RESOLUTION APPROVING AND AUTHORIZING CHAIRMAN TO SIGN AGREEMENT WITH MAPA FOR GIS AND PLANNING SERVICES

WHEREAS, pursuant to Neb. Rev. Stat. §23-104(6) (Reissue 2012), the County has the power to do all acts in relation to the concerns of the County necessary to the exercise of its corporate powers; and,

WHEREAS, pursuant to Neb. Rev. Stat. §23-103 (Reissue 2012), the powers of the County as a body are exercised by the County Board; and,

WHEREAS, Sarpy County maintains a region-wide Geographic Information System (“GIS”) and has the ability to provide to the Metropolitan Area Planning Agency (“MAPA”) with GIS services related to transportation issues, and,

WHEREAS, Sarpy County’s Planning Department has the resources and the capability to assist MAPA in its transportation planning processes; and,

WHEREAS, Sarpy County and MAPA desire to enter into an agreement that identifies the responsibilities of Sarpy County and MAPA with regards to the aforementioned GIS and Planning Services.

NOW, THEREFORE, BE IT RESOLVED, By the Sarpy County Board of Commissioners, that this Board hereby approves the attached agreement with MAPA and any other related documents, the same being approved by the Board.

BE IT FURTHER RESOLVED that the Chairman is hereby authorized to sign the attached agreement with MAPA.

The above Resolution was approved by a vote of the Sarpy County Board of Commissioners at a public meeting duly held in accordance with applicable law on the 10th day of July, 2018.

ATTEST:

Sarpy County Board Chairman

County Clerk
MEMO

To: Sarpy County Board of Commissioners

From: Brian Hanson

Re: Agreement with MAPA for GIS and Planning Services

At the July 10, 2018 Board meeting, approval of the attached Interlocal Agreement between Sarpy County and MAPA will be requested. This is a continuation of an existing agreement. Under these agreements, Sarpy County will provide GIS services related to transportation issues. In addition, the Sarpy County Planning Department will assist MAPA in preparing the Long Range Transportation Plan by providing information relating to on-going development activities. MAPA will reimburse Sarpy County for up to $31,715 of salary and benefits for work in the GIS department with a match of $13,592 under the GIS agreement. MAPA will also reimburse Sarpy County for up to $25,285 of salary and benefits for work in the Planning Department with a match of $10,837. This agreement is included in the 2019 FY budget.

If you have any questions, please feel free to contact me at 593-2349.

June 20, 2018

Brian E. Hanson

BEH/mg

cc: Dan Hoins
    Scott Bovick
    Deb Houghtaling
    Bonnie Moore
    Eric Herbert
    Bruce Fountain
June 15, 2018

Bruce Fountain
Sarpy County
1210 Golden Gate Drive
Papillion, NE 68046

Mr. Fountain:

Enclosed are two originals of contract #1960310002 -- Sarpy County Planning and GIS Activities -- FY19. Please sign both agreements and return one fully executed contract to MAPA. Please retain one fully contract for your records. If you have any questions, please feel free to contact me.

Sincerely,

Melissa Engel
Director of Finance and Operations

Encl.
CONTRACT IDENTIFICATION

1. Contract Number: 1960310002
2. Project: Sarpy County Planning and GIS Activities – FY19
3. Effective Date: July 1, 2018
4. Completion Date: June 30, 2019

CONTRACT PARTIES

5. Contractor Name and Address:
   Sarpy County
   1210 Golden Gate Drive
   Papillion, NE 68046

6. The Planning Agency:
   The Omaha-Council Bluffs Metropolitan Area Planning Agency
   2222 Cuming Street
   Omaha, Nebraska 68102

ACCOUNTING DATA

7. Contract – not to exceed $57,000 FHWA PL Funds, plus minimum $24,429 in local matching funds.

   Allotted - $57,000 FHWA PL Funds, CFDA Number 20.205

8. Administrative Fee: Contractor shall pay the Planning Agency an administrative fee of $2,850 equal to 5% of the federal portion of this agreement. Federal funds from this agreement shall not be used to pay the administrative fee.

DATES OF SIGNING AND MAPA BOARD APPROVAL

9. Date of MAPA Board Approval -
10. Date of County Approval
11. Legal Review -
12. Date of State Concurrence -
AGREEMENT
FOR PROFESSIONAL SERVICES

THIS AGREEMENT entered into this first day of July, 2018 by and between Sarpy County, Nebraska, 1210 Golden Gate Drive, Papillion, NE 68046 (hereinafter referred to as "the County") and the Omaha-Council Bluffs Metropolitan Area Planning Agency, 2222 Cuming Street, Omaha, Nebraska, 68102 (hereinafter referred to as "MAPA"), providing for professional services described herein and within the MAPA FY 2019 Unified Work Program (hereinafter referred to as the "FY 2019 Program").

NOW, THEREFORE, it is mutually understood and agreed by the parties hereto as follows:

1. EMPLOYMENT OF THE COUNTY

The County agrees to undertake certain transportation planning activities identified in 23 USC Section 134; 23 CFR Part 420, subpart A, and Part 450, subpart C and incorporated into MAPA's FY 2019 Program Exhibit I and incorporated hereto by reference. This Agreement shall be subject to all required provisions of the Nebraska Department of Transportation ("NDOT") Agreement Project No. PLM-1(56) attached as Exhibit II and incorporated hereto by reference.

2. AREA COVERED

The area to be covered in the study under this Agreement shall be Sarpy County, Nebraska.

3. SCOPE OF SERVICES

A. The County shall do, perform, and carry out the duties stated herein and in accordance with MAPA's FY 2019 Unified Work Program for transportation planning activities for the Omaha-Council Bluffs Metropolitan Area. The work will include the various work activities within work element 310 identified below and Exhibit III.

   Sarpy County Planning and GIS Activities

   The Sarpy County Planning Department will conduct a Sarpy County Comprehensive Plan, development review, and development regulations update in coordination with MAPA and the regional transportation planning process. Funding will support staff time for the aforementioned activities. Sarpy County will conduct a 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.

B. The County shall develop progress reports documenting their work activities and studies undertaken under the terms of this Agreement. These reports shall be of a quality suitable for publication, but will not ordinarily be intended for wide distribution. The documents shall be written in a style and form suitable for a technical audience rather than the mass public. Such reports shall contain the following information:

   1. Activities completed in the quarter.
   2. Percentage completion.
3. Number of hours completed by employee by activity for the quarter.
4. Activities to be completed next quarter.
5. Any existing or expected concerns about completed the activities included in the scope.

C. The aforementioned reports shall be prepared for no less than the work activities specifically cited within Section 3, Scope of Services. The remaining work activities within the FY 2019 Program may be documented in a single report or additional reports as is mutually agreeable to MAPA and the County.

D. The County will cooperate with MAPA in the preparation of information and reports to meet in a timely manner, the requirements of NDOT. MAPA will be provided a copy of data and reports developed as a result of this Agreement.

E. The County will be available to provide quarterly oral reports to the MAPA Transportation Technical Advisory Committee and the MAPA Board of Directors when necessary, and will submit written quarterly progress reports. These progress reports will provide, for work element 310 the following information: work performed during the completed quarter, conformance to approved project scope, percent completed, if on schedule, and planned activities for the next quarter. These reports need to be submitted no later than thirty (30) days after the end of each quarter.

4. PERSONNEL

A. The County represents that it has, or will secure all personnel required in performing the services under this Agreement without exceeding the project budget. Such personnel will not have any other financial interest pertaining to work covered by this Agreement.

B. All of the services required hereunder shall be performed by the County or under its supervision and all personnel engaged in the work shall be fully qualified and authorized under state and local law to perform such services.

C. All subcontracted services covered by this Agreement shall be reviewed and approved prior to contracting by MAPA and NDOT.

5. TIME OF PERFORMANCE

The County agrees to perform the services of this Agreement as outlined in the FY 2019 Program and stated herein, within the time of this Agreement. The agreement shall cover work performed beginning July 1, 2018 and ending June 30, 2019.

6. COMPENSATION

Contingent upon receipt of Federal Highway Administration (FHWA) PL funds from NDOT under Agreement Project No. PLM-1(56), MAPA agrees to pay for the services rendered by the County under the terms of this Agreement, compensation on a cost reimbursement basis for costs incurred
and to include direct costs not to exceed in any event fifty-seven thousand dollars ($57,000) less independent audit and inspection fees, unless acceptable compliance with 2 CFR 200 can be substituted. The County agrees to contribute in cash or in services a minimum requirement of twenty-four thousand four hundred twenty-nine dollars ($24,429). Services shall be defined as staff time paid with non-federal dollars or equipment purchased with non-federal dollars. (Exhibit III)

Payments for work under this agreement will be made based on actual costs up to a Maximum-Not-To-Exceed amount identified in the preceding paragraph. Actual costs include direct labor costs, direct non-labor costs, and overhead costs.

A. Direct Labor Costs are the earnings that individuals receive for the time they are working directly on the project.

   a. Hourly Rates: For hourly employees, the hourly earnings rate shall be their employee's straight time hourly rate for the pay period in which the work was performed. If overtime hours are worked on this project, the premium pay portion of those hours is not allowable as a direct labor cost. For salaried employees, the hourly earnings rate shall be their actual hourly rate as recorded in the County's accounting books of record.

   b. Time Reports: The hours charged to the project must be supported by adequate time distribution records that clearly indicate the distribution of hours to all projects/activities on a daily basis for the entire pay period. Time reports must provide a clear identifying link to the projects: such as project description, project number, pertinent work phase, dates of service, and the individual's name and position. There must be an adequate system of internal controls in place to ensure that time charges are correct and have the appropriate supervisory approval.

B. Direct Non-Labor Costs: These costs include all necessary, actual, and allowable costs related to completing the work under the agreement, including but not limited to: meals, lodging, mileage, subject to the limitations outlined below; communication costs; reproduction and printing costs; special equipment and materials required for the project; special insurance premiums if required solely for this agreement; and such other allowable items. Purchases of such items should follow federal funding procurement process. Meal and lodging expenses shall not exceed IRS published per diem rates for the region. Alcoholic beverages are not considered to be an allowable expense and are not reimbursable.

A non-labor cost charged as a direct cost cannot be included in the County's overhead rate. If for reasons of practicality, the consultant is treating a direct non-labor cost category, in its entirety, as an overhead cost, then costs from that category are not eligible to be billed to this project as a direct expense.

County shall submit to the Planning Agency an invoice or billing itemizing all direct non-labor costs claimed for work under this agreement, and all supporting receipts or invoices.

7. ADMINISTRATIVE FEE

The County agrees to pay MAPA an administrative fee of two thousand eight hundred fifty dollars ($2,580). MAPA in exchange shall monitor compliance with grant requirements, review and approve payment authorizations and submit to the federal agency for payment. Sources of funding for this administrative fee shall come from non-federal funds.
8. ACCOUNTING RECORDS

A. The County shall establish and maintain accounts for the project in a manner consistent with applicable provisions of 2 CFR, Subtitle A, Chapter 2 Part 200 Subpart F.

B. Expenditures shall be in conformance with the standards for allowability of costs set forth in 2 CFR 200.

C. The County shall establish and maintain separate accounts for expenditures under this Agreement.

D. If necessary, the Federal award information needed for SEFA includes:
   - **Federal Grantor:** US Department of Transportation - Federal Highway Administration
   - **Pass-Through Grantor:** Omaha-Council Bluffs Metropolitan Area Planning Agency
   - **Program Title:** Highway Planning and Construction
   - **CFDA Number:** 20.205
   - **Project Number:** 1960310002

E. The County shall maintain an accurate cost-keeping system as to all costs incurred in connection with the subject of this Agreement and shall produce for examination books of account, bills, invoices and other vouchers, or certified copies thereof if originals are lost, at such reasonable time and place as may be designated by MAPA, FHWA or a designated Federal representative and shall permit extracts and copies thereof to be made during the period and for three (3) years after the final FHWA-MAPA audit is completed, resolved and closed.

F. The County shall at all times afford a representative of MAPA, FHWA, or any authorized representative of the Federal government, reasonable facilities for examination and audits of the cost account records, shall make such returns and reports to a representative as may be required, shall produce and exhibit such books, accounts, documents and property as the representative may desire to inspect, and shall in all things aid the representative in the performance of audit duties.

G. If any amount paid by MAPA to the County under this Agreement is found to be ineligible for reimbursement from the sponsoring federal agency, the County shall pay such amount back to MAPA.

9. SUBMISSION OF VOUCHERS/INVOICES

A. The County may submit monthly, but no less than quarterly, documented invoices of costs incurred for the work elements and work activities that were previously identified in Sections 3A and 3E of this Agreement. Said reports shall account for the expenditure of Federal and the County shares, shall indicate work program percentage completion, and shall contain a statement of the County's estimate of the percentage of work completed and be signed by a responsible representative of the County certifying that all of the items herein are true and
correct for the work performed under the terms of this Agreement. Final payment shall be made upon determination by MAPA and NDOT that all requirements hereunder have been completed, which determination shall not be unreasonably withheld. Promptly after receipt of the County's invoices, and following receipt of funds from NDOT under Agreement Project No. PLM-1(58), MAPA shall make payment thereon to the County. MAPA may withhold ten percent (10%) of the total compensation pending a final audit of this Agreement, 120 days from the end date of this agreement.

B. All invoices shall be taken from the books of account kept by the County and the County shall have available copies of payroll distribution, receipted bills or other documents reasonably required by MAPA. The County shall use actual labor rates for billing purposes.

C. The County shall have available a listing of all the County personnel positions that may be selected or assigned to the work contemplated herein. Said listing shall indicate the title or classification and salary range of each such position. It is agreed that employees of the County, whose time is directly assignable to this FY 2019 Program, shall keep and sign a time record showing the work element and work activity of the FY 2019 Program, date and hours worked, and title of position.

D. It is understood that reimbursement for out-of-state (other than Nebraska, Iowa and Kansas) travel costs, will not be requested unless written prior approval for such travel has been given by MAPA and the State. The rate of reimbursement will be that allowed by the State for travel by its own employees.

E. If the FHWA notifies MAPA that a cost item (as identified in the cost circulars and regulations identified herein) paid to the County under this Agreement is not eligible for funding by the FHWA, then the County shall reimburse to MAPA the amount of the ineligible cost item.

10. TERMINATION OF AGREEMENT FOR CAUSE

A. If, through any cause, the County shall fail to fulfill in a timely and proper manner its obligations under this Agreement, or if the County shall violate any of the covenants, agreements, or stipulations of this Agreement, or refuse to accept changes required by NDOT, MAPA shall thereupon have the right to terminate this Agreement by giving written notice to the County of such termination and specifying the effective date of such termination. In that event, all finished or unfinished documents, data, studies, surveys, drawings and reports prepared by the County shall be made available to MAPA, and the County shall be entitled to receive compensation for all expenses incurred or obligated on all work mutually agreed to be satisfactorily completed through the effective date of termination.

B. The above also applies when the Agreement may be terminated because of circumstances beyond the control of MAPA or the County.
11. CHANGES
The County or MAPA may, from time to time, request changes in the Scope of Services set forth in this Agreement, which are to be performed by the County GIS Coordinator. Such changes, including any increase or decrease in the amount of the County’s compensation, which are mutually agreed upon by and between MAPA and the County, and subject to the approval of the NDOT, shall be incorporated in written amendments to this Agreement and duly executed by authorized officials of the Parties.

12. ASSIGNABILITY
Neither the County nor MAPA shall assign any interest in this Agreement, and shall not transfer any interest in the same (whether by assignment or novation), without prior written mutual consent.

13. CLAIMS
Both parties indemnify, save and hold harmless the other party, and all its agents and employees of and from any and all claims, demands, actions or causes of action of whatever nature or character arising out of, or by reason of, the work to be performed by either party. Each party further agrees to defend, at its own sole cost and expense, any action or proceeding commenced for the purpose of asserting any such claim of whatever character arising as a result of its actions. Each party agrees to cooperate in the defense or settlement negotiation of such claim, action, or proceeding. It is further agreed that any and all employees of either party while engaged in the performance of any work or service required or provided for herein to be performed by that party, shall not be considered employees of the other party, and that any and all claims that may or might arise under the Worker's Compensation Act of the State of Nebraska or any other applicable workers' compensation law on behalf of said employees, while so engaged, and any and all claims made by any third parties as a consequence of any act or omission on the part of said employees, shall in no way be the obligation or responsibility of the other party.

