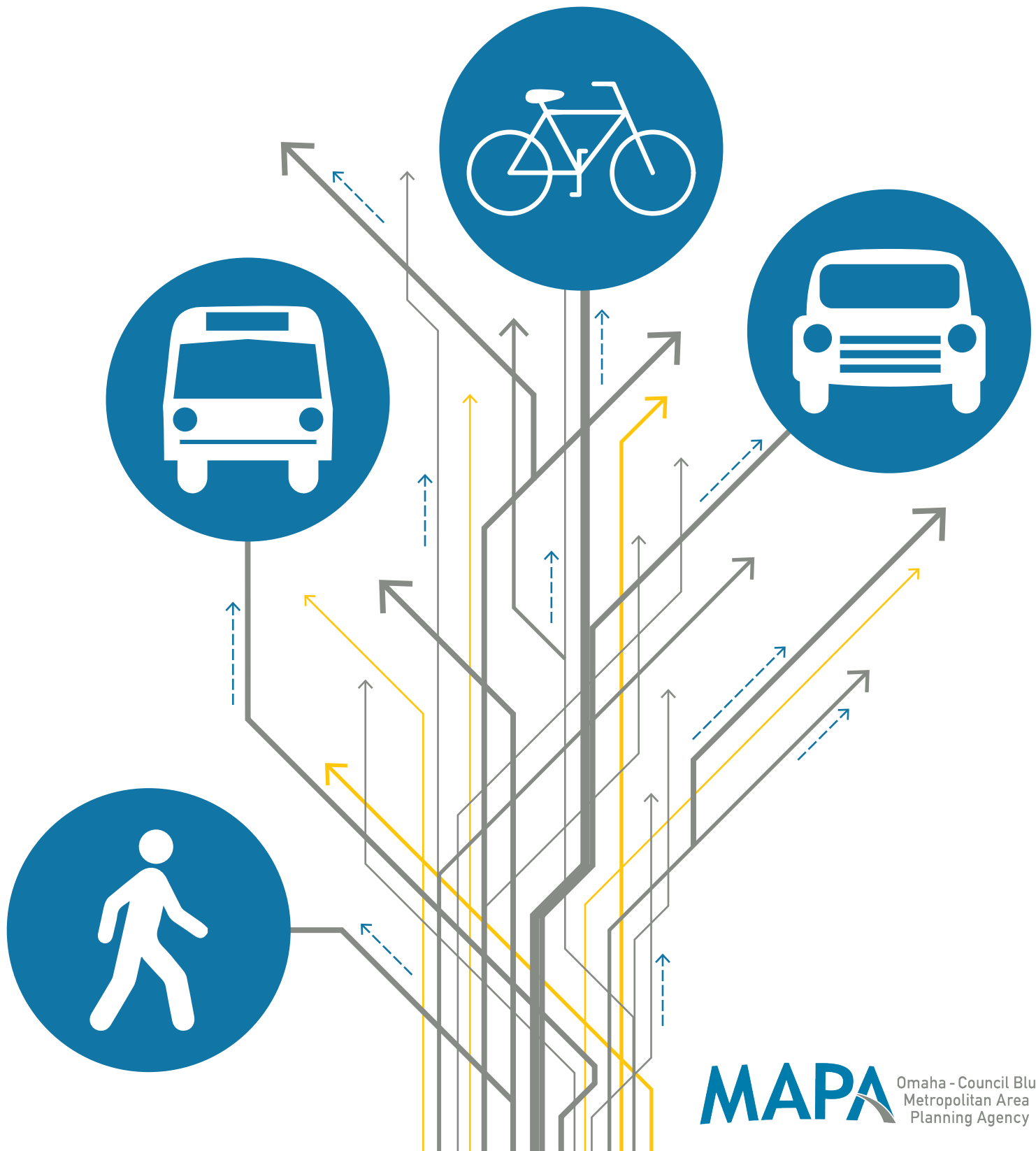


2020 - 2025



TRANSPORTATION IMPROVEMENT PROGRAM



Section 1 - About the Transportation Improvement Program

1.1 Legislative Requirements

The current authorized federal transportation legislation is the Fixing America's Surface Transportation (FAST) Act. It charges MPOs with the creation and maintenance of a fiscally-constrained Transportation Improvement Program (TIP). Creating a fiscally constrained TIP requires MAPA to allocate funding to projects (based upon reasonable cost estimates) within the limits of reasonably available future revenues (based upon historical trends). MAPA coordinates with state and local governments and public transit operators to create a TIP that prioritizes and lists all federally-funded and regionally significant transportation projects programmed for at least the next four fiscal years as required by federal regulations. MAPA has chosen to program six years to better coordinate with local 1 & 6 Year Plans.

The projects listed in the TIP must be financially realistic and achievable; as such, the first four years of projects in this program are fiscally constrained. Projects are also programmed in years five and six for illustrative purposes, indicating that there are long-term plans to move forward with them, but they are not part of the four-year, fiscally-constrained program.

Illustrative projects are not guaranteed to be awarded the funding that they have been assigned and are not fiscally constrained. Illustrative projects are shown in the TIP to allow for earlier project phases (such as preliminary engineering and environmental compliance) to occur. See the Project Lifecycle section below for additional details.

Federal regulations require a TIP be updated every four years. NDOT and Iowa DOT administrative policy necessitates that MAPA update the TIP annually. After approval by the MAPA Board of Directors, the TIP is sent for approval by the governors of Nebraska and Iowa (typically represented by NDOT and Iowa DOT). The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) also review and approve the TIP and have final approval of State Transportation Improvement Plans (STIP) which include all local TIPs.

1.2 Definitions

Apportionment – Yearly funds allocated to each state by Congress to design and construct federal aid transportation projects.

Carryover – Federal funds which were not spent in a past fiscal year that can be used to pay for projects in future fiscal years.

Coordinated Transit Committee (CTC) – Committee to oversee the use of transit funds from FTA and approves and selects transit projects for disabled citizens, veterans, and seniors throughout the Omaha-Council Bluffs transportation management area.

Environmental Justice (EJ) – The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to federal law. An EJ area or region within the Omaha-Council Bluffs area is an area that has higher than the regional average of lower income or higher minority populations.

Fiscal Constraint - The ability of a government agency to maintain its current project spending over the course of several fiscal years within the funding available while still keeping a positive budget as well as delivering promised projects.

Fiscal Year – A period used for calculating annual costs and expenditures involving budgeted phases of projects; the beginning of a fiscal year usually differs from a calendar year.

Federal Aid Process – A program administered by the Federal Highway Administration which provides funding for the majority of a transportation project (usually 80% but the percentage can differ) that is constructed by a local public agency while following the rules and regulations involved in receiving federal funds.

Federal Transit Authority (FTA) – The agency within the US Department of Transportation that provides financial and technical assistance to local public transit systems.

Federal Highway Administration (FHWA) - A division of the US Department of Transportation that specializes in highway transportation and provides guidance and approval for all of the regions federal funds as well as the Federal Aid Process.

Intelligent Transportation Systems (ITS) – Systems that use computer, electronics, and communications technologies and management strategies – in an integrated manner – to provide traveler information that increases the safety and efficiency of the surface transportation system. ITS also provides useful, real-time information to system operators.

Iowa Department of Transportation (Iowa DOT) - The statewide agency that administers federal funding allocation and apportionment for FHWA for all federally funded projects in the State of Iowa.

Long Range Transportation Plan (LRTP) - A comprehensive plan projecting the transportation needs for the Omaha-Council Bluffs metro area over the next 25 years through projects, plans, projections, and proposed solutions to improve movement of goods and people throughout the area. Additionally, in order to be eligible for federal funding and projects must be listed in the LRTP as required by the Federal Highway Administration.

MAP-21- Moving Ahead for Progress in the 21st Century Act (MAP-21) is the funding and authorization bill that governs federal surface transportation spending and is the source of all federal funds that the region receives.

Metropolitan Planning Organization (MPO) – A planning body required by the federal government which is responsible for the transportation planning and project selection in its region. It provides a forum for cooperative decision making for the metropolitan planning area. The governor designates an MPO in every urbanized area with a population of more than 50,000. MAPA has been designated this area's MPO by the governors of both Nebraska and Iowa.

National Environmental Protection Act (NEPA) – Law signed by Congress in 1969 that guides all federal government agencies to prepare documentation of the environmental effects of proposed federal aid projects.

Nebraska Department of Transportation (NDOT) – The statewide agency that administers federal funding allocation and apportionment for FHWA for all federally funded projects in the State of Nebraska.

Obligation – Money that has been approved by the Federal Highway Administration and either NDOT or Iowa DOT and set aside for a particular project. The money is usually reserved for several years as long as the project it was reserved for is still active.

Project Selection Committee (ProSeCom) - Manages the surface transportation funds from FHWA and approves and selects road, bridge, and maintenance projects throughout the Omaha-Council Bluffs transportation management area.

Surface Transportation Block Grant (STBG) Funding – The transportation funds apportioned by Congress and designated to MAPA through NDOT and Iowa DOT to construct road, bridge, and maintenance projects in the transportation management area.

Swap – Iowa DOT program to exchange Federal-aid for Primary Road Funds

Title VI – Part of the Civil Rights Act of 1964 that says “No person in the United States shall, on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance”

Transit - A shared public passenger transport service which is available for use by the general public, as (distinct from modes such as taxis or carpooling) that follow prescribed routes or regular schedules. Public transport modes include buses, trolleys, bus rapid transit, trams, trains, airlines, and light rail systems.

Transportation Alternatives Program (TAP) Funding – The transportation alternative funds (formerly the Transportation Enhancement program) designated to MAPA through NDOT and Iowa DOT to construct projects in the transportation management area.

Transportation Alternatives Program Committee (TAP-C) - Manages the transportation alternative funds from FHWA and approves and selects trail, bicycle, pedestrian, and multi-modal projects throughout the Omaha-Council Bluffs transportation management area.

Transportation Improvement Program (TIP) - A 6-year financial program that describes the schedule for obligating federal funds to state and local projects. State, regional and local transportation agencies update the program each year to reflect priority projects in the metro area. The TIP has four years of fiscally constrained projects and two later years called illustrative years where the projects have not been ranked or scored.

Transportation Management Area (TMA) – The area within the greater Omaha-Council Bluffs Metropolitan Area where MAPA administers federally funded projects. The area is defined as Douglas and Sarpy Counties in Nebraska and the urbanized areas of western Pottawattamie County in Iowa.

Transportation Technical Advisory Committee (TTAC) – A committee of local experts and elected officials that guides continuing, comprehensive and coordinated transportation planning in the Omaha-Council Bluffs area. The committee also coordinates with its subcommittees such as the CTC and ProSeCom and participating state and federal agencies to implement the transportation improvement program by giving recommendations to the MAPA Board of Directors.

U.S. Department of Transportation (DOT) – The federal cabinet-level agency with responsibility for highways, mass transit, aviation, and ports. It is headed by the Secretary of Transportation. The DOT includes the FHWA and FTA among others.

1.3 Regional Transportation Funding

The FAST Act and previous transportation authorizations use the term suballocation to refer to portions of the federal funds apportioned to a State that must be used in specific areas within the State. MAPA receives an annual suballocation of funds for the following programs:

Surface Transportation Program Block Grants (STBG)

STBG funds a wide range of projects including construction, maintenance, and other projects on streets, highways, and bridges. STBG funding is extremely flexible and can be utilized for other projects including capital transit projects, enhancement projects, transportation demand management projects (e.g. carpool and vanpool), safety improvements, planning studies, natural habitat and wetlands mitigation efforts, and intelligent transportation systems (ITS) improvements, among others.

The MAPA Region receives funding from both the Nebraska and Iowa allocations of STBG. Note that the period of availability of these funds runs for the year of apportionment (the first year of the TIP) plus three subsequent fiscal years. Therefore, funding apportioned to the MAPA region in FY2020 is available to be spent from FY2020 to FY2023.

Beginning in FY2019, some projects in the Iowa portion of MAPA’s TMA will become eligible for Iowa DOT’s Swap program. Projects that would have received STBG funds can swap those funds for Iowa Primary Road funds. In the development of the FY2019 program, representatives from MAPA and Iowa DOT met to review upcoming projects and identify candidates for Swap. MAPA has agreed to participate in the Swap program and projects identified as eligible in coordination with Iowa DOT are marked as ‘STBG-MAPA (Swap)’ in the project tables in Section 5

Transportation Alternatives Program (TAP)

TAP projects are federally funded, community-based projects that expand travel choices and enhance the transportation experience by integrating modes and improving the cultural, historic, and environmental aspects of our transportation infrastructure. Much like the STBG-MAPA program, funding for these projects is suballocated to the MAPA region by the states. TAP projects must be one of several eligible activities and must relate to surface transportation, including the following:

- | | |
|--|---------------------------|
| Pedestrian and Bicycle Facilities (including ADA improvements) | Vegetation Management |
| Safe Routes for Non-Drivers | Archaeological Activities |
| Conversion of Abandoned Railway Corridors to Trails | Environmental Mitigation |
| Scenic Turn-Outs and Overlooks | Stormwater Mitigation |
| Outdoor Advertising Management | Wildlife Management |
| Historic Preservation & Rehabilitation of Historic Transportation Facilities | |

FTA Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities

Section 5310, Federal Transit Act (49 U.S.C. §5310), authorizes the Secretary of the USDOT to make grants for the provision of transportation services meeting the special needs of seniors and individuals with disabilities. Generally, funds from this program can be used for operating expense by coordinated transit providers and for capital expenditures such as new vehicles, automatic vehicle location (AVL) systems, and other equipment purchases.

