

# Unified Planning Work Program (UPWP)

Final FY 2023 Work Program

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May 2022



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

MAPA is an EOE/DBE employer.

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# Introduction

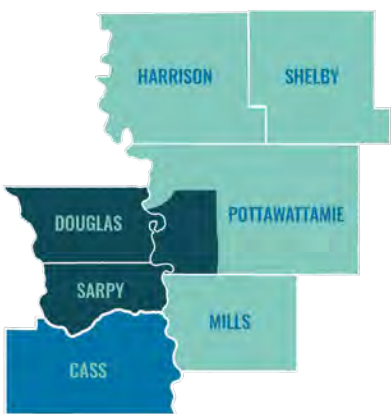
The Unified Planning Work Program (UPWP) documents the Metropolitan Area Planning Agency's (MAPA's) transportation-related activities and projects for fiscal year (FY) 2023 which encompasses July 1, 2022 through June 30, 2023. MAPA serves as a voluntary association of local governments in the greater Omaha region chartered in 1967. MAPA performs planning and development work, especially to address problems that are regional in scope and cross jurisdictional boundaries. Figure 1 (next page) illustrates the MAPA TMA.

The governing body for MAPA is a 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.



## Council of Officials

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



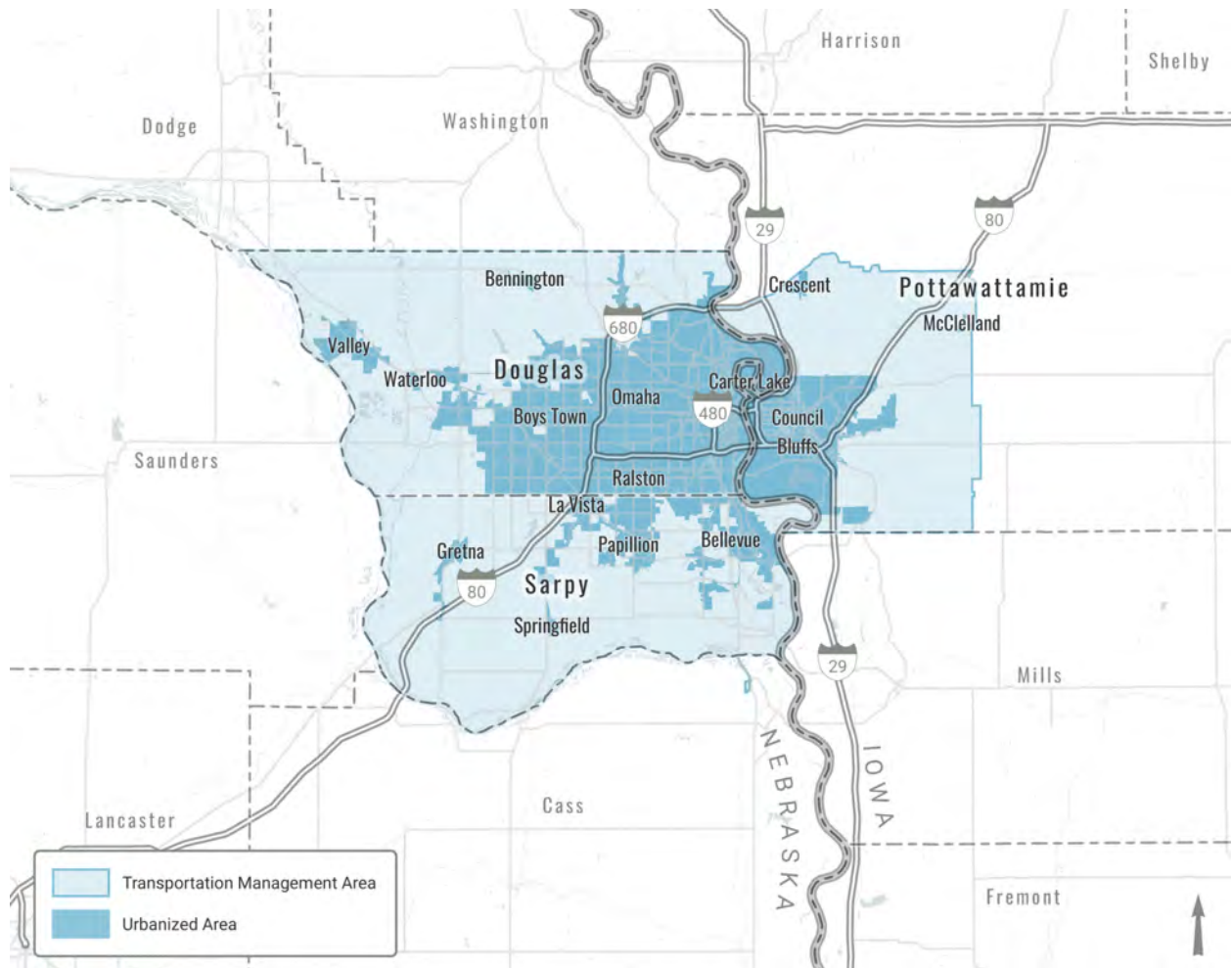
## Transportation Planning Affiliations

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

■ MAPA TMA ■ Regional Planning Affiliation 18 (RPA-18)



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



## Current Transportation Planning Overview

As the nation and the local region emerge from the global COVID -2019 pandemic, the new realities regarding how communities travel, communicate, and access opportunities continues to evolve and transform the region. During the last couple of years, multiple system wide disruptors; floods, pandemic, and social shifts, have left an impact on the MAPA region that continue to be felt today. However, it is still unclear if the changes have created a new normal or if there is simply a pause before the community reverts back to pre-COVID travel patterns. Travel during the pandemic saw a decrease in the total volume of trips, which had a direct impact on safety and congestion metrics within the region. Today, as the region transitions back towards in-person work, there is a more widely accepted flexibility in the workplace, which may have more of a lasting impact on travel within the region.



Principally, MAPA will continue to support recovery efforts of local governments from both the impacts of the pandemic and flooding events. MAPA has and continues to coordinate closely with state and federal partners on federal funding programs in response to the COVID-19 pandemic. MAPA will continue to monitor and report on the changing transportation patterns taking place throughout the region and work with local partners to strengthen the role that MAPA plays in disseminating information and advancing projects of regional significance. As the region looks forward, MAPA will work directly with local partners on the Climate Action Plan to provide insights into the challenges that climate change will pose for the region and provide necessary actions the region will have to take in order to reduce greenhouse gas emissions. This new work will complement and directly relate to work with the Nebraska Department of Transportation and the new carbon reduction funding allocation. MAPA will also work closely with Douglas County Health and the Wellbeing partners to strengthen the linkages between transportation and social determinants of health. The partnership will work to enhance walking and biking and will link the emphasis areas of safety, complete streets, equity and justice<sup>40</sup>, and data coordination.

### **Ensure equitable access to opportunity**

Transit planning continues to play a central role in MAPA's activities. In 2021, Metro Transit continued additional developments to enhance the new **ORBT**—the region's first Bus Rapid Transit (BRT) corridor— through new payment mechanisms that include digital wallet integration and fare capping amid the COVID-19 pandemic. During FY2022, Metro Transit marked the 500,000 trip on ORBT in the midst of a global pandemic that has dramatically reduced transit ridership nationwide. With the success of ORBT, Metro recently secured a **RAISE Grant** to add new transit enhancements along 24th Street and provide Rapid Bus Transit service along this corridor. MAPA will collaboratively work with Metro to program the funds and help leverage different resources to facilitate this development. Recent legislation in Nebraska provides for the creation of a Regional Transit Authority, accelerating Metro Transit's development of the strategic planning effort—the **MetroNEXT** strategic plan—which looks to enhance the service frequency and provide enhanced user experience on Metro routes. MAPA will continue to lend support in developing performance targets that expand the transit network to MAPA's Long Range Transportation Planning outreach and efforts led by **Greater Omaha Chamber of Commerce's (GOCC) ConnectGO** initiative that posed the conversation throughout the region about the importance of transit services to local employers.

Throughout the pandemic MAPA's public engagement activities were shifted to virtual platforms. While these changes in engagement plans caused some initial challenges, they also provided an opportunity to develop new tools and to test hybrid types of engagement by providing people multiple opportunities to engage with our projects in the coming years. Notable among these was MAPA's partnership with the Nebraska Department of Transportation (NDOT), City of Omaha, Benson Business Improvement District and Benson Neighborhood Association to deliver a virtual "**Block Talk**". Leveraging online maps, drone photography, and "photospheres" the MAPA team led engagement activities to prioritize safety improvements for cyclists and pedestrians throughout the neighborhood. This effort built off the coordination between MAPA,



NDOT and FHWA to develop actionable strategies to reduce pedestrian serious injuries and fatalities along the Maple Street corridor. This new method of outreach was further enhanced and integrated into MAPA's Highway 75 Corridor and Freight Strategy and will continue to be an area of focus for future projects. On the horizon, MAPA will continue to work with local and state partners to apply a systemic safety planning approach to the Maple Street corridor and the larger TMA region..

### **Cultivate a quality of place that attracts and retains talent**

MAPA has continued its coordination 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. MAPA's **Little Steps, Cleaner Air Travel Demand Management Program** has worked closely with employers throughout the region to understand how commuting patterns may be impacted by changes to work site policies—opening up new opportunities to explore strategies related to parking, transit, and work from home. The region faces significant challenges to reducing single-occupancy vehicle trips overall including major changes to the built environment, low levels of transit funding, and significant maintenance backlogs on the local system. This resulted in the development of **ConnectGO Getting to Work report** which 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. MAPA will work with local partners in identifying new opportunities and leverage existing assets to expand this work. In the coming year, MAPA will work with the City of Omaha to develop a **Bicycle and Pedestrian Action Plan** which will provide the basis for expanding the on-street bicycle and closing critical pedestrian gaps in the network and provide the community with choices in how they travel. MAPA will continue to play a role in the partnership between the GOCC, Metro, and the City of Omaha in light of the recent developments to the **Urban Core Housing and Mobility Redevelopment Plan** that will introduce the new **streetcar** line within the urban core. This announcement will truly leverage existing partnerships as a new option for mobility and a plan to provide higher density land use in the urban core will provide synergies enhancing the options available for people to travel.

