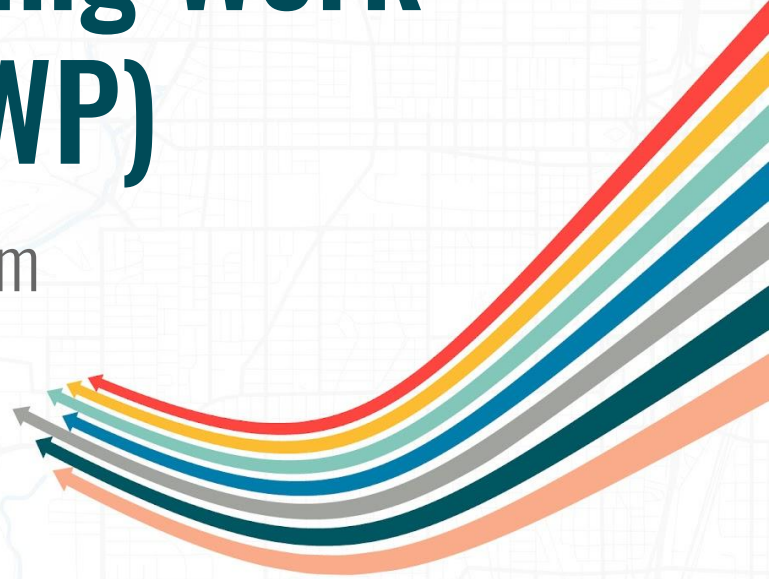


Unified Planning Work Program (UPWP)

Draft FY2025 Work Program

March 2024



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

MAPA is an EOE/DBE employer.

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Introduction

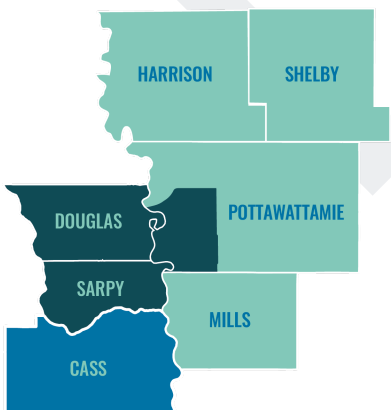
The Unified Planning Work Program (UPWP) documents the Metropolitan Area Planning Agency's (MAPA's) transportation-related activities and projects for fiscal year (FY) 2025 which encompasses July 1, 2024 through June 30, 2025. MAPA serves as a voluntary association of local governments in the greater Omaha region chartered in 1967. MAPA performs planning and development work, especially to address problems that are regional in scope and cross jurisdictional boundaries. Figure 1 (next page) illustrates the MAPA geographic boundaries.

The governing body for MAPA is a 79-member Council of Officials representing cities, counties, school districts, resource agencies, and numerous other governmental bodies within the region. The MAPA Board of Directors is a nine-member Board serving as the Council of Officials' executive committee and is composed of elected officials representing cities and counties from the larger six-county MAPA region. The Transportation Technical Advisory Committee (TTAC) reviews and makes recommendations related to transportation to the MAPA Board. The relationship, responsibility, and composition of the Board of Directors, Council of Officials, and TTAC are also described in the MAPA Interlocal Agreement and Committee Bylaws. Membership of key MAPA Committees can be found on [MAPA's website](#).



Council of Officials

MAPA is governed by a 79-member Council of Officials, representing each of the 79 governmental units which comprise MAPA within the six counties it serves. They include: Douglas, Sarpy, Cass and Washington Counties in Nebraska; Pottawattamie and Mills Counties in Iowa. The Council's roles include approving the agency's long range plan and setting overall policy.



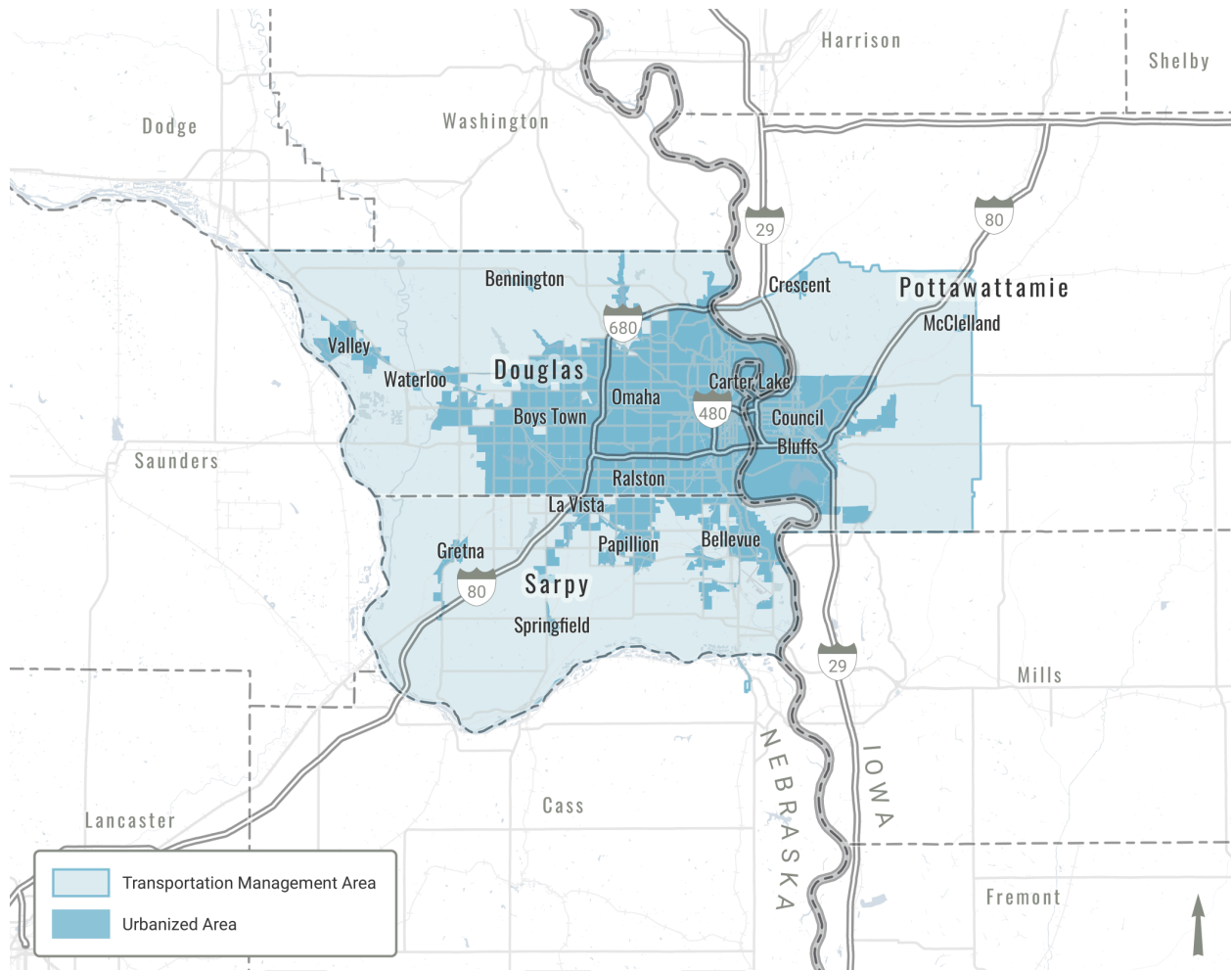
Transportation Planning Affiliations

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

- MAPA TMA (Partial TMA in Cass County)
- Regional Planning Affiliation 18 (RPA-18)



Figure 1: Detailed View of MAPA's Transportation Management Area



Current Transportation Planning Overview

For the coming year MAPA will continue to concentrate and further enhance work products related to Safety, Equity, and Land Use and Transportation. Data harmonization is an ongoing area of work for this coming year with continued work from the new Census area boundaries that require coordination with Nebraska DOT and Iowa DOT. This will entail harmonizing multi-state datasets particularly related to crash data, Urban Area boundary, TMA boundary, and Federal Functional Classification. With the steady release of funding opportunities under the Infrastructure Investment Jobs Act (IIJA), there is a greater interest within the MAPA region to organize efforts to develop strong partnerships for discretionary funding. As such, the following year will be guided by core work elements aligned around the update to the Long Range Transportation Plan. Much of the work will be integrated within existing work products but will



be used to further enhance the data and background information for the Long Range Plan.

Principally, MAPA will continue to support efforts of local governments to further enhance Safety and implementation of systemic safety work. MAPA is currently engaged in a regional community safety action plan as part of the discretionary funding for Safe Street for All which will work with local and State partners to increase safety for non-motorized users through development of complete streets, and prioritization of a data driven systemic safety analysis. The Safe Street for All program is estimated to continue through the next year and will engage local community members in conversations regarding Safety, Complete Streets, and Equity.

MAPA has and continues to coordinate closely with state and federal partners on federal funding programs. As the region looks forward, MAPA will work directly with local partners on the update to the Long Range Transportation Plan. This will entail working on data analysis and developing systems for data integration due to the dual State nature of MAPA. The work will help the development of the update to the Transportation Demand Model. MAPA will also work closely with Douglas County Health, the Wellbeing partners, Education community, and local partners to strengthen the linkages between transportation and social determinants of health. Some key components will be based on working on safety campaigns, safe routes for non-drivers, complete streets, and work on furthering the local technical assistance for Reconnecting Communities funding.

Ensure equitable access to opportunity

Transit planning continues to play a central role in MAPA's activities. Since the launch of **ORBT** –the region's first Bus Rapid Transit (BRT) corridor- in 2021, the system has surpassed over a million passengers and continues to garner greater ridership. Metro Transit's strategic planning effort–the **MetroNEXT** strategic plan–continues to make progress to enhance the service frequency along key corridors and provide enhanced user experience on more Metro routes. Metro is now a regional transit agency and work is currently underway to form the governing body, and develop system wide service enhancements. For FY2025, Metro will continue to work in earnest toward the design of the transit enhancements for 24th Street as part of the **RAISE** grant award. MAPA will collaboratively work with Metro to help leverage different resources to facilitate the development of this corridor. MAPA will work with local partners to integrate complete streets and further the development of Transit Oriented Development. MAPA will continue to lend support in developing performance targets that expand the transit network to MAPA's Long Range Transportation Planning outreach and efforts led by **Greater Omaha Chamber of Commerce's (GOCC) ConnectGO** initiative that posed the conversation throughout the region about the importance of transit services to local employers. MAPA will continue to coordinate with the **Urban Core Housing and Mobility Redevelopment Plan** partnership between the GOCC, Metro, and the City of Omaha that introduced a locally funded **streetcar** line within the urban core. The streetcar will continue through the design process, MAPA will lend support where needed to further refine and enhance the land use assumptions, model network, and better integration of non-motorized transportation.