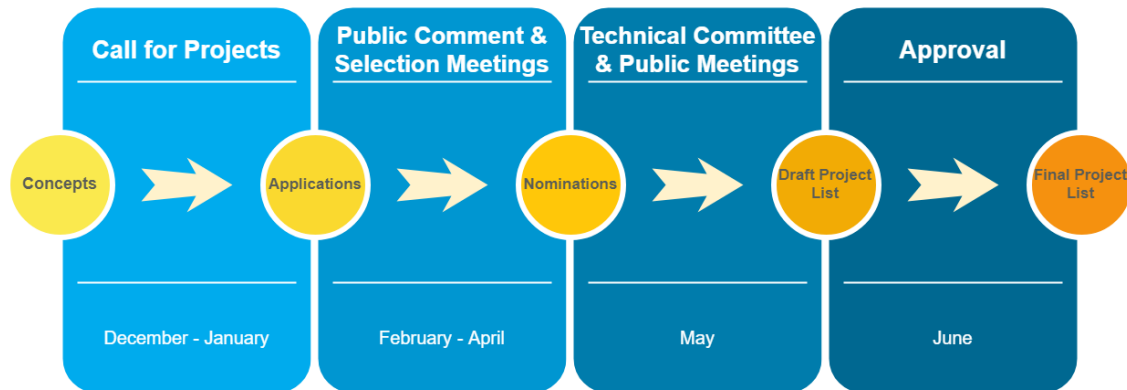
MAPA has been designated by the governors of Nebraska and Iowa to administer the Section 5310 program for the Omaha-Council Bluffs region. The Coordinated Transit Committee oversees the development of MAPA’s Coordinated Transportation Plan (CTP) – the guiding document for the Section 5310 program’s administration.

Under the FAST Act MAPA receives approximately \$530,000 of Section 5310 funding annually from FTA to fund these kinds of projects throughout the metropolitan region.

Section 2 - Project Selection

2.1 General Process and Selection Criteria

The transportation planning processes described above inform how MAPA selects projects for inclusion in the TIP. In general, projects are chosen on the basis of public input, Long Range Transportation Plan goals, the Congestion Management Process, and continuous efforts by MAPA jurisdictions to monitor and address needs such as safety, signalization, operations, and maintenance. Project selection methodology differs depending on the funding program and location. The graphic below displays the general timeline for selecting projects for inclusion in the TIP. Project selection processes differ based upon the jurisdiction leading the process, but all Federal-Aid projects in the MAPA MPO area must ultimately be approved by the Transportation Technical Advisory Committee and the MAPA Board of Directors.



Once all applications are received MAPA staff releases them for public comment via the MAPA website, Facebook, Twitter, a paid public notice, and a press release. Following the comment period the Project Selection Subcommittee (ProSeCom - STBG), Transportation Alternatives Program Committee (TAP-C - TAP), and the Coordinated Transit Committee (CTC - 5310) all evaluate projects for their respective funding streams. MAPA staff members compile the project rankings and present them to the appropriate selection committee for review during Project Selection meetings. During these meetings committees may also consider additional criteria that may be relevant to the project selection (existing network continuity, phasing feasibility, equity, etc.) and select a list of projects. Jurisdictions whose projects are rejected have the opportunity to appeal this decision at subsequent appeals hearings.

Following the selection meetings, MAPA staff work to program the selected projects into the TIP based upon the ranking, available funding, and realistic project phasing. Selected projects are included in the draft TIP which is presented to the public, MAPA's Transportation Technical Advisory Committee, and MAPA's Board of Directors.

FY2020 Project Selection Schedule

- December 17, 2018 - Call for Projects
- January 18, 2019 - Application Deadline
- March 13, 2019 - Applications Released for Public Comment
- February 22, 2019 - TAP-C Selection Meeting
- May 24, 2019 - Draft TIP Presented to TTAC
- May 30, 2019 - Draft TIP Presented to Board of Directors & Released for Public Comment
- June 19, 2019 - Draft TIP Public Meeting
- June 21, 2019 - Final TIP Presented to TTAC
- June 27, 2019 - Final TIP Presented to Board of Directors

2.2 Project Selection Criteria

STBG Selection Criteria

STBG project applications are evaluated with a mixture of qualitative and quantitative data based on which of three categories they align with:

General Roadway

Priority Corridors (High, Medium, Low)
Future Year Level of Service
Reliability Index
Environmental Justice (EJ) Areas
Redevelopment Areas
Pavement Condition
Percentage Local Match (points awarded over 30% match)

Ability to Advance Construct (AC) Project
Crashes per Million Vehicles & Crash Severity Index
Bridge Sufficiency
Bridge Status (Structurally Deficient and/or Functionally Obsolete)
Bridge Detour Length
Transportation Emphasis Areas

Alternative Transportation

Public Health Benefits
Percentage Local Match (points awarded over 30% match)
Air Quality Benefits
Walkability, Access, & Equity

Community Neighborhood Facilities & Land Use Connectivity
Link-Node Ratio
Bicycle & Pedestrian Safety

Systems Management

Delay Reduction (2040 Level of Service Improvement)
Percentage Local Match

Benefits of Proposed Study
Multi-Jurisdictional Impacts

Heartland 2050 Mini-Grant Selection Criteria

MAPA sets aside \$330,000 of regional STBG funds for projects that align with the Heartland 2050 vision. Applications are evaluated using criteria in the Heartland 2050 Action Plan based on Equity, Inclusivity, Efficiency, and Local Control/Regional Benefit.

TAP Selection Criteria

MAPA coordinated with local stakeholders on its Regional Bicycle-Pedestrian Plan to identify and prioritize corridors for bicycle and pedestrian infrastructure. During the fall of 2014, the TAP-C updated MAPA's TAP criteria using a prioritization model developed as a part of the Regional Bicycle-Pedestrian Plan. These criteria are based upon a diverse set of socioeconomic and transportation-related data that assist the TAP-C with funding decisions. The revised criteria are comprised of measures in the following categories:

Factor	Weight	Selection Criteria	Data Source	Buffer (if applicable)
Support	5	Local Match %	Project Application	–
		Multi-Jurisdictional/ Partnerships	Project Application and Documentation	–
Safety	7	Physical Separation of Proposed Facility	Project Application and MAPA Review	–
		Density of Pedestrian Crashes (Pedestrian Crashes (2011- 2013)/Route Length)	NDOT Highway Safety Improvement Database; INTRANS Crash Database	–
		Posted Speed Limit	Project Application and MAPA Review	–
		Future Traffic Volume (ADT)	MAPA Travel Demand Model	Volume within Project Corridor
Demand	6	Population density within 1/2 mile	MAPA Land Use Activity Allocation Model (LUAAM)	1/2 Mile
		Employment density within 1/2 mile	MAPA Land Use Activity Allocation Model (LUAAM)	1/2 Mile
		Proximity to Schools (Including Universities)	INFOGROUP data and MAPA Review	1/4 Mile
Connectivity	9	Level of Transit Service	Metro Transit	1/4 Mile
		Connectivity to Existing Facilities	MAPA Regional Bicycle- Pedestrian Master Plan	1/4 Mile
		Connectivity to MAPA Priority Corridors	MAPA Project Selection Committee (ProSeCom)	1/4 Mile
Equity	6	Proximity to Environmental Justice Areas	MAPA Transportation Improvement Program (TIP)	Within EJ Area; partially within EJ area
		Community Access to a Vehicle (% No Vehicle Households)	2012 American Community Survey	1/2 Mile

5310 Selection Criteria

Section 5310 projects are evaluated based on their contribution to the region. Determination of a program's regional significance is based on ridership, service availability, service type (medical, employment, education, general living, and/or recreational), and sustainability (the ability to carry on the program in the absence of 5310 funds). More details about the 5310 selection process can be found in MAPA's Section 5310 Program Management Plan located on our website at <http://mapacog.org/reports/5310-program-management-plan/>.

2.3 TIP Fee

Beginning July 1, 2018, MAPA will collect a "TIP fee" for federal-aid projects in the Transportation Improvement Program (TIP) funded through the regional Surface Transportation Block Grant Program (STBG) and the regional Transportation Alternatives Program (TAP). These funding sources are identified in the TIP as STBG-MAPA and TAP-MAPA, respectively. The fee will be collected from members that are within the Transportation Management Area (TMA), also referred to as the Metropolitan Planning Organization (MPO). The amount of the TIP fee and the specific federal funding programs for which the fee is required shall be identified in the TIP annually and approved by the Board of Directors.

The TIP fee applies to all project phases programmed in the implementation year of the TIP. The implementation year refers to the first year of the TIP program, which begins on October 1 of each year. Total obligations for implementation year projects will be identified by end of year reports from the Nebraska and Iowa Departments of Transportation. Invoices for TIP fees will be issued no later than November 30th of the following fiscal year. Therefore, TIP fees related to obligations in FY2020 will be assessed by November 2020.

The TIP fee does not apply to projects utilizing other funding sources that are included in the TIP (State projects, transit projects, HSIP/TSIP, CMAQ, etc.). STBG-MAPA and TAP-MAPA projects with total project costs less than \$100,000 and all planning studies shall be exempt from the TIP fee.

The amount of the TIP fee shall be one percent (1%) of the federal funds on a project up to \$10,000,000. Projects with more than \$10,000,000 of federal funding will be assessed one percent (1%) of the first \$10,000,000 and one-half percent (0.5%) for the amount over \$10,000,000.

2.4 Other Federal Transportation Programs

The majority of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) program funds in the TIP are not directly suballocated to MAPA. In general, NDOT, Iowa DOT, and Metro Transit make programming decisions for these funding programs and MAPA cooperates with the states and local jurisdictions to program the projects in the TIP appropriately.

Congestion Mitigation and Air Quality (CMAQ)

The CMAQ program was implemented to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief.

Highway Safety Improvement Program (HSIP)

HSIP is a core Federal-aid program designed to reduce traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal lands.

System Preservation Projects

These include state-directed projects for maintenance of highways and bridges in the region. These typically use state STBG funds outside of those apportioned to the Omaha-Council Bluffs region.

Federal Transit Administration Projects

Federal funding for transit projects under Sections 5339 - Bus and Bus Facilities and 5307 - Urbanized Area Formula - are directed to Metro Transit to support their operations.

Federal Aviation Administration Programs

In addition to surface transportation projects, the MAPA TIP also includes a list of projects programmed by the Federal Aviation Administration (FAA) of the USDOT. Under the FAST Act, federally funded airport improvement projects must be contained in the regional Transportation Improvement Plan. For that purpose, MAPA coordinates annually with the Omaha Airport Authority to ensure that regionally significant projects are included within the Transportation Improvement Program.

2.5 Revisions to the TIP

Amendments

Amendments involve major project changes including the addition or deletion of a project, substantial cost changes, moving a project in or out of the four fiscally-constrained years, or a major change in design concept or scope change. MAPA considers the following to be major changes:

- Increasing a project's cost by 20% (30% for Iowa projects) or \$2 million, whichever is greater
- Adding a project to the four-year program
- Changing the source of federal-aid for a project
- Changing the scope or termini of a project

Amendments require public review and re-demonstration of fiscal constraint. Formal amendments should be submitted to MAPA staff at least two weeks prior to one of the eleven regularly scheduled meetings of the Transportation Technical Advisory Committee (TTAC). Staff will review the amendment for impact on fiscal constraint and other factors and present the proposed amendment to TTAC. The amendment is then considered by the MAPA Board of Directors and submitted to the state DOTs and FHWA/FTA for final approval and incorporation into the Statewide Transportation Improvement Programs (STIP).

TIP amendment requests which may drastically alter the fiscal constraint of MAPA's regional funding and/or constitute a "new project" based on major scope changes may be recommended to MAPA's project selection committees to be prioritized in the next application cycle. In general, reconsideration of a project in this way would only occur when requests would greatly exceed the base TIP amendment thresholds or when construction costs increase 100% or more.

Administrative Modifications

Administrative modifications involve minor changes to TIP projects. These include any changes that do not meet the criteria listed for an amendment. For instance, if a project is moved from the third year to the second year within the fiscally-constrained TIP it would not constitute a "major" change and thus, would not trigger an amendment. Other examples of revisions that would be eligible for an administrative modification include cost changes that are less than amounts described above, minor changes to project descriptions, or splitting an entry already in the TIP, where the intent is not to add a new project that is distinct from the original TIP entry, but to more smoothly implement the original TIP entry.

To process the Administrative Modification, MAPA submits a letter with the proposed project change to NDOT and FHWA/FTA, and for projects in Iowa, MAPA submits proposed project modifications through the Transportation Project Management System (TPMS). After approval, the changes will be made in the MAPA TIP document and the Statewide Transportation Improvement Programs (STIP).

Projects that are eligible as administrative modifications can still be changed as an amendment. MAPA staff reserve the right to process a proposed revision as an amendment even if a project qualifies as an administrative modification.

Emergency Amendments

Occasionally, situations may arise when an emergency amendment to the TIP is necessary. These are processed on an expedited basis due to circumstance which cannot wait for the next TTAC or MAPA Board meeting. For example, the American Recovery and Reinvestment Act of 2009 ("Stimulus") required several changes to cost estimates in the TIP to be made in an expedited manner in order to meet deadlines and remain eligible for federal funding. Such amendments are only allowed by MAPA in cooperation with the States of Nebraska and Iowa, FHWA/FTA, and the local jurisdictions involved with the project(s). Emergency amendments are not used as a means of circumventing review by TTAC or the public, but are only utilized in response to truly extraordinary circumstances in which expedited processing of an amendment of a non-controversial matter is necessary.

If all parties involved with a project agree that an emergency amendment is necessary, then the amendment and documentation will be prepared by MAPA staff. TTAC voting members will be notified of the proposed emergency amendment and a meeting will be scheduled. In accordance with the Open Meetings Laws of both Iowa and Nebraska, MAPA will provide 24 hours of advance notice of any emergency meeting in public places and on the MAPA website. Following the emergency TTAC meeting, the MAPA Board of Directors will consider any emergency amendments. Emergency amendments may be considered at a regularly scheduled Board or TTAC meeting, specially-convened meetings, or by voice vote via telephone or a videoconference. If teleconferencing or videoconferencing technology is to be used to conduct a voice vote, locations at which the public can hear and participate in the emergency meeting will be noted in the meeting notice. Teleconferencing or videoconferencing will only be used when a meeting of the

full Board or TTAC is impractical, and at least one Board or TTAC member will be present at the location where the public is gathering the participate in the meeting. In all cases, the emergency circumstances necessitating the meeting and the use of teleconferencing or videoconferencing technology will be noted in the meeting agenda and minutes.

