



OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY
2222 Cuming Street, Omaha
(402) 444-6866

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING
Friday, June 21, 2019
10:00 a.m.

AGENDA

This meeting of the Metropolitan Area Planning Agency Transportation Technical Advisory Committee will be held in the lower level training room of the Metro Transit Building at 2222 Cuming Street, Omaha, Nebraska 68102.

A. INTRODUCTIONS

Items for TTAC Approval

B. APPROVAL OF THE MINUTES of the May 24, 2019 meeting

Recommendations to the MAPA Board of Directors

C. Recommendation for approval of the Final 2019 Public Involvement Plan, presented by Megan Walker

D. Recommendation for approval of the Final FY2020-2025 Transportation Improvement Program (TIP), presented by Court Barber

E. Recommendation for approval of Amendment 6 to the FY2019-2024 Transportation Improvement Program (TIP), presented by Court Barber

F. Recommendation for approval of the Final FY2020 Committee Membership Lists, presented by Court Barber

Discussion Items

G. FUNDING OBLIGATION AND PROJECT STATUS

H. MEMBER AGENCIES UPDATES

L. ADDITIONAL BUSINESS

Future Meetings/Events:

Board of Directors: Thursday, June 27, 2019

Finance Committee: Wednesday, July 17, 2019

Coordinated Transit Committee: Wednesday, July 17, 2019

Transportation Technical Advisory Committee: Friday, July 19, 2019

Agenda Item B Meeting Minutes

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY
Transportation Technical Advisory Committee
Minutes of May 24, 2019 Meeting

The Transportation Technical Advisory Committee met on Friday, May 24, 2019, at Metro, 2222 Cuming Street, Omaha, Nebraska. Mr. Todd Pfitzer opened the meeting at 10:02 a.m.

VOTING MEMBERS

Pat Dowse	City of La Vista
Dean Dunn	Bellevue Public Works
Bruce Fountain	Sarpy County Planning
Dan Gittinger	City of Gretna
Maurice Hinchey	NDOT – District 2
Janet McCartney	Cass County District 2 Commissioner
Todd Pfitzer	Omaha Public Works
Curt Simon	Metro Transit
Bob Stubbe	Omaha Public Works
Gayle Sturdivant	Omaha Public Works
Jeff Thompson	City of Papillion
Craig Wacker	NDOT
Tim Weander	NDOT – District 2
Eric Williams	Papio-Missouri River NRD

NON-VOTING MEMBERS

Mike Helgerson	Metropolitan Area Planning Agency
Greg Youell	Metropolitan Area Planning Agency

GUESTS

Jason Carbee	HDR Engineering
Kevin Carder	Omaha Planning
Arobindu Das	Iteris, Inc.
Thomas Drew Parks	NDOT – District 2
Bart Pugh	Schemmer Associates
Nick Weander	Olsson

STAFF

Court Barber	Metropolitan Area Planning Agency
Jim Boerner	Metropolitan Area Planning Agency
Travis Halm	Metropolitan Area Planning Agency
Megan Walker	Metropolitan Area Planning Agency

A. Approval of Minutes:

Motion #1: Approval of the minutes of the April 19, 2019 Transportation Technical Advisory Committee Meeting.

Motion by: Jeff Thompson
Second by: Janet McCartney
Motion Carried

B. Coordinated Transit Plan Amendment 1:

Ms. Walker presented changes made to the Coordinated Transit Plan to more closely align with Iowa and Nebraska's DOT standards.

Motion #2: Recommending approval of the Coordinated Transit Plan Amendment 1 to the MAPA Board of Directors at their May 30, 2019 meeting.

Motion by: Jeff Thompson
Second by: Gayle Sturdivant
Motion Carried

C. FY2019 Unified Planning Work Program (UPWP) Amendment 2:

Mr. Helgerson presented updates Amendment 2 to the FY2019 Unified Planning Work Program (UPWP) including areas like public involvement

Motion #3: Recommending approval of the FY2019 Unified Planning Work Program (UPWP) Amendment 2 to the MAPA Board of Directors at their May 30, 2019 meeting.

Motion by: Curt Simon
Second by: Jeff Thompson
Motion Carried

D. Draft FY2020 Transportation Improvement Program:

Mr. Barber presented the draft of the FY2020 Transportation Improvement Program along with upcoming projects for Iowa, Nebraska and Heartland 2050 mini grants. Updates and additional information on the 24th Street study was given by members of the committee.

Motion #4: Recommending approval of the Draft FY2020 Transportation Improvement Program to the MAPA Board of Directors at their May 30, 2019 meeting.

Motion by: Tim Weander
Second by: Todd Pfitzer
Motion Carried

E. Final FY2020 Unified Planning Work Program (UPWP):

Mr. Helgerson presented the Final FY2020 Unified Planning Work Program (UPWP) with its refining of budgets and work activities. The FY2020 Unified Planning Work Program will go into effect July 1st. Questions and comments were given from the committee.

Motion #5: Recommending approval of the Final FY2020 Unified Planning Work Program (UPWP) to the MAPA Board of Directors at their May 30, 2019 meeting.

Motion by: Curt Simon
Second by: Janet McCartney
Motion Carried

F. Funding Obligation & Project Status:

Mr. Helgerson presented updates to funding obligations for TIP and TAP projects. Mr. Helgerson also presented project statuses to FY 2019 projects including where they are in the process.

Mr. Barber added additional information on the draft TIP including updated language and invoice timing. Additional comments and questions were asked from the committee about projects in the TIP.

G. Member Agencies Update

- Kevin Carder updates committee on Omaha Planning projects
- Gayle Sturdivant updates committee on Omaha Public Works projects
- Dean Dunn updates committee on Bellevue Public Works projects
- Janet McCartney updates committee on Cass County District 2 projects
- Maurice Hinchey updates committee on NDOT District 2 projects

- Tim Weander updates committee on additional NDOT District 2 projects
- NDOT updates committee on additional projects
- Dan Gittinger updates committee on City of Gretna projects
- Eric Williams updates committee on Papio-Missouri River NRD projects
- Mike Helgerson updates committee on the ongoing bridge study and upcoming meetings dates
- Greg Youell updates committee on the LB 482 bill and other bills

I. Additional Business

MAPA Board of Directors – May 30, 2019

Coordinated Transit Committee – June 19, 2019

NARC 53rd Annual Conference & Exhibition – June 9-12, 2019

FY2020 TIP Public Meeting – June 19, 2019

Council of Officials – June 20, 2019

Transportation Technical Advisory Committee – June 21, 2019

J. Adjournment

Motion #6: Motion to adjourn:

Motion by: Dan Gittinger

Motion Carried

The meeting was adjourned at 11:16 a.m.

Agenda Item C
2019 Public Participation Plan

2019 Public Participation Plan

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Dates of Approval

TTAC:
MAPA Board of Directors:
RPA Policy & Technical Committee:

If a member of the public wants to inquire about the accessibility of a public meeting – able to accommodate differently abled persons and/or if language, hearing, and sight accommodation is available (Spanish, American Sign Language, braille signage etc.), please call the MAPA office at 402-444-6866.

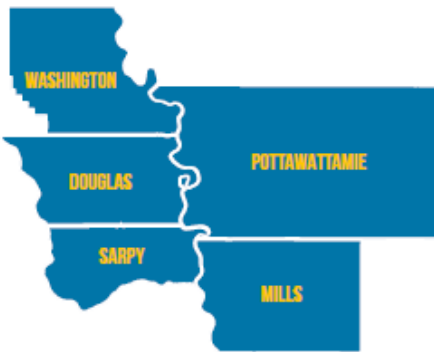
If a member of the public wants to file a Title VI or ADA complaint, please call the MAPA office at 402-444-6866 and ask for the ADA or Title VI Coordinator.

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1. Introduction

This is the MAPA Public Participation Plan, which is to be followed for regional planning and programming efforts in the MAPA region. The public participation plan outlines how the agency will work to achieve public participation and was developed based on the agency's goals to:

- **Ensure early and continuous public notification** about regional planning;
- **Provide meaningful information** concerning regional planning; and
- **Obtain participation and input** to regional planning.



COUNCIL OF GOVERNMENTS

MAPA is governed by a 63-member Council of Officials, representing each of the 63 governmental units which comprise MAPA within the five counties it serves. They include: Douglas, Sarpy, and Washington Counties in Nebraska; Pottawattamie and Mills Counties in Iowa. The Council's roles include approving the agency's long range plan and setting overall policy.

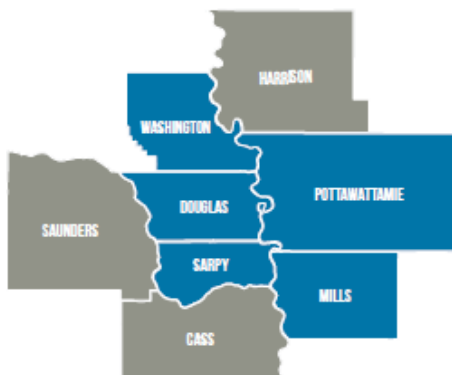


TRANSPORTATION PLANNING AFFILIATIONS

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

MPO = BLUE

RPA-18 = YELLOW



METROPOLITAN STATISTICAL AREA

At the time of its inception in 2011, the work of the Heartland 2050 Regional Visioning project included the eight counties in the Omaha Metropolitan Statistical Area (MSA). The MSA counties include all five counties in the MAPA region plus Saunders and Cass Counties in Nebraska and Harrison County in Iowa. Heartland 2050 has evolved into the Heartland 2050 Regional Planning Committee and it will focus its core work on the five counties in the MAPA region.

What is a Public Participation Plan?

A Public Participation Plan outlines how the agency will work to achieve public participation in all planning activities. It helps ensure consideration of the public's needs and preferences are incorporated into decisions. Making sure people are aware of their opportunity to participate is important to the developmental process. Not only is the general public notified of planning opportunities, but pertinent State offices in both Iowa and Nebraska are notified.

Public participation activities provide more value when they are open, relevant, timely, and appropriate for the intended goal of the public involvement process. Providing a balanced approach with representation of all stakeholders and including measures to seek out and consider the needs of all stakeholders, especially those that are traditionally underserved by past and current transportation programs, facilities, or services.”

MAPA's Public Participation Plan is fundamental to its planning process and is detailed in the subsequent chapters:

- Federal Requirements and Policies
- MAPA's Outreach Philosophy and Efforts
- Public Participation Opportunities
- Guidelines for Common Public Participation Activities
- Public Involvement in Major Planning Activities
- Evaluation

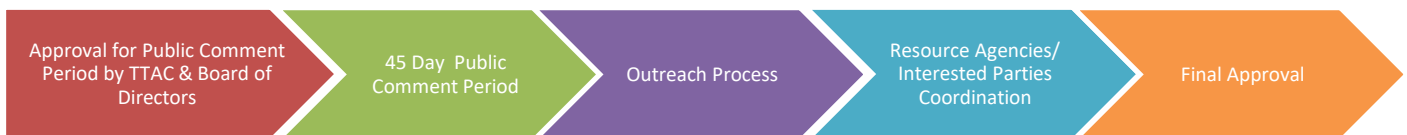
Public Participation Plan Development & Coordination

The 2019 Public Participation Plan (PPP) is an update to the 2015 Public Participation Plan. This Plan was developed through collaboration of MAPA transportation, Heartland 2050, and community development staff in conjunction with ongoing regional public involvement professionals established through the International Association Public Participation (IAP2) chapter. Figure 1.2 illustrates the overall process utilized to update this plan leveraging input from the Transportation Technical Advisory Committee (TTAC), Equity and Engagement Committee (EEC) and the MAPA Board of Directors. During the 45-day public comment period for this Draft, MAPA will facilitate additional opportunities for input through a resource agency coordination call and postings on Facebook, Twitter, the MAPA website, and the in the local newspaper.

As a part of the plan development process, a survey was sent to the resource agencies and interested parties asking how they would like to be involved in the planning process. A copy of the survey is included in this plan in Appendix F. Over 75 interested parties completed the MAPA Public Participation Preference Survey. Table 1.1 displays the types of agencies that completed the survey and indicated the type of agency they represent. The survey asked respondents to select which types of outreach they felt were the most effective and what areas MAPA should improve on. Most of the respondents felt that pop up meetings, newsletters, and open house meetings were the most effective, figure 1.3. It was felt that MAPA should expand its network of stakeholder meetings, use neighborhood meetings to gather input, and hold more events like block talks to conduct outreach, as shown in table 1.3. Specific outreach was conducted through the EEC to gather input on the best methods for engaging with historically disadvantaged communities and the most effective methods of tracking engagement and bringing diverse voices into the transportation planning process.

Federal	3
Local	30
State	7
Education	4
Nonprofit	24
Other	12

Figure 1.2: Public Participation Plan Approach



2. Federal Requirements and Policies

MAPA's many roles as MPO, RPA administrator and COG result in the agency serving as a conduit for federal funding from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Environmental Protection Agency (EPA), the US Department of Housing and Urban Development (HUD) and other state and federal agencies responsible for metropolitan planning.

MAPA's transportation planning process implements the three C's of transportation planning – Continuing, Cooperative, and Comprehensive – meaning residents are involved in the planning process in an inclusive as possible manner. Federal regulations that apply to the MAPA planning processes and are incorporated into all MAPA planning activities are listed in the sidebar. Specific accommodation policies stating how regulations are implemented are discussed in the Accommodation Policies section below.

Accommodation Policies

MAPA developed policies to accommodate the sensitive populations. This includes the Title VI population, Limited English Proficiency (LEP) population, the Persons with a Disability population, and the Environmental Justice (EJ - low income and high minority) population.

MAPA ensures that no person shall, on the grounds of race, color, sex, national origin, or physical handicap, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program receiving federal assistance from the United States Department of Transportation (Title VI Assurances).

A Civil Rights Plan was adopted (located at <http://mapacog.org/about/what-is-mapacog/civil-rights/> or the transportation programs within MAPA. The MAPA Civil Rights Plan more deeply discusses the benefits and burdens of transportation investment anticipated on different socioeconomic groups through examination of racial and economic disparity, zero vehicle household and job accessibility (by automobile and by transit).

FEDERAL REQUIREMENTS

Fixing America's Surface Transportation Act (FAST Act)

The current transportation authorizing legislation, which articulates the importance of early and continues public involvement.

Title VI of the Civil Rights Act of 1964 (Title VI)

Ensures that no person shall, on the grounds of race, color, sex, national origin, or physical handicap, be excluded from participation in transportation programs.

Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency (LEP)

Requires public agencies to ensure public materials are available in the native language of areas with a disproportionately high concentration of limited English proficiency population.

The Americans with Disabilities Act of 1990 (ADA)

The disabled communities shall be involved in the development and improvement of transportation services. People with disabilities shall be able to access meeting sites and have access to the information.

Executive Order 12898, Federal Actions to Address Environmental Justice (EJ) in Minority and Low-Income Populations

Address the benefits and burdens of federally funded community investment of low income and minority populations.

Clean Air Act (CAA)

The public are given the opportunity to participate in plans and activities, which impact their daily lives, including area quality issues.

Environmental Justice (EJ) & Historically Disadvantaged Communities

MAPA continues working to ensure that environmental justice is a consideration in all its efforts. This means ensuring full and fair participation of minority and low-income populations, including special considerations that must be made to ensure adequate representation and outreach. Planning outreach will consider the population that may be affected, and the potential benefits and impacts of a plan or program will be considered.

This means ensuring full and fair participation of minority and low-income populations, along with avoiding, minimizing, or relieving unfair harmful effects and preventing the denial, reduction, or delay in benefits involving any Federal funds. MAPA regularly conducts specific public outreach to the sensitive populations including low income and minority populations (Environmental Justice – EJ), those with Limited English Proficiency, and persons with disabilities. During the planning processes MAPA works closely with many historically disadvantaged communities to identify key stakeholders and resource agencies to represent their interests in the planning and implementation processes. MAPA’s role in efforts such as the development of the Regional Equitable Growth Profile, Fair Housing Equity Assessments, and facilitation of the regional Equity & Engagement Committee are specific examples of this work in action.

LEP / Speech / Hearing

“I Speak” language identification cards are available at the MAPA front desk to assist in identifying the language needs of any member of the public who requests translation services.

All meeting announcements include the policy statement in the sidebar, communicating that assistance can be provided to the Limited English Proficiency (LEP) population, people with disabilities, and others who may need assistance.

An ADA Compliance Facility Checklist (located in Appendix G) will be used to compile an internal ADA compliant facilities list. This list is not exhaustive and is updated regularly as MAPA hosts new events.

ENVIRONMENTAL JUSTICE

- Ensure full and fair participation by all communities affected potentially in the transportation decision-making process
- Avoid, minimize or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, of programs, policies and activities on minority populations and low-income populations
- Prevent the denial of, reduction of, or significant delay in the receipt of transportation benefits by minority and low-income populations

MEETING ANNOUNCEMENT

“Meetings of the Metropolitan Area Planning Agency are conducted in compliance with the Nebraska Statutes of the Open Meetings Act. Auxiliary aids, language assistance, and services are available when requested at least three (3) working days prior to the meeting so appropriate arrangements can be made.

Si necesita ayuda con traducción, por favor llame la oficina. (402-444-6866)

If a member of the public wants to inquire about the accessibility of a public meeting, please call the MAPA front office at 402-444-6866. The ADA Coordinator and the process for filing an ADA complaint is identified in the Title VI Plan (located at <http://mapacog.org/about/what-is-mapa/civil-rights/>).

3. Outreach Philosophy and Efforts

Philosophy

MAPA works to achieve a high level of public participation by cooperating with other public agencies and units of government. This will be accomplished through coordinating efforts whenever possible, in particular with the region's counties, cities, villages, and towns as well as state and federal agencies.

In general, MAPA's outreach philosophy seeks to maximize opportunities for the public to be involved in its planning initiatives. This is done through early involvement and consistent feedback. The four specific elements of the agency's outreach philosophy are displayed in Figure 3.1 and described in more detail below.

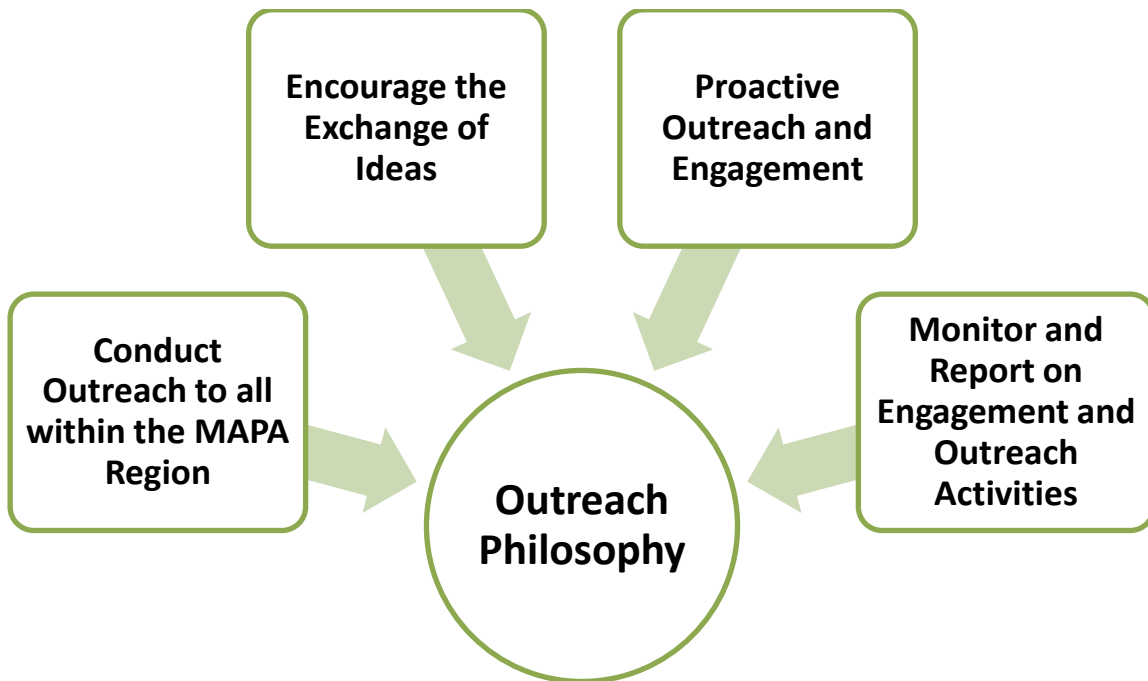


Figure 3.1: MAPA's Outreach Philosophy

Philosophy 1: Conduct Outreach to all within the MAPA Region

MAPA continuously looks for ways to involve organizations and individuals that may have potential interests in planning efforts. MAPA's goal is to bring information to the public and special groups about its planning products and processes. At the highest level this means ensuring that meetings and outreach are conducted in all contexts of our region to understand the challenges and needs of urban neighborhoods, suburban communities, in addition to the small towns and rural areas. This overarching

strategy ensures fuller participation in MAPA's efforts and brings new organizations and community members into the planning process. MAPA's commitment to these principles helps ensure that voices from the public, non-profit, and private sectors are included in community conversations and planning efforts.

One way this is achieved is through regular presentations of MAPA planning activities in local forums and meetings. These presentations and the availability of MAPA staff to present at meetings will be made known. This presentation will set the stage for specific planning activities later, as people understand how they can be involved and what the benefit of participation will be for them and their community. Educating the general public, community leaders and other decisionmakers supports informed public contribution and continued engagement by the public. Education will be enhanced through the use of visualization tools that will help the public understand and better relate to MAPA's various planning products and activities.

Additionally, participation efforts oriented towards historically disadvantaged communities will be stressed and specific meetings are regularly held within MAPA's environmental justice areas. When conducting outreach activities for planning efforts, MAPA utilizes its broad stakeholder network to ensure that the voices of minority, low-income, elderly, immigrant, and disabled populations are considered as part of the planning process. Advocates and agencies serving will be included in the outreach planning process and used as contacts within communities. Furthermore, MAPA uses neighborhood and corridor plans as a means of supporting and empowering community leaders to have a voice in the planning process. Appendix C and Appendix D include a listing of many of the organizations through which MAPA conducts this targeted outreach.

Philosophy 2: Encourage Exchange of Ideas

Members of MAPA staff and public will continue to engage in conversations and exchange of ideas community needs in a variety of forums including meetings, workshops and online tools. MAPA relies heavily on survey tools such as SurveyMonkey and Google Forms to gather input from the public and stakeholders on priorities, projects and policies. These regular opportunities for input into the planning process help ensure the public is consulted before all the relevant decisions have been made.

Visualization & Mapping

Visualization techniques are used and will continue to be used in all core MAPA plans, programs, and projects including the Transportation Improvement Program (TIP), Long Range Transportation Plan (LRTP) and other planning efforts. These techniques better relate projects to regional goals and make documents clearer and more understandable for the public and those who do not have a background in transportation planning or community development. Visualization and mapping provide opportunities to show the relationship between issues that the public may not fully recognize. The complex problems that face communities today often can't be quickly understood and MAPA works continuously to create better tools and resources educate community members and to build an understanding of the policies and investment decisions that impact the region's future. Specific examples of MAPA's use of visualization include work related to story mapping, online portals such as the Traffic Data Portal and Regional Bike

Map, the Regional Growth and Development Report, and the mapping of accessibility as part of the Metro Area Travel Improvement Study (MTIS).

Scenario Planning

Interactive workshops utilizing scenario-planning techniques are a useful way to help the public better understand planning for the future and what could happen if no planning was to take place. With scenario planning, one looks into the future, anticipates events or changes and then analyzes what could happen as a result. This shows participants the trade-offs that communities are often faced with and provides an opportunity to build consensus about the most appropriate path forward for a community. MAPA utilized these approaches extensively throughout its Heartland 2050 Regional Vision and in the development of the Metro Area Travel Improvement Study (MTIS). MAPA also regularly develops alternative land use scenarios to illustrate the impact of different policy and investment decisions.

Philosophy 3: Proactive Public Outreach and Stakeholder Engagement

MAPA's public involvement includes techniques for engaging new partners in the planning process and making planning more understandable for citizens. Techniques for doing this include sharing and attending partner activities in newsletters and at MAPA meetings, communicating the implementation of plans and planning projects, regular updates on plans and funding programs, and experiential engagement techniques. Notably, this means supporting community conversations outside of official planning processes and building relationships through ongoing outreach. These efforts increase MAPA's visibility in the community and clearly communicate MAPA's role in the planning and funding processes.

When developing a specific plan or program, MAPA's participation process introduces the public to the planning process in its early stages. Through public participation, the public is given a chance to help define plan alternatives and address or prevent transportation related problems. The process allows for:

- Identifying alternative approaches or projects
- Gaining agreement among community partners about what needs to be accomplished
- Framing of the issues and the way that success will be measured
- Recognizing disputes early and resolving them through the planning process

Philosophy 4: Monitor and Report on Engagement and Outreach Activities

MAPA will document public input by compiling public comments and storing them with the project files. This will provide a record of comments received, which will help MAPA staff and committees when developing plans and programs. The process of incorporating public input into transportation planning documents will be transparent and open to the public. MAPA will advertise the opportunities for public comment for each activity where public comment is solicited, both at the beginning of each planning activity and throughout the process. (The public comment periods are listed on page24.)

Furthermore, MAPA will monitor and evaluate the efficacy of these engagement strategies on a regular basis. These efforts will be reported and documented in an Annual Report developed each year. This process of understanding the impact of MAPA's engagement strategies and their alignment with broader goals about public participation. As part of this evaluation, MAPA will look to the varying levels of

participation articulated by the International Association of Public Participation (IAP2) as a guide to the overall direction of MAPA’s efforts. Figure 3.2 below illustrates the alignment between MAPA’s outreach philosophies and the IAP2 spectrum.

MAPA And IAP2 Levels of Involvement					
	IAP2				
MAPA	Inform	Consult	Involve	Collaborate	Empower
Outreach to All					
Exchange of Ideas					
Monitor and Report					
Proactive Outreach and Engagement					

Figure 3.2: MAPA and IAP2 Outreach Spectrum

Specific Outreach Provisions

While MAPA’s outreach philosophy provides a broad overview of what MAPA seeks to accomplish through its public participation process, the following section includes more details and specific commitments that will be implemented during the planning process. These provisions help provide a clear framework for the public and also

Open Meetings at Accessible Locations

- Meetings of the agency and its advisory committees (i.e. Transportation Technical Advisory Committee (TTAC), Regional Planning Advisory Committee (RPAC), MAPA Finance Committee, Coordinated Transit Committee (CTC), Transportation Alternatives Program Committee (TAP-C) and the Project Selection Committee (ProSeCom)) are open to the public. These committees oversee decisions about the region’s federal funding and project selection processes, which are key decision points at which the public should be consulted. These meetings are held typically at the MAPA offices located at 2222 Cuming Street in Omaha. The MAPA offices are accessible, as evidenced by the ADA Self-Assessment in the Title VI Plan (<http://mapacog.org/about/what-is-mapacog/civil-rights/>).
- Agendas are posted on the MAPA website and at the agency office at least seven (7) days in advance of public meetings. Amendments to the agenda can be made up to 24 hours prior to the meeting. The meeting is included in the online MAPA meeting calendar.
- Locations accessible by public transit are considered desirable and will be used for committee and public meetings (if practical depending upon the subject matter and expected audience).
- Persons with special needs are encouraged to participate, and reasonable accommodations will be made upon request. All locations will comply with the American with Disabilities Act of 1990. MAPA will use the ADA compliance checklist (Appendix G) to evaluate potential meeting sites. If a member of the public wants to inquire about the accessibility of a public meeting, please call the MAPA front office at 402-444-6866. The ideal meeting process is shown in Figure 3.4.



Figure 3.4: Open Meeting Process

Targeted Format and Frequency

When possible, meetings will be held in conjunction or partnership with other planning or community-based meetings. Online materials will be developed whenever possible to give the largest range of input and allow for the most efficient way to collect input. Public input should be done through active and engaging methods that allow for interaction and for the public to experience planning concepts.

- A variety of techniques provide information, including summary handouts, visual displays, and availability of staff to answer questions.
- All meetings include the opportunity to provide comments.
- Special consideration will be given to the location of meetings to ensure that all parties have an equal opportunity to participation in MAPA’s planning activities.
- Meeting time and various meeting formats will be considered based on target audiences.
- Furthermore, the length of the meeting and methods of input will be considered and limited to ensure they are accessible to all who are interested

Notification Methods

Notifications for public meetings needs to be through a variety of methods to ensure the greatest engagement from various groups throughout the region. As social media becomes more prevalent MAPA staff will continue to increase online notifications.

- Press releases announcing public meetings may be distributed for an area appropriate for each planning effort and a media list will be maintained for this purpose.
- Development and distribution of summary materials may be used for notification of public meetings.
- Website updates will be used to make meeting notification and associated materials available quickly and readily. Social media will be used to notify and engage the public in the planning process. MAPA maintains a mailing list of governments, individual, agencies, groups and organizations that have expressed interest in receiving information including free newsletters.

Convenient & Accessible Meeting Scheduling

For major regional plan updates, involving a series of public meetings, the following are considered routinely:

- At least one meeting per county (Figure 3.5) is held during each of the meeting series, all at accessible locations complying with the American with Disabilities Act (ADA).
- An ADA Compliance Facility Checklist (located in Appendix G) is used to compile an internal ADA compliant facilities list. This list will not be inclusive and will be updated when the Public Participation Plan is updated every three years or as needed.
- Public transit availability is considered in selecting meeting sites. Community centers and schools will be considered as potential meeting locations.
- Limited English proficiency steps are taken, including arrangements for requested translators, and typically providing a translator in Hispanic/Latino neighborhood locations.
- The possibility of coordinating MAPA plan meetings with other meetings occurring in the region will be explored.

4. Public Participation Opportunities

MAPA’s established committee and subcommittee structure provides regular opportunities through which the public can provide input to the agency’s activities. These policy and technical committees administer MAPA’s numerous planning initiatives, establish organizational policies, and manage the general affairs of the agency. Meetings of MAPA’s policy boards and standing committees are open to the public; public notices are posted in advance in the MAPA lobby display case and on the MAPA website. Figure 4.1 is a diagram of MAPA’s committee structure.

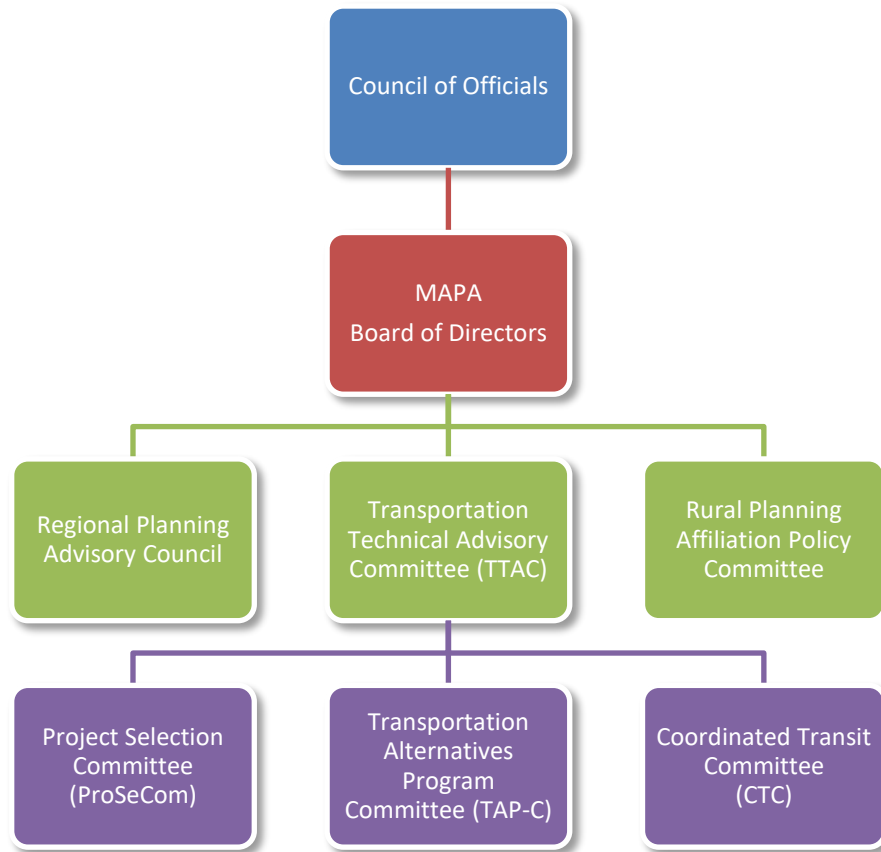


Figure 4.1: MAPA Standing Committee Structure

As a part of its planning activities, MAPA convenes groups of stakeholders regularly to guide the development of specific projects. These stakeholder groups (shown in purple in Figure 4.1) are technical in nature. The responsibility of these groups is to advise the MAPA Board and sub-committees on current planning activities and to provide for a deeper understanding of various emphasis areas. Several current Heartland 2050 subcommittees and work groups fall into this category as well. The distinctions between these committees and other MAPA meetings are described below:

MAPA Board of Directors and Council of Officials Meetings

The purpose of these meetings is to conduct the business of the MAPA Board of Directors and Council of Officials. Board meetings are held monthly in Omaha at the MAPA office and are free and open to the public. The date, time, place and tentative agendas are announced and published in the local newspapers a minimum of one week prior to the scheduled meetings and announced on the MAPA website. MAPA keeps record of the notice of publication and a copy of the advertisement. Meeting notices and agendas are also posted in a display case in the lobby of the MAPA offices and on MAPA's website. These postings will be available for the public to review during normal business hours. The meeting agendas will be in final form no later than forty-eight (48) hours before the scheduled starting time of the meeting. The only additions to the meeting agendas after the final agenda is set will be items of an emergency nature.