In FY2025, MAPA will concentrate on public engagement activities and outreach to develop the update to the Long Range Transportation Plan. This will involve additional public involvement to bring diverse viewpoints into the decision making process. For the coming year, the efforts will be built off the coordination between MAPA, NDOT, Iowa Dot, and FHWA to develop actionable strategies to reduce vulnerable road user serious injuries and fatalities in the region. This will include work to lead the Safe Streets for All program in the MAPA region. In addition, this effort will include work to implement systemic safety analysis on corridors like Maple street and the City of Omaha's Vision Zero work along Ames Avenue.

Cultivate a quality of place that attracts and retains talent

MAPA continues to coordinate with the Greater Omaha Chamber of Commerce (GOCC) on **ConnectGO**—an initiative designed to change the conversation about the role transportation plays in supporting the lives of people in the Omaha-Council Bluffs region. The partnership directly accomplishes several planning factors such as increasing public involvement, increasing accessibility and mobility options, complete streets, equity and justice⁴⁰, and enhances data sharing in transportation planning. This partnership will be more heavily utilized as MAPA works to update the Long Range Transportation Plan. This partnership will include additional members like the City of Omaha, the City of Council Bluffs and members of the City of Omaha Urban Core strategic partnership. For FY2025, MAPA will work closely with the partners to engage and outreach the general public on update to our **2050 Long Range Transportation Plan** and MAPA's **Safe Streets and Roads for All** project. Outreach will be focused on MAPA's Equity Focus Areas identified through the development of MAPA's [Regional Equity Tool-Box](#).

The Regional Equity Tool-Box provides resources to MAPA's members about understanding federal priorities related to equity and climate and providing a coherent framework for centering MAPA's planning process on equity. MAPA's work on Congestion Mitigation and Air Quality to provide a **Travel Demand Management Program** has worked closely with employers throughout the region to understand how commuting patterns may be impacted by changes to work site policies—opening up new opportunities to explore strategies related to parking, transit, and work from home. The region faces significant challenges to reducing single-occupancy vehicle trips overall including major changes to the built environment, low levels of transit funding, and significant maintenance backlogs on the local system. The **ConnectGO Getting to Work report** has provided additional insights into expressed interest in opportunities to reduce the region's single-occupancy vehicle trips in favor of alternatives such as transit, biking, and telecommuting options. This year MAPA will work to develop a comprehensive **regional Transportation Demand Management program** to help increase adoption and expansion from the business and residential communities of the region. Aspects of this work will include leveraging opportunities to expand information and services to help local community members reduce reliance on single occupancy vehicles and instead choose less polluting options. Some aspects that will be explored are developing model policies for Transportation Demand Management mitigation strategies, E-Bike rebate, Emergency Ride Home, Transit Ambassador, and work/school pool programs. This work aligns with the City of Omaha Climate Action and Resiliency Plan and



aligns with the planning factors to help MAPA tackle the Climate Crisis and develop transportation options for the region.

In the coming year, MAPA will work with the City of Omaha to work on funding and implementing the **Bicycle and Pedestrian Action Plan and the Vision Zero Plan** which will provide the basis for expanding the on-street bicycle and pedestrian networks. The key strategy will focus on safety enhancements in Low Income and Disadvantaged communities to provide the community with choices in how they travel. This coming year, MAPA will work with regional partners to help enhance and promote the development of safety action plans and localized active mobility plans. This includes work with the **City of La Vista Active Mobility Plan**. Additional communities that will pursue Active Mobility Plans include Western Douglas County, and the City of Bennington.

MAPA will continue developing required transportation performance management targets. This will mark the next four year cycle where MAPA will report and set regional and State targets for the PM 1, 2, 3. This involved planning activities to support the regional target-setting process and coordination with both Nebraska and Iowa Departments of Transportation. This effort will continue into the coming year and further expand as the performance metrics relate to work within the Long Range Transportation Plan including bridge and pavement conditions and reduction of vehicle miles traveled across the metro. This work will entail additional data sharing and work to harmonize data on both the Nebraska and Iowa Departments of Transportation. MAPA will continue to update the **Regional Safety Report** and crash data dashboard, www.safety.mapacog.org, to provide the public with more routine access to crash-related data. **MAPA's Safety Committee** is composed of representatives from all levels of government, non-profit partners, and private industry to understand and prioritize safety issues in the region. This work effort will be further expanded with the regional **Safe Streets and Roads for All** program to enhance coordination, data integration, data analysis, and work to leverage discretionary funding in the MAPA region. MAPA's continued participation in NDOT's and Iowa DOT's **Highway Safety Committee** has more closely linked the regional planning process with State Highway Safety Planning process. New this year will be the development of Greenhouse Gas Reduction Targets. The planning factors include public involvement, increasing safety, and ultimately help with the Climate Crisis.

MAPA will continue to partner with the **Wellbeing Partners and Douglas County Health** in FY2025 to build on the initial work of linking transportation to social determinants of health. The Douglas County Health Department and MAPA will work toward elevating transportation related concerns in addressing regional needs related to access, safety, and equity. Additionally, MAPA will work with the Wellbeing Partners on **Vivacity** which uses a systematic, data-driven approach to determine health status, behaviors, and needs of local residents. MAPA will work closely with these partners to align the effort with the regional transportation planning process and the safety goals outlined in the Infrastructure Investment and Jobs Act (IIJA). Additional work will include further expanding work with Nebraska Department of Transportation (NDOT) and Iowa Department of Transportation (Iowa DOT), City of Omaha, City of Council Bluffs and local community members around schools to deliver "**Block Talks**". Leveraging online maps, drone



photography, and “photospheres” the MAPA team led engagement activities to prioritize safety improvements for cyclists and pedestrians throughout the region.

Foster economic growth throughout the region

The **Sarpy County I-80 Interchange Planning and Environmental Linkages (PEL) Study** is being moved forward to the Interstate Justification Report Development which will advance the proposed options from the PEL and further refine. Although the study is now complete, additional coordination and local modeling work will take place with the partnership to continue to explore the next steps and coordination with Federal Highway Administration, Nebraska Department of Transportation, and local jurisdictions. For FY2025, MAPA will work with the City of Gretna and the Western Sarpy County Partners on the **Western Sarpy Transportation Enhancement Plan (WE-STEP)** which will provide a unifying framework for the coordination of future arterial transportation improvements in Western Sarpy county. Across the river, work on the **Council Bluffs Interstate System (CBIS)** project is in the final phases and anticipated to be fully complete. The City of Council Bluffs and MAPA will be undertaking the development of the **Council Bluffs Multimodal Connection and Expansion PEL Study**. The study will look at the potential to further connect the City of Council Bluffs’ First Avenue project with the City of Omaha. Strong consideration will be placed to understand early engagement, understanding of the potential environmental threats, and work towards understanding the potential transit impacts. MAPA will continue to explore and help local jurisdictions to further and or enhance projects that could benefit from implementing a PEL. This year MAPA plans to initiate a Regional Freight study to understand and identify freight-related needs and propose solutions to address problems affecting the multimodal freight transportation network within the TMA region.

MAPA’s work on **Highway 75 Corridor & Freight Strategy**, was a high-level analysis that identified feasible, planning-level concepts that meet study mobility, safety, and community goals. MAPA will continue to coordinate with the Douglas County Public Health Department, the City of Omaha, Metro, and local partners like SPARK and Front Porch Investments to engage the community in North Omaha to develop a deeper understanding of the implications for land use and transportation that the North Freeway (Highway 75) and the localized and historic impacts. MAPA will continue work on the **Thriving Communities Program** to pursue collaboration efforts and coordinate with local stakeholders through public engagement efforts, data sharing and transparency, and furthering the conversations with regards to Equity and Justice40 initiatives. This will also include the development of a Reconnecting Communities grant application.

In preparation for the Long Range Transportation Plan, MAPA will be updating the Regional Development Report. The report will build off successful partnerships with the Greater Omaha Chamber’s **Regional Indicators Project** and local jurisdictions. MAPA continues to work on building a regional zoning Atlas to incorporate new data and resources to help inform the development report. In addition, the City of Omaha’s Affordable Housing Strategy has led to a regional need to better understand affordable housing and what it means for the region. The regional development report provides key data points for MAPA’s on-going work about the importance of compact, walkable neighborhoods to the fiscal health of member communities.



Additionally, this focus underpins MAPA's interest in participation in other regionally-significant land use planning initiatives, including **Bellevue's Fort Crook Road Corridor Study**, and Omaha's **Transit Oriented Development (TOD)** policy development.

MAPA continues to make significant progress on the regional open data portal, **GoHUB**, to bring the resources of these county GIS departments together for use by stakeholders and the public. This effort built on the collaboration to develop a Natural Resources Inventory to unify the environmental and community data resources available to the development community. The on-going work will look to enhance the land use map designations and develop new regionally significant data schema to enhance core MAPA projects. This year, efforts will concentrate on expanding using artificial intelligence on LIDAR and ortho-imagery to train deep learning models to develop a comprehensive model of sidewalks, tree canopy, and development footprints. The deep learning models will help automate labor intensive efforts that can be used for the land use model, a central component in the Travel Demand Model, and future policy development work. Along with harmonizing multi-state data with regards to Safety, Performance metrics, and Equity.

Provide stewardship of the existing and future transportation system

Significant progress has been made in improving the delivery of federal-aid projects in the MAPA region. For FY2025, MAPA will work to refine the project selection process further and incorporate new funding categories like the Carbon Reduction funding. The current funding projections for the **Transportation Improvement Program (TIP)** will not meet the demand of the region's large diverse mix of projects. MAPA will continue to develop the online TIP database and mapping platform that provides up-to-date programming information to project partners and helps track the status of projects in both Iowa and Nebraska. In the coming year MAPA intends to pursue ways to further refine the project selection process to be data driven, provide a stronger alignment to the Long Range Transportation Plan, and help achieve Climate Action Strategies for the region. Securing additional funding through discretionary grant opportunities remains a key long-term priority. In the coming year, MAPA staff will continue to work closely and collaboratively to deploy new data analysis tools to help inform the listing of projects for the LRTP.

MAPA will continue to work on setting or adopting targets for federally required performance measures including pavement and bridge conditions, travel time, and safety. This data will be coupled with enhanced engagement and transmission of information to the public in the coming year. MAPA will continue to develop a data inventory and assessment of how data and big data sources can be leveraged to enhance and expand the field of knowledge for the region. MAPA, plans to leverage location based data to help inform critical projects such as the regional traffic patterns report.

MAPA will be partnering with the City of Omaha in FY2025 to develop the **Climate Action and Resiliency Plan** addressing regional needs related to resilience and climate adaptation. MAPA will work closely with these partners to align the effort with the regional transportation planning



process and the carbon reduction goals outlined in the Infrastructure Investment and Jobs Act (IIJA). This will include exploring the potential for infrastructure needs as it relates to EV infrastructure. MAPA will partner with Omaha Public Power District (OPPD) to convene and explore the potential for solar generation, and what a regional EV action plan would entail.