Section 3 - Fiscal Constraint

3.1 Background and Assumptions

MAPA's Transportation Improvement Program (TIP) includes a financial plan that provides reasonable estimates for costs, revenues, and strategies for the projects and programs identified in the TIP. Here we assess the project costs by funding program and compares them to the anticipated revenues in each funding program. MAPA's TIP must be fiscally-constrained, meaning that project costs must not exceed reasonably anticipated funding revenues.

The fiscal constraint analysis in this TIP is dependent upon figures provided by the USDOT, the Federal Highway Administration (FHWA), the Iowa Department of Transportation (Iowa DOT), and the Nebraska Department of Transportation (NDOT). For Federal-Aid projects in the MAPA region, local jurisdictions are identified and the specific matching funds required for the Federal-Aid program are allocated by project.

This TIP also identifies the "operations and maintenance" expenditures by jurisdiction as required by the FAST Act, the current authorizing legislation for the Federal-Aid Highways Program (FAHP). Operations and maintenance expenditures are the total of the day to day cost to keep the system functioning. Example operations and maintenance projects include resurfacing, restoration, and rehabilitation projects (3R projects) and other incidental capital and operations costs necessary to deliver an efficient and effective transportation system.

Year of Expenditure Calculations

To give the public a clear picture of what can be expected (in terms of project cost) as well as to properly allocate future resources, projects beyond the first year of this TIP are adjusted for inflation. When project costs have been inflated to a level that corresponds to the expected year of project delivery this means that the project has been programmed with year of expenditure (YOE) dollars. YOE programming is required by federal law and the MPO is responsible for programming costs in the YOE. MAPA anticipates a 3 percent annual rate of inflation over the period of this TIP. This estimate is based upon the Consumer Price Index, published by the US Bureau of Labor Statistics. This 3 percent rate is added to each project's costs annually and can be seen in the fiscal constraint tables for each fiscal year for both FTA and FHWA's funding programs. During the period of 2016-2019, the CPI grew nationally by 1.9 percent on average annually. MAPA is using discretion in estimating a higher rate of inflation to create a more conservative estimate of project costs.

Revenue Estimation

Revenue estimates for STBG-MAPA funding are also included in this document. MAPA relies upon estimates from Iowa DOT and NDOT for annual apportionments of federal funding. These estimates are based upon formulas in the FAST Act and are further subject to the obligation limitation. The obligation limitation is a percentage of the overall federal apportionment that can be spent in a given year. For the previous 5 years, the obligation limitation has been between 92% and 98% of the total apportionment level. This means that of the total funding apportioned to a state in a given year the state may only spend a between 92% and 98% of that total balance in its various programs. This obligation limitation is a safeguard that is utilized to ensure that funding exists for all states and programs in a given year.


Each year prior to development of the Iowa DOT's Five-Year Program and the Statewide Transportation Improvement Program both state and federal revenue forecasts are completed to determine the amount of funding available for programming. These forecasts are a critical component in the development of the Five-Year Program and as such are reviewed with the Iowa Transportation Commission. The primary sources of state funding to the DOT are the Primary Road Fund and TIME-21 Fund. These state funds are used for the operation, maintenance and construction of the Primary Road System. The amount of funding available for operations and maintenance are determined by legislative appropriations. Additional funding is set aside for statewide activities including engineering costs. The remaining funding is available for right of way and construction activities associated with the highway program. Along with the state funds, the highway program utilizes a portion of the federal funds that are allocated to the state. A federal funding forecast is prepared each year based on the latest apportionment information available. This forecast includes the various federal programs and identifies which funds are allocated to the Iowa DOT for programming and which funds are directed to locals through the MPO/RPA planning process, Highway Bridge Program and various grant programs. Implementation of a federal aid swap will increase the amount of federal funds that are utilized by the Iowa DOT.

3.2 Fiscal Constraint and Federal Funding Tables

The tables below list the total federal funding amounts programmed in MAPA's TIP for each federal funding program by year and demonstrates fiscal constraint across all of MAPA's federal programs. The tables list the expected revenues (annual obligation) and expenditures (programmed funds) for the four fiscally constrained years of the MAPA TIP. Funding targets are provided annually by Iowa DOT and NDOT for programming purposes. Spending Authority includes the beginning balance.

Federal Funding Summary by Program

Table 3.1 - Nebraska Roadway & Trail Projects by Federal Program (in \$1,000s)

Program 	'20 Fed. Aid	'21 Fed. Aid	'22 Fed. Aid	'23 Fed. Aid	Non-Fed	Total	Spend Auth.	Bal.
CMAQ	\$48.00				\$0.00	\$48.00	\$48.00	\$0.00
FTA 5310	\$255.15	\$337.33	\$435.39		\$484.23	\$1,512.10	\$1,027.87	\$0.00
FTA 5311	\$48.00				\$12.00	\$60.00	\$48.00	\$0.00
FTA 5339	\$805.78	\$902.94	\$913.75	\$868.21	\$675.25	\$4,165.93	\$3,490.68	\$0.00
HSIP	\$5,980.22				\$2,141.66	\$8,121.88	\$5,980.22	\$0.00
NHPP	\$31,062.00	\$23,899.00	\$19,683.00	\$2,938.00	\$14,799.00	\$92,381.00	\$77,582.00	\$0.00
STBG-MAPA	\$38,135.00	\$16,366.00	\$6,833.53	\$24,315.02	\$15,765.00	\$101,414.55	\$87,212.00	\$1,562.45


Program 	'20 Fed. Aid	'21 Fed. Aid	'22 Fed. Aid	'23 Fed. Aid	Non-Fed	Total	Spend Auth.	Bal.
STBG-State	\$1,684.00	\$3,227.00	\$1,217.00		\$1,903.00	\$8,031.00	\$6,128.00	\$0.00
TAP-MAPA	\$405.92	\$3,491.67	\$1,442.00	\$857.00	\$5,935.16	\$12,131.75	\$7,340.00	\$1,143.41
Total	\$78,424.07	\$48,223.94	\$30,524.67	\$28,978.23	\$41,715.30	\$227,866.21	\$188,856.77	\$2,705.86

Table 3.2 - Iowa Roadway & Trail Projects by Federal Program (in \$1,000s)


Program 	'20 Fed. Aid	'21 Fed. Aid	'22 Fed. Aid	'23 Fed. Aid	Non-Fed	Total	Spend Auth.	Bal
FTA 5310	\$314.47	\$88.50	\$50.82		\$113.45	\$567.24	\$453.79	\$0.00
NHPP	\$39,955.00	\$126,824.00	\$130,220.00	\$3,437.00	\$33,379.00	\$333,815.00	\$300,436.00	\$0.00
PL	\$133.00	\$133.00	\$133.00	\$133.00	\$132.00	\$664.00	\$532.00	\$0.00
STBG-MAPA	\$808.00	\$1,522.00	\$3,929.00	\$3,450.00	\$3,062.50	\$12,771.50	\$19,474.00	\$9,765.00
STBG-MAPA (Swap)		\$3,260.00	\$4,285.00		\$2,224.25	\$9,769.25	\$7,545.00	\$0.00
TAP-MAPA	\$496.70		\$328.00		\$207.00	\$1,031.70	\$961.00	\$136.30
Total	\$41,707.17	\$131,827.50	\$138,945.82	\$7,020.00	\$39,118.20	\$358,618.69	\$329,401.79	\$9,901.30

Table 3.3 - Total Regional Roadway & Trail Projects by Federal Program (in \$1,000s)


Program 	'20 Fed. Aid	'21 Fed. Aid	'22 Fed. Aid	'23 Fed. Aid	Non-Fed	Total	Spend Auth.	Bal.
CMAQ	\$48.00				\$0.00	\$48.00	\$48.00	\$0.00
FTA 5307	\$7,802.23	\$7,653.95	\$8,800.65	\$8,957.26	\$8,303.49	\$41,517.58	\$35,405.05	\$2,190.96
FTA 5310	\$569.62	\$425.83	\$486.21		\$597.68	\$2,079.34	\$2,120.00	\$638.34
FTA 5311	\$48.00				\$12.00	\$60.00	\$48.00	\$0.00
FTA 5339	\$805.78	\$902.94	\$913.75	\$868.21	\$675.25	\$4,165.93	\$3,649.62	\$158.94
HSIP	\$5,980.22				\$2,141.66	\$8,121.88	\$5,980.22	\$0.00
NHPP	\$71,017.00	\$150,723.00	\$149,903.00	\$6,375.00	\$48,178.00	\$426,196.00	\$378,018.00	\$0.00
PL	\$133.00	\$133.00	\$133.00	\$133.00	\$132.00	\$664.00	\$532.00	\$0.00
STBG-MAPA	\$38,943.00	\$17,888.00	\$10,762.53	\$27,765.02	\$18,827.50	\$114,186.05	\$106,686.00	\$11,327.45
STBG-MAPA (Swap)		\$3,260.00	\$4,285.00		\$2,224.25	\$9,769.25	\$7,545.00	\$0.00
STBG-State	\$1,684.00	\$3,227.00	\$1,217.00		\$1,903.00	\$8,031.00	\$6,128.00	\$0.00
TAP-MAPA	\$902.62	\$3,491.67	\$1,770.00	\$857.00	\$6,142.16	\$13,163.45	\$8,301.00	\$1,279.71
Total	\$127,933.47	\$187,705.39	\$178,271.14	\$44,955.49	\$89,136.99	\$628,002.48	\$554,460.89	\$15,595.40

Table 3.4 - Iowa STBG Program Summary (in \$1,000s)

Fund Name	2020	2021	2022	2023	2024	2025
Beginning Balance	\$11,248.00	\$12,420.00	\$9,676.00	\$3,541.00	\$2,220.00	-\$2,728.00
Spending Authority	\$1,980.00	\$2,038.00	\$2,079.00	\$2,129.00	\$1,999.00	\$1,999.00
Project Cost	\$808.00	\$4,782.00	\$8,214.00	\$3,450.00	\$6,947.00	\$0.00
Final Balance	\$12,420.00	\$9,676.00	\$3,541.00	\$2,220.00	-\$2,728.00	-\$729.00

Table 3.5 - Nebraska STBG Program Summary (in \$1,000s)

Fund Name	2020	2021	2022	2023	2024	2025
Beginning Balance	\$22,412.00	\$477.00	\$311.00	\$9,677.47	\$1,562.45	\$59.00
Spending Authority	\$16,200.00	\$16,200.00	\$16,200.00	\$16,200.00	\$16,200.00	\$16,200.00
Project Cost	\$38,135.00	\$16,366.00	\$6,833.53	\$24,315.02	\$17,703.45	\$4,216.56

Fund Name	2020	2021	2022	2023	2024	2025
Final Balance	\$477.00	\$311.00	\$9,677.47	\$1,562.45	\$59.00	\$12,042.44

Table 3.6 - Iowa TAP Program Summary (in \$1,000s)

Fund Name	2020	2021	2022	2023	2024	2025
Beginning Balance	\$520.00	\$131.30	\$242.30	\$25.30	\$136.30	\$247.30
Spending Authority	\$108.00	\$111.00	\$111.00	\$111.00	\$111.00	\$111.00
Project Cost	\$496.70	\$0.00	\$328.00	\$0.00	\$0.00	\$0.00
Final Balance	\$131.30	\$242.30	\$25.30	\$136.30	\$247.30	\$358.30

Table 3.7 - Nebraska TAP Program Summary (in \$1,000s)

Fund Name	2020	2021	2022	2023	2024	2025
Beginning Balance	\$2,968.00	\$3,655.08	\$1,256.41	\$907.41	\$1,143.41	\$2,236.41
Spending Authority	\$1,093.00	\$1,093.00	\$1,093.00	\$1,093.00	\$1,093.00	\$1,093.00
Project Cost	\$405.92	\$3,491.67	\$1,442.00	\$857.00	\$0.00	\$0.00
Final Balance	\$3,655.08	\$1,256.41	\$907.41	\$1,143.41	\$2,236.41	\$3,329.41

3.3 Advance Construction

The Advance Construction (AC) conversion program gives the flexibility and opportunity to locally fund projects and later convert the funding for federal funds. Projects are ranked through the STBG selection process, but are elected to be funded locally. All projects are selected for AC in coordination with the Nebraska and Iowa DOT offices of program management. This process is shown in Table 3.10 and is available for all members of MAPA.

