





6

REGIONAL TRANSPORTATION INVESTMENTS



6.1 TRANSPORTATION FUNDING: A PERFECT STORM

Transportation officials have described the lack of funding for transportation projects in the country as nothing less than a “perfect storm,” in which costs have skyrocketed while revenues have stagnated, if not declined. Inflation in the construction industry has outpaced inflation across the broader economy due in part to increased global competition for construction materials such as steel and increasing costs for inputs such as sand and gravel. Furthermore, relatively low fuel prices have kept transit ridership relatively flat while costs to maintain and operate the transit system have increased. Across many transportation related industries, workforce challenges have made it difficult to fill key positions and to meet the growing demand for construction projects.

Furthermore, transportation revenues have not kept pace with the growth in needs in the transportation system. Decades of auto-oriented, suburban growth have expanded roadway needs greatly, while funding mechanisms to fund such investments have not kept pace. The federal gas tax was increased last in 1993, and it is unlikely to be raised in the near future. Since the last increase in the federal gas tax, vehicles are becoming more fuel efficient—resulting in less revenue from each mile driven on the transportation system. New models for funding federal transportation investment such as fees on “vehicle miles traveled” (VMT) show promise, but raise privacy concerns and have no clear path to being implemented nationally.

As such, the federal Highway Trust Fund has not been sufficient to fund the transportation programs

authorized in the FAST Act, the last transportation bill. Transfers of money from the general fund have been required to finance these programs. In late 2019, the most recent continuing resolution was passed by Congress and signed into law to continue funding FAST Act programs. Whether Congress decides to take up reauthorization of federal transportation legislation or pass additional continuing resolutions, additional Congressional action will be required to fund the federal transportation programs after the current action expires on September 30, 2020.

In the absence of federal action, many local and state governments have been raising funds for transportation throughout the country. Since 2015, both Nebraska and Iowa have increased state fuel taxes that are distributed to counties and municipalities through various programs in addition to funding DOT activities. These increases came after local and state officials lamented the lack of resources to maintain roadways and bridges across both states. Both increases—a total of 6 cents per gallon in Nebraska and 10 cents per gallon in Iowa—were in full effect by the end of 2019. However, funding challenges remain at the local level, and communities in the MAPA region have relied on major bond initiatives and developer contributions to supplement these traditional funding sources. New models of local investment, including public-private partnerships and raising revenue from development activities will continue to be important tools for communities in the MAPA region.



Scenario Planning in the Metro Travel Improvement Study (MTIS)

As part of MTIS, a range of potential Regional Strategy Packages were identified based on the needs identified in Phase 1 and the potential strategies reviewed in Phase 2. An initial set of six (6) working Strategy Packages was developed based on public and stakeholder input and utilized a menu of available strategies to address the region's forecasted transportation issues.

In general, the initial six strategy packages were intended to test the extremes of potential investment levels by putting high levels of investment in one or two areas, and neglecting other areas to see how these combinations affected the various performance measures. The Strategy Packages were organized based on themes, with one strategy package representing the high-end of investment in most categories (Strategy Package 1) and one strategy package representing the low-end of investment in most categories (Strategy Package 5). Unlike the requirements of the Long Range Transportation Plan, none of these investment scenarios was fiscally-constrained, or limited to the level of funding that can "reasonably anticipated" in the next 20 years.

Scenario 1 – High levels of overall investment

This scenario is what improvements over the coming decades would look like if we continued increased funding at the same levels per mode that we do currently. This method ensures that all modes get funding and the system continues to function as it does currently with very little change in the types and intensity of service over what is provided currently.

Scenario 2 – Freeway focused investment

Scenario 2 examines what transportation would be needed by the year 2050 if the region's funding were to be spent mainly on freeway capacity and improvement projects. A key feature of this scenario is a connection in the potential future "Beltway" connecting Platteview Road to US-6.

Scenario 3 – Arterial roadway focused investment

Scenario 2 models what projects would be needed to make a functional system that concentrated on expanding and improving major, non-freeway roads throughout the region.

Scenario 4 – Transit focused investment

This scenario shows the level of transit oriented investment that would need to be done over the coming decades to keep up with the region's transportation demands. This level of transit investment tested a significant expansion of transit service over current and planned projects.

Scenario 5 – Limited levels of investment

This scenario shows the level of investment that would be needed for the region's transportation system to continue in coming years. There is little to no improvement in travel time or options for any users of the system.

Scenario 6 – Geographic Distribution of Investment

This scenario breaks out the urban, suburban, and rural areas of the MAPA region and focuses investment based on the types of transportation in these areas that reinforces their current land use patterns



SP 1**HIGH LEVELS OF BALANCED INVESTMENT**

High level of investments on freeway and arterial system addressing all operational needs. Significant transit investment and TDM implementation. Highest-benefit gaps. Parallel routes improved.

**SP 2****FREEWAY-FOCUSED IMPROVEMENTS**

Focuses improvements on freeway system. Highest priority arterial system improvements only. Limited transit system expansion. No arterial gap investments.

**SP 3****ARTERIAL-FOCUSED IMPROVEMENTS**

Focuses improvements on arterial system. Enhance existing transit routes. Bottleneck only on freeway system. Highest-benefit parallel routes improved.

**SP 4****SYSTEM MANAGEMENT & TRANSIT FOCUS**

Targeted arterial and freeway investments only. Highest-level of transit investment. System management and TDM implementation.

**SP 5****LIMITED LEVELS OF INVESTMENT**

Relatively low investment levels in arterial and freeway systems. No additional non-roadway investments.

**SP 6****GEOGRAPHIC DISTRIBUTION SCENARIO**

Provide different strategies in "Central City" and "Suburban" parts of the metro area. Recognizes the different streetscape and development patterns typically present in the older and newer portions of the urban area.



Orange = Suburban Green = Central

Menu of Options

The following multimodal strategies were developed and assessed to determine their potential impact on the existing and planned transportation system and regional performance measures:

**FREEWAY CAPACITY IMPROVEMENTS**

A comprehensive program to add capacity to an entire freeway corridor.

**ARTERIAL/NON-FREEWAY CAPACITY IMPROVEMENTS**

A set of roadway improvements to add capacity to an arterial corridor.

**MANAGED LANE CONCEPTS**

Strategies that maximize throughput of highway facilities or defined lanes by giving incentives for travelers to use the roadway more efficiently.

**TRAFFIC SIGNAL IMPROVEMENTS**

More effective signal timings, coordination, and new technologies to decrease intersection delay.

**RAMP METERING**

Managing or regulating traffic entering the freeway system via ramps during peak periods with the objective of improving mainline freeway operations and safety.

**INTELLIGENT TRANSPORTATION SYSTEMS STRATEGIES**

Use of technology and traffic management to improve traffic conditions, minimize delay and improve safety.

**TRANSPORTATION DEMAND MANAGEMENT STRATEGIES**

Strategies that aim to manage how and when people travel in order to use the transportation system more efficiently.

**TRANSIT IMPROVEMENT STRATEGIES**

A range of potential improvements to bus and rail transit, including more frequent service and new transit technologies.

**SAFETY IMPROVEMENT STRATEGIES**

Enforcement, pavement treatment and marking options, roadway geometry improvements, and technology options.

**SYSTEM PRESERVATION STRATEGIES**

Achieve a state-of-good-repair by prioritizing projects that address timely and cost-beneficial asset rehabilitation.

**PEDESTRIAN & BICYCLE STRATEGIES**

A range of options from pavement markings to new bicycle and pedestrian-dedicated facilities that aim to improve the safety and efficiency of bicycle and pedestrian travel.

Investing in the Region's State of Good Repair

Maintaining our current transportation system and assets in a state-of-good-repair is a regional goal. This includes roads, bridges, and transit assets. To understand the resources required to maintain the transportation system, a potential system preservation investment program that meets regional goals was developed. The preservation program was based on current and forecasted asset conditions in the study area, and included identifying preservation costs associated with the potential maintenance program. The investment levels required between 2017 and 2040 to preserve the MTIS system for all strategy packages include:

- \$816 million for pavement preservation (\$141 million in Iowa, \$675 million in Nebraska)
- \$450 million for bridge preservation (\$75 million in Iowa, \$375 million in Nebraska)
- \$1.071 billion for transit system operations and maintenance
- \$522 million for transit system capital replacement

The financial requirements associated with the system preservation program are included in the overall investment needs of all strategy packages. However, it is important to recognize that the MTIS system only accounts for 46% of total arterial, collector, and freeway lane miles in the region. As such these estimates demonstrate the level of investment needed to achieve a state of good repair on the region's major roadways, but are significantly less than the total investment required to preserve and maintain the existing transportation system into the future.

Developing the Preferred Investment Scenario

MAPA held several series of public and stakeholder meetings to evaluate preferences for the first six scenarios. Based on the feedback from these meetings, Strategy Package 7 was developed. Strategy Package 7 is sensitive to different types of regional land use, balances investments across modes, invests in system preservation and management, and was developed based on the guiding principles and an assessment of the individual projects and strategies. It includes a robust investment in transit that includes Bus Rapid Transit (BRT) corridors to provide more connections to employment centers and other destinations. Strategy Package 7 was selected as the preferred strategy package and represents an aggressive, yet reasonably attainable plan based on existing tools for raising new transportation revenues.

SP 7

PREFERRED SCENARIO

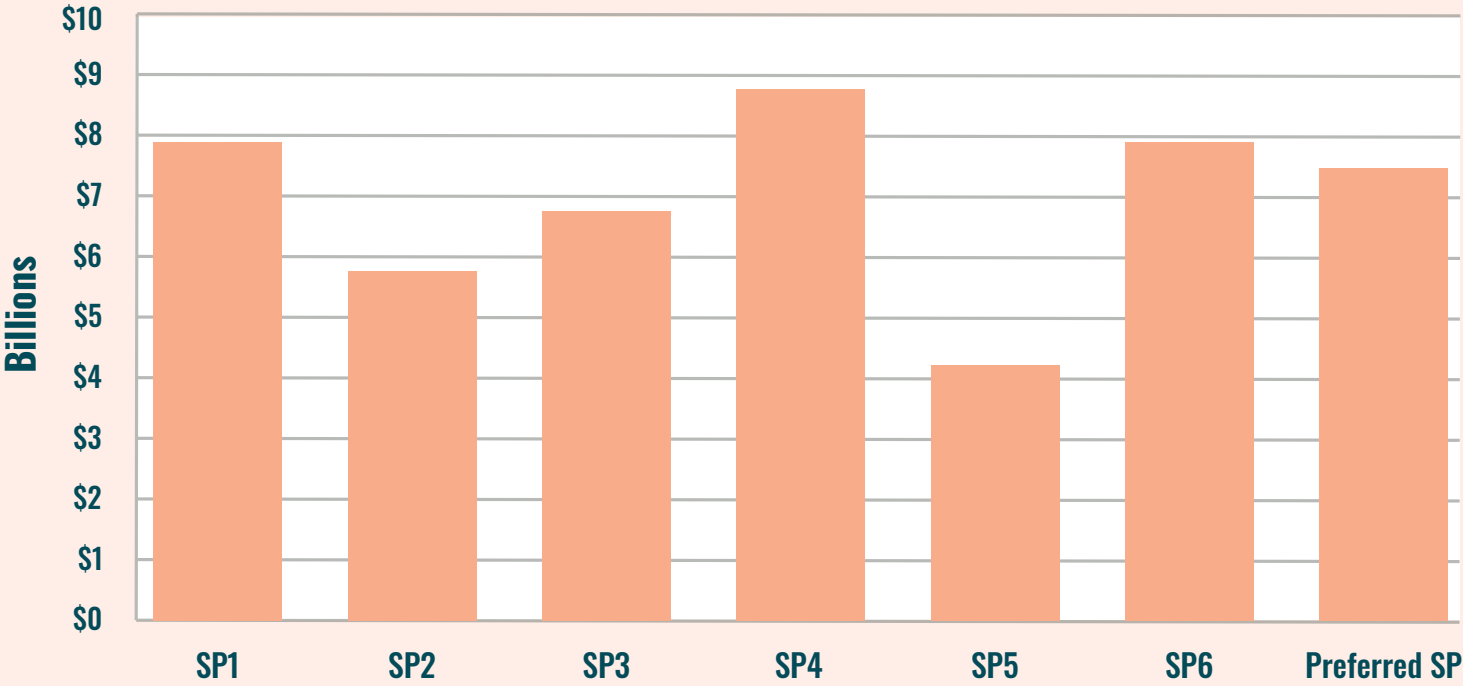
Represents a balanced, more attainable, yet aspirational system with emphasis on roadway investments on the state system, new transit investments, and "Central City" bicycle and pedestrian improvements.

ARTERIAL OPERATIONS
FREEWAY OPERATIONS
TRANSIT
DEMAND MANAGEMENT
SYSTEM GAPS
SAFETY
BIKE & PEDESTRIAN

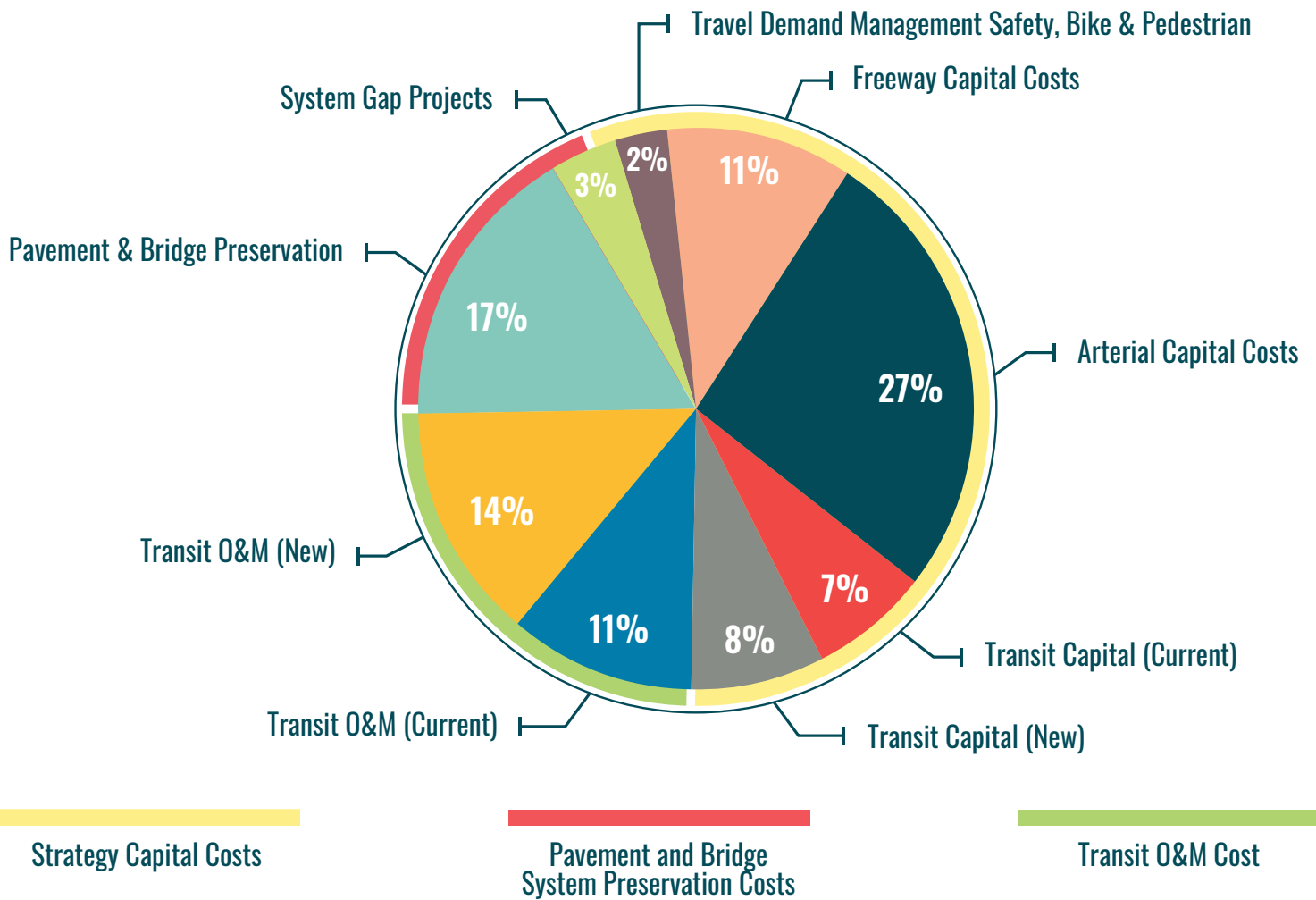


■ Suburban ■ Central

REGIONAL PACKAGE COST ESTIMATES



PREFERRED STRATEGY PACKAGE ANTICIPATED COSTS



MAPA’s 2040 Long Range Transportation Plan (LRTP) forecasted transportation funding levels for the Omaha-Council Bluffs metro area through 2040, and these estimates were used to identify the funding gap and to consider alternative funding and financing sources that may bridge that gap. Based on this analysis it was clear that the anticipated transportation revenues from traditional sources through 2040 do not cover the cost of the preferred strategy package.

