

Transportation Improvement Program

FY 2016 - 2021



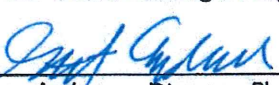
MPO Self Certification

The Nebraska Department of Roads, the Iowa Department of Transportation and the Metropolitan Area Planning Agency hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) **23 U.S.C. 134, 49 CFR 5303, and this subpart;**
MAPA collaborates with local, State and public transportation agencies to carry out a continuing, cooperative and comprehensive (3C) metropolitan planning process through its Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and other transportation planning activities.
- (2) **In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;**
MAPA is designated as an attainment area. However, MAPA is closely monitoring air quality reports and standards while working on a proactive public outreach and reduced transit fare initiative to reduce ozone with local agencies, NDOR, IDOT, NDEQ, IDNR, EPA and Metro Transit of Omaha.
- (3) **Title VI of the Civil Rights act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;**
MAPA recently updated its Title VI plan and outreach efforts to better serve and involve the protected classes under Title VI of the Civil Rights Act of 1964.
- (4) **49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;**
MAPA's Public Involvement Plan (PIP) (section 2) guides MAPA's outreach efforts to ensure that no person is discriminated against on the basis of race, color, creed, national origin, sex or age in the transportation planning process. This applies to MAPA's LRTP, TIP, UPWP, and other transportation planning activities.
- (5) **Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;**
MAPA maintains a recently updated Disadvantaged Business Enterprise (DBE) Program including agency DBE contract goals.
- (6) **23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;**
MAPA does not receive Federal-aid highway construction funds and does not let construction contracts. With regard to other transportation planning activities, see above comments under point 4.
- (7) **The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C 12101 et seq.) and 49 CFR parts 27, 37, and 38;**
- (8) **The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;**
- (9) **Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and**
- (10) **Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.**
MAPA has an Equal Employment Opportunity Policy that includes not only prohibiting employment discrimination on the basis of race, color, creed, or national origin, it also prohibits discrimination on the basis of age, non-job related physical or mental disability and gender. This policy also includes all publications and advertisements and our website. MAPA advertises and posts public notices in minority focused news media. These policies pertain to MAPA programs. MAPA's committees are diverse in gender, age, and race and pass recommendations for approval of policies and documents to the MAPA Board of Directors.


Michael Owen, Planning & Project Development Engineer, Nebraska Department of Roads

Date 7-15-15


Stuart Anderson, Director, Planning, Programming and Modal Division, Iowa Department of Transportation

Date 6-30-15


Gregory P. Youell, Executive Director, Metropolitan Area Planning Agency

Date 6-26-15

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY

RESOLUTION NUMBER 2015 – 16

WHEREAS, the members of the Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) have been formally designated by their respective legislative bodies to act as the official representative in planning matters of mutual concern; and,

WHEREAS, MAPA is the designated Metropolitan Planning Organization (MPO) for the Omaha-Council Bluffs Transportation Management Area (TMA); and,

WHEREAS, it is the responsibility of the MPO, in conjunction with the States, to certify that the transportation planning process complies with all applicable federal laws and regulations; and

WHEREAS, a fiscally constrained and prioritized Transportation Improvement Program (TIP) for intermodal planning is required by the U.S. Department of Transportation (DOT) and was developed by the MPO for the Omaha- Council Bluffs metropolitan area; and,

WHEREAS, in TMAs, all projects, except National Highway System, Interstate Maintenance and Bridge projects are to be selected by the MPO in accordance with the priorities in the TIP; and

WHEREAS, the Fiscal Year 2016 - 2021 Transportation Improvement Program (TIP), which defines the capital improvements for streets, highways, transit, enhancements and airports for the jurisdictions in the TMA for a six-year period, and having been submitted for public review according to MAPA's public participation procedures, has been given due consideration by the MAPA Board of Directors; therefore be it

RESOLVED, that MAPA approves the FY 2016-2021 TIP, and recommends said program be forwarded to the appropriate state and federal agencies.

PASSED this 25 Day of June, 2015

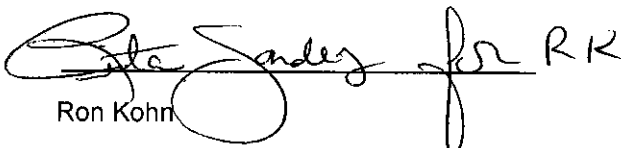

Ron Kohn
Chairman, MAPA Board of Directors

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The preparation of this document was financed in part with funding from the United States Department of Transportation (USDOT), administered by the Nebraska Department of Roads (NDOR) and Iowa Department of Transportation (Iowa DOT). The opinions, findings, and conclusions expressed in this publication are those of the authors and do not necessarily represent USDOT, NDOR, or Iowa DOT.

MAPA TTAC Approval: June 19, 2015

MAPA Board of Directors Approval: June 25, 2015

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) – Manages the 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) – is the agency within the US Department of Transportation that provides financial and technical assistance to local public transit systems.

Federal Highway Administration (FHWA) - is 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 (IDOT) - 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 Roads (NDOR) – 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 NDOR or IDOT 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 Program (STP) Funding – The transportation funds apportioned by Congress and designated to MAPA through NDOR and IDOT to construct road, bridge, and maintenance projects in the transportation management area.

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 NDOR and IDOT 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.

Introduction

I.1 Metropolitan Area Planning Agency Overview

The Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) is a voluntary association of local governments in the greater Omaha-Council Bluffs region. Chartered in 1967, the MAPA Council of Governments (COG) performs planning and development work to address problems that are regional in scope and multijurisdictional in nature. The general MAPA COG region covers five counties in Nebraska and Iowa. These counties include Douglas, Sarpy, and Washington Counties in Nebraska and Pottawattamie and Mills Counties in Iowa.

Organizationally, MAPA is led by an executive director who is supported by a staff of 18 full time employees. MAPA is split into three departments: Finance and Operations, Transportation, and Community/Economic Development. MAPA's planners, administrators, and support staff work to implement regionally significant projects within the MAPA TMA boundary.

I.1.1 MAPA as a Metropolitan Planning Organization

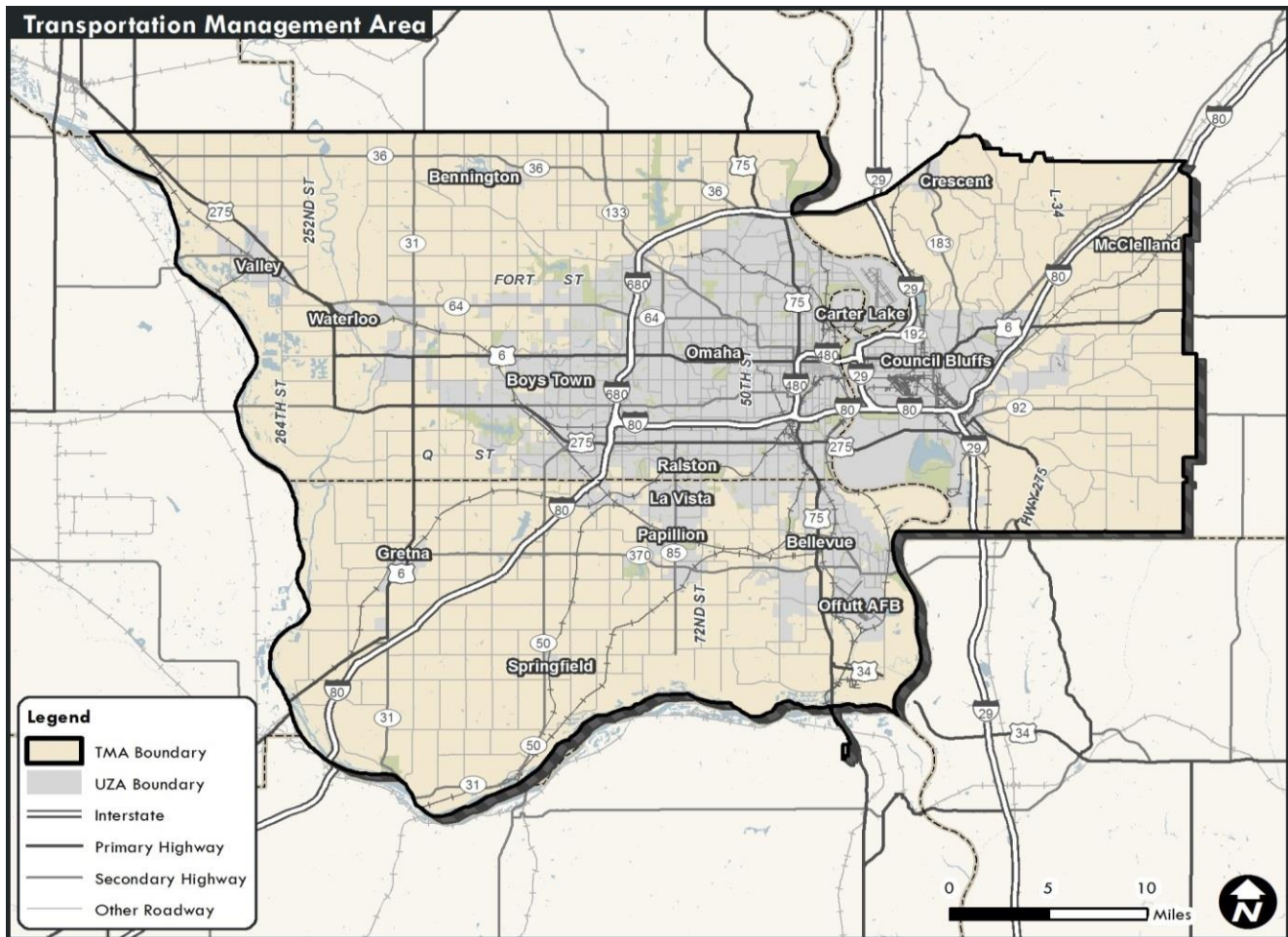
MAPA serves as the designated Metropolitan Planning Organization (MPO) for the Omaha-Council Bluffs region. MPOs are mandated to exist by Federal transportation legislation to serve five (5) core functions:

1. Establish a fair and impartial setting for regional decision-making in the metropolitan area
2. Evaluate transportation alternatives, scaled to the size and complexity of the region, to the nature of its transportation issues, and to the realistically available options,
3. Develop and maintain a fiscally constrained long-range transportation plan for the jurisdictional with a planning horizon of at least twenty (20) years that fosters:
 - a. Mobility and access for people and goods
 - b. Efficient system performance and preservation, and
 - c. Quality of life
4. Develop a fiscally constrained program based on the long range transportation plan and designed to serve regional goals
5. Involve the general public and all significantly affected sub-groups in each of the four functions as shown above

The MAPA MPO planning area is a sub-area of the MAPA COG region. MAPA's Transportation Management Area (TMA) is the area in which federal funding apportioned to the MAPA MPO may be used. Federal legislation requires that the TMA include the entire US Census Urbanized Area. The Census Urbanized Area is updated with every decennial census to include areas that meet the character and nature of adjacent urbanized areas.

The MAPA TMA is shown in Figure I.1 and includes the entirety of Douglas and Sarpy Counties in Nebraska along with the western portion of Pottawattamie County surrounding Council Bluffs, Iowa. Recently, the MAPA TMA boundary has extended into northeastern Cass County, Nebraska based upon the expanded 2010 US Census Urbanized Area Boundary.

Figure I.1 – MAPA Transportation Management Area (TMA)



Based on information from the 2010 US Census, the MAPA TMA is home to approximately 750,000 people. The Transportation Management Area covers the core urbanized portion of the largest metropolitan area in Nebraska and Iowa.

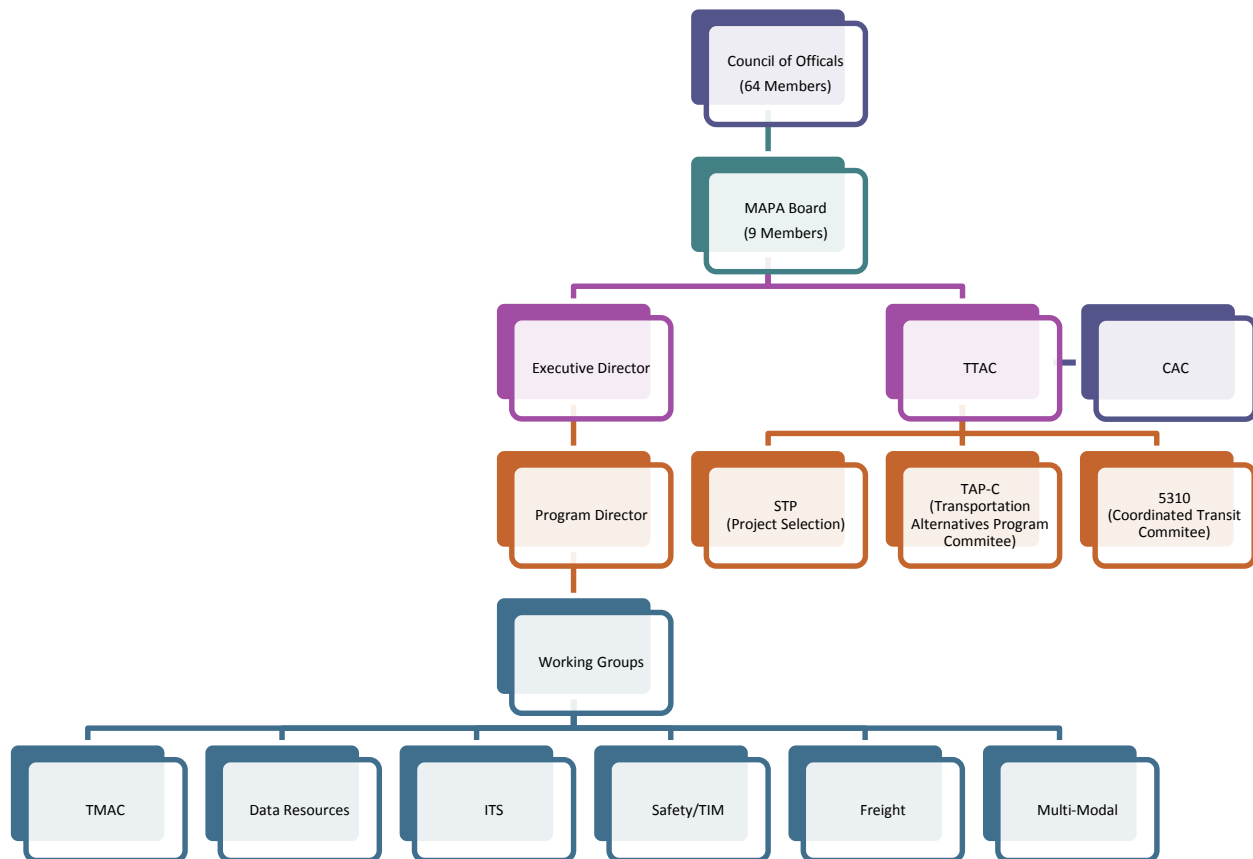
I.1.2 MAPA Committee Structure

The governing body for MAPA is a 64 member Council of Officials, with members representing cities, counties, school districts, resource agencies, and numerous other governmental bodies within the MAPA region. The MAPA Board of Directors is a nine-member board that serves as the Council of Officials' executive committee.

The Board of Directors is comprised of elected officials representing cities and counties from the larger five-county MAPA region. The MAPA Transportation Technical Advisory Committee (TTAC) reviews and makes recommendations related to transportation to the MAPA Board. Various other committees, such as the Coordinated Transit Committee (CTC), the Project Selection Committee (ProSeCom), and the Transportation Alternatives Program Committee (TAP-C); are involved in MAPA's planning process and provide input and recommendations to the MAPA Board. The MAPA committee structure is displayed below in Figure I.2.

The Citizens' Advisory Council (CAC) is a thirteen member council that was formed in 2014 to provide active public participation in the transportation planning process. The CAC reviews and provides feedback on all planning activities presented to TTAC for approval and it informs TTAC of public concerns related to transportation projects and issues.

Figure 1.2 – MAPA Transportation Committee Structure



1.2 The Transportation Planning Process

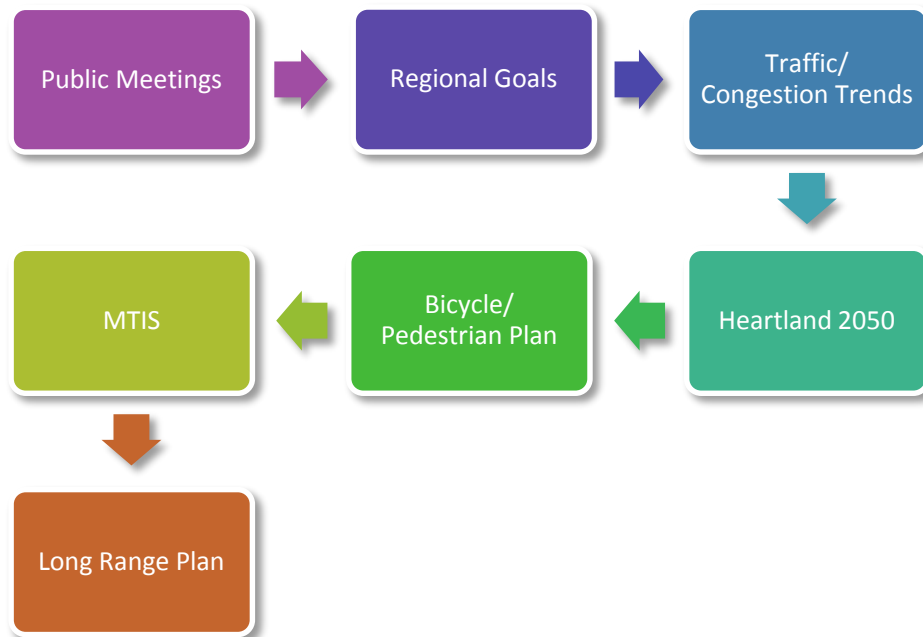
To implement the five core functions of an MPO (referenced in Section 1.1.1), MAPA undertakes a continuous planning process that involves stakeholder outreach, public participation, and coordination with federal, state and local government organizations. The following subsections outline these ongoing planning processes.

1.2.1 Long Range Transportation Plan

The transportation planning process begins with the Long Range Transportation Plan (LRTP). LRTPs serve as the guiding documents for transportation improvements in MPO regions. The MAPA LRTP, completed in June 2015, includes regional goals, objectives and strategies for implementation of projects over the next 25 years.

An LRTP must demonstrate fiscal constraint based upon a reasonably expected revenue projection to cover the cost of anticipated improvement projects that have been inflated to anticipated year of expenditure (YOE) costs. This means that the future cost of a project has been estimated based upon trend data for raw materials, engineering, and property acquisition, as well as construction costs. Figure 1.3 illustrates the Long Range Planning process.

Figure 1.3 – Long Range Plan Development Process



The MAPA 2040 LRTP was developed in a cooperative and coordinated effort with state, local, and federal agencies along with the general public and private industry. In order for a project to be implemented through the Transportation Improvement Program (TIP), it first must be evaluated, prioritized and programmed in the Long Range Transportation Plan (LRTP). Regionally significant projects must be listed in the LRTP to be eligible for federal aid funding. However, projects that meet specific criteria (are regionally significant and/or on a priority corridor) and abide to the principles of the LRTP may be eligible for federal funding with being delineated in the LRTP.

A transportation project is regionally significant if it is on a facility which serves regional transportation needs; access to and from the area outside the region, service to major activity centers in the region, or connections to major planned developments and would normally be included in the modeling of the metropolitan area's transportation network¹. At a minimum, this includes all principal arterial highways and all fixed transit facilities that offer a significant alternative to regional highway travel.

1.2.2 Transportation Improvement Program

A Transportation Improvement Program (TIP) is a financial programming document that displays the schedule for the obligation of funding for the four-year program of various improvement projects that are funded through the administrations of the United States Department of Transportation (USDOT). MAPA updates this document annually through coordination with state and local entities to provide the

¹ As defined in 23 CFR 450.104

most complete program of significant projects for each fiscal year; that can benefit each member jurisdiction and public agency as well as the Omaha-Council Bluffs region as a whole.

1.2.3 Unified Planning Work Program

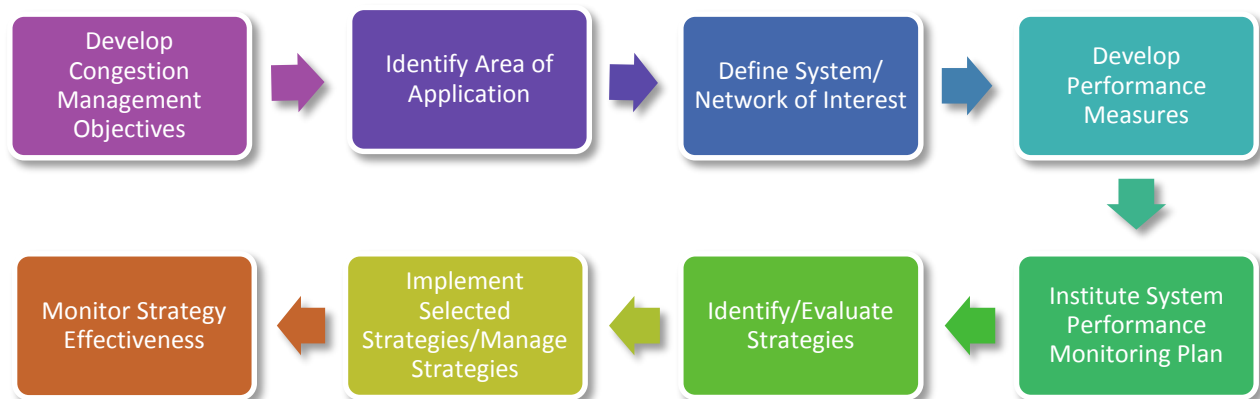
Each year, MAPA is responsible for creating a Unified Planning Work Program (UPWP). The UPWP identifies MAPA's work items for the upcoming fiscal year. The UPWP guides MAPA's efforts for the year and allocates budget to specific task items. The UPWP reflects the region's transportation goals and objectives, and serves as a strategic document for prioritizing planning activities. The Work Program also documents expenditures of transportation planning funds and gives the end results for each work item.

1.2.4 Congestion Management Process

Federal transportation legislation also requires MPOs to develop and maintain a Congestion Management Process (CMP). The CMP aims to provide effective management and operation of the transportation system in order to increase mobility and efficiency by more effectively utilizing the region's resources. The CMP is included in Chapter 6 of the MAPA 2040 Long Range Transportation Plan. The eight steps of the Congestion Management Process (CMP) are shown in Figure 1.4.

In the past few years several studies were completed, which will be incorporated into the newest CMP. MAPA conducted a Travel Time and Delay study along the region's primary travel routes. This study identified the congestion hotspots in the MPO area and provided data for project planning. An External Travel Survey was completed to help quantify and characterize trips into and out of the MAPA travel demand model area. The data helped develop and calibrate the model for use in travel forecasting and other activities. The Metropolitan Area Travel Improvement Study (MTIS) is an on-going transportation study that will identify future needs on the interstate, expressway, and principal arterial system in the MAPA region utilizing travel time data.

Figure 1.4 – Congestion Management Process



1.2.5 Coordinated Transit Plan

As a direct recipient of Federal Transit Administration (FTA) funding, MAPA is required to develop and maintain a Coordinated Transit Plan (CTP). This document is developed by MAPA with cooperation of a local Coordinated Transit Committee (CTC). The CTP outlines the key obstacles, stakeholders, and strategies to better coordinate public transportation service in the MAPA region. The Coordinated

Transit Committee guides the project development and selection of federal-aid eligible coordinated transportation projects to be implemented in this region.

MAP-21 legislation revised Section 5310 Grants- Enhanced Mobility for Seniors and Individuals with Disabilities - funding to allow for specific apportionments to metropolitan areas; thus in 2013 MAPA became the Designated Recipient of the Section 5310 program by the governors of Nebraska and Iowa.). (Under SAFETEA-LU the 5310 program had been directed to and managed by State Departments of Transportation.)

As the Designated Recipient of 5310, MAPA completed an FTA approved Program Management Plan (PMP) in 2014, which details how MAPA plans to manage the 5310 process. In addition, MAPA develops an annual Program of Projects (POP), which delineates funding to specific projects per funding year (Table 5.3).

I.3 Public Involvement

Public involvement and participation is necessary to ensure a vibrant and meaningful planning process. MAPA's Public Participation Plan (located at <http://mapacog.org/public-participation>) details the public outreach process and public participation opportunities. Specifically, the Public Participation Plan (PPP) details how MAPA involves the public early and often in the TIP planning and implementation process helps to ensure that decisions are made in consideration of public opinion and preference to meet the needs of the public. The public involvement process creates a collaborative environment which builds trust and understanding between the public and those who serve them.

I.3.1 MAPA Public Involvement Strategies

MAPA strives to involve the public and provide opportunities for participation in a variety of ways. The list below details the general public involvement strategies utilized by MAPA for this TIP document, please see Chapter 6 for the complete public involvement process.

- MAPA's website (www.mapacog.org) was utilized to announce meetings, draft TIPs, public comment periods, and, upon approval, the TIP document itself. It also provided contact information to reach MAPA staff with comments.
 - Following MAPA staff review of applications a prioritized list by funding category was developed for project selection. This list was published on the MAPA website and posted for review at the MAPA offices. It was also send in a press release to local media.
 - Public comments were accepted for 30 days prior to the final selection committee review and approval of the prioritized lists for inclusion into the draft TIP.
- MAPA's newsletter, *What's Happening*, is available to the public free of charge and provides up-to-date news on the status of planning activities. The newsletter contained a story about the opportunity to comment on the TIP.
- Press releases were sent to local media to help inform the public of the opportunity to comment on the draft TIP.
- MAPA established a Citizens Advisory Council (CAC) to assist with the transportation public involvement process. The CAC had the opportunity to review and comment on the draft Transportation Improvement Program (TIP).

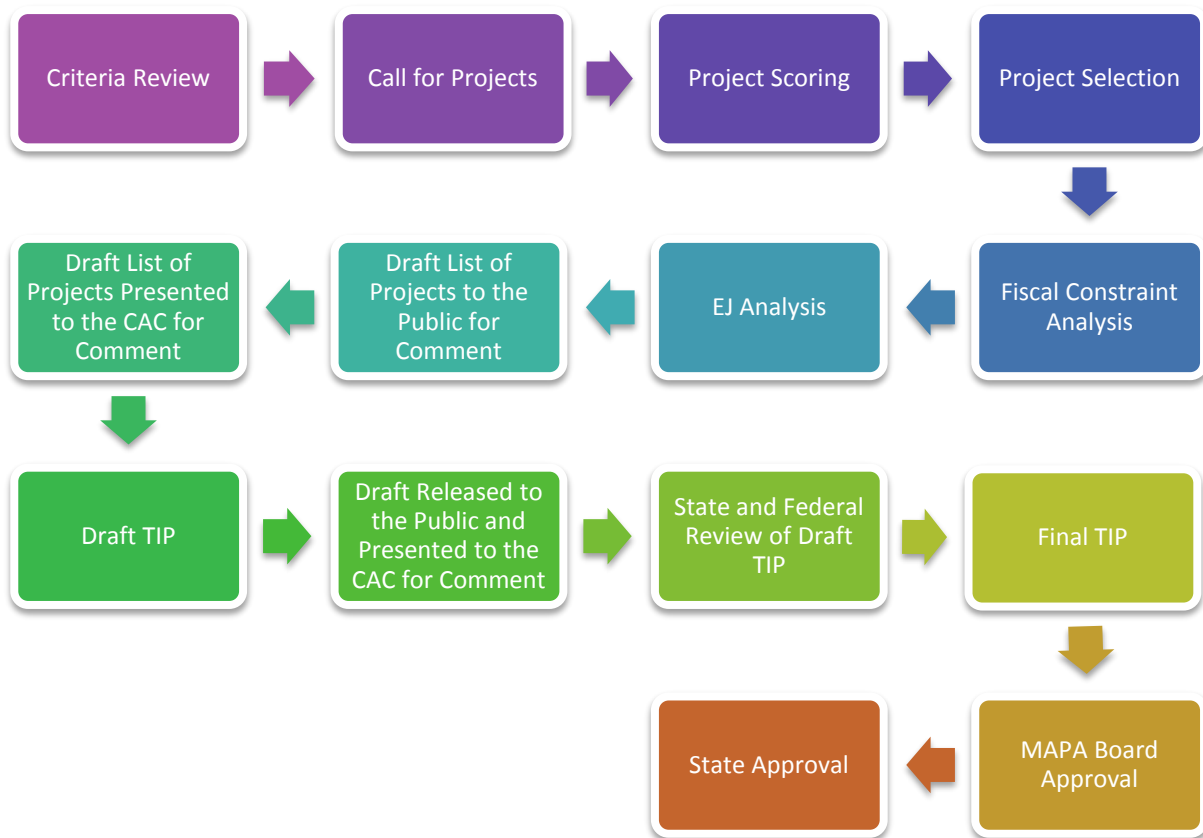
MAPA also utilized its extensive network of contacts to share announcements with neighborhood groups, organizations representing or working with historically disadvantaged groups, business groups, transportation advocates, and others who are interested in local transportation planning. MAPA placed

particular importance in reaching out to the traditionally underserved, including low-income and minority groups.

MAPA continually solicits and receives participation from members of the public as a part of its transportation planning process. Input and participation for MAPA's TIP are encouraged as early as possible as the TIP is one of the last stages in the project development process. Public involvement is requested as early as the beginning of the Long Range Transportation Plan (LRTP) process. The ideas for most projects listed in the LRTP eventually become construction projects as they are proposed by sponsor jurisdictions and added to the TIP. The public has several opportunities to become involved in the transportation planning process as projects are selected for inclusion in the TIP every fiscal year.

The public can review and comment when the draft list of projects is submitted to the public for feedback and then again when the draft TIP is released in its entirety. An overview of this process is shown in Figure 1.5.

Figure 1.5 – MAPA's TIP Review Process



1.3.2 Involvement through the MAPA Committee Structure

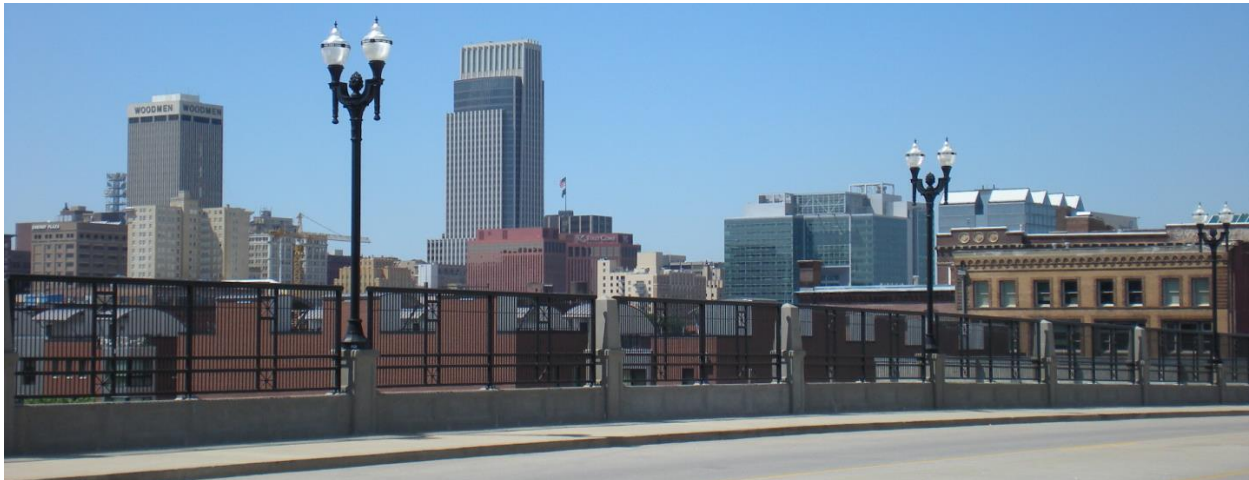
MAPA's public and stakeholder involvement through committees brings together a broad array of groups, advocates, and interests to provide input and comments to MAPA staff and the MAPA Board of Directors. The MAPA Board of Directors, TTAC, CTC, and CAC meetings are open to the public. Many of MAPA's committees provide key input into the planning process through diversity in membership. The organization of MAPA's transportation-related committees can be viewed previously in Figure 1.2 on page 1-3.

1.3.3 Draft TIP Development Public Involvement

Following the completion of the Draft TIP, MAPA published a notice of its availability for public review and comment. The Draft MAPA TIP is made available to the public for review and comment for 30 days following the approval of the draft for public comment by the MAPA Board. MAPA utilized the following strategies to encourage public involvement in the TIP process:

- Published a notice in local newspapers of the availability for public review and comment.
- Post the document on the MAPA website along with an announcement of its availability for review and comment.
- Discuss the document and its availability for review and comment in the MAPA newsletter, which was distributed to an extensive mailing list including many community groups.
- Presented the draft document to select committees, including the Citizens' Advisory Council (CAC), for comment and community engagement.

MAPA addressed public comments and included an appendix of public comments (if any) that MAPA received in the final approved MAPA TIP.



Programming Process

2.1 Introduction

MAPA's TIP includes projects funded by the US Department of Transportation (USDOT) and its associated administrations. The Federal Highway Administration, Federal Transit Administration, and Federal Aviation Administration provide funding for roadways & trails, public transit, and aviation projects respectively. The MAPA TIP includes basic project information such as the anticipated cost estimates, proposed funding sources, and schedule for each phase of federally-funded projects. Non-federal projects are shown with less-detailed listings that provide basic project information.