Table 3.8 - Advance Construction Projects (funding in \$1,000s)

Advance Construction Project	Project Number	Phase	Local Funding
2018 Bellevue Resurfacing Project	NE-22736	UTIL-CON-CE (AC)	\$4,216.56
2020 Bellevue Resurfacing Project		PE-NEPA-FD (AC)	\$8.00
2020 Bellevue Resurfacing Project		UTIL-CON-CE (AC)	\$1,582.40
36th Street Phase I N-370 - Sheridan	NE-22276	UTIL-CON-CE (AC)	\$5,546.25
156th Street	NE-22233	PE-NEPA-FD (AC)	\$70.00
180th Street, N. HWS Cleveland Blvd. to West Maple Road	NE-22224	UTIL-CON-CE (AC)	\$29,144.00
2014 Omaha Resurfacing Package	NE-22605	UTIL-CON-CE (AC)	\$3,312.77
2016 Omaha Resurfacing Program	NE-22681	UTIL-CON-CE (AC)	\$4,080.00
2017 Omaha Resurfacing Program	NE-22718	UTIL-CON-CE (AC)	\$4,876.80
2018 Omaha Resurfacing Program	NE-22735	UTIL-CON-CE (AC)	\$5,142.54
Omaha Resurfacing Program	OMA-051515-001	UTIL-CON-CE (AC)	\$4,571.71
		Total	\$62,551.03

Table 3.9 - Advance Construction Conversion (funding in \$1,000s)

Lead Agency	2020	2022	2023	2024	2025
Bellevue	\$0.00	\$0.00	\$1,590.40	\$4,437.00	\$4,216.56
Douglas	\$36,088.00	\$0.00	\$0.00	\$0.00	\$0.00
Omaha	\$0.00	\$11,710.33	\$3,500.00	\$13,266.45	\$0.00
Sum	\$36,088.00	\$11,710.33	\$5,090.40	\$17,703.45	\$4,216.56

3.4 Operations & Maintenance

The figures below were developed in consultation with state and local governments. Federal-aid and non-federal-aid estimates were derived by dividing the total operations and maintenance costs based on the mileage on the federal-aid system, as is the practice by Iowa DOT. MAPA estimates an inflation rate of 3 percent per year for operations and maintenance costs. Estimated revenues assume a more conservative growth rate of 2 percent per year. Iowa DOT's full program is available online at: https://iowadot.gov/program_management/five-year-p...

Table 3.10 - Projected Operations & Maintenance (FY 2020)

	Non-Federal O&M	Federal O&M	Total O&M
Iowa DOT O&M	-	\$1,404,656	\$1,404,656
Iowa Cities O&M	\$6,341,238	\$2,147,724	\$ 8,488,962
Nebraska O&M	\$ 97,941,612	\$ 40,004,320	\$ 137,945,932
Total O&M	\$ 104,282,850	\$ 43,556,700	\$ 147,839,550

Table 3.11 - Projected Operations & Maintenance (FY 2021)

	Non-Federal O&M	Federal O&M	Total O&M
Iowa DOT O&M	-	\$1,387,639	\$1,387,639
Iowa Cities O&M	\$ 6,531,475	\$ 2,212,156	\$8,743,631
Nebraska O&M	\$100,879,861	\$ 41,204,450	\$ 142,084,311
Total O&M	\$ 107,411,336	\$ 44,804,245	\$ 152,215,581

Table 3.12 - Projected Operations & Maintenance (FY 2022)

	Non-Federal O&M	Federal O&M	Total O&M
Iowa DOT O&M	-	\$1,432,115	\$1,432,115
Iowa Cities O&M	\$ 6,727,419	\$ 2,278,521	\$ 9,005,940
Nebraska O&M	\$ 103,906,257	\$ 42,440,584	\$ 146,346,841
Total O&M	\$ 110,633,676	\$ 46,151,220	\$ 156,784,896

Table 3.13 - Projected Operations & Maintenance (FY 2023)

	Non-Federal O&M	Federal O&M	Total O&M
Iowa DOT O&M	-	\$1,477,364	\$1,477,364
Iowa Cities O&M	\$6,929,242	\$2,346,876	\$9,276,118
Nebraska O&M	\$ 107,023,445	\$ 43,713,802	\$ 150,737,246
Total O&M	\$ 113,952,687	\$ 47,538,042	\$ 161,490,728

Projected Total Non-Federal-Aid Revenues

Table 3.14 - Projected Iowa DOT Revenues (in millions of dollars)

Revenues	2020	2021	2022	2023
Primary Road Fund	\$687.70	\$693.80	\$703.20	\$703.20
TIME-21	\$135.00	\$135.00	\$135.00	\$135.00
Miscellaneous	\$25.00	\$25.00	\$25.00	\$25.00
Federal Aid	\$389.20	\$365.70	\$365.70	\$365.70
Total	\$1,236.90	\$1,219.50	\$1,228.90	\$1,228.90

Table 3.15 - Projected Iowa DOT Statewide Allocations (in millions of dollars)

Statewide Allocations	2020	2021	2022	2023
Operations & Maintenance	\$363.20	\$358.80	\$370.30	\$382.00
Consultant Services	\$82.50	\$82.50	\$82.50	\$82.50
Contract Maintenance	\$31.40	\$31.40	\$31.40	\$31.40
Railroad Crossing Protection	\$5.00	\$5.00	\$5.00	\$5.00
Miscellaneous Programs	\$34.80	\$34.80	\$34.80	\$34.80
Total	\$516.90	\$512.50	\$524.00	\$535.70
Funds Available for ROW/Construction	\$720.00	\$707.00	\$704.90	\$693.20

3.5 Federal Transit Administration Programs

Federal-aid transit projects in the MAPA region are funded through the Federal Transit Administration (FTA) of the USDOT. Federal funding for transit projects under Sections 5339 - Bus and Bus Facilities and 5307 - Urbanized Area Formula - are directed to Metro Transit to support their operations, while MAPA receives funding from Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities. Federally funded transit improvement projects must be contained in the regional Transportation Improvement Program and fiscally constrained programs are included in below.

Table 3.16 - 5310 Program of Projects (figures in \$1,000s)

Phase	2020	2021	2022
Administration	\$100.00	\$50.00	\$50.00
Capital Expenditures	\$97.85	\$88.50	\$14.52

Phase	2020	2021	2022
Light-duty Bus	\$94.82	\$0.00	\$36.30
Lowered Floor Minivan	\$128.80	\$31.33	\$0.00
Operational Expenditures	\$97.55	\$99.71	\$172.43
Small Transit Bus	\$50.60	\$156.29	\$212.96
Total	\$569.62	\$425.83	\$486.21

Table 3.17 - 5310 Program Summary (figures in \$1,000s)

	FY19	FY20	FY21	FY22
Apportionment	\$530.00	\$0.00	\$530.00	\$530.00
Project Cost	\$474.07	\$479.29	\$425.83	\$486.21
Balance	\$55.93	\$50.71	\$104.17	\$43.79

Table 3.18 - 5310 Capital-Operations Breakdown (figures in \$1,000s)

Fund Name	FY16	FY17	FY18	FY19	FY20	FY21	FY22
% Capital	56%	51%	68%	62%	63%	52%	50%
% Operations	44%	44%	22%	28%	28%	28%	42%
Total Programmed	100%	95%	90%	90%	91%	80%	92%

Table 3.19 - 5307 Program of Projects (figures in \$1,000s)

Phase	2019	2020	2021	2022	2023
35' Bus Replacement - 11.12.02	\$0.00	\$0.00	\$2,580.00	\$0.00	\$3,652.98
60' Bus Addition - 11.13.06	\$639.78	\$2,580.00	\$0.00	\$2,720.00	\$0.00
<30' Bus Replacement - 11.12.04	\$750.00	\$0.00	\$0.00	\$0.00	\$0.00
ADA Services - 11.7C.00	\$1,106.25	\$858.65	\$875.82	\$893.34	\$793.26
Bus Route Signing - 11.32.09	\$0.00	\$40.00	\$0.00	\$40.00	\$0.00
Capital Enhancement Projects - 11.44.00	\$25.00	\$0.00	\$0.00	\$0.00	\$0.00
Computer Hardware - 11.42.07	\$250.00	\$60.00	\$8.00	\$12.00	\$48.00
Computer Software - 11.42.08	\$35.00	\$60.00	\$8.00	\$12.00	\$80.00
Construction of Bus Station/Terminal (Station) - 11.33.02	\$50.00	\$0.00	\$0.00	\$0.00	\$0.00
Employee Housing/Meals - 50.30.00	\$5.50	\$8.00	\$8.00	\$8.00	\$8.00
Employee Travel - 50.10.00	\$5.50	\$8.00	\$8.00	\$8.00	\$8.00
Employee Tuition/Fees - 50.20.00	\$1.00	\$3.20	\$3.20	\$3.20	\$4.00
Office Equipment - 11.42.20	\$25.00	\$8.00	\$8.00	\$12.00	\$12.00
Planning - Other Activities - 44.27.00	\$275.00	\$209.22	\$209.22	\$209.22	\$209.22
Planning Emphasis - Management and Operations - 44.26.15	\$250.00	\$180.00	\$180.00	\$180.00	\$180.00
Planning Emphasis - Safety and Security - 44.26.16	\$160.00	\$120.00	\$120.00	\$120.00	\$120.00
Preventative Maintenance (BGE) - 11.7A.00	\$525.00	\$0.00	\$0.00	\$0.00	\$0.00
Preventative Maintenance (Bus) - 11.7A.00	\$3,820.00	\$3,056.00	\$3,059.63	\$3,138.31	\$3,273.21
Program Support and Administration - 44.21.00	\$150.00	\$109.60	\$109.60	\$109.60	\$109.60
Project Administration - 11.79.00	\$5.00	\$63.80	\$76.14	\$888.00	\$60.00
Security Project - 11.42.09	\$500.00	\$80.00	\$80.00	\$80.00	\$80.00
Shelters - 11.32.10	\$250.00	\$86.82	\$88.55	\$90.32	\$79.33

Phase	2019	2020	2021	2022	2023
Shop Equipment - 11.42.06	\$50.00	\$8.00	\$8.00	\$12.00	\$20.00
Short Range Transportation Planning - 44.24.00	\$250.00	\$180.00	\$180.00	\$180.00	\$180.00
Stationary Fare Equipment - 11.32.06	\$0.00	\$40.00	\$0.00	\$40.00	\$0.00
Support Vehicles - 11.42.11	\$75.00	\$0.00	\$0.00	\$0.00	\$0.00
Transit Related Employee Education and Training - 11.7D.00	\$37.00	\$42.94	\$43.79	\$44.66	\$39.66
UTIL-CON-CE	\$1,025.00	\$0.00	\$0.00	\$0.00	\$0.00
Total	\$10,265.03	\$7,802.23	\$7,653.95	\$8,800.65	\$8,957.26

Table 3.20 - 5307 Program Summary (figures in \$1,000s)

	FY2020	FY2021	FY2022	FY2023
Beginning Balance	\$5,422.10	\$4,829.87	\$4,422.22	\$3,270.66
Project Cost	\$7,802.23	\$7,653.95	\$8,800.65	\$8,957.26
Final Balance	\$4,829.87	\$4,422.22	\$3,270.66	\$2,190.96
Spending Authority	\$7,210.00	\$7,246.30	\$7,649.09	\$7,877.56

Table 3.21 - 5339 Program of Projects (figures in \$1,000s)

Phase	2020	2021	2022	2023
35' Bus Replacement - 11.12.02	\$805.78	\$902.94	\$913.75	\$868.21
Total	\$805.78	\$902.94	\$913.75	\$868.21

Table 3.22 - 5339 Program Summary (figures in \$1,000s)

	FY2020	FY2021	FY2022	FY2023
Final Balance	\$158.94	\$0.00	\$0.00	\$0.00
Project Cost	\$805.78	\$902.94	\$913.75	\$868.21
Spending Authority	\$964.72	\$902.94	\$913.75	\$868.21

Section 4 - Environmental Justice

4.1 Environmental Justice Populations

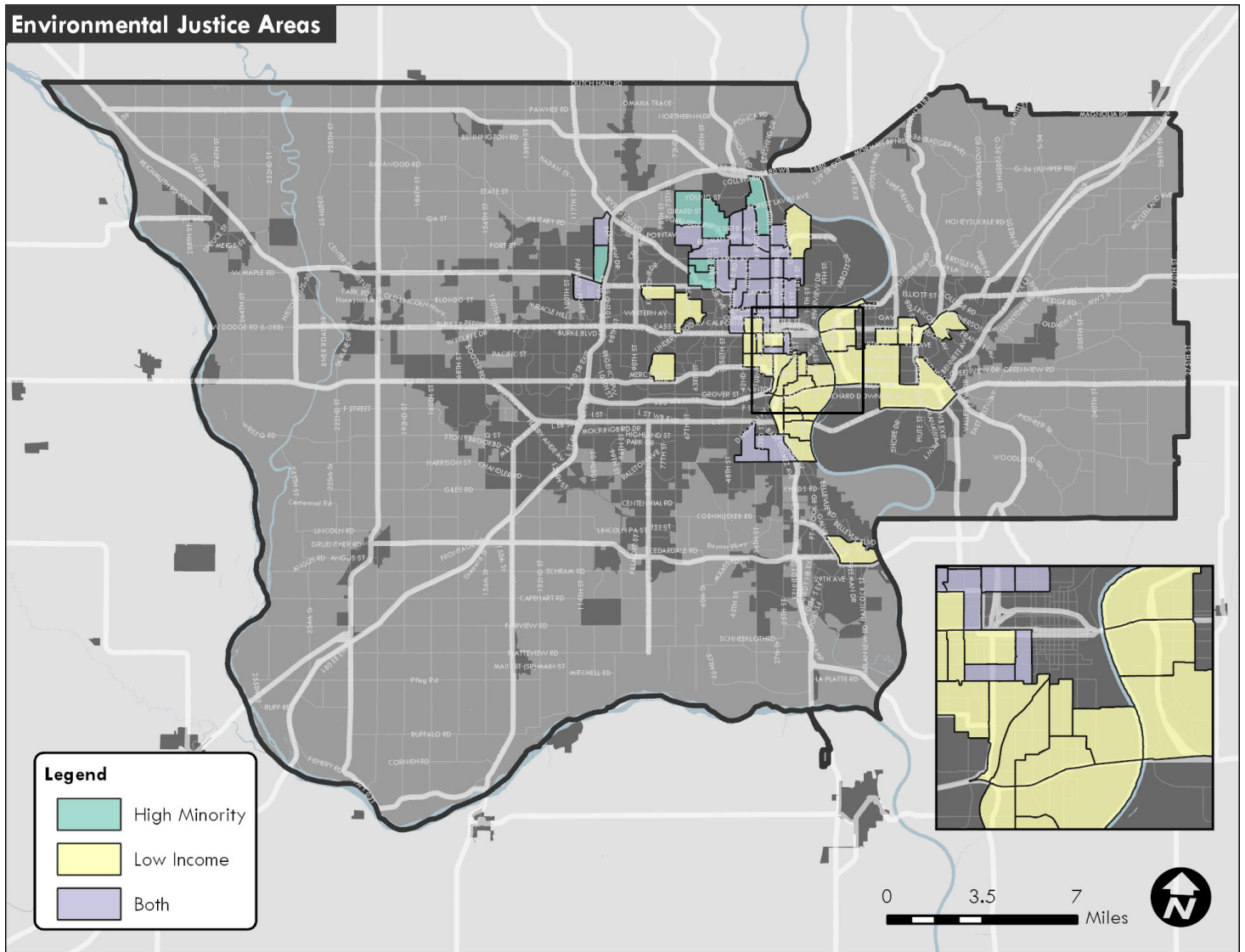
In 1997, the United States Department of Transportation (US DOT) issued its Order to Address Environmental Justice in Minority Populations and Low-Income Populations. The order addresses the requirements of Executive Order 12898 and sets forth US DOT's policy to promote the principles of environmental justice in all programs, policies, and activities under its jurisdiction. Since the DOT Order was issued, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have been working with their state and local transportation partners to make sure that the principles of environmental justice are integrated into every aspect of their mission.

