TAP-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:

- High Priority Corridor – 20 Points
- Medium Priority Corridor – 15 Points
- Low Priority Corridor – 10 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.

Identified in Regional Hazard Mitigation Planning

Hazard mitigation planning helps to identify potential impacts to the transportation system from disasters. Up to 10 points are available to project applications that include ways to minimize these impacts. Points are awarded on a yes or no basis; if the applicant can show the project addresses a documented hazard, the project will receive full points.

Project Listed in or Related to an Active Transportation Plan

Local and regional active transportation planning helps to identify needs through a combination of technical and social information gathering. If a project is identified as a priority in planning



work, or if the applicant can demonstrate how the project aligns with such work, 35 points will be awarded.

Equity: Proximity to Equity Focus Area

Five points will be awarded to projects within or adjacent to one or more [Equity Focus Areas](#) that also demonstrate a benefit to the population within.

Greenhouse Gas Emissions & Air Quality - 5%

Metric Based on Project Type

In an effort to capture emissions and air quality benefits without requiring the more extensive analysis required to develop an emissions reduction estimate, projects that can demonstrate inclusion of any of the below features will be awarded points under this metric. If the applicant can demonstrate that a particular project will have an impact on emissions and air quality, but does not necessarily fit within one of these categories, points will still be awarded. Up to 55 points are available for this metric.

Project Type	Points
Unprotected Bike Lanes	15
Trails & Other Recreational Facilities	25
Sidewalks & Shared-Use Paths that Follow Streets and Roadways	40
Protected Bike Lanes	55

Equity: Project Addresses Air Quality Issue in Equity Focus Area

The negative impacts of poor air quality compound other transportation issues in areas of historic disinvestment. 30 points will be awarded to project applications that demonstrate the ability to decrease air quality issues within one or more [Equity Focus Areas](#).

Alignment with State Carbon Reduction Strategy

15 points will be awarded for applications that demonstrate a project's alignment with the appropriate state Carbon Reduction Strategy. Alignment may include completing a project listed



within the strategy, working toward a specific goal of the strategy, or demonstrating another connection identified by the applicant.

Leverage - 10%

Extra-Regional Award Amount

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 TAP-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 TAP-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.

Award Amount	Points
<\$1,000,000 to \$2,000,000	5
\$2,000,001 to \$5,000,000	10
\$5,000,001 to \$8,000,000	15
\$8,000,001 to \$11,000,000	25
>\$11,000,000	30

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
30%	5
40%	10



50%	15
Greater than 50%	20

Project Readiness

Applications for projects that have already completed preliminary engineering, NEPA, final design, and/or right of way acquisition, or plan to complete them before federal funding becomes available, will be awarded up to 40 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).

Phase Completed	Points
PE-NEPA-FD	25
ROW	15

Equity: Eligible for & Applicant Seeks Equity-Related External Award

A number of discretionary federal aid programs created by the IIJA are focused on reducing or repairing harm created in the development of the existing transportation system. If the applicant can demonstrate the project’s eligibility for one of these grants and the sponsoring jurisdiction intends to apply for it, ten points will be awarded.



Carbon Reduction Program (CRP)

MAPA Transportation Alternatives Program Committee (TAP-C)

Carbon reduction projects in the MAPA TMA are subject to the review and approval of the MAPA Transportation Alternatives Program Committee (TAP-C). See the Transportation Alternatives Program section above for details on TAP-C.

Eligibility

This project selection methodology applies only to those projects that are seeking to be funded via MAPA's annual Carbon Reduction Program (CRP) apportionment. 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 Infrastructure Investment and Jobs Act (IIJA) established the following activities as eligible projects for funding under the Carbon Reduction Program (CRP). CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to— [except as noted, § 11403; 23 U.S.C. 175(c)(1)].

- a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- a public transportation project eligible under 23 U.S.C. 142;
- a transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- a project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
- deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;



- a project to replace street lighting and traffic control devices with energy-efficient alternatives;
- development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d);
- a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- efforts to reduce the environmental and community impacts of freight movement;
- a project that supports deployment of alternative fuel vehicles, including–
 - acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
- a project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)]
- a project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and
- any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: FHWA will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)]

Additional Eligibility Requirements for CRP Funding

In addition to the above eligibility standards, projects seeking CRP-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 CRP-MAPA funding.

