

Unified Planning Work Program (UPWP)

Draft FY2026 Work Program

March 2025



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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Civil Rights Statement

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), U.S. Department of Transportation (USDOT), administered by the Nebraska Department of Transportation (NDOT) and Iowa Department of Transportation (Iowa DOT). Under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The opinions, findings, conclusions, and contents of this report do not necessarily reflect the official views or policy of the U.S. DOT, FHWA, FTA, NDOT, and Iowa DOT. MAPA is an EOE/DBE employer.

The Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) assures that no person shall on the grounds of race, color, national origin, age, disability, or sex, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (P.L. 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance. MAPA further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

In the event that MAPA distributes Federal aid funds to another entity, MAPA will include Title VI language in all written agreements and will monitor compliance. MAPA's Title VI Coordinator is responsible for initiating and monitoring Title VI activities, preparing reports, and other responsibilities as required by Title 23 of the Code of Federal Regulations (CFR) 200 and 49 CFR 21.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with MAPA. Any such complaint must be in writing and filed with MAPA's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please see our web site at mapacog.org or contact the Title VI coordinator:

Omaha-Council Bluffs Metropolitan Area Planning Agency
Title VI Coordinator
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Omaha, NE 68102
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Si necesita ayuda con la traducción, comuníquese con la oficina de MAPA utilizando la información de contacto a continuación.

Phone/Teléfono: 402-444-6866
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Introduction

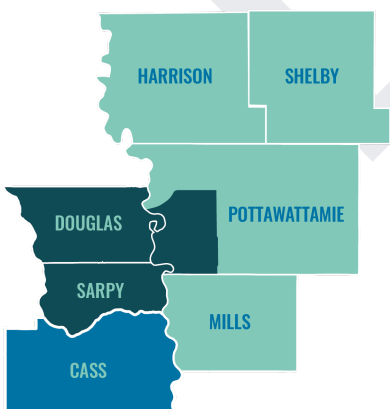
The Unified Planning Work Program (UPWP) documents the Metropolitan Area Planning Agency's (MAPA's) transportation-related activities and projects for fiscal year (FY) 2026 which encompasses July 1, 2025 through June 30, 2026. Chartered in 1967, MAPA serves as a voluntary association of local governments in the greater Omaha region. 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](#) (See Appendix 1).



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.



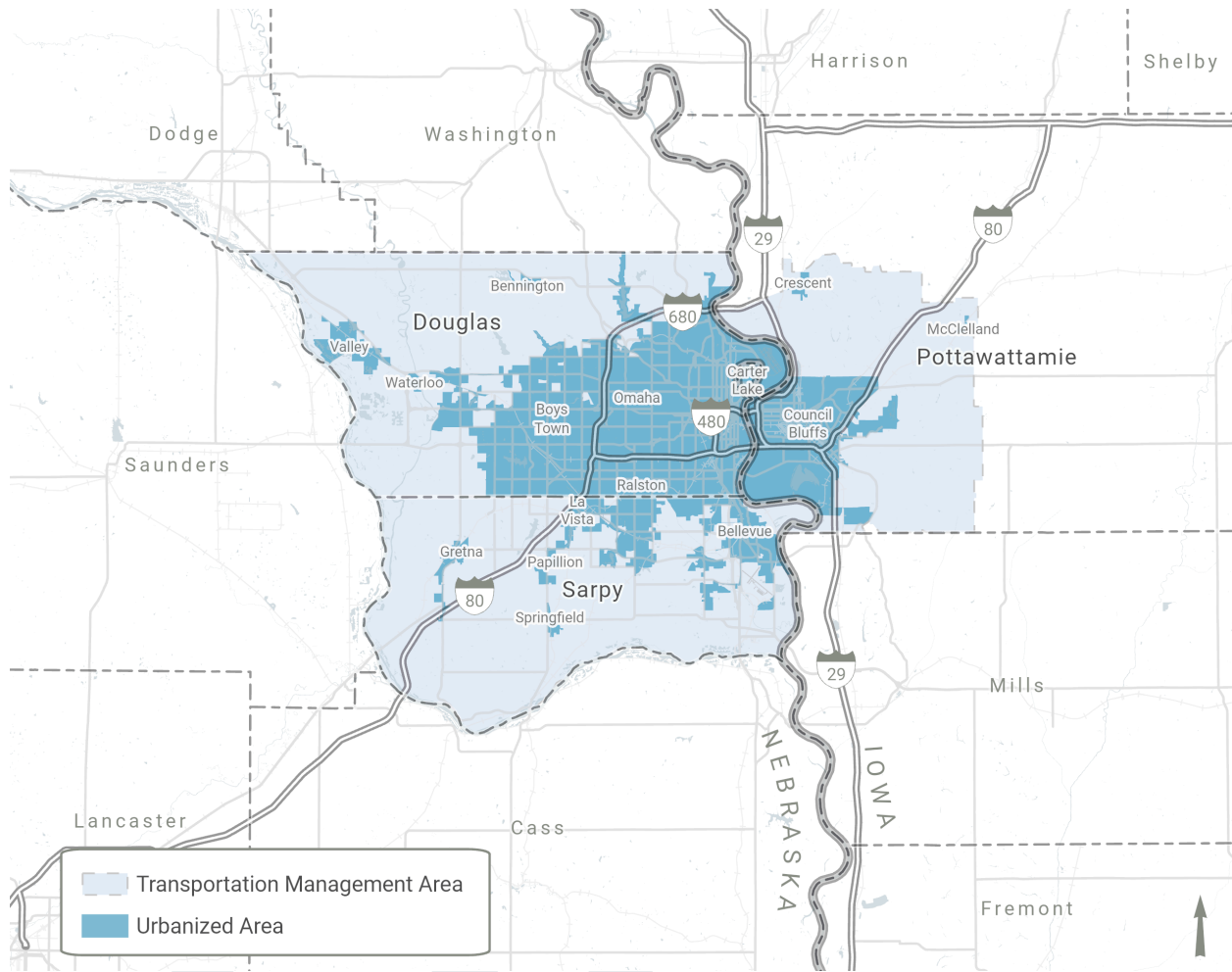
Transportation Planning Affiliations

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.