The three fundamental environmental justice principles include:

1. Avoiding, minimizing, or mitigating disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
2. Ensuring the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. Preventing the denial of, reduction of, or significant delay in the receipt of benefits by minority and low-income populations.

To identify environmentally sensitive populations, MAPA conducted an analysis of census data at the tract level (2010 US Census and 2012-2015 American Community Survey). The analysis reviewed MAPA TMA populations to evaluate whether areas of disproportionate minority and low-income populations exist. The percentage of the population within each census tracts identified as low-income or minority was compared to the TMA average, using a normal range of one standard deviation above and below the average; 68 percent of all measurements fall within one standard deviation of the average in a normally distributed dataset. The remaining 32 percent is above and below this regional average. The MAPA TMA Percent Minority and Percent Poverty data sets are positively skewed and not normally distributed. To account for this, the data square root value was used to transform the dataset into a normal distribution. Those census tracts with a score greater than one standard deviation above the average (square root value) have a concentrated minority or low income population.

The map below illustrates the locations of EJ areas within the TMA by displaying census tracts with a ratio of minority and/or low-income populations significantly higher than the TMA average. The concentrations of minority or low-income populations were defined by the above mentioned methodology. These census tracts were determined to be



4.2 Funding Equity and Project Burden/Benefit

Environmentally sensitive areas were examined in relation to this Transportation Improvement Program's (TIP) fiscally constrained and federally funded roadway & trail projects for potential externalities that may affect these areas adversely. The locations of roadway projects were analyzed for equitable distribution of funding relative to the needs of the region. MAPA compared the environmentally sensitive areas to the programmed projects and joined them into one map to show the location of each project relative to the areas with potential environmental justice concerns. The map overlay can be seen below.

MAPA TIP projects were mapped in a Geographic Information System (GIS) and spatially analyzed for proximity and location within the environmental justice areas. Based on the transportation projects spatial relationship to Environmental Justice areas, the project funding was distributed in a variety of ways. The various spatial relationships and funding distributions are outlined below:

Completely within EJ Area

Projects located completely within EJ areas had 100 percent of the project funding allocated to the EJ areas.

Completely outside EJ Area

Projects located completely outside EJ areas had zero percent of the project funding allocated to the EJ areas.

Partially within EJ Area

Projects partially located within EJ areas had the project funding distributed proportionally. For example, if a one mile long road project had half of its length within EJ areas, 50 percent of the project funding was allocated to the EJ areas.

Adjacency to EJ Area

Many times major roadways are the census tract boundaries that were used in defining EJ areas (see Appendix D: Demographic Profile of the MAPA TMA for complete methodology of determining EJ areas). If a transportation project was located on an EJ boundary it is considered adjacent. The project funding was distributed proportionally based on its adjacency. For example, if a one mile long road project had half its length adjacent to an EJ area, 50 percent of the project funding was allocated to the EJ areas.

Abutting an EJ Area

When a project begins or ends abutting an EJ area the project falls within this category. These projects had 10percentof the project funds allocated to the EJ areas.

Non-Spatial Projects

Many projects do not have a single spatial location or a location specific impact. For example, a traffic control center impacts the complete jurisdiction with technology and system management. Furthermore, a traffic signal project may occur at various locations throughout a jurisdiction and these locations cannot be explicitly determined. These types of projects have the funding distributed based on geographic area proportions of the lead agency jurisdiction boundaries and EJ areas within that jurisdiction. That is to say that if a non-spatial project from a lead agency that has ten square miles of total incorporated area and EJ areas of two square miles, 20 percent of the project funds will be allocated to the EJ areas based on this proportion.

4.3 Findings

To assess the level to which environmental justice populations will be impacted by the projects listed in this TIP, MAPA staff reviewed the total project listing, distribution of equity, and assumed benefits and burdens based upon the methodology in this section. Using the methodology described above MAPA makes the following observations.

Distribution of Equity

Through analysis of the projects listed in this TIP and the project overlay map it is apparent that in terms of geographical distribution, most location-specific projects fall outside of any Environmental Justice area. Considering the region's anticipated future growth, most of the region's capital roadway projects are located in the suburban and developing areas where new development will require new capacity. The Environmental Justice areas are located in fully developed urban areas and MAPA forecasts little need to increase roadway capacities in these regions. Many traffic counts in the Environmental Justice areas have been declining or remaining stable in recent years. However, several major projects are within or have a spatial relationship to EJ areas.

Table 4.1 - Environmental Justice Projects (funding in \$1,000s)

TIP ID	Project Name	Lead Agency	Description	EJ Percent	EJ Funding	Total Federal Funding	Map Number
2020-006	US-75(SB): Chandler Rd. to I-480	NDOT	Mill, resurface, and bridge repair	84.00%	\$2,467.92	\$2,938.00	128
2018-005	US-75: NB Ramp to Storz Expressway	NDOT	Conc repair, joint/crack seal, conc pvmt replacement	100.00%	\$0.00	\$0.00	122
2016-011	US-75(SB) 'J' St. Bridge	NDOT	Bridge repair & overlay	100.00%	\$1,144.00	\$1,144.00	121
2019-009	North Freeway: Parker - Fort St.	NDOT	Resurfacing	100.00%	\$7,034.00	\$7,034.00	106
2019-013	I-80: 13th St. to Iowa Line	NDOT	Crack and joint seal	100.00%	\$148.00	\$148.00	110
2019-015	I-480 Bridges in Omaha	NDOT	Repair bridges by wrapping piers with fiber-reinforced plastic (FRP)	100.00%	\$303.00	\$303.00	112
2019-017	US-75 Creighton Area Bridges	NDOT	Bridge repair & overlay	50.00%	\$1,675.00	\$3,350.00	114
2019-005	I-80/480/680 Barrier	NDOT	Wash and seal bridge rail and bridge piers	66.00%	\$513.48	\$778.00	102
2015-065	24th Street Road Diet	Omaha	Reduce excess capacity with 4-lane to 3-lane road diet and facilitate multi-modal options.	100.00%	\$5,856.46	\$5,856.46	23
2016-006	(EB) I-80 Bridges In Omaha	NDOT	Repair bridges, approach work, bridge painting, mechanically stabilized earth (MSE) wall repair	69.82%	\$3,100.71	\$4,441.00	28
2016-008	I-480: 20th Street - Missouri River Bridges (EB)	NDOT	Bridge repair and overlay, signing	100.00%	\$8,404.00	\$8,404.00	29
2016-009	I-480: 20th Street - Missouri River Bridges (WB)	NDOT	Bridge repair and overlay, signing	100.00%	\$9,275.00	\$9,275.00	30
2016-019	US-275: 25th Street - 23rd Street	NDOT	Widen for left turn lanes, traffic signal upgrade, mill, resurface, concrete repair	100.00%	\$1,519.00	\$1,519.00	32
2016-023	24th Street Interstate Bridge	NDOT	Bridge repair and overlay	100.00%	\$561.00	\$561.00	34
2016-028	I-80 Fiber Optic	NDOT	Connect ITS devices to fiber-optic material and replace routers	11.41%	\$324.50	\$2,844.00	37
2016-029	I-680 Fiber-Optic	NDOT	Connect ITS devices with fiber optic material and replace routers	32.30%	\$484.67	\$1,501.00	38

TIP ID	Project Name	Lead Agency	Description	EJ Percent	EJ Funding	Total Federal Funding	Map Number
2016-031	US-75: Dynamic Message Signs, Omaha	NDOT	Install new dynamic message signs (DMS)	100.00%	\$256.00	\$256.00	39
2016-035	South Expressway Reconstuction - Phase 1	Council Bluffs	Reonstruciton of roadway and utility work	100.00%	\$3,260.00	\$3,260.00	43
2016-036	South Expressway Reconstuction - Phase 2	Council Bluffs	Reonstruciton of roadway and utility work	100.00%	\$3,450.00	\$3,450.00	44
2016-068	72nd & Maple Intersection Improvement	Omaha	Construction of dual left-turn lanes on N-64 (Maple Street) at the intersection of 72nd and Maple.	72.77%	\$5,180.89	\$7,120.52	51
2016-070	30th Street Road Diet	Omaha	Restriping of the roadway to three lanes and striping of bicycle lanes	100.00%	\$3,361.19	\$3,361.19	52
2017-005	I-80/480/US-75 Bridge Painting	NDOT	Paint girders at 10 bridge locations	100.00%	\$5,324.00	\$5,324.00	56
2017-008	N-64 Concrete Repair	NDOT	Concrete repair, asphalt resurfacing	100.00%	\$2,560.00	\$2,560.00	57
2017-023	I-480: Missouri River in Council Bluffs	Iowa DOT	Bridge deck overlay and bridge cleaning (Iowa state share)	100.00%	\$0.00	\$0.00	66
2017-026	I-80: Missouri River in Council Bluffs - Eastbound & Westbound	Iowa DOT	Bridge cleaning (Iowa state share)	100.00%	\$0.00	\$0.00	68
2017-029	I-680: I-80 to Fort Street	NDOT	Conc. Repair, surface seal, joint seal	89.94%	\$2,076.48	\$2,309.00	69
2015-063	OPS McMillan Middle School SRTS Project	Omaha	Construct safe and efficient pedestrian and vehicle access to school.	100.00%	\$201.62	\$201.62	22
2015-014	Iowa Riverfront Trail III	Council Bluffs	Ped/Bike Grade and Pave	100.00%	\$258.00	\$258.00	6
2018-010	Dewey - 20th St, Omaha (I-480)	NDOT	Joint Seal	35.32%	\$125.74	\$356.00	77
2018-002	West Maple Rd, 156th - 108th, Omaha	NDOT	Conc repair, mill, resurf, br repair, curb ramps	29.25%	\$2,765.88	\$9,456.00	72
2018-017	I-80: I-29/80/480	Iowa DOT	Grade and pave, bridge new, grading	100.00%	\$476,869.00	\$476,869.00	81
2015-086	275 Bridge Cleaning	Iowa DOT	Bridge cleaning	100.00%	\$0.00	\$0.00	25
2018-023	River Road Trail	Council Bluffs	Bike/pedestrian trail along River Road in Council Bluffs	100.00%	\$328.00	\$328.00	85

Table 4.2 displays Metro Transit projects within this TIP. For projects without a specific locality, MAPA determined an EJ distribution by dividing the environmental justice population of Metro's service area by the total population of the service area. The environmental justice population of Metro's service area is 18.35% of the total.

Table 4.2 - Environmental Justice Transit Projects (funding in \$1,000s)

TIP ID	Project Name	Lead Agency	Description	EJ Percent	EJ Funding	Total Federal Funding
2019-022	Bus to Trail Wayfinding Infrastructure	Metro	Install signage near trails to inform users of nearby transit connections.	18.36%	\$183.50	\$1,000.00
2019-037	Metro Transit 5310 Operations - AVL	Metro	Implementation of AVL system for Metro Transit	18.36%	\$13.76	\$75.00
2019-042	Support Equipment & Facilities	Metro		18.36%	\$299.29	\$1,631.00
2019-043	Capital Enhancement Projects	Metro		18.36%	\$4.59	\$25.00
2019-044	Construction of Bus Station/Terminal (Station)	Metro		18.36%	\$9.18	\$50.00
2019-045	Metro Unified Work Program	Metro		18.36%	\$785.43	\$4,280.28

TIP ID	Project Name	Lead Agency	Description	EJ Percent	EJ Funding	Total Federal Funding
2019-046	Management Education and Training	Metro		18.36%	\$16.44	\$89.60
2019-047	Capital Operations	Metro		18.36%	\$4,165.53	\$22,700.46
2019-048	Transit Enhancements	Metro		18.36%	\$138.55	\$755.02
2019-041	Rolling Stock	Metro	Transit vehicle purchases	18.36%	\$3,011.86	\$16,413.43
2018-026	North 30th Street Transit Amenities	Metro	Multi-modal transit amenities	95.24%	\$999.92	\$1,050.00

Based on the analysis presented above, environmentally sensitive populations are not being adversely affected by federally funded roadway and trail projects in the MAPA region. No projects are anticipated to have significantly negative impacts on the Environmental Justice populations. The table below summarizes the distribution of funds based on the proportion of the population being served in the Environmental Justice areas (21 percent), these populations are receiving approximately 56 percent of the total federal funds in this TIP. This is over double the Environmental Justice population proportion of federal roadway and trail funds distributed.