MAPA Council of Officials meetings are held quarterly each year, in January, March, May, and October in one of MAPA's five counties. The counties rotate meetings and the locations are accessible. Methods for announcing the dates, times, and agendas for the Council of Officials meetings are the same as the Board of Directors meetings. Copies of all written items are provided to members of the Council and Board and are also provided to members of the general public upon request.

All meetings are held in compliance with the "Open Meeting Laws" of the States of Nebraska and Iowa. This provides the general populace the opportunity to attend the meetings and provide input on matters under consideration by the Council and Board. Attendees of Board or Council meetings may speak during appropriate times on subjects under discussion or otherwise relevant to the activities of MAPA. The Board and Council may request the name and address of the speaker as a condition of being allowed to speak. Only one speaker at a time will be allowed to address the Council or Board. Members of the public will be expected to conduct themselves in an appropriate manner so that a fair exchange of ideas between them and the Board and/or Council may take place.

MAPA takes minutes of the Council and Board meetings. The minutes record members of the Council who are present, and members of the Board, both present and absent; all actions by the Council and Board; and a summary of all matters occurring during the meetings. The minutes in final summary form are available for public review for free on the MAPA website or at the MAPA office. Verbatim transcripts are available for a fee based upon actual time and costs.

MAPA Committees & Sub-Committees & Working Groups

MAPA convenes meetings to engage stakeholders in its planning processes. The Transportation Technical Advisory Committee (TTAC) makes direct recommendations to the MAPA Board of Directors regarding policy and transportation programming decisions. The TTAC is composed of city and county staff including engineers, public works, planning staff, and Metro Transit. The Rural Planning Policy Committee advises and makes recommendations to the MAPA Board on policy and program decisions for the RPA-18 region.

The Regional Planning Advisory Committee (RPAC) meets bi-monthly and includes representatives from local communities, area non-profits, state departments and local elected officials. This group focuses on issues about regional collaboration, local policy, growth and development. The membership of this

committee is established under by-laws and the Committees recommendations are brought before the MAPA Board of Directors.

Project selection sub-committees such as the Project Selection Committee (is composed of TTAC members), the Coordinated Transit Committee (includes human service and para-transit agencies, and the Transportation Alternatives Program Committee (involves engineers, bike/pedestrian advocates, and planners) make recommendations to the TTAC. These committee meetings are held as often as is required by each program, typically on a monthly, bi-monthly, or quarterly basis. All meetings of these sub-committees, TTAC are open to the public. The meetings are advertised on the MAPA website and by email for those members of the public that request being notified. Agendas for these meetings are also posted online and in the MAPA lobby display case. RPA Policy Committee meets monthly to review staff recommendations and meetings are open to the public.

Implementation of the Heartland 2050 Regional Vision has created several committees and working groups that bring various stakeholders from the public, non-profit and private sectors together as well. These committees include efforts to address issues relate to Housing and Development, Infrastructure, and Natural Resources. Several working groups related to these committees focus on more specific areas of interest such as Local Food Systems and Complete Streets. Anyone is welcome to join and participate in these conversations with are ultimately reported to the Regional Planning Advisory Committee (RPAC), however MAPA does not publicly post agendas for these more informal conversations.

Public Comment Periods and Document Availability

Ongoing public comments are sought in many different ways. All members of the public can comment on all documents. This will continue to be stated specifically to encourage public participation. All plans are available for public review at the MAPA offices and website. Formal comment periods will be used, with the minimum timeframe noted in Figure 3.6, before studies reach conclusion.

Website Updates (Website and Social Media)

www.mapacog.org

MAPA has an established website www.mapacog.org – which has updated announcements about projects and happenings at MAPA. It also includes all draft and final products produced through the MAPA planning process on the site. The public can comment on drafts and documents posted on the website through the one-click email function of the site.

Social Media

MAPA maintains a Facebook - <http://www.facebook.com/MAPA2222>- and Twitter - <https://twitter.com/mapacog> - accounts. MAPA utilizes these methods to communicate public participation opportunities.

Newsletter and Weekly Email

The MAPA *What's Happening* newsletter provides information every two months about planning activities and issues, which have an impact within the MAPA region. The newsletter includes articles on planning activities being conducted at MAPA, grant application deadlines for grants that jurisdictions, businesses

and social service agencies can apply for, and meeting notices and schedules for public hearings, forums and comment sessions which are being held for MAPA plans and projects and other projects of interest in the region. The newsletter is both mailed and emailed to more than 1,000 recipients; it is also available on the MAPA website and there is an email option for feedback. The newsletter goes to many social service agencies including those involved with MAPA on committees. MAPA continually looks for groups that can be added either to the email list or the mailing list.

MAPA sends out a weekly email highlighting planning and transportation related events hosted by MAPA and partner agencies. The email focuses on events occurring during the coming week and is designed to be easy to interact with and share on social media platforms.

News Releases

News releases are utilized by MAPA to ensure that the news media is kept informed of activities being conducted at MAPA. Accordingly, the media has a standing invitation to attend MAPA meetings as well as to work with staff on informing the general public about planning activities and issues. MAPA's Communication Director is responsible for interacting with the news media, managing MAPA's social media, and developing and distributing news releases.

MAPA Forums

Forums of different types are used to inform the public and solicit comments and input on pending proposals and plans (Figure 4.2 on the next page displays prototype meeting types). Forums are held on an as-needed basis and are conducted in a way that allows optimum input from the region.

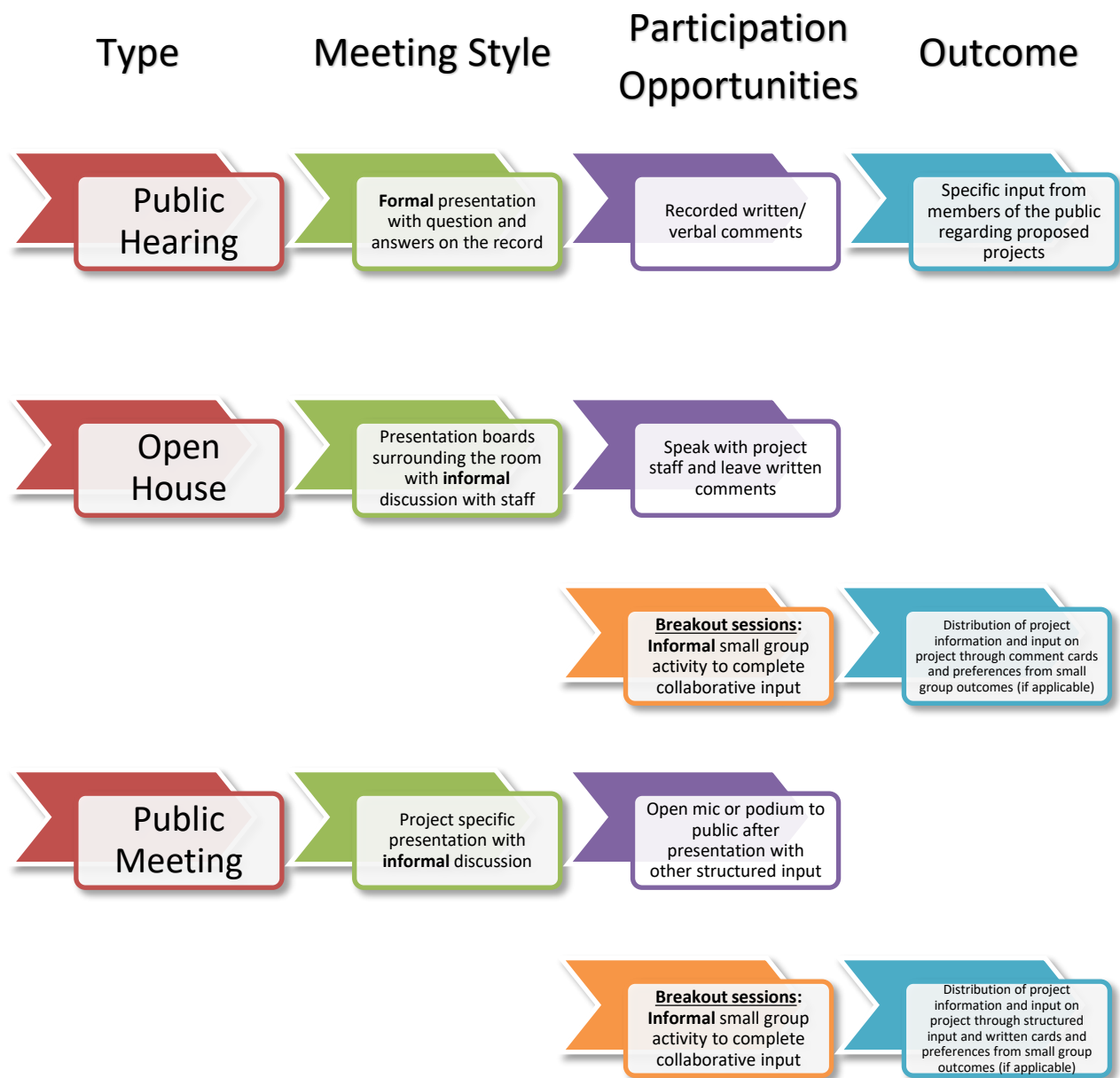


The ***open house*** provides an informal means by which MAPA can provide the region with information on a specific project and ask for input. There is no formal presentation during the open house. MAPA staff members are present to answer questions and seek comments.

A ***public information meeting (public meeting)*** is another informal way of providing the public with information, but it consists of a presentation on a specific plan or program, followed by a question and answer period. Figure 4.5 is a photo of a public meeting.

Figure 4.5: Public Meeting (TTAC)

The ***public hearing*** provides a formal means of providing the public with information on plans or programs. MAPA makes a formal presentation on a specific plan or program, followed by a question and answer period.



Surveys

MAPA surveys as a part of its outreach strategy These surveys are distributed via the newsletter, website, and e-mail distribution lists Partner organizations are asked to share surveys with their constituents.

Experiential Involvement

MAPA offers the opportunity to hold public involvement that engages community members in their neighborhoods. These include walk block talks, neighborhood meetings, and outreach based on project location. By reaching out to areas that are being directly impacted by projects proactively MAPA will engage people earlier in the planning process and ensure that communities have more say over the development that happens in and around them.



Public Appearances

MAPA advertises its availability to explain planning information and project details to local civic, professional and other types of groups that have an interest in regional planning processes. MAPA has a list of local organizations with which it maintains contact and adds.

Incorporation of Public Comment

Public input is integral to the planning process. As shown in Figure 4.3, all public input will be documented in MAPA's final work products. The results of each regional plan public participation process will be documented and made available at the MAPA offices and posted on the MAPA website. Either a full account or a summary of public comments will be contained in the primary plan or program document being produced. Furthermore, the specific input will be evaluated and analyzed for incorporation in the plan. Response to public input will be incorporated into the evaluation of MAPA's implementation of this plan. Next, responses will be sent to the people who submitted input. Finally, the public input process will be evaluated in-house continually. A lack of response of public input will be incorporated into the evaluation of the implementation of this document and will be taken into account when this document is revised in the future. Public participation is not static and must always be a top priority in the planning process.

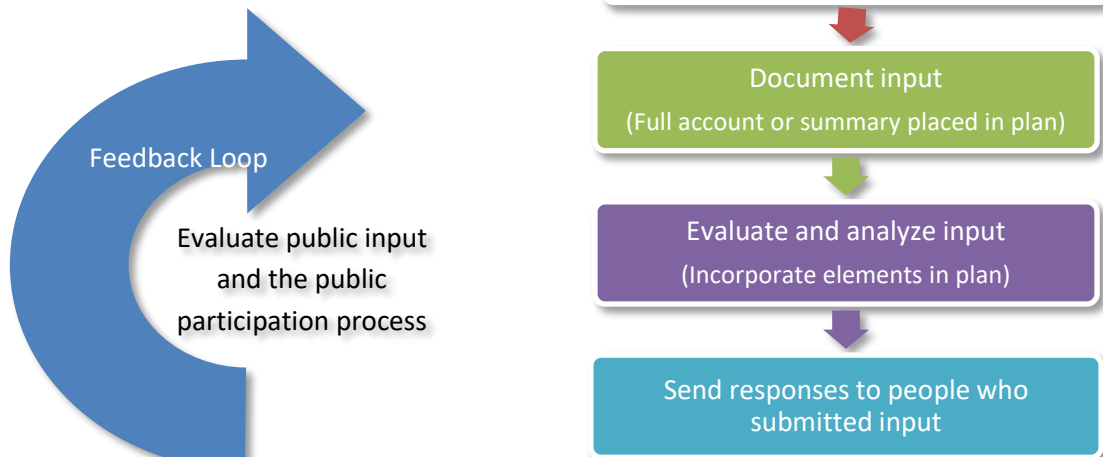


Figure 4.3 Public Input Methodology

5. Public Involvement in Major Planning Activities

MAPA outlined the strategies below to encourage meaningful public involvement throughout the planning process. MAPA utilizes the public involvement strategies discussed earlier in the plan to encourage public involvement in all of its processes, plans, and projects. Figure 5.1 provides a summary of the public participation opportunity for the most common MAPA transportation planning products for the MPO and RPA. The tables that follow illustrate the specific public participation opportunities in greater

Product	How Often	Public Comment Period	Public Participation Planning Process Timeframe	Anticipated Approval Date
L RTP	5 years	Draft = 30 days Major Amendment = 30 days Minor Amendment = 7 days	2019- 2020	August 2020
TIP	Annual	Draft = 30 days Project Selection = 30 days Amendment = 7 days Emergency Amendment = 24 hours	December – June each year	May/June
UPWP	Annual	Draft = 30 days Amendment = 7 days	February – May each year	April/May
CTP	3 years	Draft = 30 days Amendment = 7 days	June 2018 – September 2018	September
PIP	5 Years	Draft = 45 days Amendment = 45 days	April 2019 – June 202019	June 2019

detail.

Figure 5.1: Overview of Participation Opportunities in MAPA’s Major Planning Activities

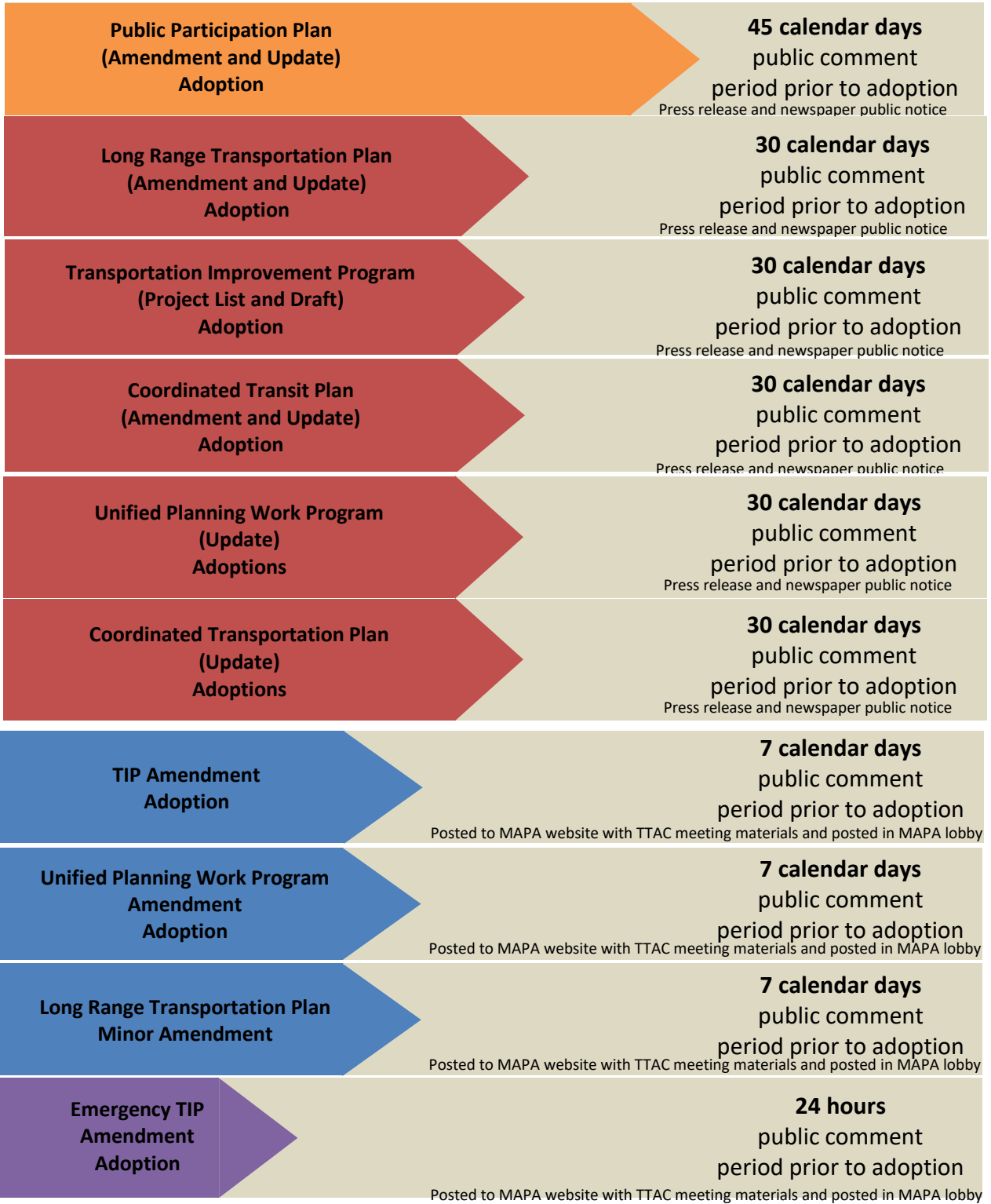
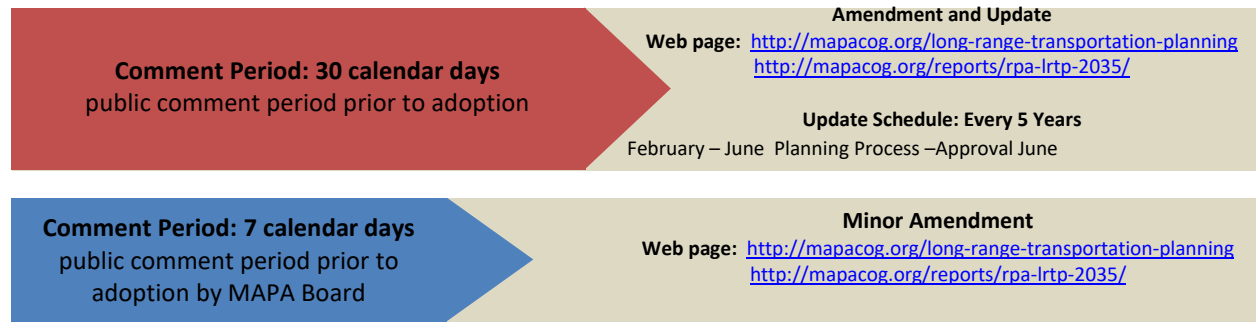


Figure 5.2: Public Participation Opportunity Summary

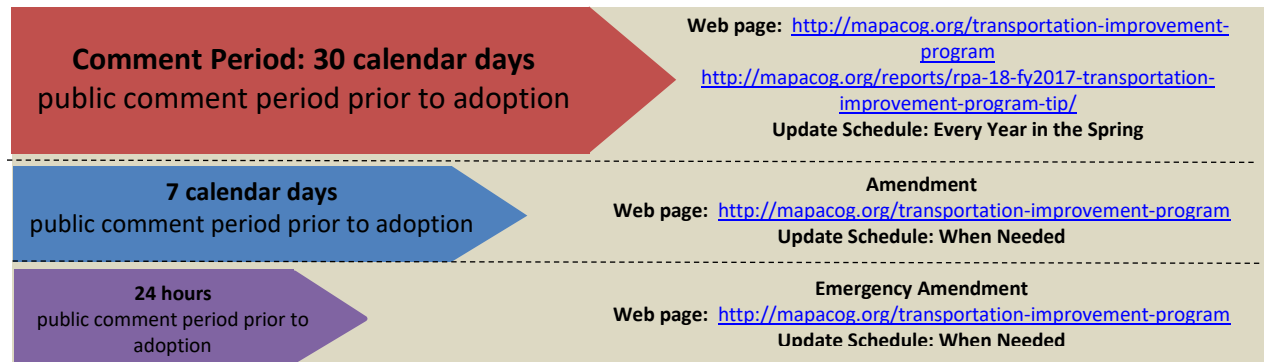
Long Range Transportation Plan (LRTP)



Description:	The MPO Long Range Transportation Plan develops a long-term fiscally constrained vision for transportation improvements based upon a minimum 20 year planning horizon. The RPA Long Range Transportation Plan looks at the transportation projects for the RPA area over a 20 year period, it is not fiscally constrained unlike the MPO LRTP.
Amended:	As needed
Public Comment Period:	Amended LRTP = 7 days before TTAC/RPA and MAPA Board meetings (Minor) 30 days before TTAC/RPA and MAPA Board meetings (Major) Draft LRTP = 30 days between draft and final adoption
Public Meeting:	A series of at least three public meetings (open houses, public hearing, etc) held during the 30-day public comment period. Additional public meetings shall have a public comment period of two weeks prior and two weeks following the meeting. The TTAC and Board of Directors meetings serve as the public meetings. A public comment period is observed at the Board of Directors meeting.
Public Involvement Strategies:	Conduct baseline satisfaction surveys. Solicit public comments through the MAPA website and social media outlets. Create opportunities to comment at regularly scheduled MAPA Board of Directors and Technical Committee meetings. Encourage participation through the MAPA newsletter. Post an electronic version of the Draft LRTP online and have a hard copy at the MAPA Office for public review.
Public Participation Opportunities:	Comment on the draft and final planning documents via email, mail, and comment cards. Participate in public meetings.

<p>L RTP Amendment Process:</p>	<p>Discuss the amendment with appropriate subcommittees, before TTAC/RPA makes a recommendation to the Board to release the LRTP amendment for public review and comment.</p> <p>Advertise the amendment in a local paper through a paid public notice, send a press release to area newspapers, television and radio stations, and post the information on the MAPA website.</p> <p>Hold at least one public meeting for the amendment.</p> <p>Email notification of the public comment period to identified outreach contacts including federal and state partners.</p> <p>Address public comments to the maximum extent reasonable and include an appendix of public comments in the final approved LRTP.</p>
<p>Thresholds</p>	<p>Minor LRTP Amendment</p> <ul style="list-style-type: none"> • Changes to anticipated funding or project categories • Changes to project route or termini that are greater than ¼ of a mile • Amendments to reflect changes to federal policy • Amendments to reflect changes to state policy <p>Major LRTP Amendment</p> <ul style="list-style-type: none"> • Changes to specific project funding levels that significantly impact fiscal constraint • Changes to project route or termini that are greater than ¼ of a mile • Adding a regionally significant project to the LRTP • Adding or changing a federal funding source

Transportation Improvement Program (TIP)



Description:	The Transportation Improvement Program (TIP) is a short term, four (4) year implementation plan for programming Federal-aid transportation projects inside the MAPA region and RPA. This document lists all federally funded or regionally significant transportation projects by year, phase of work, and funding source.
Amended:	Monthly as needed
Public Comment Period:	<p>Prioritized project list = 30 days</p> <p>Draft TIP = 30 days</p> <p>TIP Amendment = 7 days prior to the TTAC meeting</p> <p>Emergency TIP Amendment = 24 hours of advance notice of emergency meeting</p> <p>*Only used for truly extraordinary circumstances</p> <p>Administrative Modifications = None</p>
Public Meeting:	<p>The TTAC and Board of Directors meetings serve as the public meetings. A public comment period is observed at the Board of Directors meeting.</p> <p>The RPA Policy and Technical Committee acts as the public meeting for the RPA-18 TIP approval process.</p>
Public Involvement Strategies:	<p>Publish a notice in local newspapers of the availability for public review and comment.</p> <p>Discuss the document and its availability for review and comment in the MAPA newsletter.</p> <p>Send a flyer to the local governments stating the availability for public comment.</p> <p>Post an electronic version of the Draft TIP online and have a hard copy at the MAPA Office for public review.</p>
Public Participation Opportunities:	<p>Comment on prioritized project list and the draft TIP via email, mail, and comment cards.</p> <p>Comment on TIP amendments via email and mail.</p> <p>Participate in public meetings.</p>

<p>TIP Amendment Process:</p>	<p>Include the amendment with meeting materials emailed to TTAC and RPA Board members, posted on the MAPA website, and located in the MAPA lobby at least 7 days prior to the meeting.</p> <p>Discuss amendment with MAPA Board of Directors, RPA Policy and Technical Committee and Transportation Technical Advisory Committee (TTAC).</p> <p>Address public comments to the maximum extent reasonable and include an appendix of public comments in the final approved TIP.</p>
<p>Emergency Amendment:</p>	<p>Occasionally, situations may arise when an emergency amendment to the TIP is necessary. An emergency amendment is an amendment that is processed on an expedited basis due to circumstances which cannot wait for the next TTAC, RPA, or MAPA Board of Directors meeting. Such amendments are only allowed by MAPA in cooperation with the States of Nebraska and Iowa, Federal Highway Administration and Federal Transit Administration (FHWA/FTA), and the local jurisdictions involved with the project(s).</p> <p>Emergency amendments are not used as a means of circumventing review by TTAC, RPA, 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.</p>

Unified Planning Work Program (UPWP)

<p>Comment Period: 30 calendar days public comment period prior to adoption <small>February – May Planning Process – Anticipated Approval May/June</small></p>	<p style="text-align: center;">Amendment and Update</p> <p>Web page: http://mapacog.org/unified-work-program--budget</p> <p style="text-align: center;">Update Schedule: Every Year in the Winter/Spring</p>
<p style="text-align: center;">7 calendar days public comment period prior to adoption</p>	<p style="text-align: center;">Amendment</p> <p>Web page: http://mapacog.org/unified-work-program--budget</p> <p style="text-align: center;">Update Schedule: When Needed</p>

Description:	The Unified Planning Work Program (UPWP) governs the annual expenditures and services as the guiding document for an MPO’s annual activities. This document tells the public what the MPO plans to do in the next fiscal year. It contains general information about agency strategies and projects that utilize Federal planning dollars.
Amended:	As needed
Public Comment Period:	Draft UPWP = 30 days Amendment = 7 days Administrative Modifications = None
Public Meeting:	The TTAC and Board of Directors meetings serve as the public meetings. A public comment period is observed at the Board of Directors meeting.
Public Involvement Strategies:	Post announcements at the MAPA Offices. Discuss the Draft UPWP at MAPA TTAC and Board of Directors meetings both of which are open to the public. Post an electronic version of the Draft UPWP online and have a hard copy at the MAPA Office for public review.
Public Participation Opportunities:	Comment on the draft UPWP via email, mail, and comment cards. Comment on UPWP amendments via email, mail, and comment cards. Participate in public meetings.
UPWP Amendment Process:	Include the amendment with meeting materials emailed to TTAC and Board members, posted on the MAPA website, and located in the MAPA lobby 7 days prior to the meeting. Discuss amendment with MAPA Board of Directors and Transportation Technical Advisory Committee (TTAC). Address public comments to the maximum extent reasonable and include an appendix of public comments in the final approved UPWP.

Coordinated Transit Plan (CTP)

Comment Period: 30 calendar days
public comment period prior to adoption

February – July Planning Process – Anticipated Approval September

Amendment and Update

Web page: <http://mapacog.org/unified-work-program--budget>

Update Schedule: Every 3 Years

7 calendar days

public comment period prior to adoption

Amendment

Web page: <http://mapacog.org/unified-work-program--budget>

Update Schedule: When Needed

Description:	The Coordinated Transit Plan sets the goals and activities of the Coordinated Transit Committee and lays out the funding priorities for the region regarding the 5310 Program.
Amended:	As needed
Public Comment Period:	Draft UPWP = 30 days Amendment = 7 days Administrative Modifications = None
Public Meeting:	The CTC, TTAC, and Board of Directors meetings serve as the public meetings. A public comment period is observed at the Board of Directors meeting.
Public Involvement Strategies:	Post announcements at the MAPA Offices. Discuss the Draft CTP at MAPA CTC, TTAC, and Board of Directors meetings all of which are open to the public. Post an electronic version of the Draft CTP online and have a hard copy at the MAPA Office for public review.
Public Participation Opportunities:	Comment on the draft CTP via email, mail, and comment cards. Comment on CTP amendments via email, mail, and comment cards. Participate in public meetings.
CTP Amendment Process:	Include the amendment with meeting materials emailed to TTAC and Board members, posted on the MAPA website, and located in the MAPA lobby 7 days prior to the meeting. Discuss amendment with MAPA Board of Directors and Transportation Technical Advisory Committee (TTAC). Address public comments to the maximum extent reasonable and include an appendix of public comments in the final approved CTP.

Public Participation Plan (PPP)

Comment Period: 45 calendar days
public comment period prior to adoption

April – January Planning Process – Anticipated Approval January

Amendment and Update
Web page: <http://mapacog.org/public-participation>
Update Schedule: Every 3 Years

Description:	The Public Participation Plan (PPP) outlines how MAPA will work to achieve essential public participation in all planning activities. It helps ensure consideration of the public’s needs and preferences are incorporated into decisions.
Amended:	As needed
Public Comment Period:	Draft PPP = 45 days Amendment = 45 days Administrative Modifications = None
Public Meeting:	The TTAC, RPA, and Board of Directors meetings serve as the public meetings. A public comment period is observed at the Board of Directors meeting.
Public Involvement Strategies:	Post announcements at the MAPA Offices. Post an electronic version of the Draft PPP online and have a hard copy at the MAPA Office for public review. Discuss the Draft PPP at MAPA TTAC, RPA, and Board of Directors meetings both of which are open to the public. Email the Title VI and Public Participation email lists about the opportunity to comment on the draft PPP. Mail a flyer detailing the opportunity to comment on the draft PPP to local governments and libraries.
Public Participation Opportunities:	Comment on draft PPP via email, mail, and comment cards. Comment on PPP amendments via email, mail, and comment cards. Participate in public meetings.
PPP Amendment Process:	TTAC or RPA recommendation and Board approval to release the draft amended PPP for public review and comment. Post the draft on the MAPA website. Advertise the amendment in a local paper through a paid public notice, send a press release to area newspapers, television and radio stations, and post the information on the MAPA website. Email notification of the public comment period to identified outreach contacts. Address public comments to the maximum extent reasonable and include an appendix of public comments in the final approved PPP.
Note:	*Annual status report of public participation efforts utilized to amend, update or overhaul the PPP as needed.