■ 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, Access, and the intersection of Land Use and Transportation. Data harmonization is an ongoing effort that will continue through this coming year with continued work derived from work products regarding safety, freight, and building permits. Part of this work effort entails harmonizing multi-state datasets particularly related to crash data, linear referencing systems, asset management, and traffic data collection. MAPA will continue to foster and develop strong partnerships with State and local partners to help attain safety outcomes for the region and work on regionally significant plans and projects. As such, the following year will be guided by core work elements aligned around the update and adoption of the Metropolitan Transportation Plan (MTP).

Principally, MAPA will continue to support efforts of local governments to further enhance Safety and implementation of systemic safety work. MAPA is currently in the process of developing a Comprehensive Safety Action plan for the region as part of the discretionary funding for Safe Street for All. Over the next several years, MAPA 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. MAPA's work will transition from developing the plan to implementing the plan through policy efforts and providing technical assistance, becoming the focal point for data and project development, and helping State and local partners fund infrastructure and education campaigns to help the region achieve a goal of zero fatal and severe injuries by 2040.

MAPA has and continues to coordinate closely with state and federal partners on funding programs and leveraging innovative finance for large multi-jurisdictional projects. As the region looks forward, MAPA will work directly with local partners on the update to the Metropolitan Transportation Plan. This will entail working on data analysis and developing systems for data integration with our dual State partnership. This work will be guided by inputs necessary for the Travel Demand Model and a core understanding of the data necessary for this work and will align with our progress and development of data services within the region. 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 access to opportunity for all

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 1.5 million passengers and continues to garner greater ridership. Alongside, this effort additional land use opportunities continue to mature within the corridor. Metro Transit's strategic planning effort– **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 recently appointed its first elected board. For FY2026, Metro will continue to work in earnest toward the design of the transit enhancements for 24th Street as part of the **RAISE** grant. Metro will be introducing a microtransit pilot in the region that will connect first/last mile trips to fixed route service. MAPA will collaboratively work with Metro to help leverage different resources to facilitate the development of both transit projects. 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 Metropolitan Transportation Plan 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. The City is currently working on 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 FY2026, MAPA will concentrate on public engagement activities and outreach to adopt the update to the Metropolitan 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 implement 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. As the GOCC continues to evolve and enter into a new phase of engagement the partnership will better enable increasing public discourse on issues regarding accessibility and mobility options, complete streets, and further enhance data sharing in transportation planning. For FY2026, MAPA will work closely with local partners to engage the local community on regionally significant projects like the **Council Bluffs Planning and Environmental Linkages project** and the **Reconnecting Communities** work in North Omaha.

MAPA has developed a number of data dashboards and tools to help align local projects with federal priorities and secure federal funding for projects, including monitoring long-term demographic trends that impact our region's workforce and access to opportunity. MAPA's work on Congestion Mitigation and Air Quality to provide a **Transportation 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 other local priorities to improve transportation options for residents.

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 underserved 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 Western Douglas County, and the City of Bennington.

MAPA will continue developing required transportation performance management 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 Metropolitan 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 the State Highway Safety Planning process.

MAPA will continue to work with public health partners to align the transportation planning process with the social determinants of health, deepening partnerships related to access to opportunity and traffic safety. One opportunity for this alignment is through the implementation



of the Regional Health Needs Assessment which was completed in 2025. There are significant opportunities to implement strategies from MAPA's Comprehensive Safety Action Plan with these partners, particularly as they relate to post-crash care, data access, and community partnerships around substance abuse.

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 and further refine the proposed options from the PEL. 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 FY2026, MAPA will work with Douglas County, the City of Bennington to provide a unifying framework for the coordination of future trail network improvements in Western Douglas county. Across the river, work on the **Council Bluffs Multimodal Connection and Expansion PEL 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 opportunities, 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. This work will continue with the thriving communities work and local safety implementation work on North 30th Street.

In preparation for the Metropolitan 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. This year MAPA will coordinate and



offer assistance to the City of Omaha in the development of the City's Comprehensive plan.

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.

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 FY2026, MAPA will work to refine the project selection process further and incorporate funding categories like the Carbon Reduction and non-transportation specific 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 and provide a stronger alignment to the Long Range Transportation Plan. Securing additional funding through discretionary grant opportunities remains a key long-term priority. MAPA staff will continue to work closely and collaboratively to deploy new data analysis tools to help inform the listing of projects for the MTP.



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, housing, tourism, and recreation, as well as a wise and efficient use of economic resources.

MAPA's responsibilities include the MTP, 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:



		MPO Long Range			
		Ensure Access to Opportunity	Cultivate a quality of place that attracts and retains talent	Foster economic growth throughout the region	Provide stewardship of the existing/ future transportation system
Planning Emphasis Areas	Support the economic vitality of the metropolitan area, 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 the security of the transportation system for motorized and non-motorized users	X	X	X	X
	Increase accessibility and mobility of people and freight	X	X	X	X
	Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	X	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	X	X	X
	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	X	X	X	X
	Enhance travel and tourism	X	X	X	X
DOT Plans	Transportation Asset Management Plans	X	X	X	X
	Strategic Highway Safety Plan	X	X	X	X
	State Freight Plan			X	X
Transit Providers	Transit Asset Management Plans	X			X
	Transit Safety Plan	X	X	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 FY2026 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	TBD	TBD
Sarpy County GIS	PL-Nebraska	TBD	TBD
Pottawattamie County GIS	PL - Iowa	TBD	TBD
Metro Transit	FTA-5305d	TBD	TBD

MAPA will work with NDOT and local partners to develop ways to ensure project streamlining for Indefinite Delivery/Indefinite Quantity planning contracts. For FY2026 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 FY2026.