CRP Evaluation Criteria

CRP project applications will be evaluated based on criteria that align with the priorities below. Scoring will be weighted according to the percentage listed next to each priority.

- Safety - 20%
- Demand - 20%
- Asset Condition - 5%
- Regional Considerations - 15%
- Greenhouse Gas Emissions & Air Quality - 30%
- Leverage - 10%

Safety - 20%

Physical Separation of Proposed Facility

Separating active and automotive transportation improves safety by removing conflicts between these modes. Providing pedestrians and cyclists with their own space makes users more comfortable, especially as the degree of separation increases. Up to 20 points are available under this category, broken out as follows:

Type	Bicycle Infrastructure	Pedestrian Infrastructure	Points
Level 1	Bike lanes, wide curb lanes, sharrows, share the road signage	Pedestrian side paths, Safe Routes to School signage	5
Level 2	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	10



Level 3	Cycle tracks, protected bike lanes, bike lanes buffered by parking, grade separated crossings	Pedestrian safety barriers, grade separated crossings,	20
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Project Will Address a Pre-Identified Safety Issue

Any state, regional, or local planning work that identifies safety issues within the transportation system will be accounted for in project scoring. If the project application proposes solving one or more documented safety issues, 25 points will be awarded.

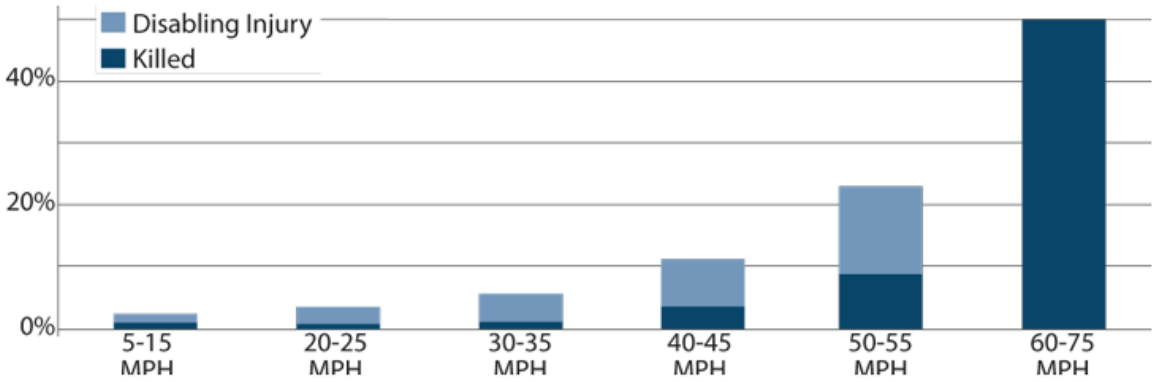
Density of Pedestrian Crashes

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). Up to five points will be awarded to applications based on the crash density.

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 Crashes 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). Up to 10 points will be awarded based on the posted speed limit of the identified corridor.



Speed Limit	Points
15 MPH & Under	0
20 to 25 MPH	1
30 to 35 MPH	4
40 to 45 MPH	7
50 MPH or More	10

Proven Safety Countermeasures

FHWA has identified “[28 countermeasures and strategies](#) effective in reducing roadway fatalities and serious injuries on our Nation’s highways.” Applications will receive three points for each countermeasure proposed as part of the project to a max of 15 points.

Equity: Project Will Address Pre-Identified Safety Issue in an Equity Focus Area

An additional 25 points will be awarded for applications intending to address one or more documented safety issues that fall within one of the regional [Equity Focus Areas](#).

Demand - 20%

Latent Demand

In an effort to assess demand for public and active transportation not captured under 2050 Level of Service, MAPA has identified 19 social and demographic variables often associated with a higher use of non-automobile transportation. If the project includes public and/or active transportation elements, up to 25 points are available depending on the latent demand score for the project area.

