ATTACHMENT "A"
SCOPE OF SERVICES

PROJECT DESCRIPTION

The Metropolitan Area Planning Agency (MAPA), in conjunction with the City of Council Bluffs, has commissioned a Multimodal Connection and Expansion Planning and Environmental Linkages (PEL) Study; herein referred to as "the PEL Study". Council Bluffs is located on the east bank of the Missouri River in western Iowa and is part of the broader Omaha-Councils Bluffs metropolitan area. Supporting a growing population, the City is prioritizing development and redevelopment which improves upon existing developed corridors and undeveloped land to add housing and commercial development supporting multimodal transportation. Council Bluffs is located within the MAPA transportation management area (TMA).

Connections between Council Bluffs, Omaha, and other regional destinations support employee commuting, business, and recreation. These connections are currently made predominantly by automobile, with limited transit and pedestrian or bicycle options available. Past studies have identified opportunities for economic development, increased attraction of professional talent, and improving active and healthy lifestyles. Some of these studies include, but are not limited to, the West Broadway Subarea plan, the West Broadway Transit Study, the MAPA Long Range Transportation Plan, and the Urban Core Strategic Plan. These enhancements are made possible through improving existing multimodal infrastructure and strengthening connections to existing and future multimodal networks on both sides of the Missouri River.

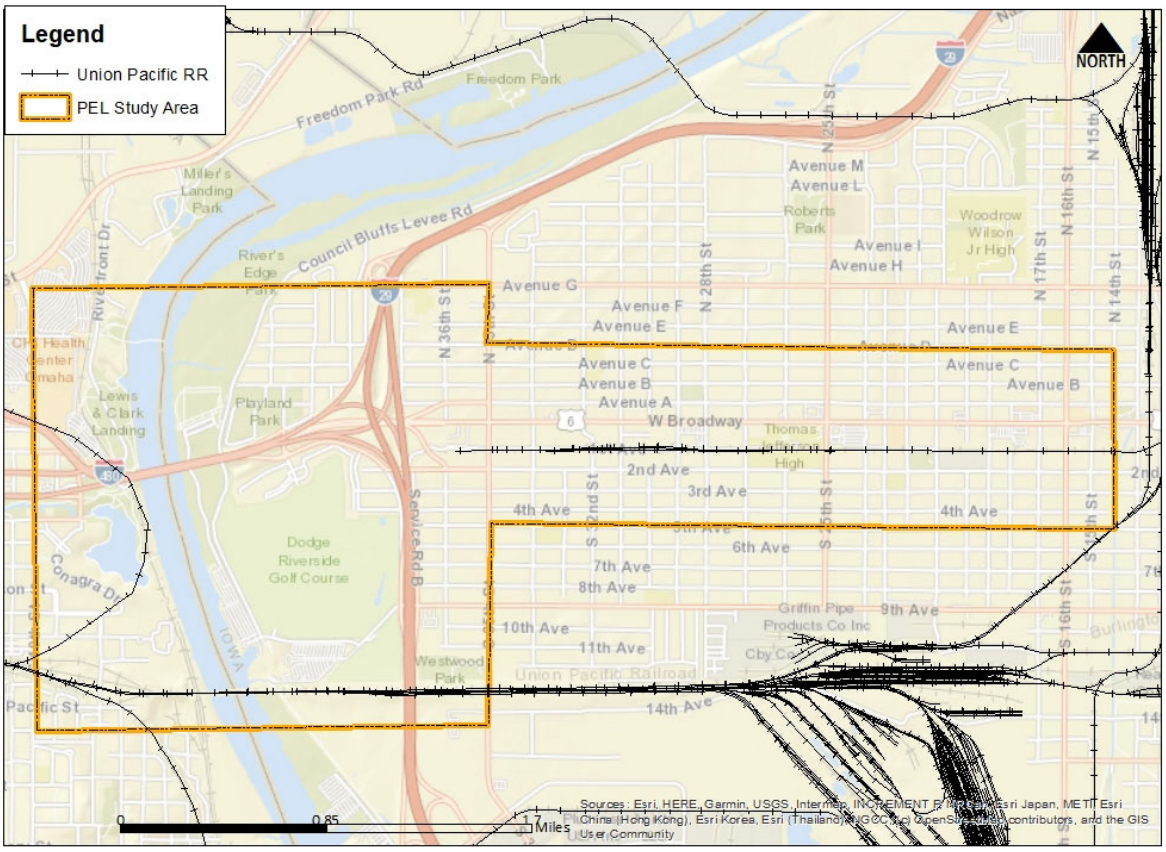
The **purpose** of this project is to conduct a PEL study identifying purpose and need, the range of possible alternatives (with subsequent screening of unreasonable alternatives), and proposed evaluation criteria for connections to existing and future multimodal networks within the proposed alternatives study area as shown in **Figure 1**. Specifically, the alternatives study will include the ***Transit Alternatives Analysis*** study area in Council Bluffs and the ***Urban Core Strategic Study*** area within the City of Omaha Urban Core. The study will meet documentation requirements such that all work produced within the study can be carried forward into future National Environmental Policy Act (NEPA) activities. The environmental analysis will consider the broader proposed environmental study area shown in **Figure 2**.

This study will involve close coordination with the City of Council Bluffs and MAPA, and will utilize and enhance stakeholder coordination with the City of Omaha, Metro Transit, Iowa and Nebraska Departments of Transportation, the Omaha Streetcar Authority, and others identified during the study. The project will build upon past study outreach through robust, equitable public input opportunities at key points during the PEL study.