Table 2: Anticipated Consultant Procured Studies

Planning Study	Lead Agency
24th Street Enhanced Transit Corridor Plan	Metro
Beltline Trail Connection Study	City of Omaha
Safe Routes to School Program	City of Omaha
Cuming Street Safety Study	City of Omaha
Bennington Trail and Park Plan Update	MAPA
City of Valley Traffic Study	MAPA
Western Douglas County Trails Plan Update	MAPA
Regional Freight Study	MAPA
Council Bluffs Multimodal Connection and Expansion PEL Study**	MAPA
City of Omaha North Freeway Thriving Communities/ Reconnecting Communities and Neighborhoods (RCN)*	MAPA
CMAQ - Little Steps/Travel Demand Management	MAPA
On-Call Travel Demand Modeling	MAPA
Regional Planning Support	MAPA
Traffic Data Services	MAPA
Pilot Project for Project Prioritization*	MAPA
Fort Crook Road Corridor Study**	MAPA
Western Sarpy Transportation Enhancement Plan (WE-STEP)**	MAPA

* Contingent on Federal Discretionary Funding **Carry over from FY2025



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 FY2026 Work Activities

Task	Section 5307 Funding	Local Match	Total Cost
Program Support Administration	\$112,000	\$28,000	\$140,000
Long-Term Transportation Planning	\$200,000	\$50,000	\$250,000
Short Range Transportation Planning	\$92,000	\$23,000	\$115,000
Support Transit Capital Investment Decisions through Effective System Planning	\$184,000	\$46,000	\$230,000
Incorporating Safety & Security in Transportation Planning	\$120,000	\$30,000	\$150,000
Other Activities	\$212,000	\$53,000	\$265,000
Total	\$920,000	\$230,000	\$1,150,000

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, 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. Metro will research Microtransit as a long-term service. 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

[2 CFR 200](#) describes the uniform administrative rules for Federal grants and cooperative agreements and subawards to State, local and Indian tribal governments. These requirements apply to metropolitan planning (PL) and State Planning and Research (SPR) grants. FTA has similar requirements and procedures documented in [FTA Circular 5010.1E](#), which apply to all applicable FTA program grants. Iowa uses a Consolidated Planning Grant (CPG) where FHWA and FTA planning funds are combined into a single grant managed through FTA's TrAMS system. The uses of these funds are documented in the work programs of the Iowa DOT, MPOs, and RPAs. FTA is the lead agency administering the CPG.

Waiver of approvals

All work program changes require prior written Federal approval, unless waived by the awarding agency. [2 CFR § 200.308](#) outlines different types of revisions for budget and program plans, and this [FHWA memo on prior approvals](#) summarizes revisions that require prior Federal approval, as well as other miscellaneous actions and allowable costs that require prior Federal approval.

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	FHWA / FTA
Transfers of funds between categories, projects, functions, or activities which exceed 10% of the total work program budget when the Federal share of the budget exceeds \$150,000	FHWA / FTA
Revision of scope or objectives of activities (i.e. adding or deleting activities or major change in scope of activity)	FHWA / FTA
Transferring substantive programmatic work to third party (i.e. consultant)	FHWA / FTA
Capital expenditures, including the purchasing of equipment	FHWA / FTA
Transfer of funds allotted for training allowances	FHWA / FTA
Transfers of funds between categories, projects, functions, or activities which do not exceed 10% of the total work program budget, or when the Federal share of the budget is less than \$150,000 .	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 \(q\)](#) in any statewide transportation improvement program amended or adopted after May 27, 2018.
- d. MPOs will include information outlined in [23 CFR 450.324 \(g\) \(3-4\)](#) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in [23 CFR 450.326 \(d\)](#) in any transportation improvement



program amended or adopted after May 27, 2018.

- e. Reporting of targets and performance by the NDOT and Iowa DOT and MPOs shall conform to [23 CFR 490](#), [49 CFR 625](#), and [49 CFR 673](#).

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

- a. The NDOT and Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the statewide data, based on their planning area boundaries. Updates of this data will include prior performance data.

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

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



FY2026 Work Program Activities

The following pages detail the work activities that MAPA and contract sub-recipients will undertake in FY2026.

210– MPO Management & Administration

Objective

To efficiently develop, implement MAPA's Unified Planning Work Program (UPWP), Transportation Planning Work Program (TPWP) in accordance with MPO responsibilities and federal requirements. Support ongoing activities of MAPA's committees including Transportation Technical Advisory Committee (TTAC) and Regional Planning Advisory Committee (RPAC). Provide leadership and efficient administration of MAPA's transportation programs and provide continued professional development and training for MAPA staff.

Previous Work

- Developed, maintained, executed and updated UPWP/TPWP and associated agreements, documents related to invoices, DBE requirements, certification reviews.
- Organized, facilitated, conducted public outreach, and held the MAPA committees: TTAC, and RPAC.
- Organized, facilitated, and attended local workshops, training, and educational activities. Coordinated meetings, and general staff development webinars, conferences, and Strategic Plan.
- Participated in statewide COG/Economic Development District (EDD) organizations of Nebraska Regional Officials Council (NROC), Iowa Association of Councils of Government (ICOG), coordination meetings with NDOT and Iowa DOT.
- Oversaw the management of personnel, quarterly invoice and progress reports, financial budget and contracts.
- General administrative activities related to organization support and operations.

Work Activities

1. **MPO Work Plan, Planning Agreements and Certification Review**

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. Develop the FY2027 UPWP and maintain the FY2026 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. 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.

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

Update the Civils Rights Policy document and implementation of Title VI policy statement. The MAPA Civil Rights Policy was last adopted in January 2025. Work will include coordination with state and federal partners to update or amend as needed. Review DBE Program and develop annual goals. Participate in regional forums to ensure transportation is incorporated into broader planning initiatives.

3. **MAPA Committees**

Provide for a continuing, comprehensive, and coordinated transportation planning program through: 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 Regional Planning Advisory Committee (RPAC) provides direction for the regional vision (Heartland 2050) through oversight of Implementation Committees and strategic decision-making. MAPA staff members support the committee's activities through clerical and technical preparation, meeting costs, public outreach, online engagement, public notices and facilitating effective meetings.