2.1.1 Legislative Requirements

The current authorized federal transportation legislation is the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 charges MPOs with the creation and maintenance of a fiscally-constrained Transportation Improvement Program (TIP).¹ Creating a fiscally constrained TIP requires MAPA to allocate an amount of projects (based upon reasonable estimates) within the limits of reasonably available future revenues (based upon historical trends). MAPA cooperates and 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. Federal regulations require only four years but 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, this TIP is fiscally-constrained for fiscal years 2016 through 2019. Projects are also listed for 2020 and 2021 for illustrative purposes, indicating that there are long-term plans to move forward with the projects, 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. Projects are included in the TIP when full funding can reasonably be anticipated to be available for the project before its predicted completion date. Project development schedules require timelines that sometimes exceed the four year period of the TIP. When this occurs, projects that extend beyond the first four-year (fiscally constrained) period are shown in the illustrative years. Some projects may list construction phases beyond 2020 as they are not anticipated to begin construction until beyond the six year period encompassed by the MAPA TIP.

2.1.2 Maintenance of the Transportation Improvement Program

Federal regulations require a TIP be updated every four years. NDOR and IDOT 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 NDOR and Iowa DOT). The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) also

¹ Per 23 CFR Part 450

review and approve the TIP and both agencies have final approval of the State Transportation Improvement Plans (STIP) which include all local TIPs.

2.2 Regional Transportation Funding

MAP-21 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. Under MAP-21, suballocation is required for a portion of each State's apportionment under the Surface Transportation Program (STP) and the Transportation Alternatives Program (TAP). Specific Federal Transit Administration Programs (such as Section 5310 funding) utilize similar formulas to suballocate funding. MAPA receives an annual suballocation of funds for each of these programs. Descriptions of these programs and MAPA's administration of them are described in this chapter.

2.2.1 Surface Transportation Program (STP)

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

STP funding is distributed by formula to various programs and jurisdictions inside the states. Under MAP-21, the USDOT sets 2 percent aside nationally for the Transportation Alternatives Program (TAP). Additionally, States receive 2 percent off the top to assist in funding State Planning and Research (SPR). The funding available after these set-asides is available for suballocation based upon the following formulas:

- 50 Percent of STP – States may allocate this funding to any eligible jurisdiction in the state
- 50 Percent of STP – States suballocate funding based upon population into three silos
 - Areas under 5,000
 - Areas 5,001 to 200,000
 - Areas over 200,000

Each eligible silo receives funding based upon the population of their silo as a percentage of total state population. For example, in Nebraska TMAs (over 200,000 in population) had a combined population of 961,357 as of the 2010 Census. This equates to 51 percent of the total state population of 1,826,341. Based on this ratio, areas with population over 200,000 received approximately \$12,733,000 of STP apportionment in FY2015 (51% of the total \$25,008,242 available for suballocation).

The MAPA Region receives funding from both the Nebraska and Iowa allocations of STP. This funding cannot be transferred across state lines. Figures 2.1a and 2.1b on the following page display the sources of Nebraska STP-MAPA funds and the Iowa funding portion of the MAPA MPO area based upon the formulas contained in MAP-21. These figures illustrate how STP funding flows from the Congress, through the states via apportionment to the MAPA region for both Iowa and Nebraska. These same illustrations are shown using FY2016 apportionment levels in Chapter 3 as Figures 3.1a and 3.1b on page 3-3. It should be noted that the period of availability of these funds runs for the year of apportionment (FY2016) plus three subsequent fiscal years. Therefore, funding apportioned to the MAPA region in FY2016 is available to be spent from FY2016 to FY2019.

Figure 2.1a – Nebraska STP-MAPA Funding Pathway

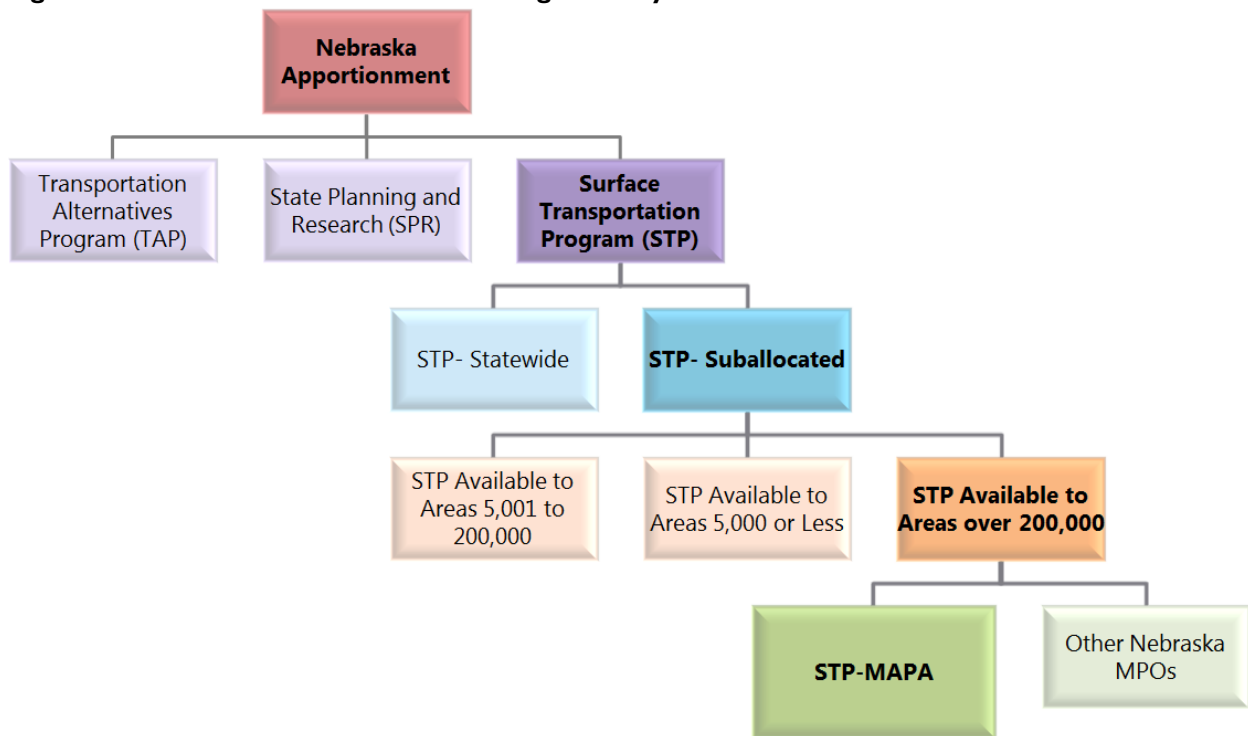
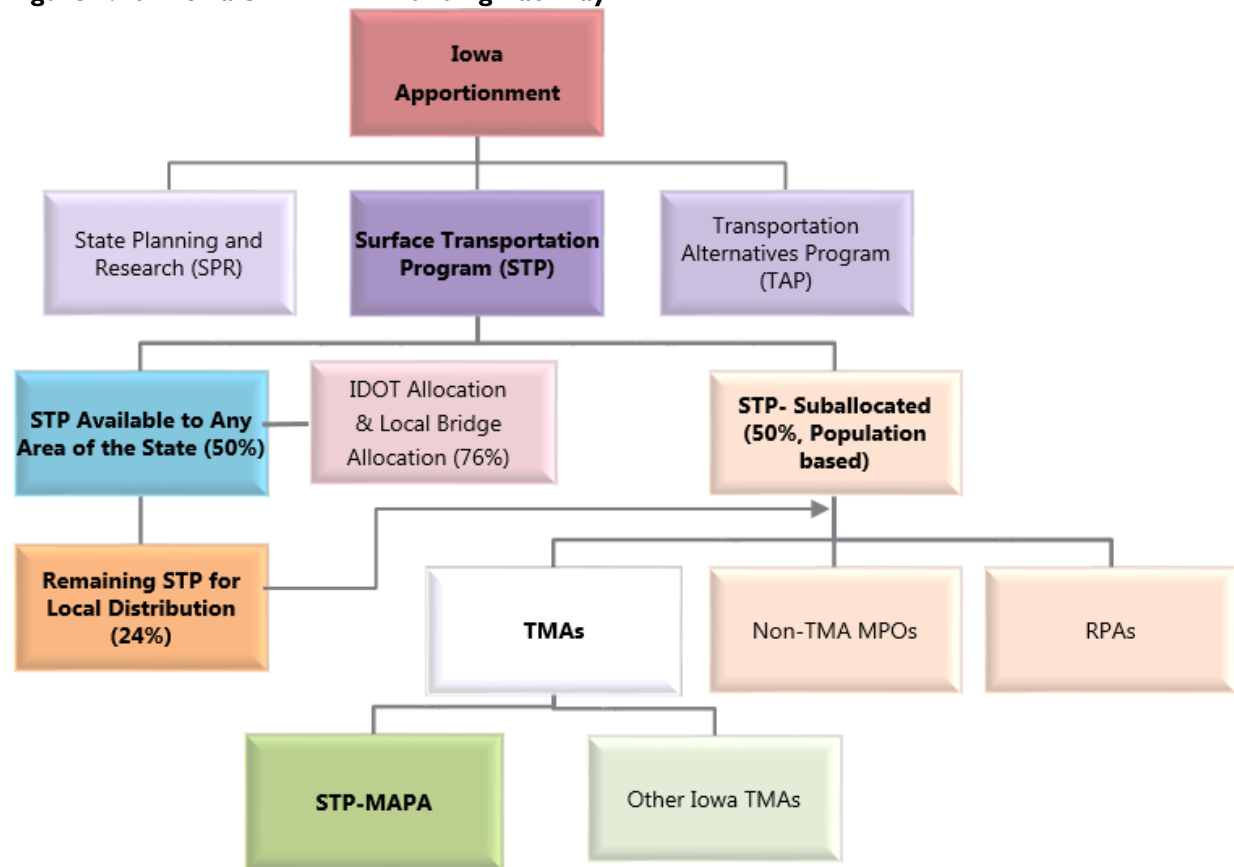


Figure 2.1b – Iowa STP-MAPA Funding Pathway



2.2.2 Transportation Alternatives Program (TAP)

Transportation Alternatives (TAP) 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. 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

The TAP project sponsor must illustrate the project's relationship to surface transportation in the project proposal. Each state Department of Transportation (DOT) works with a Federal Highway Administration representative (FHWA) to ensure that projects meet the criteria of relating to surface transportation.

Much like the STP-MAPA program, TAP funding is suballocated to the MAPA region. Under MAP-21, the MAPA region received a sub-allocation of funding of approximately \$980,000 of TAP funding from Nebraska and approximately \$108,000 from Iowa in FY2015.

2.2.3 Section 5310 Funding

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 identified as the designated recipient 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. In FY2014 the CTC and MAPA staff updated the CTP to included new goals, objectives, and strategies to enhance the mobility of seniors and individuals with disabilities in the region.

Under MAP-21 MAPA receives approximately \$550,000 of Section 5310 funding from FTA to fund these kinds of projects through the metropolitan region.

2.3 MAPA Project Selection Responsibilities

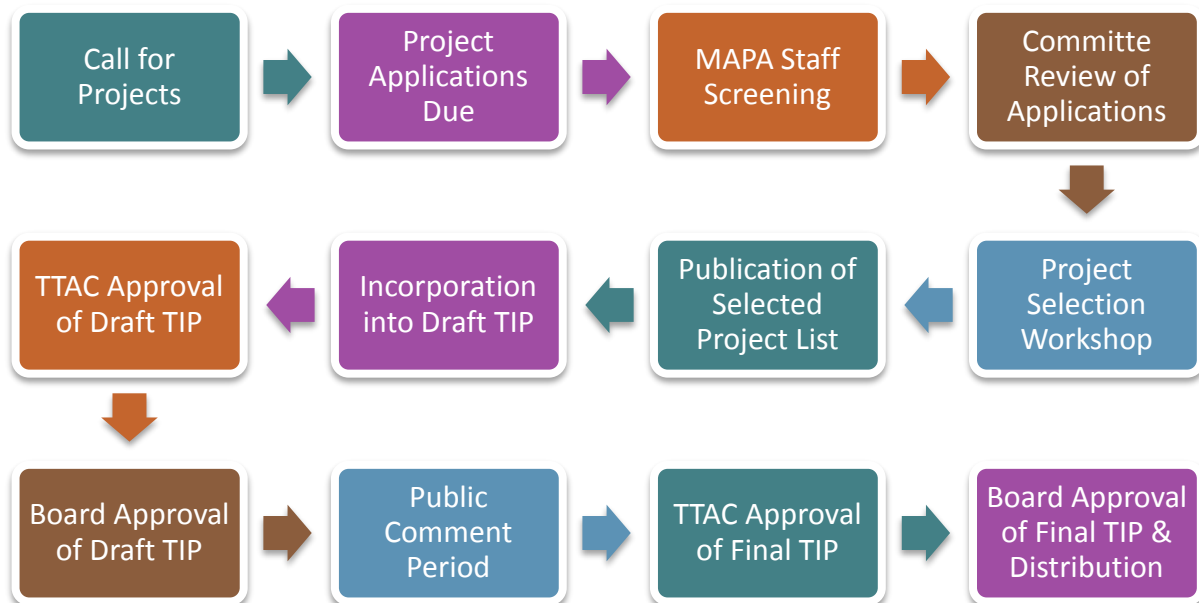
The transportation planning processes described above inform the project selection process for the MAPA TIP. In general, projects are chosen on the basis of public input, Long Range Transportation Plan goals, the Congestion Management Process, and continuous efforts by MAPA jurisdictions to monitor and address needs such as safety, signalization, and operations and maintenance. Project selection methodology differs depending on the funding program and location. Table 2.1 below displays the general timeline for selecting projects for inclusion in the FY2016 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. Please note that the funding programs listed are not all inclusive.

The Project Selection Subcommittee (ProSeCom), Transportation Alternatives Program Committee (TAP-C), and the Coordinated Transit Committee (CTC) all evaluate projects for their respective funding streams. The timeline and process for project application and review for the 2016 Application Cycle is shown in Figure 2.2 (next page).

Table 2.1 – FY2016 Project Selection Cycle

Date	Task
December 5, 2014	Call for Projects
January 9, 2015	Project Applications Due
January 23, 2015	MAPA Staff Screening
January 28 – February 4, 2015	Committee Review of Applications
February 5, 2015	Project Selection Workshop
February 12, 2015	Appeals Hearing
March 20, 2015	Publication of Selected Project List
February – March 2015	Incorporation into Draft FY2016-21 MAPA TIP
April – May 2015	State Review & Public Comment Period
June 2015	TTAC Approval of Final Draft FY2016-21 MAPA TIP
June 2015	MAPA Board of Directors Approval of Final FY2016-21 TIP
July 2015	Distribution of Final TIP to State & Federal Partners

Figure 2.2 – FY2016 Project Selection Cycle



MAPA staff members compile the project scores and present them to each committee (Project Selection Committee for STP, TAP-C for TAP funding, and the CTC for 5310 funds) for review during the Final Review Workshop. During this workshop, ProSeCom may also consider additional criteria that may be relevant to the project selection (such as existing network continuity, phasing feasibility, equity, etc.), and selects a list of projects. Jurisdictions whose projects are rejected have the opportunity to appeal this decision at a subsequent Appeals Hearings for ProSeCom, TAP-C, and the CTC.

Following the Appeals Hearing, MAPA staff works to program the selected projects into the TIP based upon the ranking, available funding, and realistic project phasing. Projects are presented for public comment and included in the draft TIP.

For the 2016 application cycle, project applications were due to MAPA by January 10, 2015. Projects were screened and scored throughout January and February by MAPA staff and then the project scores and rankings were reviewed by the appropriate project selection committee (ProSeCom, TAP-C, or CTC). A final review workshop was held on February 5, 2015 to determine the final project scores and to prioritize project rankings based on a discussion of proper phasing. Finally an appeals hearing would have been held if desired on February 12, 2015, where applicants could explain why their project deserved a higher score/rank.

2.3.1 Project Selection Subcommittee

The Project Selection Subcommittee (ProSeCom) is a twelve member sub-committee to the Transportation Technical Advisory Committee (TTAC) that includes planners, engineers, local or state staff, and public representatives. A majority of membership of the Project Selection Committee is composed of members of the larger TTAC. Appointments to ProSeCom are made by the TTAC Chairman. Surface Transportation Program improvement projects in the MAPA TMA are subject to the evaluation and selection of the MAPA Project Selection Committee (ProSeCom).

ProSeCom representative slots are shown below:

- Iowa DOT District 4 Representative
- Nebraska DOR District 2 Representative
- Metro Transit Representative
- Douglas County Engineer (Also represents Douglas County 2nd Class Cities)
- Sarpy County Engineer
- Sarpy County Municipalities Public Works Representative
- Omaha/Douglas County Municipalities Public Works Representative
- Omaha/Douglas County Municipalities Planning Representative
- Council Bluffs Public Works Representative
- All Metro Open Planning Representative
- Bicycle-Pedestrian Representative
- At large small cities representative

During FY2013 the Project Selection Sub-Committee updated MAPA's policy guide for selecting STP-MAPA projects. The new criteria are summarized in Table 2.2 and utilize a mixture of qualitative and quantitative data to score project applications in three project categories:

- General Roadway
- Alternative Transportation
- Systems Management

Table 2.2 – STP-MAPA Project Selection Criteria

Application Type	Project Selection Criteria
General Roadway	Priority Corridors (High, Medium, Low)
	2040 Level of Service (LOS) Improvement
	Environmental Justice (EJ) Areas
	Redevelopment Areas
	Pavement Condition
	Percentage Local Match (points awarded over 30% match)
	Ability to Advance Construct (AC) Project
	Crashes per Million Vehicles & Crash Severity Index
	Bridge Sufficiency
	Bridge Status (Structurally Deficient and/or Functionally Obsolete)
	Bridge Detour Length
	Transportation Emphasis Areas
Alternative Transportation	Public Health Benefits
	Percentage Local Match (points awarded over 30% match)
	Air Quality Benefits
	Walkability, Access, & Equity
	Community Neighborhood Facilities & Land Use Connectivity
	Link-Node Ratio
	Bicycle & Pedestrian Safety
Systems Management	Delay Reduction (2040 Level of Service Improvement)
	Percentage Local Match
	Benefits of Proposed Study
	Multi-Jurisdictional Impacts

In an effort to foster additional implementation of Alternative Transportation and Systems Management (technology driven) solutions in the MAPA region, projects in these two categories receive priority over General Roadway projects. The flexible target allocation for a given fiscal year for these projects is between 10 – 25 percent of MAPA's annual apportionment balance. This means that selected Alternative

Transportation and Systems Management projects are funded first (up to the 10-25 percent cap) followed selected General Roadway projects.

Projects submitted to MAPA for funding consideration are evaluated by the members of the Project Selection Subcommittee (ProSeCom). MAPA staff evaluates each project based upon the scoring methodology contained in STP-MAPA Policy Guide and makes programming recommendations to the Transportation Technical Advisory Committee.

However, during the FY16 project selection cycle, a call for projects was not completed for STP projects because STP projects were already over programmed.

For a full description of the MAPA STP project selection process please visit the link below: http://mapacog.org/images/stories/Trans_General/FY2014_ProSeCom_Policy_Guide.pdf

2.3.2 Transportation Alternatives Program Committee (TAP-C)

In the fall of 2013, MAPA staff initiated a process to develop criteria for the newly suballocated Transportation Alternatives Program (TAP). Under MAP-21, projects funded under this program must be competitively selected by a documented and transparent process. MAPA convened a Transportation Alternatives Program Committee (TAP-C) to competitively select new TAP-funded projects for the region. This committee had representatives from cities, counties, state departments of transportation, public health representatives, bicycle advocates, and parks & recreation officials throughout the process. Ultimately, the recommendations of this committee were formalized into the policy guide used to select projects for the development of this TIP.

Organizations which participated in the development of the TAP policy guide and criteria included:

- Iowa DOT District 4
- Nebraska DOR District 2
- Metro Transit
- Douglas County Engineer
- Sarpy County Engineer
- City of La Vista
- City of Papillion
- City of Springfield
- Omaha Bicycle-Pedestrian Advisory Committee
- City of Omaha Bicycle-Pedestrian Coordinator
- City of Omaha Public Works
- Council Bluffs Public Works
- Council Bluffs Parks & Recreation
- Papio-Missouri-River Natural Resources District
- Douglas County Health Department
- ModeShift Omaha
- Live Well Omaha
- Omaha Bicycle Company
- Public Representative

MAPA continues to work with local stakeholders on its Regional Bicycle-Pedestrian Plan that will identify and prioritize corridors for bicycle and pedestrian infrastructure. In addition to the identification of corridors, this project will result in a project selection framework for MAPA's TAP Program.

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 summarized in Table 2.3 below and are comprised of measures in the following categories:

- Support
- Safety
- Demand
- Connectivity
- Equity

Table 2.3 – TAP-MAPA Project Selection Criteria

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)	NDOR 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

In February of 2013 members of TAP-C and MAPA staff utilized an interim qualitative evaluation process to select TAP projects in this TIP from existing Transportation Enhancement (TE) projects. This process was based upon input from sponsoring jurisdictions, NDOR, and FHWA-Nebraska Division. Many of these projects are still programmed in this TIP and were not reviewed by the Transportation Alternatives Committee or new project criteria.

The Guidance Document for TAP-MAPA Project Selection is available online at the link below:
http://www.mapacog.org/images/stories/Trans_General/ MAPA_TAP_Policy_Guide_FINAL.pdf

2.3.3 Coordinated Transit Committee (CTC)

In 2013, MAPA became the Designated Recipient of Federal funding for transit under Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities. This means MAPA receives a direct annual apportionment from FTA, without going through the States. Previously the States of Nebraska and Iowa were responsible for the 5310 funding stream.

During 2014, the Coordinated Transit Committee (CTC) developed new selection criteria, a scoring rubric, and an application. The following membership assisted in this development:

- AARP
- Black Hills Workshop
- Catholic Charities
- City of Bellevue
- City of Council Bluffs
- City of LaVista/Ralston
- City of Omaha
- City of Papillion
- Eastern Nebraska Community Action Partnership
- Empowerment Network
- Friendship Program
- Goodwill Industries
- Heartland Family Service
- Heartland Workforce Solutions
- Lutheran Family Services
- Mayor's Commission for Citizen's with Disabilities
- Metro Transit
- Nebraska Veterans of Foreign Wars
- Omaha Association of the Blind
- Papio-Missouri River Natural Resources District (PMNRD)
- Paralyzed Veterans of America
- Pottawattamie County Veteran Affairs
- Sherwood Foundation
- Southern Sudan Community Association
- Southwest Iowa Planning Council (SWIPCO)/ Southwest Iowa Transit Agency (SWITA)
- United Way of the Midlands

Due to MAPA becoming the Designated Recipient of 5310 funds, the 5310 project selection process became a more robust competitive selection process similar to the STP and TAP process. Selection criteria, an application form, and a project scoring rubric were developed and utilized in the project selection process. The Coordinated Transit Plan (the guiding document for the 5310 funding stream) was overhauled to reflect the more robust project selection process and reflect the long range vision for the Coordinated Transit Committee (CTC). Section 5310 selection criteria are summarized in Table 2.4 on the next page. There are two funding tracts within 5310 – Traditional-Capital and Other/New Freedom-Capital and Operations.

Projects submitted to MAPA for 5310 funding consideration are evaluated by the members of the CTC. MAPA staff evaluates each project based upon the scoring methodology contained in the CTC Selection Criteria available at the link below:

http://mapacog.org/images/stories/CTC/FY2016/FY16_CTC_5310_PolicyGuide_Final.pdf

Table 2.4 – Section 5310 Project Selection Criteria

Traditional - Capital	Other/New Freedom – Capital & Operations
Geographic Coverage – Increased service areas for applicant agency	Geographic Coverage – Expand area beyond ADA requirements
Accessibility Improvements – Veterans, Seniors, Citizens with Disabilities, etc.	Accessibility Improvements – Veterans, Seniors, Citizens with Disabilities, etc.
Operation of Service – Increase ridership, improve response time, improve efficiency, etc.	Operation of Service – Expansion of service beyond ADA requires while maintaining existing service levels
Interagency Coordination – Number of project partners	Interagency Coordination – Number of project partners
Ridership – Increases in transit ridership	Ridership – Increase or maintain transit ridership
Reliability & Service Quality – Reduce travel time for vehicles & riders, improve response time	Reliability & Service Quality – Reduce travel time for vehicles & riders, improve response time
Transportation Service Availability – Increase Hours of Operation, reduce coverage gaps, etc.	Transportation Service Availability – Increase Hours of Operation, reduce coverage gaps, etc.
Life Cycle of Vehicles – Extend vehicle life, energy efficient vehicles, reduce operating costs	Life Cycle of Vehicles – Extend vehicle life, energy efficient vehicles, reduce operating costs
Sustainability (Bonus) – Identifies funding to support program if MAPA funding decreases	Sustainability (Bonus) – Identifies funding to support program if MAPA funding decreases

2.3.4 MAPA Project Selection Results

The final list of selected new TAP-MAPA and 5310 projects for the FY 2016-2021 TIP are shown in Table 2.5.

Table 2.5 – 2016 Project Selection Cycle – Final Rankings

Project Rankings	
Traditional 5310 Funding Projects	Rank
Development Services of Nebraska	1
Friendship Program	2
Crossroads of Western Iowa	3
Intercultural Senior Center	4
Florence Home for the Aged	5
Eastern Nebraska Human Service Agency	6
Eastern Nebraska Community Action Partnership	7
City of La Vista	8
SWITA	9
City of Bellevue	10
City of Ralston	11
Sarpy County	12
City of Council Bluffs	13
City of Papillion	14
Other/New Freedom 5310 Funding Projects	
Intercultural Senior Center	1
Black Hills Workshop	2
Florence Home for the Aged	3
City of Council Bluffs	4
Nebraska TAP Project Rankings	
Central Omaha Bus Rapid Transit (Metro Transit)	1
North Downtown Pedestrian Bridge (City of Omaha)	2
Applewood Creek Trail Project (City of La Vista)	3

Recommendations regarding award amounts and project programming were determined by the TAP-C and the CTC during Programming Workshops for each program on February 5, 2015. In some cases, projects that were ranked higher during the evaluation process will be programmed at a later date due

to the necessary phasing of projects (i.e., PE/NEPA phase must be completed before ROW phase can begin) and the ability to program less costly phases and remain in fiscal constraint.

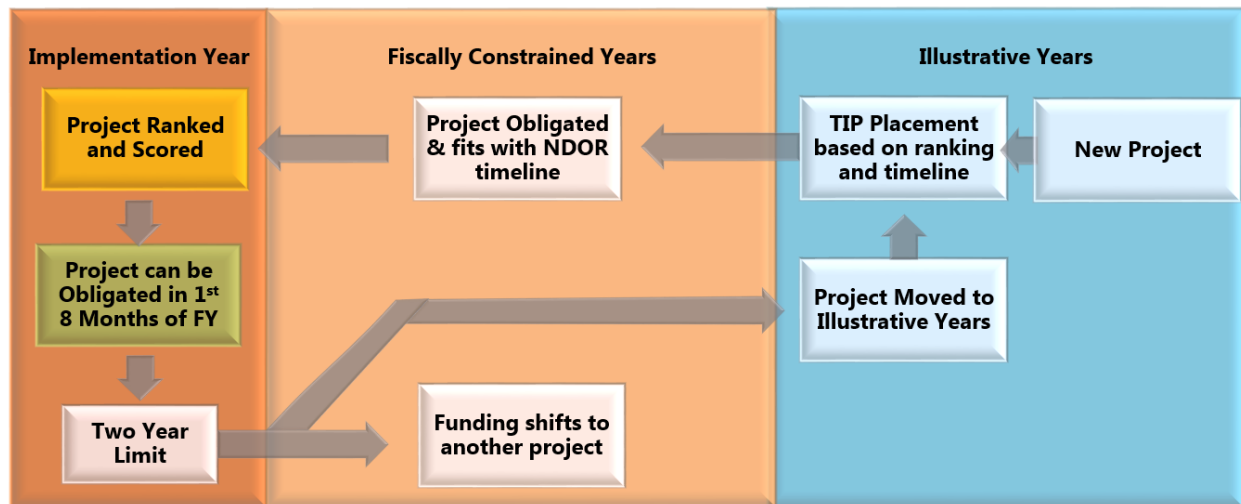
2.4 Development & Implementation of TIP Projects

Based on federal, state, and local regulations projects must navigate a process to move from concept to reality. The project lifecycle can be a complex process (subject to the scope of a project) that may take years to complete. This section provides an overview of a generic federal-aid project and the tools MAPA utilizes to program projects accurately.

2.4.1 Lifecycle of a Typical Project in the MAPA Region

A diagram and narrative of the lifecycle of a given transportation improvement project are outlined below and shown in Figure 2.3. Public involvement and participation will occur at each phase of the project's life.

Figure 2.3 – Lifecycle of a Typical TIP Project



Project concepts must first be locally developed and included in locally developed planning documents to be eligible to be entered into the MAPA Long Range Transportation Plan (LRTP). Once the project has been included in the fiscally constrained portion of the MAPA LRTP, the project sponsor must apply to ProSeCom, TAP-C, or the CTC for inclusion in the 4th year of the fiscally constrained MAPA TIP. If it scores in the top tier of project applications, it may be included in the 4th year of the current TIP. Projects that do not make it into the top tier of projects will be reevaluated with any new applications in subsequent application cycles.

Once the project has been included in the 4th year of the TIP it will continue to flow forward to year 3, year 2, and finally year 1, in subsequent TIP documents. Projects can only expend funding on those phases that are listed in year 1 of the TIP.

It is important to note that if a project is listed in a city or county plan with federal funding as a revenue source it may not actually have federal funding directed toward it. The MAPA TIP displays all USDOT projects in the MAPA region that are funded with federal dollars. In order to secure STP-MAPA, TAP, or 5310 funding (federal funding), a project must navigate the above process.

2.4.2 Funding Implementation: A Two Gate Process

To streamline the STP and TAP funding project selection process and to ensure the effective use of federal funds, MAPA will allocate funding of projects in the TIP using a two gate process to move projects into the implementation year. The implementation year, or year one of the TIP is the fiscal year during which funding for a project or project phase can be obligated. In addition to ranking projects based on criteria, projects will also be evaluated based on each project's timeline of implementation and fiscal constraint within the TIP. The two gate process will allow projects to advance from the illustrative years to the implementation year of the TIP:

First Gate – New projects and projects wanting to move from the illustrative years to the fiscal constraint years are ranked and placed in the TIP based on each individual project's ranking, timelines, and the available funding per year.

Second Gate - Projects that can be obligated within the first 8 months of the fiscal year will be moved to the implementation year of the TIP based on NDOR timelines and fiscal constraints.

Each project that will be programmed in the TIP must submit an attainable timeline, be ranked by MAPA staff, and approved by the relevant committee before it will be placed in the TIP. Each committee (ProSeCom, TAP-C or the CTC) will have flexibility in selecting projects that are deemed higher priority to the committee. Projects will be allowed to present an argument for implementation before the committee if the project sponsor wishes to challenge the points total or scoring of the project. No project will be allowed to move into the implementation year unless the project timeline has been approved by the Project Selection Committee (either ProSeCom, TAP-C, or CTC), TTAC, and MAPA's Board of Directors and fits within the fiscal year as coordinated with either NDOR or Iowa DOT for each state's projects respectively.

MAPA's project funds are allowed to be carried over in the TIP from one Federal fiscal year to another if MAPA has not obligated all of its apportionment for that fiscal year. Only project phases that can be obligated within the first 8 months of the fiscal year based on MAPA's programming guidelines will be eligible to be moved to the first year of the TIP. In order to ensure implementation and effective use of STP, TAP, and 5310 funding, projects are limited to two years in the implementation year (most recent year) of the TIP. If a project cannot be obligated within two years, the project phase or phases will be moved to Advanced Construction or a later year within the TIP, or funding will be reallocated to another project. This will help ensure that deadlines will be met, and help those projects that have been moved forward most effectively to proceed to construction and completion.

2.5 Other Federal Transportation Programs

The majority of Federal Highway Administration (FHWA) program funds in the TIP are not directly suballocated to MAPA. In general, NDOR and Iowa DOT make programming decisions for these funding programs and MAPA cooperates with the states and local jurisdictions to program the projects in the TIP appropriately. A detailed tabulation of the funding programmed from these funding sources can be found in Chapter 3.

Funding for Federal Transit Administration (FTA) and Federal Aviation Administration (FAA) programs are also programmed in the TIP. Descriptions of these programs are found in the following sections.