6. Implementation and Evaluation

Implementation

Implementation of this Public Participation Plan is vital to the success of the Plan and all MAPA planning projects. Success of implementing this Public Participation Plan will be illustrated in future planning projects having a robust public participation element. As shown in Table 6.1, the various outreach methods and efforts are assigned to a particular MAPA staff person. Due to the overlapping nature of public participation and planning, there are several tasks assigned to both the Communications Liaison and the Transportation Liaison.

Table 6.1: Public Participation Staff Assignments

Staff Person	Task
Communications Staff	Conduct outreach.
	Work with the planning staff to develop public outreach materials
	Develop and distribute information through the MAPA website, social media, and to local news organizations.
	Maintain and update the MAPA website with information regarding various projects and MAPA in general. Manage MAPA's social media.
Transportation Liaison	Conduct outreach.
	Work with the Communications Liaison to develop outreach materials and ensure that information is clearly represented
	Verify all project information is shown on the website and meeting notices were distributed and displayed.
	Create an annual status report on outreach efforts and MAPA projects. The findings of the status report will be utilized to update subsequent Public Participation Plans.
Relationship Manager	Conduct Outreach.
	Ensure that all information presented to the public is in a format that can be easily understood and interactive.
	Maintain communications with partner agencies and nonprofits throughout the region.
Administrative Staff	Display the meeting notices and agendas in the MAPA office lobby case before the meeting, adhering to the Open Meetings Act of Iowa and Nebraska.

Evaluation

Successful evaluation of the effectiveness of the Public Participation Plan requires incorporating public input and an annual evaluation process. One way this will be accomplished is through an annual status report completed in January after the end of the calendar year. The overall Public Participation Plan will be evaluated for effectiveness and will incorporate new technology, best practices, and results of the annual status report every three years.

Furthermore, evaluation of overall knowledge regarding participation opportunities is important. For example, there are members of various existing MAPA committees who do not realize they can participate

more fully in the process. Therefore, if MAPA can educate people about opportunities to participate and they do, the public participation process will be a success.

Evaluation Methods and Performance Goals

Table 6.2 Evaluation Methods of the Public Participation Plan			
Public Participation Tool	Evaluation Criteria	Performance Goal(s)	Methods to Meet Goal(s)
Public Participation Plan	Required by law. No measure	Update at least every 3 years	Update and incorporate improvement strategies from public participation evaluations/status report
Newspaper Advertisements	Required by law. No measure	Increase number of participants/respondents indicating they saw the advertisement	Publish as required, place in prominent location if possible
Website	Number of website hits	Increase number of web hits over the course of each year	Include website address on all organizational products. Link to partner organizations
Newsletter	Feedback from public; number of returns	Maximum of 2% return rate per mailing	Update database with correct addresses
Brochures	Number distributed during the year	Distribute throughout the MAPA Region, including key regional libraries in 1 st year; increase by 2-4 locations annually	Track brochure locations, number of brochures, and replenishment needs/times
Public Forums/ Open House/ Public Information Meeting/ Public Hearing	Public Attendance*[Transit Access (10 pts) + ADA Accessibility (10 pts)] = N	Goal of 1,000 annual points for public forums/ open house/ public information meeting/ public hearing	Schedule at convenient times and locations. Use other public participation tools to increase awareness of meetings. Convene multiple meetings when possible.
Planning Document Distribution	Number of distribution sites	100% distribution of vital documents to necessary parties	Distribution list to include county/city government buildings, libraries, and online venue.

MAPA will continue to evaluate the effectiveness of the public participation tools outlined in this document. This will be accomplished by evaluating the methods compared to established performance goals on an annual basis. The results of the evaluation method will be incorporated in the subsequent Public Involvement Plan updates and will be included in the annual status report. If a major change is needed in the public participation process, steps will be taken to amend, update, or overhaul the Public Participation Plan before the three-year timeframe is completed. Table 6.2 lists the evaluation methods which will be utilized in an annual status report created in cooperation between the Transportation Liaison and Communication Liaison.

Appendix A: Public Meeting Checklist

**All public meetings must ensure the public reasonable access to all local meetings, project records and information relating to the proposed and actual use of federal funds. All public meetings will be conducted in facilities that are accessible to person with disabilities. Attach documentation for each item.

**Items on this checklist will be completed as deemed appropriate, as every activity listed below may not be suitable for every public meeting.

1. Schedule meeting (Date completed: ____). Meeting date: _____
Meeting location: _____
2. Accessibility
 1. Is the meeting ADA accessible?
 2. Does it have transit access/located on a transit route?
 3. Create meeting deadline matrix (template attached)
 4. Meeting notices
 1. Newspaper of general circulation (Date completed: _____).
 1. Paper(s) used: _____
 2. Note where comments can be sent if unable to attend meeting
 2. Post on MAPA website (Date completed: _____)
 3. Mail/Email (attach recipient list) (Date completed: _____)
 4. Post on social media. (Date completed: _____).
 1. Site(s) used: _____
 5. Article in *What's Happening*. Edition: _____
 6. Include availability of language assistance. Assistance needed: _____
 7. Make draft document available to public in conjunction with comment period and public notice
 1. MAPA and/or office (Date completed: _____)
 2. MAPA website (Date completed: _____)
 1. Collect and review public input.
 1. Where comments received? _____
 2. Response(s) sent. (Date completed: _____)
3. Next Steps: _____
Other considerations:
 1. Have areas that are traditionally underserved and low-income and minority populations been reached?
Who was contacted? _____
 1. How were they contacted? _____
 2. (Date completed: _____)
 2. Create brochure/flier (Date completed: _____)
3. Second Public Meeting – Status of Funded Activities (Date completed: _____)

Anticipated 2019 Committee Meeting Dates

The agenda is typically published no later than seven days prior to the meeting. Materials and requests are typically due no later than nine days prior to the meeting.

Transportation Technical Advisory Committee

	Meeting Date	Agenda Published
2019	1/19/2019	1/12/2019
	2/22/2019	2/15/2015
	3/22/2019	3/15/2015
	4/19/2019	4/12/2019
	5/24/2019	5/17/2019
	6/21/2019	6/14/2019
	7/19/2019	7/12/2019
	8/23/2019	8/16/2019
	9/20/2019	9/132019
	10/25/2019	10/18/2019
	12/6/2019	11/29/2019

MAPA Board of Directors

	Meeting Date	Agenda Published
2019	1/24/2019	1/17/2019
	2/28/2019	2/21/2019
	3/28/2019	3/21/2019
	4/25/2019	4/18/2019
	5/30/2019	5/23/2019
	6/27/2019	6/20/2019
	7/25/2019	7/18/2019
	8/22/2019	8/15/2019
	9/26/2019	9/19/2019
	10/31/2019	10/24/2019
	12/12/2019	12/5/2019

Anticipated 2020 Committee Meeting Dates

Transportation Technical Advisory Committee

	Meeting Date	Agenda Published
2020	1/17/2020	1/10/2020
	2/20/2020	2/13/2020
	3/20/2020	3/13/2020
	4/17/2020	4/10/2020
	5/22/2020	5/15/2020
	6/19/2020	6/12/2020
	7/24/2020	7/17/2020
	8/21/2020	8/14/2020
	9/18/2020	9/11/2020
	10/23/2020	10/16/2020
	11/20/2020	11/13/2020

MAPA Board of Directors

	Meeting Date	Agenda Published
2020	1/30/2020	1/23/2020
	2/27/2020	2/20/2020
	3/26/2020	3/19/2020
	4/30/2020	4/23/2020
	5/28/2020	5/21/2020
	6/25/2020	6/18/2020
	7/30/2020	7/23/2020
	8/27/2020	8/20/2020
	9/24/2020	9/17/2020
	10/29/2020	10/22/2020
	12/3/2020	11/26/2020

Appendix B: Glossary

Environmental Justice - refers to the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

FHWA - Federal Highway Administration. An agency of the U.S. Department of Transportation responsible for funding highways and trails .

FTA - Federal Transit Administration. An agency of the U.S. Department of Transportation responsible for funding providing technical assistance to public transit systems.

Iowa DOT - Iowa Department of Transportation.

ITS - Intelligent Transportation Systems 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.

L RTP - Long Range Transportation Plan – a long range plan that identifies area transportation needs in light of projected growth patterns and broadly charts major capital investments for transportation system development to meet these projected needs.

MPO - Metropolitan Planning Organization – 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.

MSA – Metropolitan Statistical Area is an area defined by the Office of Management and Budget as a federal statistical standard. An area qualifies as an MSA in one of two ways: if there is a city of at least 50,000 population, or an urbanized area of at least 50,000 population and a metropolitan population of at least 100,000. An MSA must contain a county with the main city and may include additional counties that meet specific criteria concerning economic and social ties to the central city. The MSA in this region consists of Douglas, Cass, Sarpy, Saunders, and Washington counties in Nebraska and Harrison, Mills, and Pottawattamie counties in Iowa.

NDOT – Nebraska Department of Transportation.

NEPA -The National Environmental Policy Act of 1969 is the basic national charter for protection of the environment. It established procedures that all federal agencies are required to implement to make environmental consideration a part of an agency’s decision-making process. NEPA requires all federal agencies to take into account environmental consequences when making decisions that could be

considered “major federal actions.” Federal agencies must assess the environmental consequences of proposed actions and consider that information when making decisions.

Public Participation Plan (PPP) - A Public Participation Plan outlines how an organization will work to achieve public participation in all planning activities. Public participation is an integral part of the planning process. It helps ensure consideration of the public’s needs and preferences are incorporated into decisions. According to the Federal Highway Administration of the U.S. Department of Transportation, “Successful public participation is a continuous process, consisting of a series of activities and actions to both inform the public and stakeholders and to obtain input from them which influence decisions that affect their lives... Public participation activities provide more value when they are open, relevant, timely, and appropriate for the intended goal of the public involvement process. Providing a balanced approach with representation of all stakeholders and including measures to seek out and consider the needs of all stakeholders, especially those that are traditionally underserved by past and current transportation programs, facilities, or services.”

RTIP - Rural Transportation Improvement Program is the spending plan for funding expected over the next six years from all sources for transportation projects of all types in the Regional Planning Affiliation-18 (RPA-18).

STBG - Surface Transportation Block Grants – a federal funding program for roads that may be spent by states and localities for any roads that are not functionally classified as local or rural minor collectors. Funds may be used for a wide variety of purposes, but at least ten percent must be spent on enhancement projects.

TIP - Transportation Improvement Program is the spending plan for funding expected from all sources for transportation projects of all types in the MAPA Transportation Study Area over the next six years. MAPA prepares the TIP annually based on information submitted by local and state governments.

Title VI of the Civil Rights Act of 1964 - “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”

TMA – Transportation Management Area – MPOs with a population more than 200,000, like the MAPA region, are deemed Transportation Management Areas (TMA) in federal law.

TTAC - Transportation Technical Advisory Committee is a MAPA committee, comprised of a broad representation of MAPA member jurisdictions. The TTAC reviews the LRTP and projects submitted for funding through the TIP and makes recommendations to the MAPA Board of Directors.

U.S. DOT - United States Department of Transportation is 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.

Appendix C: Environmental Justice (EJ) & Limited English Proficiency (LEP) Outreach Organizations

<i>Organization Name:</i>	100 Black Men-Omaha Inc	<i>Organization Name:</i>	Lakeview Bible Church
<i>Contact Name:</i>	Rick Bell	<i>Contact Name:</i>	David Holton
<i>Street Address:</i>	2221 N 24th St	<i>Street Address:</i>	1651 Avenue Q
<i>City, State ZIP:</i>	Omaha, NE NE 68110	<i>City, State ZIP:</i>	Carter Lake, IA 51510
<i>Phone:</i>	402-934-7065	<i>Phone:</i>	712-347-6440
<i>Website:</i>	100blackmenomaha.org	<i>Website:</i>	NA
<i>Organization Name:</i>	American Legion	<i>Organization Name:</i>	Midlands Bible Baptist Church
<i>Contact Name:</i>	Jim Zach	<i>Contact Name:</i>	David Lydick
<i>Street Address:</i>	4830 S 21st St	<i>Street Address:</i>	2407 Chandler Rd E
<i>City, State ZIP:</i>	Omaha, NE 68107	<i>City, State ZIP:</i>	Bellevue, NE 68005
<i>Phone:</i>	402-731-5185	<i>Phone:</i>	402-731-5932
<i>Website:</i>	NA	<i>Website:</i>	midlandsbbc.org
<i>Organization Name:</i>	Assembly of God South Side	<i>Organization Name:</i>	Midland's Latino Comm Devmnt
<i>Contact Name:</i>	Charles Davis	<i>Contact Name:</i>	Marta Londono
<i>Street Address:</i>	4815 Harrison St	<i>Street Address:</i>	4923 S 24th St
<i>City, State ZIP:</i>	Omaha, NE 68157	<i>City, State ZIP:</i>	Omaha, NE 68107
<i>Phone:</i>	402-733-6583	<i>Phone:</i>	402-933-4466
<i>Website:</i>	NA	<i>Website:</i>	NA
<i>Organization Name:</i>	Associated Builders	<i>Organization Name:</i>	Miracle Hills Community Bapt
<i>Contact Name:</i>	Dick Johnson	<i>Contact Name:</i>	Kevin Walden
<i>Street Address:</i>	2602 Harney St	<i>Street Address:</i>	11244 Blondo St
<i>City, State ZIP:</i>	Omaha, NE 68131	<i>City, State ZIP:</i>	Omaha, NE 68164
<i>Phone:</i>	402-344-4258	<i>Phone:</i>	402-492-8374
<i>Website:</i>	NA	<i>Website:</i>	mhchurch.org
<i>Organization Name:</i>	Bellevue Chamber of Commerce	<i>Organization Name:</i>	Mt View Boys & Girls Club
<i>Contact Name:</i>	Jim Ristow	<i>Contact Name:</i>	Thomas Linnell
<i>Street Address:</i>	1102 Galvin Rd S	<i>Street Address:</i>	5322 N 52nd St
<i>City, State ZIP:</i>	Bellevue, NE 68005	<i>City, State ZIP:</i>	Omaha, NE 68104
<i>Phone:</i>	402-291-5216	<i>Phone:</i>	402-208-3833
<i>Website:</i>	bellevuenebraska.com	<i>Website:</i>	www.bgcomaha.org

<i>Organization Name:</i>	Bellevue Community Church	<i>Organization Name:</i>	Native Omahans Club Inc
<i>Contact Name:</i>	Rick Jashinske	<i>Contact Name:</i>	NA
<i>Street Address:</i>	8601 S 36th St	<i>Street Address:</i>	3819 1/2 N 24th St
<i>City, State ZIP:</i>	Bellevue, NE 68147	<i>City, State ZIP:</i>	Omaha, NE 68110
<i>Phone:</i>	402-733-0136	<i>Phone:</i>	402-457-5974
<i>Website:</i>	NA	<i>Website:</i>	NA
<i>Organization Name:</i>	Building Bright Futures	<i>Organization Name:</i>	Omaha Community Foundation
<i>Contact Name:</i>		<i>Contact Name:</i>	Mike Leighton
<i>Street Address:</i>	1004 Farnam St # 102	<i>Street Address:</i>	302 S 36th St # 100
<i>City, State ZIP:</i>	Omaha, NE 68102	<i>City, State ZIP:</i>	Omaha, NE 68131
<i>Phone:</i>	402-715-4145	<i>Phone:</i>	402-342-3458
<i>Website:</i>	buildingbrightfutures.net	<i>Website:</i>	omahafoundation.org
<i>Organization Name:</i>	Calvary Christian Church	<i>Organization Name:</i>	Omaha Gospel Hall Church
<i>Contact Name:</i>	Scott Beckenhauer	<i>Contact Name:</i>	Mark Fitch
<i>Street Address:</i>	10100 Cedar Island Rd	<i>Street Address:</i>	5622 N 69th St
<i>City, State ZIP:</i>	Bellevue, NE 68123	<i>City, State ZIP:</i>	Omaha, NE 68104
<i>Phone:</i>	402-293-1700	<i>Phone:</i>	402-571-5983
<i>Website:</i>	calvarychristianchurch.org	<i>Website:</i>	NA
<i>Organization Name:</i>	Camara De Comercio Y Hispana	<i>Organization Name:</i>	Omaha Together One Community
<i>Contact Name:</i>	NA	<i>Contact Name:</i>	Paul Turner
<i>Street Address:</i>	4018 L St	<i>Street Address:</i>	3647 Lafayette Ave
<i>City, State ZIP:</i>	Omaha, NE 68107	<i>City, State ZIP:</i>	Omaha, NE 68131
<i>Phone:</i>	402-933-0384	<i>Phone:</i>	402-344-4401
<i>Website:</i>	NA	<i>Website:</i>	otoc.org
<i>Organization Name:</i>	Chamber of Commerce	<i>Organization Name:</i>	Omaha Urban Ahec
<i>Contact Name:</i>	Bob Mundt	<i>Contact Name:</i>	Lizabet Arellano
<i>Street Address:</i>	7 N 6th St	<i>Street Address:</i>	5017 Leavenworth St., Suite 101
<i>City, State ZIP:</i>	Council Bluffs, IA 51503	<i>City, State ZIP:</i>	Omaha, NE 68106
<i>Phone:</i>	712-325-1000	<i>Phone:</i>	402-502-1207
<i>Website:</i>	councilbluffsiowa.com	<i>Website:</i>	ahecomaha.org
<i>Organization Name:</i>	Church of Christ	<i>Organization Name:</i>	Open Door Mission
<i>Contact Name:</i>	Adam Dollen	<i>Contact Name:</i>	Candace Gregory
<i>Street Address:</i>	2800 Twin City Dr # 3-6r	<i>Street Address:</i>	2828 N 23rd St E
<i>City, State ZIP:</i>	Council Bluffs, IA 51501	<i>City, State ZIP:</i>	Omaha, NE 68110
<i>Phone:</i>	712-256-6496	<i>Phone:</i>	402-422-1111
<i>Website:</i>	NA	<i>Website:</i>	opendoormission.org

<i>Organization Name:</i>	Church of the Nazarene	<i>Organization Name:</i>	Pilgrim Christian Church
<i>Contact Name:</i>	Dan Cole	<i>Contact Name:</i>	NA
<i>Street Address:</i>	8206 Blondo St	<i>Street Address:</i>	2818 N 70th St
<i>City, State ZIP:</i>	Omaha, NE 68134	<i>City, State ZIP:</i>	Omaha, NE 68104
<i>Phone:</i>	402-393-8040	<i>Phone:</i>	402-556-2325
<i>Website:</i>	omahacentral.org	<i>Website:</i>	NA
<i>Organization Name:</i>	Community Baptist Church	<i>Organization Name:</i>	Presbyterian Church of Master
<i>Contact Name:</i>	NA	<i>Contact Name:</i>	John D Hansen
<i>Street Address:</i>	8019 N 31st St	<i>Street Address:</i>	10710 Corby Cir
<i>City, State ZIP:</i>	Omaha, NE 68112	<i>City, State ZIP:</i>	Omaha, NE 68164
<i>Phone:</i>	402-457-4400	<i>Phone:</i>	402-498-0871
<i>Website:</i>	NA	<i>Website:</i>	pcmwindow.org
<i>Organization Name:</i>	Developmental Services of Iowa	<i>Organization Name:</i>	Prince of Peace Church
<i>Contact Name:</i>	Tonya Fustos	<i>Contact Name:</i>	Smart Smartt
<i>Street Address:</i>	535 W Broadway # 202	<i>Street Address:</i>	7818 Raven Oaks Dr
<i>City, State ZIP:</i>	Council Bluffs, IA 51503	<i>City, State ZIP:</i>	Omaha, NE 68152
<i>Phone:</i>	712-242-0533	<i>Phone:</i>	402-572-1028
<i>Website:</i>	dsiowa.com	<i>Website:</i>	NA
<i>Organization Name:</i>	Downtown Improvement Dist Assn	<i>Organization Name:</i>	South Omaha Business Assn
<i>Contact Name:</i>	Shelley Kiel	<i>Contact Name:</i>	Jean Mill
<i>Street Address:</i>	1620 Dodge St # 140	<i>Street Address:</i>	4827 S 24th St
<i>City, State ZIP:</i>	Omaha, NE 68102	<i>City, State ZIP:</i>	Omaha, NE 68107
<i>Phone:</i>	402-916-1796	<i>Phone:</i>	402-731-8828
<i>Website:</i>	NA	<i>Website:</i>	NA
<i>Organization Name:</i>	Dundee Presbyterian Church	<i>Organization Name:</i>	Spiritual Science Church
<i>Contact Name:</i>	Robert Jordan	<i>Contact Name:</i>	NA
<i>Street Address:</i>	5312 Underwood Ave	<i>Street Address:</i>	321 Hascall St
<i>City, State ZIP:</i>	Omaha, NE 68132	<i>City, State ZIP:</i>	Omaha, NE 68108
<i>Phone:</i>	402-558-2330	<i>Phone:</i>	402-345-0101
<i>Website:</i>	dpcomaha.org	<i>Website:</i>	NA
<i>Organization Name:</i>	Economic Development Council	<i>Organization Name:</i>	St Andrews Episcopal Church
<i>Contact Name:</i>	Rod Moseman	<i>Contact Name:</i>	John Schaefer
<i>Street Address:</i>	1301 Harney St	<i>Street Address:</i>	925 S 84th St
<i>City, State ZIP:</i>	Omaha, NE 68102	<i>City, State ZIP:</i>	Omaha, NE 68114
<i>Phone:</i>	402-346-5905	<i>Phone:</i>	402-391-1950
<i>Website:</i>	selectgreateromaha.com	<i>Website:</i>	standrewsomaha.org

<i>Organization Name:</i>	Empowerment Network	<i>Organization Name:</i>	St Bernard Church
<i>Contact Name:</i>	Vicki Quaites-Ferris	<i>Contact Name:</i>	G Melchior
<i>Street Address:</i>	105 N. 31 st Ave. Ste. 101	<i>Street Address:</i>	3601 N 65th St
<i>City, State ZIP:</i>	Omaha, NE 68131	<i>City, State ZIP:</i>	Omaha, NE 68104
<i>Phone:</i>	402-502-5153	<i>Phone:</i>	402-551-0269
<i>Website:</i>	Empoweromaha.com	<i>Website:</i>	NA
<i>Organization Name:</i>	Family Housing Authority	<i>Organization Name:</i>	St Joan of Arc Church
<i>Contact Name:</i>	Teresa Hunter	<i>Contact Name:</i>	Daniel Soltys
<i>Street Address:</i>	2401 Lake St # 201	<i>Street Address:</i>	3122 S 74th St
<i>City, State ZIP:</i>	Omaha, NE 68111	<i>City, State ZIP:</i>	Omaha, NE 68124
<i>Phone:</i>	402-934-6603	<i>Phone:</i>	402-393-2005
<i>Website:</i>	fhasinc.org	<i>Website:</i>	NA
<i>Organization Name:</i>	First Assembly of God	<i>Organization Name:</i>	St Matthew Lutheran Church
<i>Contact Name:</i>	Shawn Oberg	<i>Contact Name:</i>	Glen Thomas
<i>Street Address:</i>	3320 Harry Langdon Blvd	<i>Street Address:</i>	1725 S 60th St
<i>City, State ZIP:</i>	Council Bluffs, IA 51503	<i>City, State ZIP:</i>	Omaha, NE 68106
<i>Phone:</i>	712-323-7721	<i>Phone:</i>	402-556-7030
<i>Website:</i>	cbfirstassembly.org	<i>Website:</i>	smlutheran.com
<i>Organization Name:</i>	Florence Christian Church	<i>Organization Name:</i>	Trinity United Methodist Church
<i>Contact Name:</i>	Jeff Hicks	<i>Contact Name:</i>	Charlotte Abram
<i>Street Address:</i>	7300 North Ridge Dr	<i>Street Address:</i>	6001 Fontenelle Blvd
<i>City, State ZIP:</i>	Omaha, NE 68112	<i>City, State ZIP:</i>	Omaha, NE 68111
<i>Phone:</i>	402-455-8082	<i>Phone:</i>	402-455-6379
<i>Website:</i>	florencechristianchurch.com	<i>Website:</i>	NA
<i>Organization Name:</i>	Goodwill	<i>Organization Name:</i>	VFW Post
<i>Contact Name:</i>	Diane Cich	<i>Contact Name:</i>	Al Bernside
<i>Street Address:</i>	1616 Capitol Ave	<i>Street Address:</i>	100 Locust St
<i>City, State ZIP:</i>	Omaha, NE 68102	<i>City, State ZIP:</i>	Carter Lake, IA 51510
<i>Phone:</i>	402-342-4720	<i>Phone:</i>	712-347-6969
<i>Website:</i>	goodwillomaha.org	<i>Website:</i>	vfw.org
<i>Organization Name:</i>	Greater Omaha Chamber-of Commerce	<i>Organization Name:</i>	Victory Fellowship Church
<i>Contact Name:</i>	David Brown	<i>Contact Name:</i>	Lonnie Parton
<i>Street Address:</i>	1301 Harney St	<i>Street Address:</i>	PO Box 1843
<i>City, State ZIP:</i>	Omaha, NE 68102	<i>City, State ZIP:</i>	Council Bluffs, IA 51503
<i>Phone:</i>	402-346-5000	<i>Phone:</i>	712-323-3453
<i>Website:</i>	omahachamber.org	<i>Website:</i>	vfministries.com

<i>Organization Name:</i>	Justice for Our Neighbors		<i>Organization Name:</i>	YMCA
<i>Contact Name:</i>	Emiliano Lerda		<i>Contact Name:</i>	Staci Gowan
<i>Street Address:</i>	2418 E St		<i>Street Address:</i>	1111 Fort St
<i>City, State ZIP:</i>	Omaha, NE 68107		<i>City, State ZIP:</i>	Omaha, NE 68110
<i>Phone:</i>	402-898-1349		<i>Phone:</i>	402-339-9861
<i>Website:</i>	jfon-ne.org		<i>Website:</i>	metroymca.org
<i>Organization Name:</i>	Keep Omaha Beautiful Inc			
<i>Contact Name:</i>	Cindy Smilley			
<i>Street Address:</i>	1819 Farnam St # 306			
<i>City, State ZIP:</i>	Omaha, NE 68102			
<i>Phone:</i>	402-444-7774			
<i>Website:</i>	knb.org			

These outreach organizations are mapped in conjunction with the Environmental Justice and Limited English Proficiency census tracts (Figure 3.2).

Appendix D: Resource Agencies and Interested Parties

The table below displays the various resource agencies and interested parties which were contacted for the development of this plan and will be contacted for future plan developments. This list will evolve continually as more organizations are identified.

Resource Agencies							
Agency Type	Organization	Full Name	Title	Email	Street Address	City, State ZIP	Phone
Federal	FTA Region VII	Daniel Nguyen	Community Planner	Daniel.Nguyen@dot.gov	901 Locust Street Suite 404	Kansas City, MO 64106	(816) 329-3920
Federal	FHWA- Iowa	Darla Hugaboom	Transportation Planner	darla.hugaboom@dot.gov	105 6th Street	Ames, IA 50010	(515) 233-7305
Federal	FHWA- Nebraska	Justin Luther	Transportation Planner	Justin.Luther@dot.gov	100 Centennial Mall North, Room 220	Lincoln, NE 68508-3803	(402) 742-8464
Federal	US Army Corps of Engineers			dll-cenwo-pao@usace.army.mil	1616 Capitol Ave., Ste. 9000	Omaha, NE 68102	(402) 995-2417
Federal	US Environmental Protection Agency- Nebraska	Sara Morgan	Health Program Manager	sara.morgan@nebraska.gov	100 Centennial Mall N	Lincoln, NE 68508	(402) 471-3121
Federal	US Environmental Protection Agency- Regional	Bob Dye		dye.robert@epa.gov	301 Centennial Mall S	Lincoln, NE 68508	(913) 551-7605
Federal	US Fish and Wildlife Service- Iowa Office			RockIsland@fws.gov	1511 47th Avenue	Moline, IL 61265	(515) 928-2523
Federal	US Fish and Wildlife Service- Nebraska Office	Michael D. George	Field Supervisor	mike_george@fws.gov	203 W 2nd St	Grand Island, NE 68801	(308) 382-6468 ext: 12
State	IDOT	Andrea White	Statewide Planning Coordinator Planning Team	andrea.white@iowadot.us	800 Lincoln Way	Ames, IA 50010	(515) 239-1210
State	IDOT	Scott Suhr	District Transportation Planner	scott.suhr@ iowadot.us	2210 E. 7th St.	Atlantic, IA 50022	(712) 243-7627
State	IDOT	Scott Schram	District Engineer	scott.schram @ iowadot.us			712-243-3355
State	Iowa Department of Environmental Quality	Kevin Baskins	General Press/Media Contact	Kevin.Baskins@dnr.iowa.gov	502 E. 9th Street	Des Moines, IA 50319-0034	(515) 281-8395
State	Iowa Department of Veterans' Affairs	Robert King	Executive Director	Robert.king@iowa.gov	7105 NW 70th Ave.	Johnston, IA 50131-1824	(515) 252-4698
State	Iowa Economic Development Authority	Tina Hoffman	Communications Director	communications@iowa.gov	200 East Grand Avenue	Des Moines, Iowa 50309	(515) 725-3150
State	Iowa State Historical Society	Mary Cownie	Director, Iowa Department of Cultural Affairs	Mary.Cownie@iowa.gov	600 East Locust	Des Moines, Iowa, 50319	(515) 281-7471
State	Iowa Transportation Commission	Kathy Fehrman	Commissioner	Kathy.Fehrman@dot.iowa.gov			(308) 530-5331
State	Iowa Workforce Development, Region 13			Region13.Web@iwd.iowa.gov	300 W. Broadway, Suite 13	Council Bluffs, Iowa 51503	(712) 242-2100
State	NDOR	Craig Wackner	Highway Planning Manager	craig.wackner@nebraska.gov	1400 NE Hwy 2	Lincoln, NE 68509	(402) 479-4623
State	NDOR	Kaine McClelland	GIS	kaine.mcclelland@nebraska.gov	1400 NE Hwy 2	Lincoln, NE 68509	