14. CONFLICT OF INTEREST LAWS
A. The County shall review the Conflict of Interest provisions of 23 CFR 1.33, 49 CFR 18.36(b)(3) and 2 CFR, and agrees to comply with all the conflict of Interest provisions (including applicable State and local provisions) in order for the Eligible Planning Activities to remain fully eligible for State of Nebraska and Federal funding. The County should review, understand and follow the instruction provided in the NDOR CONFLICT OF INTEREST GUIDANCE DOCUMENT FOR LPA OFFICIALS, EMPLOYEES 7 AGENTS FOR LOCAL FEDERAL-AID TRANSPORTATION PROJECTS located on the State of Nebraska's website:
B. The County must also complete, sign and submit to MAPA, the **NDOR CONFLICT OF INTEREST DISCLOSURE FORM FOR LPAS FOR LOCAL FEDERAL-AID TRANSPORTATION PROJECTS.** This form is located on the State of Nebraska’s website, [http://dot.nebraska.gov/media/7323/coi-disclosure-doc-lpa.pdf](http://dot.nebraska.gov/media/7323/coi-disclosure-doc-lpa.pdf)

15. IDENTIFICATION OF DOCUMENTS

A. All reports, maps, and other documents completed as part of this Agreement, other than documents completed exclusively for internal use within MAPA, shall carry the following notation on the front cover or a title page (or, in the case of maps in the same block) containing the name of MAPA, the County and the following:

"The preparation of this report, document, etc. was financed in part through a Federal grant from the Department of Transportation under the Transportation Planning Program authorized under 23 USC Section 134."

Together with the date (month and year) the document was prepared.

B. Originals of all documents including computer tapes, tracings, drawings, estimates, specifications, field notes, investigations, studies, etc., as instruments of service under terms of this Agreement are to be the joint property of the political jurisdiction and governmental agencies participating in the transportation planning process. Copies of said documents will be made available to such participants upon request at costs of such reproduction.

16. PUBLICATION OR RELEASE OF INFORMATION

A. Papers, interim reports, forms or other material which are a part of the work under this Agreement shall not be copyrighted without written approval of NDOT and FHWA.

B. Either party to the Agreement may initiate a request for publication of the final or interim reports, or any portions thereof.

C. Publication by either party shall give credit to the other party and to the FHWA. However, if NDOT or FHWA does not wish to subscribe to the findings or conclusions of the study the following statement shall be included on the credit sheet: "The opinions, findings and conclusions expressed in this publication are those of the authors and not necessarily those of NDOT or the Federal Highway Administration."

D. In the event of failure of agreement between NDOT and the County relative to the publication of any reports during the period of the Agreement, each party reserves the right to publish independently, in which event the nonoccurrence of the other party shall be set forth, if requested.

E. Both written and oral releases are considered to be within the context of publication. However, there is no intention to limit discussion of the study with participants in the Transportation Planning Program, small technical groups or lectures to employees or students. Lectures to other groups which describe the plans are permissible.
F. Neither party shall publish nor otherwise disclose, nor permit to be disclosed or published, the results of the investigation herein contemplated, during the period of the Agreement, without notifying the other party.

G. When the scheduled time for presentation of a paper does not permit formal review and approval of a complete report, abstracts may be used for notification of intent to present a paper based on the study. Such presentation must protect the interest of the other party by the inclusion of a statement in the paper and in presentation to the effect that the paper had not been reviewed by the State.

17. FAIR EMPLOYMENT PRACTICES
Both Parties agree that in accordance with the Nebraska Fair Employment Practice Act, Neb. Rev. Stat. §48-1101-48-1126, and all regulation relative to nondiscrimination in federally assisted programs of the Department of Transportation, Title 49 CFR, Parts 21 and 27 as set forth in SECTION 22. TITLE VI NONDISCRIMINATION CLAUSES of this Agreement. The reference to “Contractor” in this section also means “County”.

18. DISABILITIES ACT
The County agrees to comply with the Americans with Disabilities Act of 1990 (P.L. 101-366), as implemented by 28 CFR 35, which is hereby made a part of and included in this Agreement by reference.

19. RESIDENCY VERIFICATION
Pursuant to Neb. Rev. Stat. §4-114 et seq., each party shall use a federal immigration verification system to determine the work eligibility status of new employees physically performing services within the State of Nebraska. A federal immigration verification system means the electronic verification of the work authorization program authorized by the Illegal Immigration Reform and Immigrant Responsibility Act of 1996, 8 U.S.C. §1324a, known as the E-Verify Program, or an equivalent federal program designated by the United States Department of Homeland Security or other federal agency authorized to verify the work eligibility status of a newly hired employee.

20. DISADVANTAGED BUSINESS ENTERPRISES (DBE)
A. The County shall ensure that disadvantaged business enterprises as defined in 49 CFR Part 26 shall have the maximum opportunity to participate in the performance of contracts finance in whole or in part with Federal Funds under this Agreement.

B. The County and MAPA shall ensure that disadvantaged business enterprises as defined in 49 CFR Part 26 have the maximum opportunity to participate in the performance of contracts and subcontracts finance in whole or in part with Federal Funds provided under this Agreement. In this regard, the County shall take all necessary and reasonable steps in accordance with 49
CFR Part 26 to ensure that disadvantaged business enterprises have the maximum opportunity to compete for and perform contracts. MPO shall not discriminate on the basis of race, color, sex, age, disability, or national origin in the award and performance of FHWA assisted contracts.

21. TITLE VI NONDISCRIMINATION CLAUSES

During the performance of this Agreement, the County, for itself, its assignees and successors in interest agrees as follows:

A. Compliance with Regulations:

The County shall comply with the Regulations of the Department of Transportation relative to nondiscrimination in federally assisted programs of the Department of Transportation (Title 49, Code of Federal Regulations, Parts 21 and 27, hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.

B. Nondiscrimination:

The County with regard to the work performed by it after award and prior to completion of the contract work, shall not discriminate on the basis of disability, race, color, sex, age, disability, religion or national origin in the selection and retention of sub-contractors, including procurements of materials and leases of equipment. The County shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulation, including employment practices when the contract covers a program set forth in Appendix "A", "B", and "C" of Part 21 of the Regulation.

C. Solicitations for Subcontracts, Including Procurements of Materials and Equipment:

In all solicitations either by competitive bidding or negotiation made by the County for work to be performed under a subcontract, including procurements of materials or equipment, each potential sub-contractor or supplier shall be notified by the County of the County's obligations under this agreement and the Regulation relative to nondiscrimination on the basis of disability, race, color, sex, religion or national origin.

D. Information and Reports:

The County shall provide all information and reports required by the federal regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the MPO, State of Nebraska or FHWA to be pertinent to ascertain compliance with such federal regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the County shall so certify to the State of Nebraska or FHWA as appropriate and shall set forth what efforts it has made to obtain the information.

E. Sanctions for Noncompliance:
In the event of the County’s noncompliance with the nondiscrimination provisions of this Agreement, the MPO will impose such contract sanctions as it or FHWA may determine to be appropriate, including but not limited to,

a. Withholding of payments to the County under this Agreement until the County complies, and/or

b. Cancellation, termination or suspension of this Agreement, in whole or in part.

F. Incorporation of Provisions:
The County shall include the provision of section 22.A through 22.F in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, order, or instructions issued pursuant thereto. The County shall take such action with respect to any subcontract or procurement as the MPO or FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the County may request the MPO to enter into such litigation to protect the interests of the MPO, and in addition, the County may request the United States to enter into such litigation to protect the interests of the United States.

22. APPLICABLE LAW AND VENUE

Parties to this Agreement shall conform to all existing and applicable city ordinances, resolutions, state and local laws, federal laws, and all existing and applicable rules and regulations. Nebraska law will govern the terms and the performance under this Agreement. Venue for any non-federal legal proceeding under this Agreement shall be in the State of Nebraska, District Court of Sarpy County and for any federal legal proceeding in the United States District Court for the State of Nebraska located in Omaha, Nebraska.

23. ENTIRE AGREEMENT

This Agreement contains the entire agreement of the Parties. The provisions of this Agreement may not be explained, supplemented, or qualified through evidence of trade usage or prior course of dealings. No representations were made or relied upon by either Party other than those that are expressly set forth herein. No agent, employee or other representative of either Party is empowered to alter any of the terms hereof except as provided herein.

24. CERTIFICATION REGARDING LOBBYING FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

The undersigned certifies, to the best of his or her knowledge and belief, that:

a. No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee
of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

b. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer of employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying" in accordance with its instructions.

c. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, sub-grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite from making or entering into this transaction imposed by Section 1352, Title 31, US Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

25. DRUG FREE POLICY

Both parties have established and maintain drug free workplace policies.

26. PUBLIC BENEFITS


27. INDEPENDENT CONTRACTOR

It is agreed that nothing contained herein is intended or should be construed in any manner as creating or establishing a partnership or joint venture between the Parties. Any and all acts that either Party or its personnel, employees, agents, contractors, or servants, perform pursuant to the terms of this Agreement shall be undertaken as independent contractors and not as employees of the other. The Parties shall, except as provided herein, act in their individual capacities and not as agents, employees, partners, joint ventures or associates of the other. An employee or agent of one shall not be deemed or construed to be the employee or agent of the other for any purpose.
whatsoever. None of the Parties nor its personnel, employees, agents, contractors, or servants shall be entitled to any benefits of the other. The Parties shall not provide any insurance coverage to the other or their employees including, but not limited to, workers' compensation insurance. Each Party shall pay all wages, salaries and other amounts due its employees and shall be responsible for all reports, obligations, and payments pertaining to social security taxation, income tax withholding, workers' compensation, unemployment compensation, group insurance coverage, collective bargaining agreements or any other such similar matters. Neither Party shall have any authority to bind the other by or with any contract or agreement, nor to impose any liability upon the other. All acts and contracts of each shall be in its own name and not in the name of the other, unless otherwise provided herein.

The County or subcontractor shall be prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he is otherwise entitled. The recipient shall report all suspected or reported violations to the Federal awarding agency.

29. DAVIS-BACON ACT, as amended (40 U.S.C. 276a to a-7) – (If applicable)
The County and subcontractors shall be required to pay wages to laborers and mechanics at a rate not less than the minimum wages specified in a wage determination made by the Secretary of Labor. In addition, contractors shall be required to pay wages not less than once a week. The recipient shall place a copy of the current prevailing wage determination issued by the Department of Labor in each solicitation and the award of a contract shall be conditioned upon the acceptance of the wage determination. The recipient shall report all suspected or reported violations to the Federal awarding agency.

30. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT (40 U.S.C. 327-333) – (If applicable)
The County and subcontractors shall be required to compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than 1 1/2 times the basic rate of pay for all hours worked in excess of 40 hours in the work week. Section 107 of the Act is applicable to construction work and provides that no laborer or mechanic shall be required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence.
31. RIGHTS TO INVENTIONS MADE UNDER A CONTRACT OR AGREEMENT – (If applicable)
Any performance of experimental, developmental, or research work shall provide for the rights of the Federal Government and the recipient in any resulting invention in accordance with 37 CFR part 401, “Rights to Inventions Made by Nonprofit Organizations and Small Business Firms Under Government Grants, Contracts and Cooperative Agreements,” and any implementing regulations issued by the awarding agency.

32. DEBAREMENT AND SUSPENSION (E.O.s 12549 and 12689)
The County and all subcontractors assert the organization or individuals are not listed on the government-wide Excluded Parties List System, in accordance with the OMB guidelines at 2 CFR part 180 that implement E.O.s 12549 (3 CFR, 1986 Comp., p. 189) and 12689 (3 CFR, 1989 Comp., p. 235), “Debarment and Suspension.” The Excluded Parties List System contains the names of parties debarred, suspended, or otherwise excluded by agencies, as well as parties declared ineligible under statutory or regulatory authority other than E.O. 12549.[69 FR 26281, May 11, 2004, as amended at 70 FR 51879, Aug. 31, 2005]

IN WITNESS WHEREOF, the parties have hereto caused this Agreement to be executed by their proper officers and representatives.

OMAHA-COUNCIL BLUFFS METROPOLITAN
AREA PLANNING AGENCY

Attest: ____________________________

Approved as to form:

OMAHA-COUNCIL BLUFFS METROPOLITAN
AREA PLANNING AGENCY

Chair, Board of Directors

SARPY COUNTY, NEBRASKA

Chair, Board of Commissioners
Omaha-Council Bluffs Metropolitan Area Planning (MAPA)  
STATE OF NEBRASKA, DEPARTMENT OF TRANSPORTATION  
PROJECT NO. PLM-1 (56), STATE CONTROL NO. 00992B  
FY 2019 PLANNING PL1803 AGREEMENT

THIS AGREEMENT is between the Omaha-Council Bluffs Metropolitan Area Planning (MAPA) who is a Metropolitan Planning Organization ("MPO"), and the State of Nebraska, Department of Transportation ("State"), collectively referred to as "Parties".

WITNESSETH:

WHEREAS, federal law requires that MPO establish and maintain a continuing, comprehensive transportation planning process in cooperation with state and local governments in urban areas of over 50,000 population, and

WHEREAS, MPO has established and maintains a planning process that complies with federal law, and

WHEREAS, there are Federal-aid Planning Funds (PL Funds or PL Funding) available to provide pro-rata reimbursement to MPO for its Eligible Planning Activities, and

WHEREAS, MPO has been designated as the recipient agency for the City of Omaha-Council Bluffs metropolitan area for PL Funds, and

WHEREAS, Federal law provides that State will be a representative for the Federal Highway Administration (FHWA) in reviewing requests for reimbursement of MPO Eligible Planning Activities, and that reimbursements will be made through State, and

WHEREAS, MPO has developed and submitted a Unified Planning Work Program document ("UPWP") which is attached hereto as Exhibit "A"; it has been reviewed and approved by FHWA, and

WHEREAS, this Agreement applies only to the part of MPO's UPWP Eligible Planning Activities overseen by FHWA, and
WHEREAS, this Agreement governs the reimbursement of Eligible Planning Activities conducted between July 1, 2018, and June 30, 2019, and

WHEREAS, for this Agreement, if a non-federal entity expends $750,000 or more in total federal awards in a fiscal year, must be addressed as explained further in this Agreement, and

WHEREAS, the total cost reimbursable under this Agreement is currently estimated to be $1,338,596 the federal share is estimated to be $1,070,877, and MPO’s share is estimated to be $267,719, and

WHEREAS, MPO has authorized the MPO’s Greg Youell, Executive Director to sign this Agreement, as evidenced by the Resolution of MPO dated the 26th day of April, 2018, attached as Exhibit “B”, and

WHEREAS, MPO’s UPWP has been approved and MPO desires to incur costs for eligible tasks and activities that will be reimbursed with PL Funds under the designation of Project No. PLM-1 (56), as evidenced by MPO’s Board of Directors’ approval as outlined in Exhibit “C”, attached.

NOW THEREFORE, in consideration of these facts, MPO and State agree as follows:

SECTION 1. DEFINITIONS

WHEREVER in this Master Agreement the following terms are used, they mean the following:

“CFDA” means Catalog of Federal Domestic Assistance.

“CFR” means the Code of Federal Regulations

“ELIGIBLE PLANNING ACTIVITIES” means tasks or activities performed by MPO or its consultants, sub-consultants, agents, or representatives which are eligible for reimbursement with PL Funds and that have been identified in MPO’s approved UPWP.

“FHWA” means the Federal Highway Administration, United States Department of Transportation, Washington, D.C. 20590, acting through its authorized representatives.

“MPO” means a Metropolitan Planning Organization qualified under federal law.

“NEB. REV. STAT” means the Nebraska Revised Statutes as set forth in Nebraska law.

“OMB” means the Federal Office of Management and Budget.

“RESPONSIBLE CHARGE” or “RC” means the employee of MPO or of a city/county within MPO, or elected official of a city/county within MPO, who has been empowered by MPO to represent MPO on planning issues and has actual day-to-day working knowledge and
Exhibit II: NDOT Agreement Project No. PLM-1(56)

responsibility for significant aspects of MPO's planning program and process. The RC works regularly with planning issues and is MPO's point-of-contact for planning activities. Responsible charge does not mean merely delegating the various tasks; it means active day-to-day involvement in identifying options, working directly with stakeholders, making decisions, and actively monitoring the planning activities. It is understood that RC may delegate or contract certain technical tasks associated with the planning activities so long as RC actively manages and represents MPO's interests in the delegated technical tasks.