MAPA will continue developing required transportation performance management targets. Most recently, the regional safety committee adopted PM 1 safety targets. This involved safety planning activities to support the regional target-setting process. **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. MAPA will continue to update the **Regional Safety Report** and crash data dashboard, [www.safety.mapacog.org](http://www.safety.mapacog.org), to provide the public with more routine access to crash-related data. MAPA's continued participation in NDOT's **Highway Safety Committee** has more closely linked the regional planning process with State Highway Safety Planning process. As well as, additional related efforts from the City of Omaha to develop a **Vision Zero Action Plan** and participation in the **Federal Highway Safe Systems Pilot Study along Maple Street**. MAPA will continue to work to enhance coordination, data



integration and work to leverage funding in this area. MAPA will work closely with local partners to leverage the new funding from IIJA to apply for a region wide **Safe Streets 4 All** safety plan.

MAPA will be partnering with the **Wellbeing Partners and Douglas County Health** in FY2023 to build on the initial work of linking transportation to social determinants of health. The Douglas County Health Department and MAPA will work toward elevating transportation related concerns in addressing regional needs related to access and safety. Additionally, MAPA will work with the Wellbeing Partners on **Vivacity** which uses a systematic, data-driven approach to determine health status, behaviors, and needs of local residents. MAPA will work closely with these partners to align the effort with the regional transportation planning process and the safety goals outlined in the Infrastructure Investment and Jobs Act (IIJA).

### **Foster economic growth throughout the region**

MAPA continues to lead the **Sarpy County I-80 Interchange Planning and Environmental Linkages (PEL) Study** which is exploring the potential for a new interchange in an area with significant forecasted future growth. The study has held multiple rounds of public and stakeholder engagement to develop a purpose and need for the effort and establish priorities for evaluating alternatives. Across the river, work on the **Council Bluffs Interstate System (CBIS)** project has continued and significant phases of construction for the interchange will continue to move forward with West Broadway. MAPA will continue to lead the coordination efforts with the **Highway 75 Corridor & Freight Strategy**, a high-level analysis that will identify feasible, planning-level concepts that meet study mobility, safety, and community goals.

The Regional Development Report is an example of MAPA's role as a leader in data resources for the region. Building off successful partnerships with the Greater Omaha Chamber's **Regional Indicators Project** and local jurisdictions, MAPA will incorporate new data and resources related to affordable housing conversations in the region into this narrative about the region's growth and development. The report provides key data points for MAPA's on-going **Close the Gap** initiative about the importance of compact, walkable neighborhoods to the fiscal health of member communities. Additionally, this focus underpins MAPA's interest in participation in other regionally-significant land use planning initiatives, including the FIRST AVE redevelopment work in Council Bluffs, Bellevue's Fort Crook Road Corridor, and Omaha's **Transit Oriented Development (TOD)** policy development.

MAPA will be partnering with **Metro Smart Cities** in FY2023 to build on the initial implementation of a protected bikeway on Harney Street in downtown and midtown Omaha. The City of Omaha and Metro Smart Cities will be contracting with a consultant to develop a **Climate Action Plan** addressing regional needs related to resilience and climate adaptation. MAPA will work closely with these partners to align the effort with the regional transportation planning process and the carbon reduction goals outlined in the Infrastructure Investment and Jobs Act (IIJA).

For FY2023 MAPA will continue to make significant progress on our regional open data portal,



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

### **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. The large balance of Regional STBG funding that had built up as projects languished has been spent down to our annual allocation over the last three years. FY2023 will mark the first year in which new STBG applications were solicited in nearly five years. 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 has continued 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. Securing additional funding for transportation-related projects remains a long-term challenge and will slow the implementation of 2050 LRTP priorities. MAPA will continue to work to leverage additional funding opportunities outside of the TIP to include the new discretionary targets and position the region to maximize funding availability.

MAPA will continue to work on setting or adopting targets for System Preservation performance measures (PM2) including pavement and bridge conditions in the coming year. This is reliant on both Nebraska and Iowa DOT information regarding routine maintenance and data availability. MAPA will continue to develop a data inventory and assessment of how data and big data sources can be leveraged to enhance and expand the field of knowledge for the region.





## Work Program Framework

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

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

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

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

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



# Planning Emphasis Areas

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



The UPWP budget includes sub-recipients that utilize FHWA PL and FTA 5305(d) funding for MAPA activities. These locally-funded planning activities contribute to the regional transportation planning process. Sub-recipients for the FY2023 Work Program are summarized in the table below.

Local Planning Partner	Funding Source	Federal Award	Total Project Cost
Douglas County GIS	PL-Nebraska	\$56,000	\$80,000
Sarpy County GIS & Planning	PL-Nebraska	\$53,393	\$76,276
City of Omaha Planning	PL-Nebraska	\$38,717	\$55,310
City of Omaha Public Works	PL-Nebraska	\$42,000	\$60,000
Pottawattamie County GIS	PL-Iowa	\$60,129	\$85,899
Metro Transit	FTA-5305d	\$86,853	\$124,076

MAPA will work with NDOT and local partners to develop ways to ensure project streamlining for Indefinite Delivery/Indefinite Quantity planning contracts. For FY 2023 MAPA anticipates several new procurement contracts where MAPA may act as the registered charge to help facilitate project delivery. The table below shows the Anticipated Consultant Procurements in FY2023.

Planning Study	Lead Agency
On-Call Travel Demand Modeling	MAPA
Little Steps Ozone Awareness	MAPA
Western Sarpy Transportation Enhancement Plan	City of Gretna
Beltline Trail Connection Study	City of Omaha
Bicycle Pedestrian Plan	City of La Vista
24th Street ORBT Corridor Plan	Metro
Maple Street Corridor Safety Plan	City of Omaha
Urban Core Street Reconfiguration Plan	City of Omaha
Fort Crook Road Corridor Study	City of Bellevue



## 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.

### Metro Transit FY2023 Work Activities

Task	Section 5307 Funding	Local Match	Total Cost
Program Support Administration	\$8,000	\$2,000	\$10,000
Long- Term Transportation Planning	\$140,000	\$35,000	\$175,000
Short Range Transportation Planning	\$140,000	\$35,000	\$175,000
Support Transit Capital Investment Decisions through Effective System Planning	\$72,000	\$18,000	\$90,000
Incorporating Safety & Security in Transportation Planning	\$192,000	\$48,000	\$240,000
Other Activities	\$96,000	\$24,000	\$120,000
<b>Total</b>	<b>\$648,000</b>	<b>\$162,000</b>	<b>\$810,000</b>

#### 1. **Program Support Administration**

Develop and update transit management objectives to measure the efficiency and effectiveness of all internal areas of the organization. Planning includes cost saving techniques for management and administration, operations, maintenance personnel and labor relations. Additionally, Metro will undertake transit planning responsibilities related to program certifications for programs, plans and policies submitted to the Federal Transit Administration (FTA) and MAPA. Programs administered include but are not related to the Unified Planning Work Program, Disadvantaged Business Enterprise, Equal Employment



Opportunity, Title VI, National Transit Database, ITS Architecture Plan, Security Plan (PTASP) and reviews including triennial reviews and MAPA certification reviews.

2. **Long-Term Transportation Planning**

Metro will conduct a feasibility and preliminary engineering/environmental study to identify potential transit solutions along 24<sup>th</sup> Street, connecting major activity centers from North Omaha to South Omaha through downtown as well as feasibility studies of other corridors and planning related to a potential conversion to a regional transit authority in conjunction with regional partners. The 24<sup>th</sup> Street study will recommend a locally preferred alternative (LPA) for the corridor and the regional planning activities will result in an implementation and rollout plan for future transit enhancements throughout the region that 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**

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 conducting an on-board survey, route performance checks, operation activity performance and public information tools, special service opportunities and statistical reports. Additionally, Metro will work with local partners to coordinate work activities to initiate or modify services in response to local needs. Metro continually reviews and refines transit service development and performance standards/criteria. These standards and criteria provide a quantitative measure of service effectiveness to aid in identifying potential areas for transit improvements. Metro will also coordinate with the National Transit Database on the above activities.

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

Activities to support transit capital investment decisions through effective systems planning include transit financial management and capital planning. This will entail research, analysis, evaluation and development of policies and techniques of how best local/state/federal funding can be matched with capital improvements, operating costs etc. Research, analyze and develop budget, annual audit, investments, and pension plans.

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

Research, evaluate and incorporate security and risk management into transit operations, fleet vehicles and public amenities. Work includes planning for oversight, on board security, technical network/system security, public space security, financial management system security, and ensuring regulatory compliance. Additionally, Metro implements a risk management program with monthly monitoring of self-insurance reserves to ensure adequate liability coverage, development of new techniques, policies or procedures and disciplinary actions to reduce liability risk.



6. **Other Activities**

Special studies and project work that addresses unforeseen transit issues and opportunities throughout the current year which can not be delayed such as workshops, expanded projects, partnerships, planning activities with other partners including MAPA and the Chamber of Commerce, researching technological advances, public amenities needs and similar activities. Additionally, Metro will analyze current factors impacting the transit system to develop a transit marketing plan that allocates limited marketing funds effectively to maximize new ridership. The marketing plan details projects, budgets, benchmarks, implementation strategies and analyzes the effectiveness of the plan's implementation.