State	NDOR	Mike Owen	Division Engineer	mike.owen@nebraska.gov	1500 NE Hwy 2	Lincoln, NE 68509	(402) 479-4795
State	NDOR	Tim Weander	District Engineer	tim.weander@nebraska.gov	4425 S 108th St	Omaha, NE 68145	402-595-2534
State	NDOR	Tom Goodbarn	District Engineer	thomas.goodbarn@nebraska.gov	302 Superior St	Lincoln NE 68521	402-471-0850
State	Nebraska Department of Economic Development	Lara Huskey	Deputy Director	lara.huskey@nebraska.gov	300 S 68th St Pl	Lincoln, NE 68510	(402) 471-3759
State	Nebraska Department of Environmental Quality			NDEQ.moreinfo@Nebraska.gov	8901 South 154th Street, Suite 5	Omaha, NE 68138-3621	(402) 595-1766
State	Nebraska Department of Veterans' Affairs	John Hilgert	Director	john.hilgert@nebraska.gov	PO Box 95083	Lincoln NE 68509-5083	(402) 471-2458
State	Nebraska Dept. of Labor	Phil Baker	Director	Phil.Baker@nebraska.gov	550 South 16th Street	Lincoln, NE 68508	(402) 471-9964
State	Nebraska Game and Parks Commission	Jerry Kane	Public Information Officer	jerry.kane@nebraska.gov	1212 Bob Gibson Blvd.	Omaha, NE 68108-2020	(402) 595-2144
State	Nebraska State Historical Preservation Office	Michael J. Smith	Director / CEO	michael.smith@nebraska.gov	1500 R Street	Lincoln, NE 68501	(402) 471-4745
Local	Bellevue Chamber Of Commerce	Jim Ristow	President & CEO	president@bellevuenebraska.com	1102 South Galvin Rd.	Bellevue, NE 68005	(402) 898-3000
Local	Council Bluffs Chamber of Commerce	Bob Mundt	President/CEO	BMundt@councilbluffsia.com	149 W. Broadway	Council Bluffs, IA 51503	(712) 325-1000
Local	Greater Omaha Chamber	David Brown	President and CEO	dbrown@omahachamber.org	1301 Harney St.	Omaha, NE 68102	(402) 346-5297
Local	Gretna Chamber of Commerce	Lisa Halker	Administrative Assistant	info@gretnachamber.com	204 North McKenna Avenue	Gretna, NE 68028	(402) 332-3535
Local	La Vista Chamber of Commerce			carol@lavistachamber.org	7536 S. 84th St. Suite B	La Vista, NE 68128-2198	(402) 339-2078
Local	Omaha Airport Authority	Dave Amdor	Assistant Controller	dave.amdor@flyoma.com	4501 Abbott Drive, Suite 2300 Eppley Airfield	Omaha, Ne 68110-2689	(402) 661-8012
Local	Omaha Airport Authority	Dave Roth	Director of Planning and Engineering	dave.roth@flyoma.com	4501 Abbott Dr, 2300	Omaha, NE 68110	
Local	Pottawattamie County Development Corporation	Amy Recker	Executive Director	arecker@councilbluffsia.com	PO Box 1565	Council Bluffs, IA 51502-1565	(712) 256-5624
Local	Ralston Chamber of Commerce	Tara Lea	President	tlea@ralstonareachamber.org	5505 Miller Ave	Ralston, NE 68127	(402) 339-7737
Local	Sarpy County Chamber of Commerce	Annisa Visty-Witthrow	Office & Communications Manager	chamber@sarpychamber.org	7775 Olson Dr	Papillion, NE 68046	(402) 339-3050
Freight	Burlington Northern	Andy Williams	Director of Public Affairs	andy.williams@bnsf.com			(817) 867-6369
Freight	Union Pacific	Kelli O'Brien	Director, Public Affairs	kobrien@up.com	1400 Douglas Street	Omaha, NE 68179	(402) 544-4749
Freight	Werner Trucking	Dick Reiser	VP	reiser@werner.com	14507 Frontier Road	Omaha, NE 68138	
Freight	Iowa Trucking Association	Brenda Neville	president	brenda@iowamotortruck.com	717 E Court Ave	Des Moines, IA 50309	(515) 244-5193
Freight	Nebraska Trucking Association	Larry Johnson	president	ljohnson@nebtrucking.com	1701 K St	Lincoln, NE 68508	(402) 476-8504
Tribal Lands	Assiniboine and Sioux Tribes of the Fort Peck Indian Reservation	Floyd Azure	Chairman	cultres@nemontel.net	P.O. Box 1027	Poplar, MT 59255	(406)-768-2382

Tribal Lands	Iowa Tribe of Kansas and Nebraska	Alan Kelley	THPO	akelley@iowas.org	3345 Thrasher Rd.	White Cloud, KS 66094	(785) 595-3258
Tribal Lands	Iowa Tribe of Kansas and Nebraska	Timothy Rhodd	Chairman	trhodd@iowas.org	3345 Thrasher Rd.	White Cloud, KS 66094	(785) 595-3258
Tribal Lands	Iowa Tribe of Oklahoma	Janice Rowe-Kurak	Chairperson	rowe-kurak@iowanation.org	Rt. 1, Box 721	Perkins, OK 74059	(405) 547-2402
Tribal Lands	Omaha Tribe of Nebraska	Amen C. Sheridan	Chairperson	asheridan@omahatribe.com	P.O. Box 368	Macy, NE 68039	(402) 837-5391
Tribal Lands	Omaha Tribe of Nebraska	Calvin R. Harlan	THPO	CJHarlan59@yahoo.com	P.O. Box 368	Macy, NE 68039	(402) 837-5391
Tribal Lands	Otoe-Missouria Tribe of Indians	John R. Shotton	Chairman	jshotton@omtribe.org	8151 Highway 177	Red Rock, OK 754651-0348	(580) 723-4466
Tribal Lands	Ponca Tribe of Nebraska	Gary Robinette	THPO	garyr@poncatrbe-ne.org	P.O. Box 288	Niobrara, NE 68760	(402) 857-3519
Tribal Lands	Ponca Tribe of Nebraska	Rebecca White	Chairwoman	janc@poncatrbe-ne.org	P.O. Box 288	Niobrara, NE 68760	(402) 857-3391
Tribal Lands	Sac and Fox Nation	George Thurman	Principal Chief	chief@sacandfoxnation-nsn.gov	Rt. 2, Box 246	Stroud, OK 74079	(918) 968-3526
Tribal Lands	Sac and Fox Nation of Missouri in Kansas and Nebraska	Twen Barton	Chairperson	tbarton@sacandfoxcasino.com	305 N. Main Street	Reserve, KS 66434	(785) 742-7471
Tribal Lands	Sac and Fox Tribe of the Mississippi in Iowa	Gailey Wanatee	Chief	director.hr@meskwaki-nsn.gov	349 Meskwaki Road	Tama, IA 52339	(515) 484-4678

Interested Parties							
Agency Type	Organization	Full Name	Title	Email	Street Address	City, State ZIP	Phone
City	Bellevue Public Works Department	Jeff Roberts	Public Works Director	jeff.roberts@bellevue.net	210 West Mission Ave	Bellevue, NE 68005	402-293-3025
City	Blair Public Works Department	Allen Schoemaker	Director of Public Works	allens@ci.blair.ne.us	218 S 16th Street	Blair, NE 68008	402-426-4191
City	City of Bellevue, Nebraska	Rita Sanders	Mayor	Rita.Sanders@bellevue.net	210 W. Mission Ave.	Bellevue, NE 68005	(402) 293-3020
City	City of Blair, Asst City Admin	Phil Green	Director of Public Works	PCGreen@ci.blair.ne.us	218 S 16th Street	Blair, NE 68008	402-426-4195
City	City of Council Bluffs	Greg Reeder	Public Works Director	greeder@councilbluffs-ia.gov	209 Pearl St.	Council Bluffs, IA 51503	712-328-4635
City	City of Council Bluffs	Matt Walsh	Mayor	wschultz@councilbluffs-ia.gov	209 Pearl St., Attn: Matt Walsh	Council Bluffs, IA 51503	(712) 328-4601
City	Council Bluffs Public Works Department- Engineering	Matt Cox	City Engineer	mcox@councilbluffs-ia.gov	209 Pearl Street	Council Bluffs, IA 51503	712-328-4635
City	City of La Vista	Doug Kindig	Mayor	dkindig@cityoflavista.org	8116 Park View Blvd.	La Vista, NE 68128	
City	City of La Vista	John Kottman	City Engineer	jkottmann@cityoflavista.org	1819 Farnam St.	Omaha, NE 68183	(402) 331 8927
City	City of Omaha	Carlos Morales	Bike and Pedestrian Coordinator	Carlos.Morales@ci.omaha.ne.us	1819 Farnam St.	Omaha, NE 68183	(402) 444 -5150 ext 2067
City	City of Omaha	Derek Miller	Transportation Planner	Derek.Miller@ci.omaha.ne.us	1819 Farnam St.	Omaha, NE 68183	402-444-5150

City	City of Omaha	Jean Stothert	Mayor	Jean.Stothert@ci.omaha.ne.us	1819 Farnam St., Suite 300	Omaha, NE 68183	(402) 444-5000
City	City of Omaha	Mikki Frost	Director, Human Resources	Mikki.frost@ci.omaha.ne.us	1819 Farnam St., Room 506	Omaha, NE 68183	
City	City of Omaha	Ryan McClure	City Planner	Ryan.McClure@ci.omaha.ne.us	1819 Farnam St.	Omaha, NE 68183	402-444-4303
City	La Vista Public Works Department	Joe Soucie	Public Works Director	jsoucie@cityoflavista.org	9900 Portal Road	La Vista, NE 68128	402-331-8927
City	Mayor's Youth Leadership Commission	Daniel Ritter	Student	2014242@prep.creighton.edu	1819 Farnam St., Suite 300	Omaha, NE 68183	
City	Metro	Curt Simon	Executive Director	csimon@ometro.com	2222 Cuming Street	Omaha, NE 68131	402-341-7560
City	Metro	Evan Schweitz	Transit Planner	eschweitz@ometro.com	2222 Cuming Street	Omaha, NE 68131	402-341-0800
City	Omaha Public Works Department	Todd Pfitzer	City Engineer - Transportation Services	todd.pfitzer@ci.omaha.ne.us	1819 Farnam Street, Suite 600	Omaha, NE 68183	402-444-5226
City	Papillion Public Works Department	Marty Leming	Public Works Director	mleming@papillion.org	145 West Second St.	Papillion, NE 68046	402-597-2043
City	Southwest Iowa Transit Agency	Steve Andersen		steve.andersen@swipco.org	1501 SW 7th Street	Atlantic, IA 50022	712-243-4196
County	Cass County Department of Roads	Lenny Thorne	Department Head	roads@cassne.org	13860 12th St .	Plattsmouth, NE 68048	402-296-9353
County	Cass County, Nebraska	Jim Peterson	Commissioner	dist3comm@cassne.org	346 Main St., Rm 202	Plattsmouth, NE 68048	(402) 296-9300
County	Douglas County Engineer's Office	Dan Kutilek	Manager Engineer	dan.kutilek@douglascounty-ne.gov	15505 W Maple Road	Omaha, NE 68116	402-444-6460
County	Douglas County, Nebraska	Mary Ann Borgeson	Commissioner	maryann.borgeson@douglascounty-ne.gov	1819 Farnam St., LC2, Civic Center	Omaha, NE 68183	
County	Harrison County Engineer's Office	Tom Stoner	Transportation Engineer	jtstoner@harrisoncountyaia.org		Woodbine, IA	712-644-3140
County	Harrison County, Iowa	Bob Smith	Supervisor	dumbob@iowatelecom.net	Courthouse, 2nd Floor, 111 N. 2nd Ave.	Logan , IA 51546	
County	Mills County Engineer's Office	Kevin Mayberrrt	Transportation Engineer	kmayberry@millscoia.us	403 Railroad Avenue	Glenwood, IA 51534	712-527-4873
County	Mills County, Iowa	Ron Kohn	Supervisor	r.e.kohn@msn.com	403 Railroad Avenue	Glenwood, IA 51534	(712) 527-4032
County	Pottawattamie County Engineer's Office	John Rasmussen	County Engineer	john.rasmussen@pottcounty.com	223 S 6th Street	Council Bluffs, IA 51501	712-328-5608
County	Pottawattamie County, Iowa	Lynn Grobe	Supervisor	lynn.grobe@pottcounty.com	227 S 6th St., Attn: Lynn Grobe	Council Bluffs, IA 51501	(712) 741-5538
County	Sarpy County Engineer's Office	Dennis Wilson	County Engineer	dwilson@sarpy.com	15100 South 84th Street	Papillion, NE 68123	402-537-6900
County	Sarpy County Public Works	Pat Dowse		pdowse@sarpy.com			402-537-6917
County	Sarpy County, Nebraska	Tom Richards	Commissioner	trichards@sarpy.com	1210 Golden Gate Drive #1250, c/o Sarpy County Commissioners	Papillion, NE 68046	(402) 593-4155

County	Saunders County, Nebraska	Dave Lutton	Commissioner	luttonlaw@yahoo.com	433 N Chestnut St, Attn:Dave Lutton	Wahoo, NE 68066	(402) 944-3383
County	Saunders Department of Roads	Steve Mika	Highway Superintendent	smika@co.saunders.ne.us	426 N Broadway	Wahoo, NE 68066	402-443-8124
County	Washington County, Nebraska	Steve Kruger	Commissioner	stevenkruger@abbnebraska.com	P.O. Box 466, Attn: Steve Kruger	Blair, NE 68008	
County	Washington Department of Roads	Cheryl Parsons		washcoroad@huntel.net	P.O. Box 130	Blair, NE 68008	402-426-6844
Developer	75 North Revitalization, Inc.	Othello Meadows	Executive Director	othello@seventyfivenorth.org	4383 Nicholas St., Suite 302	Omaha, NE 68131	
Developer	BHI Development Inc.	Jerry Torczon	Owner	jerry@birchwoodhomesinc.com	11205 S. 150 St, Suite 100	Omaha, NE 68138	(402) 592-3277
Developer	McCarthy Construction	Bob McCarthy	President	bobmccarthy@iowatelecom.net			
Educational	Iowa Western Community College	Dan Kinney	President	dkinney@iwcc.edu	2700 College Road	Council Bluffs, IA 51502	
Educational	Metropolitan Community College	Heath Mello	Senator	hmello@leg.ne.gov			(402) 471-2710
Educational	University of Nebraska at Omaha	BJ Reed	Dean	breed@unomaha.edu	Office of Academic & Student Affairs, Eppley #202	Omaha, NE	(402) 554-2262
Educational	UNO- Dept of PBA	Angie Eikenberry	Associate Professor	aeikenberry@mail.unomaha.edu		,	402-554-3488
Local	Alegent Creighton Health	Sarah Sjolie		Sarah.Sjolie@alegent.org	McCauley Center, 12809 W. Dodge Rd.	Omaha, NE 68154	(402) 343-4507
Local	Glenwood Area Chamber of Commerce	Linda Washburn	Executive Director	linda@glenwoodia.com	5 North Vine St.	Glenwood, IA 51534	(712) 527-3298
Local	Omaha Housing Authority	Clifford Scott	CEO	cscott@ohauthority.org	540 S. 27th St.	Omaha, NE 68105	(402) 444-6900
Military	USAF - Offutt Air Force Base	April Gray	Base Community Planner	april.gray.3@us.af.mil			(402) 271-3449
Military	USAF - Offutt Air Force Base	Bruce McCauley	Interim Director, 55th Civil Engineer Squadron	Bruce.McCauley@offutt.af.mil			(402) 294-5501
Military	USAF - Offutt Air Force Base	Charles D Kuhl	Colonel	charles.kuhl@offutt.af.mil			(402) 294-5552
Neighborhood Alliance	Benson-Ames Alliance	c/o Omaha by Design	University of Nebraska at Omaha campus	baalliance@omahabydesign.org	6001 Dodge St.	Omaha, NE 68182-0402	(402) 554-4010
Neighborhood Alliance	Market West Neighborhood Alliance	Chad Eucker	President	ceacker@delineadesign.com	701 S 15 St, Studio 101	Omaha, NE 68102	(402) 547-7941
Neighborhood Alliance	Midtown Neighborhood Alliance	Diana Failla	President	info@midtownomaha.org	P.O. Box 31191	Omaha, NE 68131	Not available
Neighborhood Alliance	North Downtown Alliance	Jennifer Zimmer		info@northdowntownomaha.com	1516 Cuming Street	Omaha, NE 68108	
Neighborhood Alliance	North Omaha Neighborhood Alliance	Terrie Jackson Miller	Executive Director	nonaomaha@gmail.com	3223 North 45th Street #310	Omaha, NE 68104	(402) 457-7848
Neighborhood Alliance	South Omaha Neighborhood Alliance	Oscar Duran	President	od_1500@msn.com	PO Box 7707	Omaha, NE 68107	(402) 250-1648
NGO	Empowerment Network	Vicki Quates-Ferris	Director of Operations	vgferris@empoweromaha.com	105 N 31st Ave., Suite 101	Omaha, NE 68131	(402) 502-5153

NGO	Avenue Scholars Foundation	Dr. Kenneth Bird	President & CEO	kbird@avescholars.org	7101 Mercy Road, Suite 240	Omaha, NE 68106	(402) 991-5595
NGO	CQuence Health Group	Mike Cassling	CEO	mcassling@cquencehealth.com	13808 F St.	Omaha, NE 68137	
NGO	Great Plains Communications	Todd Foje	CEO	tfoje@gpcom.com	1600 Great Plains Centre,	Blair, NE 68008	(402) 426-6505
NGO	Greater Omaha Chamber of Commerce	David Brown	CEO	dbrown@omahachamber.org	1301 Harney St.	Omaha, NE 68102	(402) 346-5000
NGO	Iowa West Foundation	Pete Tulipana	Executive Director	ptulipana@iowawestfoundation.org	S Main St., #550	Council Bluffs, IA 51503	(712) 309-3001
NGO	Live Well Omaha	Sarah Sjolie	Executive Director	anne@livewellomaha.org	12565 W Center Road, Ste 220	Omaha, NE 68144	402-934-5886
NGO	Metropolitan Omaha Education Consortium	Dick Christie	Executive Director	rchristie@unomaha.edu	6001 Dodge St., Kayser Hall 208	Omaha, NE	(402) 554-2865
NGO	Metropolitan Utilities District	Amy Lindsay	Board Member	amylindsay98@cox.net	1723 Harney St.	Omaha, NE 68102-1960	(402) 932-5554
NGO	NP Dodge Real Estate	Sandy Dodge	CEO	sdodge@npdodge.com	12050 Pacific St.	Omaha, NE 68154	
NGO	Omaha Public Power District	Lisa Olson	Executive VP	lolson@oppd.com			
NGO	Waitt Corporation	Dana Bradford	CEO	dbradford@waittcompany.com	1125 S. 103rd St., Suite 425	Omaha, NE 68124	(402) 697-8003
Non-Profit	Boys & Girls Clubs of the Midlands	Nancy Williams	Chief Information Officer	nwilliams@bgcomaha.org	2610 Hamilton Street	Omaha, NE 68131	(402) 342-1600
Non-Profit	Boys Town	Randy Scott		Randolph.Scott@boystown.org	14100 Crawford St.	Boys Town, NE 68010	
Non-Profit	Emerging Terrain	Anne Trumble	Executive Director	anne@emergingterrain.org	1717 Vinton Street	Omaha, NE 68108	402-884-8754
Non-Profit	ENOA	Tammie Sehez					
Non-Profit	Holy Name Housing Corporation	Marilyn Ross	Executive Director	mross@hnhn.omahacoxmail.com	3014 North 45th Street	Omaha, NE 68104	(402) 453-6100
Non-Profit	Latino Center of the Midlands	Carolina Quezada	Executive Director	cquezada@latinocenterofthemidlands.org	4821 S 24th St.	Omaha, NE 68107	(402) 733-2720
Non-Profit	ModeShift Omaha	Geoff Deold		geoff@d-aarch.com			
Non-Profit	NeighborWorks®Home Solutions	Ken Lyons	Chief Executive Officer	klyons@nwhomesolutions.org	3520 Lake St.	Omaha, NE 68111	(402) 451-2939 x 1100
Non-Profit	Omaha by Design	Julie Reilly	Executive Director	jreilly@omahabydesign.org	6001 Dodge St., c/o University of Nebraska at Omaha	Omaha, NE 68182	(402) 554-4012
Non-Profit	Omaha Economic Development Corp.	Annette Artherton	Research and Development Director	AArtherton@omahaeconomic.com	2221 North 24th Street	Omaha, NE 68110	(402) 346-2300
State	Eastern Nebraska Office on Aging	Susie Davern		susie.davern@nebraska.gov	4223 Center Street	Omaha, NE 68105	402-444-6536

Appendix E: Public Involvement in Plan Development

The 2019 MAPA Public Participation Plan was released for public review and comment at www.mapcog.org on December 11, 2014. The public comment period lasted for forty-five days ending on January 26, 2015. A meeting was held with resource agencies and interested parties on February 10, 2014 and January 8, 2015. A press release was sent electronically to most news sources in the Omaha-Council Bluffs metropolitan area (Exhibit E-1). A public notice was published in various papers encouraging public comment (Exhibit E-2).

Notice of open public comment was also emailed to various interest groups and citizens in the metro area including:

1. Public Participation Contact List
2. Title VI List
3. Environmental Justice/Limited English Proficiency Group
4. Various other contacts from MAPA's extensive database

The project development methodology is detailed in Figure 1.1: Development Methodology.

Exhibit E-1: Press Release

Exhibit E-2: Public Notice

Exhibit E-3: Social Media

Exhibit E-1: Press Release

Articles resulting from the press release were published in the Midlands Business Journal, the Omaha Star, and The Daily Non-Parcil.

Exhibit E-2: Public Notice

Exhibit E-3: Social Media

Twitter ([@mapacog](https://twitter.com/mapacog))

Facebook (www.facebook.com/MAPA2222)

MAPA's Website (<http://mapacog.org/public-participation>)

Appendix F: Public Participation Survey

The public participation preference from found below was used to gathering information regarding how resource agencies and interested parties would like to participate in MAPA activities.

MAPA Public Participation Preference Survey

The Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) completes regional planning and programming efforts in a 5-county region. This public participation preference survey is being conducted as a part of the 2014 MAPA Public Participation Plan development.

Please indicate your participation preference, contact information, agency name, and agency type in the form below.

I would like to be notified of future MAPA planning efforts.
Please indicate which forms of participation you prefer. (check all that apply)

Meeting Notices (by email)

Newsletter (by email)

Committee Participation

Other:

Name

Mailing Address


City, State ZIP

Email Address

Agency Name

Agency Type:
Please select the type of agency you represent.

Never submit passwords through Google Forms. 100%: You made it.

Powered by  This form was created inside of Enterprise.

Appendix G: ADA Compliance Facility Checklist

Event: _____

Location/Address: _____

Date and Time: _____

Person Completing _____

Date: _____

Element	Accommodation Area	Yes	No	N/A
Transportation	If the event itself includes transportation, wheelchair accessible vehicles are also available and advertised as available to the public?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the meeting or event located close to accessible public transportation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If located close to accessible public transportation, does public transportation operate before and after meeting times? Ensure transportation is available until at least 8 pm.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is there an accessible route provided from the public transportation stop to the building or facility entrance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Accessible parking is available (review # of car and van accessible spaces)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	An accessible route with signage is provided from the parking lot to the facility?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Evacuation	Do you know the emergency evacuation plans for the meeting/training location?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking	Does the building have accessible (<i>handicap</i>) parking spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If yes, are they at least 8' wide and have 5' aisles next to them?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sidewalk	Are there unobstructed curb ramps leading to the sidewalk (<i>walkway</i>)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walkway	Is there a walkway from the parking lot to the building, at least 36" wide?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Does the walkway have a stable and firm surface?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If the accessible route is different from the primary route to and through the building, can you post signs with the wheelchair symbol that slow the route?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the walkway level and free of steps?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If no, is there a ramp at least 36" wide?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If there is a ramp, does it have a gentle slope (<i>1" rise to 12" length</i>)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire Alarms	Are there flash fire alarm signals in the building, in the meeting/training room?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Signage	Is there Braille text in the signage at the facility?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Element	Accommodation Area	Yes	No	N/A

Entrance/Doors	Is the door at least 36" wide (<i>wide enough for a wheelchair</i>)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Can the hardware be operated with one hand level, push plate, etc.) with minimum of twisting or grasping?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Are the handles low enough to reach (<i>maximum 48" high</i>)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Can the door be pushed open easily?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the threshold no more than ½" high and beveled?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	When a vestibule, is there a minimum of 48" between the sets of doors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Floors	Are the floors hard and not slippery?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is there a floor mat to dry feet and crutch tips to prevent slipping?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Corridors	Is there a 36" corridor, from the entrance to where the meeting/training is held?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the path free of objects projecting 4" maximum into the corridor?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Elevators	Is there an elevator in the facility where the meeting/training is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	If yes, is it a working one that is large enough for a wheelchair?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Are the controls within reach (<i>maximum 48"</i>)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Do the controls have Braille?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is there an audible signal ringing at each floor?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Meeting Room	Is there enough clearance around the table for a wheelchair to move?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Can the wheelchair pull under the edge of the table to sit close?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Restrooms	Is there a wide, accessible path to the restroom?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is there a toilet stall wide enough that a wheelchair can enter and close the door behind? Interior space to turn around?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is the water closet (<i>toilet</i>) 17-19 inches high to the rim?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Can the wheelchair roll under the sink (<i>29" to the bottom</i>)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Can the faucets be reached and turned on easily?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Are the dispensers (soap, towel, etc.) reachable (maximum 48" high)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Is there a mirror at an accessible height (bottom of the mirror 44" above the floor)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Appendix H: Public Comments

Public comments were received for 45-days between 12/11/14 – 1/26/15. A few comments were received at the resource agency/interested parties meeting on January 8, 2015. These comments are listed and addressed in Table 1.2. Members of the MAPA Citizens' Advisory Council (CAC) raised comments and suggestions at their January 15 meeting, when they reviewed the plan.

The CAC member comments are listed below:

- The Plan was in more plain English than past MAPA documents- getting into the spirit of the regulations rather than the letter of the law. Page 31 stated that the standards are being driven by the regulations, but may want to change the wording so it is more in the spirit rather than the letter of the law.
- MAPA should look into developing a graphic showing what happens to public comments and how the comment influences the plan. Possibly develop a graphic showing a typical meeting.

MAPA's response to the comments:

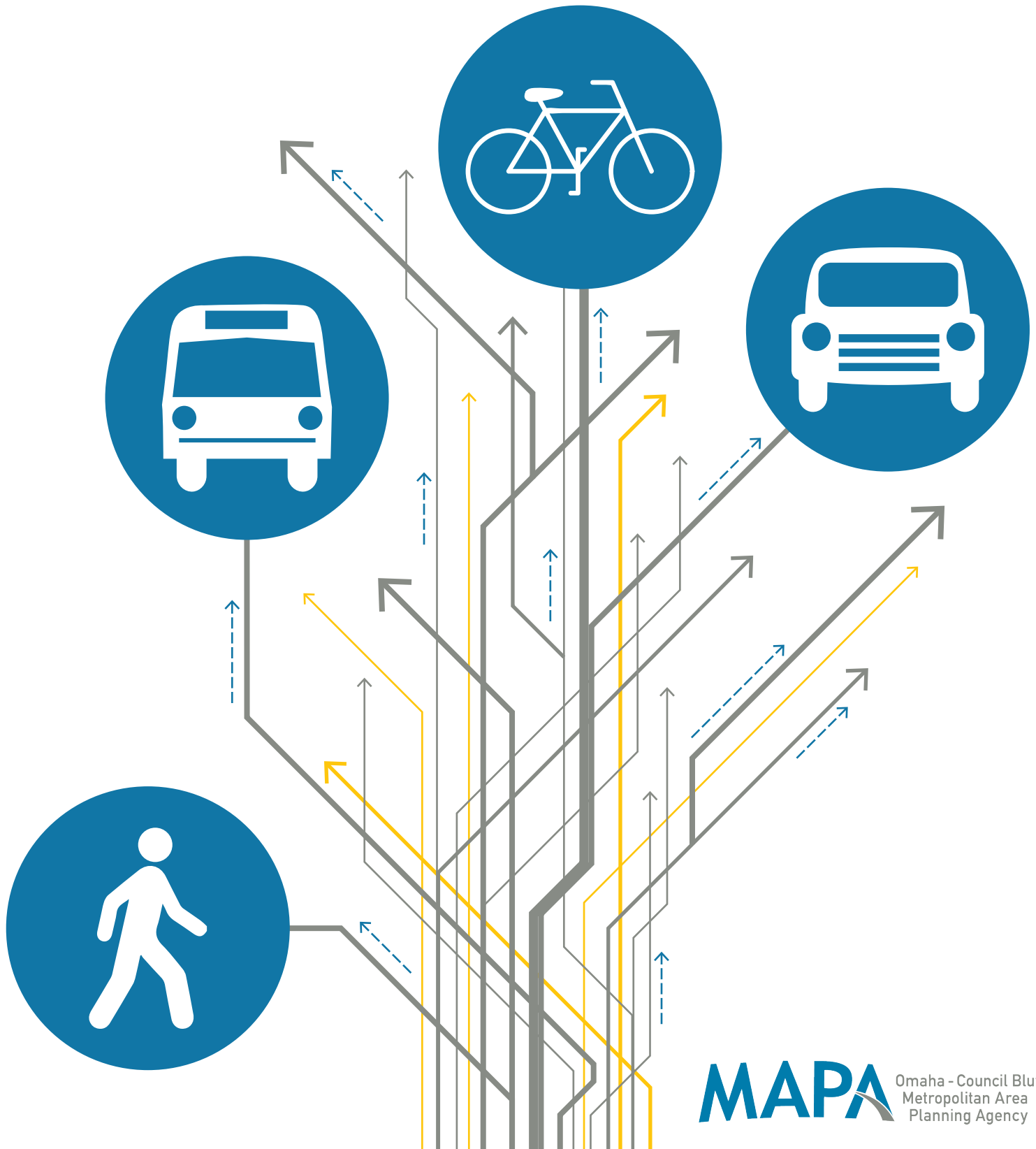
- MAPA staff is glad the plan is easier to read. The language was altered on page 31 to eliminate the language saying federal law is requiring certain actions.
- MAPA staff developed a new section of the Plan and a graphic illustrating the public comment process.
- MAPA staff created a prototype meeting diagram shown in Figure 4.6 displaying the meeting style, participation opportunities, and meeting outcome.

Agenda Item D
FY2020-2025 TIP

2020 - 2025



TRANSPORTATION IMPROVEMENT PROGRAM



Self-Certification Placeholder

Resolution Placeholder

Contents

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Section 2 - Project Selection: Page 5

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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)
Safe Routes for Non-Drivers
Conversion of Abandoned Railway Corridors to Trails
Scenic Turn-Outs and Overlooks
Outdoor Advertising Management
Historic Preservation & Rehabilitation of Historic Transportation Facilities

Vegetation Management
Archaeological Activities
Environmental Mitigation
Stormwater Mitigation
Wildlife Management

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.

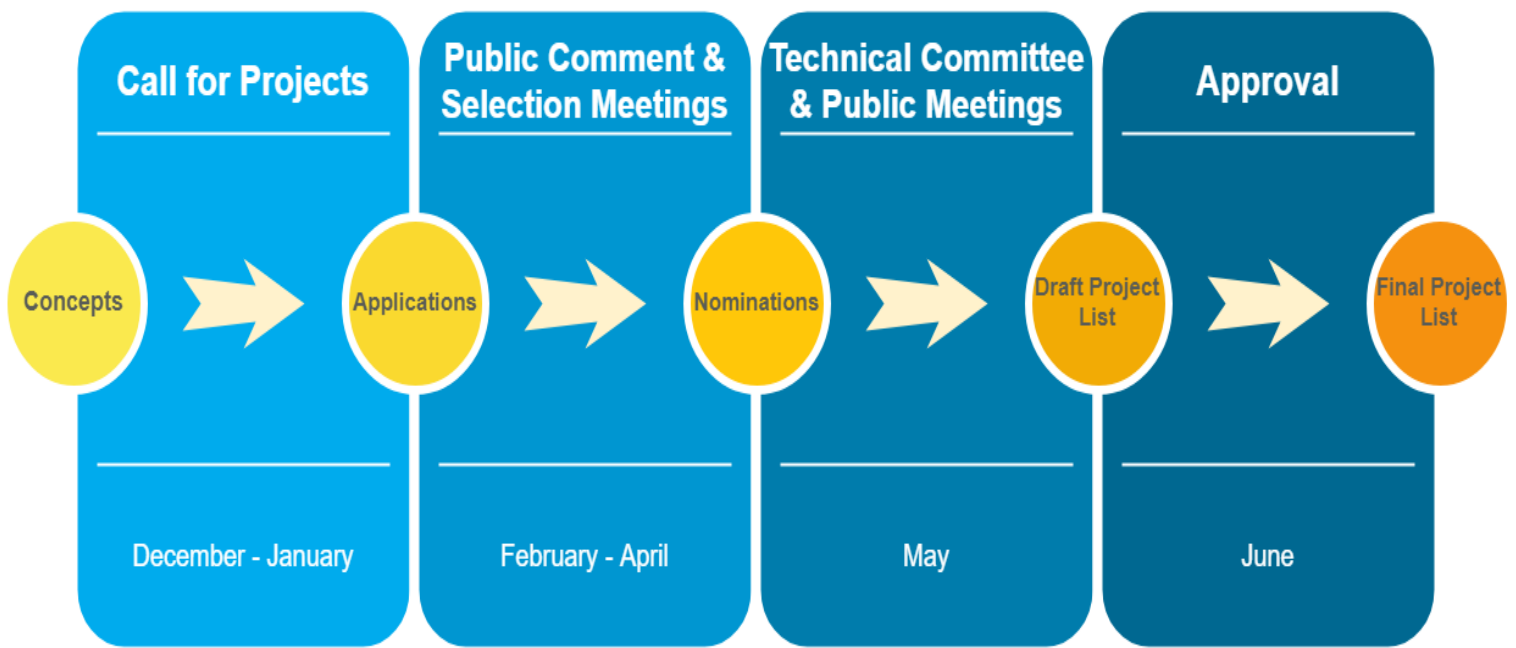
MAPA has been designated by the governors of Nebraska and Iowa to administer the Section 5310 program for the Omaha-Council Bluffs region. The Coordinated Transit Committee oversees the development of MAPA's Coordinated Transportation Plan (CTP) – the guiding document for the Section 5310 program's administration.