"UNIFIED PLANNING WORK PROGRAM (UPWP)" means a document of transportation planning activities performed within the metropolitan planning areas, or urbanized areas with populations of 50,000 or more. The UPWP describes planning activities to be completed, estimates the cost for the planning activities, and indicates the lead agency. Transportation activities to design and build transportation infrastructure are usually not included in the UPWP; however, all federally funded studies should be included in the UPWP. This Agreement applies only to the part of MPO's UPWP related to highway, road, street or other planning activities overseen by FHWA. This Agreement does not apply to transit planning activities of MPO's UPWP overseen by the Federal Transit Administration. State and MPO will enter into a separate agreement for reimbursement of transit planning activities.

"STATE" means the Nebraska Department of Transportation in Lincoln, Nebraska, its Director, or authorized representative. State is a funding liaison between MPO and the United States.

SECTION 2. DURATION OF THIS AGREEMENT (specific to PL agreements)

2.1 Effective Date – This Agreement is effective when executed by the Parties.

2.2 Expiration Date – This Agreement will expire when the last of the following events is completed: The expiration of the Initial Duration, the expiration of any Extension of the Initial Duration, and the waiver or completion of the project financial audit and cost settlement.

2.3 Initial Duration – The benefits and obligations of this Agreement, though binding when signed, are operative for activities beginning July 1, 2018, and ending June 30, 2019.

2.4 Extension of the Agreement - State may, in its sole discretion, extend the duration of this Agreement in writing, for an additional period of time up to, but not to exceed, one-half of the Initial Duration of the Agreement. State will notify Consultant of the State's exercise of its right to extend this Agreement approximately one month prior to the expiration of the Initial Duration of the Agreement.
2.5 **Identifying Date** – For convenience, this Agreement’s identifying date will be the date State signed the agreement.

2.6 **Termination or suspension** – State reserves the right to terminate or suspend this Agreement at any time for any of the reasons provided herein.

**SECTION 3. PURPOSE OF AGREEMENT AND RESPONSIBILITIES OF THE PARTIES**

3.1 MPO has authorized the MPO’s Executive Director to sign this Agreement, as evidenced by the Resolution of MPO dated the ____26th____ day of ____April____, 2018, attached as Exhibit “B”, and incorporated herein by this reference.

3.2 MPO desires that MPO’s attached UPWP be developed under the designation of Project No. PLM-1 (56), as evidenced by MPO’s Board of Directors’ approval as outlined in Exhibit “A”, attached and incorporated herein by this reference.

3.3 **Purpose**

MPO wishes to be reimbursed with PL Funds for Eligible Planning Activities. MPO understands that FHWA will not provide funding directly to MPO; but will provide reimbursement by State with Federal funds for Eligible Planning Activities. State, pursuant to Neb. Rev. Stat. § 39-1305, will act under this Agreement as a steward of federal funds and as a liaison between MPO and FHWA. The purpose of this Agreement is to set forth the understanding of MPO and State concerning their respective duties to enable the planning activities to be eligible for federal-aid funding. Under this Agreement, MPO shall continue to have all duties concerning any aspect of the planning processes. Nothing in this Agreement shall be construed to create any duty of State to MPO concerning such matters. In the event that State or FHWA find that the planning activities are ineligible for PL Funding, MPO will repay State all previously paid federal funds, as determined by State, and any costs or expenses State has incurred under this Agreement. MPO further agrees that MPO shall have no claim or right of action against State under this Agreement if FHWA determines that planning activities are not eligible in whole or in part, for Federal-aid funding. The following sections of this Agreement include the eligibility requirements and other conditions State believes in good faith that MPO must meet for MPO to be reimbursed with PL Funding.

MPO acknowledges that many conditions must be met by MPO in order to receive Federal-aid reimbursement. MPO agrees to develop its UPWP in an effort to meet all federal eligibility requirements so the planning activities may be determined eligible for PL Funding.
3.4 MPO RESPONSIBILITIES

3.4.1 MPO shall meet all federal transportation planning requirements and shall select and manage necessary committees and staff, and consult, collaborate and coordinate with State to accomplish the Eligible Planning Activities.

3.4.2 MPO shall select qualified personnel as needed to complete the Eligible Planning Activities, and oversee any consultants selected to perform such activities. MPO shall submit to State a listing of all qualified personnel that may be selected or assigned to the work contemplated therein prior to submitting the first invoice to State. Said listing shall indicate each person's job title or classification, qualifications, and salary range. MPO may make occasional temporary changes to qualified personnel. However, MPO shall submit an updated list to reflect permanent changes to qualified personnel.

3.4.3 MPO, when choosing to use a consultant to complete Eligible Planning Activities under this Agreement, shall follow all guidelines and requirements outlined in State's LPA Guidelines Manual for Federal Aid Projects ("LPA Guidelines Manual") in regard to the method of procurement, evaluation, selection, and contract types. The selected consultant must be certified to provide Transportation Planning Services by State. MPO shall be responsible to determine that the consultant is qualified to provide the expertise and experienced personnel to accomplish the required work product. Price cannot be a selection factor when hiring for professional engineering or architectural services. MPO shall follow any applicable requirements including, but not limited to, requirements defined in Chapter 4 of LPA Guidelines Manual.

3.4.4 MPO shall arrange for and conduct meetings and conferences to review working details and make presentations to the principals, participants and other interested groups and bodies as will best promote and effect cooperation, coordination and understanding in the UPWP.

3.4.5 MPO shall obtain written approval from State and FHWA when, after consultation with State, MPO determines that amendments to the UPWP are necessary. MPO shall obtain written concurrence from State when, after consultation with State, MPO determines that administrative modifications to the UPWP are necessary.

3.4.6 MPO shall only seek reimbursement for actual costs incurred for Eligible Planning Activities. The salaries and expenses of the Chair of MAPA and the MAPA Board of Directors will not be reimbursed as an Eligible Planning Activity.
3.4.7 MPO shall submit accurate and complete invoices in accordance with SECTION 8. FINANCIAL RESPONSIBILITY of this Agreement, and shall provide additional documentation when requested by State. MPO shall be solely responsible for all costs not reimbursed under this Agreement.

3.4.8 MPO shall keep signed time records detailing time spent on Eligible Planning Activities, including the date and hours worked. When requested by State, MPO shall submit time records to State.

3.4.9 MPO agrees that it is ultimately responsible for complying with all Federal and State requirements and policies applicable to Federal-aid planning activities. MPO understands that failure to meet any eligibility requirements for PL Funding may result in the loss of all PL Funds. In the event that the acts or omissions of the RC, MPO or its agents or representatives result in a finding that planning activities are ineligible for PL Funds, MPO will repay State all previously paid PL Funds, as determined by State, including but not limited to, any costs reimbursed for the time and expenses of the RC.

3.5 STATE RESPONSIBILITIES

3.5.1 Complete the duties assigned to State in this Agreement.

3.5.2 Determine and notify MPO of the estimate of PL Funding availability, including carry-over and annual allocation target.

3.5.3 Provide technical assistance to MPO regarding PL Funding eligibility issues, when requested by MPO.

3.5.4 Verify all invoices submitted by MPO are complete, accurate, and represent actual costs for Eligible Planning Activities.

3.5.5 Pay MPO the federal share of the actual costs of Eligible Planning Activities as reflected on an approved invoice.

3.5.6 Bill and collect from MPO any previously paid funds determined to be ineligible by FHWA.

3.6 PARTIES RESPONSIBILITY

3.6.1 Parties agree to cooperatively review and adjust, when necessary, the scope, schedules, funding, priorities, or staffing of MPO’s work to make sure the UPWP needs and goals are accomplished by MPO in accordance with the federal requirements for use of PL Funds.

3.6.2 Parties will supplement this Agreement to reflect any changes necessary to accomplish 3.6.1, with advance approval of the Federal Highway Administration.
SECTION 4. RESPONSIBLE CHARGE (RC) REQUIREMENTS

4.1 MPO hereby designates Mike Helgerson as the RC for the Eligible Planning Activities.

4.2 Duties and Assurances of MPO concerning its designated RC for the Eligible Planning Activities.

4.2.1 MPO understands the duties and responsibilities of MPO and RC as outlined in the LPA Guidelines Manual.

4.2.2 MPO has authorized and fully empowered the RC to be responsible for day-to-day Eligible Planning Activities; this requirement does not mean merely supervising, overseeing or delegating various tasks, it means active day-to-day involvement in the Eligible Planning Activities including identifying issues, investigating options, working directly with stakeholders, and decision making.

4.2.3 The RC is a full-time public employee or elected official of MPO, or a full-time employee of another entity as defined in "Public Employee" above.

4.2.4 MPO agrees to take all necessary actions and make its best good faith efforts to ensure the RC's work meets the same standards that State must meet under federal law.

4.2.5 If, for whatever reason, the designated RC is no longer assigned to the Eligible Planning Activities, MPO shall, within one day or sooner if possible, notify verbally and in writing State’s Highway Planning Manager; after such notification MPO shall replace the RC no later than thirty (30) calendar days or sooner if possible. With advance written approval by State, MPO may use a Provisional RC in accordance with State’s Provisional RC Policy.

SECTION 5. FEDERAL AID PROJECT REQUIREMENTS

5.1 MPO agrees to comply with all Federal-aid procedures and requirements applicable to this Agreement, including federal laws, and when applicable, state and local laws, and the LPA Guidelines Manual.

5.2 The Applicable Legal and Contract Requirements.

5.2.1 Title 23 U.S.C., and 23 CFR, – The primary provisions of law applicable to this Agreement are generally found in 23 U.S.C. Section 134; and 23 CFR Part 420, subpart A, and Part 450, subpart C.

5.2.2 LPA Guidelines Manual - MPO also agrees to comply with applicable provisions of the LPA Guidelines Manual for Federal Aid Projects, which is incorporated herein by this reference. The LPA Guidelines Manual is a document drafted in part, and formally approved, by FHWA as a document setting out requirements
Exhibit II: NDOT Agreement Project No. PLM-1

for LPA’s or MPO’s Eligible Planning Activities funded with PL Funds. A current version of the LPA Guidelines Manual can be found in its entirety at the following internet address: http://dot.nebraska.gov/media/6319/lpa-guidelines.pdf. In the event MPO believes that the LPA Guidelines Manual doesn’t clearly address a particular aspect of the planning activities work, MPO shall seek guidance or clarification from State’s Local Project Section Engineer or State’s Highway Planning Manager, and shall make its best effort to comply with such guidelines or clarification.

5.3 Loss of Funding. In order for MPO to receive federal funds for any part of the Eligible Planning Activities under this Agreement, MPO shall perform the services for all aspects of the Eligible Planning Activities, according to federal procedures and requirements. Although federal funds may be allocated to the Eligible Planning Activities, all or certain such activities may become ineligible for federal funds, if federal procedures and requirements are not met.

SECTION 6. SUSPENSION OR TERMINATION
State may suspend or terminate this Agreement in the event federal funds are not available, for any reason, to make reimbursements under this Agreement.

SECTION 7. FEDERAL AUDIT REQUIREMENT
7.1 The funding for the Eligible Planning Activities under this Agreement includes federal monies from the FHWA. According to the Single Audit Act Amendments of 1996 and the implementing regulations contained in 2 CFR, Subtitle A, Chapter 2, Part 200, Subpart F (hereinafter Part 200), the Part 200 Audit is required if the non-federal entity expends $750,000 or more in total federal awards in a fiscal year. Non-federal entity means state and local governments and non-profit organizations.

7.2 MPO shall comply with the Single Audit mandate as described in Section 7.1. Any federal funds for MPO Eligible Planning Activities paid directly to contractors or consultants by State, on behalf of MPO, will be reported on State’s schedule of expenditures of federal awards (SEFA) and need not be reported by MPO (as per FHWA’s February 16, 2012, letter and State’s February 24, 2012, letter). If a Part 200 audit is necessary, the expenditures related to the federal funds expended for the Eligible Planning Activities should be shown in the report’s Schedule of Expenditures of the Federal Awards (SEFA).

7.3 If necessary, the Federal award information needed for the SEFA includes:
Federal Grantor: U.S. Department of Transportation – Federal Highway Administration
Pass-Through Grantor: Nebraska Department of Transportation
Program Title: Highway Planning and Construction (Federal-Aid Highway Program)
CFDA Number: 20.205
Project Number: PLM-1 (56)

7.4 If a Part 200 Audit is submitted by MPO, MPO shall notify the Nebraska Department of Transportation, Highway Audits Manager, at P.O. Box 94759, Lincoln, NE 68509-4759 when the audit reporting package and the data collection form have been submitted to the Federal Audit Clearinghouse (FAC) website.

SECTION 8. FINANCIAL RESPONSIBILITY

8.1 TOTAL COSTS AND FUNDING COMMITMENTS

The total cost of the Eligible Planning Activities is $1,338,596 as set out in the table below. The federal share $1,070,877 is the sum of the carryover PL Funds from the last Fiscal Year $76,518, Excess PL Funding $51,780 and PL Funds from the upcoming Fiscal Year $942,579. The amount of new and carryover PL Funds is estimated based on information available at the time of the agreement and are subject to change. The availability of the PL Funds is based on the continuation of existing funding levels. MPO has earmarked and has placed in its fiscal budget at least the amount of the local match. MPO’s share may include both in-kind services and a local match. The in-kind services for these Eligible Planning Activities are estimated to be $267,719.
### Exhibit II: NDOT Agreement Project No. PLM-1(56)

#### Estimated Funding

<table>
<thead>
<tr>
<th>Recipient (Agreement)</th>
<th>Federal</th>
<th>Local Match</th>
<th>Non-MPO local Match</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excess MPO PL Funding</td>
<td>$51,780</td>
<td>$12,945</td>
<td></td>
<td>$64,725</td>
</tr>
<tr>
<td>MPO PL1703, Carryover</td>
<td>$76,518</td>
<td>$19,129</td>
<td></td>
<td>$95,647</td>
</tr>
<tr>
<td>MPO PL1803</td>
<td>$740,579</td>
<td>$49,274</td>
<td></td>
<td>$789,853</td>
</tr>
<tr>
<td>Douglas County GIS</td>
<td>$55,000</td>
<td>$13,750</td>
<td>$9,821</td>
<td>$78,571</td>
</tr>
<tr>
<td>Sarpy County GIS and Planning</td>
<td>$57,000</td>
<td>$14,250</td>
<td>$10,179</td>
<td>$81,429</td>
</tr>
<tr>
<td>City of Omaha Planning</td>
<td>$30,000</td>
<td>$7,500</td>
<td>$5,357</td>
<td>$42,857</td>
</tr>
<tr>
<td>City of Omaha Public Works</td>
<td>$60,000</td>
<td>$15,000</td>
<td>$10,714</td>
<td>$85,714</td>
</tr>
<tr>
<td>Aerial Photography Match</td>
<td></td>
<td></td>
<td>$99,800</td>
<td>$99,800</td>
</tr>
</tbody>
</table>

**Total PL Funding FY2019:** $1,398,596

This Agreement may be supplemented if additional funding becomes available.

#### 8.2 MPO's Financial Responsibility

MPO understands that payment for the costs of the Eligible Planning Activities are the sole responsibility of MPO when Federal participation is not allowable or available, or if the planning activities are subsequently determined to be ineligible for Federal-aid funding. Therefore, when the Federal government refuses to participate in the costs of the planning activities, MPO is responsible for all costs with no reimbursement under this Agreement.

#### 8.3 Reimbursement of Costs Incurred by MPO

8.3.1 MPO incurred costs of Eligible Planning Activities may be reimbursed with federal funds if:

a. MPO submits an UPWP budget and FHWA approves such budget

b. State has obtained federal funds obligation

c. Eligible Planning Activities performed prior to July 1, 2018, and after June 30, 2019, are ineligible for Federal-aid reimbursement

d. MPO obtains the approval of State and of FHWA prior to the purchase of any specialized equipment over $5,000. Specialized equipment is equipment not ordinarily used or required in the regular administrative or planning operations of MPO. Such equipment must be required for and used primarily for Eligible Planning Activities. The cost of this specialized equipment must be reasonable as determined by State or FHWA.
e. MPO agrees to certify that items of equipment included in direct costs have been excluded from the indirect costs.

f. MPO submits invoices no more frequently than monthly and no less often than quarterly and in accordance with this Agreement. MPO is responsible for submitting for reimbursement the total actual costs expended that are eligible for Federal-aid. State, on behalf of FHWA, will review the costs submitted and determine what costs are eligible for reimbursement. State will reimburse MPO for the Federal share of the eligible actual costs. MPO shall retain detailed cost records supporting all invoices for three (3) years after final cost settlement by FHWA and project closeout by the State. MPO shall submit those records to State upon request.

g. All Invoices are submitted on or before August 29, 2019.