However, key differences existed between the two states. For example, anticipated revenues in the Iowa portion of MAPA’s TMA were anticipated to be sufficient to fund the investments in Scenario Package 7. This is due largely to the limited size of the MTIS network in Iowa, and the significant planned

improvements to that system, particularly the Council Bluffs Interstate System project, which is underway and occurs early in the planning period. As such it was assumed that the available transportation funding would be invested in the preservation of other federal-aid eligible roadways beyond the limited MTIS system. However, the Nebraska portion of the MAPA region is expected to have a transportation funding shortfall by 2040. The gap between costs and anticipated funding is significant. The region’s transportation “funding capacity”, or the percentage of funding levels compared to plan costs, is 42%. A summary of this shortfall forecast through MTIS is shown in the table below.

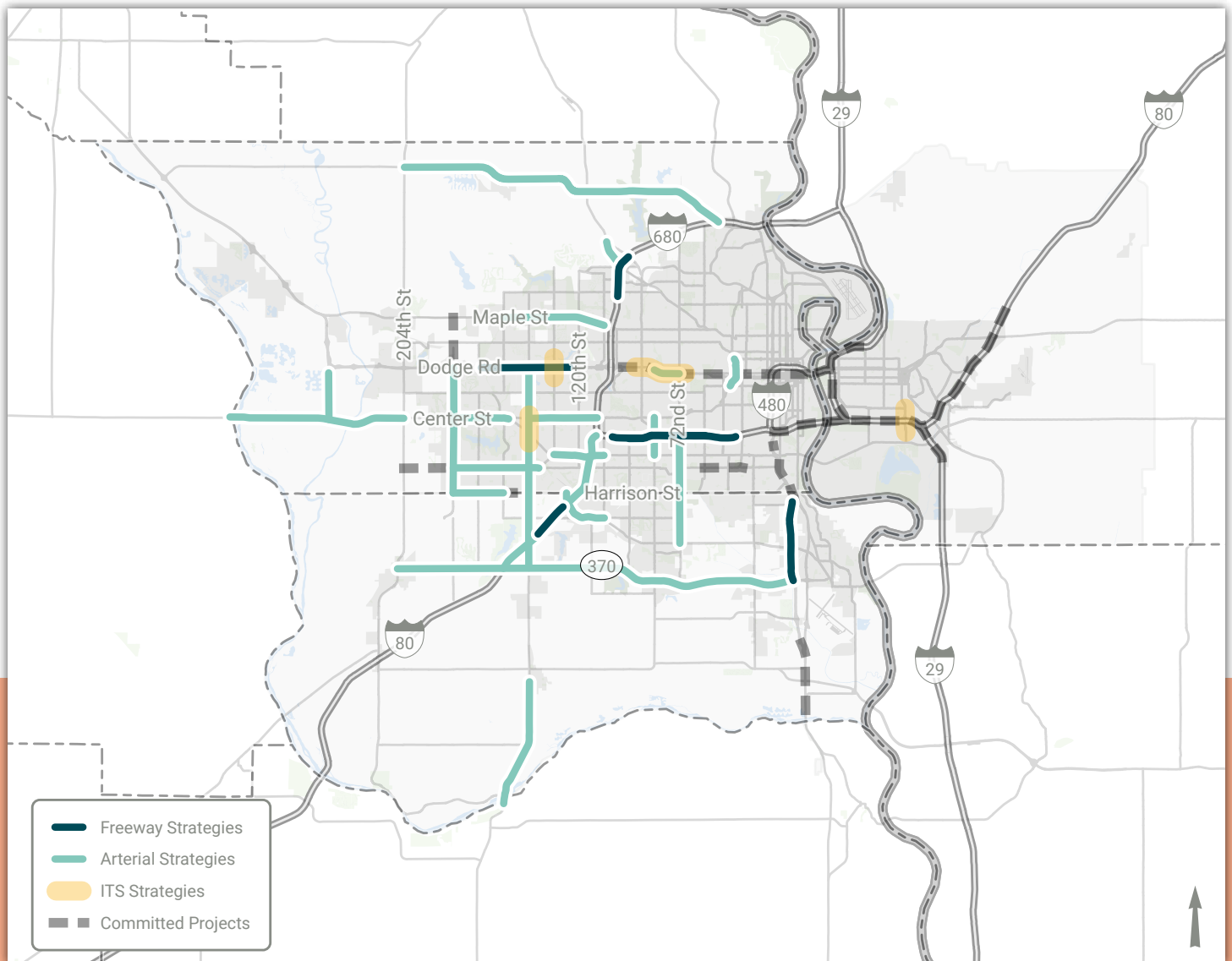
Mode/Category	Costs	Funding	Funding Gap	Funding Capacity
Roadway Capital	\$3,187	\$2,016	-\$2,221	48%
Roadway Preservation	\$1,050			
Transit Capital	\$1,064	\$396	-\$668	37%
TOTAL	\$7,040*	\$2,991	-4,049	42%

In order to meet the fiscal planning requirements, MAPA’s Long Range Transportation Plan and to build off scenario planning that occurred in the MTIS, the program of official projects in this Plan resembles “**Scenario 5-Limited levels of investment**” more closely rather than the Preferred Scenario. This illustrates that significant, new transportation revenues for communities in the MAPA region will be required in

order to implement the MTIS Preferred Scenario and achieve the performance targets in that plan. In the section that follows, there are maps of investments planned in Scenario Package 5 and the Preferred Scenario (SP7), in addition to the overall performance of each scenario in the MTIS Performance Measures that prioritized projects in the plan.

*numbers are in the 1,000,000 (millions)

Figure 6.1: MTIS Limited Levels of Investment Scenario Package (SP5)



No additional transit investment beyond existing transit service was forecast in Scenario Package 5

Figure 6.2: MTIS Preferred Scenario Package (SP7):
Roadway Improvements

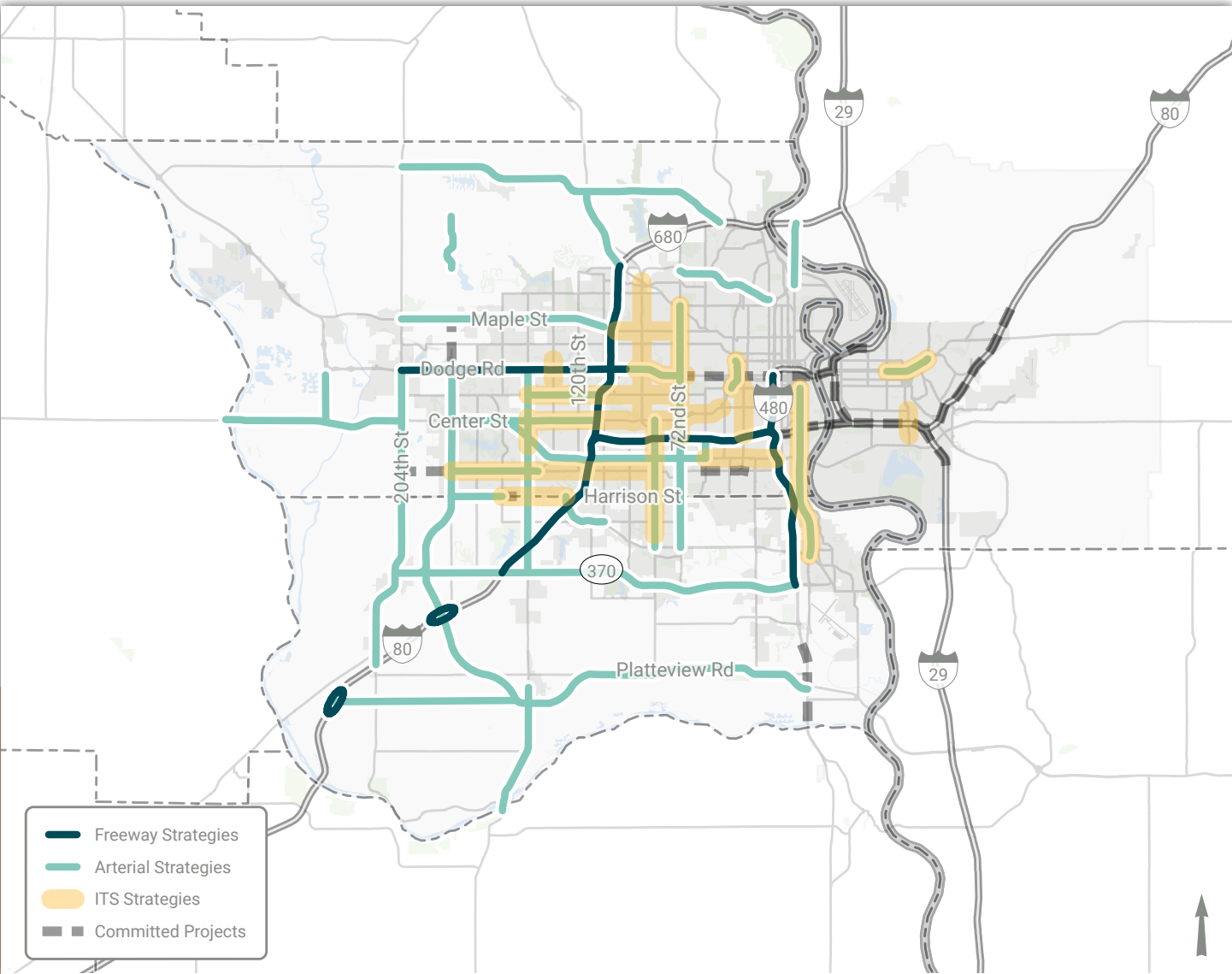
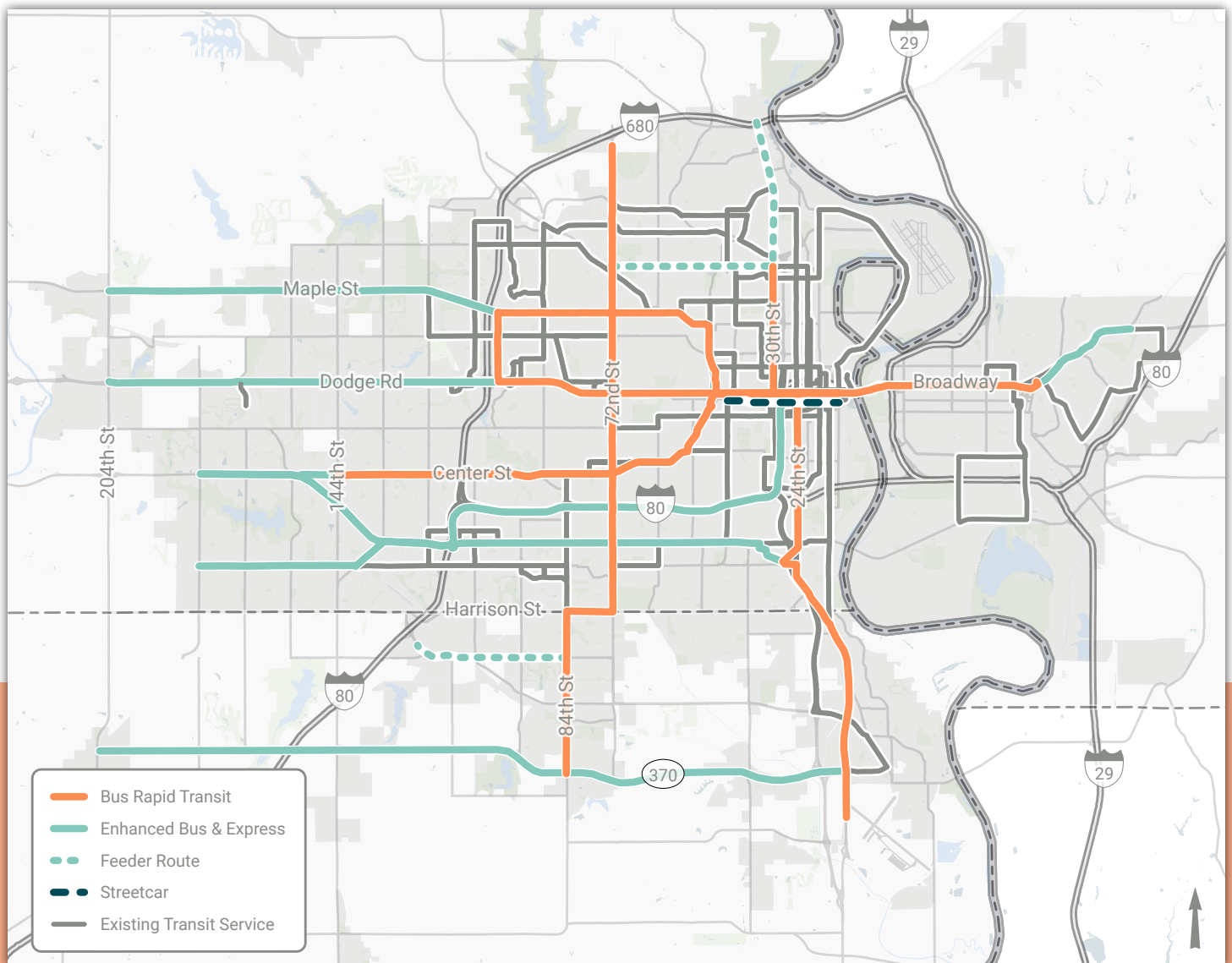


Figure 6.3: MTIS Preferred Scenario Package (SP7):
Transit Improvements



MTIS Project Corridor Highlights

Some of the key roadway projects can be grouped by corridors. These represent clusters of projects where the travel characteristics share significant issues. The corridors are regionally significant projects where targeted funding will have high-value returns toward system performance.

Note that some of the projects included in the corridors are “illustrative,” meaning that additional funding will be required to implement the project fully. In order to advance a project from concept to construction, a funding source must be identified. Projects included in the LRTP as illustrative must be amended into the fiscally-constrained LRTP before they are eligible to utilize Federal-aid dollars toward the project development (NEPA / Preliminary Design) process.