% population AGE 5-17 ≥ average	≥ 25% population within ½-mile of PARK
% population AGE 65+ ≥ average	≥ 25% population within ½-mile of SUPERMARKET
% population FOREIGN BORN ≥ average	≥ 25% population within 1 mile of K-12 SCHOOL
% population with DISABILITY ≥ average	≥ 25% population within 500-feet of a BUS STOP
% workers COMMUTING 15 MIN or less ≥ average	≥ 25% population within an URBAN area
% workers COMMUTING BY TRANSIT > 0%	UNEMPLOYMENT rate ≥ average



% workers COMMUTING BY WALKING > 0%	% population in POVERTY IN URBAN area ≥ 25%
% workers COMMUTING BY BICYCLE > 0%	Contains a connection to the regional bike network
% workers with NO ACCESS TO A VEHICLE > 0%	HIGH RISK intersection for non-motorists
Project Located in an Equity Focus Area	

Latent Demand Score	Points
1 to 4	20
5 to 8	40
9 to 12	60
13 to 16	80
17 to 19	100

Asset Condition - 5%

Infrastructure Condition

Measuring the condition of active transportation and some public transportation infrastructure is not as standardized as for automotive infrastructure. In light of this, MAPA will accept the rating method of the applicant’s choice when entering the condition in a CRP application. For active transportation pavement rating, MAPA recommends using the PASER method, or something similar. See the Definitions section for more information on Good, Fair, and Poor pavement categorization.

Infrastructure Condition	Points
Good Condition	0
Fair Condition	15
Poor Condition	33



Bridge Condition

Bridge Sufficiency

Maintaining safe and structurally sound bridges is a key focus for the MAPA region. Projects that include 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 the bridge sufficiency ratings are shown below.

Sufficiency	Points
Good Condition (SR 75.00+)	0
Fair Condition (SR 25.00 to 74.99)	10
Poor Condition (SR 24.99 and below)	17

Operational Costs

A primary goal of MAPA's 2050 Long Range Transportation Plan is Stewardship of the Transportation System. Assessing a project's impact on the cost to maintain the regional system is crucial to our success in achieving this goal. Up to 34 points are available for projects that can demonstrate a limited increase, or a decrease, to operating costs related to the project location.

Operating Impact	Points
Large Increase (More than 20%)	0
Small Increase (20% or less)	5
No Change	15
Decrease	34



Regional Considerations - 15%

Multi-Jurisdictional Support + Partnerships

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. A maximum of 20 points can be earned for this criterion regardless of the number of partners and/or supporters.

Number of Partners	Points
1	10
2+	20

Number of Supporters	Points
1	0
2	5
3+	10

Project located along/proximity to priority corridor

The Metropolitan Travel Improvement Study assessed the MAPA region’s transportation network and determined the corridors shown in Figure 2 under the definition of Priority Corridors 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. See the definition of Priority Corridors for a map of the network used in this evaluation.

Corridors were further broken into a high, medium and low priority of importance for investment of CRP-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:

- High Priority Corridor – 20 Points



- Medium Priority Corridor – 15 Points
- Low Priority Corridor – 10 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.

Identified in Regional Hazard Mitigation Planning

Hazard mitigation planning helps to identify potential impacts to the transportation system from disasters. Up to 10 points are available to project applications that include ways to minimize these impacts. Points are awarded on a yes or no basis; if the applicant can show the project addresses a documented hazard, the project will receive full points.

Project Listed in or Related to an Active Transportation Plan

Local and regional active transportation planning helps to identify needs through a combination of technical and social information gathering. If a project is identified as a priority in planning work, or if the applicant can demonstrate how the project aligns with such work, 35 points will be awarded.

Equity: Proximity to Equity Focus Area

Five points will be awarded to projects within or adjacent to one or more [Equity Focus Areas](#) that also demonstrate a benefit to the population within.

Greenhouse Gas Emissions & Air Quality - 30%

Metric Based on Project Type

In an effort to capture emissions and air quality benefits without requiring the more extensive analysis required to develop an emissions reduction estimate, projects that can demonstrate inclusion of any of the below features will be awarded points under this metric. If the applicant can demonstrate that a particular project will have an impact on emissions and air quality, but does not necessarily fit within one of these categories, points will still be awarded. Up to 55 points are available for this metric.

Project Type	Points
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Unprotected Bike Lanes & Efficient Lighting Upgrades	15
Trails & Other Recreational Facilities, Demand Management, Diesel Engine Retrofits, & Port Emissions	25
Sidewalks & Shared-Use Paths that Follow Streets and Roadways, Alternative Fuel Vehicle Infrastructure, Roundabouts, & Traffic Signal Improvements	35
Protected Bike Lanes & Public Transit Service Expansion	55

Equity: Project Addresses Air Quality Issue in Equity Focus Area

The negative impacts of poor air quality compound other transportation issues in areas of historic disinvestment. 30 points will be awarded to project applications that demonstrate the ability to decrease air quality issues within one or more [Equity Focus Areas](#).