## Modifications to the Approved Work Program

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

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

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

## Revisions and Approval Procedures

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

Revisions where the State (NDOT or Iowa DOT 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) for MPOs in Iowa. This approach provides a regular opportunity to review and update coordination methods as performance management activities occur, which offers an adaptable framework as performance-based planning and programming evolves.

- Agreement between the Iowa DOT and MPOs on applicable provisions through documentation included in each MPO's TPWP.
- Agreement between the Iowa DOT and relevant public transit agencies on applicable provisions through documentation included in each public transit agency's consolidated funding application.





- Agreement between each MPO and relevant public transit agencies on applicable provisions through documentation included in the appropriate cooperative agreement(s) between the MPO and relevant public transit agencies.

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

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

### **1) Transportation performance data**

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

### **2) Selection of performance targets**

- a. The NDOT and Iowa DOT will develop draft statewide performance targets for FHWA measures in coordination with MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets and methodology before final statewide targets are adopted.
- b. If an MPO chooses to adopt their own target for any measure, they will develop draft MPO performance targets in coordination with the NDOT and Iowa DOT. Coordination methods will be at the discretion of the MPO, but the NDOT and Iowa DOT shall be provided an opportunity to provide comments on draft MPO performance targets and methodology prior to final approval.

### **3) Reporting of performance targets**

- a. NDOT and Iowa DOT performance targets will be reported to FHWA and FTA, as applicable. MPOs will be notified when NDOT and Iowa DOT has reported final



statewide targets.

- b. MPO performance targets will be reported to the NDOT and Iowa DOT.
    - i. For each target, the MPO will provide the following information no later than 180 days after the date the NDOT and Iowa DOT or relevant provider of public transportation establishes performance targets, or the date specified by federal code.
      - 1. A determination of whether the MPO is 1) agreeing to plan and program projects so that they contribute toward the accomplishment of the NDOT and Iowa DOT or relevant provider of public transportation performance target, or 2) setting a quantifiable target for that performance measure for the MPO's planning area.
      - 2. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
      - 3. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.
  - c. The NDOT and Iowa DOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
  - d. MPOs will include information outlined in 23 CFR 450.324 (g) (3-4) in any metropolitan transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.326 (d) in any transportation improvement program amended or adopted after May 27, 2018.
  - e. Reporting of targets and performance by the NDOT and Iowa DOT and MPOs shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673.
- 4) Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO**
- a. The NDOT and Iowa DOT will provide MPOs with the statewide performance data used in developing statewide targets, and, when applicable, will also provide MPOs with subsets of the statewide data, based on their planning area boundaries. Updates of this data will include prior performance data.
- 5) The collection of data for the State asset management plans for the NHS**
- a. The NDOT and Iowa DOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.



# FY2023 MAPA Work Program Activities

The following pages detail the work activities that MAPA and contract sub-recipients will undertake in FY 2023.

## 200 – Work Program & Federal Assurances

### **Objective**

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

### **Previous Work**

- Maintained and updated UPWP
- Developed & Executed PL Agreements with NDOT
- Held leadership and staff workshops to develop Strategic Plan of five-year priorities
- Implementation of the Certification Review Action Plan
- Quarterly reporting & Invoicing to NDOT & IDOT
- Reviewed Annual DBE goal requirements

### **Work Activities**

#### 1. **Planning Agreements**

Maintain and review the Memorandum of Agreement (MOA) outlining state, MPO, and transit responsibilities. Develop and execute the annual PL Agreements with Nebraska and Iowa.

#### 2. **Unified Planning Work Program (UPWP)**

Develop the FY2023 UPWP and maintain the FY2022 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 by MAPA occurs in May, with submission in June to state and federal agencies.

#### 3. **Strategic Planning**

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

#### 4. **Certification Review Action Plan**

Coordinate with FHWA, FTA, NDOT, Iowa DOT to Implement the federal Certification Review Action Plan for MAPA’s programs. Review progress and revise activities on an ongoing



basis.

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

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

200 Work Activities Budget	Federal (\$)	Total (\$)	Hours
MAPA Work Activities	\$24,158	\$25,271	390

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



## 210 – Board & Committee Support

### **Objective**

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

### **Previous work**

- Organized monthly Board of Directors meetings
- Facilitated monthly Finance Committee meetings
- Conducted four Council of Officials meetings, including annual meeting
- Prepared and conducted monthly TTAC meetings
- Prepared and conducted bi-monthly RPAC meetings
- Adoption of CEDS and 2050 LRTP by Council of Officials

### **Work Activities**

#### 1. **Council of Officials**

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

#### 2. **Board of Directors**

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

#### 3. **Finance Committee**

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

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

Provide for a continuing, comprehensive, and coordinated transportation planning program through the TTAC. Maintain correspondence and coordination with participating agencies. Provide other technical support necessary to the transportation planning program. The



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

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

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

<b>210 Work Activities Budget</b>	<b>Federal (\$)</b>	<b>Total (\$)</b>	<b>Hours</b>
<b>MAPA Work Activities</b>	<b>\$175,202</b>	<b>\$183,277</b>	<b>2,820</b>

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



## 220 – Regional Transportation Planning

### **Objective**

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

### **Previous Work**

- Completed 2050 LRTP, with approval by MAPA Council of Officials
- Coordinated development of 2050 LRTP with the CEDS Update
- Served on action team and stakeholder committees for City of Omaha Transit Oriented Development (TOD) policy
- Participated in stakeholder committees for Omaha Rapid Bus Transit (ORBT) project
- Conducted outreach to freight and private sector representatives
- Coordinated with Eastern Nebraska Office on Aging regarding urban service changes
- Completed Council Bluffs Transit Study in coordination with Greater Omaha Chamber of Commerce (GOCC)
- Assisted with local planning studies, including providing forecasts and data

### **MAPA Work Activities**

#### 1. **2050 LRTP Administration & Implementation**

Implement, review, and amend the LRTP as necessary. Support regional goals in accordance with the federal transportation planning provisions. Coordination with Greater Omaha Chamber of Commerce (GOCC) Prosper 2.0 and ConnectGO Regional Transportation Strategy.

#### 2. **Transit Planning Activities**

Provide data, technical analysis, and coordination in support of short-range and long-range mass transit planning. This will include collaboration with Metro Transit, MAPA committees, local governments, nonprofit agencies, and other stakeholders in the transit planning process. Support development of MetroNEXT regional transportation strategy 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 and express route enhancements. MAPA will work closely with Metro in the development of the 24th St corridor and provide on-going support. Ongoing support of transit planning in Council Bluffs and coordination between the City of Council Bluffs, Southwest Iowa Transit Agency (SWITA), and Metro Transit.

#### 3. **Coordinated Transit Plan & Regional Coordination**

Update the Coordinated Transit Plan (adopted in FY2018) by October 2022 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.

4. **Bicycle & Pedestrian Planning Activities**

Participate in bicycle/pedestrian planning activities for the region, including the implementation of the Omaha Complete Streets policy. On-going project work with local cities to develop Bicycle and Pedestrian Master Plans. Work with regional partners on Neighborhood Expanded Access to Trails (NEAT study) and the natural surface trails feasibility study. Participate in planning activities including the Beltline Study, and relational work with safety planning projects. Support future implementation of the studies and include in future LRTP amendments. Assist with implementation and updates to the Heartland Connections Regional Bicycle/Pedestrian Plan with local project partners. Facilitate ConnectGO Bike Strategy Working Group. Support local bike and pedestrian committees including the Mayor of Omaha's Active Living Advisory Committee, Bellevue Complete Streets and Council Bluffs FIRST AVE committee. Update the bicycle map for the region including on and off street bicycle facilities.

5. **Freight Planning & Coordination**

Continue facilitation of ConnectGO Freight Working Group with participation from Economic Development Corporations, freight representatives, and private transportation industries. Convene representatives from freight and goods movement industries as well as local, state and federal officials to ensure that freight is included in the regional planning process. Support implementation of Heartland Freight Technology Plan in coordination with other Midwest DOTs and MPOs. Utilize the Freight Analysis Framework (FAF5), Probe Data Analytics Suite, and other publicly available data to characterize freight bottlenecks. Purchase data to conduct planning studies, analyses, and modeling of freight and goods movement in the region. Analyze potential solutions to issues developed through stakeholder outreach.

6. **Land Use Planning & Coordination**

Participate in local comprehensive planning and other land use planning activities to support the transportation planning process. Participate in Omaha Transit Oriented Development (TOD) policy implementation. Participate in the development of the City of Omaha's affordable housing report. 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.

7. **Regional Safety Planning & Coordination**

Facilitate semi-annual meetings of the MAPA Safety Committee in coordination with federal, state and local partners. Monitor and set annual safety performance targets in





coordination with state and local partners. Participate in monthly Highway Safety Committee meetings with NDOT and FHWA-NE. 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. Work with regional partners to develop a regional systemic safety plan.

**8. Regional Congestion Management Process (CMP)**

Implement recommendations to enhance the CMP contained in the Certification Review report. Monitor causes of recurring/non-recurring congestion and identify congestion relief opportunities. Utilize data collected from MTIS, NDOT, Iowa DOT, and other sources to assess existing congestion conditions in the region. Update CMP and approve as a stand-alone document in alignment with the goals of the 2050 Long-Range Transportation Plan. Develop regional commute profiles utilizing available travel time datasets and census data sources. Continue participation in regional Transportation Systems Management (TSM) and Transportation Incident Management (TIM) meetings.