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)	Ability to Advance Construct (AC) Project
Future Year Level of Service	Crashes per Million Vehicles & Crash Severity Index
Reliability Index	Bridge Sufficiency
Environmental Justice (EJ) Areas	Bridge Status (Structurally Deficient and/or Functionally Obsolete)
Redevelopment Areas	Bridge Detour Length
Pavement Condition	Transportation Emphasis Areas
Percentage Local Match (points awarded over 30% match)	

Alternative Transportation

Public Health Benefits	Community Neighborhood Facilities & Land Use Connectivity
Percentage Local Match (points awarded over 30% match)	Link-Node Ratio
Air Quality Benefits	Bicycle & Pedestrian Safety
Walkability, Access, & Equity	

Systems Management

Delay Reduction (2040 Level of Service Improvement)	Benefits of Proposed Study
Percentage Local Match	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 are 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 Performance Based Planning Measures

With the passing of the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill, and continuing in the FAST-Act, states and MPOs are required to use performance based transportation planning practices. MPO TIPs will be required to document compliance with each of the performance based planning categories. Categories currently implemented include Safety (PM 1), Transit Asset Management (TAM), Pavement and Bridge Condition (PM 2), and System and Freight Reliability (PM 3).

MPOs establish performance targets for each of these measures by either:

1. Supporting the State DOT Performance Targets; or
2. Establishing its own Regional Performance Targets.

MAPA relied on input stakeholder committees in order to determine whether to support state DOT targets, or to develop its own regional targets. When the determination was made to adopt separate regional targets, these committees were reconvened to assist in establishing those targets based on five-year trend data.

Safety Performance Measures

Compliance with safety performance based planning requirements began May 27, 2018 for MPOs. To satisfy the safety performance measure MPOs can choose to support the DOT safety targets or MPOs can set their own unique targets. MAPA chose to set its own unique targets for the Omaha-Council Bluffs region.

Any Iowa DOT sponsored HSIP projects within the MPO area were selected based on the safety performance measures set by Iowa DOT and were approved by the Iowa Transportation Commission. The Iowa DOT conferred with numerous stakeholder groups, including MAPA, as part of its target setting process. Working in partnership with local agencies, Iowa DOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. The Iowa DOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasure that can address the types of crashes present. The Iowa DOT continues to utilize a systemic safety improvement process rather than relying on "hot spot" safety improvements.

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages to include:

1. Number of Fatalities
2. Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 Million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

Compliance with the FTA final rule on Transit Asset Management began on January 1, 2017 for transit providers. FTA's national Transit Asset Management System Rule:

- Defines "state of good repair"
- Requires grantees to develop a TAM plan
- Establishes performance measures
- Establishes annual reporting requirements to the National Transit Database
- Requires FTA to provide technical assistance

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for these five safety performance measures. MPOs must establish their HSIP targets by February 27 of the calendar year in which they apply.

As a result of the stakeholder process, MAPA elected to establish its own HSIP targets for safety performance measures, and as a bi-state MPO, MAPA coordinated with both the Nebraska Department of Transportation (NDOT) and the Iowa Department of Transportation (Iowa DOT) in the process of adopting its own region-wide targets. Targets for the MAPA region were identified using VMT estimates for all public roads within the planning area to establish rate targets. These targets have since been integrated into the metropolitan transportation planning process and include a description of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to these safety targets.

MAPA will coordinate with both NDOT and the Iowa DOT on the manner in which they will report targets to the respective state agencies. A systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP including progress achieved by MAPA in achieving safety performance targets will be produced annually by MAPA to NDOT and Iowa DOT.

The following safety performance measures have been adopted by the MAPA Executive Board:

Table 2.1 - Safety Performance Targets (Baseline and targets are 5-year rolling averages)

Category	Baseline (2012-2016)	Target (2014-2018)
Number of fatal and series injuries (non-motorized)	66.60	66.60
Serious Injury Rate	8.26	7.79
Number of serious injuries	540.00	505.20
Fatality rate	0.85	0.85
Number of fatalities	55.60	55.60
Fatalities (#)	53.40	55.60

Transit State of Good Repair

The Transit Asset Management (TAM) final rule requires transit providers and group TAM plan sponsors to set State of Good Repair (SGR) performance targets within three months after the effective date of the final rule [49 CFR § 625.45 (b)(1)]. MAPA reviewed and coordinated with Metro Transit and the City of Council Bluffs in a review of the ages, conditions, and useful life status of equipment, rolling stock and facilities (as applicable). Targets were jointly agreed to based on the investment program laid out in the FY2018 Transportation Improvement Program (TIP).

Public transit capital projects included in the TIP align with the transit asset management (TAM) planning and target setting processes undertaken by the Iowa DOT, transit agencies, and MPOs. The Iowa DOT establishes a group TAM plan and group targets for all small urban and rural providers while large urban providers establish their own TAM plans and targets. Investments are made in alignment with TAM plans with the intent of keeping the state’s public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. The Iowa DOT allocates funding for transit rolling stock in accordance with the Public Transit Management System process. In addition, the Iowa DOT awards public transit infrastructure grants in accordance with the project priorities established in Iowa Code chapter 924. Additional state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the Transit Manager’s Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

Metro Transit and the Council Bluffs Specialized Transit Service, in conjunction with MAPA Executive Board approval, have adopted the following SGR targets:

Table 2.2 - Transit State of Good Repair (SGR) Targets

Asset	Target % Exceeding Useful Life Benchmark
Council Bluffs STS	
Rolling Stock	25.00
Metro Transit	
Equipment	100.00
Rolling Stock	26.00
Facilities	0.00

Pavement and Bridge Performance Measures

Compliance with the PM II performance based planning requirements began on May 20, 2019 for MPOs. To satisfy the PM II performance measure MPOs can choose to support State DOT PM II targets or MPOs can set their own unique targets.

Setting a regional target would be challenging at present due to:

- Lacking a historical dataset from which to forecast a trend
- Differences in the data collected and forecasting tools between the two states
- Responsibility for selecting project on the National Highway System

Rather than setting its own pavement and bridge targets, MAPA has chosen to support the targets submitted by the Iowa and Nebraska Departments of Transportation in their most recent baseline period performance reports. The MPO supports those targets by reviewing and programming all Interstate and National Highway System projects within the its boundary that are included in the DOTs' Transportation Improvement Programs.

Any Iowa DOT sponsored pavement and bridge projects within the MPO area were determined in alignment with the Iowa Transportation Asset Management Plan (TAMP) and the pavement and bridge performance measures. The TAMP connects Iowa in Motion 2045 and system/modal plans to Iowa DOT's Five-Year Program and the STIP. Iowa in Motion 2045 defines a vision for the transportation system over the next 20 years, while the Five-Year Program and STIP identify specific investments over the next four to five years. The TAMP has a 10-year planning horizon and helps ensure that investments in the Five-Year Program and STIP are consistent with Iowa DOT's longer-term vision. Starting in 2019, the TAMP will also integrate the pavement and bridge performance targets.

The Iowa DOT conferred with numerous stakeholder groups, including MAPA and local owners of NHS assets, as part of its target setting process. The methodology used to set targets used current and historical data on condition and funding to forecast future condition. Asset management focuses on performing the right treatment at the right time to optimize investments and outcomes. Management systems are utilized to predict

bridge and pavement needs and help determine the amount of funding needed for stewardship of the system. The TAMP discusses the major investment categories that the Commission allocates funding through. Once the Commission approves the funding for these categories, Iowa DOT recommends the allocation of the funds to specific projects using the processes described in the TAMP. Pavement and bridge projects are programmed to help meet the desired program outcomes documented in the TAMP.

The following are the state targets MAPA has adopted for PM2:

Table 2.3 A - Iowa DOT Pavement and Bridge Targets



State 	Category	Target
Iowa DOT	Percentage of NHS bridges classified as in Poor condition	3.20
Iowa DOT	Percentage of pavements of the non-Interstate NHS in Poor condition	14.50
Iowa DOT	Percentage of pavements of the non-Interstate NHS in Good condition	46.90
Iowa DOT	Percentage of pavements of the Interstate System in Poor condition	2.70
Iowa DOT	Percentage of pavements of the Interstate System in Good condition	49.40
Iowa DOT	Percentage of NHS bridges classified as in Good condition	44.60

Table 2.3 B - Nebraska DOT Pavement and Bridge Targets

State 	Category	Target
Nebraska DOT	Percentage of NHS bridges classified as in Poor condition	20.00
Nebraska DOT	Percentage of pavements of the non-Interstate NHS in Poor condition	10.00
Nebraska DOT	Percentage of pavements of the non-Interstate NHS in Good condition	40.00
Nebraska DOT	Percentage of pavements of the Interstate System in Poor condition	5.00
Nebraska DOT	Percentage of pavements of the Interstate System in Good condition	50.00
Nebraska DOT	Percentage of NHS bridges classified as in Good condition	55.00

System and Freight Reliability Performance Measures

As a result of the stakeholder process, MAPA elected to establish its own targets for system and freight reliability performance measures, and as a bi-state MPO, MAPA coordinated with both the Nebraska Department of Transportation (NDOT) and the Iowa Department of Transportation (Iowa DOT) in the process of

adopting its own region-wide targets. These targets have since been integrated into the metropolitan transportation planning process and include a description of the anticipated effect of the TIP toward achieving system reliability targets in the MTP, linking investment priorities in the TIP to these reliability targets.

MAPA will continue to coordinate with both NDOT and the Iowa DOT on the manner in which they will report targets to the respective state agencies. A systems performance report evaluating the condition and performance of the transportation system with respect to the reliability performance targets described in the MTP including progress achieved by MAPA in achieving reliability performance targets will be produced annually by MAPA to NDOT and Iowa DOT.

MAPA has elected to adopt their own targets for system reliability, given many differences between the urban nature of the metropolitan area compared to statewide metrics in Nebraska and Iowa. These targets were developed based upon traffic and congestion data 5-year trends within the metro and were calculated based upon projected travel and corrective action.

Table 2.4 - System and Freight Reliability Targets

Category	Target
Freight Travel Time Reliability	1.10
Non-Interstate Travel Time Reliability	79.00
Interstate Travel Time Reliability	90.00

2.6 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
FAA AIP	\$1,125.00	\$11,250.00	\$12,250.00	\$1,125.00	\$7,000.00	\$32,750.00	\$25,750.00	\$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	\$19,471.00	\$2,938.00	\$14,746.00	\$92,116.00	\$77,370.00	\$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
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	\$79,549.07	\$59,473.94	\$42,562.67	\$30,103.23	\$48,662.30	\$260,351.21	\$214,394.77	\$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	\$219.65	\$88.50	\$145.64		\$113.46	\$567.25	\$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	\$728.00	\$1,522.00	\$3,929.00	\$3,450.00	\$3,042.50	\$12,671.50	\$19,728.60	\$10,099.60
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	\$955.00	\$130.30
Total	\$41,532.35	\$131,827.50	\$139,040.64	\$7,020.00	\$39,098.21	\$358,518.70	\$329,650.39	\$10,229.90

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
FAA AIP	\$1,125.00	\$11,250.00	\$12,250.00	\$1,125.00	\$7,000.00	\$32,750.00	\$25,750.00	\$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	\$474.79	\$425.83	\$581.03		\$597.69	\$2,079.34	\$2,291.67	\$810.02
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	\$149,691.00	\$6,375.00	\$48,125.00	\$425,931.00	\$377,806.00	\$0.00
PL	\$133.00	\$133.00	\$133.00	\$133.00	\$132.00	\$664.00	\$532.00	\$0.00
STBG-MAPA	\$38,863.00	\$17,888.00	\$10,762.53	\$27,765.02	\$18,807.50	\$114,086.05	\$106,940.60	\$11,662.05
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	\$8,295.00	\$1,273.71
Total	\$128,883.64	\$198,955.39	\$190,403.96	\$46,080.49	\$96,064.00	\$660,387.48	\$580,419.16	\$16,095.68

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

Fund Name	2020	2021	2022	2023	2024	2025
Beginning Balance	\$11,248.00	\$12,682.60	\$10,006.60	\$3,898.60	\$2,554.60	-\$2,286.40
Spending Authority	\$2,162.60	\$2,106.00	\$2,106.00	\$2,106.00	\$2,106.00	\$2,106.00
Project Cost	\$728.00	\$4,782.00	\$8,214.00	\$3,450.00	\$6,947.00	\$0.00
Final Balance	\$12,682.60	\$10,006.60	\$3,898.60	\$2,554.60	-\$2,286.40	-\$180.40

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
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	\$240.30	\$21.30	\$130.30	\$239.30
Spending Authority	\$108.00	\$109.00	\$109.00	\$109.00	\$109.00	\$109.00
Project Cost	\$496.70	\$0.00	\$328.00	\$0.00	\$0.00	\$0.00
Final Balance	\$131.30	\$240.30	\$21.30	\$130.30	\$239.30	\$348.30

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

Advance Construction (AC) provides flexibility to locally fund projects and later convert to federal funds. AC projects are selected in coordination with the Nebraska and Iowa DOT offices of program management. Existing AC projects are shown below.

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	\$29,144.00	\$0.00	\$0.00	\$0.00	\$0.00
Omaha	\$0.00	\$6,833.53	\$0.00	\$13,266.45	\$0.00
Sum	\$29,144.00	\$6,833.53	\$1,590.40	\$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-program.

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	\$109.34
Light-duty Bus	\$0.00	\$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	\$474.80	\$425.83	\$581.03

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

	2020	2021	2022	2023
Beginning Balance	\$171.67	\$226.88	\$331.05	\$280.02
Spending Authority	\$530.00	\$530.00	\$530.00	\$530.00
Project Cost	\$474.79	\$425.83	\$581.03	\$0.00
Final Balance	\$226.88	\$331.05	\$280.02	\$810.02

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

Fund Name	FY16	FY17	FY18	FY19	FY20	FY21	FY22
% Capital	56%	56%	77%	48%	63%	52%	50%
% Operations	44%	44%	23%	28%	28%	28%	42%
Total Programmed	100%	100%	100%	76%	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

Phase	2019	2020	2021	2022	2023
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
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	\$525.00	\$0.00	\$0.00	\$0.00	\$0.00
Total	\$9,765.03	\$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
Spending Authority	\$7,210.00	\$7,246.30	\$7,649.09	\$7,877.56
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

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
Spending Authority	\$964.72	\$902.94	\$913.75	\$868.21
Project Cost	\$805.78	\$902.94	\$913.75	\$868.21
Final Balance	\$158.94	\$0.00	\$0.00	\$0.00

Section 4 - Environmental Justice

4.1 Environmental Justice Populations

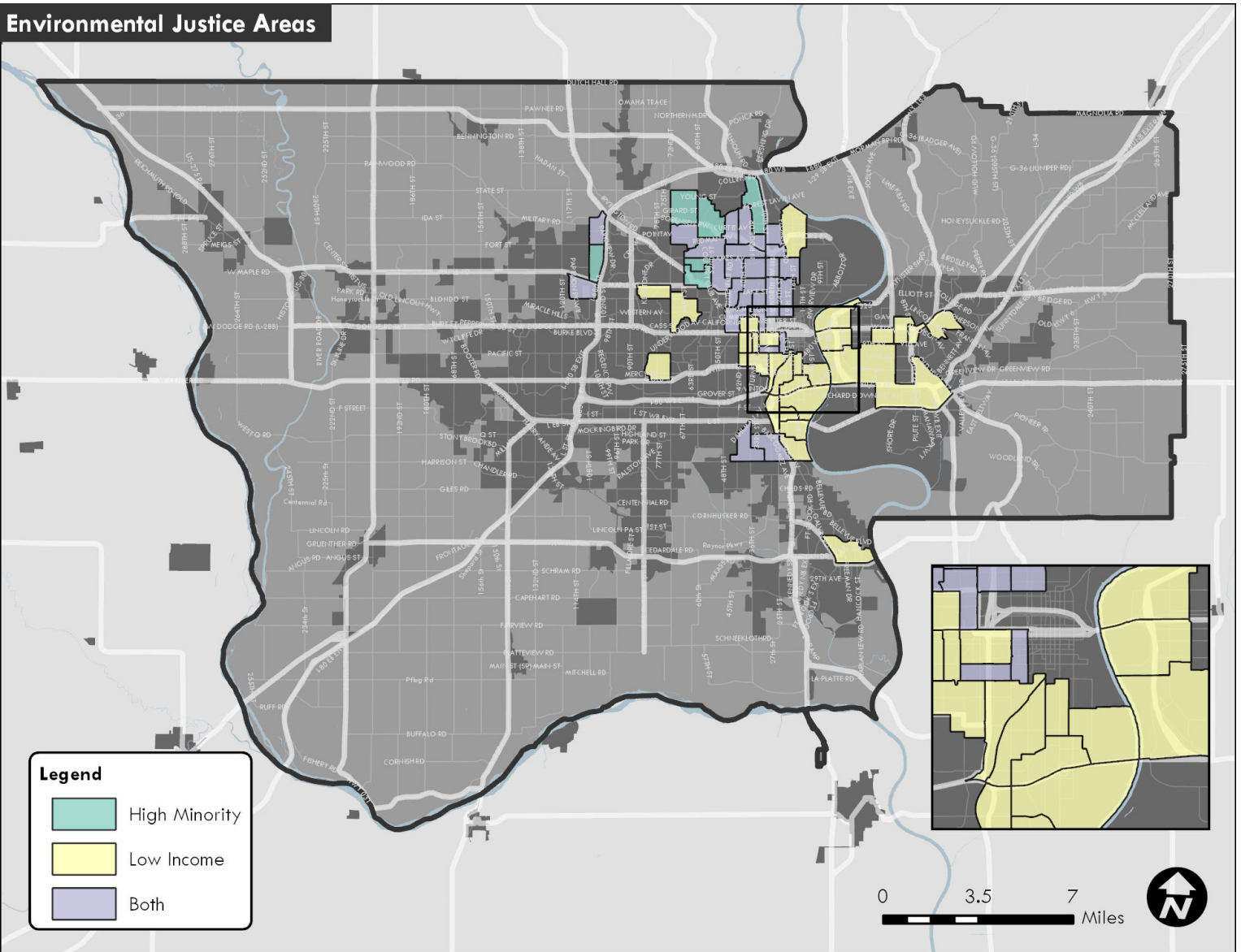
In 1997, the United States Department of Transportation (US DOT) issued its Order to Address Environmental Justice in Minority Populations and Low-Income Populations. The order addresses the requirements of Executive Order 12898 and sets forth US DOT's policy to promote the principles of environmental 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 environmentally sensitive areas of concern for evaluation purposes.



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 10 percent of 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
2016-011	US-75(SB) 'J' St. Bridge	NDOT	Bridge repair & overlay	100.00%	\$1,144.00	\$1,144.00	121
2019-005	I-80/480/680 Barrier	NDOT	Wash and seal bridge rail and bridge piers	66.00%	\$513.48	\$778.00	102
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
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
2019-017	US-75 Creighton Area Bridges	NDOT	Bridge repair & overlay	50.00%	\$1,675.00	\$3,350.00	114
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%	\$3,077.18	\$3,077.18	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

TIP ID	Project Name	Lead Agency	Description	EJ Percent	EJ Funding	Total Federal Funding	Map Number
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
2016-035	South Expressway Reconstuction - Phase 1	Council Bluffs	Reconstruciton of roadway and utility work	100.00%	\$3,260.00	\$3,260.00	43
2016-036	South Expressway Reconstuction - Phase 2	Council Bluffs	Reconstruciton of roadway and utility work	100.00%	\$3,450.00	\$3,450.00	44
2016-070	30th Street Road Diet	Omaha	Restriping of the roadway to three lanes and striping of bicycle lanes	100.00%	\$1,799.90	\$1,799.90	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
2017-023	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

TIP ID	Project Name	Lead Agency	Description	EJ Percent	EJ Funding	Total Federal Funding	Map Number
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
2015-014	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
2018-017	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
2019-037	Metro Transit 5310 Operations - AVL	Metro	Implementation of AVL system for Metro Transit	18.36%	\$13.76	\$75.00
2019-041	Rolling Stock	Metro	Transit vehicle purchases	18.36%	\$3,011.86	\$16,413.43
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
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
2018-026	North 30th Street Transit Amenities	Metro	Multi-modal transit amenities	95.24%	\$499.96	\$525.00

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	31	\$541,355.00	\$41,813	\$583,199
Non-EJ Projects	93	\$0.00	\$207,551	\$207,644
Total	124	\$541,355.00	\$249,364	\$790,843

Section 5 - Project Tables

This section of the TIP includes detailed programming information for all regionally-significant transportation projects identified for the MAPA region. The projects are divided between sub-sections of this chapter based on the following categories:

- Roadway & Trail Projects
- Transit Projects
- Aviation Projects

These categories generally correspond to the three major agencies responsible for funding transportation projects in the MAPA region: the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Federal Aviation Administration (FAA).

5.1 Regionally Significant Roadway & Trail Projects

The next pages include project tables for roadway, trail, and other projects generally eligible for FHWA funding programs. Projects in this section include those selected through MAPA’s project selection process, in addition to programs for which the two state departments of transportation (NDOT and Iowa DOT) make decisions. Regionally significant state- and locally-funded projects are included in this section as well.

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

TIP ID	Project Name	Target Letting Date	October	January	March	May
Iowa						
Council Bluffs						
2018-032	East Beltway: Eastern Hills Drive - Segment D - Culverts	03/19/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	Project is scheduled for a March 2019 Letting and will be tied to the Segment D road project.	No update provided.	Project let in March 2019

TIP ID	Project Name	Target Letting Date	October	January	March	May
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
2017-020	East Beltway: Stevens 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 FY2021-22	No update needed, project moving to FY2021-22	No update needed, project moving to FY2021-22
2017-018	City/County Connector Trail	08/20/2019	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.	No update.

TIP ID	Project Name	Target Letting Date	October	January	March	May
2017-014	East Beltway: Eastern Hills Drive - Segment D - Roadway	03/19/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	Project is scheduled for a March 2019 Letting and will be tied to the Segment D culvert project.	No update provided.	Project let in March 2019
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	Project may be let in FY2019, amendment details in progress
2017-013	East Beltway: Stevens Road - East Segment	10/16/2018	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	Bids were received on October 16, 2018 and the contract has been awarded to Bluffs Paving & Utility Company.	No update provided.	Project let in October 2018
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.	Project let.

TIP ID	Project Name	Target Letting Date	October	January	March	May
2018-021	I-680: MISSOURI RIVER IN COUNCIL BLUFFS (WB)		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.	Project let.
2019-003	US-6: Various Locations 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.	Project let.
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.	Project let.
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.	Project let.
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.	Project let.

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.	Project let.
2018-020	I-680: MISSOURI RIVER IN COUNCIL BLUFFS (EB)		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.	Project let.
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.	Project let.
Nebraska						
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.

TIP ID	Project Name	Target Letting Date	October	January	March	May
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.
2015-050	36th Street Phase II		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	Phase II final design to begin once Phase I construction begins (anticipated Nov. 2019).	The City and consultant (Olsson) are preparing hour estimates for NDOT review.	No update.
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.	No update.
Douglas						

TIP ID	Project Name	Target Letting Date	October	January	March	May
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 Continue with Right of Way acquisition Continue to coordinate Agreements w/ Utilities
La Vista						
2016-037	Applewood Creek Trail	09/30/2021	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	Met with NEPA and PE consultants to discuss project and services needed. Currently waiting for Scopes of Work to be provided from the consultants for review and agreement before moving on to the fee negotiation stage.	The Scope of Services and fee negotiations have been completed with Benesch for NEPA and with Schemmer for PE services. The NDOT will now be preparing the agreements for the parties to execute before work can proceed.	Agreements with consultants for NEPA and PE services were received from NDOT week of May 6, 2019. These will be considered at the May 21 La Vista City Council meeting.
Metro						
2019-022	Bus to Trail Wayfinding Infrastructure					Transfer from TAP to FTA 5339 initiated.

TIP ID	Project Name	Target Letting Date	October	January	March	May
2018-026	North 30th Street Transit Amenities					Transfer from TAP to FTA 5339 initiated.
NDOT						
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.	
2019-019	US-6/150th St. 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.	
2019-015	I-480 Bridges in Omaha	12/13/2018	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Awarded. Complete 8/31/2019. Fiber Reinforced Polymer Wrap to preserve Woolworth, Leavenworth, St. Mary's Bridge Piers.	
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.	

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.	
2019-013	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.	
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.	
2019-017	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.	
2019-012	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.	

TIP ID	Project Name	Target Letting Date	October	January	March	May
2019-006	Omaha FY-2019 Municipal Resurfacing		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.	
2018-031	Waterloo Viaduct Resurface		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.	
2018-013	N-133 from just north of W. Dodge Rd to I-680 interchange in Omaha		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Awarded. Completion 10/5/2019. Omaha Earmark Cap \$1.2M	

TIP ID	Project Name	Target Letting Date	October	January	March	May
2018-012	Military Ave, Fort St - 90th St, Omaha		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Awarded. Complete 8/17/2019. Omaha Earmark Cap \$1.0M.	
2018-006	N-370/150th St	05/16/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Signalization project. Sarpy Co acquiring ROW. Complete 11/2/19.	
2018-007	N-370 at the intersections with 66th and 60th Streets near Papillion	04/11/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Signalization project. Sarpy Co. acquiring ROW.	
2018-003	N-64 (West Maple Road) from Ramblewood to 156th St in Omaha		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Awarded. Complete 08/31/2020, Two-Year. Omaha Earmark Cap \$4.5M.	
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
2018-002	West Maple Rd, 156th - 108th, Omaha		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Awarded. Complete 11/30/2020, Two Year. Omaha Earmark Cap \$4.5M.	
2018-005	US-75 - Storz Expressway, 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.	
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.	
2017-002	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.	

TIP ID	Project Name	Target Letting Date	October	January	March	May
2017-008	N-64 Concrete Repair		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Awarded. Complete 12/7/19. Omaha Earmark Cap \$2.9M.	
2017-003	N-50 Concrete Repair		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.	
2017-029	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.	
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.	
2016-033	District 2 CCTV Camera Towers	11/08/2018	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Project Awarded. Contract Completion Date: 9/21/2019	

TIP ID	Project Name	Target Letting Date	October	January	March	May
2016-032	District 2 DMS		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Project Awarded. Complete 11/2/2019.	
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.	Reviewed 6/3/2019. No changes.
2016-014	District 2 CCTV Cameras		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Project Awarded. Contract Completion Date: 11/2/2019.	
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.	

TIP ID	Project Name	Target Letting Date	October	January	March	May
2016-027	N-370: 168th St - US-75 NB		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.	
2016-028	I-80 Fiber Optic	02/28/2019	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.	
2016-025	I-680: West Center Road Bridge		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Project Awarded. Complete 8/24/19. CD Road Detour Required.	
2016-029	I-680 Fiber-Optic	04/11/2019	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.	
2016-031	US-75: Dynamic Message Signs, Omaha		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.		

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.	
2016-006	(EB) I-80 Bridges In Omaha	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 provided.	
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.	
2015-027	Jct N-31/N-36 Intersection Improvements	02/28/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Roundabout construction. Complete 11/16/19. Shoo-Fly Required.	
2015-036	EB I-80 at I-680	02/17/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Awarded. Completion 8/24/19. CD Road Detour Required.	

TIP ID	Project Name	Target Letting Date	October	January	March	May
Omaha						
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.	City wants to close-out this project.
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.	No update.
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
2016-048	144th Street Adaptive Traffic Signal Control	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.	No update.
2016-046	132nd Street Adaptive Traffic Signal Control	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.	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.	No update.
2016-068	72nd & Maple Intersection Improvement	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.	No update.
2015-063	OPS McMillan Middle School SRTS Project	05/15/2019	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.	Ready for letting

TIP ID	Project Name	Target Letting Date	October	January	March	May
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.	
2015-054	168th Street - West Center Road to Q Street	07/24/2020	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update.	
2015-055	120th Street	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.	
2015-047	Riverfront Trail - Phase 4		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update.	
2015-052	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.	

TIP ID	Project Name	Target Letting Date	October	January	March	May
2015-013	Omaha Signal Infrastructure - Phase A1	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.	No update.
Papillion						
2016-067	N-370 & 96th Street Intersection Project	02/28/2019	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.	
PMRNRD						
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.	Contracts for PE and NEPA services are in process. Expected to be returned for NDOT review during May.
2015-042	Western Douglas County Trail	10/07/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	NDOT is moving forward with land rights, letting expected for October 2018.	Public hearing was held in February, NDOT is proceeding with ROW acquisition.	No update, letting expected in October 2019.