Alignment with State Carbon Reduction Strategy

15 points will be awarded for applications that demonstrate a project’s alignment with the appropriate state Carbon Reduction Strategy. Alignment may include completing a project listed within the strategy, working toward a specific goal of the strategy, or demonstrating another connection identified by the applicant.

Leverage - 10%

Extra-Regional Award Amount

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 CRP-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 CRP-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.

Award Amount	Points
<\$1,000,000 to \$2,000,000	5
\$2,000,001 to \$5,000,000	10
\$5,000,001 to \$8,000,000	15
\$8,000,001 to \$11,000,000	25
>\$11,000,000	30

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
30%	5
40%	10
50%	15
Greater than 50%	20

Project Readiness

Applications for projects that have already completed preliminary engineering, NEPA, final design, and/or right of way acquisition, or plan to complete them before federal funding becomes available, will be awarded up 40 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).

Phase Completed	Points
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PE-NEPA-FD	25
ROW	15

Equity: Eligible for & Applicant Seeks Equity-Related External Award

A number of discretionary federal aid programs created by the IIJA are focused on reducing or repairing harm created in the development of the existing transportation system. If the applicant can demonstrate the project’s eligibility for one of these grants and the sponsoring jurisdiction intends to apply for it, ten points will be awarded.



Heartland 2050 Mini-Grant Program

Background

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

The Heartland 2050 Mini-Grant Program will be administered as a set-aside of MAPA's Regional Surface Transportation Block Grant (STBG) Program funding. Approximately \$330,000 of STBG MAPA funding will be allocated within the MAPA Transportation Management Area (TMA) for planning and implementation of projects related to transportation as part of the Transportation Improvement Program (TIP).

Communities in Douglas, Sarpy, and the urbanized portions of Pottawattamie and Cass Counties will be eligible to submit applications for this mini-grant opportunity. Eligible projects include corridor studies and other community plans and policies that support compact development and transportation options for residents of the H2050 region.

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

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

Goals

The Heartland 2050 Mini-Grant Program aims to:

1. Support local outreach and engagement efforts that promote broader public and stakeholder involvement.
2. Promote alternative or multi-model travel choices through collaborative planning strategies.
3. Encourage coordination of land use plans with existing or planned regional transportation infrastructure.



4. Promote plans and projects that support and implement the Heartland 2050 vision scenario, Heartland Connections Regional Transit Vision and Bicycle-Pedestrian Plans, and the MAPA 2050 Long Range Transportation Plan.
5. Promote collaboration.
6. Improve access to jobs and education.

Eligibility

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

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

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

Project applicants are required to provide a minimum 20% match. However, a greater percentage of local funding will only enhance the competitiveness of an application.



Rubric

Heartland 2050 Mini-Grant Scoring Rubric			
Criteria	Evaluation	Points Available	Points Awarded
Number of H2050 Action Plan Strategies this project inter-phases with	1	4	
	2	5	
	3	7	
	4	9	
	5	12	
	6	15	
Aligned with (approved) local comp plan or local plan	Yes / No	20	
Project is Identified in Regional Bike / Ped Plan	Yes / No	10	
Links to Employment	Yes / No	5	
Links to Education	Yes / No	5	
Links to Medical	Yes / No	5	
Improved Equity	Based on Narrative	20	
Regional Significance	Based on Narrative	20	
Local Match	20-29%	3	
	30-39%	6	
	40-49%	9	
	50%+	10	
Multi-Jurisdictional or Collaborative Effort	Yes / No	20	

Application Process

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



Applications will be reviewed by a joint committee composed of the MAPA Project Selection Committee and Regional Planning Advisory Committee (RPAC) members. The recommendations of this committee will be reviewed and recommended by the Transportation Technical Advisory Committee and RPAC to the MAPA Policy Board for final approval and incorporation into the Transportation Improvement Program (TIP). Applicants will be provided with program selection and evaluation criteria in the application form.

Upon notification of award, project sponsor will:

- Execute a Memorandum of Understanding (MOU) with MAPA to facilitate the transfer of matching funding for this project
- Work with MAPA staff to develop a Request for Qualifications (RFQ) to procure any professional services needed

MAPA staff will assist project sponsors to ensure all requirements of federal funding are met.