**9. 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 180<sup>th</sup>-192<sup>nd</sup> Street area of Sarpy County, as well as other projects requiring coordination with cities, counties, states, utilities, and other stakeholders.

220 Work Activities Budget	Federal (\$)	Total (\$)	Hours
<b>MAPA Work Activities</b>	<b>\$289,726</b>	<b>\$303,080</b>	<b>4,663</b>

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

*Ongoing Implementation – Major Deliverable X*



## 230 – Transportation Improvement Program (TIP) & Local Projects

### **Objectives**

To monitor and maintain a fiscally constrained Transportation Improvement Program (TIP) for regionally significant transportation projects.

To implement performance-based planning requirements of the IIJA Act.

To ensure MAPA staff representation and coordination with local partner projects.

### **Previous Work**

- Processed TIP Amendments and Administrative Modifications
- Updated project selection guidance in coordination with 2050 LRTP update
- Continued development of online TIP database and project management platform
- Completed development of FY2022-FY2027 TIP
- Administered Project Selection Subcommittee (ProSe-Com) for Surface Transportation Program (STBG)
- Administered the Transportation Alternatives Program Committee (TAP-C) for Transportation Alternatives Program (TAP) projects
- Administered the Coordinated Transit Committee to implement recommendations of the Coordinated Transit Plan
- Administered Section 5310 Program of Projects through Transit Award Management System (TrAMS)
- Provided transportation technical assistance to member cities and counties

### **MAPA Work Activities**

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

Administer the FY2022 TIP (through September 30<sup>th</sup>, 2022) and FY2023 TIP (beginning October 1<sup>st</sup>, 2022). Process Amendments and Administrative Modifications of the TIP as necessary. Administration of regional funding programs. Monitor and maintain fiscal constraint of the TIP and ensure consistency of the TIP with the LRTP. Administration of Sec. 5310 Program of Projects (POP) in Transit Award Management System (TrAMS) in cooperation with federal, state and local partners. Develop the FY2023 TIP to provide a program of federal-aid transportation projects. The TIP includes at least four fiscally-constrained years of programming and a prioritized project list with a financial plan for project implementation. The updated TIP is approved each year in June and is ready for implementation when the new federal fiscal year begins on October 1<sup>st</sup>.

#### 2. **Regional Project Selection Activities (STBG, TAP, & Section 5310)**

The Project Selection Committee (ProSeCom) will be convened to review and recommend federal-aid projects eligible for STBG funds based on project selection criteria linking the TIP to the LRTP's goals. The Transportation Alternatives Program Committee (TAP-C) will



be convened to review and recommend federal-aid projects eligible for TAP funds based on project selection criteria linking the TIP to regional bicycle/pedestrian goals. The Coordinated Transit Committee (CTC) will be convened to review and recommend funding for Section 5310 based on project selection criteria linking the TIP, Coordinated Transit Plan and the Long Range Transportation Plan.

3. **Transportation Funding Analysis**

Identify funds available to the region from federal and state transportation legislation. Identify and assess innovative financing techniques to fund projects and programs. Provide data and information to officials on the status of transportation funding in the MPO. Monitor congressional reauthorization conversions and facilitate regional dialogue about federal transportation funding opportunities. Support implementation of regional apportionments of CRRSAA funding in coordination with state and local partners. Support ConnectGO Funding & Policy Working Group. Coordination with State and Federal officials on transportation funding including new discretionary funding partnership. Work with NDOT to develop Indefinite Delivery Indefinite Quantity Grant Contract in FY2023 to support ongoing work with NDOT and Council Bluffs.

4. **Regional Performance Measurement & Reporting**

Implement performance measure framework in the 2050 Long Range Transportation Plan. Development of Regional Performance Report to be included with Final FY2023 TIP. Analysis of state and local data to support monitoring of performance trends. Data will be purchased (as necessary) to support the performance measurement analyses and implementation. New annual targets for Safety performance measures will be adopted before February 27, 2022. Coordination with Metro Transit on FTA-related performance measures, including Transit Asset Management plan and Transit Safety requirements. Coordination with local municipal transit providers on on-going transit asset management planning.

5. **Local Project Support & Coordination**

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



<b>230 Work Activities Budget</b>	<b>Federal (\$)</b>	<b>Total (\$)</b>	<b>Hours</b>
<b>MAPA Work Activities</b>	<b>\$169,763</b>	<b>\$177,588</b>	<b>2,732</b>

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

*Ongoing Implementation – Major Deliverable X*

<b>230 Contracts &amp; Subrecipient Work Activities</b>	<b>Federal (\$)</b>	<b>Total (\$)</b>
<b>230 Highway 75 Corridor &amp; Freight Strategy (55%)</b>	<b>\$88,000</b>	<b>\$110,000</b>

The purpose of this study is to evaluate the current alignment of Highway 75 through the Florence Neighborhood of Omaha and evaluate potential realignment alternatives. These alternatives will include alternative highway designations, new corridor alignments and the potential for a new Missouri River bridge connection between I-680 and the Storz expressway. Carried over from FY2022 based on coordination with state and local partners

<b>230 Sarpy County I-80 Interchange PEL Study (65%)</b>	<b>\$12,013</b>	<b>\$27,808</b>
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Planning and Environmental Linkages (PEL) study to determine the location of a new I-80 interchange in Sarpy County. Study builds off analysis that was conducted as part of the Metro Travel Improvement Study (MTIS) and will support an anticipated Interchange Justification Report (IJR). Carried over from FY2022 based on anticipated project schedule and review of key documents.



## 240 – Communications & Community Relations

### **Objectives**

To provide ongoing opportunities for stakeholders & the public to participate in the transportation planning process

To communicate important information and key decisions about the transportation planning process to the public

To conduct and support events, seminars and other activities that support the transportation planning process

### **Previous Work**

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

### **MAPA Work Activities**

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

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

#### 2. **Equity & Engagement Activities**

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



3. **Agency Communications & Publications**

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

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

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

5. **External Relations & Public Forums**

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

240 Work Activities Budget	Federal (\$)	Total (\$)	Hours
MAPA Work Activities	\$371,522	\$388,646	5,979

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

*Ongoing Implementation – Major Deliverable X*



## 250 – Regional Data, Mapping & Forecasting

### **Objectives**

To conduct socioeconomic and demographic forecasts in support of the transportation planning process

To develop and maintain regional Geographic Information Systems (GIS)

To develop and maintain modeling tools to support decision-making at the state, regional, and local level

### **Previous Work**

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

### **MAPA Work Activities**

#### 1. **Regional Data Development & Maintenance**

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



2. **Technical Reports & Forecasts**

Utilize the US Census data and other data to provide assistance to jurisdictions, businesses, individuals, and organizations with projects involving Census data. Purchase necessary data and conduct regional or local studies for growth monitoring and analysis. Collaborate with data partners toward the development of a regional data hub. Maintain parcel-based land use dataset including housing, employment and local zoning information. Support development of Traffic, Interchange, Intersection, and Safety Reports (carried over from FY2022 due to data availability). Monitor other local population characteristics such as auto ownership, vital statistics, and school enrollment.

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

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

4. **Travel Demand Modeling Activities**

Maintain and refine the regional travel demand model to provide forecasts for studies and planning activities. Implement ISMS framework in coordination with Iowa DOT. Conduct regional/subregional travel demand model runs. Participate in training activities for travel demand modeling. Purchase data, software, and licenses for travel demand modeling. Utilize the External Travel Survey data regarding external traffic patterns and characteristics, as well as the 2009 National Household Travel Survey (NHTS) data for the region. Coordination with On-Call Travel Demand Modeling consultant on task orders.

5. **Drone Data Services**

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





<b>250 Work Activities Budget</b>	<b>Federal (\$)</b>	<b>Total (\$)</b>	<b>Hours</b>
<b>MAPA Work Activities</b>	<b>\$218,966</b>	<b>\$229,059</b>	<b>3,524</b>

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

*Ongoing Implementation – Major Deliverable X*

<b>250 Contracts &amp; Subrecipient Work Activities</b>	<b>Federal (\$)</b>	<b>Total (\$)</b>
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<b>250 On-Call Travel Demand Modeling Services</b>	<b>\$30,000</b>	<b>\$37,500</b>
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Consultants will provide travel demand model forecasts as requested by MAPA. The model will be updated and refined following recommendations from the FHWA Resource Center and TMAC input. Validate and provide documentation for modeling activities. Implement ISMS recommendations. Conduct modeling scenarios related to other studies, as necessary.

<b>250 Traffic Data Services</b>	<b>\$44,000</b>	<b>\$55,000</b>
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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, or travel time.



## 260 – Environment & Energy

### **Objective**

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

### **Previous Work**

- Conducted 2020 Little Steps, Cleaner Air (LSCA) ozone awareness and reduction campaign with travel demand management strategies and marketing alternatives fuel options
- Conducted school outreach program related to LSCA program and developed air quality curriculum for teachers at different grade levels’
- Facilitated rebranding of Little Steps, Cleaner Air campaign website and materials
- Developed application materials for FY2021-2022 Air Quality Strategy
- Implemented MetroRideshare program and set-up employer rideshare portals
- Coordinated with NDOT van pool contractor
- Supported implementation of Phase 1 of the Electric Vehicle Charging Station Expansion
- Participated in Clean Cities, electric vehicle, ethanol, and other alternative fuel technology efforts

### **MAPA Work Activities**

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

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

#### 2. **Alternative Fuels Activities**

MAPA will participate in the Nebraska Community Energy Alliance (NCEA) and work with utilities to coordinate planning of environmental and energy-related efforts with the transportation planning process. Implement the CMAQ electric vehicle (EV) charging stations project by working with local entities to identify locations for EV stations in coordination with the Omaha Parking Division. Coordinate with NDOT on development and implementation of EV action plan. Coordinate efforts to deploy infrastructure for increased usage of natural gas (CNG/LNG), electric vehicles, ethanol, and other alternative fuel



efforts in Nebraska and Iowa. Activities may include grant preparation and oversight for CMAQ, Nebraska Environmental Trust, and other funding opportunities. Coordination with FHWA and states to implement Alternative Fuel Corridor designations. Support for Metro Transit’s fuel diversification initiative and alternative fuel grant applications.