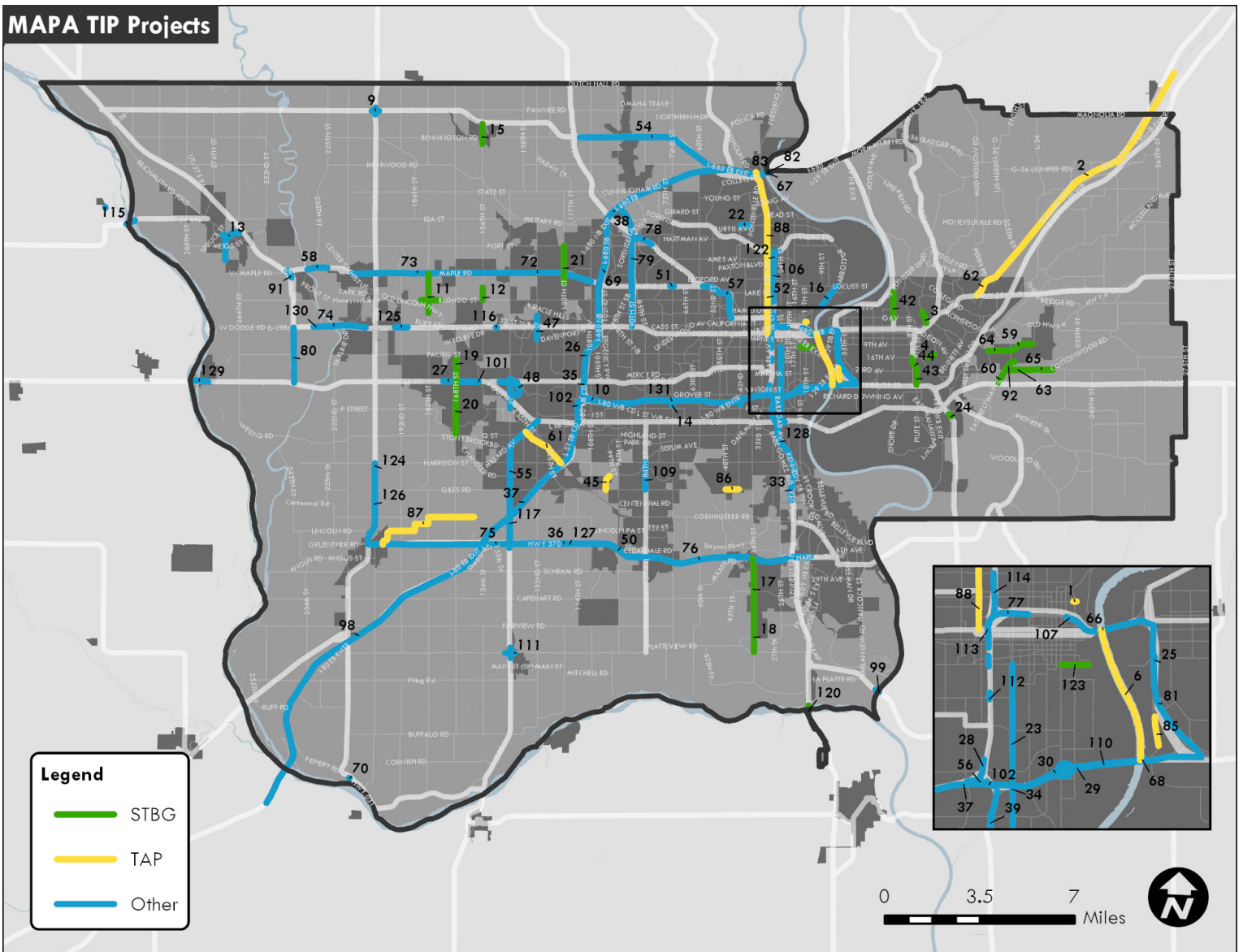


Table 5.2 - Mapped Project List

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

TIP ID	Project Name	Lead Agency	Map Number 
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
2015-039	180th Street, N. HWS Cleveland Blvd. to West Maple Road	Douglas	11
2015-043	72nd & D Street Viaduct	Omaha	14
2015-046	156th Street	Bennington	15
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
2015-065	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
2016-019	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
2016-034	North 16th Street Reconstruction	Council Bluffs	42
2016-035	South Expressway Reconstuction - Phase 1	Council Bluffs	43

TIP ID	Project Name	Lead Agency	Map Number 
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
2016-070	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
2017-009	Elkhorn River East	NDOT	58
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
2017-032	2017 Omaha Resurfacing Program	Omaha	71
2018-004	Elkhorn River Approaches	NDOT	74
2018-010	Dewey - 20th St, Omaha (I-480)	NDOT	77
2018-017	I-80: I-29/80/480	Iowa DOT	81
2018-022	Heartland 2050 Mini-Grant Progam	MAPA	84
2018-023	River Road Trail	Council Bluffs	85
2018-024	Giles Road/42nd Street SRTS	Bellevue	86

TIP ID	Project Name	Lead Agency	Map Number 
2018-025	Gretna to Wehrspann Trail	Gretna	87
2018-026	North 30th Street Transit Amenities	Metro	88
2018-030	2018 Bellevue Resurfacing Project	Bellevue	90
2018-034	MAPA MPO Planning Allocation	MAPA	93
2018-038	2018 Omaha Resurfacing Program	Omaha	97
2019-001	I-80: N-66 to N-50	NDOT	98
2019-004	West Branch Papillion Creek Bridge	NDOT	101
2019-005	I-80/480/680 Barrier	NDOT	102
2019-007	Omaha FY-2020 Municipal Resurfacing	NDOT	104
2019-008	Omaha FY-2021 Municipal Resurfacing	NDOT	105
2019-009	North Freeway: Parker - Fort St.	NDOT	106
2019-010	I-480, 12th St-Mo River Bridge Paint	NDOT	107
2019-011	Omaha FY-2022 Municipal Resurfacing	NDOT	108
2019-012	N-85: Giles Rd. - Harrison St.	NDOT	109
2019-013	I-80: 13th St. to Iowa Line	NDOT	110
2019-014	N-50/Platteview Road Intersection	NDOT	111
2019-016	I-480 Creighton Area Bridges	NDOT	113
2019-017	US-75 Creighton Area Bridges	NDOT	114
2019-018	Platte River Bridges West of Valley	NDOT	115
2019-020	N-370 - Douglas County Line	NDOT	117
2019-021	Omaha FY-2023 Municipal Resurfacing	NDOT	118
2019-023	US Highway 34 Bike and Walking Trail Phase 2	PMRNRD	120
2016-011	US-75(SB) 'J' St. Bridge	NDOT	121
2018-005	US-75: NB Ramp to Storz Expressway	NDOT	122
2020-001	Leavenworth Street - 7th Street to 13th Street Reconfiguration	Omaha	123

TIP ID	Project Name	Lead Agency	Map Number ↓
2020-002	US-6 at Harrison St.	NDOT	124
2020-003	US-6 at 192nd St.	NDOT	125
2020-004	US-6: Traffic Signal Fiber Interconnect	NDOT	126
2020-005	N-370 Traffic Signal Phasing	NDOT	127
2020-006	US-75(SB): Chandler Rd. to I-480	NDOT	128
2020-007	N-92: Over Platte River	NDOT	129
2020-008	L-28B Bridge Repair	NDOT	130
2020-009	I-80 Bridge Repair	NDOT	131

Table 5.3 A - State Sponsored TIP Projects: Nebraska

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Omaha FY-2020 Municipal Resurfacing							
NE-22643							
FY-2020 Municipal Resurfacing							
At various locations on state highway system in Omaha							
NDOT	2020	UTIL- CON- CE	State-Nebraska	\$400.00	\$0.00	\$400.00	\$0.00
			Total - Omaha FY-2020 Municipal Resurfacing	\$400.00	\$0.00	\$400.00	\$0.00
Omaha FY-2021 Municipal Resurfacing							
NE-22644							
FY-2021 Municipal Resurfacing							
NDOT	2021	UTIL- CON- CE	State-Nebraska	\$400.00	\$0.00	\$400.00	\$0.00
			Total - Omaha FY-2021 Municipal Resurfacing	\$400.00	\$0.00	\$400.00	\$0.00
Omaha FY-2022 Municipal Resurfacing							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
NE-22705							
FY-2022 Municipal Resurfacing							
NDOT	2022	UTIL- CON- CE	State-Nebraska	\$400.00	\$0.00	\$400.00	\$0.00
			Total - Omaha FY-2022 Municipal Resurfacing	\$400.00	\$0.00	\$400.00	\$0.00
Omaha FY-2023 Municipal Resurfacing							
NE-22745							
FY-2023 Municipal Resurfacing							
NDOT	2023	UTIL- CON- CE	State-Nebraska	\$400.00	\$0.00	\$400.00	\$0.00
			Total - Omaha FY-2023 Municipal Resurfacing	\$400.00	\$0.00	\$400.00	\$0.00
Platte River Bridges West of Valley							
NE-22734							
Bridge repair & overlay							
Bridges from 0.1mi east of Lashara Spur (S78J) to 0.5mi west of Valley							
NDOT	2019	PE- NEPA- FD	State-Nebraska	\$69.00	\$0.00	\$69.00	\$0.00
NDOT	2019	ROW	State-Nebraska	\$10.00	\$0.00	\$10.00	\$0.00
NDOT	2020	UTIL- CON- CE	STBG-State	\$1,640.00	\$1,275.00	\$365.00	\$0.00
			Total - Platte River Bridges West of Valley	\$1,719.00	\$1,275.00	\$444.00	\$0.00
(EB) I-80 Bridges In Omaha							
NE-22594							
Repair bridges, approach work, bridge painting, mechanically stabilized earth (MSE) wall repair							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
EB I-80 bridges between 50th St and I-480 in Omaha							
NDOT	2019	PE-NEPA-FD	State-Nebraska	\$193.00	\$0.00	\$193.00	\$0.00
NDOT	2020	UTIL-CON-CE	NHPP	\$4,934.00	\$4,441.00	\$493.00	\$0.00
			Total - (EB) I-80 Bridges In Omaha	\$5,127.00	\$4,441.00	\$686.00	\$0.00
I-480: 20th Street - Missouri River Bridges (EB)							
NE-22611							
Bridge repair and overlay, signing							
I-480 EB bridges including ramps from 20th St. to the Missouri River in Omaha							
NDOT	2019	PE-NEPA-FD	State-Nebraska	\$370.00	\$0.00	\$370.00	\$0.00
NDOT	2020	UTIL-CON-CE	NHPP	\$9,338.00	\$8,404.00	\$934.00	\$0.00
NDOT	2020	UTIL-CON-CE	State-Nebraska	\$451.00	\$0.00	\$451.00	\$0.00
			Total - I-480: 20th Street - Missouri River Bridges (EB)	\$10,159.00	\$8,404.00	\$1,755.00	\$0.00
I-480, 12th St-Mo River Bridge Paint							
NE-22703							
Paint bridge superstructure							
I-480 from 12th Street to Missouri River in Omaha							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
NDOT	2021	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
NDOT	2022	UTIL-CON-CE	NHPP	\$3,406.00	\$3,065.00	\$341.00	\$0.00
			Total - I-480, 12th St-Mo River Bridge Paint	\$3,407.00	\$3,065.00	\$342.00	\$0.00

Dewey - 20th St, Omaha (I-480)

NE-22708

Joint Seal

I-480 from Harney St 24th/23rd St in Omaha

NDOT	2020	PE-NEPA-FD	State-Nebraska	\$2.00	\$0.00	\$2.00	\$0.00
NDOT	2021	UTIL-CON-CE	NHPP	\$433.00	\$356.00	\$77.00	\$0.00
			Total - Dewey - 20th St, Omaha (I-480)	\$435.00	\$356.00	\$79.00	\$0.00

I-480 Creighton Area Bridges

NE-22732

Bridge repair & overlay, replace expansion joints, remodel buttress, sidewalk

I-480 from near Dodge St. to 24th/23rd St. in Omaha

NDOT	2019	PE-NEPA-FD	State-Nebraska	\$76.00	\$0.00	\$76.00	\$0.00
NDOT	2020	UTIL-CON-CE	NHPP	\$2,133.00	\$1,880.00	\$209.00	\$44.00

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			Total - I-480 Creighton Area Bridges	\$2,209.00	\$1,880.00	\$285.00	\$44.00
I-480: 20th Street - Missouri River Bridges (WB)							
NE-22611A							
Bridge repair and overlay, signing							
I-480 WB bridges including ramps from 20th St. to the Missouri River in Omaha							
NDOT	2020	PE-NEPA-FD	State-Nebraska	\$377.00	\$0.00	\$377.00	\$0.00
NDOT	2021	UTIL-CON-CE	NHPP	\$10,254.00	\$9,275.00	\$979.00	\$0.00
			Total - I-480: 20th Street - Missouri River Bridges (WB)	\$10,631.00	\$9,275.00	\$1,356.00	\$0.00
I-80/480/US-75 Bridge Painting							
NE-22609							
Paint girders at 10 bridge locations							
I-80 & I-480 br's in the vicinity of the I-80/I-480/US-75 Interchange in Omaha							
NDOT	2019	PE-NEPA-FD	State-Nebraska	\$5.00	\$0.00	\$5.00	\$0.00
NDOT	2020	UTIL-CON-CE	NHPP	\$5,916.00	\$5,324.00	\$592.00	\$0.00
			Total - I-80/480/US-75 Bridge Painting	\$5,921.00	\$5,324.00	\$597.00	\$0.00
I-80 Bridge Repair							
22773							
Br repair, approach repair/replace							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
I-80 (EB & WB) at 84th/Big Papillion Creek & Little Papio Creek							
NDOT	2020	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
NDOT	2021	UTIL-CON-CE	NHPP	\$5,820.00	\$5,238.00	\$582.00	\$0.00
			Total - I-80 Bridge Repair	\$5,821.00	\$5,238.00	\$583.00	\$0.00
I-80: N-66 to N-50							
NE-13305							
Concrete repair, joint seal							
I-80 from approx 0.3 mi south of N-66 to 0.7 mi northeast of N-50							
NDOT	2019	PE-NEPA-FD	State-Nebraska	\$5.00	\$0.00	\$5.00	\$0.00
NDOT	2020	UTIL-CON-CE	NHPP	\$1,208.00	\$1,087.00	\$121.00	\$0.00
			Total - I-80: N-66 to N-50	\$1,213.00	\$1,087.00	\$126.00	\$0.00
I-80: 13th St. to Iowa Line							
NE-22724							
Crack and joint seal							
I-80 from near 13th St interchange to Iowa State Line in Omaha							
NDOT	2019	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
NDOT	2020	UTIL-CON-CE	NHPP	\$165.00	\$148.00	\$17.00	\$0.00

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			Total - I-80: 13th St. to Iowa Line	\$166.00	\$148.00	\$18.00	\$0.00
I-80/480/680 Barrier							
NE-22623							
Wash and seal bridge rail and bridge piers							
I-80, I-480, and I-680 bridge rail locations in Omaha							
NDOT	2022	UTIL-CON-CE	NHPP	\$864.00	\$778.00	\$86.00	\$0.00
			Total - I-80/480/680 Barrier	\$864.00	\$778.00	\$86.00	\$0.00
N-50/Platteview Road Intersection							
NE-22726							
Install traffic signal and intersection improvements							
Intersection N-50 with Platteview Rd. in Springfield							
NDOT	2019	PE-NEPA-FD	Local	\$20.00	\$0.00	\$10.00	\$10.00
NDOT	2019	ROW	Local	\$30.00	\$0.00	\$15.00	\$15.00
NDOT	2020	UTIL-CON-CE	STBG-State	\$1,141.00	\$409.00	\$205.00	\$527.00
			Total - N-50/Platteview Road Intersection	\$1,191.00	\$409.00	\$230.00	\$552.00
Elkhorn River Approaches							
NE-22692							
Conc repair, joint/crack seal, br repair/overlay							
L-28B approach roadway at Elkhorn River and area 0.64 mi east of the bridge							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
NDOT	2019	PE-NEPA-FD	State-Nebraska	\$96.00	\$0.00	\$96.00	\$0.00
NDOT	2020	UTIL-CON-CE	NHPP	\$2,817.00	\$2,254.00	\$563.00	\$0.00
			Total - Elkhorn River Approaches	\$2,913.00	\$2,254.00	\$659.00	\$0.00

L-28B Bridge Repair

22765

Bridge repair

L-28B bridges from US-275 to US-6/N-31

NDOT	2022	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
NDOT	2023	UTIL-CON-CE	NHPP	\$1,160.00	\$928.00	\$232.00	\$0.00
			Total - L-28B Bridge Repair	\$1,161.00	\$928.00	\$233.00	\$0.00

N-36 Resurfacing

NE-22598

Mill, resurface, br repair, curb/flume

N-36 from approx 0.4 mi east of N-133 east to just west of WB I-680

NDOT	2020	PE-NEPA-FD	State-Nebraska	\$303.00	\$0.00	\$303.00	\$0.00
NDOT	2020	ROW	State-Nebraska	\$40.00	\$0.00	\$40.00	\$0.00
NDOT	2021	UTIL-CON-CE	STBG-State	\$4,033.00	\$3,227.00	\$806.00	\$0.00

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			Total - N-36 Resurfacing	\$4,376.00	\$3,227.00	\$1,149.00	\$0.00
N-370 Traffic Signal Phasing							
NE-22754							
Traffic signal phasing							
N-370 from Gretna to Bellevue							
NDOT	2019	PE-NEPA-FD	State-Nebraska	\$5.00	\$0.00	\$5.00	\$0.00
NDOT	2020	UTIL-CON-CE	NHPP	\$122.00	\$80.00	\$20.00	\$22.00
			Total - N-370 Traffic Signal Phasing	\$127.00	\$80.00	\$25.00	\$22.00
N-370 - Douglas County Line							
NE-22741							
Interconnect traffic signals w/fiber optic cable, install warning beacons							
N-50 corridor from N-370 to Douglas County Line							
NDOT	2019	PE-NEPA-FD	State-Nebraska	\$35.00	\$0.00	\$35.00	\$0.00
NDOT	2020	UTIL-CON-CE	HSIP	\$948.00	\$797.00	\$145.00	\$6.00
			Total - N-370 - Douglas County Line	\$983.00	\$797.00	\$180.00	\$6.00
N-50 Concrete Repair							
NE-22602							
Concrete repair, mill, asphalt resurfacing, br repair, curb ramps							
N-50 from approx 0.2 mi south of N-370 north to Jct US-275/N-92							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
NDOT	2021	PE-NEPA-FD	State-Nebraska	\$117.00	\$0.00	\$117.00	\$0.00
NDOT	2021	ROW	State-Nebraska	\$10.00	\$0.00	\$10.00	\$0.00
NDOT	2022	UTIL-CON-CE	NHPP	\$6,959.00	\$5,093.00	\$1,576.00	\$290.00
NDOT	2022	UTIL-CON-CE	STBG-State	\$1,217.00	\$1,217.00	\$0.00	\$0.00
			Total - N-50 Concrete Repair	\$8,303.00	\$6,310.00	\$1,703.00	\$290.00
Elkhorn River East							
NE-22656							
Concrete pavement							
N-64 EB from just east of the Elkhorn River to the west limits of Omaha							
NDOT	2021	PE-NEPA-FD	State-Nebraska	\$86.00	\$0.00	\$86.00	\$0.00
NDOT	2022	UTIL-CON-CE	NHPP	\$2,620.00	\$2,096.00	\$467.00	\$57.00
			Total - Elkhorn River East	\$2,706.00	\$2,096.00	\$553.00	\$57.00
N-85: Giles Rd. - Harrison St.							
NE-22712							
Concrete repair, resurfacing							
N-85 from Giles Rd. to Harrison St. in La Vista							
NDOT	2019	PE-NEPA-FD	State-Nebraska	\$20.00	\$0.00	\$20.00	\$0.00

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
NDOT	2020	UTIL- CON- CE	State-Nebraska	\$1,038.00	\$0.00	\$1,038.00	\$0.00
			Total - N-85: Giles Rd. - Harrison St.	\$1,058.00	\$0.00	\$1,058.00	\$0.00
N-92: Over Platte River							
22764							
Bridge repair							
N-92 over the Platte River approx 1.5 & 1.8 mi east of Yutan							
NDOT	2022	PE- NEPA- FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
NDOT	2023	UTIL- CON- CE	NHPP	\$1,082.00	\$866.00	\$216.00	\$0.00
			Total - N-92: Over Platte River	\$1,083.00	\$866.00	\$217.00	\$0.00
US-75: NB Ramp to Storz Expressway							
NE-22696							
Conc repair, joint/crack seal, conc pvmt replacement							
NB ramp to Storz Expry, Omaha							
NDOT	2019	PE- NEPA- FD	State-Nebraska	\$283.00	\$0.00	\$283.00	\$0.00
NDOT	2020	UTIL- CON- CE	State-Nebraska	\$1,273.00	\$0.00	\$873.00	\$400.00
			Total - US-75: NB Ramp to Storz Expressway	\$1,556.00	\$0.00	\$1,156.00	\$400.00
I-680/US-6 Bridges, Omaha							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
NE-22593							
Bridge repair/overlay							
On 11 bridges on I-680 and US-6 in Douglas County							
NDOT	2020	PE-NEPA-FD	State-Nebraska	\$294.00	\$0.00	\$294.00	\$0.00
NDOT	2021	UTIL-CON-CE	NHPP	\$2,315.00	\$1,942.00	\$373.00	\$0.00
			Total - I-680/US-6 Bridges, Omaha	\$2,609.00	\$1,942.00	\$667.00	\$0.00
24th Street Interstate Bridge							
NE-22635							
Bridge repair and overlay							
On 24th Street over I-80. Begin R.P. 453.37							
NDOT	2019	PE-NEPA-FD	State-Nebraska	\$115.00	\$0.00	\$115.00	\$0.00
NDOT	2020	UTIL-CON-CE	NHPP	\$1,187.00	\$561.00	\$63.00	\$563.00
			Total - 24th Street Interstate Bridge	\$1,302.00	\$561.00	\$178.00	\$563.00
I-680: I-80 to Fort Street							
NE-22585							
Conc. Repair, surface seal, joint seal							
On I-680 from I-80 to Fort Street in Omaha							
NDOT	2019	PE-NEPA-FD	State-Nebraska	\$10.00	\$0.00	\$10.00	\$0.00

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
NDOT	2020	UTIL- CON- CE	NHPP	\$2,566.00	\$2,309.00	\$257.00	\$0.00
			Total - I-680: I-80 to Fort Street	\$2,576.00	\$2,309.00	\$267.00	\$0.00
US-275: West Papillion Creek Bridge West							
NE-22578							
Concrete repair, asphalt resurfacing, bridge repair, approach repair							
On US-275 from 1.6 mile east of the west limits of Omaha to east of West Papillion Creek bridge. Begin R.P. ↕ 176.33							
NDOT	2021	PE- NEPA- FD	State-Nebraska	\$77.00	\$0.00	\$77.00	\$0.00
NDOT	2022	UTIL- CON- CE	NHPP	\$1,882.00	\$1,405.00	\$351.00	\$126.00
			Total - US-275: West Papillion Creek Bridge West	\$1,959.00	\$1,405.00	\$428.00	\$126.00
Nebraska Statewide Van Pool							
NE-00955							
MPO portion of the statewide van pool contracting opportunity being administered by the Nebraska Department of Roads. CMAQ funding will be transferred to FTA Section 5307							
Statewide (Nebraska)							
NDOT	2018	UTIL- CON- CE	CMAQ	\$76.32	\$76.32	\$0.00	\$0.00
NDOT	2019	UTIL- CON- CE	CMAQ	\$61.80	\$61.80	\$0.00	\$0.00

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
NDOT	2020	UTIL- CON- CE	CMAQ	\$48.00	\$48.00	\$0.00	\$0.00
			Total - Nebraska Statewide Van Pool	\$186.12	\$186.12	\$0.00	\$0.00
US-275: 25th Street - 23rd Street							
NE-22630							
Widen for left turn lanes, traffic signal upgrade, mill, resurface, concrete repair							
US-275 from 1/2 block west of 25th St to 1/2 block east of 23rd St in Omaha							
NDOT	2019	PE- NEPA- FD	State-Nebraska	\$210.00	\$0.00	\$189.00	\$21.00
NDOT	2020	ROW	State-Nebraska	\$178.00	\$0.00	\$160.00	\$18.00
NDOT	2020	UTIL- CON- CE	HSIP	\$1,136.00	\$853.00	\$186.00	\$97.00
NDOT	2020	UTIL- CON- CE	NHPP	\$666.00	\$666.00	\$0.00	\$0.00
			Total - US-275: 25th Street - 23rd Street	\$2,190.00	\$1,519.00	\$535.00	\$136.00
West Branch Papillion Creek Bridge							
NE-22578A							
Bridge repair/overlay							
US-275 over W Branch Papillion Creek in Omaha							
NDOT	2020	PE- NEPA- FD	State-Nebraska	\$42.00	\$0.00	\$42.00	\$0.00
NDOT	2021	UTIL- CON- CE	NHPP	\$1,610.00	\$1,288.00	\$322.00	\$0.00

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			Total - West Branch Papillion Creek Bridge	\$1,652.00	\$1,288.00	\$364.00	\$0.00
US-6 at Harrison St.							
NE-22616							
Add right turn lane							
US-6 (NB) at Harrison St at Douglas/Sarpy Co line							
NDOT	2020	PE- NEPA- FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
NDOT	2021	UTIL- CON- CE	NHPP	\$231.00	\$185.00	\$46.00	\$0.00
			Total - US-6 at Harrison St.	\$232.00	\$185.00	\$47.00	\$0.00
US-6: Traffic Signal Fiber Interconnect							
NE-22753							
Add fiber optic to connect traffic signals							
US-6 in the vicinity of Gretna to Omaha and on N-31							
NDOT	2019	PE- NEPA- FD	State-Nebraska	\$2.00	\$0.00	\$2.00	\$0.00
NDOT	2020	UTIL- CON- CE	NHPP	\$998.00	\$558.00	\$140.00	\$300.00
			Total - US-6: Traffic Signal Fiber Interconnect	\$1,000.00	\$558.00	\$142.00	\$300.00
US-6 at 192nd St.							
NE-22721							
Interchange improvements - project must be added to LRTP							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
US-6/192nd St interchange							
NDOT	2022	PE-NEPA-FD	State-Nebraska	\$100.00	\$0.00	\$100.00	\$0.00
NDOT	2023	UTIL-CON-CE	State-Nebraska	\$20,971.00	\$0.00	\$20,971.00	\$0.00
			Total - US-6 at 192nd St.	\$21,071.00	\$0.00	\$21,071.00	\$0.00
North Freeway: Parker - Fort St.							
NE-22647							
Resurfacing							
US-75 (North Freeway) from Parker St. to Fort St. in Omaha							
NDOT	2021	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
NDOT	2022	UTIL-CON-CE	NHPP	\$8,793.00	\$7,034.00	\$1,759.00	\$0.00
			Total - North Freeway: Parker - Fort St.	\$8,794.00	\$7,034.00	\$1,760.00	\$0.00
US-75(SB): Chandler Rd. to I-480							
22756							
Mill, resurface, and bridge repair							
US-75 (SB) from Chandler Rd to I-480							
NDOT	2020	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
NDOT	2021	UTIL-CON-CE	NHPP	\$3,673.00	\$2,938.00	\$735.00	\$0.00

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			Total - US-75(SB): Chandler Rd. to I-480	\$3,674.00	\$2,938.00	\$736.00	\$0.00
US-75 Bridge Approaches, Bellevue							
NE-22634							
4 bridges repair/overlay, replace approaches, seal bridge rails & pier columns							
US-75 bridge approaches from 0.3 mi south of Bellevue north to Chandler Rd							
NDOT	2020	PE- NEPA- FD	State-Nebraska	\$106.00	\$0.00	\$106.00	\$0.00
NDOT	2021	UTIL- CON- CE	NHPP	\$3,346.00	\$2,677.00	\$669.00	\$0.00
			Total - US-75 Bridge Approaches, Bellevue	\$3,452.00	\$2,677.00	\$775.00	\$0.00
US-75(SB) 'J' St. Bridge							
NE-22614							
Bridge repair & overlay							
US-75 bridge at 'J' Street							
NDOT	2022	PE- NEPA- FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
NDOT	2023	PE- NEPA- FD	NHPP	\$1,430.00	\$1,144.00	\$286.00	\$0.00
			Total - US-75(SB) 'J' St. Bridge	\$1,431.00	\$1,144.00	\$287.00	\$0.00
US-75 Creighton Area Bridges							
NE-22733							
US-75 bridges from I-480 to near Hamilton St. in Omaha							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
NDOT	2019	PE-NEPA-FD	State-Nebraska	\$161.00	\$0.00	\$161.00	\$0.00
NDOT	2020	UTIL-CON-CE	NHPP	\$4,188.00	\$3,350.00	\$838.00	\$0.00
			Total - US-75 Creighton Area Bridges	\$4,349.00	\$3,350.00	\$999.00	\$0.00
			Total	\$131,206.12	\$85,334.12	\$43,376.00	\$2,496.00

Table 5.3 B - Locally Sponsored TIP Projects: Nebraska

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Heartland 2050 Mini-Grant Program							
Heartland 2050 Mini-Grant Program							
MAPA	2020	General Planning	STBG-MAPA	\$525.00	\$420.00	\$0.00	\$105.00
MAPA	2021	General Planning	STBG-MAPA	\$312.50	\$250.00	\$0.00	\$62.50
			Total - Heartland 2050 Mini-Grant Program	\$837.50	\$670.00	\$0.00	\$167.50
North Downtown Riverfront Pedestrian Bridge							
NE-22571							
Pedestrian bridge to connect the western terminus of the Bob Kerry Pedestrian Bridge spanning Riverfront Drive and Union Pacific Railroad.							
10th and Fahey Drive							
Omaha	2014	PE-NEPA-FD	TCSP	\$660.00	\$500.00	\$0.00	\$160.00

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Omaha	2016	PE-NEPA-FD	TAP-MAPA	\$90.00	\$78.00	\$0.00	\$12.00
Omaha	2016	ROW	Local	\$50.00	\$0.00	\$0.00	\$50.00
Omaha	2018	PE-NEPA-FD	TAP-MAPA	\$1,130.00	\$904.00	\$0.00	\$226.00
Omaha	2021	UTIL-CON-CE	TAP-MAPA	\$6,092.00	\$1,365.00	\$0.00	\$4,727.00
			Total - North Downtown Riverfront Pedestrian Bridge	\$8,022.00	\$2,847.00	\$0.00	\$5,175.00

180th Street, N. HWS Cleveland Blvd. to West Maple Road

NE-22224

4 Lane Urban, New Bridge over Old Lincoln Highway, Union Pacific Railroad, and Papillion Creek

180th St., HWS Cleveland Blvd. to W Maple Rd. and Blondo St., 183rd St. to 175th St.

Douglas	2008	PE-NEPA-FD	STBG-MAPA	\$860.00	\$688.00	\$0.00	\$172.00
Douglas	2009	PE-NEPA-FD	STBG-MAPA	\$1,180.00	\$944.00	\$0.00	\$236.00
Douglas	2014	PE-NEPA-FD	STBG-MAPA	\$625.00	\$500.00	\$0.00	\$125.00
Douglas	2017	PE-NEPA-FD	STBG-MAPA	\$488.41	\$390.73	\$0.00	\$97.68
Douglas	2019	UTIL-CON-CE (AC)	STBG-MAPA	\$29,144.00	\$0.00	\$0.00	\$29,144.00
Douglas	2019	UTIL-CON-CE	Local	\$7,286.00	\$0.00	\$0.00	\$7,286.00
Douglas	2019	ROW	STBG-MAPA	\$3,360.00	\$2,688.00	\$0.00	\$672.00
Douglas	2020	AC Conversion	STBG-MAPA	\$0.00	\$29,144.00	\$0.00	-\$29,144.00

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			Total - 180th Street, N. HWS Cleveland Blvd. to West Maple Road	\$42,943.41	\$34,354.73	\$0.00	\$8,588.68
36th Street Phase I N-370 - Sheridan							
NE-22276							
Widen 2 lane Rural to 4 lane Urban.							
36th St - N-370 to Sheridan							
Bellevue	2017	PE-NEPA-FD	STBG-MAPA	\$132.50	\$106.00	\$0.00	\$26.50
Bellevue	2019	UTIL-CON-CE (AC)	STBG-MAPA	\$5,546.25	\$0.00	\$0.00	\$5,546.25
Bellevue	2019	UTIL-CON-CE	STBG-MAPA	\$9,455.00	\$7,563.00	\$0.00	\$1,892.00
Bellevue	2019	ROW	STBG-MAPA	\$322.50	\$258.00	\$0.00	\$64.50
Bellevue	2024	AC Conversion	STBG-MAPA	\$0.00	\$4,437.00	\$0.00	-\$4,437.00
			Total - 36th Street Phase I N-370 - Sheridan	\$15,456.25	\$12,364.00	\$0.00	\$3,092.25
Leavenworth Street - 7th Street to 13th Street Reconfiguration							
<p>The project will reconfigure the existing 4-lane section of Leavenworth Street between 7th Street and 13th Street to a 2-lane section with bike lanes, additional on-street parking, sidewalk improvements, and curb extensions at intersections. The total project length is 0.41 miles. Anticipated construction activities may include utility work, paving, grading, and drainage for curb extensions (including ADA improvements), as well as traffic signal modification, an asphalt overlay of the road surface, signage, and striping. The general layout of the reconfigured street will be similar to the attached conceptual striping plan, although changes will occur through the design process, and it is anticipated that curb extensions will be constructed at most intersections as part of the project.</p>							
Along Leavenworth Street from 7th Street to 13th Street							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Omaha	2020	PE-NEPA-FD	TAP-MAPA	\$194.00	\$155.00	\$0.00	\$39.00
Omaha	2023	UTIL-CON-CE	TAP-MAPA	\$723.75	\$579.00	\$0.00	\$144.75
			Total - Leavenworth Street - 7th Street to 13th Street Reconfiguration	\$917.75	\$734.00	\$0.00	\$183.75

Giles Road/42nd Street SRTS

Construct 6ft wide concrete sidewalks to close gaps in the existing network and help provide safe routes from residential areas to nearby schools.