WEST DODGE ROAD CORRIDOR (US 6/204th Street to 72nd Street - some portions of this corridor are illustrative)

- Highest tier of travel delays and congestion
- High freight usage
- Selected widening (8 lanes west of I-680)
- Innovative intersection at 90th Street
- Potential ramp metering
- Current express bus service with potential to expand BRT or enhanced bus service with suburban park and rides

HIGHWAY 370 CORRIDOR (US 6/N31 to US 75/Kennedy Freeway - some portions of this corridor are illustrative)

- High to moderate travel delays and congestion
- High to moderate freight usage
- Low travel reliability
- Widen to 6 lanes
- Innovative intersections
- Future express bus corridor potential

72ND AND 84TH STREETS SOUTH OF I-80 (some portions of this corridor are illustrative)

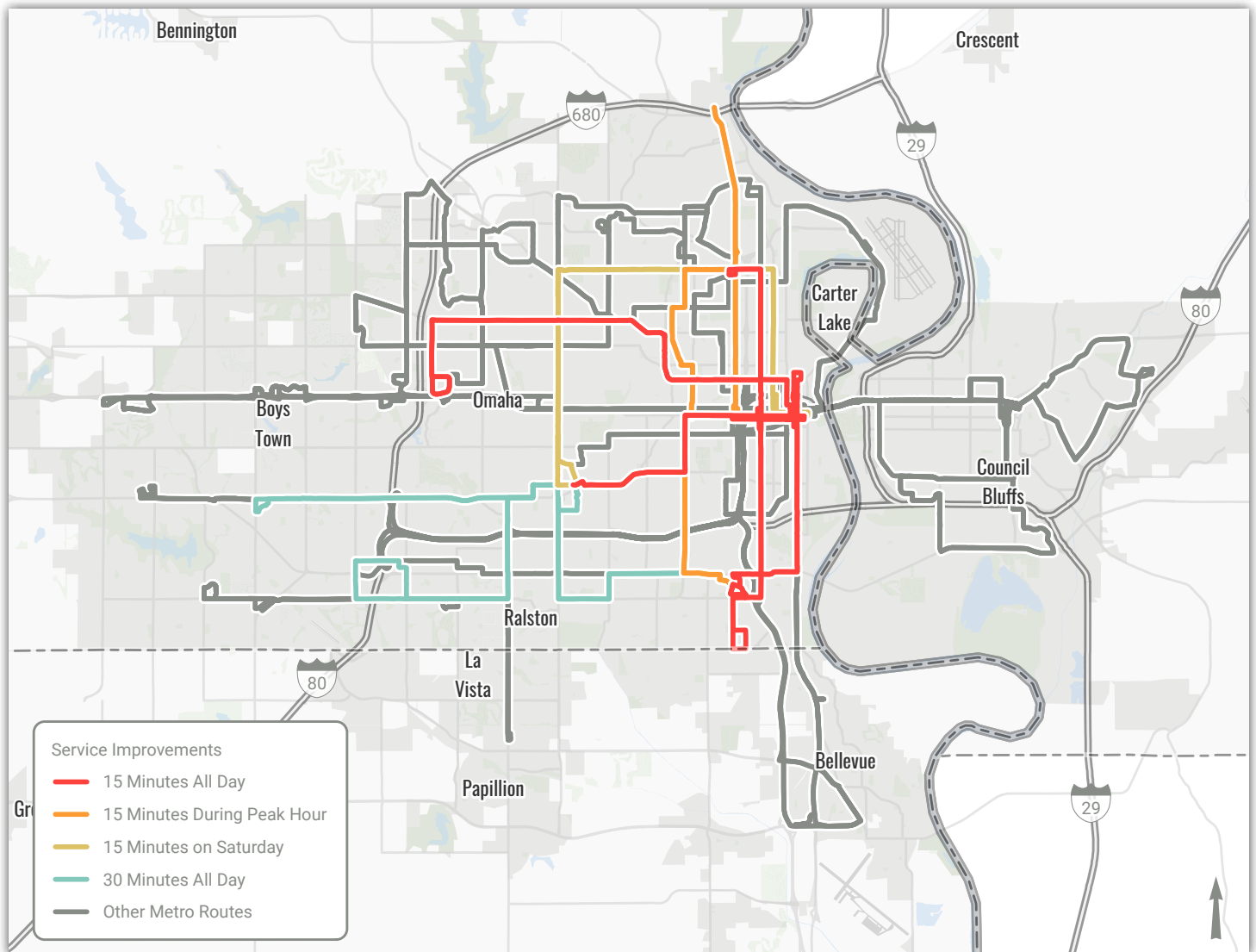
- Highest tier of travel delays and congestion
- Low travel reliability
- High freight usage
- Widen 72nd Street from I-80 to Harrison Street to 6 lanes
- Innovative intersections
- Access control
- Future BRT corridor potential

WEST CENTER ROAD, 180th STREET to I-680; INDUSTRIAL ROAD to 108th STREET (some portions of this corridor are illustrative)

- Highest tier of travel delays and congestion
- Low travel reliability
- High to moderate freight usage
- Selected widening
- Innovative intersections and ITS improvements
- Future BRT corridor potential



Figure 6.4: Metro Strengthen the Core Strategy

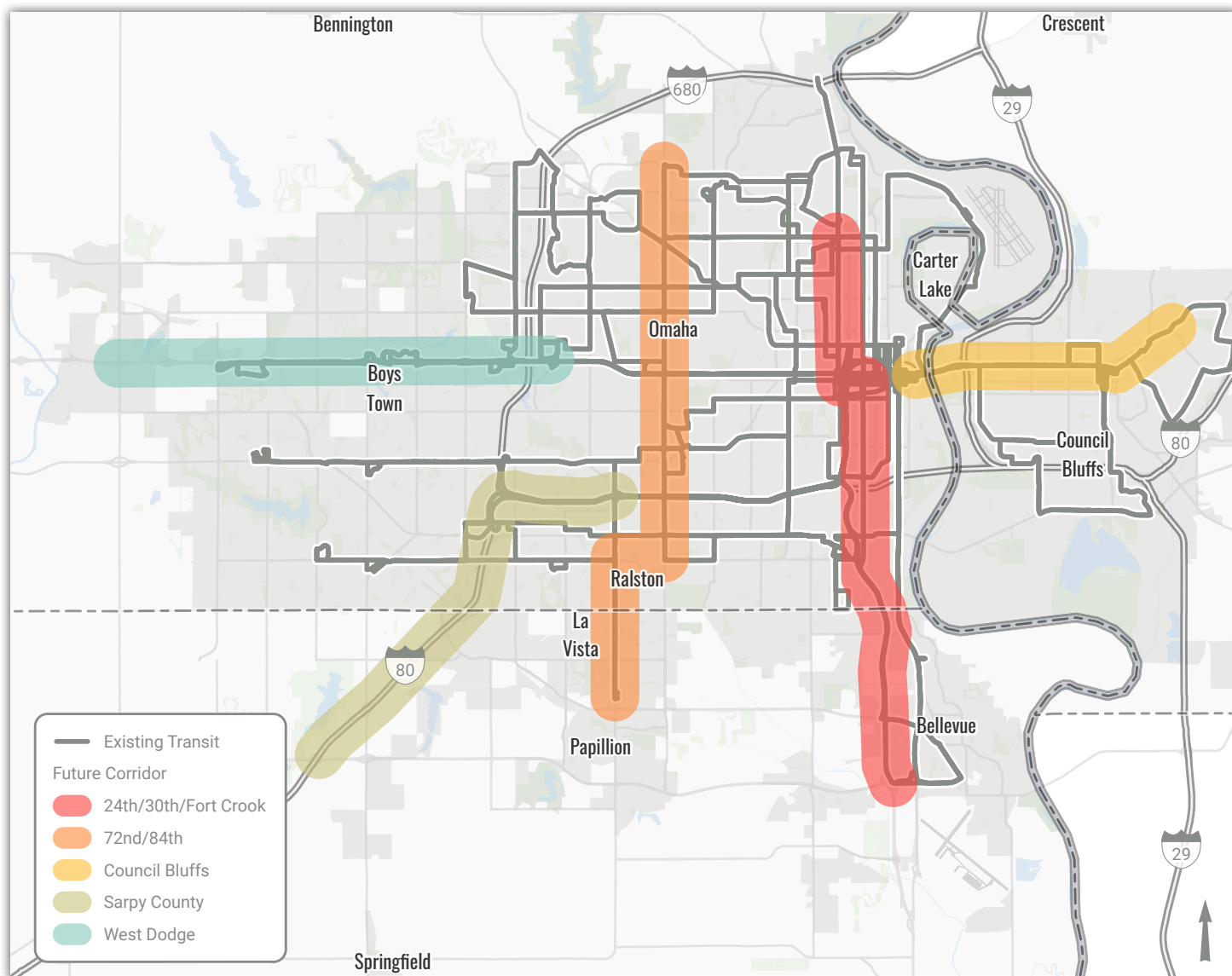


METRO STRENGTHEN THE CORE STRATEGY (Illustrative)

- ▶ Increase bus frequency along the primary routes in the core system where there is higher density, more walkability, and greater land use diversity.
- ▶ These increases will directly benefit 39,000 people and 8,000 jobs for portions of the city within 1/4 mile of the 3, 24 and 30 routes. This does not include employment for Creighton and other routes such as those along the downtown corridors.
- ▶ The “Strengthen the Core” strategy increases frequencies to:

15-minutes all day	Routes 4, 13, 15, 24
15 minutes during the peak	Routes 3, 30
30 minutes all day	Routes 13, 15, 55
15 minute all day Saturday	Route 18

Figure 6.4: Metro Regional Growth Strategy



METRO REGIONAL GROWTH STRATEGY (Illustrative)

- Engage regional partners to pursue opportunities for growth and serve more people and jobs
- Support transit service coordination with development. Orient jobs and housing near transit service.
- Establish service guidelines for regional growth.

Source: Metro Support Regional Growth Strategy; Metro Transit Development Plan (TDP)

- **Potential Bus Rapid Transit (BRT) Expansion Corridors:**

- 24th/30th/Fort Creek Road Corridor

This concept included in the Regional Transit Vision connects North Omaha, Downtown, South Omaha, and Bellevue. It would connect Metropolitan Community College's Fort Omaha campus, South Omaha campus, Creighton University, Bellevue University, and Offutt Air Force Base, as well as many of the region's most dense concentrations of employment and housing.

- 72nd/84th Street Corridor

This north-south artery spans the City of Omaha and provides access to North Omaha, the Crossroads area, skirts the UNO Scott Campus as well as the dense employment corridor along 72nd south of Dodge Street. It also serves Ralston, La Vista, and Papillion. The corridor would likely jog west to 84th Street along Harrison Street or L Street.

- Council Bluffs Corridor

Extending the ORBT line from Dodge and Douglas east into Council Bluffs is a concept that has been under discussion and is being studied currently as part of the First Avenue Alternatives Analysis. The First Avenue corridor is a former railroad corridor south of West Broadway, that has been identified for a bicycle-pedestrian trail and could accommodate transit. Existing service along West Broadway could also be enhanced. This route would connect Downtown Omaha, the River's Edge development, Downtown Council Bluffs and extend eastward possibly to Iowa Western Community College.

- **Enhanced Express Service**

Provide improved express service to suburban employment centers. Service may be supplemented with local shuttle circulators, and park and ride lots.

- Sarpy County

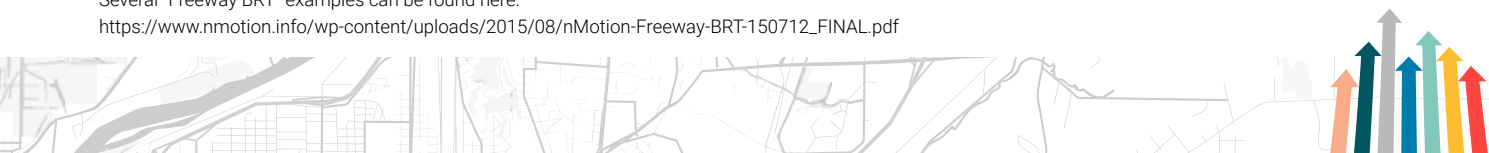
Service extended to the Highway 50/Highway 370 area to serve the rapidly growing employment corridor in western Sarpy County

- West Dodge (US 6) Corridor

Service along West Dodge Road that connects the high employment corridor in West Omaha, Metropolitan Community College in Elkhorn, and park and ride lots at selected locations. Some areas are developing "Freeway BRT" with features such as stations along bus slip ramps adjacent to parking lots, pedestrian access, or stations designed on the on/off-ramps that could serve as a model for this corridor.¹

Several "Freeway BRT" examples can be found here:

https://www.nmotion.info/wp-content/uploads/2015/08/nMotion-Freeway-BRT-150712_FINAL.pdf



6.2 REVENUE PROJECTIONS FOR THE 2050 LRTP

MAPA utilizes various state and local reports to generate revenues estimates for its Long Range Transportation Plan. These estimates follow FHWA guidance on determining all revenues that can be “reasonably anticipated” over the planning period.

Overall these revenue estimates serve as the cap on total investment in the plan, and ensure that the LRTP is fiscally constrained. A detailed discussion of the federal and local revenue forecasts is included in the sections that follow.

Federal Highway Administration (FHWA) Programs

MAPA analyzed past Transportation Improvement Programs (TIPs) and obligation summaries provided by NDOT and Iowa DOT to identify and estimate the level of funding available from Federal Highway Administration (FHWA) programs on an annual basis. From this annual average, MAPA estimates that federal revenues will rise by 3% rise per year annually for both Iowa and Nebraska projects. These increases reflect the overall trend in funding increases authorized by recent transportation legislation and serve as reasonable estimates of funding growth into the future. The following table summarizes these revenue estimates.

Annual funding estimates for each FHWA program were derived from MAPA’s Transportation Improvement Programs and Financial Management Information System (FMIS) reports from NDOT. The funding during each of the other 10-year bands of funding was derived by summing the total anticipated funding in each year. The average growth rate for the medium and long-term bands was applied to capture the anticipated growth in federal revenues. Additional-

ly, MAPA anticipates a significant decrease in the amount of National Highway Performance Program (NHPP) funding spent in the Iowa portion of the TMA once the Council Bluffs Interstate System (CBIS) project is complete. Presently, Iowa DOT anticipates that construction of the final phases of this \$2 billion project will be completed in 2023. As such, NHPP revenues and expenditures in Iowa are likely to decrease sharply as that major project is completed within the planning period. State-directed revenues such as NHPP and STP-State funding were estimated based on specific projects NDOT or Iowa DOT have identified within their respective programs.

MAPA has included forecasts for many state-directed revenue categories (CMAQ, HSIP and Highway Bridge Program (STP-HBP) funding) based on historic funding levels for each program. Decision-making for these programs lies generally with NDOT and Iowa DOT, MAPA’s analysis of past funding indicated that these revenues can reasonably be anticipated in the future for local jurisdictions in the MAPA region.



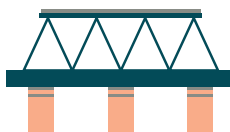
MAPA utilizes the flexibility provided under 23 CFR § 450.326(h) to group “by function, work type, and/or geographic area” in the TIP based on the scale, anticipated environmental impacts, and/or regional significance of anticipated activities. Projects on these lists will be constrained within the TIP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



Air Quality Projects: 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, travel demand management programs, signal infrastructure investments, signal coordination studies, equipment purchases, vehicle replacements, and capital improvements which meet the criteria in 23 CFR 771.117(c).



Safety Projects: HSIP funded activities in accordance with the priorities of the State Highway Safety Plan (SHSP) developed cooperatively 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 meet the criteria in 23 CFR 771.117(c), traffic signal upgrades, guardrail, equipment purchases, rumble strips, and protective devices at railroad crossings



System Preservation Projects: All 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 which meet the criteria in 23 CFR 771.117(c).



Planning Activities: All STBG-funding planning activities including corridor studies, regional plans, and planning efforts in support for the Long Range Transportation Plan (LRTP).

Discretionary Projects: These include projects funded with competitive, one-time, or otherwise unique federal awards that are difficult to predict. The types of projects included here can vary, but they all share a distinct separation from those funded through annual funding formulas.