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

Utilize RideShark platform available through Iowa DOT to support MetroRideshare website. Coordinate with employers to establish employer portals and manage carpool and vanpool activities. Provide outreach support for Nebraska’s Statewide Vanpool project for employers within the Omaha-Council Bluffs region. Support on-going intercity bus planning efforts led by NDOT. Facilitate employer-based transportation surveys to support the development of employer-based programs.

<b>260 Work Activities Budget</b>	<b>Federal (\$)</b>	<b>Total (\$)</b>	<b>Hours</b>
<b>MAPA Work Activities</b>	<b>\$41,386</b>	<b>\$43,294</b>	<b>666</b>

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

*Ongoing Implementation – Major Deliverable X*

<b>260 Contracts &amp; Subrecipient Work Activities</b>	<b>Federal (\$)</b>	<b>Total (\$)</b>
<b>260 Little Steps Cleaner Air Ozone Awareness Campaign</b>	<b>\$125,000</b>	<b>\$156,250</b>

The FY2023 Little Steps, Cleaner Air ozone reduction campaigns will focus education efforts on the small actions everyone can take to help reduce ground-level ozone and improve public health. Work tasks also focus on aligning air quality-related messaging with institutional partners across the region through the Clean Air Partnership. Overall campaign goals include reducing single-occupancy vehicle trips and increasing usage of bicycle, pedestrian, transit, and carpool modes. Little Steps Cleaner Air will also raise awareness of alternative fuels (such as electric vehicles, CNG/LNG, fuel cells, and biofuels) that reduce emissions. (Anticipated NE-CMAQ)

<b>260 MAPA On-Call Travel Demand Management Services</b>	<b>\$150,000</b>	<b>\$187,500</b>
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Travel demand management consult will conduct outreach to employers in order to implement and promote active commuting throughout the MAPA region. Employee surveys will be conducted to understand potential mode share for employees and recommendations will be developed for work sites to implement travel demand management programs. (Anticipated NE-CMAQ)



## 270 – Heartland 2050 Implementation

### Work Activities

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

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

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

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

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

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

4. **Heartland 2050 Site Visits**

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

5. **Heartland 2050 Administration**

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



<b>270 Work Activities Budget</b>	<b>Federal (\$)</b>	<b>Total (\$)</b>	<b>Hours</b>
<b>MAPA Work Activities</b>	<b>\$202,545</b>	<b>\$211,881</b>	<b>3,260</b>

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

*Ongoing Implementation – Major Deliverable X*

<b>270 Heartland 2050 Mini-Grant Awards</b>	<b>Federal (\$)</b>	<b>Total (\$)</b>
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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 and procured by MAPA 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 FY2023:

**FY2022 Heartland 2050 Mini-Grant Awards Continuing in FY2023**

<b>270 Omaha Bicycle Master Plan</b>	<b>\$200,000</b>	<b>\$317,855</b>
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The overall objective is to create a bicycle and pedestrian master plan to be adopted as a supplement to the City of Omaha Master Plan. This plan shall: 1) Develop a framework for a comprehensive and integrated network of bicycle facilities, trail corridors, low-stress routes, and sidewalk and crossing improvements that serve all neighborhoods; 2) identify and prioritize projects, programs, and policies focused on expanding participation by making walking and bicycling for daily needs safer, more comfortable, and more convenient; and 3) identify strategies that will guide the planning, funding, implementation, and maintenance of future projects with performance measures that allow the City to assess its progress.

<b>270 NEAT: Neighborhood Enhanced Access to Trails (95%)</b>	<b>\$114,000</b>	<b>\$142,500</b>
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The Neighborhood Enhanced Access to Trails (NEAT) Study is a transportation planning study to prioritize trail project locations throughout Douglas and Sarpy Counties in Nebraska. MAPA and the Papio-Missouri River Natural Resources District have identified gaps in the existing trail network and will use this study to determine which of these locations are best suited to be carried forward as construction projects. Carried over from FY2021 based on coordination with local partners on project schedule.



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

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

270 FY2023 Heartland 2050 Mini-Grant Awards		Federal (\$)	Total (\$)
FY2023 Heartland 2050 Mini-Grant Awards New		\$320,000	\$400,000
270	Western Sarpy Transportation Enhancement Plan (WE-STEP)	\$100,000	\$150,000

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

**270 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.

**270 La Vista Bicycle & Pedestrian Mobility Plan \$80,000 \$100,000**

The project will produce a comprehensive bicycle and pedestrian mobility plan to guide the planning and construction of trails, sidewalks, and associated facilities in La Vista to create additional opportunities for residents and visitors for recreation, access to employment and services, and economic development generation. This plan shall 1) identify barriers that prevent La Vista residents and visitors from using alternative modes of transportation, including the identification of current gaps in La Vista’s sidewalk and trail networks, 2) propose a framework and standards for the creation of a balanced and integrated cyclist and pedestrian mobility network, 3) establish priority segment phasing and cost estimates for infrastructure and capital projects, and 4) identify other strategies for the financing, construction, and maintenance of such facilities. This plan is a necessary first step in the establishment of a connected, safe, and efficient multi-modal transportation system, and La Vista’s ability to establish connections with the regional trail system.



## 280 – Training & Education

### **Objective**

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

### **Previous work**

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

### **Work Activities**

#### 1. **Technical and Policy Education Activities**

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

#### 2. **Related Association Participation**

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

#### 3. **Professional Certifications and Memberships**

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



280 Work Activities Budget	Federal (\$)	Total (\$)	Hours
MAPA Work Activities	\$65,710	\$68,739	1,058

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





## 290 – Transportation Management

### **Objective**

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

### **Previous Work**

- Personnel management for transportation activities
- Review of invoices and progress reports for MAPA activities
- Financial management of budget and contracts
- General administrative activities related to organization support and operations

### **Work Activities**

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



<b>290 Work Activities Budget</b>	<b>Federal (\$)</b>	<b>Total (\$)</b>	<b>Hours</b>
<b>MAPA Work Activities</b>	<b>\$89,624</b>	<b>\$93,755</b>	<b>1,442</b>

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



## 300 – Membership Services

### **Objective**

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

### **Previous Work**

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

### **Work Activities**

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

300 Work Activities Budget	Federal (\$)	Total (\$)	Hours
MAPA Work Activities	\$12,568	\$13,147	202

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

*Ongoing Implementation – Major Deliverable X*



## 310 – Local and Partner Planning Support

### Objective

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

### Previous Work

- Douglas County GIS created and maintained GIS data sets that support the regional planning process including Natural Resources Inventory (NRI) and open data portal.
- City of Omaha Public Works conducted the traffic counting program.
- City of Omaha Planning Department worked on Omaha transportation planning projects and coordinated with the regional planning process.
- Sarpy County GIS created and maintained GIS data sets that support the regional planning process including Natural Resources Inventory (NRI) and open data portal.
- Sarpy County Planning Department worked on transportation-related planning projects and coordinated with the region.
- Pottawattamie County GIS created and maintained GIS data sets that support the regional planning process including Natural Resources Inventory (NRI) and open data portal.
- Implemented 5310 operations and vehicle purchase contracts with Council Bluff, Metro Transit, Florence Home for the Aged, and Black Hills Works
- Procured consultant services for Papio-Missouri River NRD's Neighborhood Enhanced Access to Trails (NEAT) Project

310 Contracts & Subrecipient Work Activities		Federal (\$)	Total (\$)
		\$337,092	\$481,560
<b>310</b>	<b>Metro Transit Planning Activities</b>	<b>\$86,853</b>	<b>\$124,076</b>

Implementation of MetroNEXT plan, a strategic planning effort to establish a multi-year transit enhancement strategy for the Metro. Projects include, but are not limited to, installation of new bus stop signage, new bus shelters, increased service on a variety of local bus routes, and promotion of a regional vanpooling service. Metro staff will initiate preliminary planning work on the 24th Street Transit Corridor, which will review alternatives for transit enhancement along 24th and/or 30th Streets between Ames Avenue and Q Streets. Additionally, Metro staff will coordinate with implementation efforts of the Heartland 2050 Action Plan to monitor the region's progress towards the vision goals.

<b>310</b>	<b>City of Omaha Public Works Traffic Counting</b>	<b>\$42,000</b>	<b>\$60,000</b>
Intended for traffic data to supplement existing traffic data sources in areas such as origin-destination information for automobiles and/or other modes, traffic volumes, or travel time.			