8.3.2 MPO is required to submit their reimbursement requests to State’s Highway Planning Manager. All reimbursement requests (invoice, progress report, required NDOT Forms, supporting material) must be submitted electronically through State’s invoice workflow system OnBase, for review, approval, and payment. The user guide for the OnBase system along with training videos can be found at http://dot.nebraska.gov/business-center/consultant/onbase-help/.

The reimbursement request package must include the following:

1. **Invoice**: The invoice must include the following:
   a. MPO name and address
   b. Invoice number
   c. Invoice date
   d. Invoicing period (beginning date and ending dates of services)
   e. Agreement Number
   f. Project identification (Project Number, Control Number, and Project Location/Description)
   e. Contact person for questions about the invoice
   f. Breakdown of MPO’s expenses
      i. Direct Labor Costs (hours worked multiplied by the actual labor rate)
      ii. Labor Fringe Benefits and/or if appropriate Indirect (Overhead) Costs
      iv. Direct Non-Labor Costs
      v. Sub-contractors/sub-consultant expenses)
g. Federal share and Local share to match the federal amount breakdown of expense.

2. **Cost Breakdown Form**: Each reimbursement request package must include a completed “Cost Breakdown Form” (NDOT Form 162) properly prepared, signed and dated. This form is available on the State’s website at [http://dot.nebraska.gov/business-center/consultant/](http://dot.nebraska.gov/business-center/consultant/).

3. **Progress Report**: A Progress Report must accompany the reimbursement request and, in accordance with 23 CFR 420.117, must include the following:
   a. Comparison of actual performance with established goals
   b. Progress in meeting schedules
   c. Comparison of budgeted (approved) amounts and actual costs incurred.
      Cost overruns and underruns
   d. Approved planning program revisions, and
   e. Other pertinent supporting data

4. **Breakdown of sub-contractors/sub-consultant expenses**
   a. Must be noted as paid and signed by appropriate representative

8.3.3 It is understood that when utilizing PL Funds for travel expenses related to Eligible Planning Activities outside MPO area, MPO will submit detailed travel information to State either prior to the travel, or submitted with the PL billing statement. The reimbursement for meal and lodging rates shall be limited to the prevailing standard rate as indicated in the current website address for U.S. General Services Administration’s (GSA) rates which is indicated below:
   [http://www.gsa.gov/portal/category/100120](http://www.gsa.gov/portal/category/100120)

8.3.4 State will perform an initial check to verify that all necessary documentation is accurate and complete. State will reimburse MPO for the Federal share of the actual costs of Eligible Planning Activities and will make a reasonable effort to pay MPO within thirty (30) days of State’s receipt of MPO’s reimbursement request.

8.3.5 The criteria contained in Part 31 of the Federal Acquisition Regulations System (48 CFR 31) will be applied to determine whether the costs incurred by MPO are allowable under this agreement, including any sub-contractor/sub-consultant agreements.

8.3.6 Oversight costs include: direct costs, such as compensation of MPO employees for their time devoted and related directly to the performance of the Eligible
Planning Activities for which the federal-aid was approved; cost of materials consumed for the Eligible Planning Activities; and indirect costs, with an approved Indirect Cost Allocation Plan as outlined in the LPA Guidelines Manual.

8.4 AUDIT AND FINAL COST SETTLEMENT

8.4.1 The final settlement between State and MPO will be made after final funding review and approval by State and after an audit, if deemed necessary, has been performed to determine eligible actual costs.

8.4.2 If deemed necessary, an audit will be performed by State to determine whether the actual costs incurred for Eligible Planning Activities are eligible for reimbursement with federal funds. The Parties understand that the audit may require an adjustment of the reimbursement made under this Agreement. MPO agrees to reimburse State for any overpayments identified in the audit review, and State agrees to reimburse MPO for underpayments when appropriate.

8.4.3 If MPO's calculated share is more than the amount of local funds previously paid to State, State will bill MPO for the difference. MPO agrees to pay the amount due State within thirty (30) days of receipt of invoice.

8.4.4 If MPO's calculated share is less than the amount of local funds previously paid to State, State will reimburse MPO for the difference and will make a reasonable effort to pay MPO within thirty (30) days of the completion of the audit.

SECTION 9. PROCUREMENT OF ENGINEERING AND DESIGN RELATED SERVICES

MPO shall procure engineering design-related services (as defined in 23 CFR 172.3) using the Qualifications Based Selection process set out in the LPA Guidelines Manual.

SECTION 10. PROFESSIONAL PERFORMANCE

It is understood by the Parties that MPO is solely responsible for all work product generated as part of the Eligible Planning Activities completed under this Agreement. Any review or examination by State, or acceptance or use of the work product of MPO or its consultant will not be considered to be a full and comprehensive review or examination and will not be considered an approval, for funding or for any other purpose, of the work product of MPO and its consultant which would relieve MPO from any expense or liability that would be connected with MPO's sole responsibility for the propriety and integrity of the work product to be accomplished by MPO or its consultant.
SECTION 11. INDEMNITY
MPO agrees to hold harmless, indemnify, and defend State and FHWA against all liability, loss, damage, or expense, including reasonable attorney’s fees and expert fees, that State or FHWA may suffer as a result of claims, demands, costs, or judgments arising out of MPO’s work and the terms of this Agreement.

SECTION 12. CONFLICT OF INTEREST LAWS
12.1 MPO shall review the Conflict of Interest provisions of 23 CFR 1.33, 49 CFR 18.36(b)(3) and 2 CFR, and agrees to comply with all the Conflict of Interest provisions (including applicable State and local provisions) in order for the Eligible Planning Activities to remain fully eligible for State or Federal funding. MPO should review, understand and follow the instructions provided in the NDOR CONFLICT OF INTEREST GUIDANCE DOCUMENT FOR LPA OFFICIALS, EMPLOYEES & AGENTS FOR LOCAL FEDERAL-AID TRANSPORTATION PROJECTS located on State’s website at the following location: http://dot.nebraska.gov/media/7349/coi-guidance-doc-lpa.pdf

12.2 MPO must also complete, sign and submit to State’s Highway Planning Manager, the NDOR CONFLICT OF INTEREST DISCLOSURE FORM FOR LPAS FOR LOCAL FEDERAL-AID TRANSPORTATION PROJECTS. This form is located on State’s website at the following location: http://dot.nebraska.gov/media/7323/coi-disclosure-doc-lpa.pdf

12.3 Consultants, sub-consultants, agents, or representatives providing services for MPO’s, or submitting proposals for services, shall submit to MPO and State’s Highway Planning Manager a Conflict of Interest Disclosure Form for Consultants. Consultants, sub-consultants, agents, or representative shall submit a revised form for any changes in circumstances, or discovery of any additional facts that could result in someone employed by, or who has an ownership, personal, or other interest with such entity or individual(s) having a real or potential conflict of interest on MPO federal-aid transportation planning activities.

SECTION 13. DRUG FREE WORKPLACE
MPO shall have an acceptable and current drug-free workplace policy on file with State.

SECTION 14. RECORDS RESPONSIBILITY
14.1 MPO shall maintain all correspondence, files, books, documents, papers, accounting records and other evidence pertaining to costs incurred and shall make such material available at its office. These records shall be available at all reasonable times during the
contract period and for at least three years from the date of final cost settlement by FHWA and project closeout by the State. Such records must be available for inspection by State and the FHWA, Federal Transit Administration, or any authorized representatives of the Federal government, and MPO shall furnish copies to those mentioned in this section when requested to do so.

14.2 Papers, interim reports, forms or other materials which are a part of the work under contract will not be copyrighted without written approval of State and Federal Highway Administration.

14.3 Either party to the Agreement may initiate a request for publication of the final or interim reports, or any portions thereof.

14.4 Publication by either party shall give credit to the other party and to the Federal Highway Administration. However, if State or Federal Highway Administration does not wish to subscribe to the findings or conclusions of the Study the following statement shall be included on the credit sheet: "The opinions, findings and conclusions expressed in this publication are those of the authors and not necessarily those of State or Federal Highway Administration."

14.5 In the event of failure of agreement between State and MPO relative to the publication of any reports during the period of the contract, each party reserves the right to publish independently, in which event the nonoccurrence of the other party shall be set forth, if requested.

14.6 Both written and oral releases are considered to be within the context of publication. However, there is no intention to limit discussion of the study with participants in the Transportation Planning Program, small technical groups or lectures to employees or students. Lectures to other groups which describe the plans are permissible.

14.7 Neither party shall publish nor otherwise disclose, nor permit to be disclosed or published, the results of the investigation herein contemplated, during the period of the Agreement, without notifying the other party.

14.8 When the scheduled time for presentation of a paper does not permit formal review and approval of a complete report, a statement must be included in the paper and in the presentation of the effect that the paper had not been reviewed by the appropriate other party.
SECTION 15. FAIR EMPLOYMENT PRACTICES
If MPO performs any Eligible Planning Activities itself, MPO shall abide by the provisions of the Nebraska Fair Employment Practices Act as provided by Neb.Rev.Stat. § 48-1101 to 48-1126, and all regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation, Title 49 CFR, Parts 21 and 27 as set forth in the SECTION 19. TITLE VI NONDISCRIMINATION CLAUSES of this Agreement. The reference to “Contractor” in this section also means “MPO”.

SECTION 16. DISABILITIES ACT
MPO agrees to comply with the Americans with Disabilities Act of 1990 (P.L. 101-366), as implemented by 28 CFR 35, which is hereby made a part of and included in this Agreement by reference.

SECTION 17. LAWFUL PRESENCE IN USA AND WORK ELIGIBILITY STATUS PROVISIONS
MPO agrees to comply with the requirements of Neb.Rev.Stat. § 4-108 to 4-114 with the Eligible Planning Activities, including, but not limited to, the requirements of § 4-114(2) to place in any contract it enters into with a public contractor a provision requiring the public contractor to use a federal immigration verification system to determine the work eligibility status of new employees physically performing services within the State of Nebraska.

SECTION 18. DISADVANTAGED BUSINESS ENTERPRISES (DBE)
18.1 Policy
MPO shall ensure that disadvantaged business enterprises as defined in 49 CFR Part 26 shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with Federal Funds under this Agreement.

18.2 Disadvantaged Business Enterprises (DBEs) Obligation
MPO and State shall ensure that disadvantaged business enterprises as defined in 49 CFR Part 26 have the maximum opportunity to participate in the performance of contracts and subcontracts financed in whole or in part with Federal Funds provided under this Agreement. In this regard, MPO shall take all necessary and reasonable steps in accordance with 49 CFR Part 26 to ensure that disadvantaged business enterprises have the maximum opportunity to compete for and perform contracts. MPO shall not discriminate on the basis of race, color, sex, age, disability, or national origin in the award and performance of FHWA assisted contracts.
SECTION 19. TITLE VI NONDISCRIMINATION CLAUSES

During the performance of this Agreement, MPO, for itself, its assignees and successors in interest agrees as follows:

19.1 Compliance with Regulations:

MPO shall comply with the Regulations of the Department of Transportation relative to nondiscrimination in federally assisted programs of the Department of Transportation (Title 49, Code of Federal Regulations, Parts 21 and 27, hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.

19.2 Nondiscrimination:

MPO, with regard to the work performed by it after award and prior to completion of the contract work, shall not discriminate on the basis of disability, race, color, sex, age, disability, religion or national origin in the selection and retention of sub-contractors, including procurements of materials and leases of equipment. MPO shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix "A," "B," and "C" of Part 21 of the Regulations.

19.3 Solicitations for Subcontracts, Including Procurements of Materials and Equipment:

In all solicitations either by competitive bidding or negotiation made by MPO for work to be performed under a subcontract, including procurements of materials or equipment, each potential sub-contractor or supplier shall be notified by MPO of MPO's obligations under this agreement and the Regulations relative to nondiscrimination on the basis of disability, race, color, sex, religion or national origin.

19.4 Information and Reports:

MPO shall provide all information and reports required by the federal regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by State or FHWA to be pertinent to ascertain compliance with such federal regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, MPO shall so certify to State, or FHWA as appropriate, and shall set forth what efforts it has made to obtain the information.
19.5 Sanctions for Noncompliance:
In the event of MPO's noncompliance with the nondiscrimination provisions of this Agreement, State will impose such contract sanctions as it or FHWA may determine to be appropriate, including but not limited to,
(a) Withholding of payments to MPO under this Agreement until MPO complies, and/or
(b) Cancellation, termination or suspension of this Agreement, in whole or in part.

19.6 Incorporation of Provisions:
MPO shall include the provisions of sections 19.1 through 19.6 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, order, or instructions issued pursuant thereto. MPO shall take such action with respect to any subcontract or procurement as State or FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, MPO may request State to enter into such litigation to protect the interests of State, and in addition, MPO may request the United States to enter into such litigation to protect the interests of the United States.

SECTION 20. ENTIRE AGREEMENT
This Agreement embodies the entire agreement of the Parties. There are no promises, terms, conditions, or obligations other than contained herein, and this Agreement supersedes all previous communications, representations, or other agreements or contracts, either oral or written hereto.

SECTION 21. CERTIFICATION REGARDING LOBBYING FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS
21.1 The undersigned certifies, to the best of his or her knowledge and belief, that:

21.1.1 No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

21.1.2 If any funds other than federal appropriated funds have been paid or will be paid
to any person for influencing or attempting to influence an officer of employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying" in accordance with its instructions.

21.1.3 The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, sub-grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

21.2 This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

SECTION 22. PAPERWORK REDUCTION ACT PUBLIC BURDEN STATEMENT
A Federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a current valid OMB control number. The OMB Control No. for this information collection is 2105-0555. The information requested on this form is being collected and disseminated by the U.S. Department of Transportation, Office of the Secretary as a courtesy to the public. Public burden reporting for this collection of information is estimated to be 15 minutes per response, including time for reviewing instructions, and completing and reviewing the collection of information. All responses to this collection are mandatory. Send comments regarding the burden estimate or any other aspect of the collection of information, including suggestions for reducing this burden, to: Information Collection Clearance Office, US Department of Transportation, Office so Small and Disadvantaged Business Utilization, Financial Assistance Division, 1200 New Jersey Ave., S.E., 5th Floor, W56-448, Washington, DC 20590.

SECTION 23. PRIVACY ACT STATEMENT
The Privacy Act requires that we provide you with the following information regarding our use of your Personally Identifiable Information. The information on this form is solicited under the authority of Title 49 U.S.C. 332(b)(3)(4)(5) which authorizes DOT OSDBU to assist Disadvantage Business Enterprises and Small and Disadvantaged Businesses in acquiring
access to working capital and to debt financing, in order to obtain transportation related contracts funded by DOT. STLP loans are provided through lenders that serve as STLP Participating Lenders (PL). The PLs enter into a Cooperative Agreement with DOT's OSDBU. The STLP is subject to budgeting and accounting requirements of the Federal Credit Reform Act of 1990 (FCRA). The PL must carry out processes to activate, monitor, service and close out STLP loans. To fulfill the requirements of FCRA, the PL submits reports and the forms to OSDBU. Provisions of the requested information are voluntary; however, it is a requirement of the Cooperative Agreement.

SECTION 25. HOME RULE CHARTER

State and MPO agree that:

(a) Pursuant to Section 8.05 of the Home Rule Charter, no elected official or any officer or employee of MPO will have a financial interest, direct or indirect, in any MPO contract. Any violation of this section with the knowledge of the person or corporation contracting with MPO will render the contract or agreement voidable by the Mayor or Council.

IN WITNESS WHEREOF, the Parties hereby execute this agreement pursuant to lawful authority as of the date signed by each party.

EXECUTED by the MPO this ___31st___ day of ________May_____, 2018.

WITNESS:

Melissa K. Engel

Finance & Operations Director

Greg Youell

Executive Director

EXECUTED by the State this ____ day of ____________________, 2018.

STATE OF NEBRASKA
DEPARTMENT OF TRANSPORATION
Ryan Huff, P.E.