2.5.1 Federal Transit Authority Funded Projects

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 5309 - Bus and Bus Facilities -

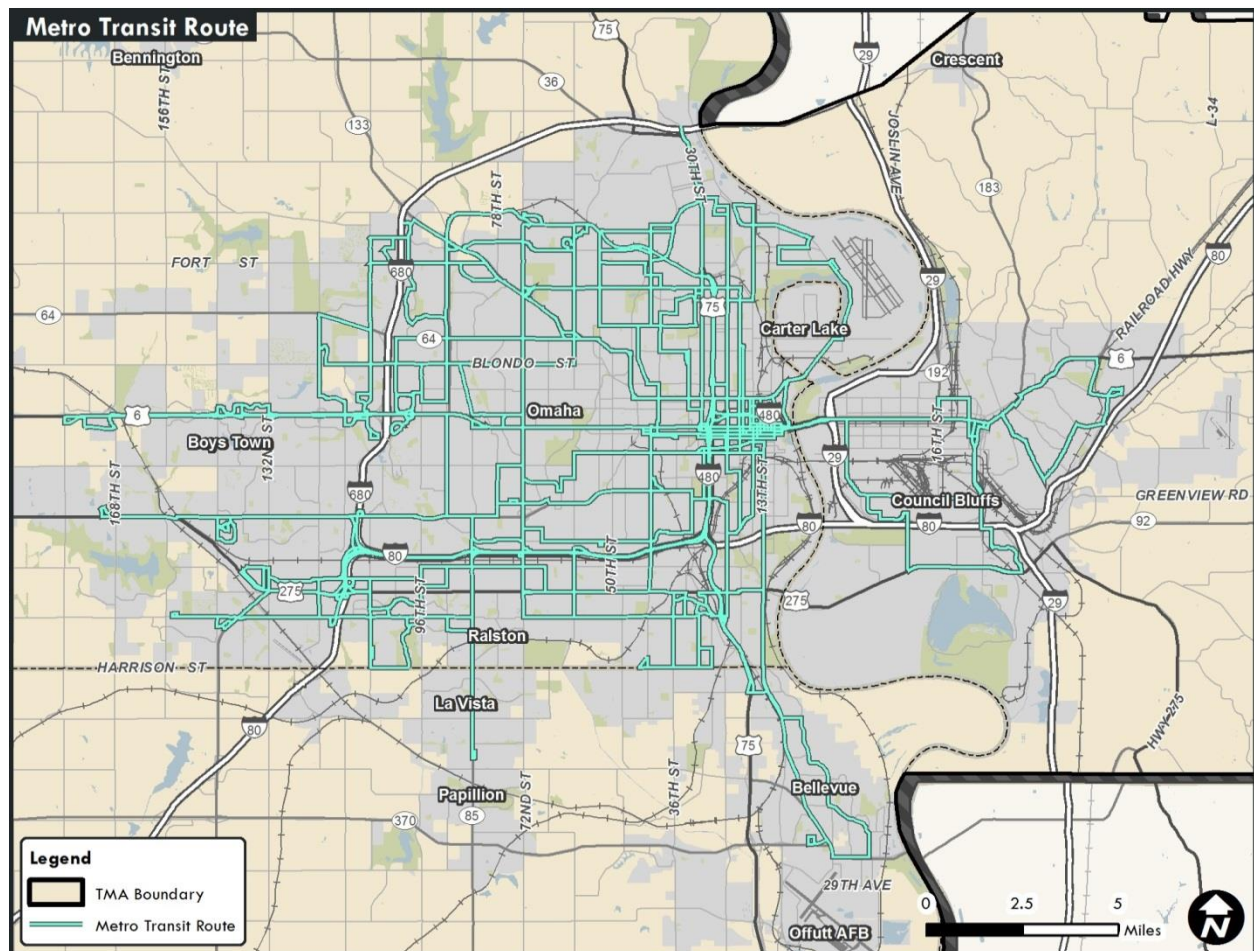
and 5307 - Urbanized Area Formula - are directed to Metro Transit to support their operations. For a listing of FTA projects receiving funding awards through MAPA's project selection process, please refer back to Table 2.5 on page 2-14.

Metro Transit is responsible for the operation of fixed route, express/commuter bus, and Americans with Disabilities Act Complementary Paratransit Service within the city limits of Omaha, Douglas County, NE. Additionally, Metro has contracts with five contiguous political jurisdictions for the operation of transit services as part of the Metro bus system:

- Ralston (NE)
- La Vista (NE)
- Bellevue (NE)
- Papillion (NE)
- Council Bluffs (IA)

Figure 2.4 below shows Metro's fixed route bus transit coverage throughout the region.

Figure 2.4 – Regional Metro Transit Route Coverage



MAPA has also received a Veterans Transportation and Community Living Initiative (VTCLI) 5309 grant for a one-call center/system in 2012. This grant is being used to develop a centralized one-call dispatch center for the large number of agencies, which currently provides disjointed paratransit services. The one-call center/system would improve the efficiency and effectiveness of the ride experience in the Metro area.

2.5.2 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 MAP-21, federally funded airport improvement projects must be contained in the regional Transportation Improvement Plan. For that purpose, MAPA coordinates with the Omaha Airport Authority annually to ensure that regionally significant projects are included within the Transportation Improvement Program. A listing of the Airport Improvement Program projects for the Omaha-Council Bluffs Metropolitan Area is included in Table 5-2 in Section 5.1.4 on page 5-47.

2.6 Revisions to the TIP

It is sometimes necessary to revise the TIP during the time between annual approvals of the full TIP. The two types of revisions are a TIP Amendment and a TIP Administrative Modification. General guidelines are described in the sections below, and a summary table with examples is provided on the next page.

2.6.1 TIP Amendments

An amendment is a revision to the TIP that involves a major change to a project. This includes an addition or deletion of a project, a major change in project cost, moving a project in or out of the fiscally-constrained four years, or a major change in design concept or scope change. A “major” change is defined by MAPA by four main components, which are summarized in Table 2.6 (next page).

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 would then be considered by the MAPA Board of Directors, and finally submitted to the States 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 identified in Table 2.6 or when construction costs increase 100% or more.

2.6.2 TIP Administrative Modifications

An Administrative Modification is a revision to the TIP that involves a minor change to a project. This includes any change that does not meet the criteria listed above 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 changes that are less than project cost 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 NDOR 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. For changes in Iowa, both amendments and administrative modifications will be entered into the TPMS for review by Iowa DOT.

Table 2.6 – Summary of Requirements for Amendments & Administrative Modifications

Circumstance for Revision	Requirements for Each Revision Type
Changes to Project Costs	Amendment* <u>Nebraska Projects</u> : An amendment is required when Federal-Aid for a project changes by more than 20% or \$2 million dollars (whichever is greater) <u>Iowa Projects</u> : An amendment is required when Federal-Aid for a project increases by more than 30% or \$2 million dollars (whichever is greater) <i>Example: Increasing Federal-Aid for a project from \$1 million to \$1.5 million would require a TIP Amendment in both Iowa and Nebraska</i>
	Administrative Modification Administrative Modifications may be used to change the Federal-Aid for a project change below the thresholds identified for a TIP Amendment <i>Example: Increasing Federal-Aid for a project from \$1 million to \$1.1 million may be approved with an Administrative Modification</i>
Schedule Changes	Amendment* An Amendment is required to program a project phase within the first four years of the TIP if it is not a part of the existing fiscal constraint <i>Example 1: Programming a new project within the fiscally constrained portion of the TIP would require a TIP Amendment (FY2016-FY2019)</i> <i>Example 2: Reprogramming a new phase of an existing TIP project into the fiscally constrained portion of the TIP (FY2016-FY2019)</i>
	Administrative Modification An Administrative Modification may be used to reprogram an existing project phase within the fiscally constrained portion of the TIP <i>Example: Reprogramming a project phase from FY2017 to FY2016 may be approved with an Administrative Modification</i>
Change in Funding Source	Amendment* An Amendment is required when the source for Federal-Aid for a project is changed <i>Example: Changing the funding source for a project from the Surface Transportation Program (STP) to the Highway Safety Improvement Program (HSIP) would require a TIP Amendment</i>
Scope & Termini Changes	Amendment* <u>Project Scope</u> : An Amendment is required when the project scope and description within the TIP do not match the activities identified during project design. <u>Termini</u> : An Amendment is required to change project termini identified in the TIP or to eliminate inconsistencies with the Long Range Transportation Plan (LRTP) <i>Example: Changing a terminus of a project from "1st Street" to "3rd Street" would require a TIP Amendment</i>
* Emergency TIP Amendments have the same requirements as a TIP Amendment in addition to the public notice and meeting guidelines detailed in Section 2.7.3	

2.6.3 Emergency TIP Amendments

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 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 to 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.

Fiscal Constraint

3.1 Introduction

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. This section of the FY 2016-2019 TIP assesses the project costs by funding program and compares them to the anticipated revenues in each funding program. The MAPA 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 Federal Transit Administration (FTA), the Iowa Department of Transportation (Iowa DOT), and the Nebraska Department of Roads (NDOR). 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 MAP-21, 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.

3.1.1 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 (2016-2021). 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 2012-2014, the CPI grew nationally by 2.0 percent annually. MAPA is using discretion in estimating a more aggressive rate of inflation to create a more conservative estimate of project costs.

3.1.2 Revenue Estimation

Revenue estimates for STP-MAPA funding are also included in this document. MAPA relies upon estimates from Iowa DOT and NDOR for annual apportionments of federal funding. These estimates are based upon formulas in MAP-21 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. The apportionment distribution based on 2015 estimates can be seen in Figures 3.1a and 3.1b on the following page.

Figure 3.1a – Iowa STP Estimated Apportionment Distribution (FY2015)

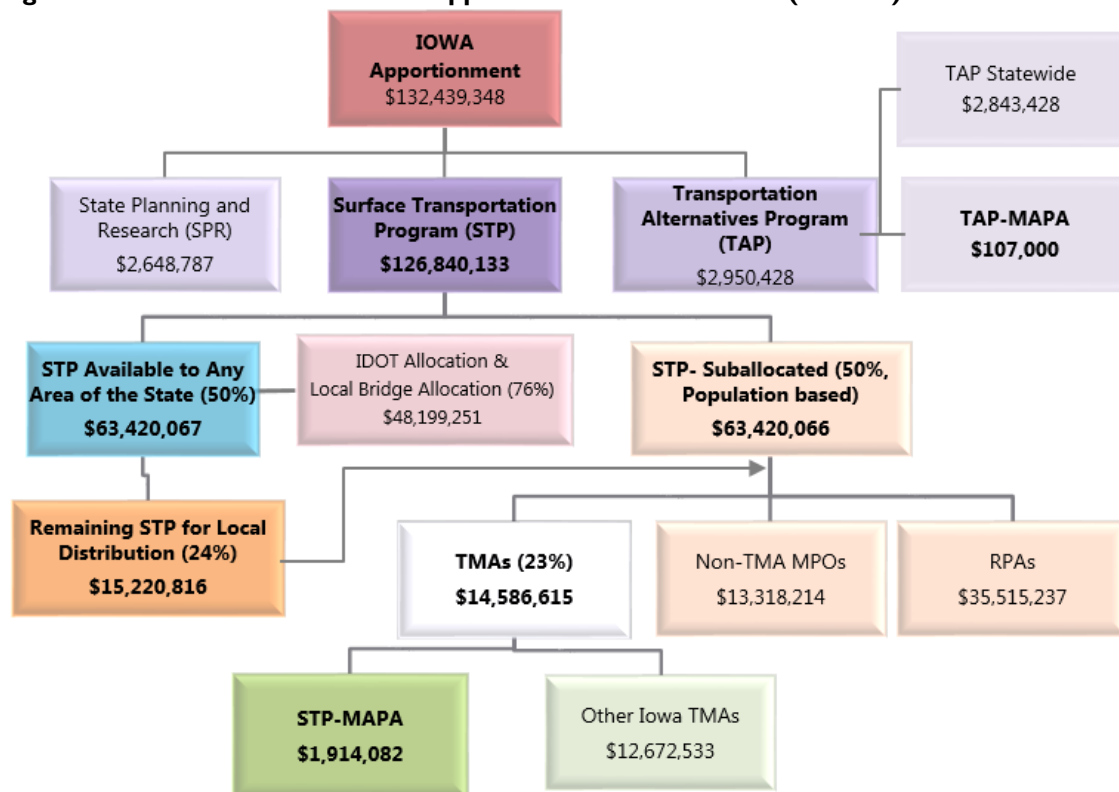
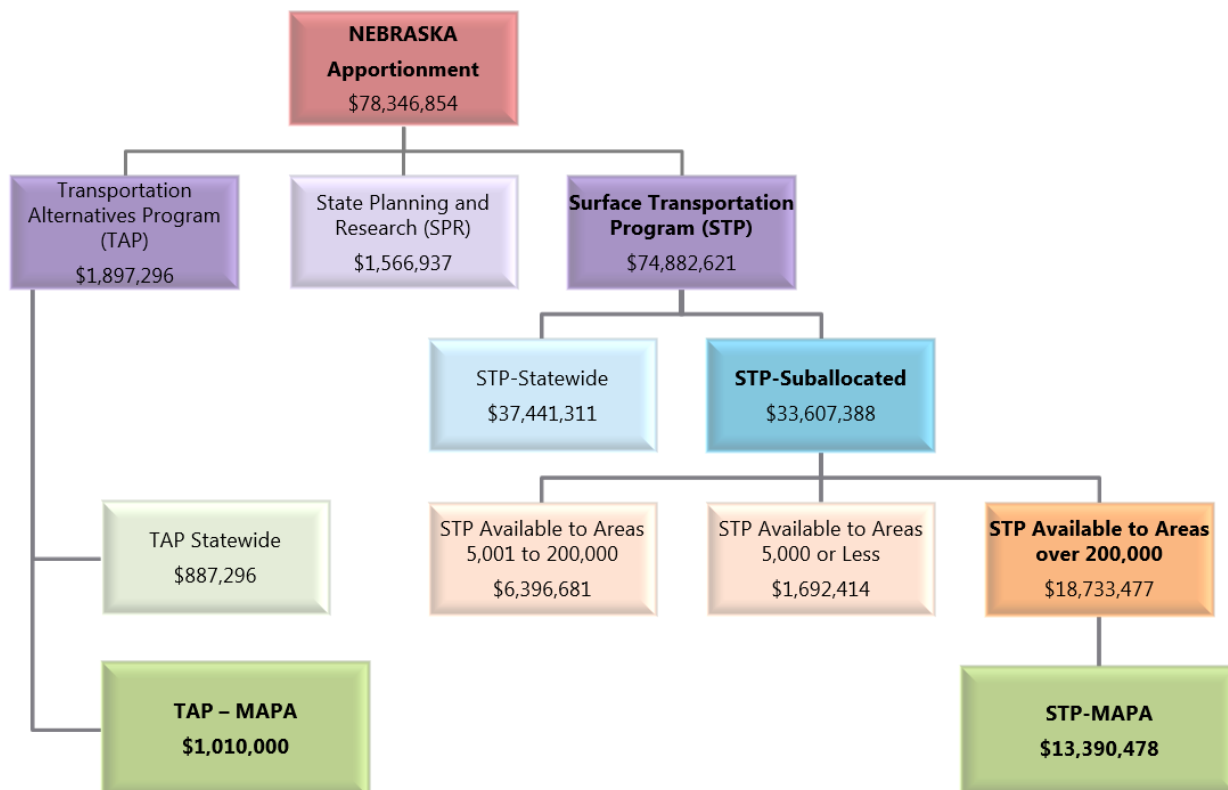


Figure 3.1b – Nebraska STP Estimated Apportionment Distribution (FY2015)



3.2 Fiscal Constraint and Federal Funding Tables

Table 3.1 below lists the total federal funding amounts programmed in the FY 2016-19 MAPA 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 FY 2016 – FY 2019, the four fiscally constrained years of the MAPA TIP. Funding targets are provided annually by Iowa DOT and NDOR to use for programming purposes. Please note, the Spending Authority includes the beginning balance.

Table 3.1 – Federal Project Programming Tables

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

Federal Program	2016	2017	2018	2019	Non-Fed Match	Total Project Cost	Spending Authority*	Balance
CMAQ	\$1,930	\$0	\$0	\$0	\$483	\$2,413	\$1,930	\$0
DPU	\$4,360	\$0	\$0	\$0	\$1,090	\$5,450	\$4,360	\$0
HSIP	\$200	\$3,632	\$1,966	\$450	\$696	\$6,944	\$6,248	\$0
NHPP	\$10,653	\$630	\$37,024	\$24,810	\$12,422	\$85,539	\$73,117	\$0
SRTS	\$180	\$0	\$0	\$0	\$45	\$225	\$180	\$0
STP-MAPA	\$11,492	\$40,305	\$16,661	\$27,545	\$22,757	\$118,760	\$96,375	\$372
STP-State	\$0	\$14,419	\$316	\$0	\$3,704	\$18,439	\$14,735	\$0
TAP-MAPA	\$1,442	\$1,005	\$1,060	\$1,223	\$6,479	\$11,209	\$5,303	\$573
TOTAL	\$30,257	\$59,991	\$57,027	\$54,028	\$47,676	\$202,248	\$202,248	\$945

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

Federal Program	2016	2017	2018	2019	Non-Fed Match	Total Project Cost	Spending Authority*	Balance
CMAQ	\$864	\$0	\$0	\$0	\$216	\$1,080	\$864	\$0
DPS	\$758	\$1,358	\$2,546	\$0	\$1,167	\$5,829	\$4,662	\$0
NHPP	\$131,031	\$98,833	\$96,345	\$62,100	\$86,290	\$474,599	\$388,309	\$0
STP-MAPA	\$4,856	\$534	\$8,358	\$1,852	\$3,901	\$19,501	\$15,857	\$257
TAP-MAPA	\$229	\$246	\$225	\$0	\$175	\$875	\$928	\$228
PL	\$102	\$102	\$102	\$102	\$104	\$512	\$408	\$0
TOTAL	\$137,840	\$101,073	\$107,576	\$64,054	\$91,853	\$502,396	\$411,028	\$485

Total Regional Roadway & Trail Project Program (in \$1,000s)

Federal Program	2016	2017	2018	2019	Non-Fed Match**	Total Project Cost	Spending Authority*	Balance
CMAQ	\$2,794	\$0	\$0	\$0	\$699	\$3,493	\$2,794	\$0
DPU	\$4,360	\$0	\$0	\$0	\$1,090	\$5,450	\$4,360	\$0
DPS	\$758	\$1,358	\$2,546	\$0	\$1,167	\$5,829	\$4,662	\$0
HSIP	\$200	\$3,632	\$1,966	\$450	\$696	\$6,944	\$6,248	\$0
NHPP	\$141,684	\$99,463	\$133,369	\$86,910	\$98,712	\$560,138	\$461,426	\$0
SRTS	\$180	\$0	\$0	\$0	\$45	\$225	\$180	\$0
STP-MAPA	\$15,948	\$40,839	\$25,019	\$29,397	\$26,558	\$137,761	\$112,232	\$1,029
STP-State	\$0	\$14,419	\$316	\$0	\$3,704	\$18,439	\$14,735	\$0
TAP-MAPA	\$1,671	\$1,251	\$1,285	\$1,223	\$6,654	\$12,084	\$6,231	\$801
PL	\$102	\$102	\$102	\$102	\$104	\$512	\$408	\$0
TOTAL	\$168,097	\$161,064	\$164,603	\$118,082	\$139,529	\$751,375	\$613,276	\$1,430

Tables 3.2a and 3.2b show the STP and TAP funding balances for both Nebraska and Iowa per fiscal year and carrying over the ending balances (or deficits) to the next year's program balances. Table 3.2c shows the FTA funding balances for Metro Transit and the 5310 program per fiscal year and carrying over the ending balances (or deficits) to the next year's program balances.

Table 3.2a shows NDOR estimates for MAPA's regional STP and TAP funding for FY2016-2019— totaling more than \$14 million each year. In Table 3.2b, Iowa DOT estimates that approximately \$1.9 million in spending authority would be available to the Iowa portion of the MAPA MPO for FY 2016 and beyond. Table 3.2c shows the FTA funding summary table for Metro Transit's 5307 and 5339 and MAPA's 5310 and 5309 funds. Metro Transit estimates receiving approximately \$9 million in spending authority (5307 and 5339 combined). MAPA estimates receiving \$550,000 a year in 5310 spending authority.

Table 3.2a – NDOR Funding Summary Table (in thousands)

NDOR STP Program	2016	2017	2018	2019
STP Beginning Balance	\$38,675	\$40,975	\$14,876	\$12,846
STP Spending Authority	\$13,792	\$14,205	\$14,632	\$15,071
STP Project Program (Cost)	\$11,492	\$40,305	\$16,661	\$27,545
STP Ending Balance	\$40,975	\$14,876	\$12,846	\$372
NDOR TAP Program	2016	2017	2018	2019
TAP Beginning Balance	\$982	\$581	\$647	\$692
TAP Spending Authority	\$1,041	\$1,072	\$1,104	\$1,104
TAP Project Program (Cost)	\$1,442	\$1,005	\$1,060	\$1,223
TAP Ending Balance	\$581	\$647	\$692	\$573
<i>Assumed 3% increase in apportionment and costs (annually)</i>				

Table 3.2b– Iowa DOT Funding Summary Table (in thousands)

Iowa DOT STP Program	2016	2017	2018	2019
STP Beginning Balance	\$8,109	\$5,205	\$6,603	\$177
STP Apportionment	\$1,952	\$1,932	\$1,932	\$1,932
STP Project Program (Cost)	\$4,856	\$534	\$8,358	\$1,852
STP Ending Balance	\$5,205	\$6,603	\$177	\$257
Iowa DOT TAP Program	2016	2017	2018	2019
TAP Beginning Balance	\$168	\$129	\$73	\$38
TAP Apportionment	\$108	\$108	\$108	\$108
TAP Flex	\$82	\$82	\$82	\$82
TAP Project Program (Cost)	\$229	\$246	\$225	\$0
TAP Ending Balance	\$129	\$73	\$38	\$228

Table 3.2c– FTA Funding Summary Table (in thousands)

Metro 5307 / 5339	2016	2017	2018	2019
FTA Beginning Balance	\$0	\$97	\$212	\$298
FTA Spending Authority	\$9,196	\$9,380	\$9,567	\$9,759
FTA Project Program (Cost)	\$9,099	\$9,265	\$9,482	\$9,656
FTA Ending Balance	\$97	\$212	\$298	\$401
FTA 5310 / 5309	2016	2017	2018	2019
FTA Beginning Balance	\$1,882	\$1,242	\$130	\$70
FTA Spending Authority	\$550	\$550	\$550	\$550
FTA Project Program (Cost)	\$1,190	\$1,661	\$611	\$585
FTA Ending Balance	\$1,242	\$130	\$70	\$35
<i>Assumed 3% increase in apportionment and costs (annually)</i>				

The tables on the following pages (Tables 3.3 through 3.8) show the fiscal constraint for the Nebraska and Iowa STP programs, the Nebraska and Iowa TAP programs, the FTA 5310 funding program, and the Metro Transit 5307/5339 funding programs by project and fiscal year for only the federal funding for each project. The bolded funding amounts in the TIP are MAPA's OA flexibility projects which can also be seen in Table 3.9. The additional \$1.2 million programming amount comes from a yearly 3% increase from NDOR and enables MAPA to program projects in the event that funding becomes available in order to utilize MAPA's apportionment balance and account for project slippage. The available funding depends on further acts of Congress.

Table 3.3 – Nebraska Fiscally Constrained STP Funding Table (in \$1,000's)

LEGEND



Fiscally Constrained
portion of the TIP



Fiscally Constrained
portion of the TIP



Illustrative Years
(not fiscally constrained)

Lead Agency	Project Name	Project Number	Funding Source	FISCALLY CONSTRAINED YEARS												ILLUSTRATIVE YEARS								Grand Total									
				2016			2017			2018			2019			2020		2021															
				Funding	Phase	AC	Funding	Phase	AC	Funding	Phase	AC	Funding	Phase	AC	Funding	Phase	AC	Funding	Phase	AC												
Bellevue	36th Street Phase 1-370 - Sheridan	NE-22276-1	STP-MAPA	\$ 353	PE/ROW		\$ 7,343	C					\$ -									\$ 7,696											
	36th Street Phase II	NE-22288	STP-MAPA	\$ 765	PE/ROW		\$ -			\$ -			\$ -			\$ 7,164	C		\$ -			\$ 7,929											
Bennington	156th Street	NE-22233	STP-MAPA	\$ 103	ROW		\$ 1,664	C		\$ -			\$ 70	ACC 15		\$ -			\$ -			\$ 1,837											
Douglas	180th St (Phase 2)	NE-22224A	STP-MAPA	\$ -			\$ -			\$ -			\$ -			\$ 7,882	C		\$ -			\$ 7,882											
	180th Street (Phase 1)	NE-22224	STP-MAPA	\$ 1,369	ROW		\$ -			\$ -			\$ 21,447	C		\$ -			\$ -			\$ 22,815											
Omaha	108th Street	NE-22237	STP-MAPA	\$ 925	ROW / U		\$ 4,220	C		\$ -			\$ -			\$ -			\$ -			\$ 5,145											
	114th Street (Pacific Street to Burke Street)	NE-22236	STP-MAPA	\$ -			\$ -			\$ 3,667	C		\$ -			\$ -			\$ -			\$ 3,667											
	120th Street (Stonegate Drive to Roanoke Circle)	NE-22277	STP-MAPA	\$ 800	ROW/U		\$ 7,786	C		\$ -			\$ -			\$ -			\$ -			\$ 8,586											
	156th Street (Phase 2)	NE-22376	STP-MAPA	\$ -			\$ 8,284	C		\$ -			\$ -			\$ -			\$ -			\$ 8,284											
	168th Street (Q Street to West Center Road)	NE-22209	STP-MAPA	\$ 281	ROW		\$ -			\$ 9,553	C		\$ -			\$ -			\$ -			\$ 9,834											
	168th Street (West Center Rd to Poppleton Street)	NE-22210	STP-MAPA	\$ 339	ROW		\$ 4,388	C		\$ -			\$ -			\$ -			\$ -			\$ 4,728											
	72nd Street & D Street Viaduct		ACC-Local	\$ -			\$ -						\$ -			\$ -				ROW / C	\$ 6,227	\$ -											
	42nd St Bridge C to D street		ACC-Local	\$ -			\$ -						\$ -	ROW / C	\$ 4,869	\$ -						\$ 4,869											
	Q Street Bridge	NE-22325	STP-MAPA	\$ -			\$ 2,660	C		\$ -			\$ -			\$ -			\$ -			\$ 2,660											
	Omaha Signal Network / Signal Infrastructure A-E	NE-22608 A- E	STP-MAPA	\$ 3,558	C		\$ 2,623	C		\$ 1,576	C		\$ 1,159	C		\$ 1,910	C		\$ -			\$ 10,826											
	Omaha ATMS Central System Software	NE-22591	STP-MAPA	\$ 530	PE																	\$ 530											
	Omaha Signal Network - System Management	NE-22587	STP-MAPA	\$ 400	PE																	\$ 400											
	Metro Rolling Stock	MET-03202014-001	STP-MAPA	\$ -			\$ -			\$ 1,866			\$ -			\$ -			\$ -			\$ 1,866											
	2014 Omaha Resurfacing Package	NE-22605	STP-MAPA																\$ 3,313	ACC14		\$ 3,313											
	City Re-surface project		STP-MAPA	\$ -	AC	\$ 3,000	\$ -	AC	\$ 3,000	\$ -	AC	\$ 3,000	\$ 4,869	AC / ACC16	\$ 3,000				\$ 6,227	ACC17/18		\$ 23,096											
Papillion	Schram Rd	NE-22659	STP-MAPA	\$ -			\$ 350	PE		\$ -			\$ -			\$ 4,068	ROW/C		\$ -			\$ 4,418											
Sarpy	132nd and Giles	NE-22283	STP-MAPA	\$ 2,068	C		\$ -			\$ -			\$ -			\$ -			\$ -			\$ 2,068											
	66th and Giles	NE-22570	STP-MAPA	\$ -			\$ 987	PE		\$ -			\$ -			\$ 8,422	C		\$ -			\$ 9,408											
				STP Project Program (Cost)			\$ 11,492				\$ 40,305				\$ 16,661				\$ 27,545				\$ 29,447				\$ 9,540				\$ 151,858		
				MAPA STP Spending Authority (w/ Inflation 3%)			\$ 13,792				\$ 14,205				\$ 14,632				\$ 15,071				\$ 15,071				\$ 15,071						
				STP Transfer to FTA																													
				NDOR Obligation Authority																											\$ 27,100		
Definitions																																	
AC Advance Construction (funded locally but eligible for future conversion)																																	
PE/NEPA Professional Engineering and NEPA Compliance																																	
ROW Right of Way Acquisition																																	
C Construction																																	
ACC XX* Advance Construction Conversion (Fiscal Year of original expenditure)																																	
				De-Obligation																													
				STP Beginning Balance			\$ 38,675				\$ 40,975				\$ 14,876				\$ 12,846				\$ 372				\$ (14,004)						
				Sur / Def			\$ 2,300				\$ (26,099)				\$ (2,030)				\$ (12,474)				\$ (14,376)				\$ 5,531						
				Final Apportionment Balance			\$ 40,975				\$ 14,876				\$ 12,846				\$ 372				\$ (14,004)				\$ (8,473)						
				Inflation Factor (3% annualized)			1.061				1.093				1.126				1.159				1.194				1.230						
Bolded Costs by year identifies STP past Apportionment																																	
(\$30.4 million)																																	
Inflation of 3% on both cost and revenue was included																																	
				STP Past Apportionment Use			\$ (2,300)				\$ 26,099				\$ 2,030				\$ 12,474														
				STP Past Apportionment Balance			\$ 40,975				\$ 14,876				\$ 12,846				\$ 372														
				NDOR Obligation Authority																													

Table 3.4 – Iowa Fiscally Constrained STP Funding Table (in \$1,000's)

LEGEND Fiscally Constrained portion of the TIP Fiscally Constrained portion of the TIP Illustrative Years (not fiscally constrained)

					FISCALLY CONSTRAINED YEARS								ILLUSTRATIVE YEARS			
					2016		2017		2018		2019		2020		2021	
Lead Agency	Project Number	Project Name	Funding Source		Funding	Phase	Funding	Phase	Funding	Phase	Funding	Phase	Funding	Phase	Funding	Phase
Council Bluffs	IA-13414	East Beltway Segments A-D	STP-MAPA		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	
		Iowa 92 Intersection			\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	
		Eastern Hills Dr - Seg C			\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	
		Stevens Rd - East Seg			\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	
		Eastern Hills Dr - Seg D			\$ -				\$ 2,922	C	\$ -		\$ -		\$ -	
		Greenview Rd - East Seg			\$ -		\$ 167	PE/ROW	\$ -		\$ 1,211	C	\$ -		\$ -	
		Greenview Rd - West Seg			\$ -				\$ 433	PE	\$ -		\$ 2,339	C	\$ -	
		Stevens Rd - West Seg			\$ -						\$ 251	PE	\$ 128	ROW	\$ 1,421	C
Council Bluffs	IA-14773	SUDAS	STP-MAPA		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	
Council Bluffs	IA-15903	Interstate Reconstruction Utility Relocation	STP-MAPA		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	
		29th Ave Sanitary - West			\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	
		I-29 and Mo. Creek Sanitary			\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	
		Interstate Reconstruction Utility Relocation			\$ 356	C	\$ 367	C	\$ 378	C	\$ 390	C	\$ 401	C	\$ 413	C
Council Bluffs		West Broadway Reconstruction, Phase 1	STP-MAPA		\$ -		\$ -		\$ -		\$ -		\$ 5,970	C	\$ -	
Council Bluffs	CB-040313-001	Harrison Street Reconstruction	STP-MAPA		\$ -		\$ -		\$ -				\$ -		\$ 4,612	C
Council Bluffs	CB-040313-002	W Graham Ave Reconstruction	STP-MAPA		\$ -		\$ -		\$ -				\$ -		\$ 3,690	C
Council Bluffs		Kanesville Blvd	CMAQ													
Council Bluffs		East Broadway - Kanesville	CMAQ													
Council Bluffs	CB-033115-002	South Expressway Reconstruction Phase 1							\$ 4,625	C						
Council Bluffs	CB-033115-003	South Expressway Reconstruction Phase 2													\$ 4,095	
Council Bluffs	CB-033115-001	N 16th Street Reconstruction, Ave G to Nash			\$ 4,500	C										
STP Project Program					\$ 4,856		\$ 534		\$ 8,358		\$ 1,852		\$ 8,838		\$ 14,231	
STP Spending Authority					\$ 1,952		\$ 1,932		\$ 1,932		\$ 1,932		\$ 1,932		\$ 1,932	
CMAQ Spending Authority																
STP Beginning Balance					8,109		5,205		6,603		177		257		(6,649)	
Sur / Def					(2,904)		1,398		(6,426)		80		(6,906)		(12,299)	
STP Ending Balance					\$ 5,205		\$ 6,603		\$ 177		\$ 257		\$ (6,649)		\$ (18,948)	
Inflation Factor (3% annual)					1.06		1.09		1.13		1.16		1.19		1.23	

Table 3.5 – Nebraska Fiscally Constrained TAP Funding Table (in \$1,000's)

LEGEND

Fiscally Constrained portion of the TIP

Fiscally Constrained portion of the TIP

Illustrative Years (not fiscally constrained)

FISCALLY CONSTRAINED YEARS													ILLUSTRATIVE YEARS				Grand Total
	Lead Agency	Project Name	Project Number	Funding Source	2016		2017		2018		2019		2020		2021		
					Funding	Phase	Funding	Phase	Funding	Phase	Funding	Phase	Funding	Phase	Funding	Phase	
	Omaha	24th Street Road Diet	NE-22506	TAP	\$ -		\$ 1,005	C	\$ -		\$ -		\$ -		\$ -		\$ 1,005
	Metro	BRT	MET-11242014-001	TAP	\$ 1,442	C	\$ -		\$ -		\$ -		\$ -		\$ -		\$ 1,442
	LaVista	Applewood Creek	LV-033115-001	TAP	\$ -		\$ -				\$ 130		\$ 1,334		\$ -		\$ 1,464
	Omaha	North Downtown Ped Bridge	NE-22571	TAP	\$ -				\$ 1,060		\$ 1,093		\$ -				\$ 2,153
					\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
TAP Project Program					\$ 1,442		\$ 1,005	\$ -	\$ 1,060	\$ -	\$ 1,223	\$ -	\$ 1,334	\$ -	\$ -		\$ 6,064
TAP Spending Authority (w/ Inflation 3%)					\$ 1,041		\$ 1,072		\$ 1,104		\$ 1,104		\$ 1,104		\$ 1,104		
TAP Beginning Balance					982		581		647		692		573		343		
Sur / Def					(401)		67		44		(119)		(230)		1,104		
TAP Ending Balance					\$ 581		\$ 647		\$ 692		\$ 573		\$ 343		\$ 1,447		
Inflation Factor (FY 2015)					\$ 1.03		\$ 1.06		\$ 1.09		\$ 1.13		\$ 1.16		\$ 1.19		
Inflation Factor (FY 2014)					1.06		1.09		1.13		1.16		1.19		1.23		
Inflation of 3% on both cost and revenue was included																	