Along the north side of Giles Road east of S 48th Street to S 42nd Street and along west side of S 42nd Street from Southern Hills Drive to margo Street

Bellevue	2023	UTIL-CON-CE	TAP-MAPA	\$347.50	\$278.00	\$0.00	\$69.50
			Total - Giles Road/42nd Street SRTS	\$347.50	\$278.00	\$0.00	\$69.50

West Papio Trail - Millard Connection

Connection of northern and southern portions of the West Papio Trail in the Millar neighborhood

Along West Papillion Creek from near 137th & Millard to Harry Anderson Drive

PMRNRD	2020	PE-NEPA-FD	TAP-MAPA	\$125.00	\$100.00	\$0.00	\$25.00
PMRNRD	2021	ROW	TAP-MAPA	\$150.00	\$120.00	\$0.00	\$30.00
PMRNRD	2022	UTIL-CON-CE	TAP-MAPA	\$1,802.50	\$1,442.00	\$0.00	\$360.50
			Total - West Papio Trail - Millard Connection	\$2,077.50	\$1,662.00	\$0.00	\$415.50

156th Street

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
NE-22233							
Replace existing road from Papio Creek to Spur 28F.							
Bennington							
Bennington	2009	PE-NEPA-FD	STBG-MAPA	\$53.92	\$38.96	\$0.00	\$14.96
Bennington	2015	PE-NEPA-FD (AC)	STBG-MAPA	\$70.00	\$0.00	\$0.00	\$70.00
Bennington	2016	PE-NEPA-FD	STBG-MAPA	\$172.52	\$138.02	\$0.00	\$34.50
Bennington	2019	ROW	STBG-MAPA	\$141.25	\$113.00	\$0.00	\$28.25
Bennington	2020	UTIL-CON-CE	STBG-MAPA	\$2,273.75	\$1,819.00	\$0.00	\$454.75
			Total - 156th Street	\$2,711.44	\$2,108.98	\$0.00	\$602.46
US Highway 34 Bike and Walking Trail Phase 2							
Install deck and trail surface along east side of the north bound lanes of US Highway 34 and complete trail connections to Allied Road at the north, and Beach Road to the south.							
Existing US-34 bridge over the Platte River between Sarpy and Cass Counties							
PMRNRD	2019	PE-NEPA-FD	STBG-MAPA	\$400.00	\$320.00	\$0.00	\$80.00
PMRNRD	2020	PE-NEPA-FD	STBG-MAPA	\$100.00	\$80.00	\$0.00	\$20.00
PMRNRD	2021	UTIL-CON-CE	STBG-MAPA	\$1,500.00	\$1,200.00	\$0.00	\$300.00
			Total - US Highway 34 Bike and Walking Trail Phase 2	\$2,000.00	\$1,600.00	\$0.00	\$400.00
Applewood Creek Trail							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
NE-22757							
Construction of multi-use trail, ten-foot (10') box culvert under Giles Road, utility relocation							
From Giles Road north along Applewood Creek between Giles and Harrison							
La Vista	2019	PE-NEPA-FD	TAP-MAPA	\$215.95	\$172.76	\$0.00	\$43.19
La Vista	2021	UTIL-CON-CE	TAP-MAPA	\$1,842.09	\$1,473.67	\$0.00	\$368.42
			Total - Applewood Creek Trail	\$2,058.04	\$1,646.43	\$0.00	\$411.61
24th Street Road Diet							
NE-22506							
Reduce excess capacity with 4-lane to 3-lane road diet and facilitate multi-modal options.							
From L Street to Leavenworth Street.							
Omaha	2016	PE-NEPA-FD	HSIP	\$331.00	\$297.90	\$0.00	\$33.10
Omaha	2019	ROW	HSIP	\$79.00	\$71.10	\$0.00	\$7.90
Omaha	2020	UTIL-CON-CE	HSIP	\$3,009.09	\$2,708.18	\$0.00	\$300.91
			Total - 24th Street Road Diet	\$3,419.09	\$3,077.18	\$0.00	\$341.91
Gretna to Wehrspann Trail							
10ft wide concrete bike/pedestrian trail							
From the City of Gretna to Wehrspann Lake							
Gretna	2020	PE-NEPA-FD	TAP-MAPA	\$86.60	\$69.28	\$0.00	\$17.32
Gretna	2020	UTIL-CON-CE	TAP-MAPA	\$82.06	\$65.64	\$0.00	\$16.42

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Gretna	2020	ROW	TAP-MAPA	\$20.00	\$16.00	\$0.00	\$4.00
Gretna	2021	UTIL-CON-CE	TAP-MAPA	\$666.25	\$533.00	\$0.00	\$133.25
			Total - Gretna to Wehrspann Trail	\$854.91	\$683.92	\$0.00	\$170.99
85th & Burt/Western Safety Improvements							
The improvements include replacing two existing stop controlled intersections with roundabouts.							
In the City of Omaha at the intersection of North 85th St. and Burt St. and the intersection of North 85th St. and Western Avenue.							
Omaha	2019	PE-NEPA-FD	HSIP	\$188.79	\$169.91	\$0.00	\$18.88
Omaha	2020	ROW	HSIP	\$67.50	\$60.75	\$0.00	\$6.75
Omaha	2021	UTIL-CON-CE		\$1,052.33	\$931.79	\$0.00	\$120.54
			Total - 85th & Burt/Western Safety Improvements	\$1,308.62	\$1,162.45	\$0.00	\$146.17
30th Street Road Diet							
NE-22706							
Restriping of the roadway to three lanes and striping of bicycle lanes							
On 30th Street, from Cuming Street to Ames Street							
Omaha	2016	PE-NEPA-FD	HSIP	\$266.38	\$211.61	\$0.00	\$54.77
Omaha	2019	ROW	HSIP	\$30.00	\$27.00	\$0.00	\$3.00
Omaha	2020	UTIL-CON-CE	HSIP	\$2,961.29	\$1,561.29	\$0.00	\$1,400.00
			Total - 30th Street Road Diet	\$3,257.67	\$1,799.90	\$0.00	\$1,457.77

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
42nd Street Bridge, C to D Street							
NE-22627							
The replacement of two adjacent pin-and-hanger bridges							
On 42nd Street between C and D streets							
Omaha	2022	UTIL-CON-CE	Local ACC	\$4,123.00	\$0.00	\$0.00	\$4,123.00
Omaha	2022	ROW	Local ACC	\$746.00	\$0.00	\$0.00	\$746.00
Omaha	2022	UTIL-CON-CE	Local	\$1,031.00	\$0.00	\$0.00	\$1,031.00
Omaha	2022	ROW	Local	\$187.00	\$0.00	\$0.00	\$187.00
			Total - 42nd Street Bridge, C to D Street	\$6,087.00	\$0.00	\$0.00	\$6,087.00
72nd & D Street Viaduct							
NE-22628							
Replacement and widening of existing bridge structure							
On 72nd Street just south of I-80, at about D Street							
Omaha	2023	UTIL-CON-CE	Local	\$1,291.00	\$0.00	\$0.00	\$1,291.00
Omaha	2023	ROW	Local	\$265.00	\$0.00	\$0.00	\$265.00
Omaha	2023	UTIL-CON-CE	Local ACC	\$5,165.00	\$0.00	\$0.00	\$5,165.00
Omaha	2023	ROW	Local ACC	\$1,061.00	\$0.00	\$0.00	\$1,061.00
			Total - 72nd & D Street Viaduct	\$7,782.00	\$0.00	\$0.00	\$7,782.00
36th Street Phase II							
NE-22288							
Widen 2 lane Rural to 4 lane Urban.							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Sheridan to Platteview Rd							
Bellevue	2019	PE-NEPA-FD	STBG-MAPA	\$956.25	\$765.00	\$0.00	\$191.25
Bellevue	2019	ROW	STBG-MAPA	\$579.30	\$463.44	\$0.00	\$115.86
Bellevue	2023	UTIL-CON-CE	STBG-MAPA	\$11,013.28	\$8,810.62	\$0.00	\$2,202.66
			Total - 36th Street Phase II	\$12,548.83	\$10,039.06	\$0.00	\$2,509.77
120th Street							
NE-22277							
Widen 2 Lane to 4 Lane Urban Divided with Turn Lanes							
Stonegate Dr to Fort St							
Omaha	2018	PE-NEPA-FD	STBG-MAPA	\$746.25	\$597.00	\$0.00	\$149.25
Omaha	2019	ROW	STBG-MAPA	\$1,412.00	\$1,129.00	\$0.00	\$283.00
Omaha	2019	UTIL-CON-CE	STBG-MAPA	\$1,412.00	\$1,129.00	\$0.00	\$283.00
Omaha	2023	UTIL-CON-CE	STBG-MAPA	\$17,411.00	\$13,914.00	\$0.00	\$3,497.00
			Total - 120th Street	\$20,981.25	\$16,769.00	\$0.00	\$4,212.25
MAPA Long Range Transportation Plan Support							
Utilize consultants on-call for various portions of the LRTP including marketing and public involvement activities such as the development of brochures, websites, info-graphics, surveys, and citizen engagement events							
Throughout the region							
MAPA	2020	General Planning	STBG-MAPA	\$40.00	\$32.00	\$0.00	\$8.00
MAPA	2021	General Planning	STBG-MAPA	\$45.00	\$36.00	\$0.00	\$9.00

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			Total - MAPA Long Range Transportation Plan Support	\$85.00	\$68.00	\$0.00	\$17.00
2014 Omaha Resurfacing Package							
NE-22605							
Package of resurfacing projects on eligible Federal-aid roadways.							
Various locations							
Omaha	2014	UTIL-CON-CE (AC)	STBG-MAPA	\$3,312.77	\$0.00	\$0.00	\$3,312.77
Omaha	2014	UTIL-CON-CE	Local	\$828.19	\$0.00	\$0.00	\$828.19
Omaha	2016	AC Conversion	STBG-MAPA	\$0.00	\$735.00	\$0.00	-\$735.00
Omaha	2018	AC Conversion	STBG-MAPA	\$0.00	\$1,400.00	\$0.00	-\$1,400.00
Omaha	2022	AC Conversion	STBG-MAPA	\$0.00	\$1,596.73	\$0.00	-\$1,596.73
			Total - 2014 Omaha Resurfacing Package	\$4,140.96	\$3,731.73	\$0.00	\$409.23
Omaha Signal Infrastructure - Phase A1							
NE-22608A							
Deployment of traffic signal network and traffic management system.							
Various Locations Throughout City							
Omaha	2019	ROW	STBG-MAPA	\$100.00	\$80.00	\$0.00	\$20.00
Omaha	2019	UTIL-CON-CE	STBG-MAPA	\$3,792.88	\$3,034.28	\$0.00	\$758.60

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			Total - Omaha Signal Infrastructure - Phase A1	\$3,892.88	\$3,114.28	\$0.00	\$778.60
2020 Bellevue Resurfacing Project							
Various locations throughout the City of Bellevue							
Bellevue	2019	PE-NEPA-FD (AC)	STBG-MAPA	\$8.00	\$0.00	\$0.00	\$8.00
Bellevue	2019	PE-NEPA-FD	Local	\$2.00	\$0.00	\$0.00	\$2.00
Bellevue	2020	UTIL-CON-CE (AC)	STBG-MAPA	\$1,582.40	\$0.00	\$0.00	\$1,582.40
Bellevue	2020	UTIL-CON-CE	Local	\$395.60	\$0.00	\$0.00	\$395.60
Bellevue	2023	AC Conversion	STBG-MAPA	\$0.00	\$1,590.40	\$0.00	-\$1,590.40
			Total - 2020 Bellevue Resurfacing Project	\$1,988.00	\$1,590.40	\$0.00	\$397.60
2016 Omaha Resurfacing Program							
NE-22681							
Resurfacing of federal-aid eligible roadways in the City of Omaha							
Various locations throughout the City of Omaha							
Omaha	2016	UTIL-CON-CE (AC)	STBG-MAPA	\$4,080.00	\$0.00	\$0.00	\$4,080.00
Omaha	2016	UTIL-CON-CE	Local	\$1,020.00	\$0.00	\$0.00	\$1,020.00
Omaha	2024	AC Conversion	STBG-MAPA	\$663.00	\$3,552.20	\$663.00	-\$3,552.20

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			Total - 2016 Omaha Resurfacing Program	\$5,763.00	\$3,552.20	\$663.00	\$1,547.80
Omaha Resurfacing Program							
OMA-051515-001							
Omaha	2020	UTIL-CON- CE (AC)	STBG-MAPA	\$4,571.71	\$0.00	\$0.00	\$4,571.71
Omaha	2024	AC Conversion	STBG-MAPA	\$0.00	\$4,571.71	\$0.00	-\$4,571.71
			Total - Omaha Resurfacing Program	\$4,571.71	\$4,571.71	\$0.00	\$0.00
2018 Bellevue Resurfacing Project							
NE-22736							
Resurfacing projects in the City of Bellevue							
Various locations within the City of Bellevue							
Bellevue	2018	UTIL-CON- CE (AC)	STBG-MAPA	\$4,216.56	\$0.00	\$0.00	\$4,216.56
Bellevue	2018	UTIL-CON- CE	Local	\$1,054.14	\$0.00	\$0.00	\$1,054.14
Bellevue	2025	AC Conversion	STBG-MAPA	\$0.00	\$4,216.56	\$0.00	-\$4,216.56
			Total - 2018 Bellevue Resurfacing Project	\$5,270.70	\$4,216.56	\$0.00	\$1,054.14
2018 Omaha Resurfacing Program							
NE-22735							
Resurfacing projects in the City of Omaha							
Various locations within the City of Omaha							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Omaha	2018	UTIL-CON-CE (AC)	STBG-MAPA	\$5,142.54	\$0.00	\$0.00	\$5,142.54
Omaha	2024	AC Conversion	STBG-MAPA	\$0.00	\$5,142.54	\$0.00	-\$5,142.54
			Total - 2018 Omaha Resurfacing Program	\$5,142.54	\$5,142.54	\$0.00	\$0.00

168th Street - West Center Road to Poppleton Street

NE-22210

Widen 2 Lane to 4 Lane Urban Divided with Turn Lanes

West Center Rd to Poppleton

Omaha	2018	PE-NEPA-FD	STBG-MAPA	\$750.00	\$600.00	\$0.00	\$150.00
Omaha	2019	ROW	STBG-MAPA	\$1,250.00	\$1,000.00	\$0.00	\$250.00
Omaha	2020	UTIL-CON-CE	STBG-MAPA	\$8,300.00	\$6,640.00	\$0.00	\$1,660.00
Omaha	2022	AC Conversion	STBG-MAPA	\$0.00	\$360.00	\$0.00	-\$360.00
			Total - 168th Street - West Center Road to Poppleton Street	\$10,300.00	\$8,600.00	\$0.00	\$1,700.00

168th Street - West Center Road to Q Street

NE-22209

West Center Rd to Q Street

Omaha	2018	PE-NEPA-FD	STBG-MAPA	\$272.95	\$218.36	\$0.00	\$54.59
Omaha	2019	ROW	STBG-MAPA	\$4,000.00	\$3,200.00	\$0.00	\$800.00

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Omaha	2021	UTIL-CON-CE	STBG-MAPA	\$18,600.00	\$14,880.00	\$0.00	\$3,720.00
			Total - 168th Street - West Center Road to Q Street	\$22,872.95	\$18,298.36	\$0.00	\$4,574.59
2017 Omaha Resurfacing Program							
NE-22718							
Resurfacing of federal-aid eligible corridors within the City of Omaha							
Within the City of Omaha							
Omaha	2017	UTIL-CON-CE	Local	\$1,219.20	\$0.00	\$0.00	\$1,219.20
Omaha	2017	PE-NEPA-FD	Local	\$10.00	\$8.00	\$0.00	\$2.00
Omaha	2017	UTIL-CON-CE (AC)	STBG-MAPA	\$4,876.80	\$0.00	\$0.00	\$4,876.80
Omaha	2022	AC Conversion	STBG-MAPA	\$0.00	\$4,876.80	\$0.00	-\$4,876.80
			Total - 2017 Omaha Resurfacing Program	\$6,106.00	\$4,884.80	\$0.00	\$1,221.20
			Total	\$203,744.50	\$149,567.23	\$663.00	\$53,514.27

Table 5.3 C - State Sponsored TIP Projects: Iowa

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Iowa DOT						
I-80: I-29/80/480						
IA-38153						
Grade and pave, bridge new, grading						

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
I-80: I-29/80/480 INTERSTATES IN COUNCIL BLUFFS (CBIS) STATE SHARE						
2018	UTIL-CON-CE	NHPP	\$121,786.00	\$109,608.00	\$12,178.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$74,249.00	\$66,825.00	\$7,424.00	\$0.00
2020	UTIL-CON-CE	NHPP	\$44,394.00	\$39,955.00	\$4,439.00	\$0.00
2021	UTIL-CON-CE	NHPP	\$140,915.00	\$126,824.00	\$14,091.00	\$0.00
2022	UTIL-CON-CE	NHPP	\$144,688.00	\$130,220.00	\$14,468.00	\$0.00
2023	UTIL-CON-CE	NHPP	\$3,818.00	\$3,437.00	\$381.00	\$0.00
US 34: Missouri River N of Plattsmouth Nebraska						
IA-37979						
Miscellaneous						
Missouri River N of Plattsmouth Nebraska						
2019	UTIL-CON-CE	State-Iowa	\$45.00	\$0.00	\$45.00	\$0.00
2020	UTIL-CON-CE	State-Iowa	\$45.00	\$0.00	\$45.00	\$0.00
2021	UTIL-CON-CE	State-Iowa	\$45.00	\$0.00	\$45.00	\$0.00
2022	UTIL-CON-CE	State-Iowa	\$45.00	\$0.00	\$45.00	\$0.00
I-480: Missouri River in Council Bluffs						
IA-38123						
Bridge deck overlay and bridge cleaning (Iowa state share)						
On I-480 over the Missouri River						
2020	UTIL-CON-CE	State-Iowa	\$30.00	\$0.00	\$30.00	\$0.00
2021	UTIL-CON-CE	State-Iowa	\$1,216.00	\$0.00	\$1,216.00	\$0.00
2022	UTIL-CON-CE	State-Iowa	\$30.00	\$0.00	\$30.00	\$0.00
2023	UTIL-CON-CE	State-Iowa	\$2,402.00	\$0.00	\$2,402.00	\$0.00
I-680: Missouri River in Council Bluffs - Eastbound & Westbound						
IA-38124						
Bridge deck overlay, bridge painting, and bridge cleaning (Iowa state share)						

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
On I-680 over the Missouri River						
2020	UTIL-CON-CE	State-Iowa	\$48.00	\$0.00	\$48.00	\$0.00
2021	UTIL-CON-CE	State-Iowa	\$48.00	\$0.00	\$48.00	\$0.00
2022	UTIL-CON-CE	State-Iowa	\$48.00	\$0.00	\$48.00	\$0.00
2023	UTIL-CON-CE	State-Iowa	\$48.00	\$0.00	\$48.00	\$0.00
I-80: Missouri River in Council Bluffs - Eastbound & Westbound						
IA-38118						
Bridge cleaning (Iowa state share)						
On I-80 over the Missouri River						
2020	UTIL-CON-CE	State-Iowa	\$42.00	\$0.00	\$42.00	\$0.00
2021	UTIL-CON-CE	State-Iowa	\$42.00	\$0.00	\$42.00	\$0.00
2022	UTIL-CON-CE	State-Iowa	\$42.00	\$0.00	\$42.00	\$0.00
2023	UTIL-CON-CE	State-Iowa	\$42.00	\$0.00	\$42.00	\$0.00
275 Bridge Cleaning						
IA-38013						
Bridge cleaning						
US 275: MISSOURI RIVER IN COUNCIL BLUFFS						
2020	UTIL-CON-CE	State-Iowa	\$57.00	\$0.00	\$57.00	\$0.00
2021	UTIL-CON-CE	State-Iowa	\$57.00	\$0.00	\$57.00	\$0.00
2022	UTIL-CON-CE	State-Iowa	\$57.00	\$0.00	\$57.00	\$0.00
2023	UTIL-CON-CE	State-Iowa	\$57.00	\$0.00	\$57.00	\$0.00
		Total - Iowa DOT	\$534,296.00	\$476,869.00	\$57,427.00	\$0.00
		Total	\$534,296.00	\$476,869.00	\$57,427.00	\$0.00

Table 5.3 D - Locally Sponsored TIP Projects: Iowa

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Council Bluffs						
East Beltway: Greenview Road - East Segment						
IA-35682						
Reconstruction of existing roadway						
Along Greenwood Road from Ridgewood Drive to Cottonwood Drive						
2020	PE-NEPA-FD	STBG-MAPA	\$125.00	\$100.00	\$0.00	\$25.00
2020	ROW	STBG-MAPA	\$7.50	\$6.00	\$0.00	\$1.50
2021	UTIL-CON-CE	STBG-MAPA	\$1,475.00	\$1,180.00	\$0.00	\$295.00
East Beltway: Greenview Road - West Segment						
IA-35679						
Along Greenwood Road from State Orchard Drive to Ridgewood Drive						
2020	PE-NEPA-FD	STBG-MAPA	\$261.00	\$209.00	\$0.00	\$52.00
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
City/County Connector Trail						
IA-35677						
Trail connection between the City of Council Bluffs trail system and the Pottawattamie County Trail system						
Along Railroad Highway from Kanesville Boulevard to the Council Bluffs Corporate Limits						
2019	UTIL-CON-CE	TAP-MAPA	\$576.00	\$461.00	\$0.00	\$115.00
River Road Trail						
Bike/pedestrian trail along River Road in Council Bluffs						
Along River Road from Nebraska Ave. to the south, terminating at Warren Distribution						
2022	UTIL-CON-CE	TAP-MAPA	\$410.00	\$328.00	\$0.00	\$82.00
W Graham Ave Reconstruction						
IA-25419						
Reconstruction of street and utilities						
High Street to Fairmont Avenue						

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
2024	UTIL-CON-CE	STBG-MAPA	\$2,919.00	\$2,335.00	\$0.00	\$584.00
Harrison Street Reconstruction						
IA-25422						
Reconstruction of streets and utilities						
Kanesville Boulevard to Morgan Street						
2024	UTIL-CON-CE	STBG-MAPA (Swap)	\$5,765.00	\$4,612.00	\$0.00	\$1,153.00
North 16th Street Reconstruction						
IA-34125						
Reconstruction of roadway and utility work						
On 16th Street (Highway 192) from Avenue G to Nash Boulevard						
2022	UTIL-CON-CE	STBG-MAPA (Swap)	\$5,356.25	\$4,285.00	\$0.00	\$1,071.25
South Expressway Reconstruction - Phase 2						
CB-033115-003						
Reconstruction of roadway and utility work						
On Highway 192 from 21st Street north to 16th Street						
2023	UTIL-CON-CE	STBG-MAPA	\$4,313.00	\$3,450.00	\$0.00	\$863.00
South Expressway Reconstruction - Phase 1						
IA-34126						
On Highway 192 from I-80 north to 21st Street						
2021	UTIL-CON-CE	STBG-MAPA (Swap)	\$3,260.00	\$3,260.00	\$0.00	\$0.00
Interstate Utility Relocation						
IA-29716						
Sanitary sewer relocations for the Council Bluffs Interstate Improvements from 9th Avenue to 400 ft. north of 2nd Avenue east of I-29 in Council Bluffs, IA.						
On I-29 at Mosquito Creek						
2015	UTIL-CON-CE	STBG-MAPA	\$812.50	\$650.00	\$0.00	\$162.50
2016	UTIL-CON-CE	STBG-MAPA	\$445.00	\$356.00	\$0.00	\$89.00
2017	UTIL-CON-CE	STBG-MAPA	\$458.75	\$367.00	\$0.00	\$91.75
2019	UTIL-CON-CE	STBG-MAPA	\$1,426.00	\$1,141.00	\$0.00	\$285.00

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
2019	UTIL-CON-CE	STBG-MAPA	\$961.00	\$768.00	\$0.00	\$193.00
2020	UTIL-CON-CE	STBG-MAPA	\$516.00	\$413.00	\$0.00	\$103.00
East Beltway: Stevens Road - West Segment						
IA-35678						
Construction of roadway on new alignment						
On Stevens Road from State Orchard Road to intersection with Norwood Drive						
2021	PE-NEPA-FD	STBG-MAPA	\$164.00	\$131.00	\$0.00	\$33.00
2021	ROW	STBG-MAPA	\$146.00	\$117.00	\$0.00	\$29.00
2022	UTIL-CON-CE	STBG-MAPA	\$1,800.00	\$1,440.00	\$0.00	\$360.00
Iowa Riverfront Trail III						
IA-1581						
Ped/Bike Grade and Pave						
Recreation Trail Connection Along Missouri River						
2020	UTIL-CON-CE	TAP-MAPA	\$323.00	\$258.00	\$0.00	\$65.00
		Total - Council Bluffs	\$34,800.00	\$28,450.00	\$0.00	\$6,350.00
MAPA						
MAPA MPO Planning Allocation						
IA-29733						
MPO allocation of Federal Planning (PL) Funding						
Iowa portion of the MAPA TMA						
2020	General Planning	PL	\$166.00	\$133.00	\$0.00	\$33.00
2021	General Planning	PL	\$166.00	\$133.00	\$0.00	\$33.00
2022	General Planning	PL	\$166.00	\$133.00	\$0.00	\$33.00
2023	General Planning	PL	\$166.00	\$133.00	\$0.00	\$33.00
		Total - MAPA	\$664.00	\$532.00	\$0.00	\$132.00
Pottawattamie						

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Pottawattamie County Multi-Use Trail - Phase 1						
IA-29802						
Multi-use recreational trail						
From Council Bluffs north to 330th Street along the Railroad Highway, approximately 7 miles						
2020	UTIL-CON-CE	TAP-MAPA	\$298.70	\$238.70	\$0.00	\$60.00
		Total - Pottawattamie	\$298.70	\$238.70	\$0.00	\$60.00
		Total	\$35,762.70	\$29,220.70	\$0.00	\$6,542.00

5.2 Regionally Significant Transit Projects

The following projects utilize federal aid managed by the Federal Transit Administration.

Table 5.4 A - Regionally Significant Transit Projects: Nebraska

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
City of Bellevue 5310 Vehicle Purchases							
Bellevue	2022	Small Transit Bus	FTA 5310	\$66.55	\$53.24	\$0.00	\$13.31
Bellevue	2017	Small Transit Bus	FTA 5310	\$60.00	\$48.00	\$0.00	\$12.00
Bellevue	2018	Small Transit Bus	FTA 5310	\$60.00	\$48.00	\$0.00	\$12.00
			Total - City of Bellevue 5310 Vehicle Purchases	\$186.55	\$149.24	\$0.00	\$37.31
Black Hills Works 5310 Operations							
Black Hills Works	2019	Operational Expenditures	FTA 5310	\$89.44	\$44.72	\$0.00	\$44.72
Black Hills Works	2019	Operational Expenditures	FTA 5310	\$13.22	\$6.61	\$0.00	\$6.61

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Black Hills Works	2019	Operational Expenditures	FTA 5310	\$77.78	\$38.89	\$0.00	\$38.89
Black Hills Works	2019	Operational Expenditures	FTA 5310	\$108.70	\$54.35	\$0.00	\$54.35
Black Hills Works	2020	Operational Expenditures	FTA 5310	\$130.02	\$65.01	\$0.00	\$65.01
Black Hills Works	2021	Operational Expenditures	FTA 5310	\$9.44	\$4.72	\$0.00	\$4.72
Black Hills Works	2022	Operational Expenditures	FTA 5310	\$66.55	\$33.28	\$0.00	\$33.28
			Total - Black Hills Works 5310 Operations	\$495.15	\$247.58	\$0.00	\$247.58
Bryant Resource Center 5310 Operations (award declined)							
Bryant Resource Center	2021	Operational Expenditures	FTA 5310	\$70.80	\$35.40	\$0.00	\$35.40
Bryant Resource Center	2020	Operational Expenditures	FTA 5310	\$14.24	\$7.12	\$0.00	\$7.12
Bryant Resource Center	2017	Operational Expenditures	FTA 5310	\$18.05	\$7.45	\$0.00	\$10.60
			Total - Bryant Resource Center 5310 Operations (award declined)	\$103.09	\$49.97	\$0.00	\$53.12
Eastern Nebraska Human Service Agency 5310 Vehicle Purchases							
Eastern Nebraska Human Services Agency	2017	Lowered Floor Minivan	FTA 5310	\$59.39	\$47.51	\$0.00	\$11.88

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Eastern Nebraska Human Services Agency	2019	Lowered Floor Minivan	FTA 5310	\$82.80	\$66.30	\$0.00	\$16.50
Eastern Nebraska Human Services Agency	2016	Lowered Floor Minivan	FTA 5310	\$51.61	\$41.29	\$0.00	\$10.32
Eastern Nebraska Human Services Agency	2018	Lowered Floor Minivan	FTA 5310	\$111.00	\$88.80	\$0.00	\$22.20
			Total - Eastern Nebraska Human Service Agency 5310 Vehicle Purchases	\$304.80	\$243.90	\$0.00	\$60.90

Florence Home for the Aged 5310 Operations

Florence Home for the Aged	2017	Operational Expenditures	FTA 5310	\$91.16	\$45.58	\$0.00	\$45.58
Florence Home for the Aged	2016	Operational Expenditures	FTA 5310	\$39.22	\$19.61	\$0.00	\$19.61
Florence Home for the Aged	2019	Operational Expenditures	FTA 5310	\$85.57	\$42.78	\$0.00	\$42.78
Florence Home for the Aged	2020	Operational Expenditures	FTA 5310	\$26.45	\$13.23	\$0.00	\$13.23
Florence Home for the Aged	2021	Operational Expenditures	FTA 5310	\$57.82	\$28.91	\$0.00	\$28.91

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Florence Home for the Aged	2018	Operational Expenditures	FTA 5310	\$85.46	\$42.73	\$0.00	\$42.73
Florence Home for the Aged	2022	Operational Expenditures	FTA 5310	\$163.35	\$81.68	\$0.00	\$81.68
			Total - Florence Home for the Aged 5310 Operations	\$549.03	\$274.52	\$0.00	\$274.52

Florence Home for the Aged 5310 Vehicle Purchase

Florence Home for the Aged	2021	Lowered Floor Minivan	FTA 5310	\$39.16	\$31.33	\$0.00	\$7.83
Florence Home for the Aged	2019	Lowered Floor Minivan	FTA 5310	\$41.44	\$33.15	\$0.00	\$8.29
Florence Home for the Aged	2021	Small Transit Bus	FTA 5310	\$65.56	\$52.45	\$0.00	\$13.11
Florence Home for the Aged	2016	Lowered Floor Minivan	FTA 5310	\$39.22	\$31.38	\$0.00	\$7.84
Florence Home for the Aged	2018	Small Transit Bus	FTA 5310	\$45.30	\$36.24	\$0.00	\$9.06
Florence Home for the Aged	2018	Small Transit Bus	FTA 5310	\$16.40	\$13.12	\$0.00	\$3.28
			Total - Florence Home for the Aged 5310 Vehicle Purchase	\$247.08	\$197.67	\$0.00	\$49.41

Friendship Program 5310 Vehicle Purchases

Friendship Program	2019	Small Transit Bus	FTA 5310	\$61.60	\$49.28	\$0.00	\$12.32
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Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Friendship Program	2018	Lowered Floor Minivan	FTA 5310	\$37.00	\$29.60	\$0.00	\$7.40
			Total - Friendship Program 5310 Vehicle Purchases	\$98.60	\$78.88	\$0.00	\$19.72
Heartland Family Service 5310 Operations							
Heartland Family Service	2020	Operational Expenditures	FTA 5310	\$16.79	\$8.40	\$0.00	\$8.40
Heartland Family Service	2021	Operational Expenditures	FTA 5310	\$36.58	\$18.29	\$0.00	\$18.29
			Total - Heartland Family Service 5310 Operations	\$53.37	\$26.69	\$0.00	\$26.69
Heartland Family Service 5310 Vehicle Purchase							
Heartland Family Service	2022	Small Transit Bus	FTA 5310	\$66.55	\$53.24	\$0.00	\$13.31
			Total - Heartland Family Service 5310 Vehicle Purchase	\$66.55	\$53.24	\$0.00	\$13.31
Intercultural Senior Center 5310 Operations							
Intercultural Senior Center	2018	Operational Expenditures	FTA 5310	\$31.80	\$15.90	\$0.00	\$15.90
Intercultural Senior Center	2018	Operational Expenditures	FTA 5310	\$39.68	\$19.84	\$0.00	\$19.84
			Total - Intercultural Senior Center 5310 Operations	\$71.48	\$35.74	\$0.00	\$35.74
Intercultural Senior Center 5310 Vehicle Purchase							
Intercultural Senior Center	2019	Small Transit Bus	FTA 5310	\$61.60	\$49.28	\$0.00	\$12.32