Draft



Work Program Framework

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

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

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

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

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

The UPWP will also contain activities to assist in implementing provisions contained in surface transportation legislation. The following planning factors identified in the current federal legislation, Infrastructure Investment and Jobs Act (IIJA), will, at a minimum, be considered in the transportation planning process for the region:



MAPA Long Range Plan 2050 Goals					
		Goal 1: Ensure equitable access to opportunity	Goal 2: Cultivate a quality of place that attracts and retains talent	Goal 3: Foster economic growth throughout the region	Goal 4: Provide stewardship of existing/future transportation system
Planning Factors	Support metro area economic vitality, especially by enabling global competitiveness, productivity, and efficiency.	X	X	X	
	Increase the safety of the transportation system for motorized and non motorized users.	X	X		X
	Increase security of transportation for motorized and non motorized users.				X
	Increase accessibility and mobility options available to people and for freight.	X	X	X	X
	Protect/enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	X	X	X	
	Enhance the integration and connectivity of the transportation system across and between modes for people and freight.	X	X	X	
	Promote efficient system management and operation.	X		X	X
	Emphasize the preservation of the existing transportation system.				X
	Improve resiliency & reliability of the transportation system and reduce or mitigate stormwater impacts.				X
	Enhance travel and tourism		X	X	
New Planning Areas of Emphasis	Tackle Climate Crisis - Transition to a Clean Energy, Resilient Future	X	X	X	X
	Equity and Justice40 in Transportation Planning	X	X	X	
	Complete Streets: A complete street is safe, and feels safe, for everyone using the street.	X	X	X	X
	Public Involvement - Early, effective, and continuous public involvement to bring diverse viewpoints into the decision making process.	X	X		X
	Coordination with the Strategic Highway Network (STRAHNET) /US Department of Defense (DOD)				X
	Coordinate with Federal Land Management Agency	X			X
	Planning and Environment Linkages (PEL)				X
	Data in Transportation Planning: incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs.	X	X		X
Heartland 2050 Guiding Principles	Equity	X	X	X	
	Efficiency	X		X	X
	Inclusivity	X	X	X	
	Local Control/Regional Benefit		X	X	X
Nebraska and Iowa	Transportation Asset Management Plans				X
	Strategic Safety Plans	X	X	X	
	State Freight Plans			X	
Transit Providers	Transit Asset Management Plans				X
	Transit Safety Plans			X	X



The UPWP budget includes sub-recipients that utilize FHWA PL and FTA 5305(d) funding for MAPA activities. These locally-funded planning activities contribute to the regional transportation planning process. Sub-recipients for the FY2025 Work Program are summarized in table 1 below.

Table 1: MAPA Planning Fund Sub-recipients

Local Planning Partner	Funding Sources	Federal Award	Total Project Cost
Douglas County GIS	PL-Nebraska	\$59,806	\$85,445
Sarpy County GIS & Planning	PL-Nebraska	\$58,442	\$83,488
City of Omaha Public Works	PL-Nebraska	\$29,890	\$42,700
Pottawattamie County GIS	PL - Iowa	\$67,026	\$95,751
Metro Transit	FTA-5305d	\$98,000	\$140,000

MAPA will work with NDOT and local partners to develop ways to ensure project streamlining for Indefinite Delivery/Indefinite Quantity planning contracts. For FY2025 MAPA anticipates several new procurement contracts where MAPA may be leading studies to procure professional services. Table 2 on the following page shows the Anticipated Consultant Procurements in FY2025.



Table 2: Anticipated Consultant Procured Studies

Planning Study	Lead Agency
24th Street ORBT Corridor Plan	Metro
Beltline Trail Connection Study	City of Omaha
Bennington Trail and Park Plan Update	MAPA
City of Omaha North Freeway Thriving Communities/ Reconnecting Communities and Neighborhoods (RCN)	MAPA
Climate Action and Resiliency Plan	City of Omaha
Council Bluffs Multimodal Connection and Expansion PEL Study	MAPA
Fort Crook Road Corridor Study	MAPA
La Vista Active Mobility Plan	MAPA
CMAQ - Little Steps/Travel Demand Management	MAPA
L RTP Survey	MAPA
City of Valley Traffic Study	MAPA
On-Call Travel Demand Modeling	MAPA
Regional Freight Study	MAPA
Regional Planning Support	MAPA
Safe Routes to School Program	City of Omaha
Cuming Street Safety Study	City of Omaha
Omaha Urban Core St Reconfiguration Study	City of Omaha
SS4A Action Planning Grant to Omaha-Council Bluffs Metropolitan Area Planning Agency	MAPA
Traffic Data Services	MAPA
Western Douglas County Trails Plan Update	MAPA
Western Sarpy Transportation Enhancement Plan (WE-STEP)	MAPA



Metro Transit Unified Work Program

The Federal Transit Administration’s Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to urbanized areas for transit capital, operations, and for transportation-related planning activities. Metro Transit, the Transit Authority for the City of Omaha, is the direct recipient of these funds and provides additional transit planning activities for the region. MAPA and Metro Transit coordinate closely on regionally significant transit planning activities and MAPA provides additional Section 5305 funding through its planning partnership funding to supplement these Section 5307 funded activities. Below is a brief statement of Metro Transit’s regionally significant planning activities for the upcoming fiscal year.

Table 3: Metro Transit FY2025 Work Activities

Task	Section 5307 Funding	Local Match	Total Cost
Program Support Administration	\$168,000	\$42,000	\$210,000
Long-Term Transportation Planning	\$132,000	\$33,000	\$165,000
Short Range Transportation Planning	\$132,000	\$33,000	\$165,000
Support Transit Capital Investment Decisions through Effective System Planning	\$276,000	\$69,000	\$345,000
Incorporating Safety & Security in Transportation Planning	\$180,000	\$45,000	\$225,000
Other Activities	\$312,000	\$78,000	\$390,000
Total	\$1,200,000	\$300,000	\$1,500,000

1. **Program Support Administration**

Metro will develop and update transit management objectives to measure the efficiency and effectiveness of all internal areas in the organization. Metro will work with local partners to coordinate work activities to initiate or modify services in response to local needs. Additionally, Metro will undertake transit planning responsibilities related to certifications for programs, plans and policies submitted to the Federal Transit Administration (FTA) and MAPA. Programs administered include but are not limited to the Unified Planning Work Program (UPWP), Disadvantaged Business Enterprise, Equal Employment Opportunity, Title VI, Environmental Justice, National Transit Database, ITS



Architecture Plan, Security Plan (PTASP), Americans with Disabilities Act (ADA) and Section 504, Transportation for Elderly and Handicapped Persons (reduced fare program), Federal Transit Laws, as well as triennial and MAPA certification reviews.

2. **Long-Term Transportation Planning**

Metro will continue to conduct a feasibility environmental study to identify potential transit solutions along 24th Street, connecting major activity centers from North Omaha to South Omaha through downtown. The 24th Street study will recommend a locally preferred alternative (LPA) for the corridor. The regional planning activities will result in an implementation and rollout plan for future transit enhancements throughout the region. In addition, Metro will analyze and identify future transit strategies including the use of technology, and address potential solutions for obstacles, such as funding limitations, statutory requirements and necessary coordination between agencies and jurisdictions.

3. **Short Range Transportation Planning**

Metro will research and evaluate existing transit service for system efficiency including redesign, expansion, and modifications in accordance with Title VI program. Work activities include, but are not limited to, route performance checks, operations performance reviews, public information tools, and statistical reports. Planning includes cost saving techniques for management and administration, operations, maintenance personnel and labor relations. In addition, Metro will continue to review transit service performance criteria, such as financial operation planning, Transit Asset Management (TAM), and technology enhancements. These and other criteria provide a quantitative measure of service effectiveness to identify potential areas for transit improvements.

4. **Support Transit Capital Investment Decisions through Effective Systems Planning**

Metro will review transit activities to support capital investment decisions through effective systems planning, including transit financial management and capital planning. Work activities will entail research, analysis, evaluation and development of policies and techniques of how local/state/federal funding can best be matched with capital improvements, operating costs, etc. In addition, Metro will research, analyze, and develop an annual budget, prepare for an external audit, and review investments. Metro will continue to review and update the agency pension plans as needed.

5. **Incorporating Safety & Security in Transportation Planning**

Metro will research, evaluate, and incorporate security and risk management into transit operations, fleet vehicles and public amenities. Work activities include planning for oversight, on board security, technical network/system security, public space contracted security services, financial management system security, and ensuring regulatory compliance. In addition, Metro will implement a risk management program, monitor self-insurance reserves monthly to ensure adequate liability coverage, develop new techniques, policies or procedures and disciplinary actions to reduce liability risk.



6. **Other Activities**

Metro will conduct special studies and project work that addresses unforeseen transit issues and opportunities throughout the current year. Work activities include workshops, expanded projects, partnerships, and similar planning activities not stated above including, but not limited to, coordination with streetcar planning efforts led by others. Additionally, Metro will analyze current factors impacting the transit system and continue to develop a transit marketing plan that allocates limited marketing funds effectively to maximize new ridership. The marketing plan details projects, budgets, benchmarks, strategies and analyzes the effectiveness of the plan's implementation.

Draft



Modifications to the Approved Work Program

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

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

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

Revisions and Approval Procedures

All revision requests will be submitted electronically to the Nebraska DOT or Iowa DOT Systems Planning Bureau and the agency's DOT District Planner. If all necessary information is provided, the request will then be forwarded to the FHWA and FTA for review and any necessary approvals.



Revision requests shall, at a minimum, include:

- A letter detailing the work program revision(s).
- A resolution or meeting minutes showing the revision's approval.
- Budget summary table with changes highlighted.
- Amended work program with any modified section(s) highlighted.

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

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

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

Performance Management Agreement

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

- (h) (1) *The MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO (see §450.306(d)), and the collection of data for the State asset management plan for the NHS for each of the following circumstances:*
- (i) *When one MPO serves an urbanized area;*
 - (ii) *When more than one MPO serves an urbanized area; and*
 - (iii) *When an urbanized area that has been designated as a TMA overlaps into an adjacent MPA serving an urbanized area that is not a TMA.*
- (2) *These provisions shall be documented either:*
- (i) *As part of the metropolitan planning agreements required under paragraphs (a), (e), and (g) of this section; or*
 - (ii) *Documented in some other means outside of the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation.*



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

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

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

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

1) Transportation performance data

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

2) Selection of performance targets

- a. The NDOT and Iowa DOT will develop draft statewide performance targets for FHWA measures in coordination with MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs



shall be given an opportunity to provide comments on statewide targets and methodology before final statewide targets are adopted.

- b. If an MPO chooses to adopt their own target for any measure, they will develop draft MPO performance targets in coordination with the NDOT and Iowa DOT. Coordination methods will be at the discretion of the MPO, but the NDOT and Iowa DOT shall be provided an opportunity to provide comments on draft MPO performance targets and methodology prior to final approval.

3) Reporting of performance targets

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

4) Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO

- a. The NDOT and Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide



MPOs with subsets of the statewide data, based on their planning area boundaries. Updates of this data will include prior performance data.