The project will be split into two phases to align with funding sources. Phase 1 will include the project management plan and public involvement plan, coordination with agencies, setup of stakeholder committees, data collection and base mapping. Phase 1 will be a stand-alone contract with the City of Council Bluffs using local funds. Phase 2 will include the majority of the analysis, public involvement, and PEL report and deliverables. Phase 2 will be a contract administered by MAPA using federal funds.

Initial Alternatives Study Area Boundary - The initial alternatives study area is bounded by 10th Street (in Omaha) on the west; east of 16th Street, approximately 14th Street, on the east; Avenue D on the north and then extending further north to Avenue G west of 35th Street across the Missouri River to 10th Street in Omaha; and, on the south, along 5th Avenue from 14th Street to 35th Street, then south on 35th Street to approximately 1/8 mile south of the UP-Railroad Bridge, and continuing along that line to the west across the Missouri River to 10th street in Omaha. See Figure 1:

Figure 1. PEL Study Area



Initial Environmental Study Area Boundary - The initial environmental study area is generally bounded by the region illustrated in **Figure 2**. This area extends on the north generally ½ mile to the north of the Study Area; on the south along a line that runs along 23rd Avenue and just north of Martha Street in Omaha; along the east on a line north of the I-80 Interchange at Madison Avenue; and, on the west, along 24th Street in Omaha. This area shall be of an area sufficient in size to address the environmental considerations reasonably expected to occur as a result of any of the proposed alternatives. The Project Team may coordinate with MAPA and the City to change throughout the study as necessary to ensure the analysis meets the project outcome described below.