Intermodal Planning Engineer
Omaha-Council Bluffs
Metropolitan Area Planning Agency

FY 2019 Unified Planning Work Program

Final May 2018
MAPA FY 2019 Unified Planning Work Program

Table of Contents

Page

Introduction ................................................................................... i
Current Transportation Planning Overview .................................. ii
Work Program Framework .......................................................... iv
Changes to the Approved Work Program ...................................... vi
Revisions and Approvals Procedures ........................................... vii

FY 2019 Work Program Activities

200 – Work Program and Federal Assurances ................................ 1
210 – Board and Committee Support ......................................... 3
220 – Regional Transportation Planning ..................................... 4
230 – TIP and Local Projects ...................................................... 6
240 – Communication and Public Involvement .............................. 8
250 – Regional Data, Mapping and Forecasting ............................. 10
260 – Environment and Energy .................................................. 12
270 – Heartland 2050 .................................................................. 14
280 – Training and Education ................................................. 16
290 – Management ..................................................................... 17
300 – Membership Services ...................................................... 18
310 – Local and Partner Planning Support ................................. 19

Appendix I – MAPA FY 2019 UPWP Budget Table

Appendix II – MAPA Council of Officials, Board of Directors, and Transportation Technical Advisory Committee Membership.

The preparation of this report was financed in part with funding from 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.
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) 2019 which encompasses July 1, 2018 through June 30, 2019. 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.

MAPA is the Council of Governments (COG) for Douglas, Sarpy, and Washington Counties in Nebraska and Pottawattamie and Mills Counties in Iowa. MAPA serves as the federally required Metropolitan Planning Organization (MPO) and Transportation Management Area (TMA) for a smaller region that encompasses Douglas and Sarpy Counties and a small portion along US Highway 75 in Cass County in Nebraska, as well as the southwestern portion of Pottawattamie County (i.e., the area generally south of Crescent and Underwood and west of L-52) in Iowa. In addition, MAPA provides staff support for the Iowa Department of Transportation (Iowa DOT) Regional Planning Affiliation (RPA) for Harrison, Mills, Pottawattamie, and Shelby Counties known as RPA-18. Planning activities for RPA-18 are contained in a separate RPA-18 Transportation Planning Work Program (TPWP). The map below outlines the MAPA COG region and highlights the TMA boundary.

The governing body for MAPA is a 64-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 comprised of elected officials representing cities and counties from the larger five-county MAPA region. The Transportation Technical Advisory Committee (TTAC) reviews and makes recommendations related to transportation to the MAPA Board. The relationship, responsibility, and composition of the Board of Directors, Council of Officials, and TTAC are also described in the MAPA Interlocal Agreement and Committee Bylaws. Membership is listed in Appendix II.
Exhibit I: MAPA 2019 Unified Planning Work Program

Current Transportation Planning Overview

Several large planning initiatives have been recently completed or are underway in the MAPA region. Heartland 2050 was adopted by the MAPA Council of Officials as the long-term vision for the greater Omaha-Council Bluffs metropolitan area in January 2015. The Regional Vision was developed over 2013 and 2014 and entered implementation phase in 2015. The project produced a Vision Scenario for future growth and development that is now being utilized for MAPA’s transportation planning process. This collaborative project is an example of Regional Models of Cooperation, one of the U.S. Department of Transportation’s Planning Emphasis Areas (PEA).

During FY-2018 MAPA continued work on its next Long Range Transportation Plan update, LRTP 2050. The LRTP is being closely coordinated with the Metro Area Travel Improvement Study (MTIS), a joint Nebraska Department of Transportation (NDOT) / MAPA multi-year regional study of highway needs that will result in a list of prioritized projects for state investment and guide future regional transportation investments. This comprehensive study has developed a strong set of data for MTIS and other planning projects, and MAPA’s travel demand model has been updated significantly as part of ongoing collaboration with US-DOT. MTIS will also serve to develop long-range performance targets that will be support the requirements of MAP-21 and the FAST-Act, the current transportation authorization bill. Throughout FY2018 MAPA closely coordinated with State DOTs and FHWA on implementing federal performance management guidelines—most notably in terms of Transit Asset Management and Safety Performance Measures. The performance-based approach is a new component of the federal transportation planning process and is another federal PEA that will be very important during FY2019.

The LRTP 2050 will also incorporate other recent plans that were conducted in the metro area. These include the Heartland Connections Regional Transit Vision (RTV) and Regional Bicycle-Pedestrian Plan. The RTV proposed a staged approach to improve transit service in the region. These concepts were applied as part of the Sarpy County Transit study in FY2018 in addition to Metro Transit’s Transit Development Plan—a key initiative in both FY2018 and FY2019. These scenarios are being utilized for further analysis in the MTIS study. The Bicycle-Pedestrian Plan proposes short, medium, and long-range projects to enhance the regional network of trails, bicycle boulevards, and other bicycle/pedestrian facilities.

Metro Transit is continuing work on the Bus Rapid Transit (BRT) line that was awarded a US-DOT discretionary TIGER grant that will run along the Dodge Street corridor from downtown Omaha to Westroads Mall at approximately 102nd Street. This premium transit service would serve as the spine of the transit network in the region. The project will help some of the densest concentrations of employment and housing in Omaha and exemplify the Ladders of Opportunity PEA. Final Design was initiated in FY2017 and will be construction in 2018.

In FY2019 MAPA will continue to emphasize freight planning as part of the Regional Transportation Planning Process. The Nebraska Department of Transportation completed its State Freight Plan in 2017 and MAPA will continue partner with NDOT on the plan’s implementation and continued outreach. In 2018 MAPA identified a specific need for additional truck count data and is coordinating with NDOT to increase the frequency with which truck counts are conducted and also target them in areas where gaps currently exist in MAPA’s data. MAPA’s ongoing improvements to the travel demand model will allow additional technical analysis of freight transportation in the metro area. In addition, MAPA will continue to work with the private sector, the Greater Omaha Chamber of Commerce, and other stakeholders to ensure that freight and goods movement are fully involved in the planning and project development process.

Some of the City of Omaha major transportation projects include bridge needs, a massive signal infrastructure upgrade, and several capacity improvements in the western part of Omaha, including multiple projects near West Dodge Road (US-6) along 168th Street, 180th Street, 192nd Street. Omaha is also finalizing plans for a modern streetcar project to run between North Downtown and the University of Nebraska Medical Center. Douglas County is continuing work on a large project on 180th Street between West Dodge Road and West Maple Road.
During FY-2018, communities in Sarpy County created a new intergovernmental authority to manage the growth of the sanitary sewer system in the county and to rehabilitate sewers in existing communities as well. This infrastructure will be crucial in guiding future development in Sarpy County and will be a critical factor in future transportation decisions. MAPA awarded a H2050 mini-grant to Sarpy County to explore the future needs on the arterial and collector road system based on these proposed growth trends. The Highway 75 project will be under construction that will connect Bellevue and Plattsmouth with a grade-separated freeway. MAPA successfully coordinated resources between the Nebraska Department of Transportation, Sarpy County, Cass County, Bellevue, Plattsmouth, and the Papio-Missouri River NRD (PMRNDRD) to ensure that this new corridor did not preclude bicycle and pedestrian access. Girders for the trail connection on this segment were installed during FY2018 and MAPA continued to coordinate with make progress towards the construction of the connecting trail.

The Council Bluffs Interstate (CBIS) Project, a complete reconstruction of the interstate and railroad realignment, is scheduled to continue for at least the next eight years. Council Bluffs recently completed a plan for the West Broadway corridor that includes redevelopment and land use, as well as reconstruction of West Broadway. A significant mixed-use project is currently under construction at Playland Park on the east end of the Bob Kerrey Pedestrian Bridge. Transportation in this area continues to be a key focus as community leaders and the philanthropic community are reimagining the riverfront and seeking to balance its redevelopment potential and access to open space.

Work has continued on the development of a Coordinated Call Center and information sharing for the region. Metro Transit, the Veterans Administration (VA), and MAPA are working together to coordinate the development and implementation of the Coordinated Call Center including the purchase of hardware, software, and system engineering. Presently, Metro Transit's MOBY Paratransit service is coordinated along with the State of Nebraska's Medicare & Medicaid Transportation services. It's anticipated that more organizations will be brought into this framework in the future.

MAPA is working on Congestion Mitigation Air Quality (CMAQ) projects including up to 20 electric vehicle charging stations and the implementation of 30 to 40 bike share stations in the City of Omaha. Both projects began in FY 2015 and will continue with many phases between FY 2017 and 2020.

MAPA will administer and update the region's FY 2018-2023 Transportation Improvement Program (TIP). The TIP includes state and local federal-aid projects and regionally significant projects programmed in the region for the next six years. In addition to roadway projects, the TIP covers anticipated expenditures for some alternative transportation projects such as the Transportation Alternatives Program (TAP), transit, and aviation. In FY2018 MAPA created an 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.

MAPA’s Coordinated Transit Committee (CTC) works on issues related to public transit, paratransit, and human services transportation. A FTA Veterans Transportation and Community Living Initiative (VTCLI) grant to develop a Coordinated Call Center for human services made progress through the first two summits during FY 2015. The project was continued in FY2018 with the goal of developing a coordinated network to connect trips within the region. Large purchases of equipment for this project were purchased in FY2018, and coordination continues with the integration of the technology into Metro Transit’s buses. This core network of Automatic Vehicle Location (AVL) technology will provide real-time data to other agencies and serve as the foundation of coordinated services between human service organizations and transit agencies in the region. This effort, in addition to the transit activities listed previously, addresses the Ladders of Opportunity PEA by improving gaps in the transportation system and mobility for residents. MAPA’s robust public participation processes are other examples of steps toward the Ladders of Opportunity PEA.
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 held a planning retreat with the MAPA Board in late 2016 that provided a framework for the long-term goals for the agency. 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 Title VI Plan 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, Fixing America's Surface Transportation (FAST) Act, will, at a minimum, be considered in the transportation planning process for the region:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and nonmotorized users.
3. Increase the security of transportation for motorized and nonmotorized users.
4. Increase the accessibility and mobility options available to people and for freight.
5. Protect and enhance the environment, promote energy conservation, and improve quality of life.
6. Enhance the integration and connectivity of the transportation system across and between modes for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve resiliency & reliability of the transportation system and reduce or mitigate storm water impacts.
10. Enhance travel and tourism.
Exhibit I: MAPA 2019 Unified Planning Work Program

In addition, the transportation planning program is formulated to support the goals and objectives specific to the region as identified in the 2040 LRTP, namely:

1. Maximize access and mobility.
2. Increase safety and security.
3. Consider the environment and urban form.
4. Keep costs reasonable and sustainable.

The UPWP budget includes additional matching funds beyond the 20% requirement from sub-recipients used to match FHWA PL funds for MAPA activities. These locally-funded planning activities contribute to the regional transportation planning process and are eligible to count toward the required local match for PL funding. In order to provide this match, sub-recipients of PL funds contribute a 30% match. The 10% of additional match beyond the 20% requirement provides match toward PL funds for MAPA activities. Sub-recipients for the FY2019 Work Program are summarized in the table below.

<table>
<thead>
<tr>
<th>Award Recipient</th>
<th>Federal Source</th>
<th>Federal Share</th>
<th>Total Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Douglas County GIS</td>
<td>PL-Nebraska</td>
<td>$55,000</td>
<td>$78,571</td>
</tr>
<tr>
<td>Sarpy County GIS &amp; Planning</td>
<td>PL-Nebraska</td>
<td>$57,000</td>
<td>$81,429</td>
</tr>
<tr>
<td>City of Omaha Planning</td>
<td>PL-Nebraska</td>
<td>$30,000</td>
<td>$42,857</td>
</tr>
<tr>
<td>City of Omaha Public Works</td>
<td>PL-Nebraska</td>
<td>$60,000</td>
<td>$85,714</td>
</tr>
<tr>
<td>Pottawattamie County - GIS</td>
<td>PL-Iowa</td>
<td>$30,000</td>
<td>$42,857</td>
</tr>
<tr>
<td>Metro Transit</td>
<td>FTA-5305d</td>
<td>$60,000</td>
<td>$85,714</td>
</tr>
</tbody>
</table>
**Changes 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.

<table>
<thead>
<tr>
<th>Revision Type</th>
<th>Approving Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Request for additional federal funding [2 CFR 200.308(b) and FTA Circular 5010.0C,16.e(1)]</td>
<td>FHWA / FTA</td>
</tr>
<tr>
<td>Transfer of funds between categories, projects, functions, or activities which exceed 10 percent of total work program budget $150,000 [2 CFR 200.308(e)]</td>
<td>FHWA / FTA</td>
</tr>
<tr>
<td>Revision of scope or objectives of activities (i.e. adding or deleting activities or major change in scope of activity) [2 CFR 200.308(c)(1)]</td>
<td>FHWA / FTA</td>
</tr>
<tr>
<td>Transferring substantive programmatic work to third party (i.e. consultant) [2 CFR 200.308(c)(6)]</td>
<td>FHWA / FTA</td>
</tr>
<tr>
<td>Capital expenditures including equipment purchasing in excess of $5,000 [2 CFR 200.439(a)(2) [OMB Circular A-87]]</td>
<td>FHWA / FTA</td>
</tr>
<tr>
<td>Transfer of funds allotted for training allowances [2 CFR 200.308(c)(5)]</td>
<td>FHWA / FTA</td>
</tr>
<tr>
<td>Transfer of funds between categories, projects, functions, or activities which do not exceed 10 percent of total work program budget or when federal award share of total work program budget exceeds $150,000 [2 CFR 200.308(e)]</td>
<td>State</td>
</tr>
<tr>
<td>Revisions related to work that does not involve federal funding</td>
<td>MAPA</td>
</tr>
</tbody>
</table>
Revisions and Approvals 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 Office of Systems Planning) 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 between MAPA and State DOTs

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 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 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 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 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 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.
FY-2019 WORK PROGRAM ACTIVITIES
The following pages detail the work activities that MAPA and contract sub-recipients will undertake in FY 2019.

Work Program & Federal Assurances (200)

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
- Preparation for Certification Review in July of 2018 and continued implementation of Action plan
- Executed and administered contracts with sub-recipients
- Quarterly reporting & Invoicing to NDOT & IDOT
- Update to Title VI, Limited English Proficiency and ADA policies
- Developed Annual DBE Goal

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 FY2020 UPWP and maintain the FY2019 UPWP. A draft UPWP is approved in March by the Council of Officials, Board of Directors, and TTAC, with submittal in April for state and federal review. Final approval by MAPA occurs in May, with submittal in June to state and federal agencies.

3. Certification Review Action Plan

4. Civil Rights & Disadvantaged Business Enterprise (DBE)
   The Title VI Plan update was completed in FY 2018. The approved Title VI Plan will be modified and updated as needed. Communicate civil rights activities to FHWA/FTA. Review DBE Program and develop annual goals. Participate in regional equity forums to ensure transportation is incorporated into broader planning and equity initiatives.

<table>
<thead>
<tr>
<th>200 End Products</th>
<th>Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Planning Agreements</td>
<td>Ongoing</td>
</tr>
<tr>
<td>2. Unified Planning Work Program (UPWP)</td>
<td>Ongoing</td>
</tr>
<tr>
<td>3. Certification Review Action Plan</td>
<td>Ongoing</td>
</tr>
<tr>
<td>4. Civil Rights &amp; Disadvantaged Business Enterprise (DBE)</td>
<td>Quarterly</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>200 Budget</th>
<th>Federal Cost</th>
<th>Total Cost</th>
<th>Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAPA Activities</td>
<td>$12,244</td>
<td>$13,180</td>
<td>203</td>
</tr>
</tbody>
</table>
Board & Committee Support (210)

Objective
To support ongoing activities of MAPA’s Council of Officials, Board of Directors, Finance Committee, and Transportation Technical Advisory Committee (TTAC)

Previous work
- Organized monthly Board of Directors meetings
- Participated in monthly Finance Committee meetings
- Conducted four Council of Officials meetings, including annual meeting / dinner
- Prepared and conducted monthly TTAC meetings

Work Activities

1. Council of Officials

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

2. Board of Directors

The Board of Directors meets monthly and serves as MAPA’s governing body. The Board approves the TIP amendments, LRTP, annual budget, and work programs. The Board is comprised 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.