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			Total - Intercultural Senior Center 5310 Vehicle Purchase	\$61.60	\$49.28	\$0.00	\$12.32
City of La Vista 5310 Vehicle Purchases							
La Vista	2022	Small Transit Bus	FTA 5310	\$66.55	\$53.24	\$0.00	\$13.31
La Vista	2019	Small Transit Bus	FTA 5310	\$61.60	\$49.28	\$0.00	\$12.32
			Total - City of La Vista 5310 Vehicle Purchases	\$128.15	\$102.52	\$0.00	\$25.63
MAPA 5310 Administration							
MAPA	2017	Administration	FTA 5310	\$50.00	\$50.00	\$0.00	\$0.00
MAPA	2016	Administration	FTA 5310	\$37.77	\$37.77	\$0.00	\$0.00
MAPA	2020	Administration	FTA 5310	\$50.00	\$50.00	\$0.00	\$0.00
MAPA	2020	Administration	FTA 5310	\$50.00	\$50.00	\$0.00	\$0.00
MAPA	2018	Administration	FTA 5310	\$55.00	\$55.00	\$0.00	\$0.00
MAPA	2022	Administration	FTA 5310	\$50.00	\$50.00	\$0.00	\$0.00
MAPA	2021	Administration	FTA 5310	\$50.00	\$50.00	\$0.00	\$0.00
			Total - MAPA 5310 Administration	\$342.77	\$342.77	\$0.00	\$0.00
Metro Transit 5310 Operations - AVL							
Metro	2019	Operational Expenditures	FTA 5310	\$150.00	\$75.00	\$0.00	\$75.00
			Total - Metro Transit 5310 Operations - AVL	\$150.00	\$75.00	\$0.00	\$75.00
North 30th Street Transit Amenities							
Metro	2019	UTIL-CON-CE	FTA 5307	\$656.25	\$525.00	\$0.00	\$131.25

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			Total - North 30th Street Transit Amenities	\$656.25	\$525.00	\$0.00	\$131.25
Rolling Stock							
Metro	2021	35' Bus Replacement - 11.12.02	FTA 5339	\$1,062.29	\$902.94	\$0.00	\$159.34
Metro	2020	35' Bus Replacement - 11.12.02	FTA 5339	\$1,007.22	\$805.78	\$0.00	\$201.44
Metro	2023	35' Bus Replacement - 11.12.02	FTA 5339	\$1,021.42	\$868.21	\$0.00	\$153.21
Metro	2022	35' Bus Replacement - 11.12.02	FTA 5339	\$1,075.00	\$913.75	\$0.00	\$161.25
			Total - Rolling Stock	\$4,165.93	\$3,490.68	\$0.00	\$675.24
Nebraska Statewide Van Pool							
NE-00955							
NDOT	2019	UTIL-CON-CE	FTA 5311	\$105.00	\$84.00	\$0.00	\$21.00
NDOT	2018	UTIL-CON-CE	FTA 5311	\$90.00	\$72.00	\$0.00	\$18.00
NDOT	2020	UTIL-CON-CE	FTA 5311	\$60.00	\$48.00	\$0.00	\$12.00
			Total - Nebraska Statewide Van Pool	\$255.00	\$204.00	\$0.00	\$51.00
New Cassel Retirement Center 5310 Operations							
New Cassel Retirement Center	2020	Operational Expenditures	FTA 5310	\$7.59	\$3.80	\$0.00	\$3.80
New Cassel Retirement Center	2021	Operational Expenditures	FTA 5310	\$24.78	\$12.39	\$0.00	\$12.39

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
New Cassel Retirement Center	2022	Operational Expenditures	FTA 5310	\$114.95	\$57.48	\$0.00	\$57.48
			Total - New Cassel Retirement Center 5310 Operations	\$147.32	\$73.67	\$0.00	\$73.67
New Cassel Retirement Center 5310 Vehicle Purchase							
New Cassel Retirement Center	2022	Small Transit Bus	FTA 5310	\$66.55	\$53.24	\$0.00	\$13.31
			Total - New Cassel Retirement Center 5310 Vehicle Purchase	\$66.55	\$53.24	\$0.00	\$13.31
Notre Dame Housing 5310 Vehicle Purchase							
Notre Dame Housing	2019	Small Transit Bus	FTA 5310	\$60.00	\$48.00	\$0.00	\$12.00
			Total - Notre Dame Housing 5310 Vehicle Purchase	\$60.00	\$48.00	\$0.00	\$12.00
Omaha Housing Authority 5310 Vehicle Purchases							
Omaha Housing Authority	2018	Small Transit Bus	FTA 5310	\$60.00	\$48.00	\$0.00	\$12.00
			Total - Omaha Housing Authority 5310 Vehicle Purchases	\$60.00	\$48.00	\$0.00	\$12.00
City of Papillion 5310 Vehicle Purchases							
Papillion	2016	Small Transit Bus	FTA 5310	\$44.37	\$35.50	\$0.00	\$8.87
Papillion	2016	Small Transit Bus	FTA 5310	\$13.93	\$11.14	\$0.00	\$2.79

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Papillion	2021	Small Transit Bus	FTA 5310	\$64.90	\$51.92	\$0.00	\$12.98
Papillion	2020	Small Transit Bus	FTA 5310	\$30.43	\$24.34	\$0.00	\$6.09
Papillion	2020	Small Transit Bus	FTA 5310	\$32.83	\$26.26	\$0.00	\$6.57
			Total - City of Papillion 5310 Vehicle Purchases	\$186.46	\$149.16	\$0.00	\$37.30
Region 5 Services 5310 Vehicle Purchases							
Region 5 Services	2021	Small Transit Bus	FTA 5310	\$64.90	\$51.92	\$0.00	\$12.98
			Total - Region 5 Services 5310 Vehicle Purchases	\$64.90	\$51.92	\$0.00	\$12.98
Sarpy County 5310 Capitalized Cost of Contracting							
Sarpy	2020	Capital Expenditures	FTA 5310	\$0.00	\$0.00	\$0.00	\$0.00
Sarpy	2020	Capital Expenditures	FTA 5310	\$8.75	\$7.00	\$0.00	\$1.75
			Total - Sarpy County 5310 Capitalized Cost of Contracting	\$8.75	\$7.00	\$0.00	\$1.75
			Total	\$8,529.38	\$6,577.67	\$0.00	\$1,951.75

Table 5.4 B - Regionally Significant Transit Projects: Iowa

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
City of Council Bluffs 5310 Capitalized Cost of Contracting							
Council Bluffs	2020	Capital Expenditures	FTA 5310	\$113.56	\$90.85	\$0.00	\$22.71

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Council Bluffs	2021	Capital Expenditures	FTA 5310	\$110.63	\$88.50	\$0.00	\$22.13
Council Bluffs	2019	Capital Expenditures	FTA 5310	\$31.10	\$24.88	\$0.00	\$6.22
Council Bluffs	2022	Capital Expenditures	FTA 5310	\$18.15	\$14.52	\$0.00	\$3.63
Council Bluffs	2018	Capital Expenditures	FTA 5310	\$90.61	\$72.49	\$0.00	\$18.12
Council Bluffs	2022	Capital Expenditures	FTA 5310	\$118.53	\$94.82	\$0.00	\$23.71
Council Bluffs	2019	Capital Expenditures	FTA 5310	\$57.25	\$45.80	\$0.00	\$11.45
			Total - City of Council Bluffs 5310 Capitalized Cost of Contracting	\$539.83	\$431.86	\$0.00	\$107.97
City of Council Bluffs 5310 Operations							
Council Bluffs	2017	Operational Expenditures	FTA 5310	\$154.76	\$77.38	\$0.00	\$77.38
Council Bluffs	2016	Operational Expenditures	FTA 5310	\$150.38	\$75.19	\$0.00	\$75.19
			Total - City of Council Bluffs 5310 Operations	\$305.14	\$152.57	\$0.00	\$152.57
City of Council Bluffs 5310 Vehicle Purchases							
Council Bluffs	2022	Light-duty Bus	FTA 5310	\$45.37	\$36.30	\$0.00	\$9.07
Council Bluffs	2016	Light-duty Bus	FTA 5310	\$212.31	\$169.85	\$0.00	\$42.46
Council Bluffs	2017	Light-duty Bus	FTA 5310	\$109.24	\$87.39	\$0.00	\$21.85
			Total - City of Council Bluffs 5310 Vehicle Purchases	\$366.92	\$293.54	\$0.00	\$73.38

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Crossroads of Western Iowa 5310 Vehicle Purchases							
Crossroads of Western Iowa/SWITA	2020	Lowered Floor Minivan	FTA 5310	\$117.88	\$94.30	\$0.00	\$23.58
Crossroads of Western Iowa/SWITA	2018	Lowered Floor Minivan	FTA 5310	\$80.82	\$64.66	\$0.00	\$16.16
Crossroads of Western Iowa/SWITA	2018	Lowered Floor Minivan	FTA 5310	\$18.25	\$14.35	\$0.00	\$3.90
			Total - Crossroads of Western Iowa 5310 Vehicle Purchases	\$216.95	\$173.31	\$0.00	\$43.64
Southwest Iowa Planning Council 5310 Vehicle Purchases							
SWITA	2020	Lowered Floor Minivan	FTA 5310	\$11.23	\$8.98	\$0.00	\$2.25
SWITA	2020	Lowered Floor Minivan	FTA 5310	\$31.90	\$25.52	\$0.00	\$6.38
			Total - Southwest Iowa Planning Council 5310 Vehicle Purchases	\$43.13	\$34.50	\$0.00	\$8.63
			Total	\$1,471.97	\$1,085.78	\$0.00	\$386.19

5.3 Federal Aviation Administration Projects

This section includes a listing of the airport improvement projects funded under the programs of the Federal Aviation Administration of the USDOT. Federally funded airport improvement projects must be listed in the regional Transportation Improvement Program. For that purpose, the following projects have been programmed by the Omaha Airport Authority.

Table 5.5 - Omaha Airport Authority Improvement Program (in \$1,000s)

Fiscal Year ↓	Project Name	Fund Source	Federal Funding	Local Funding	Total
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Fiscal Year ↓	Project Name	Fund Source	Federal Funding	Local Funding	Total
2020	Airfield Lighting	FAA AIP	\$1,125.00	\$375.00	\$1,500.00
2021	Airfield Apron Rehabilitation	FAA AIP	\$11,250.00	\$3,750.00	\$15,000.00
2022	Airfield Pump Station Rehab	FAA AIP	\$12,250.00	\$2,500.00	\$14,750.00
2023	Airfield Security Projects	FAA AIP	\$1,125.00	\$375.00	\$1,500.00
		Total	\$25,750.00	\$7,000.00	\$32,750.00

5.4 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 5.6 - 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-00955	NDOT	Nebraska Statewide Van Pool	\$441.12	\$390.12
		Total	\$1,800.12	\$1,213.12

Table 5.7 - 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
NE-22741	NDOT	N-370 - Douglas County Line	\$983.00	\$797.00
NE-22506	Omaha	24th Street Road Diet	\$3,419.09	\$3,077.18
NE-22630	NDOT	US-275: 25th Street - 23rd Street	\$2,190.00	\$1,519.00
NE-22706	Omaha	30th Street Road Diet	\$3,257.67	\$1,799.90
		Total	\$33,420.38	\$8,764.53

Table 5.8 - 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
	MAPA	MAPA Long Range Transportation Plan Support	\$85.00	\$68.00
	MAPA	Heartland 2050 Mini-Grant Program	\$837.50	\$670.00
IA-29733	MAPA	MAPA MPO Planning Allocation	\$664.00	\$532.00
		Total	\$1,586.50	\$1,270.00

Table 5.9 - 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-22614	NDOT	US-75(SB) 'J' St. Bridge	\$1,431.00	\$1,144.00
NE-22623	NDOT	I-80/480/680 Barrier	\$864.00	\$778.00
NE-22643	NDOT	Omaha FY-2020 Municipal Resurfacing	\$400.00	\$0.00
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-22745	NDOT	Omaha FY-2023 Municipal Resurfacing	\$400.00	\$0.00
	Bellevue	2020 Bellevue Resurfacing Project	\$1,988.00	\$1,590.40
NE-22732	NDOT	I-480 Creighton Area Bridges	\$2,209.00	\$1,880.00
NE-22724	NDOT	I-80: 13th St. to Iowa Line	\$166.00	\$148.00
NE-22578A	NDOT	West Branch Papillion Creek Bridge	\$1,652.00	\$1,288.00
IA-37979	Iowa DOT	US 34: Missouri River N of Plattsmouth Nebraska	\$180.00	\$0.00
NE-22734	NDOT	Platte River Bridges West of Valley	\$1,719.00	\$1,275.00
NE-22712	NDOT	N-85: Giles Rd. - Harrison St.	\$1,058.00	\$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-22696	NDOT	US-75: NB Ramp to Storz Expressway	\$1,556.00	\$0.00
NE-22733	NDOT	US-75 Creighton Area Bridges	\$4,349.00	\$3,350.00
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

Control #	Lead Agency	Project Name	Total Funding	Federal Funding
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	\$4,884.80
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	\$671,504.91	\$586,158.94

5.5 Regionally Significant Locally Funded Projects

Transportation projects with a regional impact, but do not utilize federal aid can be found in this section. These projects come from local planning documents, primarily capital improvement plans.

Table 5.10 - Locally Funded Projects

Project ID	Project Type	Project Description	Project Funding	Year
Bennington				
M-152(23)	Resurfacing	Concrete 3 Lane: 156th St from 1 block South of Warehouse St to CW Haden Drive and Bennington Rd from Papio Creek Bridge to Stark St	\$2,949.00	2018
M-152(44)	Resurfacing	Asphalt: Bennington Rd from the West Papio Creek Bridge to the Bennington High School Driveway	\$220.00	2018

Project ID	Project Type	Project Description	Project Funding	Year
M-152(35)	Resurfacing	Concrete: Warehouse St - Molley to Harvest Lane	\$475.00	2018
M-152(34)	Resurfacing	Concrete and Sidewalk Improvements: 156th Ave from N 2nd St to and including intersection at N 4th St	\$575.00	2018
M-152(30)	Resurfacing	Concrete: North 2nd St - 156th St to Allen St	\$375.00	2018
M-152(36)	Resurfacing	Concrete: 157th Circle - N 157th St to end of Cul-de-sac	\$120.00	2018
M-152(37)	Resurfacing	Concrete: 157th St - N 2nd St to 158th St	\$460.00	2018
M-152(40)	Resurfacing	Concrete: 153 Circle - 200 ft north of Elmwood Drive to 600 ft South of HWY 36	\$40.00	2018
M-152(41)	Resurfacing	Concrete: Howard Lane - 156th Ave to 156th St	\$45.00	2018
M-152(42)	Resurfacing	Asphalt: 156th Ave Circle	\$35.00	2018
M-152(45)	Resurfacing	Concrete: North 2nd St - 157th St to 156th St	\$300.00	2018
Council Bluffs				
PW-18-08	Reconstruction	S 6th Street - 10th to 11th Ave	\$450.00	2018
PW-18-14	Repair	Pump Station Rehab - I 80 Trash Rack	\$500.00	2018
PW-18-15	New Road	E Beltway - Segments A to D : US 6 to IA 92	\$8,058.00	2018

Project ID	Project Type	Project Description	Project Funding	Year
PW-18-16	Reconstruction	West Broadway Reconstruction (Segment 2) - 33rd St to 26th St	\$6,000.00	2018
PW-18-03	Other	East Manawa Sewer Rehab - Phase VI: Pavement, sewer	\$1,000.00	2018
PW-19-01	Repair	Citywide street and sidewalk repairs	\$1,000.00	2019
PW-19-16	New Road	E Beltway Segments A to D - US 6 to IA 92	\$7,648.00	2019
PW-19-20	Reconstruction	West Broadway Reconstruction - Segment 3 : 28th St to 24th St	\$6,000.00	2019
PW-20-16	Reconstruction	E Beltway Segments A through D: US 6 to IA 92	\$1,558.00	2020
PW-20-17	Reconstruction	South Expressway Reconstruction Phase 1: I 80 North, pavement, stormsewer	\$4,100.00	2020
PW-20-20	Reconstruction	West Broadway Reconstruction Segment 4 - 24th St to 20th St	\$6,000.00	2020
PW-18-01	Repair	Citywide Sewer Repairs	\$250.00	2018
PW-18-05	Repair	Rehab/ Repair Levee - Missouri River, Indian Creek, and Mosquito Creek	\$5,500.00	2018
PW-18-09	Repair	E Manawa Sewer Rehab Phase VI - pavement, sewer	\$1,000.00	2018
PW-18-15	Other	sewer relocations - interstate consolidation conflicts	\$628.00	2018
PW-19-02	Repair	citywide sewer repairs	\$1,000.00	2018, 2019

Project ID	Project Type	Project Description	Project Funding	Year
PW-19-06	Other	Repair/Rehab Levee - Missouri River, Indian Creek, and Mosquito Creek	\$6,000.00	2019
PW-19-09	Repair	E Manawa Sewer Rehab Phase VI - pavement, sewer	\$1,000.00	2019
PW-19-11	Other	28th St Storm Sewer Rehab Phase II - pavement, sewer	\$1,000.00	2019
PW-19-15	Other	Sewer relocations - interstate consolidation conflicts	\$640.00	2019
PW-20-02	Repair	Citywide sewer repairs	\$250.00	2020
PW-20-12	Repair	1st St Neighborhood Rehab Phase IX - pavement, sewer	\$1,000.00	2020
PW-21-01	Repair	Citywide street and sidewalk repairs	\$1,000.00	2021
PW-21-02	Repair	citywide sewer repair and maintenance	\$500.00	2021
PW-21-09	Repair	E Manawa Sewer Rehab Phase VI - pavement, sewer	\$1,000.00	2021
PW-21-16	Reconstruction	E Beltway Segments A to D - US 6 to IA 92	\$2,991.00	2021
PW-21-20	Reconstruction	West Broadway Reconstruction Segment 5 - 20th St to 15th St	\$6,000.00	2021
PW-17-07	Other	Fairmount Park - improvements to MI Graham area, pavilion, roads, parking, playground	\$850.00	2021
PR-20-03	New Road	River's Edge Park Phase III - Road extension to Ave G and development of North Bridge Area	\$5,000.00	2022

Project ID	Project Type	Project Description	Project Funding	Year
PW-22-01	Repair	Citywide street and sidewalk repairs	\$1,000.00	2022
PW-22-02	Repair	Citywide sewer repairs	\$250.00	2022
PW-22-08	Reconstruction	N 16th Street Reconstruction - Ave G to Nash Blvd	\$6,700.00	2022
PW-22-11	Repair	28th St Storm Sewer Rehab, Phase III - pavement, sewer	\$1,000.00	2022
PW-22-12	Repair	1st St Neighborhood Rehab, Phase X - pavement, sewer	\$1,000.00	2022
PW-22-15	Reconstruction	S 30th and 32 St Reconstruction - South Expressway RR crossings	\$800.00	2022
PW-22-16	Reconstruction	E Beltway Segments A to D - US 6 to IA 92	\$1,615.00	2022
PW-22-20	Other	College Road Sewer Extension	\$1,500.00	2022
PW-18-02	Repair	Citywide Sewer Repairs	\$250.00	2018
PW-20-01	Repair	citywide street and sidewalk repairs	\$1,000.00	2020
PW-18-12	Other	1st St Neighborhood Rehab Phase VIII - pavement, sewer	\$1,000.00	2018
Douglas County				
C-28(388)	Bridge	Replace Bridge: State Street East of 264th Street	\$300.00	2018
C-28(390)	Bridge	Replace Bridge: 264th Street south of Dutch Hall Road	\$790.00	2018

Project ID	Project Type	Project Description	Project Funding	Year
C-28(426)	Bridge	Replace bridge: 264th Street - 0.5 mile south of Highway 36	\$350.00	2018
C-28(427)	Bridge	Replace Bridge: 264th Street North of Rainwood Road	\$250.00	2018
C-28(428)	Bridge	Replace bridge with culvert: 264th Street north of State Street	\$250.00	2018
C-28(434)	Road Widening	4 Lane Concrete & replace bridges: 180th St - West Dodge Rd to West Maple Rd	\$9,800.00	2021, 2022
C-28(463)	Intersection	add turn lanes: Old Military Road and Rainwood Road	\$500.00	2018
C-28(464)	Road Widening	4 Lane PCC: 156th Street Phase 2: Pepperwood Drive to Corby Street	\$750.00	2019, 2020
C-28(480)	Road Widening	4 Lane PCC: Harrison Street from 147th Street to 157th Street	\$1,877.00	2018, 2019
C-28(532)	Resurfacing	PCC 3 Lane: Fort Street- 204th Street to 210th Street	\$1,000.00	2019, 2020
C-28(536)	Other	Maintenance Surfacing	\$1,300.00	2018
C-28(562)	Resurfacing	Asphalt Overlay	\$2,400.00	2018
C-28(389)	Bridge	Replace bridge: Dutch Hall Rd West of 264th St	\$400.00	2018, 2019
C-28(420)	Intersection	Asphalt and Add left turn lanes: 156 St and State St	\$1,500.00	2018, 2019
C-28(462)	Bridge	Replace Bridge: Dutch Hall Road east of 264th Street	\$750.00	2018, 2019

Project ID	Project Type	Project Description	Project Funding	Year
C-28(464)	Road Widening	4 Lane: 156th St - Pepperwood to Corby St	\$11,372.00	2019, 2020
C-28(474)D	New Road	Concrete: 132 St - State St to Reynolds St	\$646.00	2019, 2020
C-28(485)	Resurfacing	COMP: Harrison St - 210th St to 225th St	\$750.00	2019, 2020
C-28(529)	Road Widening	6 Lane Concrete: 192 St - West Dodge Road to Harney St	\$6,000.00	2019, 2020
C-28(547)	Resurfacing	3 Lane Concrete: "F" St west of 204th St	\$750.00	2018
C-28(558)	Road Widening	3 Lane Concrete: 144th St - Wood Valley Drive to Potter St	\$390.00	2018, 2019
C-28(560)	Intersection	Add turn lanes: 180th and Fort St	\$600.00	2019, 2020
C-28(567)	Road Widening	3 Lane Asphalt: 168th St - Potter St to Reynolds St	\$600.00	2018
C-28(539)	Resurfacing	3 Lane Asphalt: 168th Street - HWS Cleveland Blvd to Potter St	\$600.00	2018
SP-2007(03)	Other	River Bank Stabilization: 245 St South of "Q" St on Elkhorn River Bank	\$560.00	2020
C-28(550)	Intersection	3 Lane Asphalt: Blondo St at 186th St	\$425.00	2018, 2019
C-28(534)	Intersection	3 Lane: State St at Kilpatrick Parkway	\$600.00	2019, 2020
C-28(556)	Other	Replace Culvert: Military Rd - 0.5 mile west of 168th St	\$150.00	2020

Project ID	Project Type	Project Description	Project Funding	Year
C-28(494)	Resurfacing	Resurfacing and add auxiliary lanes: 114th and Reynolds St	\$210.00	2020, 2021
C-28(546)	Road Widening	4 Lane Concrete: 168th Street - West Dodge Road to Bedford Ave	\$17,000.00	2019
C-28(540)	Bridge	Replace Bridge with Culvert: 288th St - 0.1 mile north of Bennington Rd	\$350.00	2021, 2022
C-28(541)	Bridge	Replace Bridge with Culvert: Bennington Rd - 0.4 mile east of 288th St	\$350.00	2021, 2022
C-28(542)	Bridge	Replace bridge: 252nd St - 0.5 mile north of Pawnee Rd	\$400.00	2022, 2023
C-28(553)	Road Widening	2-3 Lane Asphalt: White Deer Lane, Eddie Marie Ave	\$500.00	2022, 2023
C-28(551)	Intersection	Left Turn Lanes: 120th and State St	\$200.00	2018
C-28(554)	Intersection	Right Turn Lanes: 156th St and Fort St	\$200.00	2019, 2020
SP-2005(06)	Other	Western Douglas County Trail- Valley, NE	\$5,400.00	2019, 2020
SP-2008(09)	ITS/Signalization	Traffic Signal: 156th and State St	\$100.00	2019
SP-2014(03)	Intersection	Add turn lanes: 180th and Harrison St	\$200.00	2019
SP-2016(05)	Other	Construct Drainage Ditch: Elk City NE, 225th St- Elk City Road to Bennington Road	\$200.00	2019
C-28(405)	Intersection	Add turn lanes: 168th and State St	\$1,500.00	2020

Project ID	Project Type	Project Description	Project Funding	Year
C-28(423)	Bridge	Replace bridge on State St: 0.4 mile west of 252nd St	\$500.00	2020
C-28(424)	Bridge	New bridge: 264th St - 0.2 mile north of Rainwood Road	\$540.00	2020
C-28(441)	Intersection	add left turn lanes: State St at Military Rd	\$750.00	2020
C-28(456)	Road Widening	3 Lane Asphalt: 156th St- Fort St to Curtis St	\$510.00	2020
C-28(458)	Road Widening	3 Lane Concrete: Irvington Rd - Ida St to Vane St	\$850.00	2021, 2022
C-28(468)	Road Widening	3 Lane Asphalt: State St - 147th St to Old Military Rd	\$1,400.00	2020, 2021
C-28(477)	Other	Widen Shoulders: 225th St - West Maple Rd to Bennington Rd	\$350.00	2020
C-28(417)	Resurfacing	Concrete and add auxiliary lanes: Irvington Rd - I 680 to State St	\$2,500.00	2021

Agenda Item E
Amendment 6 to the FY2019-
2024 TIP
(Attachment Pending)

Agenda Item F
FY2020 Committee Membership
Lists

FY 2020 TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

Dennis Wilson, Chairman

Sarpy County Public Works Director

Voting Members

Member / Alternate

Chris Shewchuk
Jeff Roberts / Dean Dunn
Janet McCartney
Brandon Garrett
Matt Cox
Dan Kutilek / Tom Doyle / Tom McDonald
Scott Suhr / Scott Schram
Joe Soucie / John Kottman
Curt Simon
Tim Weander / Maurice Hinchey / Drew Parks
Craig Wacker
Dan Owens
Todd Pfitzer VICE CHAIRMAN
Derek Miller
Bob Stubbe
Mark Stursma
Jeff Thompson
John Rasmussen
Dan Freshman
Bruce Fountain / Donna Lynam
Dennis Wilson / Bill Herr CHAIRMAN

Affiliation

Bellevue Planning
Bellevue Public Works
Cass County Board of Commissioners
Council Bluffs Community Development
Council Bluffs Public Works
Douglas County
Iowa DOT District 4
La Vista Public Works
Metro Transit
NDOT District 2
NDOT Lincoln
Omaha Airport Authority
Omaha Public Works City Engineer
Omaha Planning
Omaha Public Works Director
Papillion Planning
Papillion Public Works
Pottawattamie County Engineer
Ralston
Sarpy County Planning / Building Director
Sarpy County Public Works

Associates

Member

Jim Jussel
Dan Koenig
Darla Hugaboom
Justin Luther
Daniel Nguyen
Kyle Anderson
Stephen Osberg
Jason Carbee
John Jorgensen
Arobindu Das
Sorin Juster
Matthew Kruse
Greg Youell
Mike Piernicky / Nick Weander
Karl Fredrickson
Shane Swope / Doug Holle

Affiliation

Alfred Benesch & Company
Council Bluffs Chamber of Commerce
FHWA – Iowa Division
FHWA – Nebraska Division
Federal Transit Administration – Region VII
Felsburg Holt & Ullevig
Greater Omaha Chamber of Commerce
HDR
HGM Associates, Inc.
Iteris, Inc.
Kirkham Michael Associates
Lamp, Ryneerson & Associates, Inc.
MAPA Executive Director
Olsson Associates
WSP USA Inc.
The Schemmer Associates

Effective July 1, 2019

FY 2020 COORDINATED TRANSIT COMMITTEE

Voting Agency

Heartland Family Services
Council Bluffs Special Transit Service

Bellevue Specialized Transportation
Black Hills Works
Crossroads of Western Iowa
Eastern Nebraska Human Services Agency
Empowerment Network
Florence Home for the Aged
Friendship Program
Lutheran Family Services
Metro Transit
Nebraska Vocational Rehabilitation
Omaha Association of the Blind
Omaha Public Schools
Papillion Special Transportation Services
Southwest Iowa Transit Agency

Non-Voting

AARP
City of Omaha
Developmental Services of Nebraska
Eastern Nebraska Office on Aging
Easterseals
Great Plains Veterans Affairs
Happy Cab
Heartland Workforce Solutions
Intelli Ride
Intercultural Senior Center
Iowa DOT
Maximillian Employment
MCC
Nebraska DOT
Ollie Webb Center
Ponca Tribe of Nebraska
Pottawattamie County Veterans Affairs
Sarpy County
Sheltering Tree
Sherwood Foundation
Sisters of Notre Dame
United Way
UNO

Representative(s)

Lisa Picker - CHAIRMAN
Ann Grober - VICE CHAIR

Karen Jackson
Bob Matthews / Phil Johnson
Rita Hamele / Clint Sargent
Randy Stonys
Vicki Quaites-Ferris
Lois Jordan / Ann Erickson
Cliff Hall / Susan Stolinkski
Rich Surber
Kelley Shadden / David Jameson
Melanee Peterson
Mark Bulger
Dan Stuche / Traci Shobe
Lori Hansen
Mark Lander / Daurine Peterson

Representative(s)

Lee Myers
Meridith Dillon / Kelley
Britt Sommers
Chris Gillette / Yvonne Betts
Shauna Dahlgren
Amanda Vazquez
John Davis
Erin Porterfield
Jamie Chambers
Sarah Gilbert
Scott Surh
David Vaughn
Lyndsie Gibbs
Kari Ruse
Lisa McMichael
Jacob Olsufka
Darlene McMartin
Danielle Richler / Lisa Haire
Shirley McNally
Tess Larson
Scott Adams
Heather Tomczack
Robert Blair

Effective July 1, 2019

FY 2020 TRANSPORTATION ALTERNATIVES COMMITTEE MEMBERS

Nominated Transportation Alternative Committee Officers

Todd Pfitzer, City of Omaha, Chair

Julie Harris, Bike Walk Nebraska

Recommendation for Transportation Alternatives Committee Membership

City of Omaha Public Works	Todd Pfitzer
City of Omaha Planning	Kevin Carder
City of Omaha Parks	Dennis Bryers
City of Council Bluffs	Vincent Martorello
City of Bellevue	Chris Shewchuk
City of Springfield	Kathleen Gottsch
City of La Vista	Chris Solsberg
City of Papillion	Mark Stursma
Douglas County	Dan Kutilek
Sarpy County	Denny Wilson
Papio-Missouri River NRD	Eric Williams
Metro Transit	Evan Schweitz
IDOT	Scott Suhr
Douglas County Health Department	Andy Wessel
Alternative Transportation Advocate	Julie Harris, Bike Walk Nebraska
Public Health Advocate	Sarah Sjolie, Live Well Omaha
Public Representatives	Chris Behr/Mark Meisinger

Effective July 1, 2019

FY 2020 PROJECT SELECTION COMMITTEE (ProSeCom) MEMBERS

<u>Member</u>	<u>Affiliation</u>
Scott Suhr	Iowa DOT District 4 Representative
Tim Weander	Nebraska DOR District 2 Representative
Curt Simon	Metro Transit Representative
Dan Kutilek	Douglas County Engineer (Also represents Douglas County 2nd Class Cities)
Denny Wilson	Sarpy County Engineer
John Kottman	Sarpy County Municipalities Public Works Representative
Todd Pfitzer	Omaha/Douglas County Municipalities Public Works Representative
Matt Cox	Council Bluffs Public Works Representative
Mark Stursma	All Metro Open Planning Representative
Derek Miller	Omaha Planning Representative / Bicycle-Pedestrian Representative

Effective July 1, 2019