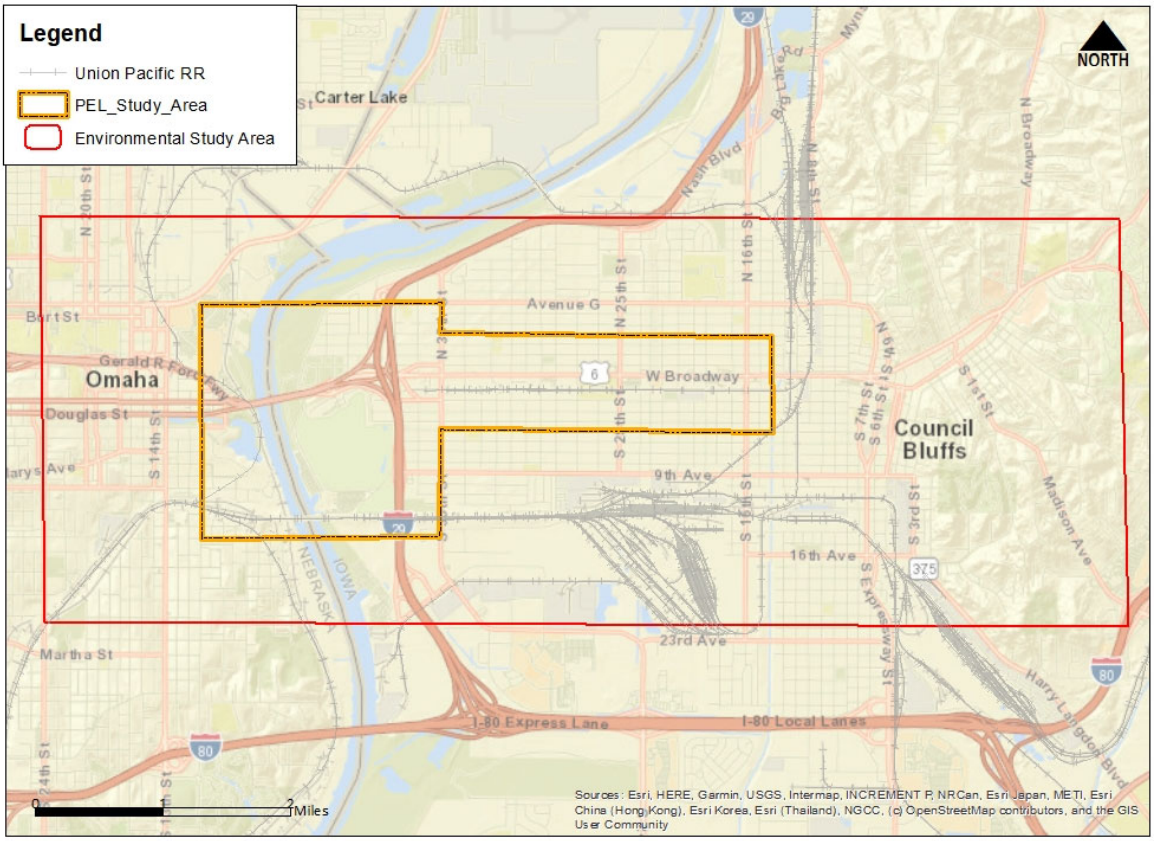


Figure 2. Environmental Analysis Study Area

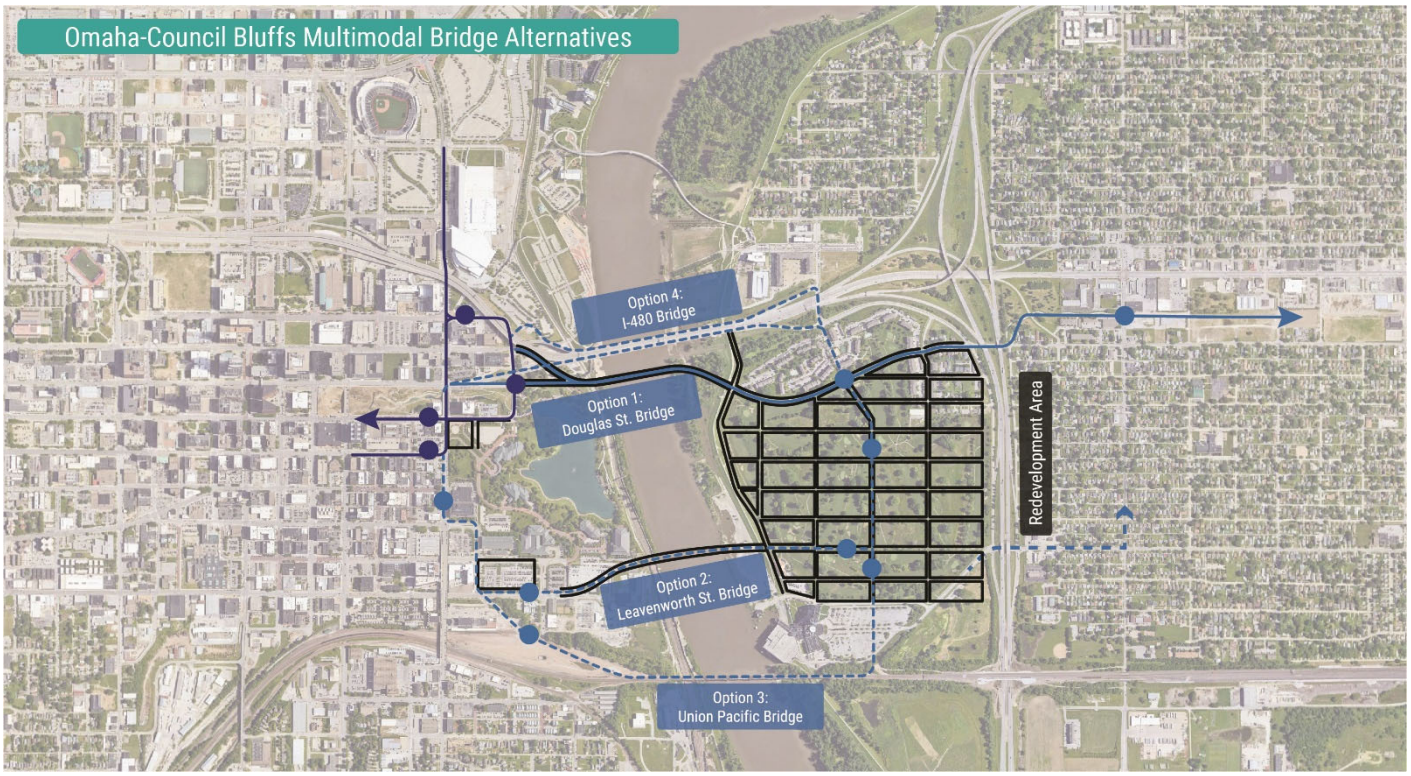
The study area includes the following existing Missouri River crossings, major roadways connecting to these crossings, and other multimodal transportation facilities:

1. Bob Kerry Pedestrian Bridge
2. I-480/US 6 Plate Girder Bridge
3. Union Pacific Railroad (UPRR) Bridge
4. Interstate 80 (I-80) Bridge

A total of four (4) multimodal bridge alternatives spanning the Missouri River are anticipated to be evaluated, including the feasibility of providing for streetcars, buses, passenger vehicles, commercial vehicles, bicycles, and pedestrians. As depicted in Figure 3, the multimodal river bridge alternatives include the following initial concepts:

1. New Bridge Construction between approximately Douglas Street/2nd Avenue
2. New Bridge Construction between approximately Leavenworth Street/9th Avenue
3. Modifications to UPRR Bridge
4. Modifications to I-480 Bridge

Figure 3. Multimodal River Bridge Alternatives



The study will carry forward the FIRST AVE Alternatives Analysis (AA) and evaluate multimodal connections from Downtown Omaha through the proposed redevelopment area within the Dodge Riverside Park Golf Course in Council Bluffs, and connect to the east along the 1st Avenue corridor, and ending near 16th Street. Future extensions in the AA, but not to be analyzed in this study, would connect the corridor to Downtown Council Bluffs, either across the Broadway Viaduct or via 2nd Avenue. East of 8th Street through downtown, the multimodal corridor could extend along Kanesville Boulevard to the Hospital District with an ultimate eastern terminus near North Broadway.

Scope of Services

Work will be conducted on this project as part of the following tasks:

- **Task 1** – Project Management and Administration (Phase 1 and Phase 2)
- **Task 2** – Public Outreach and Presentations (Phase 1 and Phase 2)
- **Task 3** – Existing Conditions Inventory & Analysis (Phase 1)
- **Task 4 –** Study Development (Phase 1 and Phase 2)
- **Task 5 –** Deliverables (Phase 2)

The plan is anticipated to be completed in approximately 18 months. Phase 1 will be five months and Phase 2 will be 13 months. The contract mechanism shall be Cost Plus Fixed Fee (CFFF).