<table>
<thead>
<tr>
<th>210 End Products</th>
<th>Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Council of Officials</td>
<td>Quarterly</td>
</tr>
<tr>
<td>2. Board of Directors</td>
<td>Monthly</td>
</tr>
<tr>
<td>3. Finance Committee</td>
<td>Monthly</td>
</tr>
<tr>
<td>4. Transportation Technical Advisory Committee</td>
<td>Monthly</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>210 Budget</th>
<th>Federal Cost</th>
<th>Total Cost</th>
<th>Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAPA Activities</td>
<td>$176,824</td>
<td>$190,340</td>
<td>2,928</td>
</tr>
</tbody>
</table>
Exhibit I: MAPA 2019 Unified Planning Work Program

Regional Transportation Planning (220)

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

Previous Work
- Continued development of 2050 LRTP through two Technical Memorandums
- Initiated Phase 3 of the Metro Travel Improvement Study for the region
- Participated in development of Complete Streets Design Manual for City of Omaha
- Updated Coordinated Transit Plan
- Participated in stakeholder committees for Central Omaha Bus Rapid Transit and modern streetcar projects
- Continued implementation the Metro Bike Safety Education project
- Completed Sarpy County Transit Study
- Served on Freight Advisory Committee for NDOT's State Freight Plan
- Conducted outreach to freight and private sector representatives
- Assisted with local planning studies, including providing forecasts and data

MAPA Work Activities

1. LRTP Development and Administration

Develop 2050 LRTP to be adopted by March 2020. Implement, review, and amend the LRTP as necessary. Support regional goals in accordance with the federal transportation planning provisions. As a key element of the LRTP development efforts performance measures will be developed and assessed as part of the scenario planning for the 2050 LRTP. Coordination with Comprehensive Economic Development Strategy (CEDS) update and refresh of Regional Vision strategies. Utilize consultants for various portions of the LRTP including marketing and public involvement activities such as the development of brochures, websites, infographics, surveys, and citizen engagement events. Purchase interactive tools for engaging the public.

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. Continue to implement and maintain the Heartland Connections Regional Transit Vision which includes the Comprehensive Operations Analysis (COA) and long-term vision for future transit-friendly corridors. Included in this is continued planning support for the Bus Rapid Transit corridor and the modern streetcar in downtown and midtown Omaha.

MAPA will convene a work group comprised of representatives from various transit-related activities in the region and other stakeholders to coordinate local transit projects with the Heartland 2050 Close the Gap vision for robust transit service in the region.

MAPA will also continue to 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. The Coordinated Transit Plan, adopted in FY2018, will continue to be implemented through the Coordinated Transit Committee.

3. Bicycle & Pedestrian Planning Activities

Participate in bicycle / pedestrian planning activities for the region, including the implementation of the Omaha Complete Streets policy and development of the Complete Streets Design Guide. Support
implementation of the Complete Streets policy included in the LRTP. Assist with implementation of Heartland Connections Regional Bicycle / Pedestrian Plan by local project partners. Support the Mayor of Omaha’s Active Living Advisory Committee, including as a representative on the Vision Zero Task Force. Support local advocacy for bicycle and pedestrian investment. Serve as Administrator for the Metro Bicycle Safety Education project.

4. Freight Planning & Coordination

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. Analyze potential solutions to issues developed through the stakeholder outreach. Support private sector participation in the transportation planning process by working with local Chambers of Commerce, Economic Development Corporations, freight representatives, and private transportation industries to review transportation plans / programs. Utilize the Freight Analysis Framework (FAF) and other publicly available data. Purchase data to conduct planning studies, analyses, and modeling of freight and goods movement in the region.

5. Congestion Management Program (CMP)

Implement recommendations to enhance the CMP contained in the Certification Review report. Monitor causes of recurring / nonrecurring 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. Prepare and conduct sessions on congestion for the Transportation Summit, and potentially hold additional working group sessions.

6. 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 planning activities for a new I-80 Interchange in the 180th-192nd Street area of Sarpy County, as well as other projects requiring coordination with cities, counties, states, utilities, and other stakeholders. Additionally, MAPA will lead and coordinate the Eppley Connector Study with project partners including the Greater Omaha Chamber of Commerce.

MAPA and NDOT will continue work on MTIS, a comprehensive study of the National Highway System and other modes of transportation in the region. Phase 3 will continue to assess implementation of the preferred projects scenario in terms of construction phasing along the freeway and interstate system within the region.

<table>
<thead>
<tr>
<th>220 End Products for MAPA Work Activities</th>
<th>Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. LRTP Development and Administration (2050 LRTP)</td>
<td>Ongoing</td>
</tr>
<tr>
<td>2. Transit Planning Activities</td>
<td>Ongoing</td>
</tr>
<tr>
<td>3. Bicycle &amp; Pedestrian Planning Activities</td>
<td>Ongoing</td>
</tr>
<tr>
<td>4. Freight Planning &amp; Coordination</td>
<td>Ongoing</td>
</tr>
<tr>
<td>5. Congestion Management Program (CMP)</td>
<td>Ongoing</td>
</tr>
<tr>
<td>6. Other Long-Range Studies</td>
<td>Ongoing (MTIS (Q3))</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>220 Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAPA Activities $155,429</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Contracts and Sub-recipients</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Support &amp; Communications (22001) Federal Share (Total Cost)</td>
</tr>
</tbody>
</table>

MAPA will contract with a firm to provide support for regional transportation planning efforts. These deliverables may include items such as local transportation needs and funding analysis, brochures, website content, videos, and other strategic communications activities.
Exhibit I: MAPA 2019 Unified Planning Work Program

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

Objectives

To monitor and maintain a fiscally constrained Transportation Improvement Program for regionally significant transportation projects.
To implement performance-based planning requirements of the FAST Act.
To ensure MAPA staff representation and coordination with local partner projects.
To ensure the successful administration of the Metro Area Motorist Assist (MAMA) Program.

Previous Work

- Processed TIP Amendments and Administrative Modifications
- Refined criteria used in selection of projects for FY 2019 TIP
- Completed development of FY 2019 TIP
- Assisted with the implementation of the CMAQ-funded bike share expansion project
- 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 for transit projects related to Section 5310 and JARC funding
- Provided transportation technical assistance to member cities and counties

MAPA Work Activities

1. **Maintenance of FY2018 and FY2019 Transportation Improvement Programs (TIPs)**
   Administer the FY2018 TIP (through September 30th, 2018) and FY2019 TIP (beginning October 1st, 2018). Process Amendments and Administrative Modifications of the TIP as necessary. Monitor and maintain fiscal constraint of the TIP and ensure consistency of the TIP with the LRTP.

2. **Project Selection Activities (STBG, TAP, & 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. Analyze the costs/benefits of short-range and long-range needs in conjunction with local/state partners in collaboration with the LRTP. Coordination with State and Federal officials on transportation funding issues. Analyze and implement TIP Administrative Fee for federal-aid projects.

4. **Development of FY2019 Transportation Improvement Program**
   Develop the 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. A progress report on the implementation of projects programmed for the most recent fiscal year will be included. The updated TIP is approved each year in June and is ready for implementation when the new federal fiscal year begins on October 1st. In addition, as performance measure final rulings per FAST Act are issued these will be included based on state and federal guidance.
5. **Performance Measurement & Reporting**
MAPA will coordinate with state and federal agencies to develop a set of performance measurements for the LRTP and TIP. Conduct studies and analyses of transportation data to develop and assess performance measures. Performance measures will be developed as part of the MTIS and LRTP plans. 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, 2019. Targets for PM2 (Pavement and Bridge) and PM3 (Freight and Travel Time) measures will be set by October 31, 2018.

6. **Metro Area Motorist Assist (MAMA) Program**
Coordination with the Nebraska State Patrol to administer the program. Collection and aggregation of quarterly data transfers and the development of the annual statistical and financial reports. Coordination with NDOT to develop state-administered program.

7. **Local Project Support & Coordination**
MAPA staff members provide technical assistance for MAPA, local and state transportation projects as needed. 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. Convene stakeholders and administer the Bellevue Bridge Alternatives Study. Assist jurisdictions with grant writing and administration for transportation activities on projects including the USDOT, Iowa DOT, and other grant opportunities. Continue participation in regional Transportation Systems Management (TSM) and Transportation Incident Management (TIM) meetings. Attend planning-related meetings and activities supporting the regional transportation planning process.

<table>
<thead>
<tr>
<th><strong>230 End Products for MAPA Work Activities</strong></th>
<th><strong>Schedule</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Maintenance of FY2017 &amp; FY2018 TIPs</td>
<td>Ongoing</td>
</tr>
<tr>
<td>2. Project Selection Activities</td>
<td>Winter 2018</td>
</tr>
<tr>
<td>3. Transportation Funding Analysis</td>
<td>Ongoing</td>
</tr>
<tr>
<td>4. Development of FY2019 TIP</td>
<td>Spring 2018</td>
</tr>
<tr>
<td>5. Performance Measurement &amp; Reporting</td>
<td>Ongoing</td>
</tr>
<tr>
<td>6. Metro Area Motorist Assist (MAMA) Program</td>
<td>Ongoing</td>
</tr>
<tr>
<td>7. Local Project Support &amp; Coordination</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>230 Budget</strong></th>
<th>Federal Cost</th>
<th>Total Cost</th>
<th>Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAPA Activities</td>
<td>$125,014</td>
<td>$134,570</td>
<td>2070</td>
</tr>
</tbody>
</table>

**230 Contracts & Subrecipient Work Activities**

<table>
<thead>
<tr>
<th><strong>Eppley Connector Study (23000)</strong></th>
<th>Federal Share (Total Cost)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$150,000 ($187,500 total)</td>
<td></td>
</tr>
</tbody>
</table>

This planning study will evaluate alternatives for the future connection of a new Missouri River bridge connection between I-680 and the Storz expressway and associated economic development activities.
Communication & Public Involvement (240)

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
- Drafted and completed update to the Public Participation Plan.
- Prepared 2017 annual PPP report.
- Performed ADA assessments of venues for public involvement.
- Conducted outreach and engagement activities with underrepresented population.
- Assisted with development and implementation of Citizen's Academy.
- 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. This plan includes a proactive outreach program that provides complete information, timely public notice, full public access to key decisions, opportunities for visioning on the transportation system and land use patterns, and supports an early and continuing involvement of the public in developing the LRTP and TIP. 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. Citizen's Academy
   Provide technical support and presentations to the Citizen's Academy for Omaha's Future, a project led by Omaha Neighborhood Engagement (ONE Omaha), Live Well Omaha, Mode Shift Omaha, Douglas County Health Department, and MAPA. Participants in the Citizen's Academy attend a series of workshops regarding planning, housing, transportation, community health, and the development process to expand their understanding of the planning process and become more engaged members of the public.

3. Publications & Newsletters
   Develop, produce, and disseminate the MAPA Annual Report. Prepare and disseminate the Community Assistance Report. Develop, produce, and disseminate at least six issues of the "What's Happening for Community Leaders" newsletter. Develop and maintain a website with a map-based listing of the elected and appointed public officials for the region Develop and distribute information from local / regional data and research. The information will include MAPA reports and summaries related to demographics, employment, land use, housing, traffic, transit, and other programs.

4. Online Activities (Websites & Social Media)
   Maintain the MAPA websites including MAPA, Heartland 2050, Little Steps - Big Impact, 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. Integrate the MAPA public outreach efforts with various social media outlets.

5. Participation in Partner Forums
   Participation in Federal, State and Local forums to support the transportation planning process. Examples

Exhibit I: MAPA 2019 Unified Planning Work Program
Exhibit 1: MAPA 2019 Unified Planning Work Program

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.

<table>
<thead>
<tr>
<th>240 End Products</th>
<th>Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. PPP &amp; Public Engagement Activities</td>
<td>Ongoing</td>
</tr>
<tr>
<td>2. CAC &amp; Citizen's Academy</td>
<td>Semi-Annually</td>
</tr>
<tr>
<td>3. Publications &amp; Newsletters</td>
<td>Ongoing</td>
</tr>
<tr>
<td>4. Online Activities (Websites &amp; Social Media)</td>
<td>Ongoing</td>
</tr>
<tr>
<td>5. Participation in Partner Forums</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>240 Budget</th>
<th>Federal Cost</th>
<th>Total Cost</th>
<th>Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAPA Activities</td>
<td>$167,358</td>
<td>$180,150</td>
<td>2,772</td>
</tr>
</tbody>
</table>

240 Contracts & Subrecipient Work Activities

Regional Transportation Survey (24001) Federal Share (Total Cost)

$15,000 ($15,000 total)

Conduct a survey of the general public in the Omaha-Council Bluffs region about transportation issues including infrastructure condition, congestion, transportation options, and the growth of the region. Survey will be used to underpin public involvement efforts and to help establish long range transportation plan priorities. Survey will be conducted utilizing a statistically significant sample of the population in Douglas, Sarpy and Pottawattamie Counties.
Regional Data, Mapping, & Modeling (250)

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 GIS data in coordination with regional partners
- Coordinated with vendor for 2017 NIROC project
- Completed 2016 traffic & safety reports
- Refined socioeconomic data and scenarios for travel demand model
- Assisted with corrections to annual Census population estimates
- Developed regional permit database

MAPA Work Activities

1. GIS & Regional Transportation Data
   Maintain and update an integrated geographic data base 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. Work on a portal for traffic count data. 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. 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 a land use file based on the monitoring of land use changes through secondary sources. Keep an employment file detailing employers in the region, number of employees, industrial classifications, and locations. Maintain files on construction permits, apartment complexes, subdivisions/SIDs, and housing sales to further define housing locations and characteristics. Monitor other local population characteristics such as auto ownership, vital statistics, and school enrollment.

3. Regional Growth Monitoring
   Tracking of progress towards Heartland 2050 land use vision. Continued development of regional permit dataset to track ongoing development activities and monitor growth. Development of annual growth report documenting regional development patterns, land consumption, and permit activity. Develop reports and visualization tools to illustrate the impact of development patterns on infrastructure costs.
3. **Travel Demand Modeling Activities**
Maintain and refine the regional travel demand model to provide forecasts for studies and planning activities. Update the model based on TMIP model peer review and subsequent guidance. Conduct regional/subregional travel demand model runs. Analyze output to provide data for local/state planning. Special modeling activities may be conducted for key corridors such as Highway 370 and 144th Street. 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:

4. **Land Use Activity Allocation Model (LUAAM)**
Revise forecasts for basic trip generating variables (such as population, households, income, automobile ownership, and employment) to be utilized in the Land Use Activity Allocation Model (LUAAM) and travel demand modeling activities. Forecasts are coordinated with local/state partners including the state data centers. Purchase socioeconomic data for forecasting and modeling activities. Refine the LUAAM to provide population and employment forecasts for the region. The Envision Tomorrow model from Heartland 2050 may be utilized to conduct subregional workshops and plans. Provide training for stakeholders on the use of Envision Tomorrow.

---
**250 End Products for MAPA Work Activities**

<table>
<thead>
<tr>
<th>Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Regional Data &amp; GIS</td>
</tr>
<tr>
<td>2. Technical Reports &amp; Forecasts</td>
</tr>
<tr>
<td>3. Regional Growth Monitoring</td>
</tr>
<tr>
<td>4. Travel Demand Modeling Activities</td>
</tr>
<tr>
<td>5. Land Use Activity Allocation Model (LUAAM)</td>
</tr>
</tbody>
</table>

---
**250 Budget**

<table>
<thead>
<tr>
<th>MAPA Activities</th>
<th>Federal Cost</th>
<th>Total Cost</th>
<th>Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>$265,585</td>
<td>$285,875</td>
<td>4,398</td>
<td></td>
</tr>
</tbody>
</table>

---
**250 Contracts & Subrecipient Work Activities**

<table>
<thead>
<tr>
<th>Federal Share (Total Cost)</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-Call Modeling Assistance (25003)</td>
</tr>
<tr>
<td>Nebraska-Iowa Regional Orthophotography Consortium (NIROC) (25001)</td>
</tr>
</tbody>
</table>

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. Conduct modeling scenarios related to other studies, as necessary.

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.

---
Environment & Energy (260)

Objective
Improve air quality by taking proactive measures to reduce environmental impacts and improve energy conservation as related to transportation.

Previous Work
- Conducted 2017 Little Steps - Big Impact ozone awareness and reduction campaign with travel demand management strategies and marketing alternatives fuel options
- Planned 2018 Little Steps - Big Impact ozone awareness and reduction campaign
- Coordinated with NDOT and Iowa DOT on development of a regional rideshare/carpool program with travel demand management strategies
- Assisted City of Omaha with implementation of CMAQ funded bikeshare expansion project
- Participated in Clean Cities, electric vehicle, ethanol, and other alternative fuel technology efforts
- Implemented Congestion Management Process (CMP) activities related to planning review comments

MAPA Work Activities

1. Little Steps, Big Impact Ozone Awareness Campaign
   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. Develop and implement the Little Steps - Big Impact ozone awareness and outreach program. Prepare and conduct sessions on air quality and multi-modal planning at meetings and workshops. Data may be purchased to support air quality planning and modeling activities. MAPA staff will support the Little Steps - Big Impact program.