MAPA will procure the professional services needed to complete the project, and will hold the contract with the firm selected through the competitive process. In general, the procurement of professional services can begin prior to the target federal fiscal year (indicated in the title of this application), as early as July 1, with funding available after the fiscal year beginning on October 1. See the program timeline section for more details.

Please review the following documents to assist with the development of your application:

Heartland 2050 Vision: <https://heartland2050.org/resource/heartland-2050-vision/>

Heartland 2050 Action Plan: <https://heartland2050.org/resource/action-plan-2020/>

MAPA Bike and Pedestrian Plan:

<http://mapacog.org/reports/regional-bicycle-and-pedestrian-plan/>



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 and local public agencies 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.

Active Transportation - Mobility by means of human energy; this is often referring to walking and biking, but could apply to any means by which people move around mostly unassisted.

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.



Congestion Mitigation & Air Quality (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.

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) - Crash 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.

Cycle Track - See 'Separated Bike Lane.'

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.



Eligible Applicants - Project applications may be submitted by sponsors located within the MAPA Transportation Management Area (TMA). See the General Eligibility Requirements for Regional Federal Funding section of this document for more details.

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.

FAST Act - Federal authorizing legislation for transportation programs administered by the USDOT from December 2014 through November 2021. Superseded by the Infrastructure



Investment and Jobs Act (IIJA), many programs from the FAST Act were carried forward into the IIJA and still reference the older act, keeping it relevant in some cases.

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 (<https://mapacog.org/data-maps/federal-functional-classification/>)

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.

IIJA - The Infrastructure Investment and Jobs Act (IIJA), aka the Bipartisan Infrastructure Law (BIL), was signed into law by President Biden on November 15, 2021. This federal authorizing legislation for transportation programs administered by the USDOT provides funding for regional federal aid apportionments (STBG, TAP, CRP, etc.) as well as discretionary grants.

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.

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

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.

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

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

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>)

Iowa (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 regional federal aid.

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.

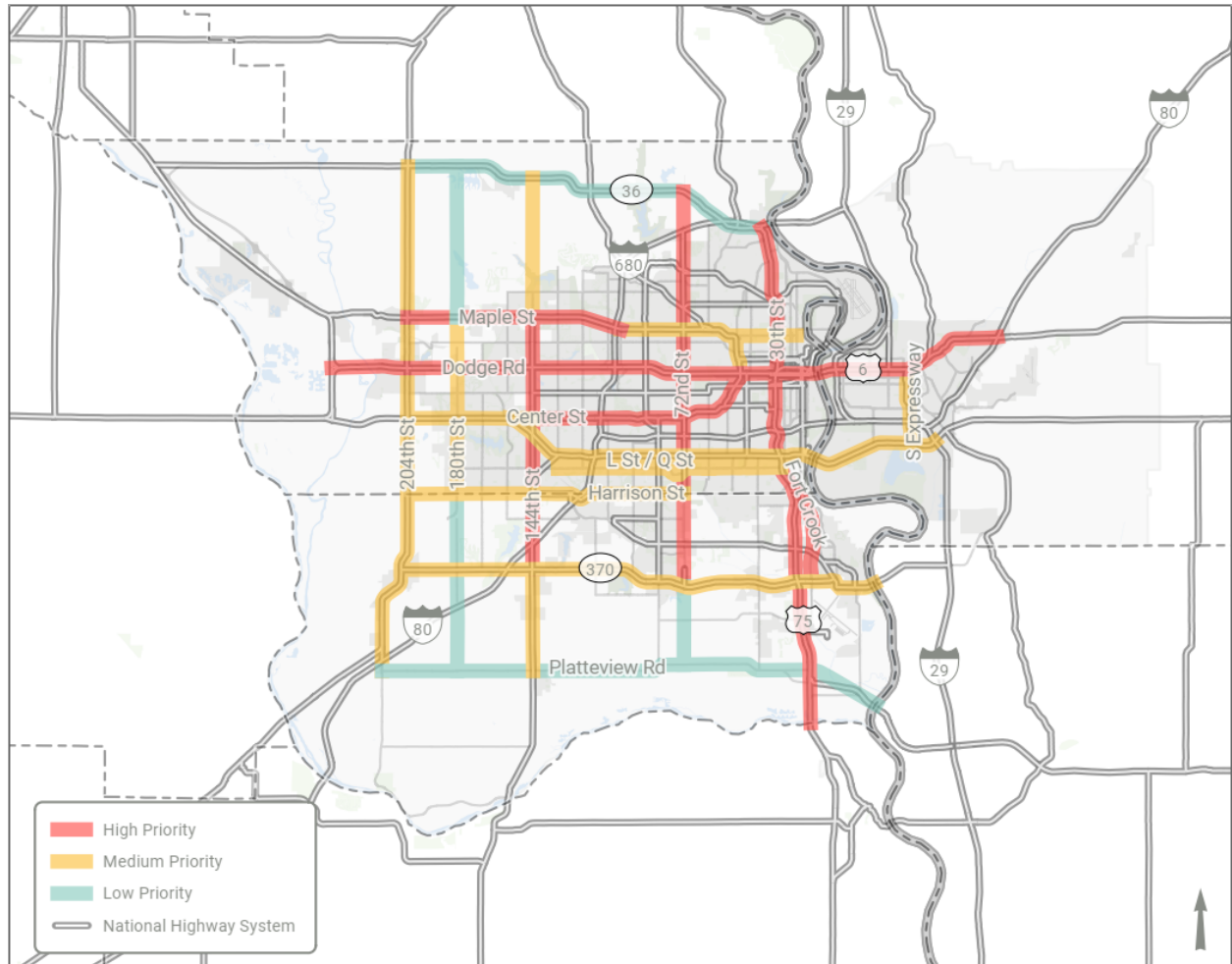
Tier 2 - intersections with a PCR < 1 and > 0 for all crashes or PCR < 0.25 and > 0 for injurious crashes. These locations have potential for safety improvement but may not qualify for safety funds.