Table 4.3 - Environmental Justice Conclusions (funding in \$1,000s)

	Number of Projects	EJ Funding	Non-EJ Funding	Total
EJ Projects	40	\$558,455.59	\$54,820	\$613,316
Non-EJ Projects	131	\$0.00	\$375,985	\$376,116
Total	171	\$558,455.59	\$430,805	\$989,432

Section 5 - Project Tables

Table 5.1 - Status of FY2019 Federal-Aid Roadway & Trail Projects

TIP ID	Project Name	Target Letting Date	October	January	March	May
Bellevue						
2019-036	2020 Bellevue Resurfacing Project	10/24/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Notice to Proceed issued to Benesch for design and NEPA services.	No update.
2015-048	36th Street Phase I N-370 - Sheridan	02/06/2020	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	90% plans for Dept of Defense (DOD) area submitted to NDOT 4/16/2018. Previous anticipated schedule remains unchanged with overall 90% plan submittal still scheduled for 7/25/2018.	90% Plans submitted 7/24/2018. NDOT issued Notice to Proceed on Right-of-Way appraisals on 1/28/2019. Appraiser has completed field inspections 3/20/2019. Appraisals expected to be completed for NDOT review by mid-May.	No update.
2018-030	2018 Bellevue Resurfacing Project	01/01/1970	Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.	Plans and Environmental documents submitted to NDOT for review. Anticipated letting date 6/14/2018.		
Bennington						
2015-046	156th Street		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
Black Hills Works						

TIP ID	Project Name	Target Letting Date	October	January	March	May
2019-027	Black Hills Works 5310 Operations		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	Update not provided.	No update.	
Bryant Resource Center						
2019-039	Bryant Resource Center 5310 Operations (award declined)		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
Council Bluffs						
2018-052	City of Council Bluffs 5310 Vehicle Purchases		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
2019-024	City of Council Bluffs 5310 Operations		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update.	
2019-032	Council Bluffs First Avenue Alternatives Analysis		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	RFP in development.	No update provided.	
2019-038	City of Council Bluffs 5310 Capitalized Cost of Contracting		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
2015-075	Interstate Utility Relocation		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	Project will move to FY2020.	No update needed, project moving to FY2020	
2017-019	East Beltway: Greenview Road - West Segment		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	Project will move to FY2020-22	No update needed, project moving to FY2020-22	No update needed, project moving to FY2020-22
2017-021	East Beltway: Greenview Road - East Segment		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	Project will move to FY2020-21	No update needed, project moving to FY2020-21	No update needed, project moving to FY2020-21
2015-014	Iowa Riverfront Trail III	01/01/1970	Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			

TIP ID	Project Name	Target Letting Date	October	January	March	May
Crossroads of Western Iowa/SWITA						
2018-040	Crossroads of Western Iowa 5310 Vehicle Purchases		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
Douglas						
2015-039	180th Street, N. HWS Cleveland Blvd. to West Maple Road	06/07/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	Review Appraisals completed. County will forward to NDOT for their review.	Awaiting "Notice to Proceed" to buy Right of way. NDOT reviewing appraisals Received "Notice to Proceed" to buy Right of Way	CORPS Approved Mitigation Site Permit - 4/8/19
Florence Home for the Aged						
2019-030	Florence Home for the Aged 5310 Operations		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.		
Gretna						
2018-025	Gretna to Wehrspann Trail	01/01/1970	Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
Heartland Family Service						
2019-029	Heartland Family Service 5310 Operations		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
Iowa DOT						
2019-002	US 34: Missouri River N of Plattsmouth Nebraska		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2017-023	I-480: Missouri River in Council Bluffs		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2017-024	I-680: Missouri River in Council Bluffs - Eastbound & Westbound		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2017-026	I-80: Missouri River in Council Bluffs - Eastbound & Westbound		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	

TIP ID	Project Name	Target Letting Date	October	January	March	May
2018-017	I-80: I-29/80/480		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2015-086	275 Bridge Cleaning		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
MAPA						
2019-025	MAPA 5310 Administration		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.		
2019-034	MAPA Long Range Transportation Plan Support		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.		
2018-022	Heartland 2050 Mini-Grant Program		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.		
2018-034	MAPA MPO Planning Allocation		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.		
Metro						
2019-042	Support Equipment & Facilities		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
2019-045	Metro Unified Work Program		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
2019-046	Management Education and Training		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
2019-047	Capital Operations		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			

TIP ID	Project Name	Target Letting Date	October	January	March	May
2019-048	Transit Enhancements		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
2019-041	Rolling Stock		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
NDOT						
2020-009	I-80 Bridge Repair		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
2020-006	US-75(SB): Chandler Rd. to I-480		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
2020-005	N-370 Traffic Signal Phasing		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
2020-004	US-6: Traffic Signal Fiber Interconnect		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
2018-005	US-75: NB Ramp to Storz Expressway		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
2020-002	US-6 at Harrison St.		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
2019-012	N-85: Giles Rd. - Harrison St.		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2019-013	I-80: 13th St. to Iowa Line	08/20/2020	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Crack and Joint Sealing. Nightwork.	

TIP ID	Project Name	Target Letting Date	October	January	March	May
2019-014	N-50/Platteview Road Intersection	08/20/2020	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Intersection widening. Detour Required. ROW Needed to relocate drive at NW Quadrant.	
2019-016	I-480 Creighton Area Bridges	01/16/2020	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Four Structures in 480/75 Interchange. Coordinated with CN 22733 US-75 Creighton Area Bridges.	
2019-017	US-75 Creighton Area Bridges		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2019-018	Platte River Bridges West of Valley		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2019-020	N-370 - Douglas County Line		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2019-001	I-80: N-66 to N-50		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2019-004	West Branch Papillion Creek Bridge		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2019-007	Omaha FY-2020 Municipal Resurfacing		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
2015-152	I-680/US-6 Bridges, Omaha		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2016-006	(EB) I-80 Bridges In Omaha	08/29/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	

TIP ID	Project Name	Target Letting Date	October	January	March	May
2016-008	I-480: 20th Street - Missouri River Bridges (EB)	08/20/2020	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Eastbound Structure. Westbound 22611A.	
2016-009	I-480: 20th Street - Missouri River Bridges (WB)		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
2016-019	US-275: 25th Street - 23rd Street		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2016-022	US-75 Bridge Approaches, Bellevue		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
2016-023	24th Street Interstate Bridge	08/29/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Construction awarding must be tied/coordinated with Omaha project CN 22506, "24th St. Complete St. Project" for traffic phasing needs.	
2016-066	Nebraska Statewide Van Pool		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2017-002	N-36 Resurfacing	08/26/2021	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Detour at Zorinski Bridge to maintain 2-Way traffic.	
2017-005	I-80/480/US-75 Bridge Painting	08/20/2020	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	10 Bridges in I-480/80/75. Contractor means and methods being consulted by NDOT bridge to determine traffic accommodations. High Likelihood of night time work.	
2017-029	I-680: I-80 to Fort Street		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2018-004	Elkhorn River Approaches	08/20/2020	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	

TIP ID	Project Name	Target Letting Date	October	January	March	May
2018-010	Dewey - 20th St, Omaha (I-480)		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
New Cassel Retirement Center						
2019-028	New Cassel Retirement Center 5310 Operations		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
Omaha						
2020-001	Leavenworth Street - 7th Street to 13th Street Reconfiguration		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
2019-031	North 24th Street Corridor Study and Action Plan		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.		
2019-033	85th & Burt/Western Safety Improvements		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	Currently evaluating the project to determine if it will proceed. Concern is the current local funding requirement.	City will likely withdraw project from HSIP funding.	
2015-052	168th Street - West Center Road to Poppleton Street	12/12/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update.	
2015-065	24th Street Road Diet	10/03/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update.	
2016-045	Omaha Resurfacing Program		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update.	
2015-019	2014 Omaha Resurfacing Package	01/01/1970	Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
2016-070	30th Street Road Diet	12/12/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update.	

TIP ID	Project Name	Target Letting Date	October	January	March	May
2016-071	2016 Omaha Resurfacing Program	01/01/1970	Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
2017-032	2017 Omaha Resurfacing Program	01/01/1970	Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
2018-028	Eastern Nebraska Electric Vehicle CMAQ Grant		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	City is locally-funding a location evaluation and they will either self-perform the charging station installation or hire local installers at the City's expense. Grant funding intended for purchase of the charging stations only.	
2018-038	2018 Omaha Resurfacing Program	01/01/1970	Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
Papillion						
2018-053	City of Papillion 5310 Vehicle Purchases		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
PMNRD						
2019-023	US Highway 34 Bike and Walking Trail Phase 2	08/16/2021	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Consultants for NEPA, and PE services will be completed by the NRD and sent to NDOT in March.	
2017-017	West Papio Trail - Millard Connection	01/01/1970	Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
Pottawattamie						
2015-007	Pottawattamie County Multi-Use Trail - Phase 1	01/01/1970	Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
Sarpy						
2019-040	Sarpy County 5310 Capitalized Cost of Contracting		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			
SWITA						

TIP ID	Project Name	Target Letting Date	October	January	March	May
2018-051	Southwest Iowa Planning Council 5310 Vehicle Purchases		Project has entered the implementation year of the TIP; funds to be obligated before the end of the federal fiscal year.			

5.1 TIP Project Map

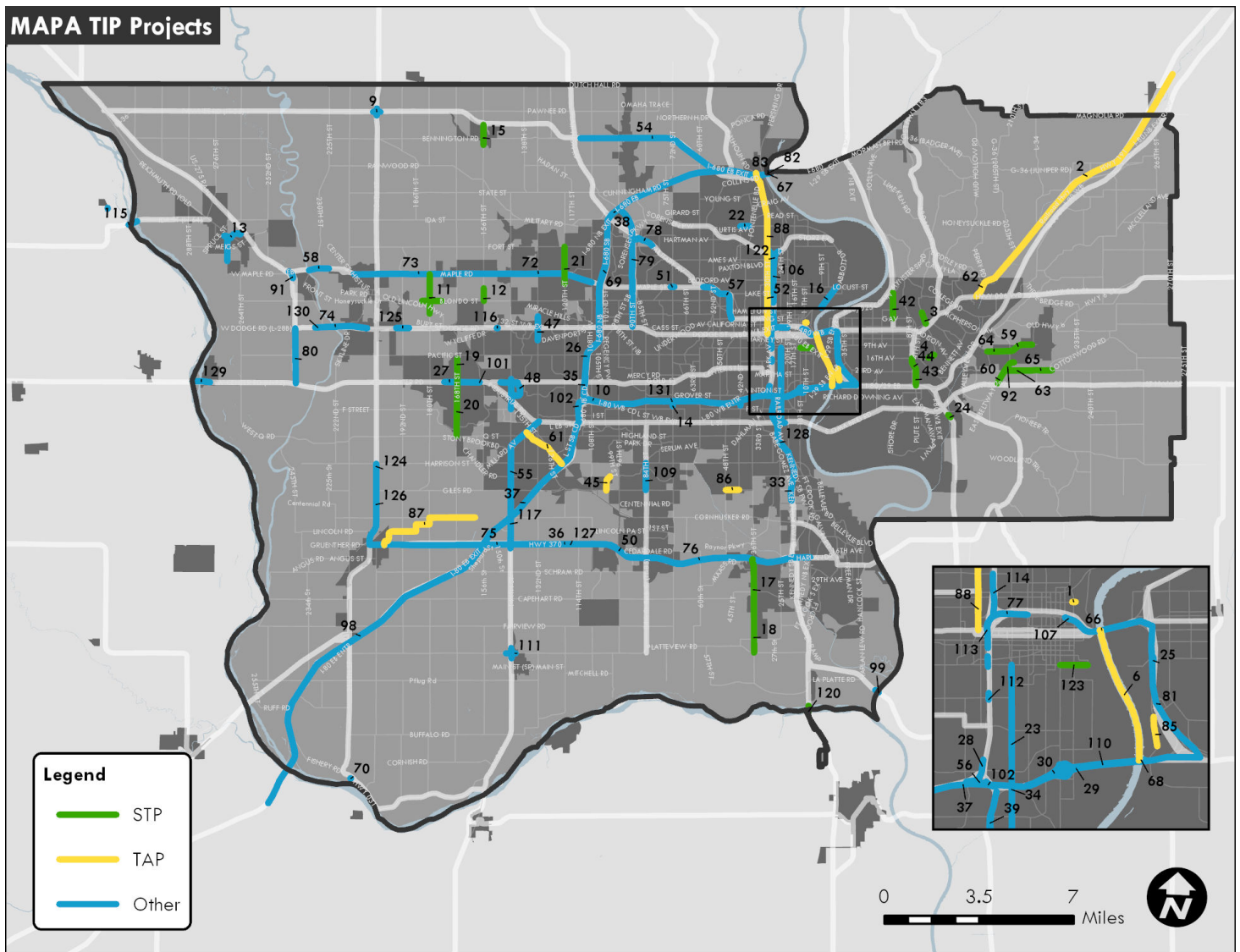


Table 5.2 - Mapped Project List

TIP ID	Project Name	Lead Agency	Map Number 
2015-001	North Downtown Riverfront Pedestrian Bridge	Omaha	1
2015-007	Pottawattamie County Multi-Use Trail - Phase 1	Pottawattamie	2
2015-011	Harrison Street Reconstruction	Council Bluffs	3
2015-012	W Graham Ave Reconstruction	Council Bluffs	4
2015-013	Omaha Signal Infrastructure - Phase A1	Omaha	5
2015-014	Iowa Riverfront Trail III	Council Bluffs	6
2015-019	2014 Omaha Resurfacing Package	Omaha	7
2015-022	42nd Street Bridge, C to D Street	Omaha	8