5) The collection of data for the State asset management plans for the NHS

- a. The NDOT and Iowa DOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

Draft



FY2025 Work Program Activities

The following pages detail the work activities that MAPA and contract sub-recipients will undertake in FY2025.

200 – Work Program & Federal Assurances

Objective

To efficiently develop and implement MAPA's Unified Planning Work Program (UPWP), Transportation Planning Work Program (TPWP) in accordance with MPO responsibilities and federal requirements.

Previous Work

- Developed, Maintained, and updated UPWP/TPWP
- Developed & Executed PL Agreements with NDOT
- Held leadership and staff workshops to develop Strategic Plan
- Implementation of the Certification Review Action Plan
- Quarterly reporting & Invoicing to NDOT & Iowa DOT
- Reviewed Annual DBE goal requirements

Work Activities

1. **Planning Agreements**
Maintain and review the Memorandum of Agreement (MOA) outlining state, MPO, and transit responsibilities. Develop and execute the annual PL Agreements with Nebraska and Iowa.
2. **Unified Planning Work Program (UPWP)**
Develop the FY2026 UPWP and maintain the FY2025 UPWP. A draft UPWP is approved in March by the Council of Officials, Board of Directors, and TTAC, with submission in April for state and federal review. Final approval and submission by MAPA occurs in May, to state and federal agencies.
3. **Strategic Planning**
Implement MAPA Strategic Plan with leadership team and Board of Directors. Facilitate annual staff workshop to refine strategic plan and align Work Program activities with strategic plan.
4. **Certification Review Action Plan**
Coordinate with FHWA, FTA, NDOT, Iowa DOT to Implement the federal Certification Review



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

5. **Civil Rights & Disadvantaged Business Enterprise (DBE)**

Update to Civils Rights Policy document and implementation of Title VI policy statement. The 2022 Civil Rights Policy was updated October 2021 and coordinated with state and federal partners. Review DBE Program and develop annual goals. Participate in regional equity forums to ensure transportation is incorporated into broader planning and equity initiatives.

200 Work Activities Budget		Federal (\$)	Total (\$)	Hours	
MAPA Work Activities		\$26,433	\$29,324	264	

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



210 – Board & Committee Support

Objective

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

Previous work

- Organized monthly Board of Directors meetings
- Facilitated monthly Finance Committee meetings
- Conducted four Council of Officials meetings, including annual meeting
- Prepared and conducted monthly TTAC meetings
- Prepared and conducted bi-monthly RPAC meetings

Work Activities

1. **Council of Officials**

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

2. **Board of Directors**

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

3. **Finance Committee**

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

4. **Transportation Technical Advisory Committee (TTAC)**

Provide for a continuing, comprehensive, and coordinated transportation planning program through the TTAC and subcommittees including the Coordinated Transit Committee, and the Safety Committee. Maintain correspondence and coordination with participating agencies. Provide other technical support necessary to the transportation planning



program. The TTAC meets on a monthly basis to approve action items and discuss issues within the region to forward recommendations to the Board of Directors.

5. **Regional Planning Advisory Committee (RPAC)**

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

210 Work Activities Budget		Federal (\$)	Total (\$)	Hours	
MAPA Work Activities		\$207,243	\$229,910	2,072	

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



220 – Regional Transportation Planning

Objective

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

Previous Work

- Facilitated maintenance and implementation of the 2050 Long Range Transportation Plan.
- Conducted outreach to freight and private sector representatives.
- Coordinated with Service agencies regarding 5310 coordination.
- Assisted the Coordinated Transit Committee to maintain and advance the Coordinated Transit Plan.
- Coordinated with local planning agencies to advance Bicycle and Pedestrian projects
- Participated in local planning committees like the Active Living Advisory Committee, Sarpy Chamber, and Greater Council Bluffs Chamber.
- Coordinated with local agencies regarding Zoning Atlas work.
- Participated in working groups for City of Omaha Vision Zero efforts, Highway Safety Committee, Strategic Highway Safety, and Traffic Incident Management meetings.
- Assisted with local planning studies, including providing forecasts and data.

MAPA Work Activities

1. **2050 LRTP Administration & Implementation**

Implement, review, and update the LRTP as necessary. Support regional goals in accordance with the federal transportation planning provisions. Coordination with Greater Omaha Chamber of Commerce (GOCC), ConnectGO, and Urban Core Regional Transportation Strategy. Development and implementation of Complete Streets Strategies.

2. **Transit Planning Activities**

Provide data, technical analysis, and coordination in support of short-range and long-range mass transit planning. This will include collaboration with Metro Transit, MAPA committees, local governments, nonprofit agencies, and other stakeholders in the transit planning process. Support MetroNEXT regional transportation strategy implementation and Metro Transit's Regional Transit Authority. Continued planning support for the Omaha Bus Rapid Transit (ORBT) corridors, potential future BRT extensions, core system improvements, suburban express route enhancements, complete streets and transit, and Vanpool services. MAPA will work closely with Metro in the development of the 24th St corridor and provide on-going support. Ongoing support of transit planning in Council Bluffs for the Multimodal Connection and Expansion PEL Study.



3. **Coordinated Transit Plan & Regional Coordination**
Maintain and advance the Coordinated Transit Plan (adopted in FY2023) through the Coordinated Transit Committee (CTC) and its work groups. Continue collaborative work with transportation service providers, human service agencies, and stakeholders to encourage, coordinate, and implement plans, actions, and programs to enhance the transportation opportunities of the elderly, disabled, and economically disadvantaged. Participate in statewide mobility management coordination through NDOT and Iowa DOT. Coordination between the City of Council Bluffs, Southwest Iowa Transit Agency (SWITA), and Metro Transit.
4. **Bicycle & Pedestrian Planning Activities**
Participate in bicycle/pedestrian planning activities for the region, including the implementation of regional Complete Streets policy. Work with local cities to develop Bicycle and Pedestrian and or Active Mobility Master Plans. Work with regional partners to implement Access to Trails and the natural surface trails. Support future implementation of the studies and include in future LRTP amendments. Assist with implementation and updates to Regional Bicycle/Pedestrian Plan with local project partners. Facilitate ConnectGO Bike Strategy Working Group. Support local bike and pedestrian committees including the Mayor of Omaha's Active Living Advisory Committee, Bellevue Complete Streets and Council Bluffs FIRST AVE committee.
5. **Freight Planning & Coordination**
Continue facilitation of ConnectGO Freight Working Group with participation from Economic Development Corporations, freight representatives, and private transportation industries. Convene representatives from freight and goods movement industries as well as local, state and federal officials to ensure that freight is included in the regional planning process. Support implementation of Heartland Freight Technology Plan in coordination with other Midwest DOTs and MPOs. Utilize the Freight Analysis Framework (FAF5), Probe Data Analytics Suite, and other publicly available data to characterize freight bottlenecks. Purchase data to conduct planning studies, analyses, and modeling of freight and goods movement in the region. Analyze potential solutions to issues developed through stakeholder outreach. Work on development and administration of a regional Freight Plan.
6. **Land Use Planning & Coordination**
Participate in local comprehensive planning and other land use planning activities to support the transportation planning process. Participate in Omaha Transit Oriented Development (TOD) policy implementation. Continue to participate in the City of Omaha's affordable housing updates. Participate in redevelopment plan conversations including the Council Bluffs FIRST AVE, Ralston Hinge project development, and Bellevue Fort Crook Road Corridor. Provide and present MAPA land use forecasts and Regional Development Report to local jurisdictions in support of the transportation planning process. Continue work on development review of regionally significant projects. Coordinate with local jurisdictions on the development of the Zoning Atlas for the MAPA region.



7. **Safety Planning & Coordination**
Facilitate semi-annual meetings of the MAPA Safety Committee in coordination with federal, state and local partners. Monitor and set annual safety performance targets in coordination with state and local partners. Participate in monthly Highway Safety Committee meetings with NDOT and FHWA-NE. Coordinate with state and local partners to implement AASHTOWare Safety Analytics tools to facilitate identification of local and regional safety projects. Development of narrative elements for the Regional Traffic Safety report in support of safety performance management. Coordinate with City of Omaha efforts of the Vision Zero Action plan development.
8. **Safe Streets for All (SS4A)**
Coordinate with local partners on the implementation of the Safe Streets for All program. Develop regional traffic safety analysis for the region with an emphasis on the local roadway network and implementation of a systemic safety approach. MAPA's Regional Comprehensive Safety Action Plan will build on MAPA's current safety planning efforts and achieve zero deaths by 2040. It will prioritize strategies that maximize opportunities for discretionary funding to implement local roadway projects in rural and disadvantaged communities. Additionally, MAPA will continue emphasizing public engagement throughout the planning process to develop solutions that adequately serve these communities. It will examine incidents among a variety of road users including, but not limited to, pedestrians, bicyclists, public transportation users, personal conveyance and micromobility users, motorists, and commercial operators. The plan will also develop low-cost, high-impact solutions and strategies at the regional level, complementing State systemic safety projects, and using innovative technologies under an evidence based, comprehensive safety action plan framework.
9. **Regional Congestion Management Process (CMP)**
Implement recommendations to enhance the CMP contained in the Certification Review report. Monitor causes of recurring/non-recurring congestion and identify congestion relief opportunities. Utilize data collected from MTIS, NDOT, Iowa DOT, and other sources to assess existing congestion conditions in the region. Continue to update CMP to align with the goals of the updated Long-Range Transportation Plan and project selection process. Develop regional commute profiles utilizing available travel time datasets and census data sources. Continue participation in regional Transportation Systems Management (TSM) and Transportation Incident Management (TIM) meetings. Participate in the Iowa DOT Transportation System Management and Operations study.
10. **Other Long-Range Studies**
Provide technical assistance and related transportation system travel, financial, and socioeconomic data to the states and local jurisdictions as requested to assist in conducting long-range corridor, location, subarea, feasibility, and other project level studies. This element includes working on PEL and IJR activities for a new I-80 Interchange in the 180th-192nd Street area of Sarpy County, as well as other projects requiring coordination with cities, counties, states, utilities, and other stakeholders. Participate in Thriving Communities



work as it relates to Highway 75 in North Omaha and the impacts of transportation infrastructure as a barrier to access.

220 Work Activities Budget	Federal (\$)	Total (\$)	Hours
MAPA Work Activities	\$446,293	\$495,106	4461

220 End Products		Q1	Q2	Q3	Q4
1.	2050 LRTP Administration & Implementation	X	X	X	X
2.	Transit Planning Activities	X	X	-	-
3.	Coordinated Transit Plan & Regional Coordination	X	-	-	-
4.	Bicycle & Pedestrian Planning Activities	-	-	-	-
5.	Freight Planning & Coordination	-	-	-	-
6.	Land Use Planning & Coordination	X	-	-	-
7.	Safety Planning & Coordination	-	-	X	-
8.	Safe Streets for All	X	X	X	X
9.	Regional Congestion Management Process (CMP)	X	-	-	-
10.	Other Long-Range Studies	-	-	-	-

Ongoing Implementation – Major Deliverable X

220 Contracts & Subrecipient Work Activities		Federal (\$)	Total (\$)
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220 LRTP Survey

TBD

TBD

Consultants will provide survey and survey outreach for a localized transportation household survey for the region. This will include but not be limited to online, paper, telephone, and or location based surveys. Consultant will provide Origin/Destination data, mode choice, travel purpose, and travel time for multiple modes.