Task 1: Project Management & Administration

1.1 Overall Project Management

The Consultant shall provide project management and administration necessary to successfully deliver the project on schedule. These are anticipated to include, at a minimum:

1.1.1 PM and Schedule

- Preparation and management of the project schedule that aligns with City and MAPA milestones, including meetings, public workshops and other milestones;

1.1.2 Monthly Invoices and PM

- Budget and cost control reporting, change management, preparation and submission of a monthly progress report and invoice;

1.2 Develop Project Management Plan

In coordination with MAPA and the City of Council Bluffs, the Consultant Team will develop a detailed Project Management Plan to guide the overall PEL study process. This will include, but is not limited to, the following elements:

- Review project tasks and objectives;
- Review and refine Scope of Services and data collection methods;
- Identify project management team, project committees,
- Identify deliverables and grant requirements reporting
- Identify available data, prior plans and studies related to multimodal connectivity, and other published materials;
- Identify and narrow reasonable transportation alternative leading to the recommendation of reasonable alternative(s)
- Establish a detailed schedule identifying key milestones and deliverables;
- Establish communication channels with appropriate departments for MAPA, the City of Council Bluffs and other participating jurisdictions and agencies and organizations;
- Review and list all applicable design and planning standards;
- Deliverable of a project management plan document.

If necessary, changes to the Scope of Services may be made at the conclusion of this subtask, and an amended Scope, Fee Estimate, and Schedule will be provided.

Responsibilities of the Consulting Team Project Manager will include but not be limited to producing the items identified in this scope of work document, General Project Management, Monthly Progress Meetings, Critical Path Method (CPM) Schedule Updates, Accounting, Monthly Progress Reports, Management of Project Documents and quality assurance, and coordination with the related projects, such as the Omaha Streetcar and MetroNEXT.

1.3 Monthly Project Management Meetings

In coordination with MAPA and the City of Council Bluffs, the Consultant Team will conduct monthly Project Management meetings to guide the study process. It is anticipated that 18 meetings will be held, including the project kickoff meeting. The meetings are expected to be one hour and will be held virtually. Key members of the project team from the City, MAPA, and consultant team will attend the meetings.

Task 2: Public Outreach & Presentations

Public outreach for the Study will be led by the City of Council Bluffs and MAPA with support from the Consultant. The Consulting Team will develop a Public Involvement Action Plan that will clearly lay out the details of the major public involvement tasks that will take place throughout the course of the project. A strategic focus of the plan should be to attract a broad and diverse audience, reaching beyond current multimodal users, to engage people of all ages, abilities, and genders, with emphasis on including minority, low and moderate-income earners, and youth participation.

The Consultant will work with the Committees below and stakeholders to work on the key points of: 1) purpose and need, 2) alternatives screening, 3) study-level environmental impact assessment of alternatives, and 4) public input, and 5) initial governance and operations review. The Consultant for the study will be expected to facilitate the following:

2.1 Public Involvement Action Plan

Consultant will develop a Plan that clearly lays out the details of the major public involvement tasks that will take place throughout the course of the project. The plan will describe:

- Goals for public engagement throughout the Study.
- Development of outreach tools that inform and collect feedback from the community members.
- An implementation strategy that outlines deployment strategies and activities, anticipated timing and evaluation measures.
- A list of stakeholders, such as business and economic development representatives, property owners, community groups, elected officials, project partners, and others from the study area will be provided by the City.
- Strategies to engage persons with Limited English Proficiency (LEP) and persons with disabilities.
- Schedule or project phases and public involvement activities for the project duration

Consultant will implement the final public involvement plan in coordination with the Technical Advisory Committee, the Strategic Advisory Committee, and the Community Stakeholder Committee.

2.2 Stakeholder Engagement

2.2.1 Strategic and Technical Advisory Committee (STAC)

With assistance and input from the Project Management Team, the Consultant team will prepare agenda and materials and conduct a Strategic and Technical Advisory Committee. The City or MAPA will be responsible for all meeting logistics and communications (location and reservations, invitations, notification, distribution of agendas and minutes). The STAC will include representatives from the City of Council Bluffs departments, including the Mayor's Office, and representatives from MAPA, Metro Transit, the City of Omaha and/or the Omaha Streetcar Authority (OSA), and representatives from the Federal Transit Administration (FTA-Region 7), Iowa and Nebraska Departments of Transportation, and their respective Federal Highway Administration Division Office. The STAC will meet up to 12 times for the duration of the Study. The Consultant will attend meetings and provide information on research and best practices that have been successful elsewhere. The Consultant will prepare meeting agendas at

least four days before the meetings, and meeting notes within one week following the meeting date for distribution by City or MAPA staff.

2.2.2 FTA Monthly Updates

With assistance from the Project Management Team, the Consultant will provide monthly email updates to the Federal Transit Administration Region 7, and representatives and members of the STAC as appropriate. The Consultant will document recommendations made by the committee related to key milestones or deliverables.

2.2.3 Community Advisory Committee (CAC)

With assistance from the Project Management Team and STAC, the Consultant will support a Community Stakeholder Committee consisting of representation from relevant Mayor's advisory committees, partner jurisdictions, local businesses, Chamber of Commerce, foundations, neighborhood associations and others. City or MAPA staff will be responsible for recruiting and all communication with CAC membership. The CAC will meet up to four (4) times for the duration of the study. The Consultant will attend meetings and provide information on research and best practices that have been successful in other communities. The Consultant will prepare meeting agendas at least four days before the meetings, and meeting notes within one week following the meeting date to be distributed to the CAC by City or MAPA staff.