<b>310 Contracts &amp; Subrecipient Work Activities (continued)</b>		<b>Federal (\$)</b>	<b>Total (\$)</b>
<b>310</b>	<b>Douglas County GIS Activities</b>	<b>\$56,000</b>	<b>\$80,000</b>
<p>Funding intended for development, management and maintenance of transportation-related assets through the Cityworks GIS-based program. Implementing the natural resources inventory and coordinating open data resources with other county GIS departments. These assets include streets, construction projects, curb ramps, bridges, maintenance areas, sidewalks, sewers, snow removal routes, pavement markings, parking meters, signs, traffic signals, street parking, alleys, and unimproved roads. Development of new GIS datasets to encompass sidewalks, tree canopy, edge of pavement, pavement condition, building footprints, trails, and roadway trees.</p>			
<b>310</b>	<b>City of Omaha Planning Activities</b>	<b>\$38,717</b>	<b>\$55,310</b>
<p>The City of Omaha Planning Department will develop and refine the transportation planning process. Work activities will include, but are not limited to, land use development, bicycle and pedestrian count program, regionally significant long range planning studies for climate action plan, Bicycle pedestrian action plan, affordable housing, and electric vehicle charging strategy. Other activities include travel to national and regional events / conferences for technical and policy training such as: FTA and FHWA sponsored workshops, Nebraska Chapter of the American Planning Association annual conference, American Planning Association National Conference, Rail-Volution Transit Conference, Congress for New Urbanism, Designing Cities Conference Sponsored by the National Association of City Transportation Officials and other similar conferences. The City of Omaha will purchase equipment to enhance the automated bicycle and pedestrian counts and associated costs incurred as non-personnel items.</p>			
<b>310</b>	<b>Sarpy County Planning &amp; GIS Activities</b>	<b>\$53,393</b>	<b>\$76,276</b>
<p>Intended for GIS program including creating, maintaining, and managing ongoing geospatial data. Sarpy County will accurately develop and maintain data sets and tools supporting transportation planning, modeling, analysis, and forecasting. Data sets will include, but not be limited to, streets, bridges, railways, trails, traffic counts, parcels, land use, environmental and physical features, and jurisdictional boundaries. Implementing the natural resources inventory and coordinating open data resources with other county GIS departments. Funding will support staff time for the aforementioned activities. Sarpy County will also support implementation of regional open data portal and Natural Resource Inventory projects.</p>			
<b>310</b>	<b>Pottawattamie County GIS Activities</b>	<b>\$60,129</b>	<b>\$85,899</b>
<p>Intended for Pottawattamie County to conduct a GIS program including creating, maintaining, and managing ongoing geospatial data. Building new datasets including sidewalk gap analysis, regional land use to enhance current parcel attributes to include more granular information needed for MAPA and the County's planning studies. This will be a combination of translating existing assessment data along with manual investigation.</p>			
<b>310</b>	<b>Nebraska-Iowa Regional Orthophotography Consortium (NIROC) Aerial Photography Project</b>	<b>\$0</b>	<b>\$141,778</b>



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 \$324,723 for FY2022 flights. FY2022 activities include data processing, QA/QC on survey corrections for advanced imagery, feature extraction, software licensing, and delivery of advanced imagery products in Q4 FY2022.

<b>310 FTA Section 5310 FY2023 Sub-Recipients</b>		<b>Federal (\$)</b>	<b>Total (\$)</b>
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MAPA administers the Section 5310 program for distribution to eligible subrecipients. 5310 funding is a discretionary capital assistance program to assist local governments, private agencies, and nonprofit agencies provide transportation service for the elderly and disabled. Anticipated contracts for transportation service in FY2023 include:

<b>310</b>	<b>City of Council Bluffs STS</b>	<b>\$150,423</b>	<b>\$300,846</b>
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Cost of Contracted Services for the City of Council Bluffs Paratransit Service known as the Council Bluffs Special Transit Service (STS) serving the elderly and disabled citizens of Council Bluffs with transportation within the city limits of Council Bluffs and to three (3) designated medical facilities in Omaha, NE, i.e. CHI-Creighton Medical Center, the University of Nebraska Medical Center and the VA Medical Center.

<b>310</b>	<b>Florence Home for the Aged</b>	<b>\$140,459</b>	<b>\$280,919</b>
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Florence Home Transportation Services provides trained staff to accompany residents with disabilities, the elderly, and veterans on transportation trips to physician visits, dental appointments, outings and social events. Residents served live at Florence Home Healthcare Center, Royale Oaks Assisted Living, House of Hope Alzheimer’s Care and House of Hope Assisted Living.

<b>310</b>	<b>New Cassel Retirement Home</b>	<b>\$169,970</b>	<b>\$339,940</b>
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New Cassel 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.

<b>310</b>	<b>Black Hills Works</b>	<b>\$147,684</b>	<b>\$295,368</b>
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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.

<b>310</b>	<b>City of Bellevue</b>	<b>\$50,000</b>	<b>\$100,000</b>
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Cost of Contracted Services for the City of Bellevue Paratransit Service serving the elderly and disabled citizens of Bellevue with transportation within the city limits of Bellevue

**310 Heartland Family Service** **\$18,290** **\$36,580**

The HFS The Senior Center bus provides transportation to activities and resources for elderly persons in North Omaha.

**310 Eastern Nebraska Community Action Partnership** **\$67,500** **\$135,000**

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.



# MAPA - FY 2023 UPWP Support Table: Funding By Work Program

Mod 1: June 2022 Administrative changes

Project Code	Work Activity	Federal Funds	State Funds	MAPA Funds	3rd Party Match	Subrecipient In-kind Match	Activity Total	Federal Share	Match Share
<b>Nebraska FHWA PL Funds</b>									
200	UPWP and Federal Assurances	16,419		825			\$ 17,244	95%	5%
210	Board and Committee Support	115,124		5,787			\$ 120,911	95%	5%
220	Regional Transportation Planning	191,661		9,635			\$ 201,296	95%	5%
230	TIP and Local Projects	114,484		5,755			\$ 120,239	95%	5%
240	Communication and Public Involvement	249,185		12,527			\$ 261,712	95%	5%
250	Regional Data, Mapping & Forecasting	145,535		7,316			\$ 152,851	95%	5%
260	Environment and Energy	18,074		909			\$ 18,983	95%	5%
270	Heartland 2050 - Transportation Eligible	114,369		5,749			\$ 120,119	95%	5%
280	Training and Education	44,482		2,236			\$ 46,718	95%	5%
290	Management	58,865		2,959			\$ 61,824	95%	5%
300	Membership Services	6,958		350			\$ 7,308	95%	5%
221	Communications Support (80/20)	-		-	-		\$ -	0%	0%
230	Hwy 75 Corridor Study (Phase 1, 75%,80/20)	-		-	-		\$ -	0%	0%
230	Sarpy PEL Study (50%, 56.8% match)	7,800		-	20,008		\$ 27,808	28%	72%
250	On-Call Modeling (80/20)	5,610		-	14,390		\$ 20,000	28%	72%
250	Traffic Data Services (80/20)	11,921		-	30,579		\$ 42,500	28%	72%
260	Little Steps Cleaner Air Ozone Campaign	-		-	-		\$ -	0%	0%
260	Travel Demand Management Services (80/20)	-		-	-		\$ -	0%	0%
270	Heartland 2050 Mini Grants	24,683		-	63,317		\$ 88,000	28%	72%
310	Planning Local Subrecipients (70/30)	190,110		-	-	81,476	\$ 271,586	70%	30%
310	5310 Subrecipients (50/50)	-		-	-		\$ -	0%	0%
310	Aerial Photography for MAPA NE Activities	-		-	65,000		\$ 65,000	0%	100%
310	Aerial Photography for MAPA IA Activities	-		-	-		\$ -	0%	0%
<b>PROGRAM FUND TOTALS</b>		<b>1,315,280</b>	<b>0</b>	<b>54,049</b>	<b>193,295</b>	<b>81,476</b>	<b>1,644,100</b>	<b>80%</b>	<b>20%</b>

<b>Iowa FHWA PL Funds</b>									
200	UPWP and Federal Assurances	1,173		-			\$ 1,173	100%	0%
210	Board and Committee Support	8,743		-			\$ 8,743	100%	0%
220	Regional Transportation Planning	13,441		-			\$ 13,441	100%	0%
230	TIP and Local Projects	7,742		-			\$ 7,742	100%	0%
240	Communication and Public Involvement	17,448		-			\$ 17,448	100%	0%
250	Regional Data, Mapping & Forecasting	11,772		-			\$ 11,772	100%	0%
260	Environment and Energy	977		-			\$ 977	100%	0%
270	Heartland 2050 - Transportation Eligible	9,351		-			\$ 9,351	100%	0%
280	Training and Education	3,262		-			\$ 3,262	100%	0%
290	Management	4,006		-			\$ 4,006	100%	0%
300	Membership Services	2,304		-			\$ 2,304	100%	0%
221	Communications Support (80/20)	-		-	-		\$ -	0%	0%
230	Hwy 75 Corridor Study (Phase 1, 75%,80/20)	-		-	-		\$ -	0%	0%
230	Sarpy PEL Study (50%, 56.8% match)	-		-	-		\$ -	0%	0%
250	On-Call Modeling (80/20)	14,000		-	3,500		\$ 17,500	80%	20%
250	Traffic Data Services (80/20)	10,000		-	2,500		\$ 12,500	80%	20%
260	Little Steps Cleaner Air Ozone Campaign	-		-	-		\$ -	0%	0%
260	Travel Demand Management Services (80/20)	-		-	-		\$ -	0%	0%
270	Heartland 2050 Mini Grants	-		-	-		\$ -	0%	0%
310	Planning Local Subrecipients (70/30)	60,129		-	-	25,770	\$ 85,899	70%	30%
310	5310 Subrecipients (50/50)	-		-	-		\$ -	0%	0%
310	Aerial Photography for MAPA NE Activities	-		-	-		\$ -	0%	0%
310	Aerial Photography for MAPA IA Activities	-		-	9,317		\$ 9,317	0%	100%
<b>PROGRAM FUND TOTALS</b>		<b>164,347</b>	<b>0</b>	<b>0</b>	<b>15,317</b>	<b>25,770</b>	<b>205,434</b>	<b>80%</b>	<b>20%</b>