220 Safe Streets and Roads for All (SS4A)

\$625,000

\$781,250

Consultants will provide Data, Outreach and Final Report for Safe Streets and Roads for all. This will include major work to engage and conduct outreach to local communities throughout the MAPA region. This is above and beyond traditional regional safety work made available through a USDOT discretionary funding opportunity.

220 Council Bluffs Multimodal Connection and Expansion PEL Study

\$350,000

\$431,034

The effort will conduct a PEL study identifying purpose and need, the range of possible alternatives, and proposed evaluation criteria for connections to existing and future multimodal networks within the proposed alternatives study area. Specifically, the alternatives study will include the Transit Alternatives Analysis study area in Council Bluffs and the Urban Core Strategic Study area within the City of Omaha Urban Core. The study will meet documentation requirements such that all work produced within the study can be carried forward into future National Environmental Policy Act (NEPA) activities.



230 – Transportation Improvement Program (TIP) & Local Projects

Objectives

To monitor and maintain a fiscally constrained Transportation Improvement Program (TIP) for regionally significant transportation projects. To implement performance-based planning requirements of the IIJA Act. To ensure MAPA staff representation and coordination with local partner projects.

Previous Work

- Processed TIP Amendments and Administrative Modifications
- Continued development of online TIP database and project management platform
- Completed development of FY2025-FY2030 TIP
- Continued development of new project selection criteria
- Administered Section 5310 Program of Projects through Transit Award Management System (TrAMS)
- Provided transportation technical assistance to member cities and counties

MAPA Work Activities

1. **Development & Maintenance of Transportation Improvement Programs (TIPs)**
Administer the FY2024 TIP (through September 30th, 2024) and FY2025 TIP (beginning October 1st, 2024). Process Amendments and Administrative Modifications of the TIP as necessary. Administration of regional funding programs. Monitor and maintain fiscal constraint of the TIP and ensure consistency of the TIP with the LRTP. Administration of Sec. 5310 Program of Projects (POP) in Transit Award Management System (TrAMS) in cooperation with federal, state and local partners. Develop the FY2025 TIP to provide a program of federal-aid transportation projects. The TIP includes at least four fiscally-constrained years of programming and a prioritized project list with a financial plan for project implementation. The updated TIP is approved each year in June and is ready for implementation when the new federal fiscal year begins on October 1st.
2. **Regional Project Selection Activities (STBG, TAP, Section 5310 & Carbon Reduction)**
The Project Selection Committee (ProSeCom) will be convened to review and recommend federal-aid projects eligible for STBG funds based on project selection criteria linking the TIP to the LRTP's goals. The Transportation Alternatives Program Committee (TAP-C) will review and recommend federal-aid projects eligible for TAP funds based on project selection criteria linking the TIP to regional bicycle/pedestrian goals. The Coordinated Transit Committee (CTC) will review and recommend funding for Section 5310 based on project selection criteria linking the TIP, Coordinated Transit Plan and the Long Range Transportation Plan. The new Carbon Reduction programing will begin in earnest in FY2025 which includes development of application and project selection process.



3. **Transportation Funding Analysis**
 Identify funds available to the region from federal and state transportation legislation. Identify and assess innovative financing techniques to fund projects and programs. Provide data and information to officials on the status of transportation funding in the MPO. Monitor congressional reauthorization conversions and facilitate regional dialogue about federal transportation funding opportunities. Support implementation of regional apportionments of discretionary funding in coordination with state and local partners. Coordination with State and Federal officials on transportation funding issues. Develop a working group for discretionary funding.

4. **Regional Performance Measurement & Reporting**
 Implement performance measure framework in the 2050 Long Range Transportation Plan. Development of Regional Performance Report to be included with Final FY2025 TIP. Analysis of state and local data to support monitoring of performance trends. Data will be purchased (as necessary) to support the performance measurement analyses and implementation. New annual targets for Safety performance measures will be adopted yearly. Coordination with Metro Transit on FTA-related performance measures, including Transit Asset Management plan and Transit Safety requirements. Coordination with local municipal transit providers on on-going transit asset management planning.

5. **Local Project Support & Coordination**
 MAPA staff members provide technical assistance for MAPA, local and state transportation projects as needed. In particular, MAPA's local project liaison will work to coordinate project delivery with MAPA planning and administration, and assist with project communication and streamlining. MAPA may serve as the Responsible Charge (RC) for Nebraska projects using federal funds. Attend Nebraska Environmental Assessment (EA) meetings to track the progress of local projects through the NEPA process. Assist jurisdictions with grant writing, grant administration, and development of letters of support for transportation funding requests through the USDOT, NDOT, Iowa DOT, and other funding opportunities. Attend locally-led planning-related meetings and activities supporting the regional transportation planning process.

230 Work Activities Budget	Federal (\$)	Total (\$)	Hours
MAPA Work Activities	\$246,894	\$273,898	2468

230 End Products	Q1	Q2	Q3	Q4
1. Development & Maintenance of TIPs	X	-	X	-
2. Regional Project Selection Activities	-	X	X	-
3. Transportation Funding Analysis	-	-	-	-
4. Regional Performance Measurement & Reporting	X	-	X	-
5. Local Project Support & Coordination	-	-	-	X

Ongoing Implementation – Major Deliverable X



240 – Communications & Community Relations

Objectives

To provide ongoing opportunities for stakeholders & the public to participate in the transportation planning process. To communicate important information and key decisions about the transportation planning process to the public. To conduct and support events, seminars and other activities that support the transportation planning process.

Previous Work

- Implemented public and stakeholder involvement strategies across all projects
- Coordinated updates to MAPA and Heartland 2050 websites
- Refined agency Communication Plan and implemented social media strategy
- Developed bi-monthly email newsletter for members and partners
- Performed ADA assessments of venues for public involvement
- Published newsletters, annual reports, and regional directory

MAPA Work Activities

1. **Public Participation Plan (PPP) & Public Engagement Activities**

Implement the policies identified in the Public Participation Plan. An annual report documenting public participation activities conducted during the past year will be created. Conduct public involvement and engagement efforts related to the transportation planning process. Host public forums and panel discussions on topics related to and impacted by transportation planning. Conduct presentations and meetings with service clubs, neighborhoods, community leaders, elected officials, and others to foster strong relationships and engage the public in the planning process. Efforts will include outreach and engagement activities with low-income, minority, and other underrepresented segments of the population.

2. **Equity & Engagement Activities**

Administer and facilitate activities of the Equity and Engagement Committee. Provide input into and leadership of MAPA's public participation process. Implementation of activities related to the MAPA Board of Directors June 2020 Equity Resolution including annual Equity Report. Develop regional tool-kits and scorecards to ensure representative participation in the planning process. Participate in IAP2 workshops hosted by regional partners.



3. **Agency Communications & Publications**

Implement and refine MAPA Communications Plan. Develop, produce, and disseminate the MAPA Annual Report. Develop, produce, and disseminate at least six issues of the Moving Forward newsletter. Develop and maintain an online database of contacts at MAPA member jurisdictions.

4. **Online Activities (Websites & Social Media)**

Maintain the MAPA websites including MAPA, Heartland 2050, "Little Steps, Cleaner Air", and Metro Rideshare. Update the MAPA website with projects, regional data, maps, and committee information. Update MAPA's social media to communicate pertinent information to the public. Development of video content for MAPA social media platforms. Integrate the MAPA public outreach efforts with various social media outlets.

5. **External Relations & Public Forums**

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

240 Work Activities Budget	Federal (\$)	Total (\$)	Hours
MAPA Work Activities	\$441,133	\$489,381	4,409

240 End Products	Q1	Q2	Q3	Q4
1. Public Participation Plan & Public Engagement Activities	-	-	-	-
2. Equity & Engagement Activities	X	-	-	-
3. Agency Communications & Publications	X	X	X	X
4. Online Activities (Websites & Social Media)	-	-	-	-
5. External Relations & Public Forums	-	-	-	X

Ongoing Implementation – Major Deliverable X



250 – Regional Data, Mapping & Forecasting

Objectives

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

Previous Work

- Developed and maintained regional GIS data in coordination with regional partners
- Coordinated with local partners regarding NIROC project
- Updated traffic safety portal in coordination with state and local partners
- Developed 2020 traffic & safety reports
- Continued development of Travel Demand Model and transition to Iowa Standard Model Structure (ISMS)
- Assisted with corrections to annual Census population estimates

MAPA Work Activities

1. **Regional Data Development & Maintenance**

Maintain and update an integrated geographic database system and develop other computerized tools to assist in the analysis and manipulation of data. Create maps, graphs, and analyses as requested for jurisdictions and the general public. Coordinate GIS activities in the region to support the planning process. Purchase new hardware and accompanying software to support GIS activities as needed. Collect, purchase, and monitor local travel data including detailed data regarding traffic counts (such as time of day, occupancy, and vehicle classification), speed, and delay as available from local jurisdictions and other secondary sources. Collaborate with data partners toward the development of the GOHub Regional Data portal and Natural Resources Inventory (NRI). Review pavement, traffic counts, and other roadway characteristics for NDOT Highway Performance Monitoring System (HPMS) report. Work with Nebraska DOT and Iowa DOT on the newly adopted Urbanized area boundaries from the 2020 Census data. Harmonize multi-state data regarding safety and roadways networks.

2. **Technical Reports & Forecasts**

Utilize the US Census data and other data to provide assistance to jurisdictions, businesses, individuals, and organizations with projects involving Census data. Purchase necessary data and conduct regional or local studies for growth monitoring and analysis. Collaborate with data partners toward the development of a regional data hub. Maintain parcel-based land use dataset including housing, employment and local zoning information. Support development of Traffic, Interchange, Intersection, and Safety Reports (carried over



from FY2023 due to data availability). Monitor other local population characteristics such as auto ownership, vital statistics, and school enrollment.

3. **Regional Growth Monitoring & Development Report**

Tracking of progress towards Heartland 2050 land use vision. Continued development of regional permit dataset to track ongoing development activities and monitor growth in coordination with Greater Omaha Chamber of Commerce regional indicators project. Development of annual growth report documenting regional development patterns, land consumption, impacts to natural resources, and permit activity. Develop reports and visualization tools to illustrate the impact of development patterns on infrastructure costs. Coordination of development report with data collected as part of Missing Middle and Affordable Housing reporting to the Nebraska Legislature. Purchase socioeconomic data for forecasting and modeling activities. Continued work on Zoning Atlas as a model for regional development coordination.