Table 3.6 – Iowa Fiscally Constrained TAP Funding Table (in \$1,000's)

LEGEND

Fiscally Constrained portion of the TIP

Fiscally Constrained portion of the TIP

Illustrative Years (not fiscally constrained)

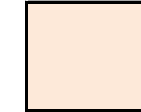
FISCALLY CONSTRAINED YEARS												ILLUSTRATIVE YEARS				Grand Total	
	Lead Agency	Project Name	Project Number	Funding Source	2016 Funding	2016 Phase	2017 Funding	2017 Phase	2018 Funding	2018 Phase	2019 Funding	2019 Phase	2020 Funding	2020 Phase	2021 Funding		2021 Phase
	Council Bluffs	Ia Riverfront Trail III	IA-1581	STP-ENH-Regional	\$ 229	C	\$ -		\$ -		\$ -		\$ -		\$ -		\$ 229
	Council Bluffs	River Rd. Trail	IA-21087	STP-ENH-Regional	\$ -		\$ 246	C	\$ -		\$ -		\$ -		\$ -		\$ 246
	Pottawattamie Count	Multi Use Trail Phase 1	IA-29802	TAP	\$ -		\$ -		\$ 225		\$ -		\$ -		\$ -		\$ 225
TAP Project Program					\$ 229		\$ 246		\$ 225		\$ -		\$ -		\$ -		\$ 700
TAP Spending Authority					108		108		108		108		107		107		
TAP Flex Funding					\$ 82		\$ 82		\$ 82		\$ 82		\$ 82		\$ 82		
Beginning Balance					\$ 168		\$ 129		\$ 73		\$ 38		\$ 228		\$ 417		
Sur /def					(39)		(56)		(35)		190		189		189		
TAP Ending Balance					\$ 129		\$ 73		\$ 38		\$ 228		\$ 417		\$ 606		
Inflation of 3% on cost was included, revenue was not inflated					1.06		1.09		1.13		1.16		1.19		1.23		

Table 3.7 – FTA Fiscally Constrained 5310 & 5309 Funding Table (in \$1,000's)

LEGEND



Fiscally Constrained
portion of the TIP



Fiscally Constrained
portion of the TIP



Illustrative Years
(not fiscally constrained)

			FISCALLY CONSTRAINED YEARS								ILLUSTRATIVE YEARS				Grand Total	
	Lead Agency	Project Name	Funding Source	2016		2017		2018		2019		2020		2021		
				Funding	Phase	Funding	Phase	Funding	Phase	Funding	Phase	Funding	Phase	Funding		Phase
	Black Hills Works	Black Hills Works	5310	\$ 56	O	\$ 58	O	\$ 59	O	\$ 61	O	\$ 65	O	\$ -		\$ 299
	Metro	Metro AVL	5310	\$ 80	C	\$ -		\$ -		\$ -		\$ -		\$ -		\$ 80
	City of Council Bluffs	Council Bluffs Operations	5310	\$ 75	O	\$ 77	O	\$ 80	O	\$ 80	O	\$ 91	O	\$ 86	O	\$ 489
	MAPA	MAPA Mobility Coordination/Admin	5310	\$ 50	M	\$ 50	M	\$ 50	M	\$ 50	M	\$ 50	M	\$ 50	M	\$ 300
	MAPA	Veteran Grant	5309	\$ -		\$ 984	C	\$ -		\$ -		\$ -		\$ -		\$ 984
	Development Services of Nebraska	Demand Response Vehicles	5310	\$ 30	C	\$ -		\$ -		\$ -		\$ -		\$ -		\$ 30
	Friendship Program	Demand Response Vehicles	5310	\$ 76	C	\$ 47	C	\$ 80	C	\$ -		\$ -		\$ -		\$ 203
	Crossroads of Western Iowa/SWITA	Demand Response Vehicles	5310	\$ 30	C	\$ 31	C	\$ 32	C	\$ 33	C	\$ 34	C	\$ -		\$ 161
	Intercultural Senior Center	Demand Response Vehicles	5310	\$ 45	C	\$ -		\$ -		\$ 49	C	\$ -		\$ -		\$ 95
	Florence Home for the Aged	Demand Response Vehicles	5310	\$ 45	C	\$ 31	C	\$ 48	C	\$ 33	C	\$ -		\$ -		\$ 158
	Eastern Nebraska Human Service Agency	Demand Response Vehicles	5310	\$ 91	C	\$ 94	C	\$ 97	C	\$ 66	C	\$ -		\$ -		\$ 349
	Eastern Nebraska Community Action Partnership	Demand Response Vehicles	5310	\$ 45	C	\$ 47	C	\$ 48	C	\$ -		\$ 51	C	\$ -		\$ 191
	City of LaVista	Demand Response Vehicles	5310	\$ -	C	\$ -		\$ -		\$ 49	C	\$ -		\$ -		\$ 49
	SWITA	Demand Response Vehicles	5310	\$ 142	C	\$ -		\$ -		\$ -		\$ -		\$ -		\$ 142
	City of Bellevue	Demand Response Vehicles	5310	\$ 45	C	\$ 47	C	\$ 48	C	\$ -		\$ -		\$ -		\$ 140
	City of Ralston	Demand Response Vehicles	5310	\$ 45	C	\$ -		\$ -		\$ -		\$ -		\$ -		\$ 45
	Sarpy County	Demand Response Vehicles	5310	\$ 103	C	\$ -		\$ -		\$ -		\$ -		\$ -		\$ 103
	City of Council Bluffs	Demand Response Vehicles	5310	\$ 170	C	\$ 87	C	\$ -		\$ 92	C	\$ -		\$ -		\$ 350
	City of Papillion	Demand Response Vehicles	5310	\$ -	C	\$ 47	C	\$ -		\$ -		\$ 51	C	\$ -		\$ 97
	Intercultural Senior Center	Operations	5310	\$ 15	O	\$ 16	O	\$ 22	O	\$ 22	O	\$ -		\$ -		\$ 76
	Florence Home for the Aged	Operations	5310	\$ 44	O	\$ 46	O	\$ 47	O	\$ 48	O	\$ -		\$ -		\$ 185
	Total Cost			\$ 1,190		\$ 1,661		\$ 611		\$ 585		\$ 341		\$ 136		\$ 4,524

Table 3.8 – Metro Fiscally Constrained 5307 and 5339 Funding Table (in \$1,000's)

LEGEND Fiscally Constrained portion of the TIP Fiscally Constrained portion of the TIP Illustrative Years (not fiscally

				FISCALLY CONSTRAINED YEARS								ILLUSTRATIVE YEARS				
	Lead Agency	Project Name	Funding Source	2016		2017		2018		2019		2020		2021		Grand Total
				Funding	Phase	Funding	Phase	Funding	Phase	Funding	Phase	Funding	Phase	Funding	Phase	
	Metro	Rolling Stock (Replace bus)	5307													\$ -
	Metro	Rolling Stock (Replace bus - paratransit)	5307	\$ 469		\$ -		\$ -		\$ -		\$ -		\$ -		\$ 469
	Metro	Rolling Stock (Replace paratransit)	5307	\$ -		\$ 361		\$ 379		\$ 264		\$ 261		\$ 384		\$ 1,649
	Metro	Shop Equipment	5307	\$ 20		\$ 20		\$ 16		\$ 12		\$ 8		\$ 8		\$ 84
	Metro	Computer Hardware/Software	5307	\$ 32		\$ 64		\$ 40		\$ 32		\$ 16		\$ 16		\$ 200
	Metro	Security Project	5307	\$ 84		\$ 84		\$ 85		\$ 88		\$ 89		\$ 90		\$ 520
	Metro	Office Equipment	5307	\$ 12		\$ 12		\$ 16		\$ 8		\$ 8		\$ 8		\$ 64
	Metro	Transit Planning Activities	5307	\$ 1,082		\$ 1,129		\$ 1,150		\$ 1,192		\$ 1,227		\$ 1,263		\$ 7,042
	Metro	Transit Enhancement (Shelters/Signage)	5307	\$ 84		\$ 84		\$ 85		\$ 87		\$ 90		\$ 92		\$ 521
	Metro	Transit Related/Management Education & Training	5307	\$ 41		\$ 42		\$ 43		\$ 43		\$ 44		\$ 45		\$ 258
	Metro	Preventive Maintenance	5307	\$ 5,492		\$ 5,646		\$ 5,790		\$ 6,030		\$ 6,177		\$ 6,160		\$ 35,295
	Metro	ADA	5307	\$ 819		\$ 836		\$ 853		\$ 870		\$ 887		\$ 905		\$ 5,169
	Metro	Project Administration	5307	\$ 60		\$ 82		\$ 69		\$ 71		\$ 64		\$ 76		\$ 422
	Metro	Rolling Stock (Replace bus - paratransit)	5339	\$ -		\$ 123		\$ 191		\$ 191		\$ -				\$ 506
	Metro	Rolling Stock (Replace bus)	5339	\$ 693		\$ -		\$ 765		\$ 768		\$ 771		\$ 770		\$ 3,767
	Metro	Rolling Stock (Replace/Expand Paratransit)	5339	\$ -		\$ -		\$ -		\$ -		\$ 207		\$ 228		\$ 435
	Metro	Bus Rapid Transit - Buses	5339	\$ 211		\$ 783		\$ -		\$ -		\$ -		\$ -		\$ 994
	Total Cost			\$ 9,099	\$ -	\$ 9,265	\$ -	\$ 9,482	\$ -	\$ 9,656	\$ -	\$ 9,849	\$ -	\$ 10,046		\$ 57,396
FTA 5307 Funding				\$ 8,292		\$ 8,458		\$ 8,627		\$ 8,800		\$ 8,976		\$ 9,155		
STP Transfer Funding																
FTA 5307 Carryover				\$ -		\$ 97		\$ 196		\$ 297		\$ 297		\$ 400		
FTA 5307 Projects				\$ 8,195		\$ 8,359		\$ 8,526		\$ 8,697		\$ 8,870		\$ 9,048		
Tiger Grant (6)																
Surplus/Deficit				\$ 97		\$ 196		\$ 297		\$ 400		\$ 403		\$ 508		
FTA 5339 Funding				\$ 904		\$ 922		\$ 940		\$ 959		\$ 978		\$ 998		
FTA 5339 Carryover				\$ 0.20		\$ 0.21		\$ 16.08		\$ 0.22		\$ 0.23		\$ 0.23		
FTA 5339 Projects				\$ 904	\$ -	\$ 906	\$ -	\$ 956	\$ -	\$ 959	\$ -	\$ 978	\$ -	\$ 998		
Surplus/Deficit				\$ 0		\$ 16		\$ 0		\$ 0		\$ 0		\$ 0		
Total FTA Funding Level				\$ 9,196		\$ 9,477		\$ 9,780		\$ 10,056		\$ 10,252		\$ 10,554		
Total FTA Projects				\$ 9,099		\$ 9,265		\$ 9,482		\$ 9,656		\$ 9,849		\$ 10,046		
Inflation of 3% on both cost and revenue was included				\$ 97		\$ 212		\$ 298		\$ 401		\$ 403		\$ 508		

3.3 Apportionment and Obligation Flexibility

MAPA's annual obligation authority from the State of Nebraska had been approximately \$12.5 million per fiscal year in recent years. Due to project schedules and funding shifts, MAPA spent less than had been allocated to the region over the last several fiscal years resulting in an obligation surplus of around \$30 million. As a result, in 2014 MAPA entered into an agreement with NDOR, which provided MAPA with flexibility to program projects within the fiscally constrained portion of the TIP in order to spend these extra funds. With this Obligation Authority flexibility, NDOR will make obligation authority available to MAPA in years in which MAPA programs more than its annual obligation authority limit.

Additionally, this agreement made available over \$30 million dollars of MAPA's apportionment balance, and this balance was distributed across several regionally significant projects. This information is shown in Table 3.9 below.

Table 3.9 –MAPA OA Flexibility Projects (\$1,000's)

Project	Funds Utilizing New OA	Funds from OA Balance	Total Funds Programmed	FY
156th Street (Phase 2)	\$ 2,096	\$ 6,188	\$ 8,284	2017
108th Street	\$ 198	\$ 4,141	\$ 4,220	2017
168th Street (West Center Rd to Poppleton St)	\$ 365	\$ 4,141	\$ 4,388	2017
Omaha Signal Network	\$ 142	\$ 1,576	\$ 1,576	2018
114th Street (Pacific Street to Burke Street)	\$ 1,108	\$ 2,417	\$ 3,667	2018
TOTAL		\$ 18,463		
Beginning OA Balance		\$ 30,447		
Ending OA Balance		\$ 11,984		



The Advanced Construction (AC) conversion program gives the flexibility and opportunity to locally fund projects and later convert the funding for federal funds. Projects are ranked through the STP selection process, but are elected to be funded locally. This process is shown in Table 3.10 and is available for all members of MAPA.

Table 3.10 – MAPA Advanced Construction Conversion Projects (\$1,000's)

AC Funding						
Advance Construction Project	FY2016	FY2017	FY2018	FY2019	Illustrative Projects	
					FY2020	FY2021
City of Omaha Resurfacing	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ -	\$ -
Annual Total	\$ 3,000	\$ 3,000	\$ 3,000	\$ 3,000	\$ -	\$ -
Total Balance	\$ 3,000	\$ 6,000	\$ 9,000	\$ 12,000	\$ 12,000	\$ 12,000
STP Funding						
AC Conversion Projects	FY2016	FY2017	FY2018	FY2019	Illustrative Projects	
					FY2020	FY2021
Omaha City Conversion 1	\$ -	\$ -	\$ -	\$ 4,869	\$ -	\$ -
Omaha City Conversion 2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,165
Annual Total	\$ -	\$ -	\$ -	\$ 4,869	\$ -	\$ 5,165
Remaining AC Balance	\$ 3,000	\$ 6,000	\$ 9,000	\$ 7,131	\$ 7,131	\$ 1,966

Local Funded Projects			
Projects	TIP Rank	TIP Programmed	Year of Expenditure
42nd Street Bridge: C to D Street	5	FY15	FY2019
72nd Street & D Street Viaduct	2	FY15	FY2021

3.4 Operations and Maintenance

MAP-21 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, shown in Table 3.11 (next page). To support this assessment, MPOs are charged with providing credible cost estimates in the TIP. 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. For the basis of this TIP, 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.

Table 3.11 – Operations and Maintenance Tables (\$1,000's)**PROJECTED OPERATIONS & MAINTENANCE (FY 2016)**

	Non-Federal O&M	Federal O&M	Total O&M
	FY 2016	FY 2016	FY 2016
Iowa O&M	\$6,285,332	\$1,592,003	\$7,877,335
Nebraska O&M	\$89,604,436	\$36,598,995	\$126,203,431
MAPA O&M	\$95,889,768	\$38,190,998	\$134,080,766

PROJECTED OPERATIONS & MAINTENANCE (FY 2017)

	Non-Federal O&M	Federal O&M	Total O&M
	FY 2017	FY 2017	FY 2017
Iowa O&M	\$6,473,892	\$1,639,764	\$8,113,655
Nebraska O&M	\$91,396,525	\$37,330,975	\$128,727,500
Total O&M	\$97,870,417	\$38,970,739	\$136,841,155

PROJECTED OPERATIONS & MAINTENANCE (FY 2018)

	Non-Federal O&M	Federal O&M	Total O&M
	FY 2018	FY 2018	FY 2018
Iowa O&M	\$6,668,109	\$1,688,956	\$8,357,065
Nebraska O&M	\$93,224,455	\$38,077,594	\$131,302,050
Total O&M	\$99,892,564	\$39,766,550	\$139,659,115

PROJECTED OPERATIONS & MAINTENANCE (FY 2019)

	Non-Federal O&M	Federal O&M	Total O&M
	FY 2019	FY 2019	FY 2019
Iowa O&M	\$6,868,152	\$1,739,625	\$8,607,777
Nebraska O&M	\$95,088,944	\$38,839,146	\$133,928,091
Total O&M	\$101,957,096	\$40,578,771	\$142,535,868

PROJECTED TOTAL NON-FEDERAL-AID REVENUES

	FY 2016	FY 2017	FY 2018	FY 2019
Iowa	\$30,204,933	\$30,809,032	\$31,425,213	\$32,053,717
Nebraska	\$204,708,110	\$208,802,272	\$212,978,317	\$217,237,883
Total O&M	\$234,913,043	\$239,611,304	\$244,403,530	\$249,291,600

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. The anticipated FTA funding allocations are displayed in Table 3.12 as well as Metro's projected operating funding (Table 3.14). 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 5310 – Enhanced Mobility of Seniors and Individuals with

Disabilities – funding. The list of individual 5310 projects is shown in Table 3.7 on page 3-10; in addition, the 5310 carryover for each fiscal year is shown. Federally funded transit improvement projects must be contained in the regional Transportation Improvement Plan and Metro's Transportation Improvement Program is included in Table 3.13 and Metro's fiscally constrained projects are shown in Table 3.8 on page 3-11.

Table 3.12 – Anticipated FTA Funding

Type	2016	2017	2018	2019	2020	2021
5307 (Metro)	\$ 8,194,929	\$ 8,358,827	\$ 8,526,004	\$ 8,696,524	\$ 8,870,454	\$ 9,047,864
5310 (MAPA)	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000	\$ 550,000
5339 (Metro)	\$ 903,870	\$ 921,947	\$ 940,386	\$ 959,194	\$ 978,378	\$ 997,945

Table 3.13 – Metro Transportation Improvement Program

Year	Rolling Stock		Capital/Maintain/Planning		Projected Apportionment
	Federal Share	Total Costs	Federal Share	Total Costs	
2016	\$1,372,371	\$1,614,554	\$7,726,428	\$9,658,034	\$9,098,799
2017	\$1,267,334	\$1,490,981	\$7,997,577	\$9,996,972	\$9,280,775
2018	\$1,335,350	\$1,571,000	\$8,146,904	\$10,183,630	\$9,466,390
2019	\$1,222,694	\$1,438,464	\$8,433,024	\$10,541,280	\$9,655,718
2020	\$1,239,327	\$1,145,032	\$8,609,504	\$10,761,880	\$9,848,832
2021	\$1,382,145	\$1,626,053	\$8,663,664	\$10,829,580	\$10,045,809

Table 3.14 – Metro Transit's Projected Operating Funding

2016 TO 2021						
Year	Location	Farebox (a)	State	Federal (b)	Local (c)	Total
2016	Omaha	\$3,921,740	\$1,900,000	\$7,494,428	\$15,658,427	\$28,974,595
	Council Bluffs	\$200,000	\$175,000	\$273,000	\$704,000	\$1,352,000
2017	Omaha	\$4,039,392	\$1,710,000	\$7,734,401	\$16,128,180	\$29,611,973
	Council Bluffs	\$200,000	\$175,000	\$273,000	\$704,000	\$1,352,000
2018	Omaha	\$4,160,574	\$1,539,000	\$7,904,384	\$16,612,025	\$30,215,983
	Council Bluffs	\$200,000	\$175,000	\$273,000	\$704,000	\$1,352,000
2019	Omaha	\$4,285,391	\$1,385,100	\$8,206,315	\$17,110,386	\$30,987,192
	Council Bluffs	\$200,000	\$175,000	\$273,000	\$704,000	\$1,352,000
2020	Omaha	\$4,413,953	\$1,246,590	\$8,399,044	\$17,623,698	\$31,683,285
	Council Bluffs	\$200,000	\$175,000	\$273,000	\$704,000	\$1,352,000
2021	Omaha	\$4,546,372	\$1,121,931	\$8,449,634	\$18,152,409	\$32,270,346
	Council Bluffs	\$200,000	\$175,000	\$273,000	\$704,000	\$1,352,000
(a) Omaha = 3% increase						
(b) Omaha = 3% increase						
(c) Omaha = 3.5% increase						

Environmental Justice

4.1 Environmental Justice Populations

In 1997, the United States Department of Transportation (USDOT) issued its Order to Address Environmental Justice in Minority Populations and Low-Income Populations (USDOT Order). The USDOT Order addresses the requirements of Executive Order 12898 and sets forth USDOT'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.

In order to identify EJ populations in the area MAPA mapped out the areas of high poverty, high rates of minority populations and deemed the areas with an intersection of these two groups as being EJ areas and were subsequently mapped and analyzed. Areas with concentrations of households without vehicles, those completely dependent on transit, were also mapped out; all of the areas with concentrations of households without vehicles also overlap EJ areas. The correlation between populations in EJ areas and those without access to their own vehicles means that many in EJ areas are dependent on transit to access jobs, education, and social safety nets.

In order to effectively determine the impact that upcoming transportation programs will have on those living in EJ areas MAPA considered several levels of analysis. Table 4.1 (next page) has a breakout of the funding analysis.

- Funding Equity over the region
 - The amount of funds that are spent on projects in or around EJ areas
 - The proportion of funding assigned to projects is calculated based on the area of the project within or touching EJ areas
- Funding within the transit shed
 - Projects that are in or near the transit shed
 - The proportion of funding assigned to projects is calculated based on the area of the project within or touching the transit shed
- Travel Time
 - Determining the change in the Vehicle Hours Traveled (VHT) created by the transportation program in the travel shed

ENVIRONMENTAL JUSTICE PRINCIPALS

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

- Measures the improvements to travel time of those using the bus system
- Metro Transit Funding
 - The percentage of Metro Transit funding considered EJ is directly correlated to the percentage of their ridership that fall below the poverty line

Table 4.1 – Environmental Justice Analysis Types

Distribution of Funding			
Geographic Equity	Transit-shed Investments	Travel Time Analysis	Metro Transit Funding
% funding within EJ Area	% funding within Transit-shed	Travel time improvement within the transit shed	Funding corresponding to level of riders below poverty line

4.1.1 Identification of Environmental Justice Areas

To identify environmentally sensitive populations, MAPA conducted an analysis of census data at the tract level (2010 US Census and 2013 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 tract 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.

Figure 4.1 (next page) illustrates the locations of the aforementioned areas within the TMA. The map indicates 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, and zero vehicle populations were defined by the above mentioned methodology. These census tracts were determined to be environmentally sensitive areas of concern for evaluation purposes.

Figure 4.1 – Environmental Justice Areas in the MAPA TMA

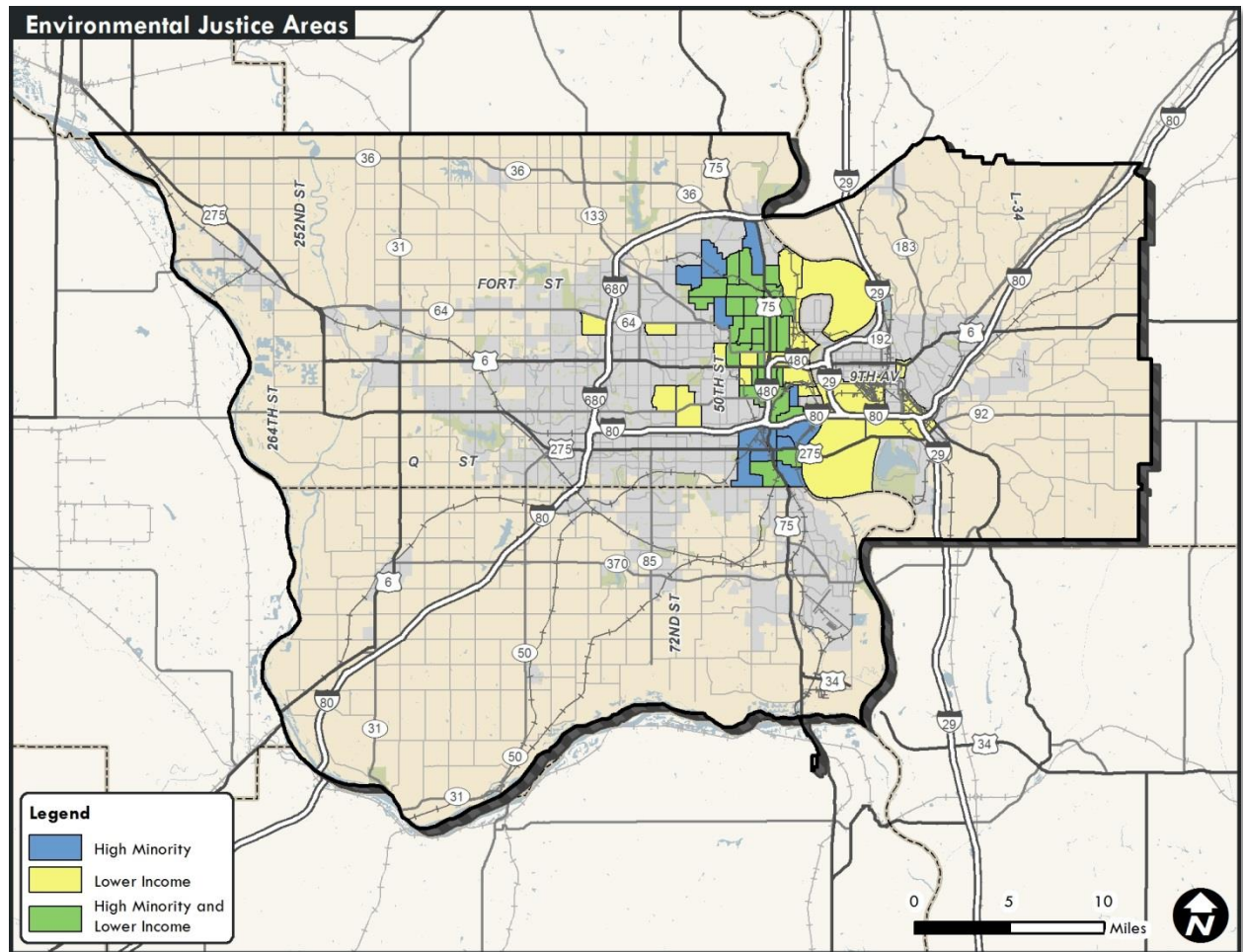
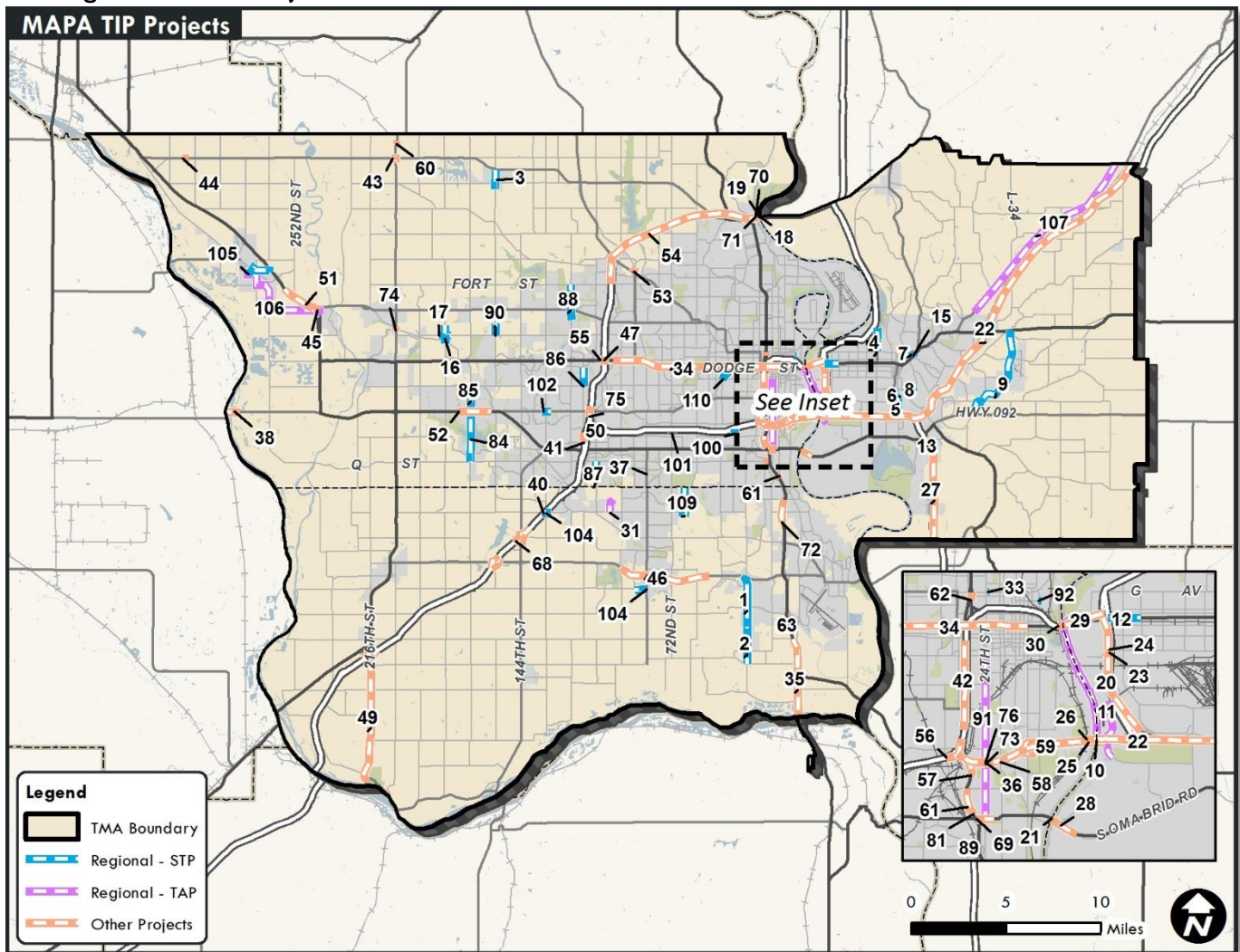


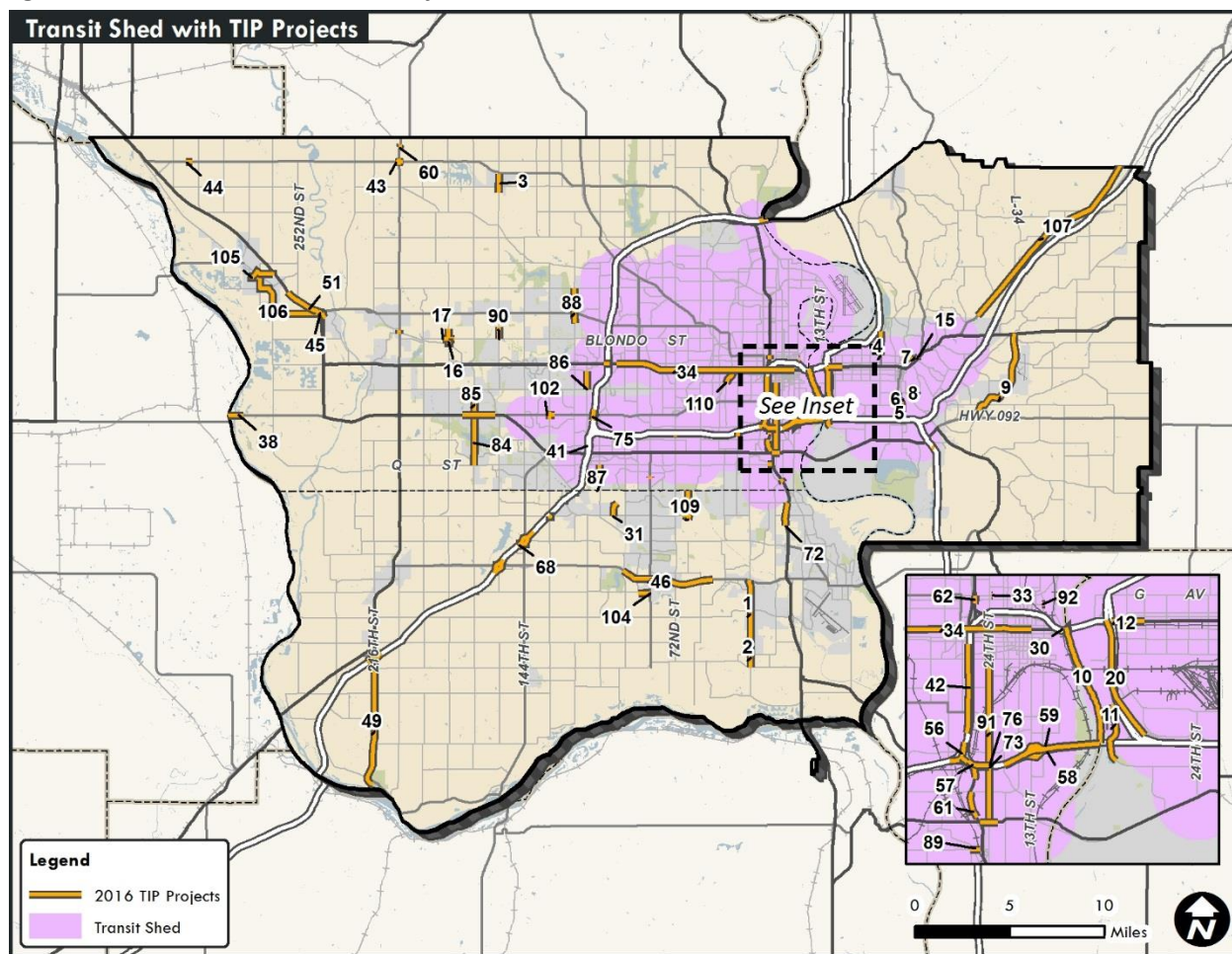
Figure 4.2 – TIP Projects in the MAPA TMA



4.1.2 Identification of the Transit Shed

The transit shed is the areas around the bus service line that is considered walkable. MAPA determined that for the Omaha area, in compliance with ADA transit service standards, this was three quarters of a mile buffer around all transit routes. Due to the close and compacted nature of bus services this creates a comprehensive area in which transit service is easily available. North and South Omaha have the densest concentrations of transit routes in the city, coinciding with the largest EJ areas in the region, as shown in Figure 4.3.