# MAPA - FY 2023 UPWP Support Table: Funding By Work Program

Mod 1: June 2022 Administrative changes

Project Code	Work Activity	Federal Funds	State Funds	MAPA Funds	3rd Party Match	Subrecipient In-kind Match	Activity Total	Federal Share	Match Share
<b>Nebraska FTA 5305d Funds</b>									
200	UPWP and Federal Assurances	4,575		133			\$ 4,708	97%	3%
210	Board and Committee Support	35,987		1,044			\$ 37,031	97%	3%
220	Regional Transportation Planning	59,726		1,733			\$ 61,460	97%	3%
230	TIP and Local Projects	33,450		971			\$ 34,420	97%	3%
240	Communication and Public Involvement	73,466		2,132			\$ 75,598	97%	3%
250	Regional Data, Mapping & Forecasting	42,621		1,237			\$ 43,858	97%	3%
260	Environment and Energy	2,605		76			\$ 2,680	97%	3%
270	Heartland 2050 - Transportation Eligible	34,807		1,010			\$ 35,817	97%	3%
280	Training and Education	12,497		363			\$ 12,860	97%	3%
290	Management	18,666		542			\$ 19,208	97%	3%
300	Membership Services	1,586		46			\$ 1,632	97%	3%
221	Communications Support (80/20)	-			-		\$ -	0%	0%
230	Hwy 75 Corridor Study (Phase 1, 75%,80/20)	-			-		\$ -	0%	0%
230	Sarpy PEL Study (50%, 56.8% match)	-			-		\$ -	0%	0%
250	On-Call Modeling (80/20)	-			-		\$ -	0%	0%
250	Traffic Data Services (80/20)	-			-		\$ -	0%	0%
260	Little Steps Cleaner Air Ozone Campaign	-			-		\$ -	0%	0%
260	Travel Demand Management Services (80/20)	-			-		\$ -	0%	0%
270	Heartland 2050 Mini Grants	-			-		\$ -	0%	0%
310	Planning Local Subrecipients (70/30)	86,853				37,223	\$ 124,076	70%	30%
310	5310 Subrecipients (50/50)	-					\$ -	0%	0%
310	Aerial Photography for MAPA NE Activities	-			55,201		\$ 55,201	0%	100%
310	Aerial Photography for MAPA IA Activities	-			-		\$ -	0%	0%
<b>PROGRAM FUND TOTALS</b>		<b>406,839</b>	<b>0</b>	<b>9,286</b>	<b>55,201</b>	<b>37,223</b>	<b>508,548</b>	<b>80%</b>	<b>20%</b>

<b>Iowa FTA 5305d Funds</b>									
200	UPWP and Federal Assurances	717		-			\$ 717	100%	0%
210	Board and Committee Support	5,345		-			\$ 5,345	100%	0%
220	Regional Transportation Planning	8,217		-			\$ 8,217	100%	0%
230	TIP and Local Projects	4,733		-			\$ 4,733	100%	0%
240	Communication and Public Involvement	10,667		-			\$ 10,667	100%	0%
250	Regional Data, Mapping & Forecasting	7,197		-			\$ 7,197	100%	0%
260	Environment and Energy	597		-			\$ 597	100%	0%
270	Heartland 2050 - Transportation Eligible	5,717		-			\$ 5,717	100%	0%
280	Training and Education	1,994		-			\$ 1,994	100%	0%
290	Management	2,449		-			\$ 2,449	100%	0%
300	Membership Services	1,408		-			\$ 1,408	100%	0%
221	Communications Support (80/20)	-			-		\$ -	0%	0%
230	Hwy 75 Corridor Study (Phase 1, 75%,80/20)	-			-		\$ -	0%	0%
230	Sarpy PEL Study (50%, 56.8% match)	-			-		\$ -	0%	0%
250	On-Call Modeling (80/20)	-			-		\$ -	0%	0%
250	Traffic Data Services (80/20)	-			-		\$ -	0%	0%
260	Little Steps Cleaner Air Ozone Campaign	-			-		\$ -	0%	0%
260	Travel Demand Management Services (80/20)	-			-		\$ -	0%	0%
270	Heartland 2050 Mini Grants	-			-		\$ -	0%	0%
310	Planning Local Subrecipients (70/30)	-				-	\$ -	0%	0%
310	5310 Subrecipients (50/50)	-					\$ -	0%	0%
310	Aerial Photography for MAPA NE Activities	-			-		\$ -	0%	0%
310	Aerial Photography for MAPA IA Activities	-			12,260		\$ 12,260	0%	100%
<b>PROGRAM FUND TOTALS</b>		<b>49,041</b>	<b>0</b>	<b>0</b>	<b>12,260</b>	<b>0</b>	<b>61,301</b>	<b>80%</b>	<b>20%</b>

# MAPA - FY 2023 UPWP Support Table: Funding By Work Program

Mod 1: June 2022 Administrative changes

Project Code	Work Activity	Federal Funds	State Funds	MAPA Funds	3rd Party Match	Subrecipient In-kind Match	Activity Total	Federal Share	Match Share
<b>Nebraska CMAQ / FHWA STBG</b>									
200	UPWP and Federal Assurances	-		-			\$ -	0%	0%
210	Board and Committee Support	-		-			\$ -	0%	0%
220	Regional Transportation Planning	-		-			\$ -	0%	0%
230	TIP and Local Projects	-		-			\$ -	0%	0%
240	Communication and Public Involvement	210		52			\$ 262	80%	20%
250	Regional Data, Mapping & Forecasting	49		12			\$ 61	80%	20%
260	Environment and Energy	15,394		3,848			\$ 19,242	80%	20%
270	Heartland 2050 - Transportation Eligible	24,000		6,000			\$ 30,000	80%	20%
280	Training and Education	-		-			\$ -	0%	0%
290	Management	347		87			\$ 434	80%	20%
300	Membership Services	-		-			\$ -	0%	0%
221	Communications Support (80/20)	59,410		4,319	10,146		\$ 73,875	80%	20%
230	Hwy 75 Corridor Study (Phase 1, 75%,80/20)	66,462	22,000	6,431	15,107		\$ 110,000	60%	40%
230	Sarpy PEL Study (50%, 56.8% match)	-		-	-		\$ -	0%	0%
250	On-Call Modeling (80/20)	-		-	-		\$ -	0%	0%
250	Traffic Data Services (80/20)	-		-	-		\$ -	0%	0%
260	Little Steps Cleaner Air Ozone Campaign	125,656		9,135	21,459		\$ 156,250	80%	20%
260	Travel Demand Management Services (80/20)	150,787		10,962	25,750		\$ 187,500	80%	20%
270	Heartland 2050 Mini Grants	724,584		52,677	123,739		\$ 901,000	80%	20%
310	Planning Local Subrecipients (70/30)	-		-	-	-	\$ -	0%	0%
310	5310 Subrecipients (50/50)	-		-	-		\$ -	0%	0%
310	Aerial Photography for MAPA NE Activities	-		-	-		\$ -	0%	0%
310	Aerial Photography for MAPA IA Activities	-		-	-		\$ -	0%	0%
<b>PROGRAM FUND TOTALS</b>		<b>1,166,900</b>	<b>22,000</b>	<b>93,525</b>	<b>196,200</b>	<b>0</b>	<b>1,478,625</b>	<b>79%</b>	<b>21%</b>

<b>FTA 5310</b>									
200	UPWP and Federal Assurances	1,430		-			\$ 1,430	100%	0%
210	Board and Committee Support	11,247		-			\$ 11,247	100%	0%
220	Regional Transportation Planning	18,665		-			\$ 18,665	100%	0%
230	TIP and Local Projects	10,454		-			\$ 10,454	100%	0%
240	Communication and Public Involvement	22,959		-			\$ 22,959	100%	0%
250	Regional Data, Mapping & Forecasting	13,320		-			\$ 13,320	100%	0%
260	Environment and Energy	814		-			\$ 814	100%	0%
270	Heartland 2050 - Transportation Eligible	10,878		-			\$ 10,878	100%	0%
280	Training and Education	3,905		-			\$ 3,905	100%	0%
290	Management	5,833		-			\$ 5,833	100%	0%
300	Membership Services	496		-			\$ 496	100%	0%
221	Communications Support (80/20)	-		-	-		\$ -	0%	0%
230	Hwy 75 Corridor Study (Phase 1, 75%,80/20)	-		-	-		\$ -	0%	0%
230	Sarpy PEL Study (50%, 56.8% match)	-		-	-		\$ -	0%	0%
250	On-Call Modeling (80/20)	-		-	-		\$ -	0%	0%
250	Traffic Data Services (80/20)	-		-	-		\$ -	0%	0%
260	Little Steps Cleaner Air Ozone Campaign	-		-	-		\$ -	0%	0%
260	Travel Demand Management Services (80/20)	-		-	-		\$ -	0%	0%
270	Heartland 2050 Mini Grants	-		-	-		\$ -	0%	0%
310	Planning Local Subrecipients (70/30)	-		-	-		\$ -	0%	0%
310	5310 Subrecipients (50/50)	744,327				744,327	\$ 1,488,653	50%	50%
310	Aerial Photography for MAPA NE Activities	-		-	-		\$ -	0%	0%
310	Aerial Photography for MAPA IA Activities	-		-	-		\$ -	0%	0%
<b>PROGRAM FUND TOTALS</b>		<b>844,327</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>744,327</b>	<b>1,588,654</b>	<b>53%</b>	<b>47%</b>

<b>UPWP GRAND TOTALS</b>		<b>3,946,734</b>	<b>22,000</b>	<b>156,860</b>	<b>472,273</b>	<b>888,795</b>	<b>\$ 5,486,661</b>	<b>72%</b>	<b>28%</b>
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MAPA - FY 2023 Unified Planning Work Program (UPWP) Budget Table