4. **Travel Demand Modeling Activities**

Maintain and refine the regional travel demand model to provide forecasts for studies and planning activities. Implement ISMS framework in coordination with Iowa DOT. Conduct regional/subregional travel demand model runs. Participate in training activities for travel demand modeling. Purchase data, software, and licenses for travel demand modeling. Utilize the External Travel Survey data regarding external traffic patterns and characteristics, as well as the National Household Travel Survey (NHTS) data for the region. Coordination with On-Call Travel Demand Modeling consultant on task orders.

5. **Drone Data Services**

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

250 Work Activities Budget	Federal (\$)	Total (\$)	Hours
MAPA Work Activities	\$336,544	\$373,353	3,364

250 End Products	Q1	Q2	Q3	Q4
1. Regional Data Development & Maintenance	-	-	-	-
2. Technical Reports & Forecasts	X	-	X	-
3. Regional Growth Monitoring & Development Report	X	-	-	-
4. Travel Demand Modeling Activities	-	-	X	-
5. Drone Data Services	-	-	-	-

Ongoing Implementation – Major Deliverable X



250 Contracts & Subrecipient Work Activities		Federal (\$)	Total (\$)
250	On-Call Travel Demand Modeling Services	\$TBD	\$TBD
<p>Consultants will provide travel demand model forecasts as requested by MAPA. The model will be updated and refined following recommendations from the FHWA Resource Center and TMAC input. Validate and provide documentation for modeling activities. Implement ISMS recommendations. Conduct modeling scenarios related to LRTP and other studies, as necessary.</p>			
250	Traffic Data Services	\$TBD	\$TBD
<p>Vendor or consultant will provide traffic data to supplement existing traffic data sources in areas such as origin-destination information for automobiles and/or other modes, traffic volumes, or travel time.</p>			

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260 – Environment & Energy

Objective

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

Previous Work

- Facilitated Travel Demand Management program with regional employers
- Coordinated with NDOT van pool contractor
- Coordinated with City of Omaha on Climate Action Resiliency Plan
- Participated in Clean Cities, electric vehicle, ethanol, and other alternative fuel technology efforts

MAPA Work Activities

1. **Little Steps, Cleaner Air Ozone Awareness Campaign**

Develop and implement the Little Steps, Cleaner Air ozone awareness and outreach program. Evaluate and analyze monitored air pollution data for carbon monoxide, ozone, particulates, and lead to meet air quality requirements. Work with federal, state, and local agencies to monitor air quality. Coordinate with local agencies to develop educational materials, conduct training, and utilize hand-held air quality monitors to inform the public about the ground ozone issues in the region. Implementation of Clean Air Partnership strategy to coordinate air quality related messaging with major institutional partners, including universities, utilities and transportation agencies. Data may be purchased to support air quality planning and modeling activities.

2. **Alternative Fuels Activities**

MAPA will participate in the Nebraska Community Energy Alliance (NCEA) and work with utilities to coordinate planning of environmental and energy-related efforts with the transportation planning process. Work with local entities to identify potential opportunities for electric vehicle (EV) charging stations in coordination with the City of Omaha Omaha Parking Division. Coordinate with NDOT on development and implementation of EV action plan. Coordinate efforts to deploy infrastructure for increased usage of natural gas (CNG/LNG), electric vehicles, ethanol, and other alternative fuel efforts in Nebraska and Iowa. Activities may include grant preparation and oversight for CMAQ, Nebraska Environmental Trust, and other funding opportunities. Coordination with FHWA and states to implement Alternative Fuel Corridor designations. Support for Metro Transit’s fuel diversification initiative and alternative fuel grant applications.

3. **Travel Demand Management & Other Activities**

Utilize RideShark platform available through Iowa DOT to support MetroRideshare website. Coordinate with employers to establish employer portals and manage carpool and vanpool



activities. Provide outreach support for Nebraska’s Statewide Vanpool project for employers within the Omaha-Council Bluffs region. Support on-going intercity bus planning efforts led by NDOT. Facilitate employer-based transportation surveys to support the development of employer-based programs. Work on regional Transportation Demand Management framework to work with local jurisdictions to implement.

260 Work Activities Budget	Federal (\$)	Total (\$)	Hours
MAPA Work Activities	\$15,941	\$17,684	159

260 End Products	Q1	Q2	Q3	Q4
1. Little Steps, Cleaner Air Ozone Awareness Campaign	-	X	-	-
2. Alternative Fuels Activities	-	-	-	-
3. Travel Demand Management & Other Activities	-	X	-	X
<i>Ongoing Implementation – Major Deliverable X</i>				

260 Contracts & Subrecipient Work Activities	Federal (\$)	Total (\$)
260 CMAQ Little Steps Cleaner Air Ozone Awareness Campaign/ MAPA Travel Demand Management Services	\$522,344	\$652,930

The FY2025 Little Steps, Cleaner Air ozone reduction campaigns will focus education efforts to help reduce ground-level ozone and improve public health. Work tasks also focus on aligning air quality-related messaging with institutional partners across the region through the Clean Air Partnership. Campaign goals include reducing single-occupancy vehicle trips and increasing usage of bicycle, pedestrian, transit, and carpool modes. Little Steps Cleaner Air will also raise awareness of alternative fuels (such as electric vehicles, CNG/LNG, fuel cells, and biofuels) that reduce emissions. This includes FY2024 carry over funding. Travel demand management consultant will conduct outreach to employers in order to implement and promote active commuting throughout the MAPA region. Employee surveys will be conducted to understand potential mode share for employees and recommendations will be developed for work sites to implement travel demand management programs. (Anticipated NE-CMAQ). This includes FY2024 carry over funding.



270 – Heartland 2050 Implementation

Objective

To increase awareness of the regional vision and coordination on regional visioning to help guide the on-going development of LRTP.

Previous Work

- Conducted Site Visits
- Conducted Mini-grants including Southside Terrace, NEAT projects.
- Conducted outreach program related to Heartland 2050 committees and working groups
- Facilitated regional conversations regarding Western Douglas County Collaborative

Work Activities

1. **Heartland 2050 Mini-Grant Program**

Administration of set-aside of STBG funding from NDOT and Iowa DOT for implementation of projects related to the Heartland 2050 Regional Vision and Action Plan. Facilitation of project selection process and administration of H2050 Mini-Grant Review Committee. Develop documentation to support expansion of the program beyond transportation projects with additional funding sources. MAPA staff coordination with Mini-Grant recipients and participation in mini-grant project committees.

2. **Heartland 2050 Committees & Working Groups**

MAPA staff support related to the Heartland 2050 Implementation Committees, task forces and other work groups relate to the project. Facilitation of meetings and development of materials to coordinate the transportation planning process with the implementation of the H2050 Vision. MAPA staff will conduct technical analysis and data support for the Heartland 2050 project. Additionally, MAPA staff will support ongoing coordination related to the Metro Smart Cities project and the implementation of pilot projects.

3. **Heartland 2050 Summits and Speaker Series**

MAPA staff will hold Heartland 2050 Summits to convene stakeholders and the public to hear speaker presentations, learn best practices from within and outside the region, discuss progress by committees and projects, and work on the initiative. One summit and two speaker series events are anticipated annually.

4. **Heartland 2050 Site Visits**

Heartland 2050 will coordinate a site visit to a location where stakeholders will experience and meet with local representatives to learn more about walkable, livable communities that include robust transportation.

5. **Heartland 2050 Administration**



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

270 Work Activities Budget	Federal (\$)	Total (\$)	Hours
MAPA Work Activities	\$299,473	\$332,227	2993

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

The Heartland 2050 Mini-Grant program provides support for projects that incorporate the goals and principles of the Heartland 2050 Vision, such as walkable, livable communities, transportation options, well-planned and efficient infrastructure, and regional collaboration, into local projects. Heartland 2050 Mini-Grant awards are administered by MAPA and MAPA procures professional services on behalf of communities participating in the Heartland 2050 Mini-Grant Program. The percentage value noted in parentheses denotes the amount of effort anticipated in FY2025:

270 Heartland 2050 Mini-Grant Awards Continuing in FY2025		Federal (\$)	Total (\$)
270	Western Sarpy Transportation Enhancement Plan (WE-STEP)	\$116,000	\$145,000

The overall objective is to provide a forward-looking Plan identifying the arterial and major collector roadway network extensions and enhancements to support and complement the existing transportation system of the area. Identified projects must relieve traffic congestion, be sustainable, and provide alternate connections throughout the system. Through development of the Plan, the City of Gretna (with possible local jurisdiction partners of Papillion, Springfield, and Sarpy County) will deep-dive into the arterial and major collector transportation system network from a regional significance perspective.

270 Bellevue Fort Crook Road Corridor Study **\$100,000** **\$125,000**

Corridor study of Fort Crook Road in Bellevue to identify potential for changes to the roadway configuration to support redevelopment and transportation options. Focus on regional connectivity to the region’s largest employer, Offutt Air Force Base, and connectivity between Bellevue and adjacent communities.



270	La Vista Bicycle & Pedestrian Mobility Plan	\$80,000	\$100,000
<p>The project will produce a comprehensive bicycle and pedestrian mobility plan to guide the planning and construction of trails, sidewalks, and associated facilities in La Vista to create additional opportunities for residents and visitors for transportation, recreation, access to employment and services, and economic development generation. This plan is a necessary first step in the establishment of a connected, safe, and efficient multi-modal transportation system, and La Vista's ability to establish connections with the regional trail system.</p>			

270 FY2025 Heartland 2050 Mini-Grant Awards		Federal (\$)	Total (\$)
FY2025	Heartland 2050 Mini-Grant Awards New	\$120,000	\$150,000
270	Beltline Trail to Field Club Trail Connection Study	\$120,000	\$150,000
<p>The study will include an alternatives analysis to evaluate potential alignments for a multi-use pedestrian and bicycle facility to connect from the south end of the planned Beltline Trail at Hamilton Street & Military Avenue to the north end of the Field Club Trail at Leavenworth Street. The study will document the benefits and constraints of each evaluated alternative, propose a preferred alternative, and develop concept design and cost estimate for the preferred alternative.</p>			
270	MAPA Regional Freight Plan	\$TBD	\$TBD
<p>Pending Final Approval.</p>			
270	MAPA Regional Planning Support	\$TBD	\$TBD
<p>Pending Final Approval.</p>			
270	Bennington Trail and Park Plan	\$TBD	\$TBD
<p>Pending Final Approval.</p>			
270	City of Valley Study	\$TBD	\$TBD
<p>Pending Final Approval.</p>			
270	City of Omaha Safe Routes to School Program	\$TBD	\$TBD
<p>Pending Final Approval.</p>			
270	Metro Transit Climate Action and Resiliency Plan	\$TBD	\$TBD
<p>Pending Final Approval.</p>			



280 – Training & Education

Objective

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

Previous work

- Attended local workshops, training, and educational activities
- Participated in statewide COG/Economic Development District (EDD) organizations of Nebraska Regional Officials Council (NROC) and Iowa Association of Councils of Government (ICOG)
- Participated in MPO coordination meetings hosted by NDOT and Iowa DOT
- Took part in FHWA/FTA webinars related to federal guidance and initiatives
- Complete Street Training Series
- Attended mandatory RC training

Work Activities

1. **Technical and Policy Education Activities**

Participate in ongoing education and staff development activities such as workshops, conferences, and webinars devoted to planning and research-related policy, technical information, and Complete Streets. Event sponsors include local, state, and national organizations such as the Greater Omaha Chamber of Commerce and Economic Development Partnership, American Society of Civil Engineers (ASCE), Locate, NROC, IARC, NARC, NADO, Transportation Research Board (TRB), American Planning Association (APA), National Association of City Transportation Officials (NACTO) and other organizations. Workshops and training activities may also be convened by local, state, and federal governmental agencies such as NDOT, Iowa DOT, USDOT, EPA, FRA, Census, and EDA.