Table 6.5: Anticipated Federal Highway Administration (FHWA) Revenues, 2021-2050**NEBRASKA** (funding in \$1,000s)

Funding Category	Annual Average	Short-Term (2021-2030)	Mid-Term (2031-2040)	Long-Term (2041-2050)	Total
CMAQ (NE)	\$1,225.00	\$8,857.00	\$11,901.00	\$16,000.00	\$36,758.00
Earmark (NE)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
HSIP (NE)	\$2,258.00	\$17,871.00	\$21,782.00	\$28,079.00	\$67,762.00
NHPP (NE)	\$30,964.00	\$384,326.00	\$429,992.00	\$524,157.00	\$1,338,475.00
STBG-HBP (NE)	\$1,633.00	\$11,809.00	\$15,870.00	\$21,325.00	\$49,004.00
STBG-MAPA (NE)	\$15,071.00	\$168,322.00	\$205,187.00	\$264,436.00	\$637,945.00
STBG-State (NE)	\$7,505.00	\$93,154.00	\$104,222.00	\$127,046.00	\$324,422.00
TAP-MAPA (NE)	\$1,633.00	\$11,809.00	\$15,870.00	\$21,325.00	\$49,004.00
Total	\$66,483.00	\$696,148.00	\$804,824.00	\$1,002,368.00	\$2,503,340.00

IOWA (funding in \$1,000s)

Funding Category	Annual Average	Short-Term (2021-2030)	Mid-Term (2031-2040)	Long-Term (2041-2050)	Total
CMAQ (IA)	\$151.00	\$1,691.00	\$2,061.00	\$2,513.00	\$6,265.00
Earmark (IA)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
HSIP (IA)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
NHPP (IA)	\$143.00	\$320,000.00	\$1,945.00	\$2,371.00	\$324,316.00
STBG-HBP (IA)	\$714.00	\$7,978.00	\$9,724.00	\$11,854.00	\$29,556.00
STBG-MAPA (IA)	\$3,531.00	\$25,528.00	\$34,308.00	\$46,107.00	\$105,943.00
STBG-State (IA)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TAP-MAPA (IA)	\$245.00	\$1,771.00	\$2,380.00	\$3,199.00	\$7,350.00
Total	\$4,784.00	\$356,968.00	\$50,418.00	\$66,044.00	\$473,430.00

Federal Transit Administration (FTA) Programs

Federal-aid transit projects in the MAPA region are funded through the Federal Transit Administration (FTA) of the USDOT. Similar to estimates of Federal Highway Administration funding, MAPA utilized historical trends about Metro Transit's FTA funding to estimate future, anticipated revenues. The primary Federal portion of the Metro Transit Authority's dedicated financing stems from FTA Section 5307 funding. This program is known formally as the "Urbanized Area Formula Program." In urbanized areas with populations greater than 200,000, including

the MAPA region, the Transit Authority is the direct recipient of 5307 funding. These funds can be used to finance capital improvements (new facilities, equipment, etc.), preventive maintenance activities as well as to offset operating expenses (up to 50 percent of the total FTA apportionment). Additionally, Section 5339 – Bus and Bus Facilities funding are utilized for capital expenditures related to transit vehicles and facilities. A summary of these forecasted revenues and anticipated expenditures by activity line item (ALI) are included in the table below.

FEDERAL FUNDING SOURCES (funding in \$1,000s)

Funding Category	Annual Average	Short-Term (2021-2030)	Mid-Term (2031-2040)	Long-Term (2041-2050)	Total
5307	\$8,324	\$92,964.00	\$113,322.00	\$138,139.00	\$344,425.00
5339	\$987	\$11,010.00	\$13,421.00	\$16,360.00	\$40,791.00
Total	\$9,309	\$103,974.00	\$126,743.00	\$154,499.00	\$385,216.00

Based on this trend, MAPA has estimated conservatively that federal funding for the 5307 program will continue to grow by 2% each year similar to recent years. MAPA utilized the revenue estimates in the FY

2021-2024 Transportation Improvement Program as the basis for projecting the federal, local, and state revenues anticipated for Metro Transit's programs.

Metro Transit

METRO TRANSIT PROJECTS (funding in \$1,000s)

Project Name	FY1	FY2	FY3	FY4	FY5	FY6	FY7	FY8	FY9	FY10	Short-Term Cost
Bus Rolling Stock	\$4,287.29	\$4,475.00	\$5,587.64	\$5,654.00	\$5,500.00	\$5,500.00	\$5,500.00	\$0.00	\$0.00	\$0.00	\$36,504
Bus Support Equipment & Facilities	\$270.00	\$315.00	\$160.00	\$375.00	\$338.00	\$348.00	\$358.00	\$369.00	\$380.00	\$391.00	\$3,304
Metro Unified Work Program	\$998.52	\$998.52	\$998.52	\$998.52	\$1,046.00	\$1,078.00	\$1,110.00	\$1,143.00	\$1,178.00	\$1,213.00	\$10,762
Management Education and Training	\$24.00	\$24.00	\$25.00	\$25.00	\$26.00	\$27.00	\$28.00	\$29.00	\$30.00	\$31.00	\$269
Capital Operations	\$5,855.00	\$5,830.00	\$5,805.00	\$5,795.00	\$6,236.00	\$6,423.00	\$6,615.00	\$6,814.00	\$7,018.00	\$7,229.00	\$63,620
Transit Enhancements	\$265.00	\$140.00	\$265.00	\$140.00	\$229.00	\$236.00	\$243.00	\$250.00	\$257.00	\$265.00	\$2,290
ORBT Launch Operations	\$182.88	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$183
Bus Rolling Stock (5339)	\$1,007.00	\$1,062.00	\$1,075.00	\$1,021.00	\$1,125.00	\$1,159.00	\$1,194.00	\$1,129.00	\$1,266.00	\$1,305.00	\$11,343
Total	\$12,889.69	\$12,844.52	\$13,916.16	\$14,008.52	\$14,500.00	\$14,771.00	\$15,048.00	\$9,734.00	\$10,129.00	\$10,434.00	\$128,275

METRO TRANSIT - FEDERAL BALANCE (funding in \$1,000s)

Funding Source	Short-Term Fed Balance	Mid-Term Fed Balance	Long-Term Fed Balance
Metro Federal	\$1500	\$3395	\$729

Local Revenue (funding in \$1,000s)

Funding Category	Short-Term (2021-2030)	Mid-Term (2031-2040)	Long-Term (2041-2050)	Total
Farebox	\$48,361.00	\$58,951.00	\$71,861.00	\$179,173.00
Local	\$208,158.00	\$253,744.00	\$309,312.00	\$771,214.00
State	\$24,007.00	\$29,265.00	\$35,674.00	\$88,946.00
Total	\$280,526.00	\$341,960.00	\$416,847.00	\$1,039,333.00

In addition to Metro Transit's Programs, FTA Section 5310 funds provide funding for vehicle purchases for the needs of the elderly and individuals with disabilities. Non-profit and public agencies are eligible recipients and must provide 20% of the total funding for projects. As the designated recipient for Section 5310 funding in the Omaha-Council Bluffs region, MAPA's members and committees are responsible for making project selection decisions about this funding. The Coordinated Transit Committee (CTC) is

responsible for identifying goals, objectives, and project selection criteria to prioritize this regional funding. Based on MAPA's 2018 Coordinated Transit Plan (CTP), MAPA anticipates that Section 5310 funding will grow at a 3% annual rate similar to other funding programs. These increases were utilized to forecast anticipated expenditures through 2050 based on the priorities in the latest CTP.

FTA SECTION 5310 - AVAILABLE FUNDING (funding in \$1,000s)

Funding Category	Annual Average	Short-Term (2021-2030)	Mid-Term (2031-2040)	Long-Term (2041-2050)	Total
5310	\$571.33	\$6,381.00	\$7,778.00	\$9,482.00	\$23,641.00
Total	\$571.33	\$6,381.00	\$7,778.00	\$9,482.00	\$23,641.00

FTA SECTION 5310 - PROJECTS (funding in \$1,000s)

Project Type	Short-Term	Mid-Term	Long-Term
Transit Contracted Service (5310 Capital)	\$3,989	\$3,905	\$5,248
Transit Program Administration (5310 Operations)	\$628	\$691	\$929
Transit Rolling Stock (5310 Capital)	\$3,201	\$3,849	\$5,172
Total	\$7,818	\$8,445	\$11,349

FTA SECTION 5310 - FEDERAL BALANCE (funding in \$1,000s)

Program	Short-Term Fed Balance	Mid-Term Fed Balance	Long-Term Fed Balance
5310	\$63	\$884	\$217

Local Transportation Revenues

The FAST Act directs MPOs to consider operation and maintenance (O & M) of the system as part of fiscal constraint, in addition to capital projects. O&M costs represent what is required to operate and maintain existing transportation facilities within the transportation network. In this way, O&M costs serve as an additional constraint on the revenues available locally that can be used to fund capital projects or match federal funding.

The basis of these numbers comes from varying sources, including State DOTs, the Nebraska Department of Revenue, and local expenditure reporting. The Nebraska Department of Transportation (NDOT) does not maintain a clearinghouse of system level operations and maintenance expenditures for jurisdictions under its purview. As such, O&M expenditures for Nebraska municipalities and jurisdictions in the MAPA Region have been determined from the figures provided annually on Nebraska Board of Public Roads Classifications and Standards (NBCS) Forms 1 and 2. These forms are submitted annually to NDOT

and contain budgetary operations and maintenance (as well as capital improvement) expenditures for each jurisdiction in the Nebraska portion of the MAPA Region and were compared to annual highway funding allocation reports to refine the final estimates. Iowa DOT maintains a clearinghouse of system level operations and maintenance expenditures for Iowa jurisdictions. MAPA utilized this data set to establish the base year estimates of local revenues and O&M costs.

The tables that follow show the total local revenues available to jurisdictions within the MAPA region, estimates of O&M costs, and the balance of funding available for capital improvements. For the purposes of this analysis, it was assumed that local revenues would increase 2% every five years, while O&M costs would increase by 3% over the same period. This convergence provides an additional constraint to the analysis and assumes that costs will outpace future revenues within the planning period—extrapolating trends from the past decade.

TOTAL NON-FEDERAL REVENUE (funding in \$1,000s)

State	Short-Term (2021-2030)	Mid-Term (2031-2040)	Long-Term (2041-2050)	Total
Iowa	\$307,123.94	\$374,382.42	\$456,370.01	\$1,137,876.37
Nebraska	\$1,241,338.33	\$2,656,139.62	\$4,176,253.28	\$7,982,731.23

OPERATIONS & MAINTENANCE COSTS (funding in \$1,000s)

State	O&M Short-Term (2021-2030)	O&M Mid-Term (2031-2040)	O&M Long-Term (2041-2050)	Total O&M
Iowa	\$103,621.00	\$139,258.00	\$187,149.00	\$430,028.00
Nebraska	\$1,123,572.00	\$1,509,985.00	\$2,029,295.00	\$4,662,852.00

REMAINING NON-FEDERAL REVENUE (AFTER O&M) (funding in \$1,000s)

Revenue Type	Short-Term (2021-2030)	Mid-Term (2031-2040)	Long-Term (2041-2050)	Total
Iowa	\$203,502.94	\$235,124.42	\$269,221.01	\$707,848.37
Nebraska	\$117,766.33	\$1,055,154.62	\$2,146,958.28	\$3,319,879.23
Total	\$321,269.27	\$1,290,279.04	\$2,416,179.29	\$4,027,727.60

NON-FEDERAL COST (funding in \$1,000s)

Type	Short-Term (2021-2030)	Mid-Term (2031-2040)	Long-Term (2041-2050)	Total
Iowa	\$62,506.00	\$84,003.00	\$112,893.00	\$259,402.00
Nebraska	\$112,490.00	\$670,736.00	\$603,489.00	\$1,386,715.00
Total	\$174,996.00	\$754,739.00	\$716,382.00	\$1,646,117.00

NON-FEDERAL BALANCE (funding in \$1,000s)

Balance	Short-Term (2021-2030)	Mid-Term (2031-2040)	Long-Term (2041-2050)	Total
Iowa	\$140,996.94	\$151,121.42	\$156,328.01	\$448,446.37
Nebraska	\$5,276.33	\$384,418.62	\$1,543,469.28	\$1,933,164.23
Regional Balance	\$146,273.27	\$535,540.04	\$1,699,797.29	\$2,381,610.60

Regional Transportation Investments - Program of Projects

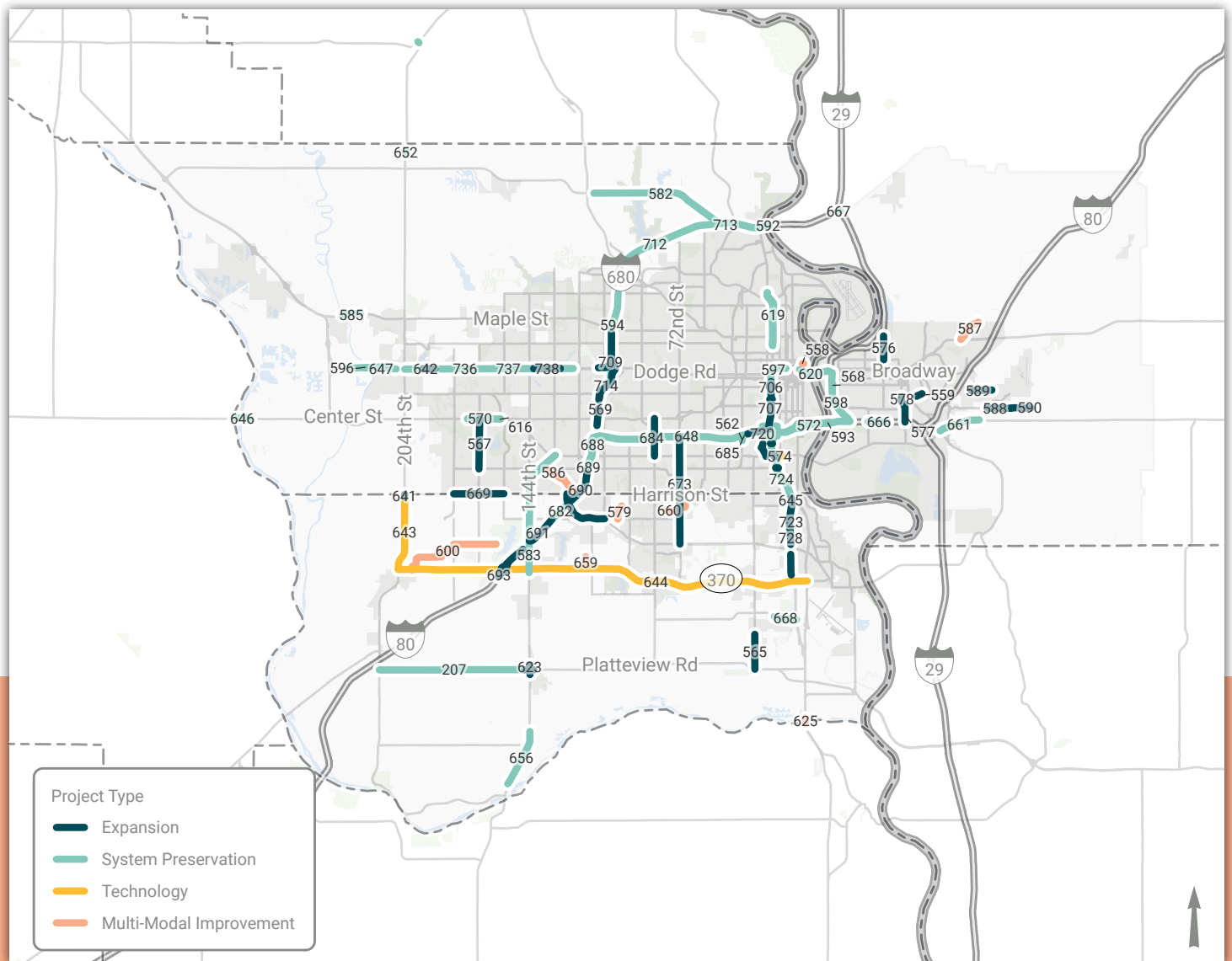
The list of street and highway projects eligible for Federal aid funding following in this section is fiscally-constrained to reasonably available local, state, and federal revenues. Project costs are inflated by 3% annually and appear in year-of-expenditure dollars. Medium and Long Term projects are not programmed in a specific

year and have been adjusted to the average year of expenditure for that band (2035 and 2045, respectively). Projects will be selected for Federal aid funding as they go through the MPO's project selection and prioritization process for the TIP, while some projects may be advanced using local funding sources solely.