4. **Technical, Policy and Professional Development Activities**

Participate in ongoing education and staff development activities, workshops, conferences, and webinars devoted to planning and research-related policy, professional certification and membership, and technical information. Event sponsors include local, state, and national organizations such as the Greater Omaha Chamber of Commerce and Economic Development Partnership, American Society of Civil Engineers (ASCE), Locate, NROC, IARC, NARC, NADO, LOCATE, Transportation Research Board (TRB), American Planning Association (APA), National Association of City Transportation Officials (NACTO), Association of Metropolitan Planning Organizations (AMPO) 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. Federal funding for these activities will not consist of lobbying in accordance with 2 CFR 200.450.

5. **Program Management & 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. On-going Human Resources activities including recruitment, professional development, personnel management, and staff reviews. Monitor, maintain, and develop fiscal and contract management oversight for MAPA projects, programs, and on-going activities. This includes quarterly reporting and invoices for the Nebraska & Iowa Departments of Transportation.



210 Work Activities Budget	Federal (\$)	Total (\$)	Hours
MPO Management & Administration	\$451,955	\$475,956	4,791

210 End Products	Q1	Q2	Q3	Q4
1. MPO Work Plan, Planning Agreements and Certification Review	X	X	X	X
2. Civil Rights & Disadvantaged Business Enterprise (DBE)	–	–	–	X
3. MAPA Committees	X	X	X	X
4. Technical, Policy and Professional Development Activities	X	X	X	X
5. Program Management & Administration	X	X	X	X
<i>Ongoing Implementation – Major Deliverable X</i>				



220– Regional Transportation Planning

Objective

To conduct and support events, seminars and other activities for the development and implementation of the Metropolitan Transportation Plan (MTP is replacing LRTP). Provide comprehensive, cooperative, and continuous opportunities for stakeholders & the public to participate, receive timely, and key decisions about the transportation planning process. Use Geographic Information Systems (GIS) to conduct, develop, model, and maintain socioeconomic, demographic, and transportation assets to support the decision making at the state, regional and local level for the transportation planning process.

Previous Work

- Facilitated maintenance and implementation of the 2050 Long Range Transportation Plan/Metropolitan Transportation Plan through participation and partnerships within the region.
- Implemented public and stakeholder involvement strategies across all projects.
- Developed and maintained the Public Participation Plan last adopted 2024.
- Developed and maintained regional GIS data in coordination with regional partners on safety, traffic, census, and assisted local planning studies, including providing forecasts and data.

MAPA Work Activities

1. 2050 MTP & CMP Development & Implementation

Implement, review, and update the MTP 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. Develop a framework for communications, data analysis to update the plan for adoption. Develop and implement the regional Congestion Management plan. Utilize data collected from MTIS, NDOT, Iowa DOT, and other sources to monitor and assess causes, identify relief opportunities of recurring/non-recurring congestion in the region. Update the CMP to align with the goals of the updated MTP. 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.

2. 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.

3. **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) and Trail Oriented Development 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 within the MAPA region. Coordinate with local jurisdictions on the development of the Regional Zoning Inventory for the MAPA region.

4. **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. Pursue the development and administration of the Reconnecting Communities to further the planning of the area surrounding High 75 in North Omaha.

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

Implement the policies identified in the Public Participation Plan (adopted August 2023). Develop an annual report documenting public participation activities conducted during the past year. 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. Develop, produce, and disseminate the MAPA Annual Report. Develop, produce, and disseminate the Moving Forward newsletter. Maintain, develop and update MAPA's website and social media assets on a consistent basis. 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.

6. **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 analysis 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 roadway networks.

7. **Regional Growth Monitoring, Reports, and Forecasts**

Utilize Census, purchase necessary data, and other data to provide assistance to jurisdictions, businesses, individuals, and organizations to conduct regional or local studies for growth monitoring and analysis. Develop 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. Monitor local population characteristics such as auto ownership, vital statistics, developments, permit data, and school enrollment. Develop and produce annual growth reports 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 Inventory as a model for regional development coordination.

8. **Travel Demand Modeling Activities**

Maintain and refine the regional travel demand model to provide forecasts for studies and planning activities. Implement ISMS 2.0 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, Streetlight, Replica, INRIX and or other big data providers for the region. Coordination with On-Call Travel Demand Modeling consultant on task orders.



9. **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.

220 Work Activities Budget	Federal (\$)	Total (\$)	Hours
MAPA Work Activities	\$732,979	\$771,903	7,771

20 End Products	Q1	Q2	Q3	Q4
1. 2050 MTP & CMP Development & Implementation	X	X	X	X
2. Freight Planning & Coordination	X	X	X	X
3. Land Use Planning & Coordination	X	X	X	X
4. Other Long-Range Studies	-	-	-	-
5. Public Participation Plan (PPP) & Public Engagement Activities	-	-	-	-
6. Regional Data Development & Maintenance	-	-	-	-
7. Regional Growth Monitoring, Reports, and Forecasts	-	-	X	X
8. Travel Demand Modeling Activities	-	-	X	X
9. Drone Data Services	-	-	-	-

Ongoing Implementation – Major Deliverable X

420 Contracts & Subrecipient Work Activities	Federal (\$)	Total (\$)
220-01 LRTP Survey	\$40,000	\$40,000

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

220-02 On-Call Travel Demand Modeling Services **\$5,000** **\$5,000**

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.

220-03 Traffic Data Services	\$50,000	\$50,000
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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, travel time, speed, near miss conflicts.



220-04 MAPA Regional Freight Plan**\$304,000 \$380,000**

The regional freight study will engage local jurisdictions, freight industries, private businesses, and neighborhood groups to identify existing conditions, inventory current available data and analysis of the multimodal freight transportation network as it relates to resilience and safety. The plan will develop a needs analysis and recommended actions, recommended changes to CUFC and CRFC routes, regional freight performance measures, data to support regional grant planning, and providing recommended routes and improvements for overweight and oversized trucks in the region.