2. **Related Association Participation**

Participate in local, state, and national associations that provide ongoing education, training, complete streets, staff and leadership development, and peer-to-peer knowledge exchange. Event sponsors include local, state, and national organizations such as the Greater Omaha Chamber, ASCE, LOCATE, NROC, IARC, NARC, NADO, TRB, APA, NACTO, and other organizations. Federal funding for these activities will not consist of lobbying in accordance with 2 CFR 200.450.

3. **Professional Certifications and Memberships**

Staff members apply, take required tests, and actively participate in professional organizations such as the APA's American Institute of Certified Planners (AICP).



280 Work Activities Budget	Federal (\$)	Total (\$)	Hours
MAPA Work Activities	\$128,890	\$142,987	1288

280 End Products	Q1	Q2	Q3	Q4
1. Technical & Policy Education Activities	-	-	-	-
2. Related Association Participation	-	-	-	-
3. Professional Certifications & Memberships	-	-	-	-

Ongoing Implementation – Major Deliverable X

Draft



290 – Transportation Management

Objective

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

Previous Work

- Personnel management for transportation activities
- Reviewed invoices and progress reports for MAPA activities
- Managed financial budget and contracts
- General administrative activities related to organization support and operations

Work Activities

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

290 Work Activities Budget	Federal (\$)	Total (\$)	Hours
MAPA Work Activities	\$191,999	\$212,998	1919



290 End Products		Q1	Q2	Q3	Q4
1.	Program Administration	X	-	-	-
2.	Personnel Management	-	-	-	-
3.	Financial Management	-	-	-	-
4.	Contracts & Agreements	-	-	-	-
5.	Quarterly Reporting and Invoicing	X	X	X	X
<i>Ongoing Implementation – Major Deliverable X</i>					

Draft



300 – Membership Services

Objective

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

Previous Work

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

Work Activities

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

300 Work Activities Budget		Federal (\$)	Total (\$)	Hours	
MAPA Work Activities		\$8,906	\$9,880	89	

300 End Products		Q1	Q2	Q3	Q4
1.	Member Data Requests	-	-	-	-
2.	Member Mapping Requests	-	-	-	-

Ongoing Implementation – Major Deliverable X



310 – Local and Partner Planning Support

Objective

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

Previous Work

- Douglas County GIS created and maintained GIS data sets that support the regional planning process including Sidewalk Inventory and open data portal.
- City of Omaha Public Works conducted the traffic counting program.
- City of Omaha Planning Department worked on Omaha transportation planning projects and coordinated with the regional planning process.
- Sarpy County GIS created and maintained GIS data sets that support the regional planning process including open data portal.
- Sarpy County Planning Department worked on transportation-related planning projects and coordinated with the region.
- Pottawattamie County GIS created and maintained GIS data sets that support the regional planning process including open data portal.
- Implemented 5310 operations and vehicle purchase contracts with Council Bluff, Metro Transit, Florence Home for the Aged, and Black Hills Works

310 Contracts & Subrecipient Work Activities		Federal (\$)	Total (\$)
		\$313,868	\$448,383
310	Metro Transit Planning Activities Pending final approval of targets.	\$TBD	\$TBD
310	Omaha Public Works Pending final approval of targets. Intended for traffic data to supplement existing traffic data sources in areas such as origin-destination information for automobiles and/or other modes, traffic volumes, or travel time.	\$TBD	\$TBD
310 Contracts & Subrecipient Work Activities (continued)		Federal (\$)	Total (\$)
310	Douglas County GIS Activities Pending final approval of targets.	\$TBD	\$TBD
310	Sarpy County Planning & GIS Activities Pending final approval of targets.	\$TBD	\$TBD
310	Pottawattamie County GIS Activities Pending final approval of targets.	TBD	TBD
310	Nebraska-Iowa Regional Orthophotography Consortium (NIROC) Aerial Photography Project	\$0	\$242,410



Vendor will provide orthophotography and oblique aerial photography in support of local land use and transportation planning processes. Flights and data collection are anticipated in Douglas, Sarpy, Lancaster, and Pottawattamie Counties as part of the consortium. Total project cost is estimated at \$TBD for FY2025 flights. FY2025 activities include data processing, QA/QC on survey corrections for advanced imagery, feature extraction, software licensing, and delivery of advanced imagery products in Q4 FY2025.

310 FTA Section 5310 FY2025 Sub-Recipients		Federal (\$)	Total (\$)
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MAPA administers the Section 5310 program for distribution to eligible subrecipients. 5310 funding is a discretionary capital assistance program to assist local governments, private agencies, and nonprofit agencies provide transportation service for the elderly and disabled. Anticipated contracts for operations and capitalized costs of operations for FY2025 include:

310	Care-a-Van	\$15,000	\$30,000
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Care-a-Van Transportation Services provides trained staff to accompany residents with disabilities, the elderly, and veterans on transportation trips to physician visits, dental appointments, outings and social events.

310	Intercultural Senior Center	\$75,000	\$150,000
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ISC provides Transportation Services trained staff to accompany elderly users transportation trips to physician visits, dental appointments, outings and social events.

310	Florence Home for the Aged	\$83,000	\$166,000
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Florence Home Transportation Services provides trained staff to accompany residents with disabilities, the elderly, and veterans on transportation trips to physician visits, dental appointments, outings and social events. Residents served live at Florence Home Healthcare Center, Royale Oaks Assisted Living, House of Hope Alzheimer’s Care and House of Hope Assisted Living.

310	City of Bellevue	\$150,000	\$300,000
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Cost of Contracted Services for the City of Bellevue Paratransit Service serving the elderly and disabled citizens of Bellevue with transportation within the city limits of Bellevue.

310	Eastern Nebraska Community Action Partnership	\$181,000	\$362,000
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ENCAP provides transportation services to low income persons, seniors, and persons with disabilities within Douglas, Sarpy, and Pottawattamie Counties. These rides are to employers, hospitals, doctors appointments, schools, grocery shopping, mandated court appointments, and resource agencies.

310	Black Hills Works	\$93,310	\$186,620
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Black Hills Workshop supports individuals employed at Offutt Air Force Base and provides transportation on almost a 24 hour a day/seven day a week basis. There currently are 9 runs in which our vehicles travel approximately 500 miles each day providing door to door services. The majority of our runs are during hours that the Metro Area Transit does not operate.

310	City of Council Bluffs STS	\$133,220	\$266,440
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Cost of Contracted Services for the City of Council Bluffs Paratransit Service (Council Bluffs Special Transit Service (STS) serving elderly and disabled citizens of Council Bluffs with



transportation within the city limits of Council Bluffs and (3) designated medical facilities in Omaha, NE, (CHI-Creighton Medical Center, the University of Nebraska Medical Center and the VA Medical Center.)

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Work Program Budget Summary

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FY2025 Work Program Full Budget

(DRAFT 1) MAPA - FY 2025 Unified Planning Work Program (UPWP) Budget Table (3-20-24)