2.3 Public Outreach and Presentations

2.3.1 Project Website and Survey

The Consultant, in coordination with the City, will provide information for a project Web page to be hosted by the City to disseminate project information and materials formatted for online distribution and engagement. The website may utilize FHU's Social Pinpoint to allow for intuitive and geographically-based feedback. The project website will incorporate a public survey(s) developed for the study.

2.3.2 Project Messaging and Content

The Consultant, in coordination with the City, will prepare customized project information to inform and engage the public. The format of the messaging will vary depending on the project phase and desired outcome of the public engagement. Tasks may include up to three (3) email marketing campaigns to provide notice of meetings and input opportunities. Tasks will include content for up to six (6) social media posts, especially focused on project narrative and framing or public meetings and commenting opportunities. This information will be provided to City staff for posting and execution of the public engagement activities.

The Consultant will coordinate with City staff to draft and submit up to four press releases/articles about the Study for meeting notices, progress updates, and presentations to the City Council and City Planning Commission. The City will be responsible for disseminating the press releases and articles.

The Consultant will develop up to three (3) rounds of printed materials (up to 250 copies per round) for distribution to area residents, businesses, community organizations and churches for public meetings and comment opportunities. The Consultant will provide this information to the City to distribute materials.

2.3.3 Public Meetings / Workshops

The Consultant will develop materials for up to three (3) public informational meetings. These meetings will be facilitated by the Consultant and will be focused on identifying the project purpose and need as well as identification and comment on alternatives, or other topics as determined by the TAC. The City will be responsible for outreach for the public meetings, which will focus on area businesses, property owners, residents, neighborhood groups and churches.

The first two meetings will consist of Public Stakeholder Workshops. The final meeting will be a Public Open House that presents the draft recommendations.

The City will be responsible for all aspects of the meeting preparation, including scheduling, logistics, room rental, sign-in, nametags, refreshments, and marketing. The Consultant team will conduct the public meeting and provide meeting facilitation, comment cards, meeting presentations and materials, and meeting notes/minutes.

2.3.4 Community Events

The Consultant team will attend up to three (3) community events to inform the public of the project and gather feedback at locations where residents are gathering.

Task 3: Existing Conditions Inventory & Analysis

The Consulting Team will produce an assessment of the existing transportation network to support work with Task 4. Using available existing data and supplemental data collected, Consultant will assess the current conditions and characteristics in the Study Area as they relate to the transportation network, traffic, safety, built and natural environmental conditions, and land use and development characteristics and trends. The assessment will include any future approved development and programmed improvements and resulting conditions that would formulate the planning context and the basis for the No-Action Alternative. The assessment will document environmental resources and other characteristics within the Study Area that will be affected by the proposed alternatives.

3.1 Planning Context

Consultant will identify and collect available past and active agency planning studies and initiatives relevant to this study. A summary of the planning efforts will be developed to present an integrated overview of the future planning context for consideration and incorporation by this study. Consultant will identify, collect, and summarize relevant transportation and development/redevelopment project information to document current and proposed transportation projects and development activity that may influence project planning efforts. At minimum, the following information will be provided to the Consulting Team:

- Map (GIS layers) of existing bus routes and stops and schedule information
- Map (GIS layers) of existing on-street bicycle facilities and signed routes and their characteristics
- Map(s) of existing trails and their characteristics (GIS layer)
- Map of existing motor vehicle traffic volumes
- Transit, pedestrian, bicycle, and scooter safety overview; pedestrian, bicycle, and scooter counts (where available); and collision and other traffic data.
- Adopted plans and guiding documents relevant to the active transportation system, including the Bluffs Tomorrow: 2030 Comprehensive Plan and the FIRST AVE Project and associated plans: Transit Alternatives Analysis; West Broadway Subarea Plan; West Broadway Corridor Plan; MetroNEXT; Nebraska and Iowa Vulnerable Road User Safety Assessments; and the Regional Bicycle Pedestrian Master Plan.
- Ongoing regional efforts such as the Urban Core Strategic Study, ConnectGO, Back to the River, The Riverfront, the City of Omaha Active Mobility Plan, the City of Omaha Vision Zero Action Plan, and other related ongoing projects and studies.
- Map of all previously proposed bicycle and trail facilities in adopted plans, relevant studies, and guiding documents (GIS layer)
- List of forthcoming/planned trail and street projects
- A map of signalized intersections and grade-separated crossings across major streets and physical barriers such as highways, railroads, and streams (GIS layers)
- A map of gaps in the sidewalk network (GIS layer)
- A map of public bicycle parking installed through the City's Bicycle Parking Program (GIS layer)
- A map of existing and planned bike share station locations (GIS layer)
- City's Complete Streets Policy
- City's Traffic Calming Manual (1999), Parking & Mobility Strategic Plan (2020), Bicycle Wayfinding Manual (2017), Bicycle Parking Guidelines, and Municipal Code provisions relevant to pedestrian and bicycle mobility and accessibility.

- Previous application for Bike Friendly Community designation and feedback from the League of American Bicyclists
- Strava Metro data
- Data available from the Spins "Mobility Data for Safer Streets" partnership (potentially includes Numina and Ford Safety Insights Connect data at select locations)
- Community overview and data, land use and density, census data, zoning information, locations of key destinations (e.g. schools, parks, employment centers), and future plans and projects
- Overview of funding/anticipated funding to support projects.
- Existing crash data for all available roadways in the study area.