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 electric vehicle (EV) changing stations project by working with local entities to identify locations for EV stations and potentially administer CMAQ grant to implement stations. 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.

3. Travel Demand Management & Other Activities
   Coordinate with NDOT, Iowa DOT, and the Lincoln MPO in implementing and marketing a regional rideshare program with employers and citizens. 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.

<table>
<thead>
<tr>
<th>260 End Products for MAPA Work Activities</th>
<th>Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Little Steps, Big Impact Ozone Awareness Campaign</td>
<td>Summer 2017/18</td>
</tr>
<tr>
<td>2. Alternative Fuels Activities</td>
<td>Ongoing</td>
</tr>
<tr>
<td>3 Travel Demand Management &amp; Other Activities</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>
260 Budget
MAPA Activities
Federal Cost | Total Cost | Hours
$74,208    | $79,880    | 1,229

260 Contracts & Subrecipient Work Activities

Little Steps, Big Impact Education Campaign (26001)
Federal Share (Total Cost)
$173,000    ($200,000 total)
The 2018 and 2019 Little Steps - Big Impact ozone reduction campaigns will focus education efforts on the small actions everyone can take to help reduce ground-level ozone and improve public health. Live Well Omaha will conduct a commuter challenge to increase alternative modes of transportation during the ozone season. Campaign goals include reducing single-occupancy vehicle trips and increasing usage of bicycle, pedestrian, transit, and carpool modes. Little Steps - Big Impact will also raise awareness of alternative fuels (such as electric vehicles, CNG/LNG, fuel cells, and biofuels) that reduce emissions. Funding will support staff time for the aforementioned activities.

Little Steps, Big Impact Active Commuting Outreach (26002)
$111,000    ($155,000 total)
The 2018 LSBI campaign will include consultant or sub-recipient outreach to employers in order to implement and promote the Wellness Commission of the Midlands' Active Commuting Tool-Kit. The tool-kit includes strategies and policies to promote active transportation, reducing parking demands for employers, and support programs such as carpooling and vanpooling.
Heartland 2050 (270)

Objective
To coordinate the transportation planning process with the implementation of Heartland 2050 Regional Vision

Previous Work
- Facilitated H2050 Infrastructure Committee and working groups
- Completed site visit to Minneapolis/St. Paul to explore transportation and development policies
- Initiated first year of H2050 Mini-Grant Program with STBG funding
- Solicited applications for second year of H2050 Mini-Grant projects
- Developed “Block Talk” walk audit program and implemented it in communities around the region

Work Activities

1. Heartland 2050 Mini-Grant Program
   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.

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. Development of regional framework of Nodes and Corridors to guide infrastructure development and land use policy throughout the region. Assist with planning for Close the Gap initiative. MAPA staff will continue to support active working groups including the Autonomous & Connected Vehicles, Multi-Modal, and Nodes & Corridors.

3. Heartland 2050 Technical Analysis and Data Support
   MAPA staff will conduct technical analysis and data support for the Heartland 2050 project. MAPA will coordinate and administer a Transit Return-on-Investment Assessment (ROI) for the Close the Gap Plan. Additionally, MAPA staff will support ongoing coordination related to regional the Smart Cities Lab project supported by the Peter Kiewit and Sherwood Foundations.

4. Heartland 2050 Public Outreach
   MAPA staff will meet with local governments, community organizations and others to present the Heartland 2050 Regional Vision and gather public input. MAPA will also continue to facilitate local and regional conversations regarding the importance of the land use and transportation investments to achieving the goals of the Heartland 2050 Vision.

5. 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. These events are held quarterly with two summits and two speakers events anticipated annually.

6. 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. The 2018 site visit will take place as part of the Rail-volution conference in Pittsburgh, PA, with a delegation of MAPA staff and community leaders attending.
7. Heartland 2050 Administration

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

<table>
<thead>
<tr>
<th>270 End Products</th>
<th>Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Heartland 2050 Mini-Grant Program</td>
<td>Winter 2017</td>
</tr>
<tr>
<td>2. Heartland 2050 Committee &amp; Working Groups</td>
<td>Ongoing</td>
</tr>
<tr>
<td>3. Heartland 2050 Technical Analysis and Data Support</td>
<td>Ongoing</td>
</tr>
<tr>
<td>4. Heartland 2050 Public Outreach</td>
<td></td>
</tr>
<tr>
<td>5. Heartland 2050 Summits and Speaker Series</td>
<td>Quarterly</td>
</tr>
<tr>
<td>6. Heartland 2050 Site Visit</td>
<td>Fall 2018</td>
</tr>
<tr>
<td>7. Heartland 2050 Administration</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>270 Budget</th>
<th>Federal Cost</th>
<th>Total Cost</th>
<th>Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAPA Activities</td>
<td>$196,862</td>
<td>$211,910</td>
<td>3,260</td>
</tr>
</tbody>
</table>

| 270 Contracts and Sub-recipients | Federal Share (Total Cost) |

Heartland 2050 Mini-Grant Program – FY2018 Awards (27001)
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. The percentage value noted in parentheses denotes the amount of effort anticipated in FY2019:

- Metro Transit – Transit Development Plan (STBG) (50%) $43,750 (NE) ($54,688 total)
- City of Omaha – 13th Street Corridor Walkability Study (STBG) (50%) $60,000 (NE) ($62,500 total)
- Sarpy County – Arterial & Collector Road Location Study(STBG) (100%) $30,000 (NE) ($37,500 total)
- Council Bluffs – Council Bluffs Walkability Master Plan (STBG) (100%) $80,000 (IA) ($100,000 total)

Heartland 2050 Mini-Grant Program – FY2019 Awards (27002)
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. FY2019 projects include:

- Council Bluffs – 1st Ave Corridor Alternatives Analysis (STBG) $80,000 (IA) ($100,000 total)
- City of Omaha – North 24th Street Corridor Study & Action Plan (Sec. 5304) $100,000 (NE) ($125,000 total)

Transit Return-on-Investment Assessment (27003) $80,000 Federal ($100,000 total)
This study will be conducted by consultants to assess the expected economic return on regional transit investments as identified in regional plans and the Close the Gap White Paper to inform the regional conversation on transit expansion.

Heartland 2050 Site Visit (27006) $17,500 Federal ($87,500 total)
Site visit to the Railvolution conference in Pittsburgh will continue conversation on increased investment in transit in the Omaha-Council Bluffs region. Community leaders from local government, private industry and the philanthropic community will participate in the site visit.
Training & Education (280)

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)
- Took part in FHWA / FTA webinars related to federal guidance and initiatives
- Participated in NACTO and CTAA webinars related to national best practices
- Attended 2016 / 2017 national conferences held by National Association of Regional Councils (NARC) and National Association of Development Organizations (NADO)

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, and USDOT.

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).

<table>
<thead>
<tr>
<th>280 End Products</th>
<th>Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Technical &amp; Policy Education Activities</td>
<td>As Needed</td>
</tr>
<tr>
<td>2. Related Association Participation</td>
<td>Ongoing</td>
</tr>
<tr>
<td>3. Professional Certifications &amp; Memberships</td>
<td>As Needed</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>280 Budget</th>
<th>Federal Cost</th>
<th>Total Cost</th>
<th>Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAPA Activities</td>
<td>$74,198</td>
<td>$79,870</td>
<td>1,229</td>
</tr>
</tbody>
</table>
Exhibit I: MAPA 2019 Unified Planning Work Program

280 Contracts and Sub-recipients

National Association of Regional Councils (NARC) Conference (28001)  Federal Share (Total Cost)
MAPA is hosting the National Association of Regional Councils (NARC) 53rd Annual Conference in Omaha.
Sessions will include updates on federal programs, peer exchanges, and breakout sessions. Funding will support
eligible costs associated with hosting the conference.

Transportation Management (290)

Objective
Provide for leadership and efficient administration of MAPA’s transportation programs

Previous Work
- Personnel management for transportation 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.

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 and 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 Nebraska Department of Transportation and Iowa Department of
   Transportation.

290 End Products

<table>
<thead>
<tr>
<th>End Products</th>
<th>Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Program Administration</td>
<td>Ongoing</td>
</tr>
<tr>
<td>2. Contracts</td>
<td>Ongoing</td>
</tr>
<tr>
<td>3. UPWP</td>
<td>Ongoing</td>
</tr>
<tr>
<td>4. Agreements</td>
<td>Ongoing</td>
</tr>
<tr>
<td>5. Quarterly Reporting and Invoicing</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>

290 Budget

<table>
<thead>
<tr>
<th>Budget Item</th>
<th>Federal Cost</th>
<th>Total Cost</th>
<th>Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAPA Activities</td>
<td>$70,836</td>
<td>$76,251</td>
<td>1173</td>
</tr>
</tbody>
</table>

16
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.

<table>
<thead>
<tr>
<th>300 End Products</th>
<th>Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Member Data Requests</td>
<td>As Needed</td>
</tr>
<tr>
<td>2. Member Mapping Requests</td>
<td>As Needed</td>
</tr>
</tbody>
</table>

300 Budget

<table>
<thead>
<tr>
<th>MAPA Activities</th>
<th>Federal Cost</th>
<th>Total Cost</th>
<th>Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$13,749</td>
<td>$14,800</td>
<td>228</td>
</tr>
</tbody>
</table>
Local and Partner Planning Support (310)

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.
- 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.
- 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.
- Metro Transit conducted various transit planning activities.

310 Contracts and Sub-recipients

5310Subrecipients (31001)
MAPA administers the Section 5310 program for distribution to eligible subrecipients. 5310 funding is a discretionary capital assistance program to assist local governments, private agencies, and nonprofit agencies provide transportation service for the elderly and disabled. Anticipated contracts for operations and capitalized costs of operations include:

<table>
<thead>
<tr>
<th>Federal Share (Total Cost)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$42,750 ($85,500 total)</td>
</tr>
<tr>
<td>$48,500 ($60,625 total)</td>
</tr>
<tr>
<td>$57,250($114,500 total)</td>
</tr>
<tr>
<td>$43,000 ($86,000 total)</td>
</tr>
</tbody>
</table>

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.

City of Council Bluffs – Special Transportation Services (STS)
Operational funding and Capitalized 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.

Florence Home for the Aged
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. Resident served live at Florence Home Healthcare Center, Royale Oaks Assisted Living, House of Hope Alzheimer's Care and House of Hope Assisted Living.
### APPENDIX II - MAPA Council of Officials

#### NEBRASKA

**DOUGLAS COUNTY (531,265)**
- Bennington (1,458)
- Boys Town (745)
- Omaha (408,958)
- Omaha City Council
- Ralston (5,043)
- Valley (1,875)
- Waterloo (848)

**SARPY COUNTY (158,840)**
- Bellevue (50,137)
- Gretna (4,441)
- La Vista (15,756)
- Papillion (16,864)
- Springfield (1,529)

**WASHINGTON COUNTY (20,234)**
- Arlington (1,243)
- Blair (7,950)
- Fort Calhoun (908)
- Herman (268)
- Kennard (361)
- Washington (155)

**MILLS COUNTY (15,059)**
- Emerson (438)
- Glenwood (6,269)
- Hastings (152)
- Henderson (185)
- Malvern (1,142)
- Pacific Junction (471)
- Silver City (275)

**POTTAWATOMIE COUNTY (83,158)**
- Avoca (1,506)
- Carson (812)
- Carter Lake (3,785)
- Council Bluffs (82,230)
- Crescent (617)
- Hancock (196)
- Macedon (246)
- McClellan (151)
- Minden (599)
- Neola (842)
- Oakland (1,527)
- Trenton (919)
- Underwood (917)
- Walnut (785)

#### IOWA

**CARL LORONZN, Supervisor Board Chairman**
- PAUL KRAUSE, Village Board Chairman
- MITCH ROBINSON, Mayor
- KIM JOHNSON, Village Board Chairman
- ERNEST BELIK, Board of Trustees

**CAROL VINTON, (representing Board Chairman Lonnie Mayberry)**
- ROB ERICKSON, Mayor
- BRIAN TACKETT, Mayor
- RODNEY COURTIER, Mayor
- ANDY YOUNG, Mayor
- GARY FRANKFORTE, Mayor

**TOM HANAFAH (representing Board Chairman Justin Schultz)**
- JERALD ESPESETH, Mayor
- TIM TODD, Mayor
- GERALD WALTRIP, Mayor
- BRIAN SHEA, Mayor
- HAROLD HOFFMAN, Mayor
- JAMES BRADEN, Mayor
- MITCH KAY, Mayor
- KEVIN ZIMMERMAN, Mayor
- MICHAEL O'BRIEN, Mayor
- BRYCE POLAND, Mayor
- DENNIS BARDOSLEY, Mayor
- GENE LARSEN, Mayor
<table>
<thead>
<tr>
<th>SPECIAL PURPOSE GOVERNMENTAL ENTITIES</th>
<th>MAPA Council of Officials</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bellevue Public Schools</td>
<td>PHIL DAVIDSON, Board President</td>
</tr>
<tr>
<td>Council Bluffs Airport Authority</td>
<td>ANDY BILLER (representing Board President John Dalton)</td>
</tr>
<tr>
<td>Council Bluffs Planning Commission</td>
<td>LINDSEY DANIELSON, Board Chairman</td>
</tr>
<tr>
<td>Fremont School District</td>
<td>MARK SHEPARD, Superintendent</td>
</tr>
<tr>
<td>Golden Hills Resource Conservation &amp; Development</td>
<td>MICHELLE WODTKE-FRANKS, Board Chairman</td>
</tr>
<tr>
<td>Iowa Western Community College</td>
<td>RANDY PASH, Board Chairman</td>
</tr>
<tr>
<td>Metro Transit</td>
<td>DANIEL LAWSE, Board Chairman</td>
</tr>
<tr>
<td>Metropolitan Utilities District</td>
<td>SCOTT KEEP, President</td>
</tr>
<tr>
<td>Metropolitan Community College</td>
<td>STEVE GRABOWSKI, (representing Board Chairman Roger Garcia)</td>
</tr>
<tr>
<td>Millard Public Schools</td>
<td>DR. JIM SUTFIN, Superintendent</td>
</tr>
<tr>
<td>Omaha Airport Authority</td>
<td>DAN OWENS (representing Board Chairman Eric Butler)</td>
</tr>
<tr>
<td>Omaha Housing Authority</td>
<td>DAVID LEVY, Board Chairman</td>
</tr>
<tr>
<td>Omaha Planning Board</td>
<td>BRINKER HARDING, Board Chairman</td>
</tr>
<tr>
<td>Omaha Public Power District</td>
<td>TOM RICHARDS (representing Board Chairman NP (Sandy) Dodge)</td>
</tr>
<tr>
<td>Papillion-La Vista Public Schools</td>
<td>ANDREW RIKLI, Superintendent</td>
</tr>
<tr>
<td>Papio Missouri River NRD</td>
<td>DAVID KLUG, Board Chairman</td>
</tr>
<tr>
<td>Pony Creek Drainage District</td>
<td>JAY CHRISTENSEN, Board Chairman</td>
</tr>
<tr>
<td>Ralston Public Schools</td>
<td>DR. MARK ADLER, Superintendent</td>
</tr>
<tr>
<td>Valley Fire District #6</td>
<td>AARON UECKERT, Fire Chief</td>
</tr>
</tbody>
</table>
Exhibit I: MAPA 2019 Unified Planning Work Program

MAPA Board of Directors

City of Bellevue
City of Council Bluffs
City of Omaha
Douglas County
Iowa Small Communities / Counties
Nebraska Small Communities / Counties
Pottawattamie County
Sarpy County
Secretary / Treasurer

CHAIRWOMAN
RITA SANDERS, Mayor
MATT WALSH, Mayor
JEAN STOTHERT, Mayor
BEN GRAY
CAROL VINTON
DOUG KINDIG, Mayor
TOM HANAFAN
GARY MIXAN
PATRICK BLOOMINGDALE

VICE CHAIRMAN
CHRISTINE BICKEL
JEAN STOTHERT, Mayor
JEAN STOTHERT, Mayor
BEN GRAY
CAROL VINTON
DOUG KINDIG, Mayor
TOM HANAFAN
GARY MIXAN
PATRICK BLOOMINGDALE

MAPA Transportation Technical Advisory Committee (TTAC)