	FY25 NDOT					FY25 Iowa DOT					USDOT	FTA	Total Transportation Funding	Hours	
	FHWA PL	Complete Streets	FTA 5305d	CMAQ	FHWA - STBG	FHWA PL	Complete Streets	FTA 5305d	CMAQ	FHWA - STBG	SS4A	5,310			
Federal Funds FY25	1,687,673	74,432	521,792	-	892,000	140,570	3,604	49,204	-	350,000	-	647,530	4,366,805		
Federal Funds FY24 Carry-over	-	-	-	522,344	540,000	-	-	-	-	-	625,000	233,000	1,920,344		
UPWP FY25 Federal Funds	1,687,673	74,432	521,792	522,344	1,432,000	140,570	3,604	49,204	-	350,000	625,000	880,530	6,287,149		
Direct Labor													\$ 862,267		
Fringe / Payroll Additive													471,746		
Indirect Costs													690,619		
Direct Non-Labor													582,116		
Contracts / Subrecipients													5,968,110		
Total UPWP Budget													\$ 8,668,730		
MAPA Activities	(Fed+Match)	(Fed only)	(Fed+Match)	(Fed+Match)	(Fed+Match)	(Fed+Match)	(Fed only)	(Fed+Match)	-	(Fed+Match)	(Fed+Match)	(Fed+Match)			
200 UPWP and Federal Assurances	\$ 21,352	\$ -	\$ 4,647	\$ -	\$ -	\$ 1,622	\$ -	\$ 1,085	\$ -	\$ -	\$ -	\$ 618	\$ 29,324	264	
210 Board and Committee Support	\$ 173,866	\$ -	\$ 37,810	\$ -	\$ -	\$ 7,900	\$ -	\$ 5,285	\$ -	\$ -	\$ -	\$ 5,030	\$ 229,910	2,072	
220 Regional Transportation Planning	\$ 292,803	\$ 74,432	\$ 63,666	\$ -	\$ -	\$ 7,166	\$ 3,604	\$ 4,795	\$ -	\$ -	\$ 40,169	\$ 4,471	\$ 495,106	4,461	
230 TIP and Local Projects	\$ 208,873	\$ -	\$ 45,414	\$ -	\$ -	\$ 8,129	\$ -	\$ 5,439	\$ -	\$ -	\$ -	\$ 6,043	\$ 273,898	2,468	
240 Communication and Public Involvement	\$ 343,682	\$ -	\$ 84,911	\$ -	\$ -	\$ 15,422	\$ -	\$ 10,318	\$ -	\$ -	\$ 25,106	\$ 9,942	\$ 489,381	4,409	
250 Regional Data, Mapping & Forecasting	\$ 273,635	\$ -	\$ 59,494	\$ -	\$ -	\$ 15,401	\$ -	\$ 10,304	\$ -	\$ -	\$ 5,021	\$ 9,499	\$ 373,353	3,364	
260 Environment and Energy	\$ 12,191	\$ -	\$ 3,996	\$ -	\$ -	\$ 755	\$ -	\$ 505	\$ -	\$ -	\$ -	\$ 237	\$ 17,684	159	
270 Heartland 2050 - Transportation Eligible	\$ 185,089	\$ -	\$ 61,281	\$ -	\$ 70,000	\$ 5,593	\$ -	\$ 3,742	\$ -	\$ -	\$ -	\$ 6,523	\$ 332,227	2,993	
280 Training and Education	\$ 104,436	\$ -	\$ 26,115	\$ -	\$ -	\$ 6,546	\$ -	\$ 4,379	\$ -	\$ -	\$ -	\$ 1,511	\$ 142,987	1,288	
290 Management	\$ 138,738	\$ -	\$ 34,689	\$ -	\$ -	\$ 4,457	\$ -	\$ 2,982	\$ -	\$ -	\$ 30,127	\$ 2,007	\$ 212,998	1,919	
300 Membership Services	\$ 7,065	\$ -	\$ 1,769	\$ -	\$ -	\$ 553	\$ -	\$ 370	\$ -	\$ -	\$ -	\$ 123	\$ 9,880	89	
Subtotal MAPA Activities - Federal Share	\$ 1,538,830	\$ 74,432	\$ 423,792	\$ -	\$ 56,000	\$ 73,545	\$ 3,604	\$ 49,204	\$ -	\$ -	\$ 80,338	\$ 50,000	\$ 2,349,745		
Subtotal MAPA Activities - Local / Matching Share	\$ 222,918	\$ -	\$ -	\$ -	\$ 14,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,085	\$ -	\$ 257,003		
Subtotal MAPA Activities	\$ 1,761,748	\$ 74,432	\$ 423,792	\$ -	\$ 70,000	\$ 73,545	\$ 3,604	\$ 49,204	\$ -	\$ -	\$ 100,423	\$ 50,000	\$ 2,606,748	23,487	
Contracts and Subrecipients	(Contract and Subrecipients amounts below include Federal funds + matching funds)														
220 LRTIP Survey (100/0)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
220 Safe Streets for All (80/20)	-	-	-	-	-	-	-	-	-	-	680,827	-	680,827	-	
220 Missouri River Multimodal Bridge PEL Study (80/20)	-	-	-	-	-	-	-	-	437,500	-	-	-	437,500	-	
250 On-Call Modeling (80/20)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
250 Traffic Data Services (80/20)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
260 Congestion Mitigation Air Quality / Little Steps (80/20)	-	-	-	652,930	-	-	-	-	-	-	-	-	652,930	-	
270 Heartland 2050 Mini Grants (80/20) + overmatch to PL (0/100)	-	-	-	-	1,720,000	-	-	-	-	-	-	-	1,720,000	-	
310 Planning Local Subrecipients (70/30)	212,633	-	140,000	-	-	95,750	-	-	-	-	-	-	448,383	-	
310 5310 Subrecipients (50/50)	-	-	-	-	-	-	-	-	-	-	-	1,661,060	1,661,060	-	
310 Aerial Photography for MAPA Activities (0/100)	135,210	-	88,500	-	-	6,400	-	12,300	-	-	-	-	242,410	-	
Subtotal Contracts & Subrecipients - Federal Share	\$ 148,843	\$ -	\$ 98,000	\$ 522,344	\$ 1,376,000	\$ 67,025	\$ -	\$ -	\$ -	\$ 350,000	\$ 544,662	\$ 830,530	\$ 3,937,404		
Subtotal Contracts & Subrecipients - Match Funds	\$ 199,000	\$ -	\$ 130,500	\$ 130,586	\$ 344,000	\$ 35,125	\$ -	\$ 12,300	\$ -	\$ 87,500	\$ 136,165	\$ 830,530	\$ 1,905,705		
Subtotal Contracts & Subrecipients	\$ 347,843	\$ -	\$ 228,500	\$ 652,930	\$ 1,720,000	\$ 102,150	\$ -	\$ 12,300	\$ -	\$ 437,500	\$ 680,827	\$ 1,661,060	\$ 5,843,110	-	
MAPA TOTAL	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
Total Federal Share	\$ 1,687,673	\$ 74,432	\$ 521,792	\$ 522,344	\$ 1,432,000	\$ 140,570	\$ 3,604	\$ 49,204	\$ -	\$ 350,000	\$ 625,000	\$ 880,530	\$ 6,287,149		
Total Local / Matching Share	\$ 421,918	\$ -	\$ 130,500	\$ 130,586	\$ 358,000	\$ 35,125	\$ -	\$ 12,300	\$ -	\$ 87,500	\$ 156,250	\$ 830,530	\$ 2,162,709		
Total Activities	\$ 2,109,591	\$ 74,432	\$ 652,292	\$ 652,930	\$ 1,790,000	\$ 175,695	\$ 3,604	\$ 61,504	\$ -	\$ 437,500	\$ 781,250	\$ 1,711,060	\$ 8,449,858		
Match %	20.0%	0.0%	20.0%	20.0%	20.0%	20.0%	0.0%	20.0%	0.0%	20.0%	20.0%	48.5%	25.6%		
Match Sources															
State Funding	-	-	-	-	-	-	-	-	-	12,000	-	-	12,000		
Local/Subrecipient 3rd party in-kind match	63,790	-	42,000	-	-	28,725	-	-	-	-	830,530	965,045			
Match Contributions to MAPA (Partners)	-	-	-	130,586	344,000	-	-	-	87,500	-	-	562,086			
MAPA Cash (TIP Fees, Dues, Reserves, etc.)	222,918	-	-	-	14,000	-	-	-	-	144,250	-	381,168			
Aerial Photography (MPO)	135,210	-	88,500	-	-	6,400	-	12,300	-	-	-	242,410			
Total of Match Sources	421,918	-	130,500	130,586	358,000	35,125	-	12,300	-	87,500	156,250	830,530	2,162,709		

Certificate of Indirect Cost Proposal/Indirect Costs

This is to certify that I have reviewed the indirect cost proposal submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this proposal 3/29/2024 to establish a:

- Cost Allocation Plan
- Indirect Cost Rate

for State Fiscal Year 2025 are allowable in accordance with the requirements of the Federal awards to which they apply and with Subpart E—Cost Principles of Part 200 as they apply to my:

- Governmental Organization
- Non-Profit Organization

- (2) This proposal does not include any costs which are unallowable under Subpart E—Cost Principles of Part 200 such as (without limitation): public relations costs, contributions and donations, entertainment costs, fines and penalties, lobbying costs, and defense of fraud proceedings; and
- (3) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the Federal awards to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently.

Subject to the provisions of the Program Fraud Civil Remedies Act of 1986, (31 USC 3801 et seq.), and the Department of Labor's implementing regulations, (29 CFR Part 22), the False Claims Act (18 USC 287 and 31 USC 3729); and the False Statement Act (18 USC 1001), I declare to the best of my knowledge that the foregoing is true and correct.

(Signature)

Michael Helgerson

(Please print name)

Executive Director

(Title)

Metropolitan Area Planning Agency

(Name of Organization)

3/29/2024

(Date Signed)



MPO Self-Certification of Procurement and Consultant Selection Procedures

This is to certify that I have reviewed the [Iowa DOT Purchasing Rules](#) (Iowa Administrative Code 761, Chapter 20) and will ensure procurements or the selection of consultant firms for projects to be reimbursed with federal transportation planning funds will follow the policies and procedures outlined in the above-referenced purchasing rules.

Further, I certify that the following requirements will be adhered to for procurements and consultant services to be reimbursed with federal transportation planning funds.

- Capital expenditures, including the purchase of equipment, will be a separate line item in an approved Transportation Planning Work Program (TPWP) if the anticipated total cost exceeds \$5,000.
- An approved TPWP will specify that a project will involve consultant services prior to initiating the consultant selection process.
- Our agency will document the procedures utilized for the procurement or consultant selection, and will retain this documentation on file for a minimum of three years.
- When reimbursement is requested for capital expenditures or consultant services, we will provide our District Planner and the Systems Planning Bureau, through email or hard copy, invoices documenting the expenditure(s) and proof of payment at the time the associated reimbursement request is submitted.

I declare to the best of my knowledge and ability that we will adhere to the above requirements.

(Signature)

Michael Helgerson

(Please print name)

Executive Director

(Title)

Metropolitan Area Planning Agency

(Name of Organization)

3/29/2024

(Date Signed)



March 7, 2024

Craig Wacker
Nebraska Department of Transportation (NDOT)
PO Box 94759
Lincoln, Nebraska 68509

Dear Mr. Wacker:

MAPA is seeking NDOT, Iowa DOT, FHWA and FTA approval to utilize a “tapered match” to assist with MAPA’s FY2025 Work Program. This tool would allow MAPA to vary the amount requested for reimbursement over the life of each grant. No more than the maximum reimbursable amount would be requested for the fiscal year.

Specifically, MAPA would like to utilize the soft cash match from several non-federal projects, including the Nebraska Iowa Regional Orthophotography Consortium (NIROC) aerial photography project to match other activities in our Work Program. Since most of these local project expenses are projected to recur annually during quarters one (Q1) and four (Q4), MAPA expects to match more than its required non-federal share of cash outlays in quarters one (Q1) and four (Q4) of FY2025. MAPA would match less than its required non-federal share of cash outlays in quarters two (Q2) and three (Q3) of FY2025, while ensuring that it maintains its required non-federal share of total cash outlays over the entire fiscal year (including studies, consultant contracts and subrecipients). The following table depicts MAPA’s estimated use of tapered match to achieve 80% (federal) / 20% (non-federal) cost shares within the FY2025 Work Program:

FY2025 (estimated)	Q1	Q2	Q3	Q4	Total
Federal Share	<80%	>80%	>80%	<80%	80%
Non-Federal Share	>20%	<20%	<20%	>20%	20%

If you have any questions about this request, please feel free to contact me.

Sincerely,



Michael Helgerson
Executive Director

Cc:

Justin Luther, Federal Highway Administration, Nebraska Division
Sean Litteral, Federal Highway Administration, Iowa Division
Cathy Monroe, Federal Transit Administration, Region VII
Travis Halm, Iowa Department of Transportation, Systems Planning Bureau

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY

RESOLUTION NUMBER 2023- XX

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, The MPO, as required Metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 shall be documented in a unified planning work program (UPWP), or simplified statement of work in accordance with the provisions of this section and 23 CFR part 420 and must annually prepare a document that provides an overview of all purposed major work activities, funding levels and funding sources; and

WHEREAS, The Unified Planning Work Program for fiscal year 2025, covering the period of July 1, 2024 to June 30, 2025 has been prepared, submitted to the Iowa Department of transportation and Nebraska Department of Transportation, made available for public comment for a thirty (30) day period and has been reviewed and recommended for adoption by the Transportation Technical Advisory Committee of the MPO, and now requires official approval from the Board of Directors of the MPO; and therefore be it

RESOLVED, that the Omaha-Council Bluffs Metropolitan Area Planning Agency Board of Directors approves the Unified Planning Work Program for Fiscal Year 2025.

BE IT FURTHER RESOLVED, that the MAPA Board Chairman and the MAPA Executive Director are hereby authorized and directed to execute such agreements with Iowa Department of Transportation and Nebraska Department of Transportation on behalf of the MAPA MPO.

PASSED this 2Xth Day of May 2024