Published May 2022  
 Mod 1: June 2022 Administrative changes

	FY23 NDOT				FY23 IowaDOT				FTA 5310	Total Transportation Funding	Hours
	FHWA PL	FTA 5305d	FHWA - STBG	CMAQ	FHWA PL	FTA 5305d	FHWA - STBG	CMAQ			
Federal Funds FY23	1,267,267	406,839	428,000	291,000	141,347	49,041			693,150	3,276,644	
Federal Funds FY22 Carry-over	48,013		447,900		23,000				151,177	670,090	
<b>UPWP FY23 Federal Funds</b>	<b>1,315,280</b>	<b>406,839</b>	<b>875,900</b>	<b>291,000</b>	<b>164,347</b>	<b>49,041</b>	<b>-</b>	<b>-</b>	<b>844,327</b>	<b>3,946,734</b>	
Direct Personnel										1,143,431	
Direct Non-personnel										157,630	
Indirect										436,676	
Contracts / Subrecipients										3,748,924	
<b>Total UPWP Budget</b>										<b>5,486,661</b>	
<b>MAPA Activities (Amounts include Federal + matching funds)</b>											
200 UPWP and Federal Assurances	\$ 17,244	\$ 4,708	\$ -	\$ -	\$ 1,173	\$ 717			\$ 1,430	\$ 25,271	390
210 Board and Committee Support	\$ 120,911	\$ 37,031	\$ -	\$ -	\$ 8,743	\$ 5,345			\$ 11,247	\$ 183,277	2,820
220 Regional Transportation Planning	\$ 201,296	\$ 61,460	\$ -	\$ -	\$ 13,441	\$ 8,217			\$ 18,665	\$ 303,080	4,663
230 TIP and Local Projects	\$ 120,239	\$ 34,420	\$ -	\$ -	\$ 7,742	\$ 4,733			\$ 10,454	\$ 177,588	2,732
240 Communication and Public Involvement	\$ 261,712	\$ 75,598	\$ -	\$ 262	\$ 17,448	\$ 10,667			\$ 22,959	\$ 388,646	5,979
250 Regional Data, Mapping & Forecasting	\$ 152,851	\$ 43,858	\$ -	\$ 61	\$ 11,772	\$ 7,197			\$ 13,320	\$ 229,059	3,524
260 Environment and Energy	\$ 18,983	\$ 2,680	\$ -	\$ 19,242	\$ 977	\$ 597			\$ 814	\$ 43,294	666
270 Heartland 2050 - Transportation Eligible	\$ 120,119	\$ 35,817	30,000	\$ -	\$ 9,351	\$ 5,717			\$ 10,878	\$ 211,881	3,260
280 Training and Education	\$ 46,718	\$ 12,860	\$ -	\$ -	\$ 3,262	\$ 1,994			\$ 3,905	\$ 68,739	1,058
290 Management	\$ 61,824	\$ 19,208	\$ -	\$ 434	\$ 4,006	\$ 2,449			\$ 5,833	\$ 93,755	1,442
300 Membership Services	\$ 7,308	\$ 1,632	\$ -	\$ -	\$ 2,304	\$ 1,408			\$ 496	\$ 13,147	202
<b>Subtotal MAPA Activities - Federal Share</b>	<b>\$ 1,075,157</b>	<b>\$ 319,986</b>	<b>\$ 24,000</b>	<b>\$ 16,000</b>	<b>\$ 80,218</b>	<b>\$ 49,041</b>			<b>\$ 100,000</b>	<b>\$ 1,664,402</b>	
<b>Subtotal MAPA Activities - Local / Matching Share</b>	<b>\$ 54,049</b>	<b>\$ 9,286</b>	<b>\$ 6,000</b>	<b>\$ 4,000</b>	<b>\$ -</b>	<b>\$ -</b>			<b>\$ -</b>	<b>\$ 73,335</b>	
<b>Subtotal MAPA Activities</b>	<b>\$ 1,129,206</b>	<b>\$ 329,272</b>	<b>\$ 30,000</b>	<b>\$ 20,000</b>	<b>\$ 80,218</b>	<b>\$ 49,041</b>			<b>\$ 100,000</b>	<b>\$ 1,737,737</b>	26,736
<b>Contracts and Subrecipients (Amounts include Federal + matching funds)</b>											
221 Communications Support (80/20)			\$ 73,875							\$ 73,875	
230 Hwy 75 Corridor Study (Phase 1, 75%/80/20)			110,000							\$ 110,000	
230 Sarpy PEL Study (50%, 56.8% match)	27,808									\$ 27,808	
250 On-Call Modeling (80/20)	20,000				17,500					\$ 37,500	
250 Traffic Data Services (80/20)	42,500				12,500					\$ 55,000	
260 Little Steps Cleaner Air Ozone Campaign				156,250						\$ 156,250	
260 Travel Demand Management Services (80/20)				187,500						\$ 187,500	
270 Heartland 2050 Mini Grants	88,000		901,000							\$ 989,000	
310 Planning Local Subrecipients (70/30)	271,586	124,076			85,899					\$ 481,560	
310 5310 Subrecipients (50/50)								1,488,653		\$ 1,488,653	
310 Aerial Photography for MAPA NE Activities	65,000	55,201								\$ 120,201	
310 Aerial Photography for MAPA IA Activities					9,317	12,260				\$ 21,577	
<b>Subtotal Contracts &amp; Subrecipients - Federal Share</b>	<b>\$ 240,123</b>	<b>\$ 86,853</b>	<b>\$ 851,900</b>	<b>\$ 275,000</b>	<b>\$ 84,129</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 744,327</b>	<b>\$ 2,282,332</b>	
<b>Subtotal Contracts &amp; Subrecipients - Match Funds</b>	<b>\$ 274,771</b>	<b>\$ 92,424</b>	<b>\$ 232,975</b>	<b>\$ 68,750</b>	<b>\$ 41,087</b>	<b>\$ 12,260</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 744,327</b>	<b>\$ 1,466,592</b>	
<b>Subtotal Contracts &amp; Subrecipients</b>	<b>\$ 514,894</b>	<b>\$ 179,277</b>	<b>\$ 1,084,875</b>	<b>\$ 343,750</b>	<b>\$ 125,216</b>	<b>\$ 12,260</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,488,653</b>	<b>\$ 3,748,924</b>	
<b>MAPA TOTAL</b>											
Total Federal Share	\$ 1,315,280	\$ 406,839	\$ 875,900	\$ 291,000	\$ 164,347	\$ 49,041	\$ -	\$ -	\$ 844,327	\$ 3,946,734	
Total Local / Matching Share	\$ 328,820	\$ 101,709	\$ 238,975	\$ 72,750	\$ 41,087	\$ 12,260	\$ -	\$ -	\$ 744,327	\$ 1,539,927	
<b>Total Activities</b>	<b>\$ 1,644,100</b>	<b>\$ 508,548</b>	<b>\$ 1,114,875</b>	<b>\$ 363,750</b>	<b>\$ 205,434</b>	<b>\$ 61,301</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,588,654</b>	<b>\$ 5,486,661</b>	
<b>Match %</b>	<b>20.0%</b>	<b>20.0%</b>	<b>21.4%</b>	<b>20.0%</b>	<b>20.0%</b>	<b>20.0%</b>			<b>46.9%</b>	<b>28.1%</b>	
<b>Match Sources</b>											
State Funding			\$ 22,000							\$ -	
Local/Subrecipient 3rd party in-kind match	81,476	37,223			25,770			744,327		\$ 888,795	
Match Contributions to MAPA (Partners, Foundations)	128,295		\$ 196,200		6,000					\$ 330,495	
MAPA Cash (TIP Fees, Dues, Reserves, etc.)	54,049	9,286	20,775	72,750						\$ 156,860	
Aerial Photography (Nebraska MPO)	65,000	55,201								\$ 120,201	
Aerial Photography (Iowa MPO)					9,317	12,260				\$ 21,577	
<b>Total of Match Sources</b>	<b>328,820</b>	<b>101,709</b>	<b>238,975</b>	<b>72,750</b>	<b>41,087</b>	<b>12,260</b>	<b>-</b>	<b>-</b>	<b>744,327</b>	<b>\$ 1,517,927</b>	

## 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 3/31/2022 to establish a:

Cost Allocation Plan

Indirect Cost Rate

for State Fiscal Year 2023 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:

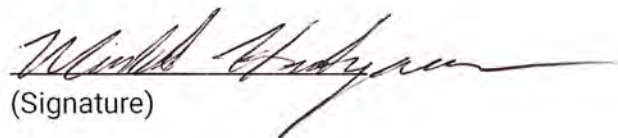
Governmental Organization

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)

3/31/2022

(Date Signed)



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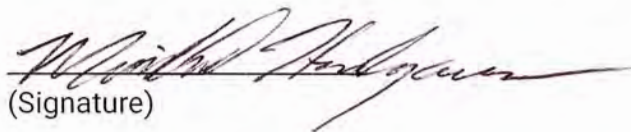
## MPO Self-Certification of Procurement and Consultant Selection Procedures

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

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

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

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

  
(Signature)

Michael Helgerson

(Please print name)

Executive Director

(Title)

Metropolitan Area Planning Agency

(Name of Organization)

3/31/2022

(Date Signed)



OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY

RESOLUTION NUMBER 2022- 31

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

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


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

WHEREAS, The Unified Planning Work Program for fiscal year 2023, covering the period of July 1, 2022 to June 30, 2023 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 2023.

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 26th Day of May 2022

  
\_\_\_\_\_  
Douglas Kindig  
Chair, MAPA Board of Directors