3.2 Transportation System Condition Assessment

An evaluation of the existing transportation system will be performed by the Consultant involving the identification, characterization and mapping of existing and planned components of the system within the Study Area. This task will identify the make-up of transportation markets served in the study area including major generators, commuter through traffic, freight, origin/destination characteristics, and transit.

Existing system conditions data collection will include:

- Highway Facilities (Interstate/NHS) – existing data on number of lanes, pavement condition, bridge condition and access locations, as built plans and substandard geometrics and service conditions.
- Pedestrian/Bike Facilities – type of facility, width, connectivity, and general ADA compliance
- Transit Facilities – bus stops, bus routes, stations, current ridership, cost for the service, and route productivity (boardings per hour and cost per boarding), EV charging stations, and park-and-ride lots

Consultant will generally assess the safety and crash data obtained in **Task 3.1** to identify existing safety problems and issues, but no safety or crash studies will be conducted.

3.3 Study Area Base Mapping

Consultant will collect base mapping information in the Study Area from available sources including aerial photography, USGS, and GIS data from the City and other sources. Aerial-based project mapping will be prepared at scales suitable to depict alternatives by location and of sufficient detail to ascertain potential impacts to the adjacent and surrounding environment. GIS data will be inventoried by layer for reference and use by the Consultant team.

3.3.1 Utilities

Consultant will inventory available information on major utilities (existing and proposed) within the Study Area potentially affecting the existing and alternative strategy scenarios for the transportation system. Consultant will coordinate with major utility providers to obtain this information. This does not include a utility coordination meeting or any sub-surface utility locations (SUE).

3.3.4 Traffic Data Review

Consultant will review the available traffic data provided by City of Council Bluffs, City of Omaha, NDOT, Iowa DOT and MAPA. This data should include daily traffic volumes and peak period intersection turning movement counts for the proposed study segments and intersections. Up to 10 intersections will be reviewed in the study area. Local or State jurisdictions will be responsible for collecting any necessary traffic count data to conduct the review.

3.3.5 Crash and Safety Data

Consultant will review available crash data provided by NDOT and Iowa DOT by numbers of crashes, and crash rates by intersection and highway segment within the preliminary study area. This will provide an overview of crash data to identify potential problem areas.

3.3.6 Existing Traffic Operations Models

Consultant will obtain and review available previously developed traffic operational models from the City of Omaha or other jurisdictions. These previous models will provide a background for constructing new models to support this PEL study.

3.3.7 Non-Motorized Facilities

Consultant will compile data related to facilities and routes within the Study Area designated specifically for non-motorized transportation modes (e.g., bicycle and pedestrian).

3.3.8 Freight Traffic and Intermodal Access

Consultant will compile, analyze, and review vehicle classification count data to be provided by NDOT, MAPA, Iowa Department of Transportation, and others. The primary purpose of this task is to document truck traffic and its effects on transportation operations along I-480 and impacts to the project route in the Study Area. Major freight generating facilities within the Study Area will be identified.

3.3.9 Land Use and Zoning Data

Consultant will identify existing, adopted and planned land use and zoning classifications within the Study Area, including incorporated boundaries, and review land use forecasts by MAPA and local jurisdictions. Data to be compiled will include the land use scenarios developed for the FIRST AVE Alternatives Analysis to be provided by the City, and MAPA LRTP forecast. Consultant will assemble readily available planning information within the Study Area related to proposed land use. Such information will include publicly adopted studies and private land use planning as available through and shared by the identified stakeholders.

3.4 Environmental Data

Consultant will collect, inventory and review available environmental databases within the Study Area to identify known constraints and potential impacts.

3.4.1 Wetlands and Waters of the United States

Consultant will obtain stream wetland and hydric soil information from Natural Resources Conservation Service (NRCS) offices, USGS and National Wetland Inventory (NWI) mapping. Consultant will identify the limits of Waters of the United States (WOUS) and navigable waters, and also identify the navigation channel (and navigation aids) of the Missouri River. This task does not include performing wetland delineations.

3.4.2 Floodplains

Consultant will collect available floodplain information including approximate 100-year floodplain limits, using National Floodplain Insurance Program (NFIP) maps and identify regulatory floodways. Show floodway, floodway fringe and floodplain from NFIP maps on project mapping.

3.4.3 Threatened and Endangered Species

Consultant will contact the Nebraska Game and Parks Commission, Iowa Department of Natural Resources, and the US Fish and Wildlife Service to obtain information on threatened and endangered species locations and natural features.

3.4.4 Public Lands

Consultant will identify potential Public Recreation and Wildlife Areas, or lands encumbered by Land and Water Conservation Funds (Section 4(f) and Section 6(f) properties).

3.4.5 Hazardous Materials Sites

Consultant will collect and review relevant information available in public and private files (CERCLIS, RCRA, LUST, Iowa Department of Natural Resources, and Nebraska Department of Environment and Energy (NDEE) hazardous materials list) on properties known or suspected of waste disposal and/or waste sources.

3.4.6 Cultural Resources

Consultant will review available Nebraska SHPO, National Register of Historic Places (NRHP), IowaSHPO, City and County Historical Society files and records, and any other appropriate agency for recorded archeological and architectural resources. Consultant will locate known historic districts, structures and sites from the relevant lists on the composite environmental constraints mapping.