Figure 4.3 – MAPA Transit Shed Projects



4.1.3 Identification of Funding Levels in EJ areas and the Transit Shed (TS)

Funding Equity

The MAPA FY2016 TIP projects were mapped using Geographic Information System (GIS) and spatially analyzed for proximity and location within the environmental justice areas and the transit shed. EJ funding was assigned based on the proportions of the project in or near EJ areas, the transit shed. The various spatial relationships and funding distributions are outlined below:

Completely within EJ Area and TS

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

Completely outside EJ Area and TS

Projects located completely outside EJ areas or transit shed had **zero percent** of the project funding allocated to the EJ areas or TS.

Partially within EJ Area and TS

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

Adjacency to EJ Area and TS

Many times major roadways are the census tract boundaries that were used in defining EJ areas. If a transportation project was located on an EJ boundary or on the boundary to the TS (the $\frac{3}{4}$ mile buffer around routes) 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 or TS, 50 percent of the project funding was allocated to the EJ areas or TS.

Abutting an EJ Area and TS

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

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, the TS, 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 or TS of two square miles, 20 percent of the project funds will be allocated to the EJ areas or TS based on this proportion.

Metro Transit funding for nonspecific projects falls into the non-spatial projects category since Metro Transit's service area covers a considerable portion of the region.

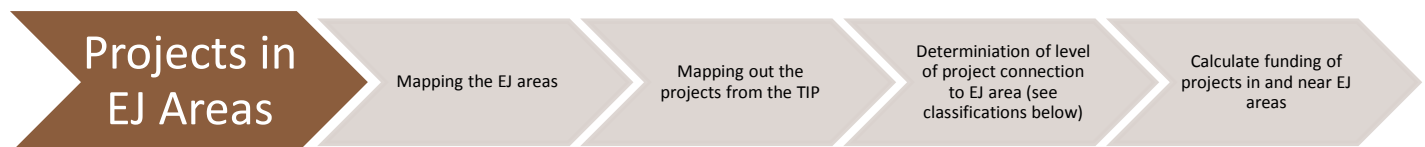
4.2 Equity within the TIP Program

4.2.1 Methodology

Spatial Analysis

Projects in the TIP program were mapped and their locations in relation to EJ areas and the TS were compared using the definitions in Section 4.1.3. The map overlay is shown in Figures 4.2 and 4.3. For additional project information see Table 4.1 on page 4-2.

Figure 4.4 – EJ Project analysis

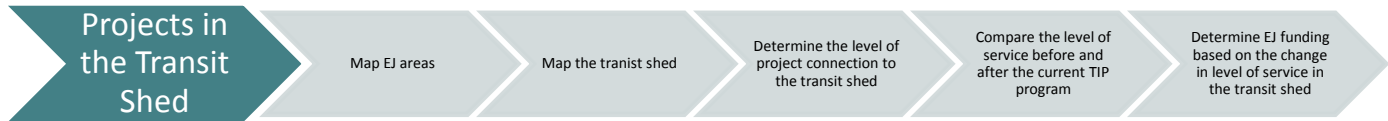


Travel Time

Projects that fall within the transit shed are also considered EJ areas or funding analysis due to their potential impact on sensitive populations. Projects are looked at for how they affect travel time, and subsequent mobility, within the TS. MAPA staff determined that projects that benefited level of service, improving travel time, in the transit shed had a positive impact on EJ populations and those that decreased

the level of service could negatively affect EJ populations due to the impact of the mobility of those who depend the bus system.

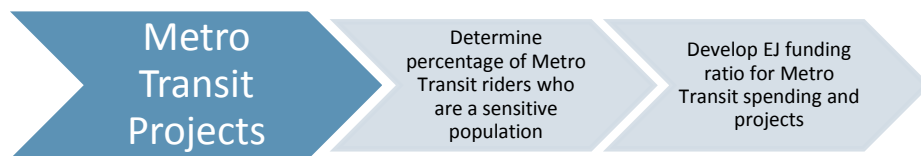
Figure 4.5 – Transit Shed Project analysis



Impacts to Transit

Metro Transit projects were analyzed by MAPA staff as EJ projects and 60% of all transit projects and funding would be considered EJ funding to match the percentage of Metro’s ridership who fall under the poverty line.

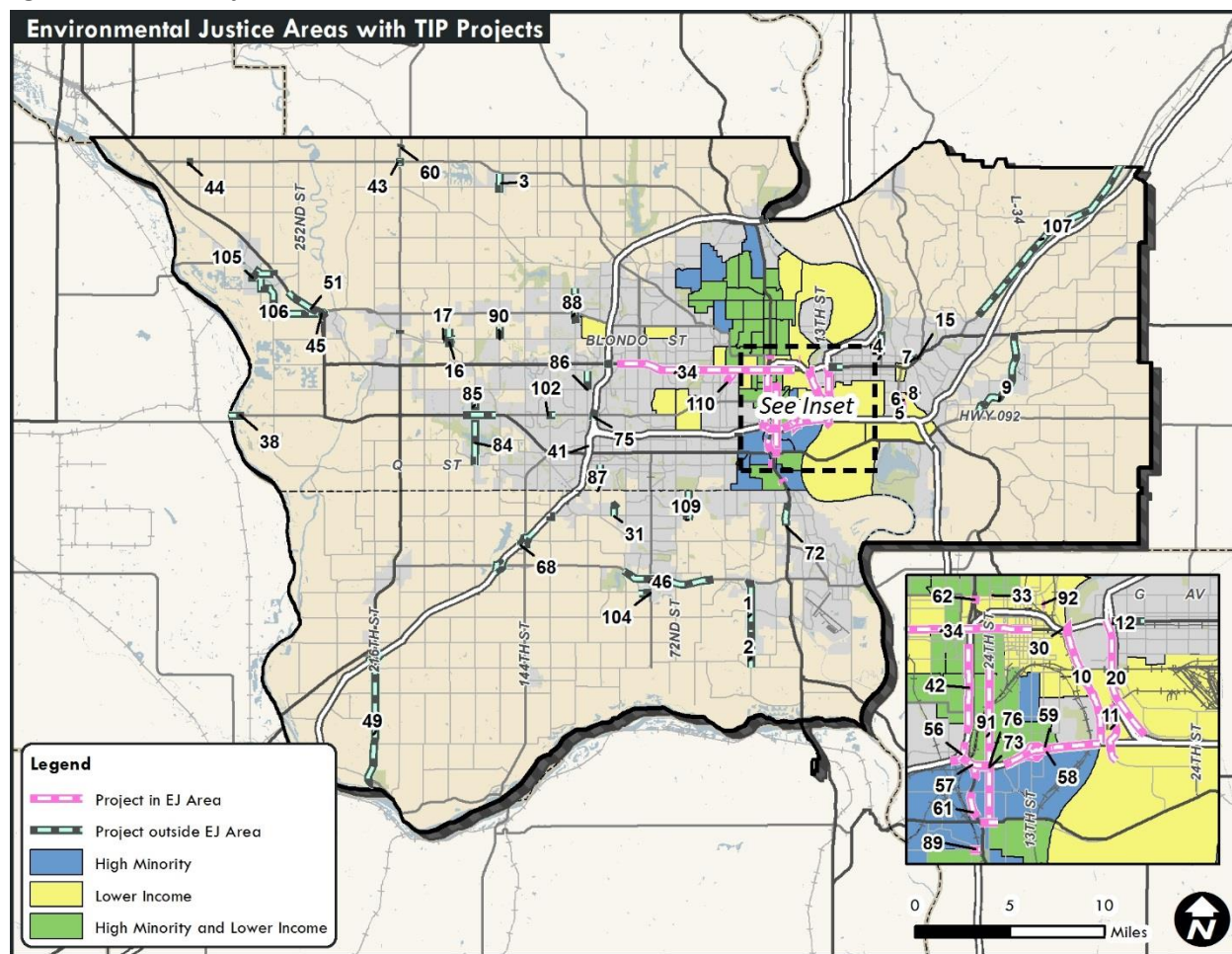
Figure 4.6 – Metro Funding Analysis



4.3 Analysis

To assess the level to which environmental justice populations will be impacted by the TIP program, MAPA staff reviewed the total project listing for spatial relationships to EJ areas, relationships to the transit shed, effects on the bus system, and mobility in and out of EJ areas. The distribution of equity was then compared between the new and old systems by the modeled benefits and burdens of the methodology is detailed in Section 4.3.I on the next page.

Figure 4.7 – TIP Projects in EJ Areas



4.3.1 Distribution of Funding

Highway Projects

Through analysis of the projects listed in the MAPA FY2016 TIP program (Figures 4.3 – 4.5), it is apparent that in terms of geographical distribution, most location-specific projects fall outside of any Environmental Justice and transit shed areas. 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 no significant deficiencies in capacities within 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 4.2 on the following page displays a complete tabulation of all federally funded roadway, transit, and trail projects listed in the fiscally constrained (FY 2016 – FY 2019) portion of the MAPA TIP and their relationship to the identified environmental justice areas.

Travel Time

The effects on Metro transit is considered when looking at projects and their impact on sensitive populations and the levels of connectivity that the Metro system provides for EJ populations, especially those without cars. All of the Omaha region’s EJ areas are covered by the existing transit shed and the transit shed provides connections between EJ areas and important employment and social service areas

as shown in Figure 4.3. According to Metro statistics close to 60% of their ridership is at or below the poverty line and the vast majority of the trip destinations and origins are in EJ areas and areas with high densities of service sector employment. The effects of the current TIP projects on travel time in the transit shed have been shown to be minimal, with no substantial difference between the levels of service within the transit shed and areas outside of the transit shed.

Metro Transit Projects

The cost of Metro projects are also added into the funding distribution of projects in the MAPA region. Because of the high rate of service to and from EJ areas and the demographics of Metro riders 60% of funding allocated to Metro will be considered EJ projects.

- Geographic Equality
 - It was found that the majority of Metro's routes serve existing EJ areas.
 - There was no disproportionately negative impact on EJ populations
- Travel Time in the Transit Shed
 - There was found to be no significant difference in travel time with the current list of TIP projects
 - There was not found to be any disproportionate impact on EJ populations
- Metro Funding
 - Total Metro funding is \$40,478,750
 - Percentage of Metro funding considered EJ is \$2,428,250

4.3.2 Benefits & Burdens of the TIP Program

Projects that have been identified as having a spatial relationship to Environmental Justice areas are listed along with a project description in Table 4.2 below.

Table 4.2 – Environmental Justice and Transit Shed Project Descriptions

Environmental Justice and Transit Shed Project Descriptions			
Control Number	Project Name	Lead Agency	Project Description
CB-033115-002	South Expressway Reconstruction - Phase 1	Council Bluffs	Road Improvement
CB-033115-003	South Expressway Reconstruction - Phase 2	Council Bluffs	Road Improvement
IA-1581	Iowa Riverfront Trail III	Council Bluffs	Multi-Modal Improvement
IA-21087	River Rd. Trail	Council Bluffs	Multi-Modal Improvement
NE-22231	Saddle Creek Rd.	UNMC	Road Improvement
NE-22325	Q Street Bridge	Omaha	Bridge
NE-22506	24th Street Road Diet	Omaha	Road Widening
NE-22516	Omaha Signal Network - Infrastructure	Omaha	ITS/Signalization
NE-22571	North Downtown Riverfront Pedestrian Bridge	Omaha	Multi-Modal Improvement
CB-033115-001	North 16th Street Reconstruction	Council Bluffs	Road Improvement
CB-040313-001	Harrison Street Reconstruction	Council Bluffs	Road Improvement
CB-040313-002	W Graham Ave Reconstruction	Council Bluffs	Road Improvement
IA-29711	West Broadway Reconstruction - Phase 1	Council Bluffs	Road Improvement
IA-29716	Interstate Utility Relocation	Council Bluffs	Road Improvement
NE-22209	168th Street	Omaha	Road Widening
NE-22210	168th Street	Omaha	Road Widening
NE-22236	114th Street	Omaha	Road Widening
NE-22237	108th Street	Omaha	Road Widening
NE-22277	120th Street	Omaha	Road Widening
IA-29768	East Broadway Realignment at Kanesville	Council Bluffs	Road Improvement

Table 4.2 – Environmental Justice and Transit Shed Project Descriptions (continued)

Environmental Justice and Transit Shed Project Descriptions			
Control Number	Project Name	Lead Agency	Project Description
NE-22593	I-680 / US-6 Bridges	NDOR	Bridge
NE-22629	132nd at West Center Road Safety Project	Omaha	Intersection
NE-22203	Ralston Viaduct	NDOR	Bridge
NE-22558	I-680/US-6 Interchange DMS	NDOR	ITS/Signalization
NE-22627	42nd Street Bridge, C to D Street	Omaha	Bridge
NE-22628	72nd & D Street Viaduct	Omaha	Bridge
NE-22632	I-680: Mormon Bridge Painting	NDOR	Bridge
NE-22633	I-680: Mormon Bridge Deck Overlay	NDOR	Bridge
NE-22638	I-680: West Center Road Bridge	NDOR	Bridge
IA-1193	I-80	Iowa DOT	Bridge
NE-22528	I-480: Bancroft - Dewey	NDOR	Resurfacing
NE-22594	I-80/I-480 Bridges	NDOR	Bridge
NE-22595	I-80/I-480/US-75 Interchange	NDOR	Bridge
NE-22611	I-480: 20th Street - Missouri River Bridges (EB)	NDOR	Bridge
NE-22611A	I-480: 20th Street - Missouri River Bridges (WB)	NDOR	Bridge
NE-22614	US-75: J Street & Gilmore Ave Bridge (SB)	NDOR	Bridge
NE-22615	US-75: Off Ramp to N-64 (NB)	NDOR	Road Improvement
NE-22630	US-275: 25th Street - 23rd Street	NDOR	ITS/Signalization
NE-22635	24th Street Interstate Bridge	NDOR	Bridge
NE-22646	I-80: I-480 to 24th Street	NDOR	Resurfacing
NE-22653	US-75: Dynamic Message Signs, Omaha	NDOR	ITS/Signalization

4.4 Findings

4.4.1 Transit Shed and Metro Transit Findings

Based on the analysis presented above, including evaluating transit change effects, environmentally sensitive populations are not being adversely affected by the FY2016-2019 TIP Program. At a program level, there are no adverse impacts anticipated for environmental justice populations in relation Metro's funding or to travel time within the transit shed, preserving or improving the mobility of those in EJ areas. Table 4.3 and 4.4 show the projects in Environmental and Transit Shed areas.

Table 4.3 – Projects Located in or around Environmental Justice Areas

Environmental Justice Projects								
Control Number	Project Name	Lead Agency	EJ Funding Percent	TS Funding Percent	Map Number	EJ Funding (1,000s)	Non-EJ Funding (1,000s)	Total Funding (1,000s)
CB-033115-002	South Expressway Reconstruction - Phase 1	Council Bluffs	50%	100%	5	\$2,891	\$5,782	\$5,782
CB-033115-003	South Expressway Reconstruction - Phase 2	Council Bluffs	50%	100%	6	\$2,560	\$5,119	\$5,119
IA-1581	Iowa Riverfront Trail III	Council Bluffs	81%	13%	10	\$232	\$37	\$286
IA-21087	River Rd. Trail	Council Bluffs	100%	73%	11	\$308	\$224	\$308
NE-22325	Q Street Bridge	Omaha	100%	100%	89	\$11,187	\$0	\$11,187
NE-22506	24th Street Road Diet	Omaha	100%	100%	91	\$3,395	\$0	\$3,395
NE-22571	North Downtown Riverfront Pedestrian Bridge	Omaha	100%	100%	92	\$6,559	\$0	\$6,559
NE-22231	Saddle Creek Rd.	UNMC	10%	100%	110	\$4,284	\$0	\$42,841
IA-1193	I-80	Iowa DOT	60%	100%	20	\$924,380	\$0	\$924,380
NE-22528	I-480: Bancroft - Dewey	NDOR	95%	100%	42	\$1,673	\$0	\$1,673
NE-22594	I-80/I-480 Bridges	NDOR	50%	100%	56	\$4,800	\$0	\$4,800
NE-22595	I-80/I-480/US-75 Interchange	NDOR	100%	100%	57	\$7,770	\$0	\$7,770
NE-22611	I-480: 20th Street - Missouri River Bridges (EB)	NDOR	100%	74%	58	\$6,364	\$0	\$8,600
NE-22611A	I-480: 20th Street - Missouri River Bridges (WB)	NDOR	100%	74%	59	\$6,919	\$0	\$9,350
NE-22614	US-75: J Street & Gilmore Ave Bridge (SB)	NDOR	100%	100%	61	\$2,619	\$0	\$2,619
NE-22615	US-75: Off Ramp to N-64 (NB)	NDOR	100%	100%	62	\$258	\$0	\$258
NE-22630	US-275: 25th Street - 23rd Street	NDOR	100%	100%	69	\$1,668	\$0	\$1,668
NE-22635	24th Street Interstate Bridge	NDOR	100%	100%	73	\$460	\$0	\$460
NE-22646	I-80: I-480 to 24th Street	NDOR	100%	100%	76	\$1,050	\$0	\$1,050
NE-22653	US-75: Dynamic Message Signs, Omaha	NDOR	100%	100%	81	\$688	\$0	\$688

Table 4.4 – Projects Located in or around the Transit Shed

Transit Shed Projects						
Control Number	Project Name	Lead Agency	TS Funding Percent	Map Number	EJ Funding (1,000s)	Total Funding (1,000s)
CB-033115-001	North 16th Street Reconstruction	Council Bluffs	84%	4	\$4,725.00	\$5,625
CB-040313-001	Harrison Street Reconstruction	Council Bluffs	38%	7	\$2,190.70	\$5,765
CB-040313-002	W Graham Ave Reconstruction	Council Bluffs	100%	8	\$4,613.00	\$4,613
IA-29711	West Broadway Reconstruction - Phase 1	Council Bluffs	100%	12	\$7,463.00	\$7,463
IA-29716	Interstate Utility Relocation	Council Bluffs	100%	13	\$3,693.00	\$3,693
IA-29768	East Broadway Realignment at Kanesville Road	Council Bluffs	100%	15	\$593.50	\$594
NE-22593	I-680 / US-6 Bridges	NDOR	100%	55	\$8,213.00	\$8,213
NE-22209	168th Street	Omaha	12%	84	\$1,555.10	\$12,959
NE-22210	168th Street	Omaha	53%	85	\$3,427.11	\$6,466
NE-22236	114th Street	Omaha	18%	86	\$1,000.13	\$5,556
NE-22237	108th Street	Omaha	45%	87	\$3,047.06	\$6,771
NE-22277	120th Street	Omaha	45%	88	\$5,380.88	\$11,958
NE-22629	132nd at West Center Road Safety Project	Omaha	100%	102	\$2,313.50	\$2,314
NE-22203	Ralston Viaduct	NDOR	100	37	536.4	5364
NE-22558	I-680/US-6 Interchange DMS	NDOR	100	47	76	760
NE-22627	42nd Street Bridge, C to D Street	Omaha	100	100	624.502	6245.02
NE-22628	72nd & D Street Viaduct	Omaha	100	101	779.5	7795
NE-22632	I-680: Mormon Bridge Painting	NDOR	100	70	671	6710
NE-22633	I-680: Mormon Bridge Deck Overlay	NDOR	100	71	161	1610
NE-22638	I-680: West Center Road Bridge	NDOR	100	75	152	1520
IA-1193	I-80	Iowa DOT	100	20	92438	924380
NE-22528	I-480: Bancroft - Dewey	NDOR	100	42	167.3	1673
NE-22594	I-80/I-480 Bridges	NDOR	100	56	480	4800
NE-22595	I-80/I-480/US-75 Interchange	NDOR	100	57	777	7770
NE-22611	I-480: 20th Street - Missouri River Bridges (EB)	NDOR	74	58	636.4	8600
NE-22611A	I-480: 20th Street - Missouri River Bridges (WB)	NDOR	74	59	691.9	9350
NE-22614	US-75: J Street & Gilmore Ave Bridge (SB)	NDOR	100	61	261.9	2619
NE-22615	US-75: Off Ramp to N-64 (NB)	NDOR	100	62	25.8	258
NE-22630	US-275: 25th Street - 23rd Street	NDOR	100	69	166.8	1668
NE-22635	24th Street Interstate Bridge	NDOR	100	73	46	460
NE-22646	I-80: I-480 to 24th Street	NDOR	100	76	105	1050
NE-22653	US-75: Dynamic Message Signs, Omaha	NDOR	100	81	68.8	688
NE-22203	Ralston Viaduct	NDOR	100	37	536.4	5364

Table 4.5 on the following page lists Federal-Aid projects not located within, adjacent to, or abutting an environmental justice area. Project funding is restricted to only the fiscally constrained portion of the MAPA TIP (FY2016 – FY2019).

Table 4.5 – Projects Not Located in or around Environmental Justice Areas

Non - Environmental Justice or Transit Projects				
Control Number	Project Name	Lead Agency	Map Number	Non-EJ Funding
NE-22276-1	36th Street Phase 1-370 - Sheridan	Bellevue	1	\$10,859
NE-22288	36th Street Phase II	Bellevue	2	\$9,911
NE-22233	156th Street	Bennington	3	\$2,929
IA-13414	East Beltway Segments A-D	Council Bluffs	9	\$16,921
NE-22224	180th Street (Phase 1)	Douglas	16	\$31,185
NE-22224A	180th St (Phase 2)	Douglas	17	\$9,853
LV-033115-001	Applewood Creek Trail	La Vista	31	\$1,831
NE-22376	156th Street Phase Two	Omaha	90	\$12,223
NE-22283	Schram Road 84th Street to 90th Street	Papillion	104	\$5,523
NE-22227-1	Western Douglas County Trail Phase 1	PMRNRD	105	\$3,586
NE-22227-2	Western Douglas County Trail Phase 2	PMRNRD	106	\$2,543
IA-29802	Pottawattamie County Multi-Use Trail - Phase 1	Pottawattamie	107	\$281
NE-22283	132nd and Giles	Sarpy	108	\$3,058
NE-22570	66th and Giles	Sarpy	109	\$11,761
NE-22526	I-80/680 'Q'-'L' CD Rds, Omaha (WB)	NDOR	41	\$4237
NE-21849G	US-75: Plattsmouth - Bellevue, North of Platte River	NDOR	35	\$32016
NE-22132A	I-80: 24th Street - 13th Street	NDOR	36	\$13446
NE-22293	Platte River Bridges East of Yutan	NDOR	38	\$962
NE-22302A	Schramm Park South	NDOR	39	\$1925
NE-22524	Giles Road Interchange Ramps	NDOR	40	\$2541
NE-22575	EB I-80 at I-680	NDOR	50	\$1342
NE-22581	N-133: Thomas Creek Bridge North (SB)	NDOR	53	\$534
IA-29635	I-29 Bridge at 9th Avenue - Northbound	Iowa DOT	24	\$250
IA-29634	I-29 Bridge at 9th Avenue - Southbound	Iowa DOT	23	\$250
IA-1123	I-680 Bridge Over Missouri River - Eastbound	Iowa DOT	19	\$1565
IA-1120	I-680 Bridge Over Missouri River - Westbound	Iowa DOT	18	\$1686
IA-29633	I-80 Missouri River to Cass County	Iowa DOT	22	\$1550
IA-20924	US 275 Bridge Over Missouri River	Iowa DOT	21	\$1236
NE-22584	I-680: Fort Street to Missouri River	NDOR	54	\$155
NE-22617	US-75: Big Papillion Creek, Bellevue	NDOR	63	\$250
IA-34076	I-80 Missouri River Bridge - Eastbound	Iowa DOT	25	\$48
IA-34077	I-80 Missouri River Bridge - Westbound	Iowa DOT	26	\$48
IA-34078	I-29: Mills County to Iowa 92	Iowa DOT	27	\$250
IA-34079	US-275 Missouri River Bridge	Iowa DOT	28	\$572
IA-34080	I-480: Missouri River to I-29	Iowa DOT	29	\$400
IA-34081	I-480 Missouri River Bridge	Iowa DOT	30	\$1218

Table 4.6 displays the listing of Metro Transit projects for the duration of the FY2016 – FY2019 MAPA TIP. MAPA used the percentage of Metro’s ridership which fall under the federal poverty line (60%) to determine the percentage of Metro’s funding that would be considered as EJ funds, a corresponding 60%.

Table 4.6 –Transit Funding

Metro Funding								
Control Number	Project Name	Lead Agency	EJ Funding Percent	TS Funding Percent	Map Number	EJ Funding (1,000s)	Non-EJ Funding (1,000s)	Total Funding (1,000s)
MET-03202014-001	Metro Rolling Stock	Metro	60%	100%	33	\$2,679.75	\$1,786.25	\$4,466
MET-11242014-001	Bus Rapid Transit	Metro	60%	100%	34	\$21,607.5	\$14,405	\$36,013

4.4.2 Highway and Road Findings

Based on the analysis presented above, environmentally sensitive populations are not being adversely affected by the FY2016-2019 TIP Program. The funding distribution for road projects and the modeled travel time impacts are not anticipated to disproportionately adversely affect those living in EJ areas, as can be seen in Tables 4.2 and 4.3 which have the projects in the EJ areas versus Table 4.5 which shows those projects in the program not in EJ areas.

Table 4.7 – Environmental Justice Conclusion

Environmental Justice Projects						
Project Type	Total Projects	Percent of Fed Funding	Percent of Population	Funding (1,000s)		
				EJ Funding	Non-EJ Funding	Total Project Cost
Non-Environmental Justice Projects	89	24%	79%	\$0	\$188,945	\$188,945
Environmental Justice Projects	53	76%	21%	\$600,967	\$2,484	\$603,450
Total		100%	100%	\$600,967	\$191,429	\$792,396

4.4.3 Conclusion of Findings

In examining the funding and geographic allocation of projects, and their potential impacts on users of the transit, road, and trail systems, in the 2016-2021 TIP there were anticipated to be no disproportionate impacts to EJ areas. Funding allocation across the entire program was found to be higher in all categories for EJ areas with 76% of funding going to projects in or near EJ areas compared to 21% of the population living in EJ areas, as shown in Table 4.7. The inclusion of Transit Shed projects and Metro service to EJ areas examines the connectivity for those who do not have access to vehicles, as demonstrated in earlier sections these connections are not anticipated to be harmed in this TIP.

Project Tables

5.1 Regionally Significant Project Information

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).

5.1.1 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 (INDOR and Iowa DOT) make decisions. Regionally significant state- and locally-funded projects are included in this section as well. Table 5.1 lists the corresponding numbered projects that match the map in Figure 5.1 on page 5-2.



Figure 5.1 – TIP Projects

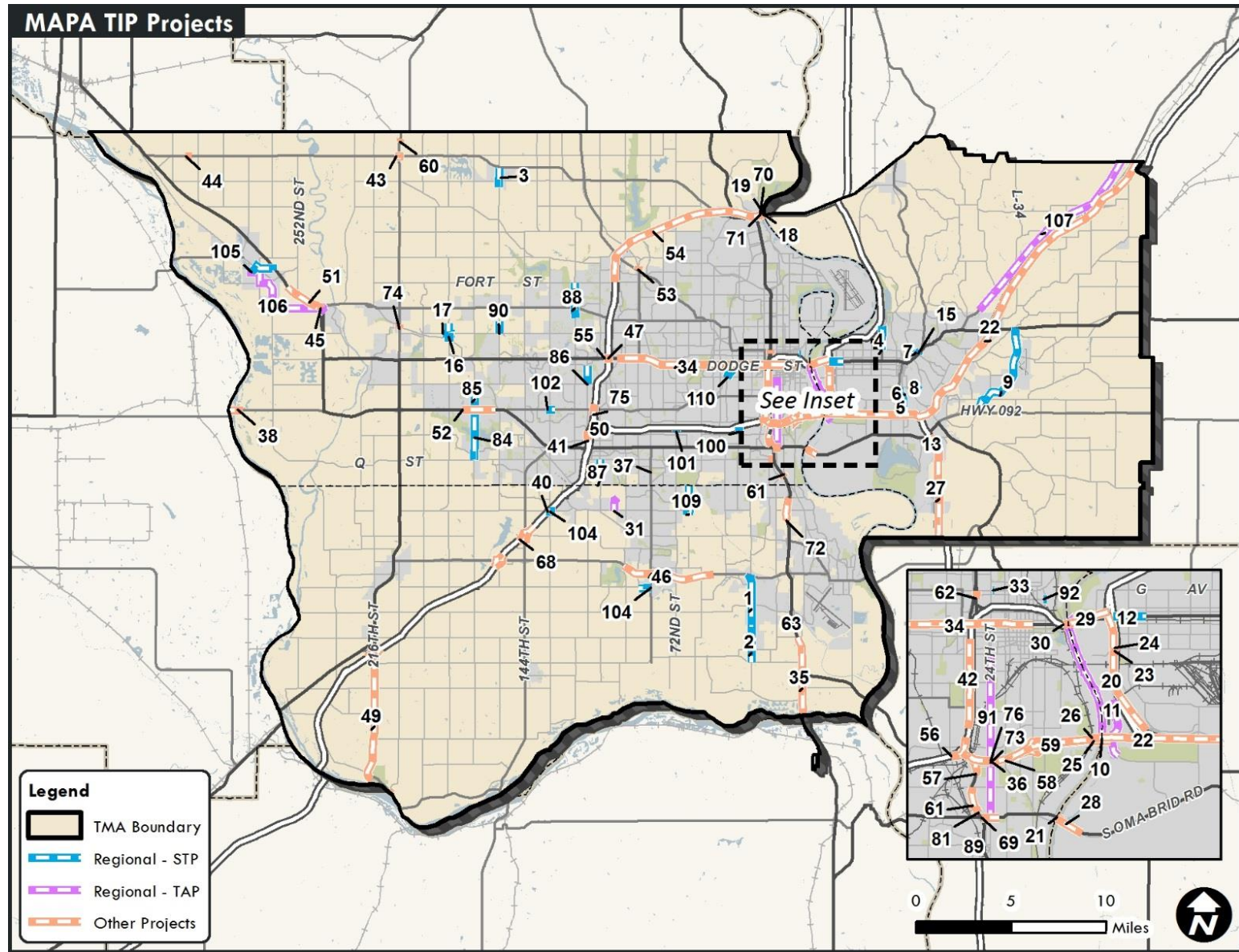


Table 5.1 –TIP Project List

Control Number	Project Name	Lead Agency	Primary Funding Source	Map Number
NE-22276-1	36th Street Phase N-370 - Sheridan	Bellevue	STP-MAPA	1
NE-22288	36th Street Phase II	Bellevue	STP-MAPA	2
NE-22233	156th Street	Bennington	STP-MAPA	3
CB-033115-001	North 16th Street Reconstruction	Council Bluffs	STP-MAPA	4
CB-033115-002	South Expressway Reconstruction - Phase 1	Council Bluffs	STP-MAPA	5
CB-033115-003	South Expressway Reconstruction - Phase 2	Council Bluffs	STP-MAPA	6
CB-040313-001	Harrison Street Reconstruction	Council Bluffs	STP-MAPA	7
CB-040313-002	W Graham Ave Reconstruction	Council Bluffs	STP-MAPA	8
IA-13414	East Beltway Segments A-D	Council Bluffs	STP-MAPA, DPS	9
IA-1581	Iowa Riverfront Trail III	Council Bluffs	TAP-MAPA	10
IA-21087	River Rd. Trail	Council Bluffs	TAP-MAPA	11
IA-29711	West Broadway Reconstruction - Phase 1	Council Bluffs	STP-MAPA	12
IA-29716	Interstate Utility Relocation	Council Bluffs	STP-MAPA	13
IA-29767	Kanesville Blvd Adaptive Traffic Signal Control	Council Bluffs	CMAQ	14
IA-29768	East Broadway Realignment at Kanesville Blvd	Council Bluffs	CMAQ	15
NE-22224	180th Street (Phase 1)	Douglas	STP-MAPA	16
NE-22224A	180th St (Phase 2)	Douglas	STP-MAPA	17
IA-1120	I-680 Bridge Over Missouri River - Westbound	Iowa DOT	State-Iowa	18
IA-1123	I-680 Bridge Over Missouri River - Eastbound	Iowa DOT	State-Iowa	19
IA-1193	I-80	Iowa DOT	IM, NHPP	20
IA-20924	US 275 Bridge Over Missouri River	Iowa DOT	State-Iowa	21
IA-29633	I-80 Missouri River to Cass County	Iowa DOT	State-Iowa	22
IA-29634	I-29 Bridge at 9th Avenue - Southbound	Iowa DOT	State-Iowa	23
IA-29635	I-29 Bridge at 9th Avenue - Northbound	Iowa DOT	State-Iowa	24
IA-34076	I-80 Missouri River Bridge - Eastbound	Iowa DOT	State-Iowa	25
IA-34077	I-80 Missouri River Bridge - Westbound	Iowa DOT	State-Iowa	26
IA-34078	I-29: Mills County to Iowa 92	Iowa DOT	State-Iowa	27
IA-34079	US-275 Missouri River Bridge	Iowa DOT	State-Iowa	28
IA-34080	I-480: Missouri River to I-29	Iowa DOT	State-Iowa	29
IA-34081	I-480 Missouri River Bridge	Iowa DOT	State-Iowa	30
LV-033115-001	Applewood Creek Trail	La Vista	TAP-MAPA	31
MAPA-033115-001	Heartland B-Cycle Expansion	MAPA	CMAQ	32
MET-03202014-001	Metro Rolling Stock	Metro	STP-MAPA	33
MET-11242014-001	Bus Rapid Transit	Metro	TIGER 6, CMAQ, TAP-MAPA	34
NE-21849G	US-75: Plattsmouth - Bellevue, North of Platte River	NDOR	State-Nebraska	35
NE-22132A	I-80: 24th Street - 13th Street	NDOR	State-Nebraska	36
NE-22203	Ralston Viaduct	NDOR	NHPP	37
NE-22293	Platte River Bridges East of Yutan	NDOR	State-Nebraska	38
NE-22302A	Schramm Park South	NDOR	State-Nebraska	39
NE-22524	Giles Road Interchange Ramps	NDOR	State-Nebraska	40
NE-22526	I-80/680 'Q'-'L' CD Rds, Omaha (WB)	NDOR	State-Nebraska	41
NE-22528	I-480: Bancroft - Dewey	NDOR	NHPP	42
NE-22530	Jct N-31/N-36 Intersection Improvements	NDOR	HSIP	43
NE-22532	Elkhorn River West	NDOR	STP-State	44