MAPA LRTP 2050 Federal-Aid Projects (funding in \$1,000s)**Summary of Regionally Significant Roadway and Bikeway Projects**

State	Short-Term (2021-2030)	Mid-Term (2031-2040)	Long-Term (2041-2050)	Total
Iowa	\$419,152.00	\$117,522.00	\$112,893.00	\$649,567.00
Nebraska	\$774,586.00	\$1,423,096.00	\$949,508.00	\$3,147,190.00
Total	\$1,193,738.00	\$1,540,618.00	\$1,062,401.00	\$3,796,757.00

Figure 6.6: Federal-Aid Short-Term Project Map



Federal-Aid Short-Term Projects

Nebraska Short-Term Projects | FY 2021-2030 (funding in \$1,000s)

LRTP ID	Project Name	Location	Description	Short-Term Cost	Total Project Cost*
Bellevue					
668	2021 Bellevue Resurfacing Project	Capehart Road - Fort Crook Road to Dow Drive Chandler Road W/39th St/High Meadows Lane - 36th Street to 42nd Street	Roadway Resurfacing	\$1,400	\$1,400
565	36th Street Phase II	Sheridan to Platteview Rd	Widen 2 lane Rural to 4 lane Urban.	\$11,013	\$11,913
Douglas					
669	Harrison Street: 180th to 156th	Along 180th Street from Harrison Street to West Center Road	Widen to 4 lanes	\$24,927	\$24,927
Gretna					
600	Gretna to Wehrspann Trail	From the City of Gretna to Wehrspann Lake	10 ft wide concrete bike/ pedestrian trail	\$666	\$666
La Vista					
579	Applewood Creek Trail	From Giles Road north along Applewood Creek between Giles and Harrison	Construction of multi-use trail, ten-foot (10') box culvert under Giles Road, utility relocation	\$1,842	\$2,058

L RTP ID	Project Name	Location	Description	Short-Term Cost	Total Project Cost*
660	Thompson Creek Trail	In the City of La Vista from S. 69th St. to La Vista Central Park	This project will establish a 10ft wide, concrete, east/west multi-use recreational trail from the existing Keystone trail head at S 69th St. to Central Park, including a 130ft span trail bridge and improvements to the signal at 72nd St. and Parkview Blvd.	\$1,820	\$1,820
675	Giles Road: Harrison to 108th Intersections	Along Giles Road from Harrison Street to 108th Street	Innovative intersection improvements along the corridor	\$7,790	\$7,790
MAPA					
843	Regional Roadway System Preservation (NE)	Various locations throughout the region	Maintenance work on existing roadway system	\$5,000	\$227,400
846	Regional Air Quality Enhancement (NE)	Various locations throughout the MAPA region	Building ITS infrastructure, implementing travel demand management, and other congestions mitigation efforts	\$2,943	\$5,545
848	Regional Roadway Safety Enhancement (NE)	Various locations throughout the MAPA region	Safety enhancements	\$2,943	\$5,545



L RTP ID	Project Name	Location	Description	Short-Term Cost	Total Project Cost*
631	MAPA Long Range Transportation Plan Support	Throughout the Region	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 events	\$45	\$45
559	Heartland 2050 Mini-Grant Program		Heartland 2050 Mini-Grant Program	\$938	\$938
NDOT					
728	US-75: N-370 - Chandler	N-370 - Chandler	+1 Lane (in each direction)	\$4,220	\$12,650
738	Dodge: 132nd - 144th	132nd - 144th	+1 Lane WB	\$3,320	\$3,320
656	N-50 West		Roadway resurfacing	\$3,122	\$3,122
655	Platte River East		Roadway resurfacing	\$1	\$1
652	N-31 Bridges North of N-36	N-31 Bridges North of N-36	Bridge maintenance work	\$2,761	\$2,761
702	I-80: I-480 - 42nd	I-480 - 42nd	+1 Lane (8 total) from US-75 to 42nd Street	\$10,830	\$10,830
739	Dodge: 137th - 132nd	137th - 132nd	+1 Lane EB	\$5,580	\$5,580
682	I-80 Giles - ILQ	Giles - ILQ	Roadway surface maintenance	\$1,000	\$1,000
707	I-480 - I-80 - Harney	I-80 - Harney	+1 Lane in each direction w/2 > 1 On-Ramp at Harney	\$13,830	\$13,830
717	I-680: Dodge - Maple	Dodge - Maple	+1 lane in each direction	\$1,870	\$3,740
723	US-75: Fariview - Chandler	Fariview - Chandler	Roadway surface maintenance	\$12,400	\$30,800



L RTP ID	Project Name	Location	Description	Short-Term Cost	Total Project Cost*
709	I-680: Pacific - Maple	Pacific - Maple	Roadway surface maintenance	\$1,000	\$1,000
703	I-480: I-80 - Harney	I-80 - Harney	Roadway surface maintenance	\$24,300	\$24,300
712	I-680: Irvington - 72nd	Irvington - 72nd	Roadway surface maintenance	\$4,400	\$4,400
737	Dodge: 161st - 120th	161st - 120th	Roadway surface maintenance	\$9,600	\$51,100
736	Dodge: 204th - 161st	204th - 161st	Roadway surface maintenance	\$1,000	\$18,600
724	US-75: Chandler - Q	Chandler - Q	Roadway surface maintenance	\$3,300	\$5,800
689	I-80: CD WB: I-680 - Q	CD WB: I-680 - Q	Roadway surface maintenance	\$2,000	\$8,000
688	I-80: EB: I-680 - Q	EB: I-680 - Q	Roadway surface maintenance	\$2,000	\$4,000
654	Omaha FY-2025 Municipal Resurfacing	Various locations within the City of Omaha	FY-2025 Municipal Resurfacing	\$3,089	\$3,089
653	Omaha FY-2024 Municipal Resurfacing	Various locations within the City of Omaha	FY-2024 Municipal Resurfacing	\$400	\$400
575	US-75 Bridge Approaches, Bellevue	US-75 bridge approaches from 0.3 mi south of Bellevue north of Chandler Rd	4 bridges repair/overlay, replace approaches, seal bridge rails & pier columns	\$2,719	\$2,719
616	West Brand Papillion Creek Bridge	US-75 over W Branch Papillion Creek in Omaha	Bridge repair/overlay	\$1,610	\$1,610



L RTP ID	Project Name	Location	Description	Short-Term Cost	Total Project Cost*
570	US-275: West Papillion Creek Bridge West	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	Concrete repair, asphalt resurfacing, bridge repair, approach repair	\$1,959	\$1,959
573	US-75 (SB) 'J' St. Bridge	US-75 bridge at 'J' Street	Bridge repair & overlay	\$1,431	\$1,431
574	US-275: 25th Street - 23rd Street	US-275 from 1/2 block west of 25th St to 1/2 block east of 23rd St in Omaha	Widen for left turn lanes, traffic signal upgrade, mill, resurface, concrete repair	\$1,980	\$1,980
572	I-480: 20th Street -Missouri River Bridges (WB)	I-480 WB bridges including ramps from 20th St. to the Missouri River in Omaha	Bridge repair and overlay, signing	\$10,254	\$10,254
571	I-480: 20th Street -Missouri River Bridges (EB)	I-480 EB bridges including ramps from 20th St. to the Missouri River in Omaha	Bridge repair and overlay, signing	\$19,127	\$19,127
624	Omaha FY-2023 Municipal Resurfacing	At various locations on state highway system in Omaha	FY-2023 Municipal Resurfacing	\$400	\$400

L RTP ID	Project Name	Location	Description	Short-Term Cost	Total Project Cost*
622	I-80: 13th St. to Iowa Line	I-80 from near 13th St interchange to Iowa State Line in Omaha	Crack and joint seal	\$164	\$164
621	Omaha FY-2022 Municipal Resurfacing	At various locations on state highway system in Omaha	FY-2022 Municipal Resurfacing	\$400	\$400
645	US-75 (SB): Chandler Rd. to I-480	US-75 (SB) from Chandler Rd to I-480	Mill, resurface, and bridge repair	\$5,104	\$5,104
648	I-80 Bridge Repair	I-80 (EB & WB) at 84th/Big Papillion Creek & Little Papio Creek	Bridge repair, approach repair/replace	\$6,993	\$6,993
646	N-92: Over Platte River	N-92 over the Platte River approx 1.5 & 1.8 mi east of Yutan	Bridge repair	\$1,083	\$1,083
647	L-28B Bridge Repair	L-28B bridges from US-275 to US-6/N-31	Bridge repair	\$932	\$932
596	Elkhorn River Approaches	L-28B approach roadway at Elkhorn River and area 0.64 mi east of the bridge	Concrete repair, joint/crack seal, bridge repair/overlay	\$2,403	\$2,403
597	Dewey - 20th St, Omaha (I-480)	I-480 from Harney St 24th/23rd St in Omaha	Joint Seal	\$435	\$435

L RTP ID	Project Name	Location	Description	Short-Term Cost	Total Project Cost*
594	I-680: I-80 to Fort Street	On I-680 from I-80 to Fort Street in Omaha	Concrete repair, surface seal, joint seal	\$3,959	\$3,959
644	N-370 Traffic Signal Phasing	N-370 from Gretna to Bellevue	Traffic signal phasing	\$243	\$243
643	US-6: Traffic Signal Fiber Interconnect	US-6 in the vicinity of Gretna to Omaha and on N-31	Add fiber optic to connect traffic signals	\$2,144	\$2,144
569	I-680/US-6 Bridges, Omaha	On 11 bridges on I-680 and US-6 in Douglas County	Bridge repair/overlay	\$6,189	\$6,189
620	I-480, 12th St-Mo River Bridge Paint	I-480 from 12th Street to Missouri River in Omaha	Paint bridge superstructure	\$1,083	\$1,083
618	Omaha FY-2021 Municipal Resurfacing	At various locations on state highway system in Omaha	FY-2021 Municipal Resurfacing	\$400	\$400
619	North Freeway: Parker - Fort St.	US-75 (North Freeway) from Parker St. to Fort St. in Omaha	Resurfacing	\$8,896	\$8,896
617	I-80/480/680 Barrier	I-80, I-480, and I-680 bridge rail locations in Omaha	Wash and seal bridge rail and bridge piers	\$864	\$864
582	N-36 Resurfacing	N-36 from approx 0.4 mi east of N-133 east to just west of WB I-680	Mill, resurface, bridge repair, curb/flume	\$4,413	\$4,413



L RTP ID	Project Name	Location	Description	Short-Term Cost	Total Project Cost*
583	N-50 Concrete Repair	N-50 from approx 0.2 mi south of N-370 north to Jct US-275/N-92	Concrete repair, mill, asphalt resurfacing, bridge repair, curb ramps	\$12,218	\$12,218
585	Elkhorn River East	N-64 EB from just east of the Elkhorn River to the west limits of Omaha	Concrete pavement	\$2,706	\$2,706
584	I-80/480/US-75 Bridge Painting	I-80 & I-480 bridges in the vicinity of the I-80/I-480/US-75 Interchange in Omaha	Paint girders at 10 bridge locations	\$6,008	\$6,008
684	I-80: I-680 -50th	I-680 - 50th	Bridge Replacement in 2065	\$2,000	\$40,000
686	I-80: I-480 -13th	I-480 - 13th	24th Street Interchange Removal 2042	\$3,000	\$19,000
720	Interchange: I-80 / I-480 / US-75	I-80 / I-480 / US-75	Bridge Overlay 2042 -Replacement 2065	\$2,600	\$53,600
713	I-680: 72nd -Missouri River	72nd -Missouri River	Missouri Bridge Replacement in 2050	\$5,800	\$60,530
685	I-80: 50th - I-480	50th - I-480	Bridge Replacement in 2065	\$33,000	\$35,000
691	I-80: N-50 Ramp Capacity	N-50 Ramp Capacity	1/2 mile WB Decel Lane w/ 2 Lane Off-Ramp	\$1,570	\$1,570
690	I-80: WB I through Giles	WB I through Giles	Aux between ILQ & Giles	\$5,010	\$5,010
693	I-80: N-370 DDI	N-370 DDI	W/ +1 EB Lane from N-370 to N-50	\$5,400	\$5,400
729	US-75: Dahlman Ave	Dahlman Ave	with Bridge Improvements	\$4,500	\$9,000

L RTP ID	Project Name	Location	Description	Short-Term Cost	Total Project Cost*
706	I-480: Bridge Replacements	Bridge Replacements	at Woolworth, Leavenworth, St. Mary's	\$13,710	\$13,710
642	US-6 at 192nd St.	US-6/192nd St interchange	Interchange improvements - project must be added to LRTP	\$21,071	\$21,071
730	US-75 Bridge Replacements	at 'F', 'L', & 'Q' Streets	Bridge Replacements	\$8,080	\$12,120
641	US-6 at Harrison St.	US-6 (NB) at Harrison St. at Douglas/Sarpy County Line	Add right turn lane	\$242	\$242
743	Dodge: Dodge WB Weave Fix	Dodge WB Weave Fix	4 Lanes on the Expressway	\$4,020	\$4,020
623	N-50/Platteview Road Intersection	Intersection N-50 with Platteview Rd. in Springfield	Install traffic signal and intersection improvements	\$1,423	\$1,423
714	I-680: Pacific -Dodge	Pacific - Dodge	NB: +1 Lane from Pacific - Dodge / SB: +1 Lane Under Pacific	\$4,800	\$4,800
Omaha					
581	2016 Omaha Resurfacing Program	Various locations throughout the City of Omaha	Resurfacing of federal-aid eligible roadways in the City of Omaha	\$663	\$663
558	North Downtown Riverfront Pedestrian Bridge	10th and Fahey Drive	Pedestrian bridge to connect the western terminus of the Bob Kerry Pedestrian Bridge spanning Riverfront Drive and Union Pacific Railroad	\$6,826	\$8,872
560	Omaha Signal Infrastructure - Phase A1	Various locations throughout the City of Omaha	Deployment of traffic signal network and traffic management system	\$3,830	\$3,830



L RTP ID	Project Name	Location	Description	Short-Term Cost	Total Project Cost*
605	Omaha Signal Infrastructure Phase B3	Various locations throughout the City of Omaha	Upgrade 59 signals throughout Omaha	\$3,651	\$3,651
603	Omaha Signal Infrastructure Phase B1	Various locations throughout the City of Omaha	Upgrade 43 signals throughout Omaha	\$2,651	\$2,651
604	Omaha Signal Infrastructure Phase B2	Various locations throughout the City of Omaha	Upgrade 48 signals throughout Omaha	\$3,172	\$3,172
658	Southside Terrace -Indian Hills Neighborhood Multi-Modal Transportation Study	Generally, L Street on the north, Y Street on the south (boundary extends to include Upland Park and the Kroc Center), 36th Street on the west, and 27th Street on the east.	Catalog existing conditions and develop an alternatives analysis for transportation in the study area. The goal is a series of recommended improvements with phasing and cost estimates.	\$120	\$120
563	72nd & D Street Viaduct	On 72nd Street just south of I-80, at about D Street	Replacement and widening of existing bridge structure	\$7,782	\$7,782
562	42nd Street Bridge, C to D Street	On 42nd Street between C and D streets	The replacement of two adjacent pin-and-hanger bridges	\$6,087	\$6,087
567	168th Street -West Center Road to Q Street	West Center Rd to Q Street	Widen 2 Lane to 4 Lane Urban Divided with Turn Lanes	\$18,600	\$23,300
678	84th: L to Center	Along 84th Street from L Street to West Center Road	Intersection and access control improvements along the corridor	\$7,790	\$7,790