Draft



230– Transportation Improvement Program (TIP) & Local Projects

Objectives

To monitor and maintain a fiscally constrained Transportation Improvement Program (TIP) for regionally significant transportation projects. Implement performance-based planning requirements of the IIJA Act. To ensure MAPA staff representation and coordination with local and State partner projects. Provide assistance to MAPA members, local governments and agencies to conduct planning, demographic data, mapping, and other service to local, state and regional transportation planning projects.

Previous Work

- Processed TIP Amendments and Administrative Modifications.
- Developed online TIP database, previous FY2026-FY2030 TIP.
- Administered Section 5310 Program of Projects through Transit Award Management System (TrAMS).
- Provided transportation technical assistance to member cities and counties for regional transportation planning.
- Processed PL passthrough for regional partners: Douglas County GIS, City of Omaha Public Works, City of Omaha Planning Department, Sarpy County GIS, Sarpy County Planning Department, Pottawattamie County GIS.
- Implemented 5310 operations and vehicle purchase contracts with Council Bluff, Metro Transit, Florence Home for the Aged, and Black Hills Works
- Coordinated with local partners for NIROC project.

MAPA Work Activities

1. **Development & Maintenance of Transportation Improvement Programs (TIPs)**
Administer the FY2025 TIP (through September 30th, 2025) and develop the FY2026 TIP (beginning October 1st, 2025) four fiscally-constrained years of programming of federal-aid transportation projects. Process Amendments and Administrative Modifications of the TIP as necessary. Administer, monitor and maintain regional funding programs for fiscal constraint of the TIP and ensure consistency with the MTP. The updated TIP is approved each year in June and is ready for implementation when the new federal fiscal year begins on October 1st. Administer of Sec. 5310 Program of Projects (POP) in Transit Award Management System (TrAMS) in cooperation with federal, state and local partners.
2. **Regional Project Selection Activities (STBG, TAP, Section 5310 & Carbon Reduction)**
The Selection Committees (ProSeCom, TAP-C, CRP) will be convened to review and recommend federal-aid projects eligible for funding based on prioritization criteria linking the TIP to the MTP's goals. Staff will work to incorporate new data sources, refine the selection process, and engage the local community in the TIP policy process adoption. 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 MTP.

3. **Regional Performance Measurement & Reporting**

Develop and Implement performance measure framework in the 2050 MTP. 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. Analyze, present and set annual targets for PM1, PM2, PM3 and PM 4. Coordinate 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.

4. **Transportation Funding Analysis & Project Support**

Identify and assess innovative financing, research funding opportunities available to the region from federal and state sources. 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. Provide technical assistance to coordinate project delivery with State and Local partners. MAPA may serve as the Responsible Charge (RC) for Nebraska projects using federal funds. Attend coordination meetings like Nebraska Environmental Assessment (EA) meetings or locally-led planning-related meetings and activities supporting the regional transportation planning progress of local projects. Provide technical support and assist in grant writing, grant administration, and development of letters of support for transportation funding requests, and other funding opportunities. MAPA staff will respond to requests for demographic, traffic, and other data requests from members. MAPA staff will respond to mapping and GIS requests for demographic, traffic, and other data requests from members.

5. **Member Data and Mapping Support**

MAPA staff will respond to requests for mapping/GIS and data requests for demographic, traffic, and other data. progress of local projects.

6. **Local and Partner Planning Support**

MAPA staff will provide assistance to local governments and agencies to conduct plans and develop data in support of the regional transportation planning process.

230 Work Activities Budget	Federal (\$)	Total (\$)	Hours
MAPA Work Activities	\$627,635	\$660,965	6,654

230 End Products	Q1	Q2	Q3	Q4
1. Development & Maintenance of TIPs	X	–	X	X
2. Regional Project Selection Activities	–	X	X	X



3.	Regional Performance Measurement & Reporting	–	–	X	X
4.	Transportation Funding Analysis & Project Support	–	–	–	–
5.	Member Data and Mapping Support	–	–	–	–
6.	Local and Partner Planning Support	–	–	–	–

Ongoing Implementation – Major Deliverable X

230 Contracts & Subrecipient Work Activities		Federal (\$)	Total (\$)
230-01 Metro Transit Planning Activities		\$TBD	\$TBD
Metro Regional Transit Authority TBD			
230-02 Douglas County GIS Activities		\$TBD	\$TBD
Douglas County GIS TBD			
230-03 Sarpy County GIS Activities		\$TBD	\$TBD
Sarpy County GIS TBD			
230-05 Pottawattamie County GIS Activities		\$TBD	\$TBD
Pottawattamie County GIS TBD			
230-06 Nebraska-Iowa Regional Orthophotography Consortium (NIROC) Aerial Photography Project		\$0	\$324,155
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 \$242,910 for FY2026 flights. FY2026 activities include data processing, QA/QC on survey corrections for advanced imagery, feature extraction, software licensing, and delivery of advanced imagery products in Q4 FY2026.			

230 FTA Section 5310 FY2026 Sub-Recipients		Federal (\$)	Total (\$)
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 FY2026 include:			

230 FTA Section 5310 FY2026 Sub-Recipients		Federal (\$)	Total (\$)
230-08 Intercultural Senior Center		\$94,838	\$189,676
ISC provides Transportation Services trained staff to accompany elderly users transportation trips to physician visits, dental appointments, outings and social events.			
230-09 Florence Home for the Aged		\$60,000	\$120,000



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.

230-10	City of Bellevue	\$90,000	\$180,000
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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.

230-11	Eastern Nebraska Community Action Partnership	\$59,000	\$118,000
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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.

230-12	Black Hills Works	\$93,309	\$186,618
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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.

230-13	City of Council Bluffs STS	\$85,000	\$170,000
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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.)