Table 5.1 – TIP Project List (continued)

Control Number	Project Name	Lead Agency	Primary Funding Source	Map Number
NE-22533	N-64 at SE Jct US-275 - Omaha	NDOR	STP-State	45
NE-22534	N-370: US-75 West, Bellevue	NDOR	NHPP	46
NE-22558	I-680/US-6 Interchange DMS	NDOR	NHPP	47
NE-22561	N-92: Platte River East Structures	NDOR	STP-State	48
NE-22567	N-31: Schramm Park - US-6	NDOR	STP-State	49
NE-22575	EB I-80 at I-680	NDOR	State-Nebraska	50
NE-22577	US-275: Waterloo Viaduct	NDOR	HSIP, NHPP	51
NE-22578	US-275: West Papillion Creek Bridge West	NDOR	NHPP	52
NE-22581	N-133: Thomas Creek Bridge North (SB)	NDOR	State-Nebraska	53
NE-22584	I-680: Fort Street to Missouri River	NDOR	State-Nebraska	54
NE-22593	I-680 / US-6 Bridges	NDOR	NHPP	55
NE-22594	I-80/I-480 Bridges	NDOR	NHPP	56
NE-22595	I-80/I-480/US-75 Interchange	NDOR	NHPP	57
NE-22611	I-480: 20th Street - Missouri River Bridges (EB)	NDOR	NHPP	58
NE-22611A	I-480: 20th Street - Missouri River Bridges (WB)	NDOR	NHPP	59
NE-22612	N-31 Bridges North of N-36	NDOR	STP-State	60
NE-22614	US-75: J Street & Gilmore Ave Bridge (SB)	NDOR	NHPP	61
NE-22615	US-75: Off Ramp to N-64 (NB)	NDOR	HSIP	62
NE-22617	US-75: Big Papillion Creek, Bellevue	NDOR	State-Nebraska	63
NE-22620	District 2 CCTV Cameras	NDOR	NHPP	64
NE-22621	US-75 Fiber-Optic	NDOR	State-Nebraska	65
NE-22622	US-6 Fiber-Optic	NDOR	State-Nebraska	66
NE-22623	I-80/I-480/I-680 Barriers, Omaha	NDOR	NHPP	67
NE-22624	I-80, N-31, N-370, & N-50 Ramps	NDOR	NHPP	68
NE-22630	US-275: 25th Street - 23rd Street	NDOR	HSIP	69
NE-22632	I-680: Mormon Bridge Painting	NDOR	NHPP	70
NE-22633	I-680: Mormon Bridge Deck Overlay	NDOR	NHPP	71
NE-22634	US-75 Bridge Approaches, Bellevue	NDOR	NHPP	72
NE-22635	24th Street Interstate Bridge	NDOR	NHPP	73
NE-22636	N-31: Elkhorn Viaduct	NDOR	NHPP	74
NE-22638	I-680: West Center Road Bridge	NDOR	NHPP	75
NE-22646	I-80: I-480 to 24th Street	NDOR	NHPP	76
NE-22648	N-370: I-80 to Bellevue	NDOR	HSIP	77
NE-22650	District 2 I-80 Fiber-Optic	NDOR	State-Nebraska	78
NE-22651	District 2 I-680 Fiber-Optic	NDOR	State-Nebraska	79
NE-22652	District 2 I-480 Fiber-Optic	NDOR	State-Nebraska	80
NE-22653	US-75: Dynamic Message Signs, Omaha	NDOR	NHPP	81
NE-22654	District 2 DMS	NDOR	NHPP	82
NE-22655	District 2 CCTV Camera Towers	NDOR	NHPP	83
NE-22209	168th Street	Omaha	STP-MAPA	84
NE-22210	168th Street	Omaha	STP-MAPA	85
NE-22236	114th Street	Omaha	STP-MAPA	86
NE-22237	108th Street	Omaha	STP-MAPA	87

Table 5.1 – TIP Project List (continued)

Control Number	Project Name	Lead Agency	Primary Funding Source	Map Number
NE-22277	120th Street	Omaha	STP-MAPA	88
NE-22325	Q Street Bridge	Omaha	STP-MAPA, STP-STATE	89
NE-22376	156th Street Phase Two	Omaha	STP-MAPA	90
NE-22506	24th Street Road Diet	Omaha	TAP-MAPA	91
NE-22571	North Downtown Riverfront Pedestrian Bridge	Omaha	TAP-MAPA, TCSP	92
NE-22587	Omaha Signal Network - System Management	Omaha	STP-MAPA	93A
NE-22591	Omaha ATMS Central System Software	Omaha	STP-MAPA	93
NE-22605	2014 Omaha Resurfacing Package	Omaha	STP-MAPA	94
NE-22608A	Omaha Signal Infrastructure - Phase A	Omaha	STP-MAPA	95
NE-22608B	Omaha Signal Infrastructure - Phase B	Omaha	STP-MAPA	96
NE-22608C	Omaha Signal Infrastructure - Phase C	Omaha	STP-MAPA	97
NE-22608D	Omaha Signal Infrastructure - Phase D	Omaha	STP-MAPA	98
NE-22608E	Omaha Signal Infrastructure - Phase E	Omaha	STP-MAPA	99
NE-22627	42nd Street Bridge, C to D Street	Omaha	ACC-LOCAL	100
NE-22628	72nd & D Street Viaduct	Omaha	ACC-LOCAL	101
NE-22629	132nd at West Center Road Safety Project	Omaha	HSIP	102
OMA-051515-001	Omaha Resurfacing Program	Omaha	STP-MAPA, ACC-LOCAL	103
NE-22659	Schram Road 84th Street to 90th Street	Papillion	STP-MAPA	104
NE-22227-1	Western Douglas County Trail Phase 1	PMRNRD	DPU	105
NE-22227-2	Western Douglas County Trail Phase 2	PMRNRD	DPU	106
IA-29802	Pottawattamie County Multi-Use Trail - Phase 1	Pottawattamie	TAP-MAPA	107
NE-22283	132nd and Giles	Sarpy	STP-MAPA	108
NE-22570	66th and Giles	Sarpy	STP-MAPA	109
NE-22231	Saddle Creek Rd.	UNMC	DPS	110
NE-22411	Valley D.C. Safe Routes to School	Valley	SRTS	111



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-048	NE-22276-1	36th Street Phase N-370 - Sheridan	Bellevue	2.00	\$10,871.62
Location	36th St - N-370 to Sheridan				
Description	Widen 2 lane Rural to 4 lane Urban.				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2008	1. PE-NEPA-FD	STP-MAPA	\$593.12	\$469.10	\$0.00	\$124.02
2012	1. PE-NEPA-FD	STP-MAPA	\$260.00	\$208.00	\$0.00	\$52.00
2012	2. ROW	STP-MAPA	\$400.00	\$320.00	\$0.00	\$80.00
2016	1. PE-NEPA-FD	STP-MAPA	\$129.00	\$103.00	\$0.00	\$26.00
2016	2. ROW	STP-MAPA	\$312.50	\$250.00	\$0.00	\$62.50
2017	3. UTIL-CON-CE	STP-MAPA	\$9,177.00	\$7,343.00	\$0.00	\$1,834.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-050	NE-22288	36th Street Phase II	Bellevue	1.45	\$9,911.13
Location	Sheridan to Platteview Rd				
Description	Widen 2 lane Rural to 4 lane Urban.				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	1. PE-NEPA-FD	STP-MAPA	\$393.70	\$314.96	\$0.00	\$78.74
2016	2. ROW	STP-MAPA	\$562.43	\$449.94	\$0.00	\$112.49
2020	3. UTIL-CON-CE	STP-MAPA	\$8,955.00	\$7,164.00	\$0.00	\$1,791.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-046	NE-22233	156th Street	Bennington	1.00	\$2,929.45
Location	Bennington				
Description	Replace existing road from Papio Creek to Spur 28F.				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2007	1. PE-NEPA-FD	STP-MAPA	\$304.34	\$233.70	\$0.00	\$70.64
2008	1. PE-NEPA-FD	STP-MAPA	\$124.93	\$94.95	\$0.00	\$29.98
2009	1. PE-NEPA-FD	STP-MAPA	\$53.92	\$38.96	\$0.00	\$14.96
2015	1. PE-NEPA-FD	STP-MAPA	\$167.50	\$134.00	\$0.00	\$33.50
2015	1. PE-NEPA-FD (AC)	Local	\$70.00	\$0.00	\$0.00	\$70.00
2016	2. ROW	STP-MAPA	\$128.75	\$103.00	\$0.00	\$25.75
2017	3. UTIL-CON-CE	STP-MAPA	\$2,080.00	\$1,664.00	\$0.00	\$416.00
2019	1. PE-NEPA-FD	STP-MAPA	\$70.00	\$70.00	\$0.00	\$0.00
2019	5. AC Conversion	Local	(\$70.00)	\$0.00	\$0.00	(\$70.00)

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2016-034	CB-033115-001	North 16th Street Reconstruction	Council Bluffs	1.00	\$5,625.00	
Location	On 16th Street (Highway 192) from Avenue G to Nash Boulevard					
Description	Reconstruction of roadway and utility work					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	UTIL-CON-CE	STP-MAPA	\$5,625.00	\$4,500.00	\$0.00	\$1,125.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-035	CB-033115-002	South Expressway Reconstuction - Phase 1	Council Bluffs	0.70	\$5,781.50
Location	On Highway 192 from I-80 north to 21st Street				
Description	Reonstrucion of roadway and utility work				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	UTIL-CON-CE	STP-MAPA	\$5,781.50	\$4,625.00	\$0.00	\$1,156.50

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-036	CB-033115-003	South Expressway Reconstuction - Phase 2	Council Bluffs		\$5,119.00
Location	On Highway 192 from 21st Street north to 16th Street				
Description	Reonstrucion of roadway and utility work				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2021	UTIL-CON-CE	STP-MAPA	\$5,119.00	\$4,095.00	\$0.00	\$1,024.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-011	CB-040313-001	Harrison Street Reconstruction	Council Bluffs		\$5,765.00
Location	Kanesville Boulevard to Morgan Street				
Description	Reconstruction of streets and utilities				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2021	UTIL-CON-CE	STP-MAPA	\$5,765.00	\$4,612.00	\$0.00	\$1,153.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-012	CB-040313-002	W Graham Ave Reconstruction	Council Bluffs		\$4,613.00	
Location	High Street to Fairmont Avenue					
Description	Reconstruction of street and utilities					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2021	UTIL-CON-CE	STP-MAPA	\$4,613.00	\$3,690.00	\$0.00	\$923.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-045	IA-13414	East Beltway Segments A-D	Council Bluffs	3.00	\$16,921.25	
Location	US-6 to IA-92					
Description	Construct/Widen to 4-lane urban divided with turn lanes					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	DPS	\$948.00	\$758.00	\$0.00	\$190.00
2017	PE-NEPA-FD	STP-MAPA	\$197.50	\$158.00	\$0.00	\$39.50
2017	ROW	DPS	\$1,698.00	\$1,358.00	\$0.00	\$340.00
2017	ROW	STP-MAPA	\$11.00	\$8.50	\$0.00	\$2.50
2018	PE-NEPA-FD	STP-MAPA	\$418.75	\$335.00	\$0.00	\$83.75
2018	ROW	STP-MAPA	\$123.00	\$98.00	\$0.00	\$25.00
2018	UTIL-CON-CE	DPS	\$3,183.00	\$2,546.00	\$0.00	\$637.00
2018	UTIL-CON-CE	STP-MAPA	\$3,653.00	\$2,922.00	\$0.00	\$731.00
2019	PE-NEPA-FD	STP-MAPA	\$314.00	\$251.00	\$0.00	\$63.00
2019	UTIL-CON-CE	STP-MAPA	\$1,514.00	\$1,211.00	\$0.00	\$303.00
2020	ROW	STP-MAPA	\$160.00	\$128.00	\$0.00	\$32.00
2020	UTIL-CON-CE	STP-MAPA	\$2,924.00	\$2,339.00	\$0.00	\$585.00
2021	UTIL-CON-CE	STP-MAPA	\$1,777.00	\$1,421.00	\$0.00	\$356.00

* Amounts in thousands of U.S. dollars



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-014	IA-1581	Iowa Riverfront Trail III	Council Bluffs	3.60	\$286.25
Location	Recreation Trail Connection Along Missouri River				
Description	Ped/Bike Grade and Pave				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	3. UTIL-CON-CE	TAP-MAPA	\$286.25	\$229.00	\$0.00	\$57.25

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-060	IA-21087	River Rd. Trail	Council Bluffs		\$307.50
Location	River Rd to Nebraska Ave.				
Description	Replace existing roadside trail with levy trail				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	3. UTIL-CON-CE	TAP-MAPA	\$307.50	\$246.00	\$0.00	\$61.50

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-073	IA-29711	West Broadway Reconstruction - Phase 1	Council Bluffs	0.70	\$7,463.00
Location	On West Broadway (US 6) from I-29 to 30th Street				
Description	Reconstruction of West Broadway (US Highway 6) and replacement of existing utilities				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2020	3. UTIL-CON-CE	STP-MAPA	\$7,463.00	\$5,970.00	\$0.00	\$1,493.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-075	IA-29716	Interstate Utility Relocation	Council Bluffs		\$3,693.00
Location	On I-29 at Mosquito Creek				
Description	Sanitary sewer relocation in coordination with interstate relocation project				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2015	3. UTIL-CON-CE	STP-MAPA	\$812.50	\$650.00	\$0.00	\$162.50
2016	3. UTIL-CON-CE	STP-MAPA	\$445.00	\$356.00	\$0.00	\$89.00
2017	3. UTIL-CON-CE	STP-MAPA	\$458.75	\$367.00	\$0.00	\$91.75
2018	3. UTIL-CON-CE	STP-MAPA	\$471.75	\$378.00	\$0.00	\$93.75
2019	3. UTIL-CON-CE	STP-MAPA	\$487.50	\$390.00	\$0.00	\$97.50
2020	3. UTIL-CON-CE	STP-MAPA	\$516.25	\$413.00	\$0.00	\$103.25
2020	3. UTIL-CON-CE	STP-MAPA	\$501.25	\$401.00	\$0.00	\$100.25

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-077	IA-29767	Kanesville Blvd Adaptive Traffic Signal Control	Council Bluffs	2.10	\$486.00	
Location	On Kanesville Boulevard, from 16th Street to North Avenue					
Description	Deployment of an Adaptive Traffic Signal Control system along Kanesville Boulevard					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	UTIL-CON-CE	CMAQ	\$486.00	\$388.80	\$0.00	\$97.20



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-078	IA-29768	East Broadway Realignment at Kanesville Blvd	Council Bluffs	0.25	\$593.50
Location	On Kanesville Boulevard from Frank Street to North Broadway				
Description	Realignment of existing roadway				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	UTIL-CON-CE	CMAQ	\$593.50	\$474.80	\$0.00	\$118.70

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-039	NE-22224	180th Street (Phase 1)	Douglas	1.30	\$31,185.00
Location	HWS Cleveland Blvd to Blondo St and Blondo St .25 mile East and West to 180th St				
Description	4 Lane Urban New Bridge over Old Lincoln Highway, Union Pacific Railroad, and Papillion Creek				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2008	1. PE-NEPA-FD	STP-MAPA	\$860.00	\$688.00	\$0.00	\$172.00
2009	1. PE-NEPA-FD	STP-MAPA	\$1,180.00	\$944.00	\$0.00	\$236.00
2014	1. PE-NEPA-FD	STP-MAPA	\$625.00	\$500.00	\$0.00	\$125.00
2016	2. ROW	STP-MAPA	\$1,711.25	\$1,369.00	\$0.00	\$342.25
2019	3. UTIL-CON-CE	STP-MAPA	\$26,808.75	\$21,447.00	\$0.00	\$5,361.75

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-038	NE-22224A	180th St (Phase 2)	Douglas	1.30	\$9,852.50
Location	Blondo to Maple				
Description	4 lane Urban				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2020	3. UTIL-CON-CE	STP-MAPA	\$9,852.50	\$7,882.00	\$0.00	\$1,970.50



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-081	IA-1120	I-680 Bridge Over Missouri River - Westbound	Iowa DOT		\$1,686.00
Location	On I-680 3.1 miles west of I-29				
Description	Bridge painting (NBIS: 603305)				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2015	3. UTIL-CON-CE	State-Iowa	\$7.00	\$0.00	\$7.00	\$0.00
2016	3. UTIL-CON-CE	State-Iowa	\$7.00	\$0.00	\$7.00	\$0.00
2017	3. UTIL-CON-CE	State-Iowa	\$7.00	\$0.00	\$7.00	\$0.00
2018	3. UTIL-CON-CE	State-Iowa	\$7.00	\$0.00	\$7.00	\$0.00
2019	3. UTIL-CON-CE	State-Iowa	\$1,658.00	\$0.00	\$1,658.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-082	IA-1123	I-680 Bridge Over Missouri River - Eastbound	Iowa DOT		\$1,565.00
Location	On I-680 3.1 miles west of I-29				
Description	Bridge painting (NBIS: 603300)				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2015	3. UTIL-CON-CE	State-Iowa	\$7.00	\$0.00	\$7.00	\$0.00
2016	3. UTIL-CON-CE	State-Iowa	\$7.00	\$0.00	\$7.00	\$0.00
2017	3. UTIL-CON-CE	State-Iowa	\$7.00	\$0.00	\$7.00	\$0.00
2018	3. UTIL-CON-CE	State-Iowa	\$7.00	\$0.00	\$7.00	\$0.00
2019	3. UTIL-CON-CE	State-Iowa	\$1,537.00	\$0.00	\$1,537.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-056	IA-1193	I-80	Iowa DOT	4.00	\$924,380.00	
Location	I-80/I-29/I-480 Interstate Reconstruction					
Description	Grade and pave, Bridge replacement, ROW.					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2011	3. UTIL-CON-CE	IM	\$64,881.00	\$58,393.00	\$6,488.00	\$0.00
2012	3. UTIL-CON-CE	IM	\$65,197.00	\$58,677.00	\$6,520.00	\$0.00
2013	3. UTIL-CON-CE	IM	\$93,862.00	\$84,476.00	\$9,386.00	\$0.00
2014	3. UTIL-CON-CE	NHPP	\$131,363.00	\$118,227.00	\$13,136.00	\$0.00
2015	3. UTIL-CON-CE	NHPP	\$137,623.00	\$123,861.00	\$13,762.00	\$0.00
2016	3. UTIL-CON-CE	NHPP	\$145,590.00	\$131,031.00	\$14,559.00	\$0.00
2017	3. UTIL-CON-CE	NHPP	\$109,814.00	\$98,833.00	\$10,981.00	\$0.00
2018	3. UTIL-CON-CE	NHPP	\$107,050.00	\$96,345.00	\$10,705.00	\$0.00
2019	3. UTIL-CON-CE	NHPP	\$69,000.00	\$62,100.00	\$6,900.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-079	IA-20924	US 275 Bridge Over Missouri River	Iowa DOT		\$1,236.00
Location	US Highway 275 Bridge over Missouri River				
Description	Bridge deck overlay on US Highway 275 Bridge (NBIS: 043570)				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	3. UTIL-CON-CE	State-Iowa	\$23.00	\$0.00	\$23.00	\$0.00
2017	3. UTIL-CON-CE	State-Iowa	\$1,167.00	\$0.00	\$1,167.00	\$0.00
2018	3. UTIL-CON-CE	State-Iowa	\$23.00	\$0.00	\$23.00	\$0.00
2019	3. UTIL-CON-CE	State-Iowa	\$23.00	\$0.00	\$23.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-085	IA-29633	I-80 Missouri River to Cass County	Iowa DOT	49.70	\$1,550.00
Location	On I-80 from Missouri River to Cass County line				
Description	Roadway patching				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2015	3. UTIL-CON-CE	State-Iowa	\$350.00	\$0.00	\$350.00	\$0.00
2016	3. UTIL-CON-CE	State-Iowa	\$300.00	\$0.00	\$300.00	\$0.00
2017	3. UTIL-CON-CE	State-Iowa	\$300.00	\$0.00	\$300.00	\$0.00
2018	3. UTIL-CON-CE	State-Iowa	\$300.00	\$0.00	\$300.00	\$0.00
2019	3. UTIL-CON-CE	State-Iowa	\$300.00	\$0.00	\$300.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-086	IA-29634	I-29 Bridge at 9th Avenue - Southbound	Iowa DOT		\$250.00
Location	I-29 at 9th Ave in Council Bluffs				
Description	Bridge deck overlay (NBIS: 044750)				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	3. UTIL-CON-CE	State-Iowa	\$250.00	\$0.00	\$250.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-087	IA-29635	I-29 Bridge at 9th Avenue - Northbound	Iowa DOT		\$250.00
Location	On I-29 at 9th Avenue in Council Bluffs				
Description	Bridge deck overlay (NBIS: 044740)				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	3. UTIL-CON-CE	State-Iowa	\$250.00	\$0.00	\$250.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-039	IA-34076	I-80 Missouri River Bridge - Eastbound	Iowa DOT		\$48.00
Location	On I-80 at Missouri River crossing in Council Bluffs				
Description	Bridge cleaning (NBIS: 045082)				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	UTIL-CON-CE	State-Iowa	\$12.00	\$0.00	\$12.00	\$0.00
2017	UTIL-CON-CE	State-Iowa	\$12.00	\$0.00	\$12.00	\$0.00
2018	UTIL-CON-CE	State-Iowa	\$12.00	\$0.00	\$12.00	\$0.00
2019	UTIL-CON-CE	State-Iowa	\$12.00	\$0.00	\$12.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-040	IA-34077	I-80 Missouri River Bridge - Westbound	Iowa DOT		\$48.00
Location	On I-80 at Missouri River crossing in Council Bluffs				
Description	Bridge cleaning (NBIS: 609905)				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	UTIL-CON-CE	State-Iowa	\$12.00	\$0.00	\$12.00	\$0.00
2017	UTIL-CON-CE	State-Iowa	\$12.00	\$0.00	\$12.00	\$0.00
2018	UTIL-CON-CE	State-Iowa	\$12.00	\$0.00	\$12.00	\$0.00
2019	UTIL-CON-CE	State-Iowa	\$12.00	\$0.00	\$12.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-041	IA-34078	I-29: Mills County to Iowa 92	Iowa DOT	4.30	\$250.00
Location	On I-29 from Mills County line to Iowa Highway 92 in Council Bluffs				
Description	Erosion control measures				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	UTIL-CON-CE	State-Iowa	\$250.00	\$0.00	\$250.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-042	IA-34079	US-275 Missouri River Bridge	Iowa DOT		\$572.00
Location	On US-275 at Missouri River crossing				
Description	Bridge Painting				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	UTIL-CON-CE	State-Iowa	\$572.00	\$0.00	\$572.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-043	IA-34080	I-480: Missouri River to I-29	Iowa DOT	0.80	\$400.00
Location	On I-480 from the Missouri River to I-29 in Council Bluffs				
Description	Patching				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	UTIL-CON-CE	State-Iowa	\$100.00	\$0.00	\$100.00	\$0.00
2017	UTIL-CON-CE	State-Iowa	\$100.00	\$0.00	\$100.00	\$0.00
2018	UTIL-CON-CE	State-Iowa	\$100.00	\$0.00	\$100.00	\$0.00
2019	UTIL-CON-CE	State-Iowa	\$100.00	\$0.00	\$100.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-044	IA-34081	I-480 Missouri River Bridge	Iowa DOT		\$1,218.00
Location	On I-480 at the Missouri River crossing in Council Bluffs				
Description	Bridge Deck Overlay				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	UTIL-CON-CE	State-Iowa	\$8.00	\$0.00	\$8.00	\$0.00
2017	UTIL-CON-CE	State-Iowa	\$8.00	\$0.00	\$8.00	\$0.00
2018	UTIL-CON-CE	State-Iowa	\$8.00	\$0.00	\$8.00	\$0.00
2019	UTIL-CON-CE	State-Iowa	\$1,194.00	\$0.00	\$1,194.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-037	LV-033115-001	Applewood Creek Trail	La Vista	0.70	\$1,830.50
Location	From Giles Road north along Applewood Creek between Giles and Harrison				
Description	Construction of multi-use trail, ten-foot (10') box culvert under Giles Road, utility relocation				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	PE-NEPA-FD	TAP-MAPA	\$163.00	\$130.00	\$0.00	\$33.00
2020	UTIL-CON-CE	TAP-MAPA	\$1,667.50	\$1,334.00	\$0.00	\$333.50

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-038	MAPA-033115-001	Heartland B-Cycle Expansion	MAPA		\$1,162.91
Location	Various locations throughout the City of Omaha				
Description	Purchase and installation of up to forty (40) bike-sharing stations				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	General Planning	CMAQ	\$1,162.91	\$930.33	\$0.00	\$232.58

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-021	MET-03202014-001	Metro Rolling Stock	Metro		\$4,466.25
Location	Metro Transit service area				
Description	Purchase of rolling stock for fixed-route transit service. STP-MAPA funding will be transferred to FTA Section 5307 funding.				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2015	CON	FTA 5307 (FY15)	\$2,133.75	\$1,707.00	\$0.00	\$426.75
2018	CON	STP-MAPA	\$2,332.50	\$1,866.00	\$0.00	\$466.50



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-139	MET-11242014-001	Bus Rapid Transit	Metro	7.00	\$36,012.50	
Location	Along Dodge/Farnham corridor, from Westroads Mall					
Description	Construction of Bus Rapid Transit facilities on Dodge corridor and purchase of transit buses					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2015	Capital Expenditures	TIGER 6 (FTA)	\$32,960.00	\$14,960.00	\$0.00	\$18,000.00
2016	Capital Expenditures	CMAQ	\$1,250.00	\$1,000.00	\$0.00	\$250.00
2016	Capital Expenditures	TAP-MAPA	\$1,802.50	\$1,442.00	\$0.00	\$360.50