TIP ID	Project Name	Lead Agency	Map Number 
2015-027	Jct N-31/N-36 Intersection Improvements	NDOT	9
2015-036	EB I-80 at I-680	NDOT	10
2015-039	180th Street, N. HWS Cleveland Blvd. to West Maple Road	Douglas	11
2015-040	156th Street Phase Two	Omaha	12
2015-042	Western Douglas County Trail	PMRNRD	13
2015-043	72nd & D Street Viaduct	Omaha	14
2015-046	156th Street	Bennington	15
2015-047	Riverfront Trail - Phase 4	Omaha	16
2015-048	36th Street Phase I N-370 - Sheridan	Bellevue	17
2015-050	36th Street Phase II	Bellevue	18
2015-052	168th Street - West Center Road to Poppleton Street	Omaha	19
2015-054	168th Street - West Center Road to Q Street	Omaha	20
2015-055	120th Street	Omaha	21
2015-063	OPS McMillan Middle School SRTS Project	Omaha	22
2015-065	24th Street Road Diet	Omaha	23
2015-075	Interstate Utility Relocation	Council Bluffs	24
2015-086	275 Bridge Cleaning	Iowa DOT	25
2015-152	I-680/US-6 Bridges, Omaha	NDOT	26
2016-004	US-275: West Papillion Creek Bridge West	NDOT	27
2016-006	(EB) I-80 Bridges In Omaha	NDOT	28
2016-008	I-480: 20th Street - Missouri River Bridges (EB)	NDOT	29
2016-009	I-480: 20th Street - Missouri River Bridges (WB)	NDOT	30
2016-014	District 2 CCTV Cameras	NDOT	31
2016-019	US-275: 25th Street - 23rd Street	NDOT	32
2016-022	US-75 Bridge Approaches, Bellevue	NDOT	33
2016-023	24th Street Interstate Bridge	NDOT	34
2016-025	I-680: West Center Road Bridge	NDOT	35
2016-027	N-370: 168th St - US-75 NB	NDOT	36
2016-028	I-80 Fiber Optic	NDOT	37
2016-029	I-680 Fiber-Optic	NDOT	38
2016-031	US-75: Dynamic Message Signs, Omaha	NDOT	39
2016-032	District 2 DMS	NDOT	40
2016-033	District 2 CCTV Camera Towers	NDOT	41
2016-034	North 16th Street Reconstruction	Council Bluffs	42
2016-035	South Expressway Reconstuction - Phase 1	Council Bluffs	43
2016-036	South Expressway Reconstuction - Phase 2	Council Bluffs	44
2016-037	Applewood Creek Trail	La Vista	45
2016-045	Omaha Resurfacing Program	Omaha	46
2016-046	132nd Street Adaptive Traffic Signal Control	Omaha	47
2016-048	144th Street Adaptive Traffic Signal Control	Omaha	48
2016-066	Nebraska Statewide Van Pool	NDOT	49
2016-067	N-370 & 96th Street Intersection Project	Papillion	50
2016-068	72nd & Maple Intersection Improvement	Omaha	51

TIP ID	Project Name	Lead Agency	Map Number 
2016-070	30th Street Road Diet	Omaha	52
2016-071	2016 Omaha Resurfacing Program	Omaha	53
2017-002	N-36 Resurfacing	NDOT	54
2017-003	N-50 Concrete Repair	NDOT	55
2017-005	I-80/480/US-75 Bridge Painting	NDOT	56
2017-008	N-64 Concrete Repair	NDOT	57
2017-009	Elkhorn River East	NDOT	58
2017-013	East Beltway: Stevens Road - East Segment	Council Bluffs	59
2017-014	East Beltway: Eastern Hills Drive - Segment D - Roadway	Council Bluffs	60
2017-017	West Papio Trail - Millard Connection	PMRNRD	61
2017-018	City/County Connector Trail	Council Bluffs	62
2017-019	East Beltway: Greenview Road - West Segment	Council Bluffs	63
2017-020	East Beltway: Stevens Road - West Segment	Council Bluffs	64
2017-021	East Beltway: Greenview Road - East Segment	Council Bluffs	65
2017-023	I-480: Missouri River in Council Bluffs	Iowa DOT	66
2017-024	I-680: Missouri River in Council Bluffs - Eastbound & Westbound	Iowa DOT	67
2017-026	I-80: Missouri River in Council Bluffs - Eastbound & Westbound	Iowa DOT	68
2017-029	I-680: I-80 to Fort Street	NDOT	69
2017-031	Schramm SRA Natural Trail Signage	NGPC	70
2017-032	2017 Omaha Resurfacing Program	Omaha	71
2018-002	West Maple Rd, 156th - 108th, Omaha	NDOT	72
2018-003	N-64 (West Maple Road) from Ramblewood to 156th St in Omaha	NDOT	73
2018-004	Elkhorn River Approaches	NDOT	74
2018-006	N-370/150th St	NDOT	75
2018-007	N-370 at the intersections with 66th and 60th Streets near Papillion	NDOT	76
2018-010	Dewey - 20th St, Omaha (I-480)	NDOT	77
2018-012	Military Ave, Fort St - 90th St, Omaha	NDOT	78
2018-013	N-133 from just north of W. Dodge Rd to I-680 interchange in Omaha	NDOT	79
2018-016	L-28B - N-92	NDOT	80
2018-017	I-80: I-29/80/480	Iowa DOT	81
2018-020	I-680: MISSOURI RIVER IN COUNCIL BLUFFS (EB)	Iowa DOT	82
2018-021	I-680: MISSOURI RIVER IN COUNCIL BLUFFS (WB)	Iowa DOT	83
2018-022	Heartland 2050 Mini-Grant Program	MAPA	84
2018-023	River Road Trail	Council Bluffs	85
2018-024	Giles Road/42nd Street SRTS	Bellevue	86
2018-025	Gretna to Wehrspann Trail	Gretna	87
2018-026	North 30th Street Transit Amenities	Metro	88
2018-028	Eastern Nebraska Electric Vehicle CMAQ Grant	Omaha	89
2018-030	2018 Bellevue Resurfacing Project	Bellevue	90
2018-031	Waterloo Viaduct Resurface	NDOT	91
2018-032	East Beltway: Eastern Hills Drive - Segment D - Culverts	Council Bluffs	92
2018-034	MAPA MPO Planning Allocation	MAPA	93
2018-035	Omaha Signal Infrastructure Phase B1	Omaha	94

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Resurfacing projects in the City of Bellevue						
2018	UTIL-CON-CE (AC)	STBG-MAPA	\$4,216.56	\$0.00	\$0.00	\$4,216.56
2025	AC Conversion	STBG-MAPA	\$0.00	\$4,216.56	\$0.00	-\$4,216.56
2018	UTIL-CON-CE	Local	\$1,054.14	\$0.00	\$0.00	\$1,054.14
City of Bellevue 5310 Vehicle Purchases						
FY2017 - Purchase one small transit bus.FY2018 - Purchase one small transit bus.FY2022 - Purchase one small transit bus.						
2018	Small Transit Bus	FTA 5310	\$60.00	\$48.00	\$0.00	\$12.00
2022	Small Transit Bus	FTA 5310	\$66.55	\$53.24	\$0.00	\$13.31
2017	Small Transit Bus	FTA 5310	\$60.00	\$48.00	\$0.00	\$12.00
		Total - Bellevue	\$48,700.19	\$38,953.35	\$0.00	\$9,746.84
Bennington						
156th Street						
NE-22233						
Replace existing road from Papio Creek to Spur 28F.						
2015	PE-NEPA-FD (AC)	STBG-MAPA	\$70.00	\$0.00	\$0.00	\$70.00
2007	PE-NEPA-FD	STBG-MAPA	\$304.34	\$233.70	\$0.00	\$70.64
2008	PE-NEPA-FD	STBG-MAPA	\$124.92	\$94.94	\$0.00	\$29.98
2009	PE-NEPA-FD	STBG-MAPA	\$53.92	\$38.96	\$0.00	\$14.96
2019	ROW	STBG-MAPA	\$141.25	\$113.00	\$0.00	\$28.25
2020	UTIL-CON-CE	STBG-MAPA	\$2,273.75	\$1,819.00	\$0.00	\$454.75
2016	PE-NEPA-FD	STBG-MAPA	\$172.52	\$138.02	\$0.00	\$34.50
		Total - Bennington	\$3,140.70	\$2,437.62	\$0.00	\$703.08
Black Hills Works						
Black Hills Works 5310 Operations						
FTA Section 5310 operating funds						
2019	Operational Expenditures	FTA 5310	\$13.22	\$6.61	\$0.00	\$6.61
2019	Operational Expenditures	FTA 5310	\$89.44	\$44.72	\$0.00	\$44.72
2019	Operational Expenditures	FTA 5310	\$77.78	\$38.89	\$0.00	\$38.89
2019	Operational Expenditures	FTA 5310	\$108.70	\$54.35	\$0.00	\$54.35
2020	Operational Expenditures	FTA 5310	\$130.02	\$65.01	\$0.00	\$65.01
2021	Operational Expenditures	FTA 5310	\$9.44	\$4.72	\$0.00	\$4.72
2022	Operational Expenditures	FTA 5310	\$66.55	\$33.28	\$0.00	\$33.28
		Total - Black Hills Works	\$495.15	\$247.58	\$0.00	\$247.58
Bryant Resource Center						
Bryant Resource Center 5310 Operations (award declined)						
Operating funds for Bryant Resource Center - Award declined in 2018, funds to be reallocated to a different project						
2021	Operational Expenditures	FTA 5310	\$70.80	\$35.40	\$0.00	\$35.40
2020	Operational Expenditures	FTA 5310	\$14.24	\$7.12	\$0.00	\$7.12
2017	Operational Expenditures	FTA 5310	\$18.05	\$7.45	\$0.00	\$10.60
		Total - Bryant Resource Center	\$103.09	\$49.97	\$0.00	\$53.12
Council Bluffs						
City of Council Bluffs 5310 Capitalized Cost of Contracting						

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Contracting costs for Council Bluffs Specialized Transit Service (STS)						
2019	Capital Expenditures	FTA 5310	\$88.34	\$70.67	\$0.00	\$17.67
2020	Capital Expenditures	FTA 5310	\$113.56	\$90.85	\$0.00	\$22.71
2021	Capital Expenditures	FTA 5310	\$110.63	\$88.50	\$0.00	\$22.13
2022	Capital Expenditures	FTA 5310	\$18.15	\$14.52	\$0.00	\$3.63
2018	Capital Expenditures	FTA 5310	\$90.61	\$72.49	\$0.00	\$18.12
Council Bluffs First Avenue Alternatives Analysis						
An analysis of transit options along the First Avenue Corridor in Council Bluffs.						
	General Planning	STBG-MAPA	\$100.00	\$80.00	\$0.00	\$20.00
City of Council Bluffs 5310 Operations						
FTA Section 5310 operating funds						
2016	Operational Expenditures	FTA 5310	\$150.38	\$75.19	\$0.00	\$75.19
2020	Capital Expenditures	FTA 5310	\$181.70	\$90.85	\$0.00	\$90.85
2021	Capital Expenditures	FTA 5310	\$177.00	\$88.50	\$0.00	\$88.50
2022	Capital Expenditures	FTA 5310	\$29.04	\$14.52	\$0.00	\$14.52
2017	Operational Expenditures	FTA 5310	\$154.76	\$77.38	\$0.00	\$77.38
2019	Capital Expenditures	FTA 5310	\$144.98	\$72.49	\$0.00	\$72.49
Harrison Street Reconstruction						
IA-25422						
Reconstruction of streets and utilities						
2024	UTIL-CON-CE	STBG-MAPA (Swap)	\$5,765.00	\$4,612.00	\$0.00	\$1,153.00
2021	UTIL-CON-CE	STBG-MAPA (Swap)	\$5,765.00	\$4,612.00	\$0.00	\$1,153.00
W Graham Ave Reconstruction						
IA-25419						
Reconstruction of street and utilities						
2024	UTIL-CON-CE	STBG-MAPA	\$2,919.00	\$2,335.00	\$0.00	\$584.00
Interstate Utility Relocation						
IA-29716						
Sanitary sewer relocation in coordination with interstate relocation project						
2019	UTIL-CON-CE	STBG-MAPA	\$961.00	\$768.00	\$0.00	\$193.00
2017	UTIL-CON-CE	STBG-MAPA	\$458.75	\$367.00	\$0.00	\$91.75
2016	UTIL-CON-CE	STBG-MAPA	\$445.00	\$356.00	\$0.00	\$89.00
2020	UTIL-CON-CE	STBG-MAPA	\$516.00	\$413.00	\$0.00	\$103.00
2019	UTIL-CON-CE	STBG-MAPA	\$1,426.00	\$1,141.00	\$0.00	\$285.00
2015	UTIL-CON-CE	STBG-MAPA	\$812.50	\$650.00	\$0.00	\$162.50
North 16th Street Reconstruction						
IA-34125						
Reconstruction of roadway and utility work						
2023	UTIL-CON-CE	STBG-MAPA (Swap)	\$3,450.00	\$3,450.00	\$0.00	\$0.00
2022	UTIL-CON-CE	STBG-MAPA (Swap)	\$5,356.25	\$4,285.00	\$0.00	\$1,071.25
South Expressway Reconstruction - Phase 1						
IA-34126						
Reconstrucion of roadway and utility work						
2021	UTIL-CON-CE	STBG-MAPA (Swap)	\$3,260.00	\$3,260.00	\$0.00	\$0.00