3.4.7 Social Impacts – Land Use Community Resources

Consultant will collect and review socioeconomic data obtained from the US Census Bureau, 2020 census and most recent estimates for population, demographics (e.g., race, ethnicity, age, income, employment, poverty level, etc.).

Consultant will collect information to identify public facilities (e.g., police, fire, emergency response, libraries, schools, churches, cultural centers, etc.) located within the Project/Study Area to be used in assessing the potential effects of the proposed project.

Consultant will use collected GIS data in combination with windshield survey/site visit to confirm current land uses in the project/study area. Reference current and future land use plans applicable

to the project area. Identify potential sensitive receptors for use in the noise analysis as well as NRHP listed and eligible properties, public lands, etc.

As part of the windshield survey, Consultant will identify local businesses and general business/industry types within the project/study area. Collect pertinent information from the Chamber of Commerce related to business growth and tourism.

The results of this task will be incorporated into the environmental document prepared during the next phase.

3.4.8 Environmental Justice

Consultant will conduct analysis of Environmental Justice (EJ) populations in the study area using tools in accord with guidance from MAPA and the City.

Task 4: Develop the Study

4.1 Develop the Statutory Approach to Implementing PEL

It is the intention of the City of Council Bluffs and MAPA that all appropriate planning decisions resulting from this study meet statutory requirements such that they may be **adopted** or **incorporated** by reference within NEPA as defined within 23 USC 168. The Consultant shall identify and document the intended approach which will be coordinated with lead, participating, and cooperating agencies prior to subsequent steps in this task. The Consultant shall reference Section 3.1.1.1 of the Nebraska Department of Transportation (NDOT) Planning and Environment Linkages Guidance Document (November 2022) and other relevant guidance documents as provided by Iowa DOT and FTA Region 7.

This will include the following deliverables:

- Statutory Approach to Implementing PEL document.

4.2 Identify the Purpose and Need for Future Projects

The Consultant will establish a process which, early in the study, involves all project stakeholders and the public in shaping the project purpose and need. This process will incorporate the guidance provided within Appendix A to Part 450, Title 23, and NDOT PEL Guidance. Generally, this task will establish a vision for the future transportation system of the region (in this case specifically within the Alternatives Study Area), identify needs to address, and define any related goals and objectives.

4.3 Define and Evaluate the Existing and Future Transportation Demand

The Consultant will document existing and future travel demand utilizing the MAPA TDM (2050) and the FTA STOPS tool. Land use scenarios and development forecasts from the MAPA TDM and the FIRST AVE Alternatives Analysis will be provided by MAPA and the City. The Consultant will review and utilize the data as appropriate to reflect proposed redevelopment along the multimodal corridor. The Consultant will identify the analysis area to be evaluated if changes are proposed to the TDM based on updates to land use or the incorporation of projects not currently considered in MAPA's 2050 Long Range Transportation Plan.

4.4 Develop and Evaluate Alternatives

The Consultant shall establish a process for identifying alternatives, establishing screening criteria, and use these criteria to screen alternatives into categories as described below. An initial review will assess alternatives for fatal flaws that render them unreasonable.

For the screening process, up to three alternative alignments for Missouri River bridge crossing and connecting to the First Avenue corridor near 35th Street (Phase 1) will be selected for analysis. Up to two alternative alignments from 35th Street to 16th Street (Phase 2) will be selected for analysis.

The screening criteria shall be informed by the purpose and need of the study, and will also consider the feasibility of each alternative and its environmental impact. The alternatives will be screened into one of the final categories:

- Reasonable alternative
- Reasonable but not recommended alternative
- Unreasonable alternative
- No build alternative

For reasonable alternatives involving transit, alternatives will be sufficiently developed that an operations plan is produced with subsequent operations cost-benefit analysis, project governance, and linkages to state and local governments. In particular, evaluation criteria will include:

- Explore requirements, opportunities and project risk related to future project funding sources;
- Financial summary to build, operate and maintain the project (high-level);
- Required interlocal or governance arrangements to operate and maintain the project;
- Required Iowa or Nebraska legislative or local ordinance changes required to construct, operate, and maintain the project;
- Impact the alternative has on interlinked routes, as well as potential second-order impacts to existing transit services;
- An evaluation of any rail-based services in relation to the floodplain.
- Benefit to cost ratio of alternatives

Operations plans developed for each reasonable alternative will include:

- Standards of service;
- Facility and stop locations;
- Days and hours of operation;
- Types and number of vehicle;
- Travel times;
- Fare structure;
- Peak load capacity, and;
- Vehicle/passenger miles and hours traveled.
- In particular, the study shall develop an operational plan that addresses the potential for interlining with the Farnam/Harney streetcar project and identifies the need for layover, maintenance or parking facilities.

Develop Operating Financial Plan for reasonable alternatives: The Consultant will develop an operating financial plan which:

- Includes factors that impact financial projections.
- Includes both Capital and Operations and Maintenance costs.
- Address questions regarding governance and authority related to transit operations.

For reasonable alternatives which would span the Missouri River, alternatives will be analyzed to the extent agreed during scoping with the US Army Corps of Engineers, to include at a minimum:

- Impact of proposed bridge structure on hydraulics;
- Impact to navigation.