L RTP ID	Project Name	Location	Description	Short-Term Cost	Total Project Cost*
Omaha/Ralston/La Vista/ Papillion					
673	72nd: Cornhusker to I-80	Along 72nd Street from Cornhusker Road to I-80	Widen to 6 lanes	\$93,011	\$93,011
Papillion					
659	Schram Spur N-370 Undercrossing and Trail Segment	The trail will connect Lincoln Road to N-370 between mile marker 74.44 and 74.45	A grade-separated trail undercrossing between 114th and 120th Streets east of Schram Creek is proposed to be constructed underneath N-370. The 260 foot long Schram Spur Undercrossing will be designed to support the future six-lane cross-section of N-370 with a 9-foot x 16-foot reinforced concrete box culvert. Concurrently with proposed undercrossing, Papillion will fund the design and construction of the Schram Creek Spur segment between the N-370 Undercrossing and Lincoln Road. The 10-foot wide concrete trail will provide access to the Lincoln Road on-street bike lanes and SID funded segments of Schram Spur between Schram Road to WP-6 where easements have already been secured by subdivision agreement.	\$2,380	\$2,380

L RTP ID	Project Name	Location	Description	Short-Term Cost	Total Project Cost*
Papio-Missouri River NRD					
625	US Highway 34 Bike and Walking Trail Phase 2	Existing US-34 bridge over the Platte River between Sarpy and Cass Counties	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	\$1,500	\$2,000
586	West Papio Trail - Millard Connection	Along West Papillion Creek from near 137th & Millard to Harry Anderson Drive	Connection of northern and southern portions of the West Papio Trail in the Millard neighborhood	\$1,953	\$1,953
Sarpy					
207	Platteview Resurfacing from Highway 50 to N-31	Platteview Rd from Highway 50 to Nebraska 31	Trench widen 6-inch depth. Perform 3-inch pavement recycle strategy and overlay 2 inches on 28-foot top. Add edgeline rumble strips. Remove existing curb, and remove and replace guardrail. Regrade vertical curve near 198th Street.	\$5,170	\$5,170



Iowa Short-Term Projects | FY 2021-2030 (funding in \$1,000s)

L RTP ID	Project Name	Location	Description	Short-Term Cost	Total Project Cost*
Council Bluffs					
587	City/County Connector Trail	Along Railroad Highway from Kanesville Boulevard to the Council Bluffs Corporate Limits	Trail connection between the City of Council Bluffs trail system and the Pottawattamie County Trail system	\$613	\$613
576	North 16th Street Reconstruction	On 16th Street (Highway 192) from Avenue G to Nash Boulevard	Reconstruction of roadway and utility work	\$5,683	\$5,683
578	South Expressway Reconstruction -Phase 2	On Highway 192 from 21st Street north to 16th Street	Reconstruction of roadway and utility work	\$4,313	\$4,313
588	East Beltway: Greenview Road - West Segment	Along Greenwood Road from State Orchard Drive to Ridgewood Drive	Reconstruction of existing roadway	\$3,937	\$3,937
590	East Beltway: Greenview Road - East Segment	Along Greenwood Road from Ridgewood Drive to Cottonwood Drive	Reconstruction of existing roadway	\$1,859	\$1,859
589	East Beltway: Stevens Road -West Segment	On Stevens Road from State Orchard Road to intersection with Norwood Drive	Construction of roadway on new alignment	\$2,110	\$2,110
577	South Expressway Reconstruction -Phase 1	On Highway 192 from I-80 north to 21st Street	Reconstruction of roadway and utility work	\$3,260	\$3,260
559	W Graham Ave Reconstruction	High Street to Fairmont Avenue	Reconstruction of street and utilities	\$3,006	\$3,006



L RTP ID	Project Name	Location	Description	Short-Term Cost	Total Project Cost*
Iowa DOT					
661	IA-92 Pavement Rehab	IA92: Harry Langdon Blvd in Council Bluffs to 0.3 mi E of State Orchard Rd	Roadway resurfacing	\$2,861	\$2,861
666	I-80: 24th St to Indian Creek in Council Bluffs	I-80: 24th St to Indian Creek in Council Bluffs	3511 - Grading	\$1,750	\$1,750
568	275 Bridge Cleaning	US-275: Missouri River in Council Bluffs	Bridge cleaning	\$228	\$228
592	I-680: Missouri River in Council Bluffs -Eastbound & Westbound	On I-680 over the Missouri River	Bridge deck overlay, bridge painting, and bridge cleaning (Iowa state share)	\$192	\$192
591	I-480: Missouri River in Council Bluffs	On I-480 over the Missouri River	Bridge deck overlay and bridge cleaning (Iowa state share)	\$3,678	\$3,678
598	I-80: I-29/80/480	I-80: I-29/80/480 Interstates in Council Bluffs (CBIS) State Share	Grade and pave, bridge new, grading	\$319,603	\$319,603
593	I-80: Missouri River in Council Bluffs -Eastbound & Westbound	On I-80 over the Missouri River	Bridge cleaning (Iowa state share)	\$168	\$168
667	I-680: at W JCT I-29 (EB & WB)	I-680: at W JCT I-29 (EB & WB)	2522 - Bridge deck overlay	\$2,000	\$2,000
MAPA					
844	Regional Roadway System Preservation	Various locations in Pottawattamie County	Maintenance work on existing roadway system	\$322	\$82,978
602	MAPA MPO Planning Allocation	Iowa portion of the MAPA TMA	MPO allocation of Federal Planning (FL) Funding	\$664	\$664

Advance Construction Repayment

L RTP ID	Old LRTP ID	Project Name	Description	Project Type	Grouped Project Category
632		2020 Bellevue Resurfacing Project	Roadway resurfacing	Resurfacing	System Preservation
601		2018 Bellevue Resurfacing Project	Resurfacing projects in the City of Bellevue	Resurfacing	System Preservation
564		36th Street Phase I N-370 - Sheridan	Widen 2 lane rural to 4 lane urban	Road widening	Expansion
595		2017 Omaha Resurfacing Program	Package of resurfacing projects on eligible Federal-aid roadways.	Resurfacing	System Preservation
561		2014 Omaha Resurfacing Program	Resurfacing projects in the City of Omaha	Resurfacing	System Preservation
606		2018 Omaha Resurfacing Program	Resurfacing projects in the City of Omaha	Resurfacing	System Preservation
566		168th Street - West Center Road to Poppleton Street	Widen 2 lane to 4 lane urban divided with turn lanes	Road widening	Expansion



Federal-Aid Mid-Term Projects

Nebraska Mid-Term Projects | FY 2031-2040 (funding in \$1,000s)

L RTP ID	Project Name	Location	Description	Total Project Cost*
La Vista				
73	Parkview - Brentwood Wayfinding and Shared Lane Marking	Along Parkview Boulevard and Brentwood Drive in La Vista	Install wayfinding signage and apply shared lane markings	\$356
MAPA				
221	Sarpy County Transit Regional Governance and Funding Strategy		Analysis of possible governance structures for a regional transit authority	\$452
217	Employment-based Transit Strategies Study		A study of strategies for enhancing transit ridership through employment incentives	\$135
222	Sarpy County ITS Infrastructure Transit Plan		A plan for developing ITS infrastructure in Sarpy County to enable enhanced transit service	\$542
224	Sarpy County High Capacity Transit Corridor Study		Analysis of potential high capacity transit routes in Sarpy County	\$1,355
220	Comprehensive Route Analysis Study		Analysis of potential routes for transit service in Sarpy County	\$452
219	Regional Call Center Coordination Plan		Development of framework for regional coordination	\$181
218	Regional Park and Ride Study		Analysis of potential locations for park and ride locations in Sarpy County	

L RTP ID	Project Name	Location	Description	Total Project Cost*
NDOT				
734	US-75: Cornhusker DDI	Cornhusker DDI	Add DDI at intersection with Cornhusker	\$3,200
725	US-75: Q - I-80	Q - I-80	Roadway surface maintenance	\$17,700
742	Dodge: 204th -168th	204th - 168th	+1 lane (in each direction) w/ 2 lane on/off ramps at 204th Street	\$8,980
716	I-680: I-80 -Pacific	I-80 - Pacific	+1 (or +2) lanes w/ DDI at Pacific	\$20,690
701	I-80: EB: Q - I-680	EB: Q - I-680	+1 EB I-80 ML lane	\$2,000
731	US-75: Q - I-80	Q - I-80	+1 lane (in each direction) w/ Interchange Reconfigurations	\$19,100
681	I-80: N-370 -Giles	N-370 - Giles	Roadway surface maintenance	\$13,000
680	I-80: Ruff Rd - N-370	Ruff Rd - N-370	Roadway surface maintenance	\$25,000
683	I-80: I-680 - Q	I-680 - Q	Roadway surface maintenance	\$4,000
732	US-75: Chandler - Q	Chandler - Q	+1 lane (in each direction) w/ UPRR widening	\$13,000
733	US-75: N-370 -Chandler	N-370 - Chandler	+1 Lane in each direction	\$17,180
708	I-680: I-80 -Pacific	I-80 - Pacific	Roadway surface maintenance	\$8,500
710	I-680: Maple -Fort	Maple - Fort	Roadway surface maintenance	\$5,400
726	US-75: Hamilton - Ames	Hamilton - Ames	Roadway surface maintenance	\$26,400
735	Dodge: US-275 - 204th	US-275 - 204th	Roadway surface maintenance	\$7,600
718	Interchange: I-680 / Dodge	I-680 / Dodge	Bridge Redeck 2060	\$7,000
719	Interchange: I-680 / I-80	I-680 / I-80	Bridge Overlay 2065	\$7,000



LRTP ID	Project Name	Location	Description	Total Project Cost*
201	Platteview and 90th Reconstruction	Platteview and 90th	Reconstruct vertical alignment to improve sight distance.	\$1,069
741	Dodge: 168th -120th	168th - 120th	WB: Expand to 5 Basic Lanes + Aux WB /EB: 4 Basic Lanes + Aux	\$52,930
694	I-80: N-50 DDI	N-50 DDI	w/ Bridge Replacements	\$18,880
695	I-80: Giles Interchange	Giles Interchange	Expand to 6 Lanes on Giles - Keeps Existing Configuration	\$2,070
697	I-80: 42nd Street Parclo	42nd Street Parclo	Reconfigure to allow 7 Lanes WB & 6 Lanes EB	\$8,820
696	I-80: I-680 -50th	I-680 - 50th	2 Lane Expansion (6 Lanes + Aux Total)	\$65,000
699	I-80: L & I	L & I	I' & 'L' Street Bridge Replacements & 'L' Street DDI	\$32,490
698	I-80: N-50 - Q	N-50 - Q	Expand to 4 Lane Basic + Aux Lanes	\$23,070
Omaha				
64	Big Papio Trail to Regency Parkway Side Path		New paved walking & biking trail	\$203
67	Big Papio Connections to Dodge Frontage Roads		New paved walking & biking trail	\$203
69	72nd & Burt Path Connection		New paved walking & biking trail	\$203
70	60th Street Bike Lanes		Add bike lanes	\$305
68	Bike Lane Markings on Pine	Along Emily Street from Saddle Creek to 48th and Howard Streets	Add bike lanes	\$203



L RTP ID	Project Name	Location	Description	Total Project Cost*
71	Harrison Street Side Path	Along Harrison Street from Brookridge Drive to 118th Street	Add side path	\$305
72	24th Street Bike Lanes	Along 24th Street from Dodge Street to Lake Street	Bike lanes and shared lane markings	\$305
74	Underwood Bike Lanes	Along Underwood Avenue from Happy Hollow Boulevard to Fairacres Road	Add bike lanes along Underwood Avenue	\$407
75	Leavenworth Raised Bicycle Lane	Along Leavenworth Street, uphill direction, from 300' west of Saddle Creek to 55th Street	Add raised bike lane and shared lane markings	\$813
76	Emily Street Extension	Along Emily Street from Saddle Creek Road to 48th and Howard Streets	Add 1000' to 2000' of bike path	\$1,016
83	96th Street Overpass	Intersection of 96th Street and West Dodge Road	Construct overpass spanning Dodge Street	\$4,066
65	Dodge Street Oversize Sidewalk	Along Dodge Street from the Memorial Park overpass to the 62nd Street	Widen sidewalk	\$203
66	Dodge Street Bike Path	Along the south side of Dodge Street from 76th Street to 81st Street	Add bike path	\$203



L RTP ID	Project Name	Location	Description	Total Project Cost*
80	Burt Street Overpass	Across the Keystone Trail at Burt Street	Construct overpass of the Keystone Trail	\$3,049
78	24th Street Bike Lanes	Leavenworth Street to South Omaha, South Omaha to Chandler Road	Add bike lanes along 24th Street	\$2,033
82	Aspen Park Overpass		Add overpass and 2000' of path	\$3,557
79	Harney Street Cycle Track	Along Harney Street from 48th Street to 16th Street	3 miles of cycle track + Emile Street connection	\$2,033
77	69th Street Neighborhood Greenway	Along 69th Street from Manderson Street to Pacific Street	Traffic calming improvements, oversizing of sidewalk and countdown signals at Dodge Street	\$1,626
Sarpy				
672	144th (N-50): I-80 to Dodge	Along 144th Street from N-370 to I-80	Widen to 6 lanes	\$177,600
232	Sarpy County ITS Infrastructure		Deploy ITS infrastructure throughout Sarpy County such as transit signal priority	\$4,606
210	Platteview Rd 84th Street Realignment	Platteview between 96th and 80th Streets.	Realign between 96th and 80th streets to make Platteview Road the primary movement	\$6,984
203	Platteview Road and 108th Intersection Improvements	Platteview and 180th	Reconstruct a three-lane section with raised median, and modify access configurations. The alternative is to regrade profile between 112th and 103rd streets.	\$3,572
202	Platteview Rd and Highway 50 Improvements	Platteview Rd and Highway 50 intersection	Reconstruct vertical alignment on west approach. Add turn lanes at intersection	\$1,922