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-015	NE-21849G	US-75: Plattsmouth - Bellevue, North of Platte River	NDOR	3.10	\$32,016.00	
Location	US-75 from Platte River bridge, north 3.1 miles. Begin R.P. – 76.30					
Description	4-lane divided roadway and interchanges					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	3. UTIL-CON-CE	State-Nebraska	\$32,016.00	\$0.00	\$32,016.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-023	NE-22132A	I-80: 24th Street - 13th Street	NDOR	0.90	\$13,446.00	
Location	I-80 from 24th Street to 10th Street. Begin R.P. – 453.37					
Description	Grade, culvert, additional lane (EB & WB) through 13th Street, and ramps					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	1. PE-NEPA-FD	State-Nebraska	\$540.00	\$0.00	\$540.00	\$0.00
2017	3. UTIL-CON-CE	State-Nebraska	\$12,906.00	\$0.00	\$12,906.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-037	NE-22203	Ralston Viaduct	NDOR		\$5,364.00	
Location	N-85/BNSF viaduct in Ralston. Begin R.P. – 4.02					
Description	Replacement of existing viaduct over BNSF railroad in Ralston and associated approach work. Local funding contributed to the project by Ralston.					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2014	1. PE-NEPA-FD	State-Nebraska	\$190.00	\$0.00	\$152.00	\$38.00
2016	3. UTIL-CON-CE	NHPP	\$5,174.00	\$4,139.00	\$0.00	\$1,035.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-024	NE-22293	Platte River Bridges East of Yutan	NDOR		\$962.00	
Location	On Highway N-92, two bridges over the Platte River 1.5 and 1.8 miles east of Yutan. Begin R.P. – 462.56					
Description	Remove two bridges					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2014	1. PE-NEPA-FD	State-Nebraska	\$15.00	\$0.00	\$15.00	\$0.00
2016	3. UTIL-CON-CE	State-Nebraska	\$947.00	\$0.00	\$947.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-025	NE-22302A	Schramm Park South	NDOR	1.20	\$1,925.00	
Location	N-31, 4.2 miles south of Schramm Park Recreational Area. Begin R.P. – 4.18					
Description	Remove and replace 24' asphalt roadway with concrete pavement					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2014	1. PE-NEPA-FD	State-Nebraska	\$55.00	\$0.00	\$55.00	\$0.00
2016	3. UTIL-CON-CE	State-Nebraska	\$1,870.00	\$0.00	\$1,870.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-026	NE-22524	Giles Road Interchange Ramps	NDOR		\$2,541.00
Location	I-80 ramps at Giles Road interchange. Begin R.P – 442.0				
Description	Resurfacing, bridge deck overlay. Local funding contributed by Sarpy County				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2015	1. PE-NEPA-FD	State-Nebraska	\$58.00	\$0.00	\$44.00	\$14.00
2017	3. UTIL-CON-CE	State-Nebraska	\$2,483.00	\$0.00	\$2,031.00	\$452.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-008	NE-22526	I-80/680 'Q'-'L' CD Rds, Omaha (WB)	NDOR	3.80	\$4,237.00
Location	WB I-80 CD roads and ramps in the I-80/I-680 interchange area in Omaha. Begin R.P. – 444.23				
Description	Mill, concrete repair, resurfacing, and bridge repair				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2015	1. PE-NEPA-FD	State-Nebraska	\$40.00	\$0.00	\$40.00	\$0.00
2016	3. UTIL-CON-CE	State-Nebraska	\$4,197.00	\$0.00	\$4,197.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-001	NE-22528	I-480: Bancroft - Dewey	NDOR	1.60	\$1,673.00
Location	On I-480, from 0.1 miles north of I-80/US-75, north to miles south of Harney Street. Begin R.P. – 0.50				
Description	Mill, concrete repair, resurfacing of existing roadway, ramps and shielding				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2015	PE-NEPA-FD	State-Nebraska	\$8.00	\$0.00	\$8.00	\$0.00
2016	UTIL-CON-CE	NHPP	\$1,665.00	\$1,498.00	\$167.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-027	NE-22530	Jct N-31 /N-36 Intersection Improvements	NDOR	0.70	\$2,092.00
Location	Junction of Highways N-31 and N-36. Begin R.P. – 30.93				
Description	Intersection improvements at the intersection of N-31 and N-36				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	State-Nebraska	\$92.00	\$0.00	\$92.00	\$0.00
2017	UTIL-CON-CE	HSIP	\$2,000.00	\$1,800.00	\$200.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-028	NE-22532	Elkhorn River West	NDOR	6.40	\$3,080.00
Location	On N-36 from Old Highway 275/Reicmuth Road, east to just west of the Elkhorn River				
Description	Concrete repair, mill, resurface, repair 2 bridges, replace 1 bridge				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2015	PE-NEPA-FD	State-Nebraska	\$50.00	\$0.00	\$50.00	\$0.00
2016	ROW	State-Nebraska	\$10.00	\$0.00	\$10.00	\$0.00
2017	UTIL-CON-CE	STP-State	\$3,020.00	\$2,406.00	\$614.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-029	NE-22533	N-64 at SE Jct US-275 - Omaha	NDOR	2.90	\$3,360.00
Location	N-64 (W Maple Road) at junction of US-275 east to Ramblewood Drive/Elkhorn Drive. Begin R.P. – 59.21				
Description	Concrete repair, mill, resurface, bridge repair				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2015	1. PE-NEPA-FD	State-Nebraska	\$110.00	\$0.00	\$110.00	\$0.00
2017	3. UTIL-CON-CE	STP-State	\$3,250.00	\$2,600.00	\$650.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-006	NE-22534	N-370: US-75 West, Bellevue	NDOR	3.20	\$5,670.00	
Location	N-370 sections from 1.6 mi east of 72nd Street east 3.15 mi					
Description	Concrete repair, mill, resurface 48-foot divided roadway and shield, bridge repair, guardrail					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2015	PE-NEPA-FD	State-Nebraska	\$196.00	\$0.00	\$196.00	\$0.00
2016	UTIL-CON-CE	NHPP	\$5,474.00	\$4,270.00	\$1,204.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-005	NE-22558	I-680/US-6 Interchange DMS	NDOR		\$760.00	
Location	Along I-680/US-6 in Omaha. Begin R.P. – 2.29					
Description	Replace two (2) Dynamic Message Signs (DMS)					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2014	PE-NEPA-FD	State-Nebraska	\$48.00	\$0.00	\$48.00	\$0.00
2016	UTIL-CON-CE	NHPP	\$712.00	\$641.00	\$71.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-034	NE-22561	N-92: Platte River East Structures	NDOR		\$740.00	
Location	Nebraska Highway 92 (W Center Road) at the Platte River. Begin R.P. – 463.30					
Description	Replace one bridge, repair one bridge, and replace one non-bridge sized structure					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2015	1. PE-NEPA-FD	State-Nebraska	\$25.00	\$0.00	\$25.00	\$0.00
2017	3. UTIL-CON-CE	STP-State	\$715.00	\$558.00	\$157.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-002	NE-22567	N-31: Schramm Park - US-6	NDOR	5.40	\$2,553.00
Location	On N-31 from near Schramm Park entrance to south junction with US-6				
Description	Rehabilitate concrete pavement and reconstruct bridge approach slabs				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2015	PE-NEPA-FD	State-Nebraska	\$5.00	\$0.00	\$5.00	\$0.00
2017	PE-NEPA-FD	STP-State	\$2,548.00	\$2,038.00	\$510.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-036	NE-22575	EB I-80 at I-680	NDOR		\$1,342.00
Location	EB I-80 at interchange with I-680. Begin R.P. – 445.74				
Description	Repair and overlay two (2) bridges and associated approach work				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	State-Nebraska	\$5.00	\$0.00	\$5.00	\$0.00
2018	UTIL-CON-CE	State-Nebraska	\$1,337.00	\$0.00	\$1,337.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-003	NE-22577	US-275: Waterloo Viaduct	NDOR	1.40	\$7,570.00
Location	On US-275 from Valley to viaduct at Waterloo. Begin R.P. – 165.74				
Description	Reconstruct concrete pavement				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	State-Nebraska	\$10.00	\$0.00	\$10.00	\$0.00
2018	UTIL-CON-CE	HSIP	\$567.50	\$510.00	\$57.50	\$0.00
2018	UTIL-CON-CE	NHPP	\$6,992.50	\$5,594.00	\$1,398.50	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2016-004	NE-22578	US-275: West Papillion Creek Bridge West	NDOR	1.30	\$1,556.00	
Location	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					
Description	Concrete repair, asphalt resurfacing, bridge repair, approach repair					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	State-Nebraska	\$2.00	\$0.00	\$2.00	\$0.00
2018	UTIL-CON-CE	NHPP	\$1,554.00	\$1,243.00	\$311.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-068	NE-22581	N-133: Thomas Creek Bridge North (SB)	NDOR	0.10	\$534.00	
Location	On southbound lanes of N-133 from just north of Thomas Creek crossing, north 0.12 miles. Begin R.P. – 5.94					
Description	Concrete Pavement					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2015	PE-NEPA-FD	State-Nebraska	\$2.00	\$0.00	\$2.00	\$0.00
2016	UTIL-CON-CE	State-Nebraska	\$532.00	\$0.00	\$532.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2016-005	NE-22584	I-680: Fort Street to Missouri River	NDOR	6.04	\$155.00	
Location	On I-680 from near Fort Street northeast to Missouri River Bridge. Begin R.P. – 6.04					
Description	Crack seal on roadway					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	UTIL-CON-CE	State-Nebraska	\$155.00	\$0.00	\$155.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-152	NE-22593	I-680 / US-6 Bridges	NDOR		\$8,213.00
Location	On I-680 at US-6. Begin R.P. – 2.89				
Description	High friction surface course on bridges over I-680				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	State-Nebraska	\$295.00	\$0.00	\$295.00	\$0.00
2019	PE-NEPA-FD	NHPP	\$7,918.00	\$6,466.00	\$1,452.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-006	NE-22594	I-80/I-480 Bridges	NDOR		\$4,800.00
Location	I-80 bridges at I-480 Interchange. Begin R.P. – 451.00				
Description	Bridge repair, approach work, bridge painting, and mechanically stabilized earth (MSE) wall				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$4,799.00	\$4,320.00	\$479.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-007	NE-22595	I-80/I-480/US-75 Interchange	NDOR		\$7,770.00
Location	I-80 and I-480 bridges at I-80/I-480/US-75 Interchange. Begin R.P. – 452.98				
Description	Bridge repair and overlay				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	State-Nebraska	\$283.00	\$0.00	\$283.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$7,487.00	\$6,739.00	\$748.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2016-008	NE-22611	I-480: 20th Street - Missouri River Bridges (EB)	NDOR		\$8,600.00	
Location	On eastbound I-480 (including ramps) from 20th Street to the Missouri River. Begin R.P. – 2.95					
Description	Bridge repair and overlay					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	State-Nebraska	\$100.00	\$0.00	\$100.00	\$0.00
2018	UTIL-CON-CE	NHPP	\$8,500.00	\$7,650.00	\$850.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2016-009	NE-22611A	I-480: 20th Street - Missouri River Bridges (WB)	NDOR		\$9,350.00	
Location	On westbound I-480 (including ramps) from 20th Street to the Missouri River. Begin R.P. – 2.95					
Description	Bridge repair and overlay					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	State-Nebraska	\$850.00	\$0.00	\$850.00	\$0.00
2018	UTIL-CON-CE	NHPP	\$8,500.00	\$7,650.00	\$850.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2016-010	NE-22612	N-31 Bridges North of N-36	NDOR		\$2,271.00	
Location	On N-31, approximately 0.7 miles and 5.2 miles north of N-36. Begin R.P. – 31.75					
Description	Replace one bridge, rehabilitate on bridge					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
2017	UTIL-CON-CE	STP-State	\$2,270.00	\$1,817.00	\$453.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2016-011	NE-22614	US-75: J Street & Gilmore Ave Bridge (SB)	NDOR		\$2,619.00	
Location	Viaduct on US-75 at Gilmore/Union Pacific Rail Road and bridge at J Street. Begin R.P. – 85.80					
Description	Bridge repair and overlay					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	PE-NEPA-FD	State-Nebraska	\$2.00	\$0.00	\$2.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$2,617.00	\$2,095.00	\$522.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2016-012	NE-22615	US-75: Off Ramp to N-64 (NB)	NDOR		\$258.00	
Location	On northbound US-75 off-ramp to N-64 (Cuming Street). Begin R.P. – 91.09					
Description	Ramp improvement					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
2017	UTIL-CON-CE	HSIP	\$257.00	\$232.00	\$25.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2016-013	NE-22617	US-75: Big Papillion Creek, Bellevue	NDOR		\$250.00	
Location	On US-75 over Big Papillion Creek, approximately 0.3 miles south of Bellevue. Being R.P. – 80.03					
Description	Bank stabilization					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	UTIL-CON-CE	State-Nebraska	\$250.00	\$0.00	\$250.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-014	NE-22620	District 2 CCTV Cameras	NDOR		\$136.00
Location	On I-680, at three (3) locations in the Omaha area. Begin R.P. – 9.94				
Description	Deploy CCTV Cameras				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2015	PE-NEPA-FD	State-Nebraska	\$5.00	\$0.00	\$5.00	\$0.00
2016	UTIL-CON-CE	NHPP	\$131.00	\$105.00	\$26.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-015	NE-22621	US-75 Fiber-Optic	NDOR	9.50	\$759.00
Location	Along US-75 from Fort Crook Road to south Junction with I-480				
Description	Connect ITS devices with fiber-optic cable and replace routers. Begin R.P. – 78.66				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2015	PE-NEPA-FD	State-Nebraska	\$4.00	\$0.00	\$4.00	\$0.00
2016	UTIL-CON-CE	State-Nebraska	\$755.00	\$0.00	\$755.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-016	NE-22622	US-6 Fiber-Optic	NDOR		\$922.00
Location	Along US-6 from N-31 to Westroads Mall Road in Omah				
Description	Connect ITS devices with fiber-optic cable and replace routers. Begin R.P. – 356.93				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	PE-NEPA-FD	State-Nebraska	\$4.00	\$0.00	\$4.00	\$0.00
2017	UTIL-CON-CE	State-Nebraska	\$918.00	\$0.00	\$918.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2016-017	NE-22623	I-80/I-480/I-680 Barriers, Omaha	NDOR		\$864.00	
Location	Along I-80, I-480, and I-680 bridge locations in Omaha					
Description	Wash and seal bridge rail and bridge piers. Begin R.P. – 438.66					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	UTIL-CON-CE	NHPP	\$864.00	\$778.00	\$86.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2016-018	NE-22624	I-80, N-31, N-370, & N-50 Ramps	NDOR		\$710.00	
Location	I-80 interchange ramps at N-31, N-370, and N-50					
Description	Concrete repair, joint repair and grinding. Begin R.P. – 432.47					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	State-Nebraska	\$10.00	\$0.00	\$10.00	\$0.00
2017	UTIL-CON-CE	NHPP	\$700.00	\$630.00	\$70.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2016-019	NE-22630	US-275: 25th Street - 23rd Street	NDOR	0.20	\$1,668.00	
Location	On US-275 from 1/2 block west of 25th Street to 1/2 block east of 23rd Street. Begin R.P. – 189.14					
Description	Traffic signal upgrade for dual left-turn lanes					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	State-Nebraska	\$50.00	\$0.00	\$50.00	\$0.00
2018	UTIL-CON-CE	HSIP	\$1,618.00	\$1,456.00	\$162.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2016-020	NE-22632	I-680: Mormon Bridge Painting	NDOR		\$6,710.00	
Location	On I-680 at Mormon Bridge over Missouri River. Begin R.P. – 13.43					
Description	Bridge painting					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	State-Nebraska	\$10.00	\$0.00	\$10.00	\$0.00
2018	UTIL-CON-CE	NHPP	\$6,700.00	\$6,030.00	\$670.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2016-021	NE-22633	I-680: Mormon Bridge Deck Overlay	NDOR		\$1,610.00	
Location	On I-680 at Mormon Bridge over Missouri River. Begin R.P. – 13.43					
Description	Bridge deck overlay					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	PE-NEPA-FD	State-Nebraska	\$10.00	\$0.00	\$10.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$1,600.00	\$1,440.00	\$160.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2016-022	NE-22634	US-75 Bridge Approaches, Bellevue	NDOR	0.90	\$4,436.00	
Location	US-75 bridges approaches from approximately 0.3 miles south Bellevue, north to Chandler Road. Begin R.P. – 80.03					
Description	Rebuild seventeen (17) bridge approach slabs					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	State-Nebraska	\$20.00	\$0.00	\$20.00	\$0.00
2018	UTIL-CON-CE	NHPP	\$4,416.00	\$3,533.00	\$883.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2016-023	NE-22635	24th Street Interstate Bridge	NDOR		\$460.00	
Location	On 24th Street over I-80. Begin R.P. – 453.37					
Description	Bridge repair and overlay					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	State-Nebraska	\$10.00	\$0.00	\$10.00	\$0.00
2018	UTIL-CON-CE	NHPP	\$450.00	\$405.00	\$45.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2016-024	NE-22636	N-31: Elkhorn Viaduct	NDOR		\$4,500.00	
Location	On N-31, viaduct over Park/Papio/Union Pacific Railroad approximately 0.7 miles south of N-64. Begin R.P. – 24.40					
Description	Viaduct replacement					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	PE-NEPA-FD	State-Nebraska	\$500.00	\$0.00	\$500.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$4,000.00	\$3,200.00	\$800.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2016-025	NE-22638	I-680: West Center Road Bridge	NDOR		\$1,520.00	
Location	On I-680 at West Center Road. Begin R.P. – 0.83					
Description	Replace bridge approach slabs					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	State-Nebraska	\$20.00	\$0.00	\$20.00	\$0.00
2018	UTIL-CON-CE	NHPP	\$1,500.00	\$1,350.00	\$150.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-026	NE-22646	I-80: I-480 to 24th Street	NDOR	0.30	\$1,050.00
Location	On I-80 from I-480 to 24th Street. Begin R.P. – 453.01				
Description	Mill, inlay, and restripe for three-lane section				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	State-Nebraska	\$50.00	\$0.00	\$50.00	\$0.00
2018	UTIL-CON-CE	NHPP	\$1,000.00	\$900.00	\$100.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-027	NE-22648	N-370: I-80 to Bellevue	NDOR		\$500.00
Location	On N-370 from I-80 to NB US-75 ramp terminal in Bellevue. Begin R.P. – 4.19				
Description	Traffic signals				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	UTIL-CON-CE	HSIP	\$500.00	\$450.00	\$50.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-028	NE-22650	District 2 I-80 Fiber-Optic	NDOR		\$2,426.00
Location	Along I-80 from near Mahoney interchange east to the Iowa State line. Begin R.P. – 426.90				
Description	Connect ITS devices to fiber-optic cable				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	UTIL-CON-CE	State-Nebraska	\$2,426.00	\$0.00	\$2,426.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-029	NE-22651	District 2 I-680 Fiber-Optic	NDOR		\$1,300.00
Location	Along I-680 in Omaha				
Description	Connect ITS devices to fiber-optic cable				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	UTIL-CON-CE	State-Nebraska	\$1,300.00	\$0.00	\$1,300.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-030	NE-22652	District 2 I-480 Fiber-Optic	NDOR		\$467.00
Location	Along I-480 in Omaha				
Description	Connect ITS devices to fiber-optic cable				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	UTIL-CON-CE	State-Nebraska	\$467.00	\$0.00	\$467.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-031	NE-22653	US-75: Dynamic Message Signs, Omaha	NDOR		\$688.00
Location	Along northbound and southbound US-75 from approximately J Street to west of F Street in Omaha. Begin R.P. – 87.33				
Description	Install new dynamic message signs (DMS)				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	UTIL-CON-CE	NHPP	\$688.00	\$550.00	\$138.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-032	NE-22654	District 2 DMS	NDOR		\$2,065.00
Location	Along I-80, US-75, and US-34 in District 2. Begin R.P. – 428.92				
Description	Install new dynamic message signs (DMS)				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	UTIL-CON-CE	STP-State	\$351.25	\$281.00	\$70.25	\$0.00
2018	UTIL-CON-CE	NHPP	\$1,713.75	\$1,507.00	\$206.75	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-033	NE-22655	District 2 CCTV Camera Towers	NDOR		\$485.00
Location	At eleven locations along I-80, I-680, US-75, US-34, and N-370 in District 2				
Description	Deploy eleven (11) Closed-Circuit Television (CCTV) camera towers				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	UTIL-CON-CE	STP-State	\$43.75	\$35.00	\$8.75	\$0.00
2018	UTIL-CON-CE	NHPP	\$441.25	\$384.00	\$57.25	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-054	NE-22209	168th Street	Omaha	2.00	\$12,959.19
Location	West Center Rd to Q Street				
Description	Widen 2 Lane to 4 Lane Urban Divided with Turn Lanes				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2007	1. PE-NEPA-FD	STP-MAPA	\$149.19	\$119.35	\$0.00	\$29.84
2012	1. PE-NEPA-FD	STP-MAPA	\$260.00	\$208.00	\$0.00	\$52.00
2015	1. PE-NEPA-FD	STP-MAPA	\$257.50	\$206.00	\$0.00	\$51.50
2016	2. ROW	STP-MAPA	\$351.25	\$281.00	\$0.00	\$70.25
2018	3. UTIL-CON-CE	STP-MAPA	\$11,941.25	\$9,553.00	\$0.00	\$2,388.25

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-052	NE-22210	168th Street	Omaha	0.90	\$6,466.25
Location	West Center Rd to Poppleton				
Description	Widen 2 Lane to 4 Lane Urban Divided with Turn Lanes				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2010	1. PE-NEPA-FD	STP-MAPA	\$300.00	\$240.00	\$0.00	\$60.00
2015	1. PE-NEPA-FD	STP-MAPA	\$257.50	\$206.00	\$0.00	\$51.50
2016	2. ROW	STP-MAPA	\$423.75	\$339.00	\$0.00	\$84.75
2017	3. UTIL-CON-CE	STP-MAPA	\$5,485.00	\$4,388.00	\$0.00	\$1,097.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-053	NE-22236	114th Street	Omaha	0.70	\$5,556.25
Location	Burke to Pacific St				
Description	Widen 2 Lane to 3 Lane Urban Undivided with TWLTL on Center Lane				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2007	1. PE-NEPA-FD	STP-MAPA	\$500.00	\$400.00	\$0.00	\$100.00
2014	1. PE-NEPA-FD	STP-MAPA	\$247.50	\$198.00	\$0.00	\$49.50
2015	2. ROW	STP-MAPA	\$225.00	\$180.00	\$0.00	\$45.00
2018	3. UTIL-CON-CE	STP-MAPA	\$4,583.75	\$3,667.00	\$0.00	\$916.75

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-051	NE-22237	108th Street	Omaha	0.80	\$6,771.25
Location	Madison St to Q Street				
Description	Widen 2 Lane to 4 Lane Urban Divided with Turn Lanes				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2014	1. PE-NEPA-FD	STP-MAPA	\$340.00	\$272.00	\$0.00	\$68.00
2016	2. ROW	STP-MAPA	\$795.00	\$636.00	\$0.00	\$159.00
2016	3. UTIL-CON-CE	STP-MAPA	\$361.25	\$289.00	\$0.00	\$72.25
2017	3. UTIL-CON-CE	STP-MAPA	\$5,275.00	\$4,220.00	\$0.00	\$1,055.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-055	NE-22277	120th Street	Omaha	1.40	\$11,957.50
Location	Stonegate Dr to Fort St				
Description	Widen 2 Lane to 4 Lane Urban Divided with Turn Lanes				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2010	1. PE-NEPA-FD	STP-MAPA	\$700.00	\$560.00	\$0.00	\$140.00
2015	1. PE-NEPA-FD	STP-MAPA	\$525.00	\$420.00	\$0.00	\$105.00
2016	2. ROW	STP-MAPA	\$500.00	\$400.00	\$0.00	\$100.00
2016	3. UTIL-CON-CE	STP-MAPA	\$500.00	\$400.00	\$0.00	\$100.00
2017	3. UTIL-CON-CE	STP-MAPA	\$9,732.50	\$7,786.00	\$0.00	\$1,946.50

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-044	NE-22325	Q Street Bridge	Omaha		\$11,187.00
Location	Q St. between 26th St. and 27th St.				
Description	Replacement of existing bridge.				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2013	1. PE-NEPA-FD	STP-MAPA	\$1,462.00	\$1,169.60	\$0.00	\$292.40
2015	2. ROW	STP-MAPA	\$150.00	\$120.00	\$0.00	\$30.00
2017	3. UTIL-CON-CE	STP-State	\$6,250.00	\$5,000.00	\$0.00	\$1,250.00
2017	3. UTIL-CON-CE	STP-MAPA	\$3,325.00	\$2,660.00	\$0.00	\$665.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-040	NE-22376	156th Street Phase Two	Omaha	0.95	\$12,222.56
Location	Pepperwood Dr. to Corby St.				
Description	4 Lane Urban Section				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2010	1. PE-NEPA-FD	STP-MAPA	\$419.02	\$335.22	\$0.00	\$83.80
2011	1. PE-NEPA-FD	STP-MAPA	\$257.29	\$205.83	\$0.00	\$51.46
2015	1. PE-NEPA-FD	STP-MAPA	\$566.25	\$353.00	\$0.00	\$213.25
2015	2. ROW	STP-MAPA	\$625.00	\$500.00	\$0.00	\$125.00
2017	3. UTIL-CON-CE	STP-MAPA	\$10,355.00	\$8,284.00	\$0.00	\$2,071.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-065	NE-22506	24th Street Road Diet	Omaha	2.75	\$3,395.00	
Location	From L Street to Leavenworth Street.					
Description	Reduce excess capacity with 4-lane to 3-lane road diet and facilitate multi-modal options.					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	UTIL-CON-CE	TAP-MAPA	\$3,395.00	\$1,005.00	\$0.00	\$2,390.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-001	NE-22571	North Downtown Riverfront Pedestrian Bridge	Omaha		\$6,558.50
Location	10th and Fahey Drive				
Description	Pedestrian bridge to connect the western terminus of the Bob Kerry Pedestrian Bridge spanning Riverfront Drive and Union Pacific Railroad.				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2014	1. PE-NEPA-FD	TCSP	\$660.00	\$500.00	\$0.00	\$160.00
2014	2. ROW	Local	\$50.00	\$0.00	\$0.00	\$50.00
2018	3. UTIL-CON-CE	TAP-MAPA	\$4,482.00	\$1,060.00	\$0.00	\$3,422.00
2019	3. UTIL-CON-CE	TAP-MAPA	\$1,366.50	\$1,093.00	\$0.00	\$273.50

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-017	NE-22587	Omaha Signal Network - System Management	Omaha		\$500.00
Location	Various locations throughout the City of Omaha				
Description	Professional design services for Projects 22608A through 22608E				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	STP	\$500.00	\$400.00	\$0.00	\$100.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-016	NE-22591	Omaha ATMS Central System Software	Omaha		\$1,110.00
Location	Citywide				
Description	Purchase of ATMS and local controller software.				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2014	3. UTIL-CON-CE	STP-MAPA	\$455.00	\$364.00	\$0.00	\$91.00
2016	UTIL-CON-CE	STP-MAPA	\$655.00	\$530.00	\$0.00	\$125.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-019	NE-22605	2014 Omaha Resurfacing Package	Omaha	0.00	\$4,140.96
Location	Various locations				
Description	Package of resurfacing projects on eligible Federal-aid roadways.				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2014	3. UTIL-CON-CE	Local	\$828.19	\$0.00	\$0.00	\$828.19
2014	3. UTIL-CON-CE (AC)	Local	\$3,312.77	\$0.00	\$0.00	\$3,312.77
2021	3. UTIL-CON-CE	STP-MAPA	\$3,312.77	\$3,312.77	\$0.00	\$0.00
2021	5. AC Conversion	Local	(\$3,312.77)	\$0.00	\$0.00	(\$3,312.77)

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-013	NE-22608A	Omaha Signal Infrastructure - Phase A	Omaha		\$4,447.50
Location	Various Locations Throughout City				
Description	Deployment of traffic signal network and traffic management system.				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	UTIL-CON-CE	STP-MAPA	\$4,447.50	\$3,558.00	\$0.00	\$889.50

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-157	NE-22608B	Omaha Signal Infrastructure - Phase B	Omaha		\$3,278.75
Location	Various Locations Throughout City				
Description	Deployment of traffic signal network and traffic management system.				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	UTIL-CON-CE	STP-MAPA	\$3,278.75	\$2,623.00	\$0.00	\$655.75



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-158	NE-22608C	Omaha Signal Infrastructure - Phase C	Omaha		\$1,970.00
Location	Various Locations Throughout City				
Description	Deployment of traffic signal network and traffic management system.				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	UTIL-CON-CE	STP-MAPA	\$1,970.00	\$1,576.00	\$0.00	\$394.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-159	NE-22608D	Omaha Signal Infrastructure - Phase D	Omaha		\$1,448.75
Location	Various Locations Throughout City				
Description	Deployment of traffic signal network and traffic management system.				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	UTIL-CON-CE	STP-MAPA	\$1,448.75	\$1,159.00	\$0.00	\$289.75

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-160	NE-22608E	Omaha Signal Infrastructure - Phase E	Omaha		\$2,387.50
Location	Various Locations Throughout City				
Description	Deployment of traffic signal network and traffic management system.				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2020	UTIL-CON-CE	STP-MAPA	\$2,387.50	\$1,910.00	\$0.00	\$477.50



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-022	NE-22627	42nd Street Bridge, C to D Street	Omaha		\$6,087.00
Location	On 42nd Street between C and D streets				
Description	The replacement of two adjacent pin-and-hanger bridges				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2021	2. ROW	Local ACC	\$746.00	\$0.00	\$0.00	\$746.00
2021	2. ROW	Omaha	\$187.00	\$0.00	\$0.00	\$187.00
2021	3. UTIL-CON-CE	Local ACC	\$4,123.00	\$0.00	\$0.00	\$4,123.00
2021	3. UTIL-CON-CE	Omaha	\$1,031.00	\$0.00	\$0.00	\$1,031.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-043	NE-22628	72nd & D Street Viaduct	Omaha	0.10	\$7,782.00
Location	On 72nd Street just south of I-80, at about D Street				
Description	Replacement and widening of existing bridge structure				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2021	2. ROW	Local ACC	\$1,061.00	\$0.00	\$0.00	\$1,061.00
2021	2. ROW	Omaha	\$265.00	\$0.00	\$0.00	\$265.00
2021	3. UTIL-CON-CE	Local ACC	\$5,165.00	\$0.00	\$0.00	\$5,165.00
2021	3. UTIL-CON-CE	Omaha	\$1,291.00	\$0.00	\$0.00	\$1,291.00



Metropolitan Area Planning Agency

FY2016-2021 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-132	NE-22629	132nd at West Center Road Safety Project	Omaha		\$2,313.50	
Location	132nd Street from Kingswood to Arbor Plaza and West Center Road from 133rd Plaza to 130th Ave					
Description	Widening of roadway to provid for dual left and singular right turn lanes on all four legs, removal and reconstruction of existing medians					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2015	1. PE-NEPA-FD	HSIP	\$312.50	\$281.00	\$0.00	\$31.50
2016	2. ROW	HSIP	\$223.00	\$200.00	\$0.00	\$23.00
2017	3. UTIL-CON-CE	HSIP	\$1,778.00	\$1,600.00	\$0.00	\$178.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2016-045	OMA-051515-001	Omaha Resurfacing Program	Omaha	0.00	\$12,000.00	
Location	Various locations throughout the City of Omaha					
Description	Resurfacing of federal-aid eligible roadways in the City of Omaha					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	UTIL-CON-CE (AC)	Omaha	\$3,000.00	\$0.00	\$0.00	\$3,000.00
2017	UTIL-CON-CE (AC)	Omaha	\$3,000.00	\$0.00	\$0.00	\$3,000.00
2018	UTIL-CON-CE (AC)	Omaha	\$3,000.00	\$0.00	\$0.00	\$3,000.00
2019	AC Conversion	Omaha	(\$4,869.00)	\$0.00	\$0.00	(\$4,869.00)
2019	AC Conversion	STP-MAPA	\$4,869.00	\$4,869.00	\$0.00	\$0.00
2019	UTIL-CON-CE (AC)	Omaha	\$3,000.00	\$0.00	\$0.00	\$3,000.00
2021	AC Conversion	Omaha	(\$6,227.00)	\$0.00	\$0.00	(\$6,227.00)
2021	AC Conversion	STP-MAPA	\$6,227.00	\$6,227.00	\$0.00	\$0.00



Metropolitan Area Planning Agency

FY2016-2021 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-010	NE-22659	Schram Road 84th Street to 90th Street	Papillion		\$5,522.50	
Location	Schram Road 84th Street to 90th Street					
Description	3- Lane Cross Section w/Turn Lanes, Curb and Gutter, Storm Sewer, Sidewalks/Trails, Landscaping/Fencing, ROW					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	PE-NEPA-FD	STP-MAPA	\$437.50	\$350.00	\$0.00	\$87.50
2020	3. UTIL-CON-CE	STP-MAPA	\$5,085.00	\$4,068.00	\$0.00	\$1,017.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-042	NE-22227-1	Western Douglas County Trail Phase 1	PMRNRD		\$3,586.05	
Location	City of Valley to Twin Rivers YMCA					
Description	Install new 10' wide bicycle and pedestrain trail, including railroad overpass					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2013	1. PE-NEPA-FD	DPU	\$361.40	\$361.40	\$0.00	\$0.00
2016	3. UTIL-CON-CE	DPU	\$3,224.65	\$2,579.72	\$0.00	\$644.93

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-041	NE-22227-2	Western Douglas County Trail Phase 2	PMRNRD		\$2,543.23	
Location	City of Valley to Village of Waterloo					
Description	Install new 10' wide bicycle/pedestrain trail					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2014	1. PE-NEPA-FD	DPU	\$318.32	\$254.65	\$0.00	\$63.66
2016	3. UTIL-CON-CE	DPU	\$2,224.91	\$1,779.93	\$0.00	\$444.98



Metropolitan Area Planning Agency

FY2016-2021 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-007	IA-29802	Pottawattamie County Multi-Use Trail - Phase 1	Pottawattamie		\$281.25
Location	From Council Bluffs north to 330th Street along the Railroad Highway, approximately 7 miles				
Description	Multi-use recreational trail				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	3. UTIL-CON-CE	TAP-MAPA	\$281.25	\$225.00	\$0.00	\$56.25

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-058	NE-22283	132nd and Giles	Sarpy		\$3,057.71
Location	132nd and Giles Road				
Description	Reconfigure 132nd and Giles Road south intersection and interim relocation of north intersection with signalized "T" intersection to allow for turning truck traffic and improved traffic flow.				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2010	1. PE-NEPA-FD	STP-MAPA	\$213.84	\$171.07	\$0.00	\$42.77
2011	1. PE-NEPA-FD	STP-MAPA	\$51.73	\$41.39	\$0.00	\$10.34
2012	1. PE-NEPA-FD	STP-MAPA	\$207.15	\$165.72	\$0.00	\$41.43
2016	3. UTIL-CON-CE	STP-MAPA	\$2,585.00	\$2,068.00	\$0.00	\$517.00



Metropolitan Area Planning Agency

FY2016-2021 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-062	NE-22570	66th and Giles	Sarpy	1.30	\$11,761.25
Location	Harrison St. to 400ft. South of Giles Road and Giles Road from 69th St. to 66th St.				
Description	Road improvements will decrease delay and congestion for vehicular travel by providing an alternate north-south connection between Harrison Street and Cornhusker Road.				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	1. PE-NEPA-FD	STP-MAPA	\$1,233.75	\$987.00	\$0.00	\$246.75
2020	3. UTIL-CON-CE	STP-MAPA	\$10,527.50	\$8,422.00	\$0.00	\$2,105.50

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-057	NE-22231	Saddle Creek Rd.	UNMC	1.25	\$42,841.28
Location	Leavenworth St to Dodge St.				
Description	New alignment of roadway				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2011	1. PE-NEPA-FD	DPS	\$3,808.00	\$3,008.00	\$0.00	\$800.00
2019	2. ROW	Local	\$312.00	\$0.00	\$0.00	\$312.00
2019	3. UTIL-CON-CE	Local	\$38,721.28	\$0.00	\$0.00	\$38,721.28



Metropolitan Area Planning Agency
FY2016-2021 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-138	NE-22411	Valley D.C. Safe Routes to School	Valley	0.00	\$270.00	
Location	Portion of Meigs Street in Valley, NE					
Description	Install sidewalk to connect school to nearby apartment and housing complex along Meigs street where no sidewalk currently exists.					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2015	ROW	SRTS	\$45.00	\$36.00	\$0.00	\$9.00
2016	UTIL-CON-CE	SRTS	\$225.00	\$180.00	\$0.00	\$45.00

5.1.2 Regionally Significant Transit Projects

FTA requires that MAPA submit a Program of Projects (POP) for all FTA-funded transit projects, as each recipient of a Section 5310 grant shall develop, publish, afford an opportunity for a public hearing on, and submit for approval a POP. The Program of Projects table is shown in Table 5.3 on the page 5-48.

Table 5.4 on pages 5-53 and 5-54 provide detailed project information about regionally significant transit investments in the MAPA region. These projects constitute the Transportation Improvement Program for Metro Transit's Federal Transit Administration projects. Projects in the following tables include capital, operations, safety, and security projects based on MAPA's LRTP goals. In general, these projects are programmed with funds from two Federal Transit Administration formula grant programs:

- Section 5307 Urbanized Area Formula Funding
- Section 5339 Bus and Bus Facilities Funding

5.1.3 Regionally Significant Aviation 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 are must be contained in the regional Transportation Improvement Plan. For that purpose, the following projects have been programmed by the Omaha Airport Authority.