TTAC Voting Members

Bellevue Planning
Bellevue Public Works
Cass County Board of Commissioners
Council Bluffs Planning
Council Bluffs Public Works
Douglas County Engineer’s Office
Iowa Department of Transportation, District 4
La Vista Public Works
Metro Transit
Nebraska Department of Roads, District 2
Nebraska Department of Roads, Lincoln
Omaha Airport Authority, NE
Omaha City Engineer
Omaha Planning
Omaha Public Works Director
Papillion Planning
Papillion Public Works
Pottawattamie County
Ralston
Sarpy County Planning
Sarpy County Public Works

CHAIRMAN
CHRIS SHEWCHUK
JEFF ROBERTS
JANET MCCARTNEY
BRANDON GARRET
GREG REEDER
SCOTT SUHR
JOE SOUCIE
CURT SIMON
TIM WEANDER
BRAD ZUMWALT
DAVID ROTH
TOBBY FITZGERALD
DEREK MILLER
ROBERT STURBE
MARK STURBE
MARTY LEMING
JOHN RASMUSSEN
DAN FRESHMAN
BRUCE FOUNTAIN
DENNIS WILSON

TTAC Associate Members

Benesch
Council Bluffs Chamber of Commerce
Federal Highway Administration – Iowa Division
Federal Highway Administration – Nebraska Division
Federal Transit Administration Region VII
Felsburg Holt & Ullevig, NE
Greater Omaha Chamber of Commerce
Greater Omaha Chamber of Commerce
HDR Engineering, Inc.
HGM
Iteris, Inc.
Kirkham Michael
Lamp, Rynearson & Associates, Inc
Metropolitan Area Planning Agency
Olson Associates
Parsons Brinkerhoff
The Schemmer Associates, Inc
The Schemmer Associates, Inc

CHAIRMAN
JIM JUSSEL
TERRY RAILEY
TRACY TROUTNER
JUSTIN LUTHER
MARK BECHTEL (representing Mokhtee Ahmad)
KYLE ANDERSON
JAMIE BERGLUND
TIM STUART
MATT SELINGER
JOHN JORGENSEN
MICHAEL MALONE
SORIN JUSTER
MATTHEW KRUSE
GREG YOUELL
MIKE PIERNICKY
KARL FREDRICKSON
TODD COCHRAN
CHARLES HUDLESTON
## GIS Transportation

### REVISED BUDGET 2019 FY

<table>
<thead>
<tr>
<th>Name</th>
<th>Hrly Rate</th>
<th>PP/Hrs</th>
<th>Project Totals</th>
<th>Requested Federal Funds*</th>
<th>Requested Match*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Herbert, Eric</td>
<td>70%</td>
<td>$54.018</td>
<td>48 $2,593</td>
<td>$1,815</td>
<td>$778</td>
</tr>
<tr>
<td>Kriener, Eric</td>
<td>70%</td>
<td>$42.795</td>
<td>9.9 $424</td>
<td>$297</td>
<td>$127</td>
</tr>
<tr>
<td>Lampe, Nikki</td>
<td>70%</td>
<td>$35.210</td>
<td>440 $15,492</td>
<td>$10,845</td>
<td>$4,648</td>
</tr>
<tr>
<td>Nelsen, Chris</td>
<td>70%</td>
<td>$34.273</td>
<td>521 $17,856</td>
<td>$12,499</td>
<td>$5,357</td>
</tr>
<tr>
<td><strong>Total Salaries</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$36,365</strong></td>
<td><strong>$25,456</strong></td>
</tr>
</tbody>
</table>

| Retirement     | 6.75% of salary |          | $2,455       | $1,718                   | $736             |
| Social Security| 7.65% of salary |          | $2,782       | $1,947                   | $835             |
| Herbert Ins. benefits | 70% $11.9015 | 48 $571  | $400         | $171                     |
| Kriener Ins. benefits    | 70% $11.8457 | 9.9 $117 | $82          | $35                      |
| Lampe Ins. benefits     | 70% $0.4014  | 440 $177 | $124         | $53                      |
| Nelsen Ins. benefits    | 70% $5.4507  | 521 $2,840| $1,988       | $852                     |
| **Benefits Total**      |              |          | $8,942       | $6,259                   | **$2,682**       |
| **Grand Total**         |              |          | **$45,307**  | **$31,715**              | **$13,592**      |
Project Description:

Sarpy GIS Program

Sarpy County's GIS program provides ongoing geospatial data creation, maintenance, and management for the county and communities within the county. The goal is to accurately develop and maintain the datasets and tools that support transportation planning, modeling, analysis, and forecasting. Numerous spatial datasets are maintained directly by the GIS department, while others are generated through computer systems and web applications also maintained by the department.

Data Development & Maintenance Activity:

Datasets maintained in the county's repository that support transportation planning efforts include:

- Parcels, zoning, & future land use data
- Street centerlines, addresses, bridges, railways, trails
- Traffic counts & accident data
- Administrative & Jurisdictional boundaries
- Environmental & physical features (water bodies, streams, drainage basins, topography, etc.)

Individual data layers will support various efforts, including crash and traffic analyses. The combination of inputs from the above datasets supports effective transportation modeling across multiple communities. To improve the usability of the information at a regional level, the program will continue to adopt industry standards where applicable and will share this information with other jurisdictions in the MAPA region. Labor for the creation of the data layer and associated database maintenance activities are included in this project.

Deliverables:

A comprehensive extract of the digital data will be delivered to MAPA on a quarterly interval in January, April, July, and October. Sarpy GIS can produce these deliverables at any point in time MAPA requests a supplemental update. Data will be made accessible via quarterly digital packages made available for download.

Natural Resources Inventory (NRI):

This project will focus on creating a MAPA region-wide GIS Natural Resources Inventory (NRI). Goals of this project will include compiling an inventory of GIS datasets, building various GIS web applications, creating maps and reports, and identifying and developing field tools that can be used to support regional natural resources planning and analysis efforts. The project work will include meeting with various agencies and people involved in regional planning efforts to understand their work processes and how the NRI can be setup to support these activities across the MAPA region.

Deliverables:

A new, web-based MAPA NRI Portal will be published and made accessible to MAPA and the broader
planning community. This portal will include the ability to download GIS datasets and maps, and access various natural resource GIS applications and field tools.

**Regional GIS Data Portal:**

This project will focus on creating a MAPA region-wide GIS data portal. The primary goal of this project will be to leverage existing GIS applications, web services, and datasets available throughout the metro area and bring them together via a coordinated GIS data portal to support transportation planning and reporting work being conducted by MAPA and its partners.

**Deliverables:**

A new, web-based MAPA Open GIS Data Portal will be published and made accessible to MAPA, its partners, and the public. This portal will include the ability to download GIS datasets and maps, and access various transportation-related GIS applications and dashboards.

**Budget:**

<table>
<thead>
<tr>
<th>Item</th>
<th>Total</th>
<th>Federal</th>
<th>Local Match (30%)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Staff Time</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Data Development &amp; Maintenance (969 hours)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salary &amp; Wages</td>
<td>$33,771</td>
<td>$23,640</td>
<td>$10,131</td>
</tr>
<tr>
<td>Fringe Benefits</td>
<td>$7,962</td>
<td>$5,598</td>
<td>$2,399</td>
</tr>
<tr>
<td>Natural Resource Inventory (18 hours)</td>
<td>$972</td>
<td>$681</td>
<td>$291</td>
</tr>
<tr>
<td>Salary &amp; Wages</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fringe Benefits</td>
<td>$354</td>
<td>$248</td>
<td>$106</td>
</tr>
<tr>
<td>Regional Data Portal (14 hours)</td>
<td>$757</td>
<td>$530</td>
<td>$227</td>
</tr>
<tr>
<td>Salary &amp; Wages</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fringe Benefits</td>
<td>$276</td>
<td>$193</td>
<td>$83</td>
</tr>
<tr>
<td>Project Coordination (16 hours)</td>
<td>$865</td>
<td>$605</td>
<td>$260</td>
</tr>
<tr>
<td>Salary &amp; Wages</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fringe Benefits</td>
<td>$315</td>
<td>$220</td>
<td>$95</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$45,307</td>
<td>$31,715</td>
<td>$13,592</td>
</tr>
</tbody>
</table>
## Sarpy County, Nebraska
### 2018 FY MAPA Grant Application
### Planning - Project Breakdown

<table>
<thead>
<tr>
<th>Item</th>
<th>Total</th>
<th>Federal</th>
<th>Local Match (30%)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Staff Time</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Development Review (250 hours)</td>
<td></td>
<td></td>
<td></td>
<td>approx. breakdown: Fountain (2.25 hrs/wk) / Lynam (2.75 hrs/wk)</td>
</tr>
<tr>
<td>Salary &amp; Wages</td>
<td>$12,299</td>
<td>$8,510</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fringe Benefits</td>
<td>$3,235</td>
<td>$2,265</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$15,535</td>
<td>$10,774</td>
<td>$4,760</td>
<td></td>
</tr>
<tr>
<td>Regional Coordination of Transportation Planning Efforts (26 hours)</td>
<td></td>
<td></td>
<td></td>
<td>approx. breakdown: Fountain (0.5 hrs/wk)</td>
</tr>
<tr>
<td>Salary &amp; Wages</td>
<td>$1,387</td>
<td>$971</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fringe Benefits</td>
<td>$509</td>
<td>$356</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$1,896</td>
<td>$1,327</td>
<td>$569</td>
<td></td>
</tr>
<tr>
<td>Planning of Future Local Public Transportation Standards &amp; Systems (286 hours)</td>
<td></td>
<td></td>
<td></td>
<td>approx. breakdown: Fountain (3 hrs/wk) / Lynam (2.5 hrs/wk)</td>
</tr>
<tr>
<td>Salary &amp; Wages</td>
<td>$13,829</td>
<td>$9,581</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fringe Benefits</td>
<td>$3,913</td>
<td>$2,739</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$17,743</td>
<td>$12,320</td>
<td>$5,423</td>
<td></td>
</tr>
<tr>
<td>Project Coordination/Administration (13 hours)</td>
<td></td>
<td></td>
<td></td>
<td>approx. breakdown: Fountain (0.25 hrs/wk)</td>
</tr>
<tr>
<td>Salary &amp; Wages</td>
<td>$694</td>
<td>$485</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fringe Benefits</td>
<td>$255</td>
<td>$178</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$948</td>
<td>$664</td>
<td>$284</td>
<td></td>
</tr>
<tr>
<td><strong>GRAND TOTAL</strong></td>
<td>$36,122</td>
<td>$25,285</td>
<td>$10,837</td>
<td></td>
</tr>
</tbody>
</table>

### Project Breakdown by Person

<table>
<thead>
<tr>
<th>Employee</th>
<th>Average Hours/Week</th>
<th>Total Hours</th>
<th>Hourly Wage</th>
<th>Ext. Wage</th>
<th>Hourly Fringe</th>
<th>Ext. Fringe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bruce Fountain</td>
<td>5.25</td>
<td>32.5</td>
<td>$3.35</td>
<td>$17,338.75</td>
<td>$19.58</td>
<td>$273.36</td>
</tr>
<tr>
<td>Donna Lynam</td>
<td>5.25</td>
<td>27.3</td>
<td>$4.26</td>
<td>$11,564.28</td>
<td>$6.61</td>
<td>$598.00</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td>10.5</td>
<td>59.8</td>
<td>$4.28</td>
<td>$28,902.63</td>
<td>$26.19</td>
<td>$8,166.92</td>
</tr>
</tbody>
</table>

### Staff Salary Breakdown

<table>
<thead>
<tr>
<th>Employee</th>
<th>Hourly Wage</th>
<th>Annual Salary</th>
<th>Pension</th>
<th>Social Security</th>
<th>Health</th>
<th>Dental</th>
<th>Life</th>
<th>Disability</th>
<th>Longevity</th>
<th>Total</th>
<th>Hourly</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bruce Fountain</td>
<td>$9.35</td>
<td>$110,976</td>
<td>$7,491</td>
<td>$8,490</td>
<td>$23,580</td>
<td>$454</td>
<td>$61</td>
<td>$50</td>
<td>$151,703</td>
<td>$72.93</td>
<td></td>
</tr>
<tr>
<td>Donna Lynam</td>
<td>$42.36</td>
<td>$88,113</td>
<td>$9,498</td>
<td>$6,741</td>
<td>$ -</td>
<td>$454</td>
<td>$61</td>
<td>$445</td>
<td>$101,852</td>
<td>$48.97</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>$95.72</td>
<td>$199,089</td>
<td>$13,439</td>
<td>$15,230</td>
<td>$23,580</td>
<td>$1,090</td>
<td>$122</td>
<td>$1,005</td>
<td>$253,556</td>
<td>$121.90</td>
<td></td>
</tr>
<tr>
<td><strong>Avg.</strong></td>
<td>$47.86</td>
<td>$99,544</td>
<td>$6,720</td>
<td>$7,615</td>
<td>$11,790</td>
<td>$545</td>
<td>$61</td>
<td>$222</td>
<td>$126,778</td>
<td>$60.95</td>
<td></td>
</tr>
</tbody>
</table>

*Above amounts include 1% cost of living and step increases for the 2019FY.
Health insurance reflects 8% increase; dental insurance reflects 0% increase.*
Project Description:

Sarpy County Planning Department Transportation Planning

Overview: The Sarpy County Planning Department’s work program for this grant year is broken into the following areas: Development Review, Regional Coordination of Transportation Planning Efforts, Planning of Future Local Public Transportation Standards and Systems, Planning of the Financing of Future Highway Programs and Local Public Transportation Systems, and the general Project Coordination/Administration necessary for the grant.

- Development Review (Traffic & Transportation): Sarpy County’s Planning Department is responsible for the review of all development related proposals within the unincorporated areas of the County to assure compliance with all subdivision and zoning regulations. Staff also evaluates the effects of population growth, housing, land use and development trends on local and regional street systems. Staff coordinates the reviews all development plans and proposals for sound transportation planning principles and compliance with local and regional long range transportation policies and goals. This involves pre-application meetings with the developers/applicants, coordination of project reviews with other regional planning staff to gather their input, staff review of plans and specifications for compliance with codes, regulations and long range planning goals, writing of professional recommendation reports for the Planning Commission and County Board of Commissioners, presentation of those recommendation reports at the required public hearings, and follow up required prior to issuance of development permits.

- Regional Coordination of Transportation Planning Efforts: We work closely with the County Engineer and MAPA staff to integrate the County’s priorities into the MAPA Long Range Transportation Plan for the region. In addition, we participate in numerous meetings, including MAPA’s Transportation Technical Advisory Committee, the Heartland 2050 Infrastructure Committee, and regular regional coordination meetings regarding long range planning efforts for all modes of transportation to assure County input and cooperation is provided. In addition, we continue to coordinate with the cities within Sarpy County on roadway and trail development projects.

- Planning of Future Local Public Transportation Standards and Systems: The Sarpy County Planning Department is working closely with the County Public Works Department and planning/transportation engineering consultants to update its zoning and subdivision regulations. Now that the updated Sarpy County Comprehensive Plan has been completed, we have begun to focus on these regulations to implement its transportation policies. The County’s zoning and subdivision regulations have not had a comprehensive update since the early 2000’s. Only amendments have been made in piecemeal fashion to deal with changes as necessary. Due to the tremendous growth Sarpy County has experienced since then, it is evident that these plans and regulations are in need of updating to continue to properly manage this growth. The new regulations will also have a specific focus on traffic and transportation, taking a comprehensive look at our transportation needs and issues in order to develop new short-, mid- and long-range goals and objectives to keep up with growth. These new regulations will be developed to provide additional guidance in areas such as street connectivity, access rules for arterial streets, bike and pedestrian trail requirements, minimum right-of-way requirements, etc. The preliminary work on these zoning and subdivision regulations began in FY 2017. The project will be completed and adopted by the end of FY 2019.
Deliverables:

- Quarterly reports will be provided identifying the number and types of development projects reviewed for sound transportation planning principals and compliance with local and regional long range transportation policies and goals. The ultimate outcome will be well planned and coordinated development projects consistent with regional transportation goals.

- Quarterly reports will be provided identifying the number and types of meetings and other cooperative coordination efforts staff has participated in related to regional transportation planning efforts.

- Quarterly reports will be provided tracking the progress of the zoning and subdivision regulation updates related to transportation policies with a percent complete indicated each quarter. When completed, full copies of the zoning and subdivision regulations will be made available in hard copy and on the County's web site. Data and findings from work on the updates will be made available to MAPA and other regional planning partners as needed.