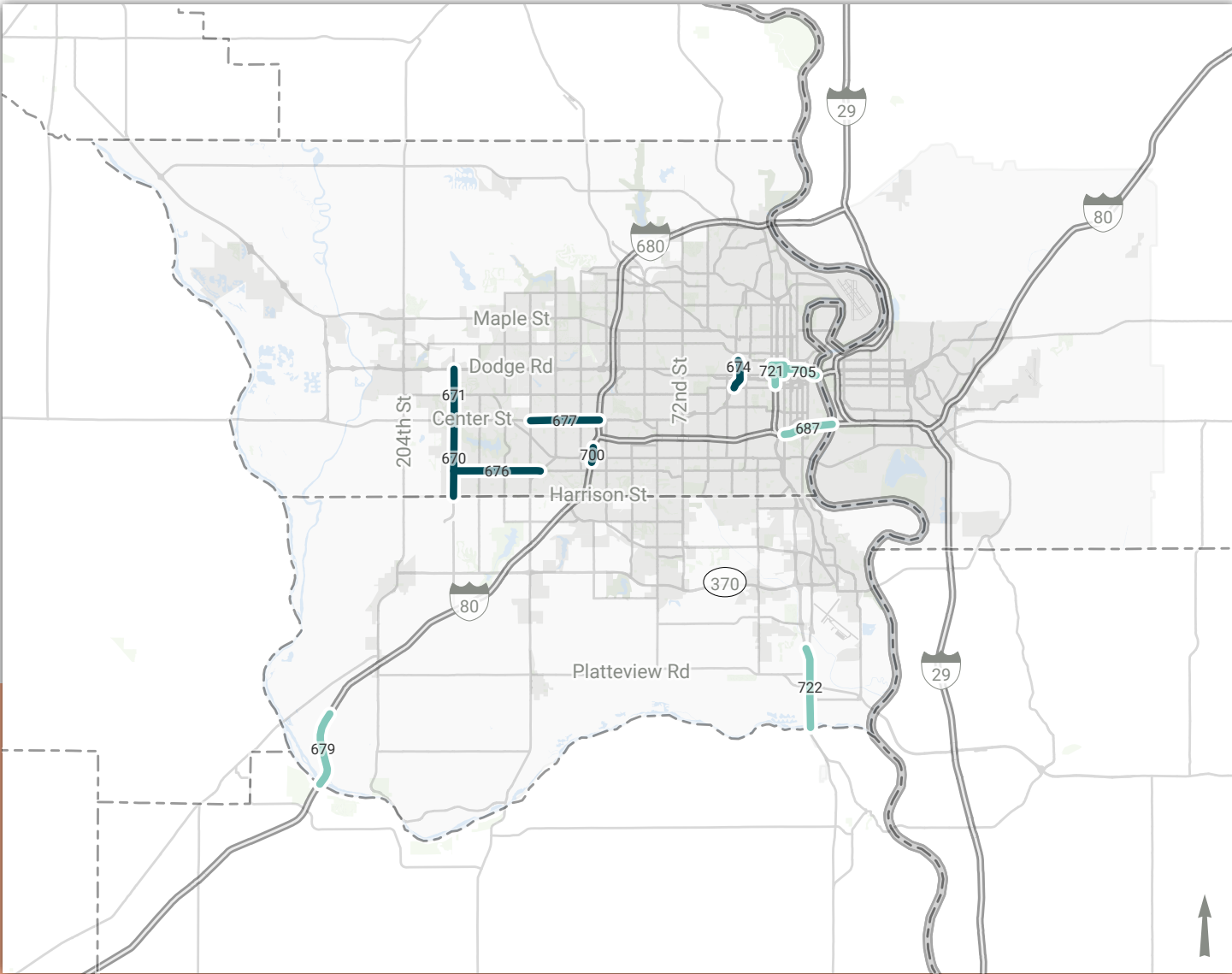
L RTP ID	Project Name	Location	Description	Total Project Cost*
204	Platteview Road 27th-84th Resurfacing and Widening	Resurfacing and Widening 27th Street to 84th Street	Trench widen 6-inch depth. Perform 1-inch mill of existing pavement and overlay 3 inches on 28-foot top. Add edgeline rumble strips. Remove existing curb, and remove and replace guardrail. Flatten grade near 63rd Street.	\$4,871
206	Platteview Rd Resurfacing and Widening 84th to N-50	Platteview Rd from 84th to N-50	Trench widen 6-inch depth. Perform 3-inch pavement recycle strategy and overlay 2 inches on 28-foot top. Add edgeline rumble strips. Remove existing curb, and remove and replace guardrail.	\$5,398
205	Platteview Improvements from 172nd to 186th	Platteview Rd from 172nd to 186th	Reconstruct vertical alignment to meet current design standards.	\$4,878
209	Platteview Road, 36th St. Realignment	Platteview Rd between 42nd and 27th	Realign Platteview Road between 42nd and 27th streets, to provide better sight distance.	\$6,435
208	Platteview Rd 120th to 132nd Realignment	Platteview 120th to 132nd	Reconstruct vertical alignment to improve sight distance.	\$6,394
211	Platteview Road Light Improvements	Along Platteview Rd	Place new lighting units at intersections currently without lighting	\$414



L RTP ID	Project Name	Location	Description	Total Project Cost*
Council Bluffs				
81	2nd Avenue Neighborhood Greenway	Along 2nd Avenue in Council Bluffs	Add traffic calming devices	\$3,049
Iowa DOT				
838	US-6 Reconstruction	I-480 to 15th Street	Reconstruction of existing roadway	\$20,000
839	Iowa 192 ACC Resurfacing	I-80 North to I-29	Resurfacing of roadway	\$3,000
836	US-6 Reconstruction	Indian Hills Drive to Hunt Avenue	Reconstruction of existing roadway	\$6,753
837	Iowa 165 Resurfacing	In Carter Lake, from Nebraska State Line to Nebraska State Line	Resurfacing of roadway	\$717



Figure 6.7: Federal-Aid Long-Term Project Map



Federal-Aid Long-Term Projects

Nebraska Long-Term Projects | FY 2031-2040 (funding in \$1,000s)

L RTP ID	Project Name	Location	Description	Total Project Cost*
Douglas				
670	180th: Harrison to Center	Along 180th Street from Harrison Street to West Center Road	Widen to 4 lanes	\$49,142
671	180th: Center to Dodge	Along 180th Street from West Center Road to West Dodge Road	Widen to 4 lanes	\$31,380
MAPA				
843	Regional Roadway System Preservation (NE)	Various locations throughout the region	Maintenance work on existing roadway system	\$227,400
NDOT				
734	US-75: Cornhusker DDI	Cornhusker DDI	Add DDI at intersection with Cornhusker	\$3,200
700	I-80: WB: I-680 - Q	WB: I-680 - Q	+1 WB I-G24 80 ML Lane	\$2,000
679	I-80: Platte River - Ruff Rd	Platte River - Ruff Rd	Roadway surface maintenance	\$7,00
681	I-80: N-370 - Giles	N-370 - Giles	Roadway surface maintenance	\$13,000
680	I-80: Ruff Rd - N-370	Ruff Rd - N-370	Roadway surface maintenance	\$25,000
682	I-80: Giles - ILQ	Giles - ILQ	Roadway surface maintenance	\$14,000
683	I-80: I-680 - Q	I-680 - Q	Roadway surface maintenance	\$4,000
733	US-75: N-370 - Chandler	N-370 - Chandler	+1 Lane in each direction	\$17,180
723	US-75: Fariview - Chandler	Fariview - Chandler	Roadway surface maintenance	\$30,800

L RTP ID	Project Name	Location	Description	Total Project Cost*
687	I-80: 13th - Missouri River	13th - Missouri River	Roadway surface maintenance	\$3,000
709	I-680: Pacific - Maple	Pacific - Maple	Roadway surface maintenance	\$17,200
721	Interchange: I-480 / US-75	I-480 / US-75	Roadway surface maintenance	\$3,000
708	I-680: I-80 - Pacific	I-80 - Pacific	Roadway surface maintenance	\$8,500
722	US-75: US-34 - Fairview	US-34 - Fairview	Roadway surface maintenance	\$1,000
703	I-480: I-80 - Harney	I-80 - Harney	Roadway surface maintenance	\$25,300
704	I-480: Harney - 20th	Harney - 20th	Roadway surface maintenance	\$2,500
712	I-680: Irvington - 72nd	Irvington - 72nd	Roadway surface maintenance	\$35,850
737	Dodge: 161st - 120th	161st - 120th	Roadway surface maintenance	\$51,100
736	Dodge: 204th - 161st	204th - 161st	Roadway surface maintenance	\$18,600
724	US-75: Chandler - Q	Chandler - Q	Roadway surface maintenance	\$5,800
735	Dodge: US-275 - 204th	US-275 - 204th	Roadway surface maintenance	\$7,600
689	I-80: CD WB: I-680 - Q	CD WB: I-680 - Q	Roadway surface maintenance	\$8,000
684	I-80: I-680 - 50th	I-680 - 50th	Bridge Replacement in 2065	\$40,000
686	I-80: I-480 - 13th	I-480 - 13th	24th Street Interchange Removal 2042	\$19,000
705	I-480: 20th - Missouri River	20th - Missouri River	Bridge overlay 2021 -Replacement 2050	\$68,400
720	Interchange: I-80 / I-480 / US-75	I-80 / I-480 / US-75	Bridge Overlay 2042 -Replacement 2065	\$53,600

L RTP ID	Project Name	Location	Description	Total Project Cost*
718	Interchange: I-680 / Dodge	I-680 / Dodge	Bridge Redeck 2060	\$7,000
719	Interchange: I-680 / I-80	I-680 / I-80	Bridge Overlay 2065	\$7,000
713	I-680: 72nd - Missouri River	72nd - Missouri River	Missouri Bridge Replacement in 2050	\$60,530
685	I-80: 50th - I-480	50th - I-480	Bridge Replacement in 2065	\$35,000
698	I-80: N-50 - Q	N-50 - Q	Expand to 4 Lane Basic + Aux Lanes	\$23,070
Omaha				
674	Saddle Creek: Leavenworth to Cumming (N-64)	Along Saddle Creek Road from Leavenworth Street to Cumming Street	Widen to 6 lanes	\$43,418
676	Q Street: 180th to N-50	Along Q Street from 180th Street to N-50	Intersection and signal improvements	\$4,934
677	Center: 144th to I-680 Intersections	Along West Center Road from 144th Street to I-680	Intersection improvements along the corridor	\$9,863
Sarpy				
672	144th (N-50): I-80 to Dodge	Along 144th Street from N-370 to I-80	Widen to 6 lanes	\$177,600



MAPA Federal-Aid Fiscal Constraint Overview

Federal Revenue (funding in \$1,000s)

Revenue Type	Short-Term (2021-2030)	Mid-Term (2031-2040)	Long-Term (2041-2050)	Total
Iowa	\$356,968.00	\$50,418.00	\$66,044.00	\$473,430.00
Nebraska	\$696,148.00	\$804,824.00	\$1,002,368.00	\$2,503,340.00
Total	\$1,053,116.00	\$855,242.00	\$1,068,412.00	\$2,976,770.00

Federal Match (funding in \$1,000s)

State	Short-Term (2021-2030)	Mid-Term (2031-2040)	Long-Term (2041-2050)	Total
Iowa	\$71,393.60	\$10,313.04	\$13,208.80	\$94,915.44
Nebraska	\$139,164.04	\$160,826.62	\$200,287.80	\$500,278.46
Total	\$210,557.64	\$171,139.66	\$213,496.60	\$595,193.90

Federal Cost (funding in \$1,000s)

Type	Short-Term (2021-2030)	Mid-Term (2031-2040)	Long-Term (2041- 2050)	Total
Iowa	\$285,574.40	\$40,104.96	\$52,835.20	\$378,514.56
Nebraska	\$556,983.96	\$643,997.38	\$802,080.20	\$2,003,061.54
Total	\$842,558.36	\$684,102.34	\$854,915.40	\$2,381,576.10

Balance (funding in \$1,000s)

Balance	Short-Term (2021-2030)	Mid-Term (2031- 2040)	Long-Term (2041- 2050)	Total
Iowa	\$0.00	\$0.00	\$0.00	\$0
Nebraska	\$0.00	\$0.00	\$0.00	\$0
Regional Balance	\$0.00	\$0.00	\$0.00	\$0



MAPA LRTP 2050 Non-Federal Projects

Regionally Significant Non-Federal-Aid Projects

Nebraska Non-Federal-Aid Projects (funding in \$1,000s)

L RTP ID	Project Name	Location	Description	Total Project Cost
857	I-80 Interchange (PEL & IJR)	From 180th Street to 192 Street	Preliminary planning and environment review for potential Interchange Justification Report (IJR) prior to engineering and construction of a new interchange on I-80 serving Western Sarpy County.	\$220.00
855	222nd Street - Phase 1	From Lincoln Road to Cornhusker Road	Paving of 2-lane section.	\$934.00
888	Schram Road	From 188th Street to 198th Street	Improve Schram Road to accommodate growth and new Gretna school. Project funding shown in 2024-2026 is a future project without a firm schedule.	\$5,800.00
853	Fort Crook Road - Bridge 235	From Capehart Road to Fairview Road	Alternative Report - Repair, Replace, Abandon. Bridge priority #12. Preliminary design.	\$350.00
887	138th Street - Bridge 110	Bridge 110 at Buffalo Road	Bridge replacement and road realignment with removal of Bridge 111 at 140th Street and Buffalo Road. Priority ranking #4. Under design.	\$2000.00
885	75th Street - Bridge 46	Bridge 46 at Platteview Road	Replace bridge using the County Bridge Match Program (CBMP). Bridge priority #2. Preliminary design.	\$554.00
854	120th Street - Bridge 72	Bridge 72 at Buffalo Road	Replace fracture critical bridge. Bridge priority #6. Preliminary design.	\$692.00
860	Vencil Island Road - Emergency Repair	At Vencil Island Road	Vencil Island Emergency Repair. Potential FEMA reimbursement.	\$0.00
861	252nd Street - Emergency Repair	From Fairview Road to HWY 6	Phase 1: Drainage improvement project.	\$150.00

L RTP ID	Project Name	Location	Description	Total Project Cost
856	225th Street/ Centennial Road	From Harrison Street to Centennial Road	Grading and structures, drainage improvements	\$1,868.00
886	168th Street Bridge 120	Bridge 120 at Ruff Road	Bridge replacement. Bridge priority ranking #3. Preliminary design.	\$750.00
895	Harrison Street	From 213th Street to 225th Street	Development dependent project, future construction estimate of \$2 million will be programmed pending future consideration.	\$2,200.00
900	Harrison Street	From 157th Street to 169th Street	Design for future roadway widening. Design in FY2023. ROW in FY2024. Construction cost estimated \$3 million in FY2025.	\$594.00
891	Schram Road	From 218th Street to 234th Street	County cost to pave Schram Road adjacent to new subdivisions.	\$3,000.00
906	Riha Road Drainage Improvements	From HWY 50 to Meadow Oaks Drive	Improvements to drainage to support Riha Road	\$500.00
896	66th Street	From Harrison Street to Giles Road	Partnership project with La Vista.	\$770.00
908	Riha Road Intersection	Intersection at HWY 50	Close Riha Road and HWY 50 intersection and improve HWY 50 and HWY 31 intersection. NDOT to reimburse in future years.	\$500.00
902	Cornhusker Road	From 192nd Street to Fairby Drive	New overpass over existing bridge and creek.	\$15,000.00
907	Reserve at Schram Pointe		Reimbursement for previous County expenditures	\$0.00
905	Schram Road	From 70th Street to 72nd Street	Schram Point development.	\$300.00

L RTP ID	Project Name	Location	Description	Total Project Cost
917	114th Street Roundabout	Intersection with Lincoln Road	Install roundabout and pedestrian safety improvements	\$150.00
919	8th Street Bridge	Intersection with LaPlatte Road	Construct a new bridge over LaPlatte Road and railroad tracks	\$300.00
918	234th Street -Redfeather	Intersection with Schram Road	Replace storm sewer	\$500.00
903	66th Street	From Giles Road to Michael Circle	New roadway to connect 66th Street.	\$220.00
890	234th Street -Bridge 207	Bridge 207 at Fairview Road	Bridge replacement. Bridge priority #21. Design complete.	\$735.00
914	180th Street	From Cornhusker Road to HWY 370	Grading and paving a 3-lane urban section between Cornhusker Road and HWY 370.	\$2,850.00
915	174th Street Traffic Signal	Intersection with HWY 370	Installation of traffic signal	\$0.00
916	186th Street Traffic Signal	Intersection with HWY 370	Installation of traffic signal	\$0.00
865	Buffalo Road Stream Stabilization	From 186th Street to 192nd Street	Project to protect Buffalo Road from adjacent stream. Papillion-Missouri River Natural Resources District providing reimbursement.	\$100.00
868	Platteview Road	From HWY 75 to 108th Street	Corridor design to 60 percent in FY2021, ROW in FY2022, construction in FY2023 and FY2024. Proposed set aside of additional funding to continue improvement further west.	\$36,500.00
851	Capehart Road -Bridge 210	From 234th Street to Capehart Road	Replace and extend existing culvert. Roadway improvements. Bridge priority #29. Design complete.	\$1,300.00
866	Capehart Road Railroad Crossing	Rail crossing at 228th Street	Safety improvement to BNSF crossing.	\$800.00