230-14	New Cassel	\$173,770	\$347,540
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Carryover funds FFY2024 for New Cassel which serves 185 elderly residents and is home to the Franciscan Adult Day Center which can care for 80 people with Alzheimer's, dementia, and special needs. They offer transportation service from 9 am to 4 pm, Monday through Friday. The adult day center provides round trip transportation for the disabled, wheelchair/scooter bound, and for Alzheimer and dementia participants. Their service area includes the Omaha Metro area: Elkhorn border, Papillion, La Vista, Bellevue, North Omaha, and Council Bluffs, Iowa.



240– Complete Streets Planning Heartland 2050 Implementation

Objective

Increase awareness of the regional complete streets vision and on-going coordination with State and Local partners on complete streets policy development, and implementation. Improve the region's air quality by taking proactive measures to reduce safety impacts and improve energy conservation as related to transportation.

Previous Work

- Conducted Site Visits.
- Conducted Mini-grants including Southside Terrace, NEAT projects.
- Conducted outreach program related to Heartland 2050 committees and working groups
- Coordinated with Service agencies, assisted the Coordinated Transit Committee adopt the Coordinated Transit Plan for 5310 coordination.
- Facilitated regional conversations regarding Western Douglas County Collaborative
- Facilitated Travel Demand Management program with regional employers, through marketing and partnerships throughout the region

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 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 and ongoing coordination.

3. **Summits, Speaker Series & Site Visit**

MAPA staff will hold 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. 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.

4. **Complete Streets Planning Activities**

Participate in bicycle/pedestrian planning activities for the region, including the



implementation of regional Complete Streets policy, designs and work groups at local, State and Federal levels. Work with local cities to develop Bicycle and Pedestrian and or Active Mobility Master Plans, transit expansion plans, ADA transition plans, Complete Street Plans and trail 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 MTP amendments. Assist with implementation and updates to Regional Bicycle/Pedestrian Plan with local project partners. Facilitate ConnectGO Bike Strategy Working Group. Support local bicycle, pedestrian, complete streets, urban design, urban forest. ADA committees including the Mayor of Omaha's Active Living Advisory Committee, Bellevue Complete Streets and Council Bluffs FIRST AVE committee.

5. **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.

6. **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, Microtransit Pilot and provide on-going support. Ongoing support of transit planning in Council Bluffs for the Multimodal Connection and Expansion PEL Study.

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, Iowa DOT and FHWA-NE/Iowa. 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. **CMAQ Little Steps, Cleaner Air Ozone Awareness**

Develop and implement the Little Steps, Cleaner Air ozone awareness and outreach program. 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. Work with State and Local partners to support the MetroRideshare website. Coordinate with employers to establish employer portals and manage carpool and vanpool activities. Provide outreach support to enhance Travel Demand Management strategies for employers within the Omaha-Council Bluffs region. Work on development of a regional Transportation Demand Management framework to work with local jurisdictions and chambers to implement model policies and frameworks for incentivizing carpools, vanpools, and other transportation options. Purchase data to support air quality planning and modeling activities. Participate and work with partners on clean fuels initiatives 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.

240	Work Activities Budget	Federal (\$)	Total (\$)	Hours
	MAPA Work Activities	\$470,000	\$470,000	4,731

240	End Products	Q1	Q2	Q3	Q4
1.	Heartland 2050 Mini-Grant Program	-	-	X	-
2.	Heartland 2050 Committees & Working Groups	-	-	-	-
3.	Heartland 2050 Summits, Speaker Series & Site Visit	-	X	X	X



4.	Complete Streets Planning Activities	–	–	–	–
5.	Coordinated Transit Plan & Regional Coordination	X	–	–	X
6.	Transit Planning Activities	X	X	–	–
7.	Safety Planning & Coordination	–	X	–	–
8.	Safe Streets for All (SS4A)	X	X	X	X
9.	Little Steps, Cleaner Air Ozone Awareness	–	X	–	–

Ongoing Implementation – Major Deliverable X

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 FY2026:

240 Heartland 2050 Mini-Grant Awards Continuing in FY2026		Federal (\$)	Total (\$)
240-01	Western Sarpy Transportation Enhancement Plan (WE-STEP)	\$9,317	\$11,647
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 will be modeled with the updated Travel Demand Model.			

240-02 Bellevue Fort Crook Road Corridor Study **\$28,384** **\$35,480**
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.

240 FY2026 Heartland 2050 Mini-Grant Awards		Federal (\$)	Total (\$)
240-04	Beltline Trail to Field Club Trail Connection Study	\$120,000	\$150,000
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.			
240-05	MAPA Regional Planning Support	\$240,000	\$300,000



The planning support project will help facilitate regional planning needs to be able to deliver a quick turn-around on project development, policy drafting, grant writing, planning and conceptual design studies, and benefit cost analysis. The planning support will develop an on-call planning support to help local jurisdictions access more discretionary funding. This will provide a pre-approved on-call services list for local jurisdictions to be able to develop planning studies, develop complete streets policies, and develop benefit cost analysis for major projects.

240-06	Bennington Trail and Park Plan	\$52,000	\$65,000
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The City of Bennington's current park and recreation master plan was prepared in 2008 and does not adequately address active mobility (walking, biking, etc.). In addition, due to annexation and through coordination with Douglas County, the city of Bennington's ETJ has increased significantly north of Highway 36 which needs to be included in the plan. Coordination with the current City of Omaha plan and partnering with Douglas County as they update the western Douglas County Trail Plan to create a cohesive plan that serves all residents of Douglas County. Additionally, carbon reduction and safe routes to school are needing to be addressed and included in the updated plans.

240-07	City of Valley Study	\$40,000	\$50,000
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The City of Valley's study will look at ways to improve the efficiency and safety of the intersection and surrounding areas that will be served by a new fire station/development for the Intersection at E Meigs and 270th St in Valley. The intersection study will engage the public including local schools, businesses, and take traffic safety for all modes into consideration to develop concept plans to deliver a future project.