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
South Expressway Reconstruction - Phase 2						
CB-033115-003						
2023	UTIL-CON-CE	STBG-MAPA	\$4,313.00	\$3,450.00	\$0.00	\$863.00
East Beltway: Stevens Road - East Segment						
IA-35680						
Construction of roadway on new alignment						
2019	UTIL-CON-CE	STBG-MAPA	\$2,513.00	\$2,010.00	\$0.00	\$503.00
2016	PE-NEPA-FD	DPS	\$50.00	\$40.00	\$0.00	\$10.00
2019	UTIL-CON-CE	DPS	\$2,513.00	\$2,010.00	\$0.00	\$503.00
2016	ROW	DPS	\$390.00	\$312.00	\$0.00	\$78.00
City/County Connector Trail						
IA-35677						
Trail connection between the City of Council Bluffs trail system and the Pottawattamie County Trail system						
2019	UTIL-CON-CE	TAP-MAPA	\$576.00	\$461.00	\$0.00	\$115.00
East Beltway: Greenview Road - West Segment						
IA-35679						
Reconstruction of existing roadway						
2021	ROW	STBG-MAPA	\$169.00	\$94.00	\$0.00	\$75.00
2022	UTIL-CON-CE	STBG-MAPA	\$3,111.00	\$2,489.00	\$0.00	\$622.00
2020	PE-NEPA-FD	STBG-MAPA	\$261.00	\$209.00	\$0.00	\$52.00
East Beltway: Stevens Road - West Segment						
IA-35678						
Construction of roadway on new alignment						
2022	UTIL-CON-CE	STBG-MAPA	\$1,800.00	\$1,440.00	\$0.00	\$360.00
2021	ROW	STBG-MAPA	\$146.00	\$117.00	\$0.00	\$29.00
2021	PE-NEPA-FD	STBG-MAPA	\$164.00	\$131.00	\$0.00	\$33.00
East Beltway: Greenview Road - East Segment						
IA-35682						
Reconstruction of existing roadway						
2019	ROW	STBG-MAPA	\$10.30	\$8.24	\$0.00	\$2.06
2020	PE-NEPA-FD	STBG-MAPA	\$125.00	\$100.00	\$0.00	\$25.00
2021	UTIL-CON-CE	STBG-MAPA	\$1,475.00	\$1,180.00	\$0.00	\$295.00
2019	UTIL-CON-CE	STBG-MAPA	\$1,407.00	\$1,126.00	\$0.00	\$281.00
2020	ROW	STBG-MAPA	\$7.50	\$6.00	\$0.00	\$1.50
2019	PE-NEPA-FD	STBG-MAPA	\$131.25	\$105.00	\$0.00	\$26.25
Iowa Riverfront Trail III						
IA-1581						
Ped/Bike Grade and Pave						
2020	UTIL-CON-CE	TAP-MAPA	\$323.00	\$258.00	\$0.00	\$65.00
River Road Trail						
Bike/pedestrian trail along River Road in Council Bluffs						
2022	UTIL-CON-CE	TAP-MAPA	\$410.00	\$328.00	\$0.00	\$82.00
East Beltway: Eastern Hills Drive - Segment D - Culverts						
IA-36985						
Construction of Culverts						

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
2019	UTIL-CON-CE	STBG-MAPA	\$1,795.00	\$1,436.00	\$0.00	\$359.00
2019	UTIL-CON-CE	DPS	\$3,300.00	\$2,640.00	\$0.00	\$660.00
2019	UTIL-CON-CE	DPS	\$2,116.25	\$1,693.00	\$0.00	\$423.25
2019	UTIL-CON-CE	STBG-MAPA	\$1,795.00	\$1,436.00	\$0.00	\$359.00
2018	ROW	DPS	\$655.00	\$524.00	\$0.00	\$131.00
2017	PE-NEPA-FD	DPS	\$176.00	\$141.00	\$0.00	\$35.00
East Beltway: Eastern Hills Drive - Segment D - Roadway						
IA-35681						
Roadway construction from the intersection of Highway 92 and State Orchard Road to the intersection of Eastern Hills Drive and State Orchard Road. Median improvements along Highway 92 from the intersection of Highway 92 and State Orchard Road, west approx. 500 feet. Roadway construction includes approx. 3,000 feet of new alignment, two-lane roadway between Highway 92 and Greenview Road; approx. 2,000 feet of new alignment, three-lane road between Greenview Road and Eastern Hills Drive; and approx. 550 feet of two-lane road along Greenview Road.						
2019	UTIL-CON-CE	STBG-MAPA	\$3,253.75	\$2,603.00	\$0.00	\$650.75
2019	UTIL-CON-CE	DPS	\$2,261.25	\$1,809.00	\$0.00	\$452.25
2019	UTIL-CON-CE	STBG-MAPA	\$3,971.00	\$3,177.00	\$0.00	\$794.00
2019	UTIL-CON-CE	DPS	\$670.00	\$536.00	\$0.00	\$134.00
2018	ROW	DPS	\$1,149.00	\$919.00	\$0.00	\$230.00
2017	PE-NEPA-FD	DPS	\$309.00	\$247.00	\$0.00	\$62.00
		Total - Council Bluffs	\$73,839.95	\$60,120.20	\$0.00	\$13,719.75
		Total	\$127,898.08	\$101,808.72	\$1,201.00	\$24,888.37

Grouped Project Categories

MAPA utilizes the flexibility provided under 23 CFR § 450.326(h) to group projects “by function, work type, and/or geographic area” in the TIP based on the scale, anticipated environmental impacts, and/or regional significance of anticipated activities. Projects on these lists are constrained within the TIP based on available funding in a program year, but are not listed as regionally significant investments in MAPA’s Long Range Transportation Plan (LRTP) due to their scale and scope. Project groupings, types, and their relationship to the transportation planning process are included below.

Table 5.4 - Air Quality Projects FY2020 - FY2023

These generally include, but are not limited to, CMAQ-funded activities in accordance with and subject to the provisions of NDOT’s Interim CMAQ Guidance and Iowa DOT’s Iowa Clean Air Attainment Program (ICAAP). Anticipated project types include: air quality outreach and marketing activities, equipment purchases, vehicle replacements, and capital improvements which are subject to Categorical Exclusions (CE) or Program Agreements (PAs).

Control #	Lead Agency	Project Name	Total Funding	Federal Funding
NE-22754	NDOT	N-370 Traffic Signal Phasing	\$127.00	\$80.00
NE-22753	NDOT	US-6: Traffic Signal Fiber Interconnect	\$1,000.00	\$558.00
NE-22616	NDOT	US-6 at Harrison St.	\$232.00	\$185.00
NE-22769	Omaha	Eastern Nebraska Electric Vehicle CMAQ Grant	\$806.00	\$984.00
		Total	\$2,165.00	\$1,807.00

Table 5.5 - Safety Projects FY2020 - FY2023

These generally include, but are not limited to, HSIP funded activities in accordance with the priorities of the State Highway Safety Plan (SHSP) cooperatively developed by both NDOT and Iowa DOT. These plans provide the framework for safety planning in each state and are the framework for the long-range goals identified in Chapter 14 of this plan. Anticipated project types include: capital improvements (such as intersection improvements) which are subject to CEs or PAs, traffic signal upgrades, guardrail, equipment purchases, rumble strips, and protective devices at railroad crossings.

Control #	Lead Agency	Project Name	Total Funding	Federal Funding
NE-22721	NDOT	US-6 at 192nd St.	\$21,071.00	\$0.00
	Omaha	85th & Burt/Western Safety Improvements	\$1,308.62	\$1,162.45
NE-22726	NDOT	N-50/Platteview Road Intersection	\$1,191.00	\$409.00

Control #	Lead Agency	Project Name	Total Funding	Federal Funding
NE-22741	NDOT	N-370 - Douglas County Line	\$983.00	\$797.00
NE-22506	Omaha	24th Street Road Diet	\$3,419.09	\$5,856.46
NE-22630	NDOT	US-275: 25th Street - 23rd Street	\$2,190.00	\$1,519.00
NE-22438	Omaha	132nd Street Adaptive Traffic Signal Control	\$857.73	\$771.96
NE-22449	Omaha	144th Street Adaptive Traffic Signal Control	\$1,122.31	\$1,010.08
NE-22704	Papillion	N-370 & 96th Street Intersection Project	\$275.90	\$248.31
NE-22702	Omaha	72nd & Maple Intersection Improvement	\$4,195.86	\$7,120.52
NE-22706	Omaha	30th Street Road Diet	\$3,257.67	\$3,361.19
		Total	\$39,872.18	\$22,255.97

Table 5.6 - Planning Activities FY2020 - FY2023

These generally include, but are not limited to, STBG-funding planning activities including corridor studies, regional plans, and planning efforts.

Control #	Lead Agency	Project Name	Total Funding	Federal Funding
	Council Bluffs	Council Bluffs First Avenue Alternatives Analysis	\$100.00	\$80.00
	MAPA	MAPA Long Range Transportation Plan Support	\$125.00	\$100.00
	MAPA	MAPA On-Call Modeling	\$35.00	\$28.00
	MAPA	Heartland 2050 Mini-Grant Program	\$1,150.00	\$1,170.00
IA-29733	MAPA	MAPA MPO Planning Allocation	\$664.00	\$532.00
		Total	\$2,074.00	\$1,910.00

Table 5.7 - System Preservation Projects FY2020 - FY2023

These generally include, but are not limited to, NHPP and STBG-funded bridge projects through the quantitative asset management models managed by the Nebraska Department of Transportation (NDOT) and Iowa DOT and non-regionally significant system preservation activities including resurfacing, patching, crack-sealing, painting, and other minor system preservation activities subject to CEs or PAs.

Control #	Lead Agency	Project Name	Total Funding	Federal Funding
22773	NDOT	I-80 Bridge Repair	\$5,821.00	\$5,238.00
22765	NDOT	L-28B Bridge Repair	\$1,161.00	\$928.00
22764	NDOT	N-92: Over Platte River	\$1,083.00	\$866.00
22756	NDOT	US-75(SB): Chandler Rd. to I-480	\$3,674.00	\$2,938.00
NE-22696	NDOT	US-75: NB Ramp to Storz Expressway	\$1,556.00	\$0.00
NE-22614	NDOT	US-75(SB) 'J' St. Bridge	\$1,431.00	\$1,144.00
NE-22644	NDOT	Omaha FY-2021 Municipal Resurfacing	\$400.00	\$0.00
NE-22647	NDOT	North Freeway: Parker - Fort St.	\$8,794.00	\$7,034.00
NE-22656	NDOT	Elkhorn River East	\$2,706.00	\$2,096.00
NE-22703	NDOT	I-480, 12th St-Mo River Bridge Paint	\$3,407.00	\$3,065.00
NE-22705	NDOT	Omaha FY-2022 Municipal Resurfacing	\$400.00	\$0.00
NE-22712	NDOT	N-85: Giles Rd. - Harrison St.	\$1,058.00	\$0.00
NE-22724	NDOT	I-80: 13th St. to Iowa Line	\$166.00	\$148.00
NE-22732	NDOT	I-480 Creighton Area Bridges	\$2,209.00	\$1,880.00
NE-22733	NDOT	US-75 Creighton Area Bridges	\$4,349.00	\$3,350.00
NE-22734	NDOT	Platte River Bridges West of Valley	\$1,719.00	\$1,275.00
NE-22745	NDOT	Omaha FY-2023 Municipal Resurfacing	\$400.00	\$0.00
NE-13305	NDOT	I-80: N-66 to N-50	\$1,213.00	\$1,087.00

Control #	Lead Agency	Project Name	Total Funding	Federal Funding
NE-22578A	NDOT	West Branch Papillion Creek Bridge	\$1,652.00	\$2,259.00
NE-22623	NDOT	I-80/480/680 Barrier	\$864.00	\$778.00
NE-22643	NDOT	Omaha FY-2020 Municipal Resurfacing	\$400.00	\$0.00
	Bellevue	2020 Bellevue Resurfacing Project	\$1,988.00	\$1,590.40
NE-22593	NDOT	I-680/US-6 Bridges, Omaha	\$2,609.00	\$1,942.00
NE-22578	NDOT	US-275: West Papillion Creek Bridge West	\$1,959.00	\$1,405.00
NE-22594	NDOT	(EB) I-80 Bridges In Omaha	\$5,127.00	\$4,441.00
NE-22611	NDOT	I-480: 20th Street - Missouri River Bridges (EB)	\$10,159.00	\$8,404.00
NE-22611A	NDOT	I-480: 20th Street - Missouri River Bridges (WB)	\$10,631.00	\$9,275.00
NE-22634	NDOT	US-75 Bridge Approaches, Bellevue	\$3,452.00	\$2,677.00
NE-22635	NDOT	24th Street Interstate Bridge	\$1,302.00	\$561.00
OMA-051515-001	Omaha	Omaha Resurfacing Program	\$4,571.71	\$4,571.71
NE-22605	Omaha	2014 Omaha Resurfacing Package	\$4,140.96	\$3,731.73
NE-22598	NDOT	N-36 Resurfacing	\$4,376.00	\$3,227.00
NE-22602	NDOT	N-50 Concrete Repair	\$8,303.00	\$6,310.00
NE-22609	NDOT	I-80/480/US-75 Bridge Painting	\$5,921.00	\$5,324.00
NE-22681	Omaha	2016 Omaha Resurfacing Program	\$5,763.00	\$3,552.20
IA-38123	Iowa DOT	I-480: Missouri River in Council Bluffs	\$3,678.00	\$0.00
IA-38124	Iowa DOT	I-680: Missouri River in Council Bluffs - Eastbound & Westbound	\$192.00	\$0.00
IA-38118	Iowa DOT	I-80: Missouri River in Council Bluffs - Eastbound & Westbound	\$168.00	\$0.00
NE-22585	NDOT	I-680: I-80 to Fort Street	\$2,576.00	\$2,309.00
NE-22718	Omaha	2017 Omaha Resurfacing Program	\$6,106.00	\$9,761.60
NE-22692	NDOT	Elkhorn River Approaches	\$2,913.00	\$2,254.00
NE-22708	NDOT	Dewey - 20th St, Omaha (I-480)	\$435.00	\$356.00
IA-38153	Iowa DOT	I-80: I-29/80/480	\$529,850.00	\$476,869.00
IA-38013	Iowa DOT	275 Bridge Cleaning	\$228.00	\$0.00
NE-22736	Bellevue	2018 Bellevue Resurfacing Project	\$5,270.70	\$4,216.56
NE-22735	Omaha	2018 Omaha Resurfacing Program	\$5,142.54	\$5,142.54
		Total	\$671,324.91	\$592,006.74