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



Priority Corridors - Local planning efforts including the Long Range Transportation Plan, Metro Area Travel Improvement Study, ConnectGO, and Heartland 2050 have led to a network of corridors to be emphasized when considering regional investments. The following map shows this network as represented in the 2050 LRTP.

Figure 2: MAPA 2050 Long Range Transportation Plan Priority Corridors



Protected Bike Lane - See 'Separated Bike Lane.'



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.

¹ Iowa DOT. Potential for Crash Reduction (PCR) of Intersections. Accessed July 25, 2021 at <https://iowadot.maps.arcgis.com/apps/MapSeries/index.html?appid=6920b9b36fa54caa90c25bd6dcd0c7e>



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.'²

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.

Sharrows - 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 placed along designated bike routes to remind and inform motorists that cyclists may be present. For project applications,

² Iowa DOT. Potential for Crash Reduction (PCR) of Intersections. Accessed July 25, 2021 at <https://iowadot.maps.arcgis.com/apps/MapSeries/index.html?appid=6920b9b36fa54caa90c25bd6dccc0c7e>



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.

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 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.

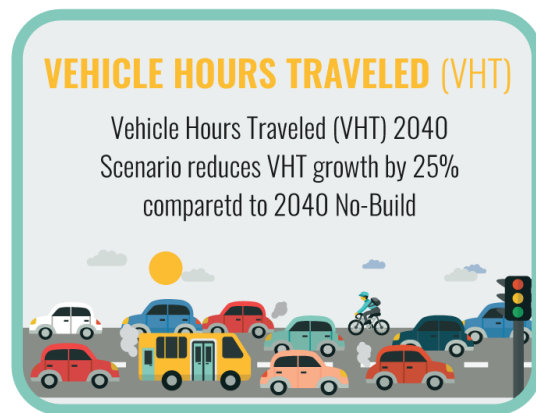
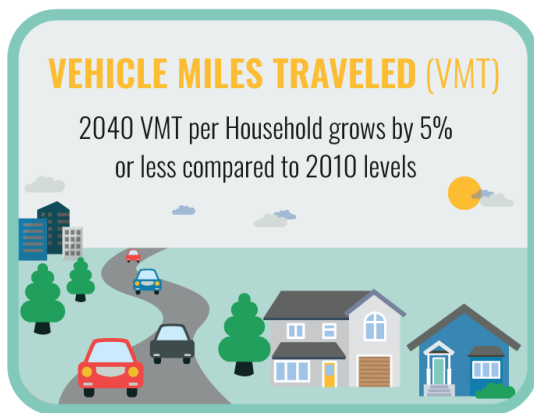
Volume/Capacity ratio - Volume to capacity ratios can be used to determine the level of congestion on a transportation facility. This ratio is calculated by dividing the actual traffic volume that the facility carries by the capacity of the road as planned.

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.



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.