4.5: Conduct an Environmental Evaluation

4.5.1 Establish Environmental Study Area

In consultation with stakeholders, the Consultant shall establish the study environmental analysis area and proposed analysis and planning products as described in (23 CFR Appendix A to Part 450 11.(b)). Specifically, this analysis shall support a stand-alone PEL report or a potential work to be incorporated into future NEPA study. The Consultant shall ensure information derived from this task can be used in the analysis of indirect and cumulative impacts as it meets (23 CFR Appendix A to Part 450 14):

(a) Be sufficiently detailed that differences in consequences of alternatives can be readily identified;
(b) Be based on current data (e.g., data from the most recent Census) or be updated by additional information;
(c) Be based on reasonable assumptions that are clearly stated; and/or
(d) Rely on analytical methods and modeling techniques that are reliable, defensible, and reasonably current.

This will include the following deliverables:

- Environmental Study Area map and memorandum of assumptions document.

4.5.2 Environmental and Land Use Condition Assessment

Consultant will conduct an environmental scan of the Study Area based on data collected in **Task 3**. The scan will examine and document existing environmental resource conditions including a summary of findings and critical issues, with supporting maps, figures and tables as necessary. Issues requiring further investigation and future processing will be identified. The list of critical environmental issues includes:

- Floodplains and floodways
- Levees
- Wetlands
- Waters of the United States
- Missouri River Navigation Channel and Aids to Navigation
- Known archaeological sites
- Hazardous materials
- Historic buildings, sites and districts
- Wildlife Refuges or Management Areas
- Threatened and Endangered species (known locations or possible habitat)
- Public parks and recreational resources
- Socio-economic characteristics (land use, population, diversity)
- Sensitive Noise receptors (identification only, no modelling or measurements)
- Air quality (no monitoring or measurements)
- Environmental Justice or protected population areas
- Landfills and open dumps

- Public use Airports
- Water supply and wastewater treatment facilities, including public wells
- Power stations (or electrical substations)

4.6: Identify the Next Steps for Project Implementation

The Consultant shall document the next steps beyond the PEL study, including the proposed coordination and timelines based upon the results of tasks 4.1 - 4.5. In particular, this section will include recommended actions by the City of Council Bluffs and MAPA, and identify impacts to other planning documents, such as the MAPA Transportation Improvement Program, the MAPA Long Range Transportation Plan, and the Nebraska and Iowa State Transportation Improvement Programs.

Next steps could include:

- Final screening of alternatives
- Refinement and detail of the operations plan and operating financial plan for the final alternatives.
- Request for entry into the FTA Project Development (PD) process and the Capital Investment Grant (CIG) program

4.7: Develop the Report and Complete the FHWA PEL Questionnaire

The Consultant will maintain a working document throughout the project such that following completion of Task 4 the project seamlessly transitions into finalizing the PEL Report and FHWA Questionnaire.

Task 5: Deliverables

5.1 PEL Report

The Consulting Team will work with City staff to develop a final plan document. The Consultant shall provide the plan document to the City and MAPA in Adobe InDesign, including all associated assets and PDF formats, and shall provide all GIS layers for all maps in a geodatabase.

The report document will be posted on the MAPA website, and will be written such that it is easy to read and understand by a wide audience. The report will clearly describe the requirements and regulations which were followed to produce the planning decisions and analysis, and provide documentation detailing the work taken to meet these requirements. The Consultant Team will be available to speak or support presentation(s) to the MAPA Board or other project sponsors. The Consultant will provide a PEL Report including the following stand-alone documents in PDF format:

- Purpose and Need statement
- Documentation of the PEL analysis of alternatives, including the rationale for determining the reasonableness of alternative(s)
    - Operations Plans
    - Financial Plans
    - Any other criteria used to determine reasonableness
- Benefit to Cost ratios of PEL alternatives analyzed
- Documentation of environmental research
- Documentation of Agency coordination
- Documentation of Public Outreach activities
- Documentation of existing policies or organizational processes which impact decisions made within the study
- Documentation of recommended next steps for project implementation
- The completed FHWA PEL Questionnaire and any other agency required reporting

PROPOSED SCHEDULE

1. **February 12, 2024** NTP Phase 1. Begin inventory of existing conditions & analysis
2. **February 22, 2024** Project Kickoff Meeting, Establish committees
3. **March 1, 2024** Develop Statutory Approach to Implementing PEL
4. **March 1, 2024** Begin Research & Define Existing & Future Transportation Systems
5. **June 2024** MAPA LRTP Provisional Land Use Data Available (Land Use)
6. **June 30, 2024** End Phase 1, Phase 2 begins July 1, 2024
7. **July 1, 2024** Begin Purpose & Need
8. **July 31, 2024** Stakeholder Workshop #1
9. **August 1, 2024** Begin Initial Alternatives Development and Evaluation
10. **August 1, 2024** Begin Environmental Evaluation
11. **September 2024** Begin Advanced Alternatives Screening (dependent on data availability)
11. **Late 2024** MAPA LRTP Data Complete
12. **March 2025** Stakeholder Workshop #2
13. **March 1, 2025** Begin Identification of Next Steps for Project Implementation
13. **March 1, 2025** Begin FHWA PEL Questionnaire
14. **July 15, 2025** Submit Draft Final Plan Report for Review / Begin Agency Review Period
15. **July 15, 2025** Public Open House / Present Draft Recommendations
16. **August 31, 2025** Agencies Submit Final Plan Report Review Comments
17. **September 30, 2025** Final Plan Report Submitted; Project Complete
18. **October 2025** Final Presentation to City and Stakeholders

- Assumes monthly progress meetings or updates with Project Management Team not shown on schedule
- Assumes up to 12 meetings with the STAC, held bi-monthly