L RTP ID	Project Name	Location	Description	Total Project Cost
920	Project Gemini		Improvements to Capehart Road, 156th Street, and Fairview Road in partnership with Papillion and Springfield	\$2,000.00
879	234th Street -Bridge 198	Bridge 198 at Pflug Road	Replace bridge with culvert. Bridge priority #12. Preliminary design.	\$300.00
881	Schram Road -Bridge 214	Bridge 214 at 240th Street	East bridge replacement. Bridge priority #17. Under design.	\$500.00
882	Schram Road -Bridge 213	Bridge 213 at 240th Street	West bridge replacement. Bridge priority #17. Under design.	\$500.00
883	Angus Road	From 228th Street to 234th Street	Improvements to Angus Road	\$400.00
921	Hidden Valley Turn Lane	From Hidden Valley Drive to Platteview Road	Installation of east bound left-turn lane to provide access to Hidden Valley neighborhood.	\$750.00
864	168th Street -Bridge 147 & Paving	From Doreen Street to Schram Road	Replace bridge (winter 2020-2021). Paving of 168th Street from Morgan to Schram Road. Bridge priority ranking #7.	\$3,300.00
922	Schram Road	From 168th Street to West 1/4 mile	Grade roadway to increase sight distance and reduce vertical curve	\$150.00
923	156th Street	From Schram Road to South 1/2 mile	New road on new alignment.	\$1,000.00
873	114th Street	Intersection with HWY 370	Intersection improvements/traffic signals. County review only. To be installed in 2021.	\$75.00
884	Platteview Road	Intersection with HWY 370	Intersection improvements with City of Springfield and NDOT	\$600.00
880	Harrison Street	From 210th Street to 213th Street	Partnership with Douglas County and development. To be reimbursed in the future.	\$400.00
872	Cornhusker Road	From 138th Street to 140th Street	Add lane to Cornhusker Road. Partnership with I-80 Logistics	\$155.00
871	Lincoln Road Traffic Signal	At HWY 631	Traffic signal project with City of Gretna	\$50.00

L RTP ID	Project Name	Location	Description	Total Project Cost
878	Harrison Street	From 204th Street to 210th Street	County cost to partner with Coventry Subdivision and Douglas County. Future reimbursement by next development to the south.	\$300.00
877	60th Street	From HWY 370 to Capehart Road	Preliminary design FY2021, Final Design FY2022, ROW FY2023, Construction FY2024. Pending development.	\$2,700.00
862	168th Street	From Harrison Street to HWY 370	Design to 60 percent plans. Construction in 2024.	\$22,500.00
858	150th Street	From HWY 370 to Shepard Street	Realign 150th Street between HWY 370 and Shepard Street. Traffic signals at HWY 370 and 150th Street	\$550.00
852	180th/192nd Street Corridor Design	From Harrison Street to Cornhusker Road	Design of Connect Sarpy network. Includes projects designed by Olsson (17-01/18-01, 25-06), Lamp Ryneerson (17-03, 17-04, and 25-09), and E&A (18-03)	\$2,500.00
863	36th Street	From Cornhusker Road to HWY 370	Preliminary design to 60 percent in cooperation with the City of Bellevue. Construction in FY2024.	\$7,300.00
850	Maass Road -Culvert Extension	From S of Woodlane Dr to N of Timberridge Dr	Replace and extend existing culvert.	\$400.00
913	Cornhusker Road	From 180th Street to 186th Street	Paving of 3-lane concrete section. Mix of rural and urban sections	\$1,048.00
859	Cornhusker Road	From 96th Street to 98th Street	Paving of Lincoln Way in partnership with the development	\$200.00
904	192nd Street	From HWY 370 to Schram Road	County payment to development per resolutions 2019-018 and 2019-017.	\$1,315.00

L RTP ID	Project Name	Location	Description	Total Project Cost
910	Meridian Street	From 180th Street to 192nd Street	Includes 192nd Street, Giles Road to Cornhusker Road. Grading 4-lane divided section, and paving a combination of 3-lane and 2-lane urban sections on Meridian Street between 180th and 192nd, and on 192nd Street between Cornhusker and Meridian, including a CBC structure. Additionally, grading and paving a 3-lane urban section on Giles Road, between S. Papio Creek and 192nd, including a 3-span viaduct over BNSF, and a single span bridge over S. Papio Creek. A roundabout is proposed at the intersection of 192nd and Giles. Also includes Giles Road improvements from Papillion Creek to 192nd Street.	\$33,436.00
909	180th Street	From Storage Road to Cornhusker Road	Includes Giles Road, 174th Street to S Papio Creek. Grading and paving of a 3-lane urban section on 180th Street from Cornhusker Road to Meridian Road includes a concrete box culvert and roundabout at the intersection of 180th Street and Cornhusker Road. Paving a 4-lane divided urban section on 180th from Meridian Road to Giles Road. Grading and Paving a 3-lane urban section on 180th from Giles Road to Storage Road with a 4-span viaduct over BNSF RR and S. Papio Creek. Paving combination 3-lane/4-lane divided urban section between 174th Street and S. Papio Creek.	\$21,064.00
911	Giles Road	From 192nd Street to 204th Street	Grading, paving and culvert replacement along Giles Road from 192nd Street to 204th Street.	\$609.00
897	Stream	Various	Stream bank stabilization projects determined on an annual basis	\$1,000.00
894	Cornhusker Road	From 103rd Street to 108th Street	Paving project in partnership with the PMRNRD, Papillion, and SID 317.	\$1,575.00
898	150th Street	From 1/2 mile N of Capehart Road to Capehart Road	Project adjacent to Facebook Data center	\$1,000.00
899	Schram Road	From 204th Street to 210th Street	Project adjacent to new PMRNRD Dam	\$1,000.00

L RTP ID	Project Name	Location	Description	Total Project Cost
901	Schram Road	From 156th Street to 168th Street	Development driven.	\$500.00
889	114th Street	From Schram Road to Capehart Road	Phase 1: Widening 114th Street Schram Road to north of culvert, 100% development paid. Phase 2: Pave 2-lanes of 114th Street and replace culvert from north of culvert to Capehart Road to be completed when development occurs.	\$1,500.00
876	Wittmus Drive	From Cornhusker Drive to Lincoln Road	County participation for one-lane of roadway in partnership with development	\$611.00
892	\$611.00	From 114th Street to 132nd Street	Pave 3-lane and 2-lane sections in partnership with development.	\$1,350.00
893	Schram Road	From 132nd Street to 138th Street	Pursue partnership with Papillion.	\$500.00
869	Asphalt Overlay Program	Various	2020 project: 132nd Street, Fairview Road to Main Street. Future projects yet to be assigned.	\$5,000.00
867	Platteview Road	Intersection with 108th Street	Intersection improvements	\$4,000.00
870	Concrete Panel Program	Various	Various concrete repair projects throughout the county.	\$3,000.00
874	Giles Road	From 126th Street to 132nd Street	Future overpass (estimated project cost of \$13 million in 2029)	\$0.00
875	Platte River Bridge Trail		County participation in trail project.	\$40.00
Bellevue				
783	Capehart Road	27th Street to 35th Street	4 Lane Urban	\$9,771.00
782	25th Street	North of Childs	3-lane with TWLTL	\$1,601.00
781	25th Street	Schneekloth Road to South of Capehart Road	3-Lane with TWLTL	\$17,512.00

L RTP ID	Project Name	Location	Description	Total Project Cost
Douglas				
799	Harrison St	216th Street to 168th Street	4 Lane Divided	\$44,460.00
798	132nd St	State St to N-36	3 Lane Urban	\$22,230.00
797	132nd St	W. Maple Road to State Street	4 Lane Urban	\$29,640.00
796	Irvington Rd	State Street to McKinley Street	Widen Existing 2 Lane to 3 Lane	\$846.00
795	Irvington Rd	Ida Street to State Street	Widen Existing 2 Lane to 3 Lane	\$1,947.00
794	Ida St	120th Street to 132nd Street	4 Lane Urban	\$7,117.00
793	Fort Street	144th Street to 156th Street	4-Lane Divided with LTLs	\$8,512.00
792	Fort Street	156th Street to 168th Street	4-Lane Divided with LTLs	\$9,791.72
791	Blondo Street	192nd Street to 168th Street	4 Lane Urban	\$19,760.00
790	Blondo Street	156th Street to 168th Street	4 Lane Urban	\$6,842.85
789	192nd Street	W Dodge Road to W Maple Road	4 Lane Urban	\$16,012.00
788	168th Street	State Street to Washington County Line	3 Lane Urban	\$29,640.00
787	168th Street	Maple Street to State Street	4 Lane Urban	\$29,640.00
786	156th Street	W. Maple Road to Fort Street	4-Lane Divided with LTLs	\$8,541.00



L RTP ID	Project Name	Location	Description	Total Project Cost
785	156th Street	Fort Street to Ida Street	4-Lane Divided with LTLs	\$9,237.84
784	156th Street	Ida Street to State Street	4-Lane Divided	\$9,880.00
La Vista				
801	66th Street	Giles Road to Hamilton Street	3 Lane with TWLTL	\$6,415.00
800	W Giles Road	132nd St to West Giles Road Long-Term Improvements	4 Lane Urban	\$30,000.00
NDOT				
825	144th Street	I-80 to Harrison	6-Lane Urban Divided	\$57,675.00
621	Omaha FY-2022 Municipal Resurfacing	At various locations on state highway system in Omaha	FY-2022 Municipal Resurfacing	\$400.00
653	Omaha FY-2024 Municipal Resurfacing	Various locations within the City of Omaha	FY-2024 Municipal Resurfacing	\$400.00
624	Omaha FY-2023 Municipal Resurfacing	At various locations on state highway system in Omaha	FY-2023 Municipal Resurfacing	\$400.00
655	Platte River East		Roadway resurfacing	\$2,690.00
642	US-6 at 192nd St.	US-6/192nd St interchange	Interchange improvements	\$21,071.00
618	Omaha FY-2021 Municipal Resurfacing	At various locations on state highway system in Omaha	FY-2021 Municipal Resurfacing	\$400.00



L RTP ID	Project Name	Location	Description	Total Project Cost
Omaha				
817	192nd Street	Maple Street to N-36	3 Lane Urban	\$44,460.00
816	West Center Road	West Center Road and 156th Street	Widen 4 Lane Urban Divided with Dual Left Turn Lanes	3,617.20
815	State Street	204th Street to 144th Street	3 Lane Urban	37,050.00
814	State Street	144th St to N-133	4 Lane Divided	\$44,460.00
813	Pacific Street	180th Street to 168th Street	4-Lane Divided with LTLs	\$7,679.00
812	Pacific Street	180th Street to 192nd Street	4-Lane Urban	\$6,842.85
811	Ida Street	204th Street to 180th Street	3 Lane Urban	\$14,820.00
810	Ida Street	180th Street to 132nd Street	4 Lane Divided	\$44,460.00
809	Ida Road	N-133 to 120th St	4-Lane Divided with LTLs	\$15,396.40
808	Harrison Street	156th Street to 144th Street	4-Lane Divided with LTLs	\$11,480.00
807	Fort Street	123rd Street to 132nd Street	Widen 2 Lane to 4 Lane Urban Divided with Turn Lanes	\$11,137.00
806	Fort Street	168th Street to 204th Street	4 Lane Divided	\$33,345.00
805	Fort Street	132nd Street to 144th Street	4-Lane Divided with LTLs	\$7,402.00
804	Fort Street	Around Cunningham Lake	2 Lane with TWLTL	\$5,132.13
803	Cunningham Lake Trail Project	Pacific Street to South of Dodge Street	New, Aggregate Muti-Use Trail	\$161.20
802	156th Street		3-Lane 1 NB, 2 SB	\$5,223.00



L RTP ID	Project Name	Location	Description	Total Project Cost
Papillion				
819	90th Street	Gruenther - HWY 370	2-Lane Undivided with LTL (add turn lane)	\$2,737.00
818	6th Street	84th Street to 96th Street	3 Lane with TWLTL	\$6,415.00
PMRNRD				
821	Western Douglas County Trail Phase 4		Install new 10' wide pedestrian bridge across the Elkhorn River	\$1,233.02
820	Western Douglas County Trail Phase 3		Install new 10' wide bicycle/pedestrian trail	\$1,391.23
Sarpy				
824	W Giles Road	N-50 to 156th Street	4 Lane Urban	\$6,842.85
823	48th Street	Cornhusker Road - Bellevue City Limits	3-Lane with TWLTL	\$9,162.57
822	168th St	HWY 370 to Schram Road	3 Lane Urban	\$5,337.00
UNMC				
826	Saddle Creek Road	Leavenworth Street to Dodge Street	New alignment of roadway	\$43,033.00

Iowa Non-Federal-Aid Projects (funding in \$1,000s)

L RTP ID	Project Name	Location	Description	Total Project Cost
Council Bluffs				
829	Wabash Ave	Overland Trail South to Bellevue Exit	2 Lane with LTLs	\$34,234.00
828	South Expressway	16th Avenue to 6th Avenue	Reconstruction of existing viaduct	\$40,000.00
827	Kanesville Boulevard	8th Street to Railroad Avenue	Reconstruction of existing roadway	\$43,297.29
IDOT				
593	I-80: Missouri River in Council Bluffs - Eastbound & Westbound	On I-80 over the Missouri River	Bridge cleaning (Iowa state share)	\$210.00
592	I-680: Missouri River in Council Bluffs - Eastbound & Westbound	On I-680 over the Missouri River	Bridge deck overlay, bridge painting, and bridge cleaning (Iowa state share)	\$240.00
667	I-680: at W JCT I-29 (EB & WB)	I-680: at W JCT I-29 (EB & WB)	2522 - Bridge Deck Overlay	\$2,000.00
591	I-480: Missouri River in Council Bluffs	On I-480 over the Missouri River	Bridge deck overlay and bridge cleaning (Iowa state share)	\$3,708.00
666	I-80: 24th Street to Indian Creek	I-80: 24th Street to Indian Creek	3511 - Grading	\$1,750.00
568	275 Bridge Cleaning	US 275: Missouri River	Bridge cleaning	\$285.00
Pottawattamie				
831	192nd Street	Mills County Line to South Omaha Bridge Road	Gravel to 2-Lane Rural	\$8,000.00
830	Lincoln Highway (Hwy 183)	Mud Hollow Road to Crescent	2 Lane Urban	\$14,000.00



MAPA Non-Federal-Aid Fiscal Constraint Overview

Total Non-Federal Revenue (funding in \$1,000s)

State	Short-Term (2021-2030)	Mid-Term (2031-2040)	Long-Term (2041-2050)	Total
Iowa	\$307,123.94	\$374,382.42	\$456,370.01	\$1,137,876.37
Nebraska	\$1,241,338.33	\$2,565,139.62	\$4,176,253.28	\$7,982,731.23

Operations & Maintenance Costs (funding in \$1,000s)

State	O&M Short-Term (2021-2030)	O&M Mid-Term (2031-2040)	O&M Long-Term (2041-2050)	Total O&M
Iowa	\$103,621.00	\$139,258.00	\$187,149.00	\$430,028.00
Nebraska	1,123,572.00	\$1,509,985.00	\$2,029,295.00	\$4,662,852.00

Remaining Non-Federal Revenue (after O&M) (funding in \$1,000s)

Type	Short-Term (2021-2030)	Mid-Term (2031-2040)	Long-Term (2041-2050)	Total
Iowa	\$203,502.94	\$235,124.42	\$269,221.01	\$707,848.37
Nebraska	\$117,766.33	\$1,055,154.62	\$2,146,958.28	\$3,319,879.23
Total	\$321,269.27	\$1,290,279.04	\$2,416,179.29	\$4,027,727.60

Non-Federal Cost (funding in \$1,000s)

Type	Short-Term (2021-2030)	Mid-Term (2031- 2040)	Long-Term (2041- 2050)	Total
Iowa	\$62,506.00	\$84,003.00	\$112,893.00	\$259,402.00
Nebraska	\$112,490.00	\$670,736.00	\$603,489.00	\$1,386,715.00
Total	\$174,996.00	\$754,739.00	\$716,382.00	\$1,646,117.00

Non-Federal Balance (funding in \$1,000s)

Type	Short-Term (2021-2030)	Mid-Term (2031-2040)	Long-Term (2041-2050)	Total
Iowa	\$140,996.94	\$151,121.42	\$156,328.01	\$448,446.37
Nebraska	\$5,276.33	\$384,418.62	\$1,543,469.28	\$1,933,164.23
Total	\$146,273.27	\$535,540.04	\$1,699,797.29	\$2,381,610.60