240-08	Western Douglas County Trails Plan	\$144,000	\$180,000
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The Western Douglas County Trails Plan will expand and further the work completed in the 2003 plan by updating the existing infrastructure improvements that will complement existing and future trail connections; reflect changes in development that have occurred since the release of the original plan; and realize potential public-private partnership opportunities to leverage public funds when new private development occurs in planned trail corridors/locations. The plan will look will identify potential options to connect a number of existing and/or developing population centers, offering non-motorized transportation options between housing, employment, recreation, and other sites.

240-09	Safe Streets and Roads for All (SS4A)	\$TBD	\$TBD
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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.

240-10	Council Bluffs Multimodal Connection and Expansion PEL Study	\$212,792	\$265,990
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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.

240-11	CMAQ Little Steps Cleaner Air Ozone Awareness Campaign/ MAPA Travel Demand Management Services	\$530,344	\$662,930
<p>The FY2026 Little Steps, Cleaner Air ozone reduction campaigns will focus education efforts to help reduce ground-level ozone and improve public health. Use the Clean Air Partnership to align air quality-related messaging with institutional partners across the region to reduce single-occupancy vehicle trips and increase bicycle, pedestrian, transit, and carpool trips. Raise awareness of alternative fuels (such as electric vehicles, CNG/LNG, fuel cells, and biofuels). Travel demand management work will include outreach, engagement, policy development for employer based active commuting promotion activities. 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 FY2025 carry over funding.</p>			



Work Program Budget Summary (4 pages)

Draft



Draft



Draft



(DRAFT) MAPA - FY 2026 Unified Planning Work Program (UPWP) Budget Table (3-19-2025)

	FY26 NDOT					FY26 Iowa DOT					USDOT	FTA	Total Transportation Funding	Hours
	100/0 Complete Streets	80/20 FHWA PL	80/20 FTA 5305d	80/20 CMAQ	80/20 FHWA - STBG	100/0 Complete Streets	80/20 FHWA PL	80/20 FTA 5305d	80/20 CMAQ	80/20 FHWA - STBG	80/20 SS4A	80/20 5310		
Federal Funds FY26	350,000	1,371,277	516,875	-	-	50,000	94,174	51,156	-	-	-	-	2,433,482	
Federal Funds Prior Years Carry-over	-	28,886	-	489,544	842,000	-	-	-	-	200,000	-	643,500	2,203,930	
UPWP FY25 Federal Funds	350,000	1,400,163	516,875	489,544	842,000	50,000	94,174	51,156	-	200,000	-	643,500	4,637,412	
Direct Labor													\$ 914,775	
Fringe / Payroll Additive													544,840	
Indirect Costs													718,715	
Direct Non-Labor													200,492	
Contracts / Subrecipients													3,775,585	
Total UPWP Budget													\$ 6,154,408	
MAPA Activities	(Fed only)	(Fed+Match)	(Fed+Match)	(Fed+Match)	(Fed+Match)	(Fed only)	(Fed+Match)	(Fed+Match)	-	(Fed+Match)	(Fed+Match)	(Fed+Match)		
210 MPO Management & Administration	\$ -	\$ 335,404	\$ 115,219	\$ -	\$ -	\$ -	\$ 7,544	\$ 12,789	\$ -	\$ -	\$ -	\$ 5,000	\$ 475,956	4,791
220 Regional Transportation Planning	\$ -	\$ 536,647	\$ 184,350	\$ -	\$ -	\$ -	\$ 11,466	\$ 19,439	\$ -	\$ -	\$ -	\$ 20,000	\$ 771,903	7,771
230 TIP and Local Projects	\$ -	\$ 469,566	\$ 161,306	\$ -	\$ -	\$ -	\$ 11,164	\$ 18,928	\$ -	\$ -	\$ -	\$ -	\$ 660,965	6,654
240 Complete Streets Planning	\$ 350,000	\$ -	\$ -	\$ -	\$ 70,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 470,000	4,731
Subtotal MAPA Activities - Federal Share	\$ 350,000	\$ 1,248,163	\$ 460,875	\$ -	\$ 56,000	\$ 50,000	\$ 30,174	\$ 51,156	\$ -	\$ -	\$ -	\$ 25,000	\$ 2,271,368	
Subtotal MAPA Activities - Local / Matching Share	\$ -	\$ 93,455	\$ -	\$ -	\$ 14,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 107,455	
Subtotal MAPA Activities	\$ 350,000	\$ 1,341,618	\$ 460,875	\$ -	\$ 70,000	\$ 50,000	\$ 30,174	\$ 51,156	\$ -	\$ -	\$ -	\$ 25,000	\$ 2,378,823	23,947
Contracts and Subrecipients														
220 Traffic Data Services	-	40,000	-	-	-	-	10,000	-	-	-	-	-	50,000	
220 LRTP Survey / Iowa Trails Survey	-	40,000	-	-	-	-	5,000	-	-	-	-	-	45,000	
220 On-Call Modeling	-	5,000	-	-	-	-	-	-	-	-	-	-	5,000	
220 Regional Freight Plan	-	-	-	-	380,000	-	-	-	-	-	-	-	380,000	
230 Planning Local Subrecipients	-	120,000	80,000	-	-	-	70,000	-	-	-	-	-	270,000	
230 5310 Subrecipients	-	-	-	-	-	-	-	-	-	-	-	1,237,000	1,237,000	
230 Aerial Photography for MAPA Activities	-	203,586	105,219	-	-	-	2,550	12,800	-	-	-	-	324,155	
240 Safe Streets for All	-	-	-	-	-	-	-	-	-	-	-	-	-	
240 Missouri River Multimodal Bridge PEL Study	-	-	-	-	-	-	-	-	-	250,000	-	-	250,000	
240 Heartland 2050 Mini Grants	-	-	-	-	602,500	-	-	-	-	-	-	-	602,500	
240 Congestion Mitigation Air Quality / Little Steps	-	-	-	611,930	-	-	-	-	-	-	-	-	611,930	
Subtotal Contracts & Subrecipients - Federal Share	\$ -	\$ 152,000	\$ 56,000	\$ 489,544	\$ 786,000	\$ -	\$ 64,000	\$ -	\$ -	\$ 200,000	\$ -	\$ 618,500	\$ 2,366,044	
Subtotal Contracts & Subrecipients - Match Funds	\$ -	\$ 256,586	\$ 129,219	\$ 122,386	\$ 196,500	\$ -	\$ 23,550	\$ 12,800	\$ -	\$ 50,000	\$ -	\$ 618,500	\$ 1,409,541	
Subtotal Contracts & Subrecipients	\$ -	\$ 408,586	\$ 185,219	\$ 611,930	\$ 982,500	\$ -	\$ 87,550	\$ 12,800	\$ -	\$ 250,000	\$ -	\$ 1,237,000	\$ 3,775,585	-
MAPA TOTAL														
Total Federal Share	\$ 350,000	\$ 1,400,163	\$ 516,875	\$ 489,544	\$ 842,000	\$ 50,000	\$ 94,174	\$ 51,156	\$ -	\$ 200,000	\$ -	\$ 643,500	\$ 4,637,412	
Total Local / Matching Share	\$ -	\$ 350,041	\$ 129,219	\$ 122,386	\$ 210,500	\$ -	\$ 23,550	\$ 12,800	\$ -	\$ 50,000	\$ -	\$ 618,500	\$ 1,516,996	
Total Activities	\$ 350,000	\$ 1,750,204	\$ 646,094	\$ 611,930	\$ 1,052,500	\$ 50,000	\$ 117,724	\$ 63,956	\$ -	\$ 250,000	\$ -	\$ 1,262,000	\$ 6,154,408	
Match %	0.0%	20.0%	20.0%	20.0%	20.0%	0.0%	20.0%	20.0%	0.0%	20.0%	0.0%	49.0%	24.6%	
Match Sources														
State Funding (including HSIP-SWAP)	-	-	-	-	-	-	-	-	-	-	-	-	-	
Local/Subrecipient 3rd party in-kind match	-	36,000	24,000	-	-	-	21,000	-	-	-	-	618,500	699,500	
Match Contributions to MAPA (Partners)	-	1,000	-	122,386	120,500	-	-	-	-	50,000	-	-	293,886	
MAPA Cash (TIP Fees, Dues, Reserves, etc.)	-	109,455	-	-	90,000	-	-	-	-	-	-	-	199,455	
Aerial Photography (MPO)	-	203,586	105,219	-	-	-	2,550	12,800	-	-	-	-	324,155	
Total of Match Sources	-	350,041	129,219	122,386	210,500	-	23,550	12,800	-	50,000	-	618,500	1,516,996	

Note: All values are computed to the hundredth (cents) place but are rounded for viewing purposes, which may cause sums to appear with variances of +/- \$1.

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 3/29/2025 to establish a:

☒ Cost Allocation Plan

☐ Indirect Cost Rate

for State Fiscal Year 2026 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)

3/29/2025

(Date Signed)



MPO Self-Certification of Procurement & 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)

3/29/2025

(Date Signed)





Omaha - Council Bluffs
Metropolitan Area
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March 7, 2025

Jarrod Walker
Nebraska Department of Transportation (NDOT)
PO Box 94759
Lincoln, Nebraska 68509

Dear Mr. Walker:

MAPA is seeking NDOT, Iowa DOT, FHWA and FTA approval to utilize a "tapered match" to assist with MAPA's FY2026 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 FY2026. MAPA would match less than its required non-federal share of cash outlays in quarters two (Q2) and three (Q3) of FY2026, 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 FY2026 Work Program:

FY2026 (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

Resolution Sample

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY

RESOLUTION NUMBER 2025- 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 proposed major work activities, funding levels and funding sources; and

WHEREAS, The Unified Planning Work Program for fiscal year 2026, covering the period of July 1, 2025 to June 30, 2026 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 2026.

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 2025



Appendix 1 Committee Representatives

MAPA board of Directors:

- Scott Belt, Pottawattamie County Board of Supervisors
- David Klug, Sarpy County Commissioner
- Roger Garcia, Douglas County Commissioner
- Don Rowe, Omaha City Council
- Jean Stothert, City of Omaha
- Rusty Hike, City of Bellevue
- Matt Walsh, City of Council Bluffs
- Doug Kindig, NE Small Communities/Counties – Chair
- Angie Winkist, IA Small Communities/Counties
- Patrick Bloomingdale, Secretary/Treasurer (non-voting)
- David Grauman, City of Omaha Law (non-voting)

Transportation Technical Advisory Committee

- Todd Pfitzer, Douglas County - Chair
- Mike Kleffner, City of Papillion - Vice Chair
- Dan Henry, Cass County
- David Goedeken, City of Bellevue
- Matt Cox, City of Council Bluffs
- Chris Gibbons, City of Council Bluffs
- Kristine Stokes, City of Gretna
- Joe Soucie, City of La Vista
- Derek Miller, City of Omaha
- Austin Rowser, City of Omaha
- Robert Stubbe, City of Papillion
- Travis Gibbons, City of Papillion
- Alex Evans, Sarpy County Municipalities Public Works
- Dan Freshman, City of Ralston
- Scott Suhr, Iowa Department of Transportation
- Lauren Cencic, Metro Transit
- Tom Goodbarn, Nebraska Department of Transportation District 2
- Jarrod Walker, Nebraska Department of Transportation
- Dan Owens, Omaha Airport Authority
- Eric Williams, Papio-MO River NRD
- John Rasmussen, Pottawattamie County
- Dennis 'Denny' Wilson, Sarpy County



MAPA Staff

- Michael Helgerson, Executive Director
- Carlos Morales, Transportation and Data Manager
- Court Barber, Transportation Planner
- James Boerner, Transportation Planner
- Lindsey Button, Transportation Planner
- Latifa Moro, Transportation Planner
- Rachel Goettsch, Transportation Planner
- Elle Ward, Transportation Planner
- AY, GIS Analyst