Table 5.2 – Omaha Airport Authority Improvement Program

Fiscal Year	Project Description	Funding Sources (\$1,000s)		Total
		Federal AIP	Local Match	
2015	Reconstruct Terminal Ramp – Phase I	\$ 16,500	\$5,500	\$ 22,000
2016	Reconstruct Terminal Ramp – Phases II & III	\$ 22,500	\$ 7,500	\$ 30,000
2017	Reconstruct Cargo Apron A	\$ 2,775	\$ 925	\$ 3,700
2017	Deicing Pad	\$ 16,500	\$ 5,500	\$ 22,000
2018	Terminal Central Plan	\$ 30,000	\$ 10,000	\$ 40,000
TOTAL		\$ 88,275	\$ 29,425	\$ 117,700

Table 5.3a - MAPA's 5310 Program of Projects

FY2016																		
State: Nebraska & Iowa																		
Agency: Metropolitan Area Planning Agency (MAPA)																		
FY 16 Apportionment		\$	550,000															
Carryover		\$	105,671															
Total Funds Available		\$	655,671															
Agency	Project Number	Capital/ Operating	Meets 55% Capital Traditional 5310	City	State	Congressio nal District	Counties Served	Public/ Private Non-Profit	Rural/ Urban	Tribes Served	Project Description	Scope/ALI	Federal Share	Local Share	Total Amount	Local Match % for ALI	Replacement/ Expansion Vehicle	
Friendship Program	MAPA-FY16-5310-001	Capital	Yes	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Private Non-Profit	Urban	NA	Project provides transportation for elderly persons/chronic & persistent mentally ill for adult day services/mental health day services & supportive services- purchase 1 small transit bus	60000/ 111204	\$ 46,640	\$ 11,660	\$ 58,300	20%	Replacement	
Crossroads of Western Iowa/SWITA	MAPA-FY16-5310-002	Capital	Yes	Council Bluffs	IA	2 & 3	Pottawattamie & Douglas	Private Non-Profit	Urban	NA	Provide accessible transportation for persons with intellectual disabilities during no-traditional hours- purchase 1 lowered floor minivan	60000/ 111315	\$ 31,376	\$ 7,844	\$ 39,220	20%	Expansion	
Florence Home for the Aged	MAPA-FY16-5310-003	Capital	Yes	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Private Non-Profit	Urban	NA	Provide transportation service to physician office visits, dialysis, essential shopping, and leisure activities- purchase 1 lowered floor minivan	60000/ 111215	\$ 31,376	\$ 7,844	\$ 39,220	20%	Replacement	
Eastern Nebraska Human Service Agency	MAPA-FY16-5310-004	Capital	Yes	Omaha	NE	1 & 2	Douglas & Sarpy	Public	Urban	NA	Provide transportation to doctor appointments, shopping, dining, social activities to individuals with developmental and intellectual disabilities- purchase 3 lowered floor minivan	60000/ 111315	\$ 94,128	\$ 23,532	\$ 117,660	20%	Expansion	
City of Council Bluffs	MAPA-FY16-5310-005	Capital	Yes	Council Bluffs	IA	3	Pottawattamie	Public	Urban	NA	Purchase replacement rolling stock to provide transportation to the disabled and elderly to doctor appointments, shopping, and visiting- purchase 2 small transit buses	60000/ 111204	\$ 169,847	\$ 29,973	\$ 199,820	15%	Replacement	
Florence Home for the Aged	MAPA-FY16-5310-006	Operating	No	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Private Non-Profit	Urban	NA	Provide transportation service to physician office visits, dialysis, essential shopping, and leisure activities	30000/300 901	\$ 44,290	\$ 44,290	\$ 88,580	50%	NA	
City of Council Bluffs	MAPA-FY16-5310-007	Operating	No	Council Bluffs	IA	3	Pottawattamie	Public	Urban	NA	Provide Paratransit Special Transit Service (STS) to disabled citizens	30000/300 901	\$ 75,190	\$ 75,190	\$ 150,380	50%	NA	
Metro AVL	MAPA-FY16-5310-008	Capital	No	Omaha	NE	1 & 2	Douglas & Sarpy	Public	Urban	NA	AVL in support of coordinated transportation services	99300/114 207 & 114208	\$ 75,000	\$ 18,750	\$ 93,750	20%	NA	
MAPA	MAPA-FY16-5310-009	Admin	No	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Public	Urban	NA	Project Administration & Mobility Coordination	44200/ 442421	\$ 50,000	\$ -	\$ 50,000	0%	NA	
												Total Funds Expended	\$ 617,847	\$ 219,083	\$ 836,930			
												Total 5310 Funds Available	\$ 655,671					
												Remaining Balance	\$ 37,824					

Table 5.3b - MAPA's 5310 Program of Projects

FY2017																	
State: Nebraska & Iowa																	
Agency: Metropolitan Area Planning Agency (MAPA)																	
FY 17 Apportionment		\$	550,000														
Carryover		\$	37,824														
Total Funds Available		\$	587,824														
Agency	Project Number	Capital/ Operating	Meets 55% Capital Traditional 5310	City	State	Congressio nal District	Counties Served	Public/ Private Non-Profit	Rural/ Urban	Tribes Served	Project Description	Scope/ALI	Federal Share	Local Share	Total Amount	Local Match % for ALI	Replacement/ Expansion Vehicle
Eastern Nebraska Community Action Partnership	MAPA-FY17-5310-001	Capital	Yes	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawatta mie	Private Non-Profit	Urban	NA	Provide transportation to employment, doctors, school, grocery shopping, mandated court appointments for low income persons, seniors, disabled, and students- purchase 1 small transit bus	60000/ 111204	\$ 46,640	\$ 11,660	\$ 58,300	20%	Replacement
City of Bellevue	MAPA-FY17-5310-002	Capital	Yes	Bellevue	NE	1 & 2	Douglas & Sarpy	Public	Urban	NA	Bellevue Specialized Transit provides transportation to senior citizens and approved disabled persons to medical appointments, shopping, employment, etc- purchase 1 small transit bus	60000/ 111204	\$ 46,640	\$ 11,660	\$ 58,300	20%	Replacement
City of Council Bluffs	MAPA-FY17-5310-003	Capital	Yes	Council Bluffs	IA	3	Pottawatta mie	Public	Urban	NA	Purchase replacement rolling stock to provide transportation to the disabled and elderly to doctor appointments, shopping, and visiting- purchase 1 small transit buses	60000/ 111204	\$ 87,397	\$ 15,423	\$ 102,820	15%	Replacement
City of Papillion	MAPA-FY17-5310-004	Capital	Yes	Papillion	NE	1, 2, & 3	Douglas, Sarpy, & Pottawatta mie	Public	Urban	NA	Provide Special Transportation Services for the elderly and handicapped to maintaining quality of life, promoting independence- purchase 1 small transit bus	60000/ 11204	\$ 46,640	\$ 11,660	\$ 58,300	20%	Replacement
Intercultural Senior Center	MAPA-FY17-5310-005	Operating	No	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawatta mie	Private Non-Profit	Urban	NA	Provide transportation for seniors to the Intercultural Senior Center	30000/ 300901	\$ 15,900	\$ 15,900	\$ 31,800	50%	NA
Black Hills Works	MAPA-FY17-5310-006	Operating	No	Bellevue	NE	1 & 2	Douglas & S	Private Non	Urban	NA	Provides transportation for people with disabilities employed at Offutt AFB, serving areas Metro Transit does not, during all times of the day	30000/ 300901	\$ 57,802	\$ 57,802	\$ 115,604	50%	NA
Florence Home for the Aged	MAPA-FY17-5310-007	Operating	No	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawatta mie	Private Non-Profit	Urban	NA	Provide transportation service to physician office visits, dialysis, essential shopping, and leisure activities	30000/ 300901	\$ 45,580	\$ 45,580	\$ 91,160	50%	NA
City of Council Bluffs	MAPA-FY17-5310-008	Operating	No	Council Bluffs	IA	3	Pottawatta mie	Public	Urban	NA	Provide Paratransit Special Transit Service (STS) to disabled citizens	30000/ 300901	\$ 77,380	\$ 77,380	\$ 154,760	50%	NA
MAPA	MAPA-FY17-5310-009	Admin	No	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawatta mie	Public	Urban	NA	Project Administration & Mobility Coordination	44200/ 442421	\$ 50,000	\$ -	\$ 50,000	0%	NA
Total Funds Expended													\$ 473,979	\$ 247,065	\$ 721,044		
Total 5310 Funds Available													\$ 587,824				
Remaining Balance													\$ 113,845				

Table 5.3c - MAPA's 5310 Program of Projects

FY2018																	
State: Nebraska & Iowa Agency: Metropolitan Area Planning Agency (MAPA)																	
FY 18 Apportionment		\$	550,000														
Carryover		\$	113,845														
Total Funds Available		\$	663,845														
Agency	Project Number	Capital/ Operating	Meets 55% Capital Traditional 5310	City	State	Congressio nal District	Counties Served	Public/ Private Non-Profit	Rural/ Urban	Tribes Served	Project Description	Scope/ALI	Federal Share	Local Share	Total Amount	Local Match % for ALI	Replacement/ Expansion Vehicle
Friendship Program	MAPA-FY18-5310-001	Capital	Yes	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Private Non-Profit	Urban	NA	Project provides transportation for elderly persons/chronic & persistent mentally ill for adult day services/mental health day services & supportive services- purchase 1 lowered floor mini van & 1 small transit bus	60000/ 111204 & 111315	\$ 80,224	\$ 20,056	\$ 100,280	20%	1 replacement (bus) & 1 expansion (van)
Crossroads of Western Iowa/SWITA	MAPA-FY18-5310-002	Capital	Yes	Council Bluffs	IA	2 & 3	Pottawattamie & Douglas	Private Non-Profit	Urban	NA	Provide accessible transportation for persons with intellectual disabilities during no-traditional hours- purchase 1 lowered floor minivan	60000/ 111315	\$ 32,264	\$ 8,066	\$ 40,330	20%	Expansion
Florence Home for the Aged	MAPA-FY18-5310-003	Capital	Yes	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Private Non-Profit	Urban	NA	Provide transportation service to physician office visits, dialysis, essential shopping, and leisure activities- purchase 1 small transit bus	60000/ 111304	\$ 47,960	\$ 11,990	\$ 59,950	20%	Expansion
Eastern Nebraska Human Service Agency	MAPA-FY18-5310-004	Capital	Yes	Omaha	NE	1 & 2	Douglas & Sarpy	Public	Urban	NA	Provide transportation to doctor appointments, shopping, dining, social activities to individuals with developmental and intellectual disabilities- purchase 3 lowered floor minivan	60000/ 111315	\$ 96,792	\$ 24,198	\$ 120,990	20%	Expansion
Eastern Nebraska Community Action Partnership	MAPA-FY18-5310-005	Capital	Yes	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Private Non-Profit	Urban	NA	Provide transportation to employment, doctors, school, grocery shopping, mandated court appointments for low income persons, seniors, disabled, and students- purchase 1 small transit bus	60000/ 111204 or 111304	\$ 47,960	\$ 11,990	\$ 59,950	20%	Expansion/ Replacement
City of Bellevue	MAPA-FY18-5310-006	Capital	Yes	Bellevue	NE	1 & 2	Douglas & Sarpy	Public	Urban	NA	Bellevue Specialized Transit provides transportation to senior citizens and approved disabled persons to medical appointments, shopping, employment, etc- purchase 1 small transit bus	60000/ 111204	\$ 47,960	\$ 11,990	\$ 59,950	20%	Replacement
Intercultural Senior Center	MAPA-FY18-5310-007	Operating	No	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Private Non-Profit	Urban	NA	Provide transportation for seniors to the Intercultural Senior Center	30000/ 300901	\$ 21,800	\$ 21,800	\$ 43,600	50%	NA
Black Hills Works	MAPA-FY18-5310-008	Operating	No	Bellevue	NE	1 & 2	Douglas & Sarpy	Private Non-Profit	Urban	NA	Provides transportation for people with disabilities employed at Offutt AFB, serving areas Metro Transit does not, during all times of the day	30000/ 300901	\$ 59,438	\$ 59,438	\$ 118,875	50%	NA
Florence Home for the Aged	MAPA-FY18-5310-009	Operating	No	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Private Non-Profit	Urban	NA	Provide transportation service to physician office visits, dialysis, essential shopping, and leisure activities	30000/ 300901	\$ 46,870	\$ 46,870	\$ 93,740	50%	NA
City of Council Bluffs	MAPA-FY18-5310-010	Operating	No	Council Bluffs	IA	3	Pottawattamie	Public	Urban	NA	Provide Paratransit Special Transit Service (STS) to disabled citizens	30000/ 300901	\$ 79,570	\$ 79,570	\$ 159,140	50%	NA
MAPA	MAPA-FY18-5310-011	Admin	No	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Public	Urban	NA	Project Administration & Mobility Coordination	44200/ 442421	\$ 50,000	\$ -	\$ 50,000	0%	NA
Total Funds Expended													\$ 610,838	\$ 295,968	\$ 906,805		
Total 5310 Funds Available													\$ 663,845				
Remaining Balance													\$ 53,008				

Table 5.3d - MAPA's 5310 Program of Projects

FY2019																	
State: Nebraska & Iowa Agency: Metropolitan Area Planning Agency (MAPA)																	
FY 19 Apportionment		\$	550,000														
Carryover		\$	53,008														
Total Funds Available		\$	603,008														
Agency	Project Number	Capital/Operating	Meets 55% Capital Traditional	City	State	Congressional District	Counties Served	Public/ Private Non-Profit	Rural/ Urban	Tribes Served	Project Description	Scope/ALI	Federal Share	Local Share	Total Amount	Local Match % for ALI	Replacement/ Expansion Vehicle
Crossroads of Western Iowa/SWITA	MAPA-FY19-5310-001	Capital	Yes	Council Bluffs	IA	2 & 3	Pottawattamie & Douglas	Private Non-Profit	Urban	NA	Provide accessible transportation for persons with intellectual disabilities during no-traditional hours- purchase 1 lowered floor minivan	60000/111315	\$ 33,152	\$ 8,288	\$ 41,440	20%	Expansion
Intercultural Senior Center	MAPA-FY19-5310-002	Capital	Yes	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Private Non-Profit	Urban	NA	Provide transportation for seniors to the Intercultural Senior Center- purchase 1 small transit bus	60000/111304	\$ 49,280	\$ 12,320	\$ 61,600	20%	Expansion
Florence Home for the Aged	MAPA-FY19-5310-003	Capital	Yes	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Private Non-Profit	Urban	NA	Provide transportation service to physician office visits, dialysis, essential shopping, and leisure activities- purchase 1 lowered floor minivan	60000/111215	\$ 33,152	\$ 8,288	\$ 41,440	20%	Replacement
Eastern Nebraska Human Service Agency	MAPA-FY19-5310-004	Capital	Yes	Omaha	NE	1 & 2	Douglas & Sarpy	Public	Urban	NA	Provide transportation to doctor appointments, shopping, dining, social activities to individuals with developmental and intellectual disabilities- purchase 2 lowered floor minivan	60000/111315	\$ 66,304	\$ 16,576	\$ 82,880	20%	Expansion
City of LaVista	MAPA-FY19-5310-005	Capital	Yes	La Vista	NE	1 & 2	Douglas & Sarpy	Public	Urban	NA	La Vista/Ralston Special Services Bus provides transportation and independence for the elderly and handicapped- purchase 1 small transit bus	60000/11204	\$ 49,280	\$ 12,320	\$ 61,600	20%	Replacement
City of Council Bluffs	MAPA-FY19-5310-006	Capital	Yes	Council Bluffs	IA	3	Pottawattamie	Public	Urban	NA	Purchase replacement rolling stock to provide transportation to the disabled and elderly to doctor appointments, shopping, and visiting- purchase 1 small transit buses	60000/111204	\$ 92,344	\$ 16,296	\$ 108,640	15%	Replacement
Intercultural Senior Center	MAPA-FY19-5310-007	Operating	No	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Private Non-Profit	Urban	NA	Provide transportation for seniors to the Intercultural Senior Center	30000/300901	\$ 22,400	\$ 22,400	\$ 44,800	50%	NA
Black Hills Works	MAPA-FY19-5310-008	Operating	No	Bellevue	NE	1 & 2	Douglas & Sarpy	Private Non-Profit	Urban	NA	Provides transportation for people with disabilities employed at Offutt AFB, serving areas Metro Transit does not, during all times of the day	30000/300901	\$ 61,074	\$ 61,074	\$ 122,147	50%	NA
Florence Home for the Aged	MAPA-FY19-5310-009	Operating	No	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Private Non-Profit	Urban	NA	Provide transportation service to physician office visits, dialysis, essential shopping, and leisure activities	30000/300901	\$ 48,160	\$ 48,160	\$ 96,320	50%	NA
City of Council Bluffs	MAPA-FY19-5310-010	Operating	No	Council Bluffs	IA	3	Pottawattamie	Public	Urban	NA	Provide Paratransit Special Transit Service (STS) to disabled citizens	30000/300901	\$ 79,520	\$ 79,520	\$ 159,040	50%	NA
MAPA	MAPA-FY19-5310-011	Admin	No	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Public	Urban	NA	Project Administration & Mobility Coordination	44200/442421	\$ 50,000	\$ -	\$ 50,000	0%	NA
Total Funds Expended													\$ 584,666	\$ 285,242	\$ 869,907		
Total 5310 Funds Available													\$ 603,008				
Remaining Balance													\$ 18,342				

Table 5.3e - MAPA's 5310 Program of Projects

FY2020																		
State: Nebraska & Iowa Agency: Metropolitan Area Planning Agency (MAPA)																		
FY 20 Apportionment		\$	550,000															
Carryover		\$	18,342															
Total Funds Available		\$	568,342															
Agency	Project Number	Capital/ Operating	Meets 55% Capital Traditional 5310	City	State	Congressio nal District	Counties Served	Public/ Private Non-Profit	Rural/ Urban	Tribes Served	Project Description	Scope/ALI	Federal Share	Local Share	Total Amount	Local Match % for ALI	Replacement/ Expansion Vehicle	
Crossroads of Western Iowa/SWITA	MAPA-FY20-5310-001	Capital	Yes	Council Bluffs	IA	2 & 3	Pottawattamie & Douglas	Private Non-Profit	Urban	NA	Provide accessible transportation for persons with intellectual disabilities during no-traditional hours- purchase 1 lowered floor minivan	60000/ 111315	\$ 34,040	\$ 8,510	\$ 42,550	20%	Expansion	
Eastern Nebraska Community Action Partnership	MAPA-FY20-5310-002	Capital	Yes	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Private Non-Profit	Urban	NA	Provide transportation to employment, doctors, school, grocery shopping, mandated court appointments for low income persons, seniors, disabled, and students- purchase 1 small transit bus	60000/ 111204 or 111304	\$ 50,600	\$ 12,650	\$ 63,250	20%	Expansion/ Replacement	
City of Papillion	MAPA-FY20-5310-003	Capital	Yes	Papillion	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Public	Urban	NA	Provide Special Transportation Services for the elderly and handicapped to maintaining quality of life, promoting independence- purchase 1 small transit bus	60000/ 11204	\$ 50,600	\$ 12,650	\$ 63,250	20%	Replacement	
Black Hills Works	MAPA-FY20-5310-004	Operating	No	Bellevue	NE	1 & 2	Douglas & Sarpy	Private Non-Profit	Urban	NA	Provides transportation for people with disabilities employed at Offutt AFB, serving areas Metro Transit does not, during all times of the day	30000/ 300901	\$ 65,010	\$ 65,010	\$ 130,019	50%	NA	
City of Council Bluffs	MAPA-FY20-5310-005	Operating	No	Council Bluffs	IA	3	Pottawattamie	Public	Urban	NA	Provide Paratransit Special Transit Service (STS) to disabled citizens	30000/ 300901	\$ 90,850	\$ 90,850	\$ 181,700	50%	NA	
MAPA	MAPA-FY20-5310-006	Admin	No	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Public	Urban	NA	Project Administration & Mobility Coordination	44200/ 442421	\$ 50,000	\$ -	\$ 50,000	0%	NA	
													Total Funds Expended	\$ 341,100	\$ 189,670	\$ 530,769		
													Total 5310 Funds Available	\$ 568,342				
													Remaining Balance	\$ 227,243				

Table 5.3f - MAPA's 5310 Program of Projects

FY2021																		
State: Nebraska & Iowa Agency: Metropolitan Area Planning Agency (MAPA)																		
FY 21 Apportionment		\$	550,000															
Carryover		\$	227,243															
Total Funds Available		\$	777,243															
Agency	Project Number	Capital/ Operating	Meets 55% Capital	City	State	Congressio nal District	Counties Served	Public/ Private Non-Profit	Rural/ Urban	Tribes Served	Project Description	Scope/ALI	Federal Share	Local Share	Total Amount	Local Match %	Replacement/ Expansion Vehicle	
City of Council Bluffs	MAPA-FY21-5310-001	Operating	No	Council Bluffs	IA	3	Pottawattamie	Public	Urban	NA	Provide Paratransit Special Transit Service (STS) to disabled citizens	30000/ 300901	\$ 88,500	\$ 88,500	\$ 177,000	50%	NA	
MAPA	MAPA-FY21-5310-002	Admin	No	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Public	Urban	NA	Project Administration & Mobility Coordination	44200/ 442421	\$ 50,000	\$ -	\$ 50,000	0%	NA	
													Total Funds Expended	\$ 138,500	\$ 88,500	\$ 227,000		
													Total 5310 Funds Available	\$ 777,243				
													Remaining Balance	\$ 638,743				

Table 5.4 - Metro Program of Projects Tables

METRO TRANSPORTATION IMPROVEMENT PROGRAM								
Calendar Year 2016 Element								
Project	Location	Improvement Type	Jurisdiction	Federal Funding Source	Federal	State	Local	Total
Maintenance of Existing Services	Omaha UZA/NE		METRO	Sec. 5307	\$5,219.20	\$1,900.00	\$15,658.43	\$22,777.63
Maintenance of Existing Services	Omaha UZA/IA		METRO	Sec. 5307	\$273.00	\$175.00	\$704.00	\$1,152.00
Capital Expenditures	Omaha UZA	Revenue Rolling Stock	METRO	Sec. 5307	\$468.50	\$0.00	\$82.68	\$551.18
Capital Expenditures	Omaha UZA/NE	Support Equipment/Facilities, Planning, Capitalized Operations	METRO	Sec. 5307	\$2,234.23	\$0.00	\$558.56	\$2,792.78
Capital Expenditures	Omaha UZA/NE	Revenue Rolling Stock	METRO	Sec. 5339	\$903.87	\$0.00	\$159.51	\$1,063.38

METRO TRANSPORTATION IMPROVEMENT PROGRAM								
Calendar Year 2017 Element								
Project	Location	Improvement Type	Jurisdiction	Federal Funding Source	Federal	State	Local	Total
Maintenance of Existing Services	Omaha UZA/NE		METRO	Sec. 5307	\$5,372.64	\$1,710.00	\$16,128.18	\$23,210.82
Maintenance of Existing Services	Omaha UZA/IA		METRO	Sec. 5307	\$273.00	\$175.00	\$704.00	\$1,152.00
Capital Expenditures	Omaha UZA	Revenue Rolling Stock	METRO	Sec. 5307	\$361.25	\$0.00	\$63.75	\$425.00
Capital Expenditures	Omaha UZA/NE	Support Equipment, Facilities, Planning & Capitalized Operations	METRO	Sec. 5307	\$2,351.93	\$0.00	\$587.98	\$2,939.92
Capital Expenditures	Omaha UZA/NE	Revenue Rolling Stock	METRO	Sec. 5339	\$906.08	\$0.00	\$159.90	\$1,065.98

METRO TRANSPORTATION IMPROVEMENT PROGRAM								
Calendar Year 2018 Element								
Project	Location	Improvement Type	Jurisdiction	Federal Funding Source	Federal	State	Local	Total
Maintenance of Existing Services	Omaha UZA/NE		METRO	Sec. 5307	\$5,516.68	\$1,539.00	\$16,612.03	\$23,667.71
Maintenance of Existing Services	Omaha UZA/IA		METRO	Sec. 5307	\$273.00	\$175.00	\$704.00	\$1,152.00
Capital Expenditures	Omaha UZA	Revenue Rolling Stock	METRO	Sec. 5307	\$379.10	\$0.00	\$66.90	\$446.00
Capital Expenditures	Omaha UZA/NE	Support Equipment, Facilities, Planning & Capitalized Operations	METRO	Sec. 5307	\$2,357.22	\$0.00	\$589.31	\$2,946.53
Capital Expenditures	Omaha UZA/NE	Revenue Rolling Stock	METRO	Sec. 5339	\$956.25	\$0.00	\$168.75	\$1,125.00

Table 5.4 - Metro Program of Projects Tables (continued)

METRO TRANSPORTATION IMPROVEMENT PROGRAM								
Calendar Year 2019 Element								
Project	Location	Improvement Type	Jurisdiction	Federal Funding Source	Federal	State	Local	Total
Maintenance of Existing Services	Omaha UZA/NE		METRO	Sec. 5307	\$5,757.28	\$1,385.10	\$17,110.39	\$24,252.77
Maintenance of Existing Services	Omaha UZA/IA		METRO	Sec. 5307	\$273.00	\$175.00	\$704.00	\$1,152.00
Capital Expenditures	Omaha UZA	Revenue Rolling Stock	METRO	Sec. 5307	\$263.50	\$0.00	\$46.50	\$310.00
Capital Expenditures	Omaha UZA/NE	Support Equipment, Facilities, Planning & Capitalized Operations	METRO	Sec. 5307	\$2,402.74	\$0.00	\$600.69	\$3,003.43
Capital Expenditures	Omaha UZA/NE	Revenue Rolling Stock	METRO	Sec. 5339	\$959.19	\$0.00	\$169.27	\$1,128.46

METRO TRANSPORTATION IMPROVEMENT PROGRAM								
Calendar Year 2020 Element								
Project	Location	Improvement Type	Jurisdiction	Federal Funding Source	Federal	State	Local	Total
Maintenance of Existing Services	Omaha UZA/NE		METRO	Sec. 5307	\$5,904.08	\$1,246.59	\$17,623.70	\$24,774.37
Maintenance of Existing Services	Omaha UZA/IA		METRO	Sec. 5307	\$273.00	\$175.00	\$704.00	\$1,152.00
Capital Expenditures	Omaha UZA	Revenue Rolling Stock	METRO	Sec. 5307	\$260.95	\$0.00	\$46.05	\$307.00
Capital Expenditures	Omaha UZA/NE	Support Equipment, Facilities, Planning & Capitalized Operations	METRO	Sec. 5307	\$2,432.42	\$0.00	\$608.11	\$3,040.53
Capital Expenditures	Omaha UZA/NE	Revenue Rolling Stock	METRO	Sec. 5339	\$978.38	\$0.00	\$172.65	\$1,151.03

METRO TRANSPORTATION IMPROVEMENT PROGRAM								
Calendar Year 2021 Element								
Project	Location	Improvement Type	Jurisdiction	Federal Funding Source	Federal	State	Local	Total
Maintenance of Existing Services	Omaha UZA/NE		METRO	Sec. 5307	\$5,887.48	\$1,121.93	\$18,152.41	\$25,161.82
Maintenance of Existing Services	Omaha UZA/IA		METRO	Sec. 5307	\$273.00	\$175.00	\$704.00	\$1,152.00
Capital Expenditures	Omaha UZA	Revenue Rolling Stock	METRO	Sec. 5307	\$384.20	\$0.00	\$67.80	\$452.00
Capital Expenditures	Omaha UZA/NE	Support Equipment, Facilities, Planning & Capitalized Operations	METRO	Sec. 5307	\$2,503.19	\$0.00	\$625.80	\$3,128.98
Capital Expenditures	Omaha UZA/NE	Revenue Rolling Stock	METRO	Sec. 5339	\$997.95	\$0.00	\$176.11	\$1,174.05

5.2 FY2015 Project Status Update

Per FHWA and FTA regulations, MAPA has included a status update on the projects programmed within its current FY2015-2020 Transportation Improvement Program. Information included in this section of the TIP provides a current characterization of the progress made during the current fiscal year for both FHWA- and FTA-funded projects. Table 5.5 below provides a status update for Roadway & Trail projects in the FY2015-2020 Transportation Improvement Program. Table 5.6 (page 5-56) provides status updates for Metro Transit's FY2015 projects.

Status updates included in this section generally fall into the following categories:

In Progress - Work on currently programmed phase is underway or nearing completion and an obligation of funding is expected within the current year

Delayed – Work on currently programmed phase is underway, but completion of the project phase and obligation of federal funding is not anticipated within the current fiscal year

Other Status Notes – Other project status details including programming changes, the removal of projects from FY2015 TIP, or the decision to fund a project locally

Table 5.5 – Status of FY2015 Federal-Aid Roadway & Trail Projects

Lead Agency	TIP ID	Project Name	Total Funding (\$1,000s)	FY2015 Phase	Funding Program	FY2015 Funding (\$1,000s)	Status
Bellevue	2015-048	36th Street Phase 1-370 - Sheridan	\$11,081	PE-NEPA-FD	STP-MAPA	\$100	In Progress
				ROW	STP-MAPA	\$343	In Progress
Bennington	2015-046	156th Street	\$2,929	PE-NEPA-FD	STP-MAPA	\$134	In Progress
Council Bluffs	2015-045	East Beltway Segments A-D	\$20,858	UTIL-CON-CE	DPS	\$9,372	Delayed
	2015-071	Mid City Trail	\$887	UTIL-CON-CE	TA-MAPA	\$714	In Progress
	2015-072	Indian Creek Culvert Replacement	\$1,470	UTIL-CON-CE	STP-State	\$1,000	Delayed
	2015-073	West Broadway Reconstruction - Phase 1	\$6,180	UTIL-CON-CE	STP-MAPA	\$5,150	Reprogrammed
	2015-075	Interstate Utility Relocation	\$2,926	UTIL-CON-CE	STP-MAPA	\$346	Under Construction
	2015-077	Kanesville Blvd Adaptive Traffic Signal Control	\$486	UTIL-CON-CE	CMAQ	\$389	Reprogrammed
	2015-078	East Broadway Realignment at Kanesville Blvd	\$594	UTIL-CON-CE	CMAQ	\$475	Reprogrammed
Iowa DOT	2015-056	I-80	\$809,790	UTIL-CON-CE	NHPP	\$123,861	In Progress
LPRCA	2015-154	Platte River Water Trail Safety Project	\$954	UTIL-CON-CE	RTP	\$200	In Progress

Table 5.5 – Status of FY2015 Federal-Aid Roadway & Trail Projects (continued)

Lead Agency	TIP ID	Project Name	Total Funding (\$1,000s)	FY2015 Phase	Funding Program	FY2015 Funding (\$1,000s)	Status
MAPA	2015-140	MAPA Ozone Outreach Program	\$173	General Planning	CMAQ	\$139	In Progress
Metro	2015-139	Bus Rapid Transit	\$32,960	Capital	TIGER 6 (FTA)	\$14,960	In Progress
NDOR	2015-002	District 2 CCTV Cameras	\$211	UTIL-CON-CE	NHPP	\$164	Complete
	2015-003	District 2 Overhead DMS	\$363	UTIL-CON-CE	NHPP	\$305	Complete
	2015-004	District 2 DMS Replacement	\$453	UTIL-CON-CE	HSIP	\$381	Complete
	2015-005	I-680/US-6 Interchange DMS	\$760	UTIL-CON-CE	NHPP	\$641	Reprogrammed to FY2016
	2015-020	SB I-680 to EB I-80 Ramp	\$215	UTIL-CON-CE	HSIP	\$193	In Progress
	2015-059	N-50, Louisville - Springfield	\$7,735	UTIL-CON-CE	STP-State	\$6,159	In Progress
	2015-066	'Q' St Bridge, Omaha	\$1,196	UTIL-CON-CE	NHPP	\$948	In Progress
	2015-069	I-80, 50th Street to I-480	\$2,700	UTIL-CON-CE	NHPP	\$2,154	In Progress
	2015-076	Waterloo Southeast	\$320	UTIL-CON-CE	HSIP	\$287	In Progress
	2015-133	Elkhorn North	\$7,180	UTIL-CON-CE	STP-State	\$6,930	In Progress
Omaha	2015-013	Omaha Signal Network	\$12,647	UTIL-CON-CE	STP-MAPA	\$1,148	In Progress
	2015-016	Omaha Signal Network - Software	\$1,080	UTIL-CON-CE	STP-MAPA	\$500	Complete
	2015-022	42nd Street Bridge, C to D Street	\$6,085	PE-NEPA-FD	STP-MAPA	\$100	Delayed
	2015-040	156th Street Phase Two	\$11,866	PE-NEPA-FD	STP-MAPA	\$353	Complete
				ROW	STP-MAPA	\$500	In Progress
	2015-043	72nd & D Street Viaduct	\$7,560	PE-NEPA-FD	STP-MAPA	\$100	Delayed
	2015-044	Q Street Bridge	\$10,987	ROW	STP-MAPA	\$120	Complete
				UTIL-CON-CE	STP-MAPA	\$2,500	Delayed
				UTIL-CON-CE	STP-State	\$2,500	Delayed
	2015-047	Riverfront 4 Trail	\$755	UTIL-CON-CE	DPS	\$386	In Progress
	2015-052	168th Street: West Center to Poppleton	\$6,466	PE-NEPA-FD	STP-MAPA	\$206	Complete
	2015-053	114th Street	\$5,556	ROW	STP-MAPA	\$180	In Progress
	2015-054	168th Street: West Center to Q	\$12,959	PE-NEPA-FD	STP-MAPA	\$206	Complete
	2015-055	120th Street	\$11,958	PE-NEPA-FD	STP-MAPA	\$420	In Progress
	2015-061	84th St. Adaptive Traffic Control System	\$780	PE-NEPA-FD	STP-MAPA	\$63	Combined with Omaha Signal Network Project
				UTIL-CON-CE	STP-MAPA	\$561	Combined with Omaha Signal Network Project
	2015-063	OPS McMillan Middle School SRTS Project	\$218	UTIL-CON-CE	TA-MAPA	\$140	In Progress
	2015-064	Westbrook Safe Routes To School	\$386	UTIL-CON-CE	TA-MAPA	\$253	In Progress

Table 5.5 – Status of FY2015 Federal-Aid Roadway & Trail Projects (continued)

Lead Agency	TIP ID	Project Name	Total Funding (\$1,000s)	FY2015 Phase	Funding Program	FY2015 Funding (\$1,000s)	Status
Omaha	2015-131	42nd Street	\$5,398	UTIL-CON-CE	STP-MAPA	\$3,586	In Progress
	2015-132	132nd at West Center Road Safety Project	\$2,314	PE-NEPA-FD	HSIP	\$281	In Progress
	2015-134	NE-133 Safety Project	\$2,155	UTIL-CON-CE	HSIP	\$1,629	In Progress
Papillion	2015-018	Walnut Creek Connector Trail	\$391	UTIL-CON-CE	TA-MAPA	\$270	Complete
PMRNRD	2015-041	Western Douglas County Trail Phase 2	\$2,543	UTIL-CON-CE	DPU	\$1,780	Delayed
	2015-042	Western Douglas County Trail Phase 1	\$3,586	UTIL-CON-CE	DPU	\$2,580	Delayed
Valley	2015-138	Valley D.C. Safe Routes to School	\$218	UTIL-CON-CE	TA-MAPA	\$174	In Progress

Table 5.6 Status of FY2015 Metro Transit Projects

Project	Location	Project Type	Federal Program	Federal (\$1,000s)	Status
Maintenance of Existing Services	Omaha UZA/NE	Operations	Sec. 5307	\$5,583.46	In progress
Maintenance of Existing Services	Omaha UZA/IA	Operations	Sec. 5307	\$273.00	In progress
Capital Expenditures	Omaha UZA/IA	Revenue Rolling Stock	Sec. 5307	\$805.85	In progress
Capital Expenditures	Omaha UZA/NE	Revenue Rolling Stock - Bellevue	Sec. 5307	\$68.00	In progress
Capital Expenditures	Omaha UZA/NE	Support Equipment/Facilities, Planning, Capitalized Operations	Sec. 5307	\$2,136.19	In progress
Capital Expenditures	Omaha UZA/IA	Revenue Rolling Stock	Sec. 5339	\$286	In progress
Capital Expenditures	Omaha UZA/IA	Diesel Tank Replacement	Sec. 5339	\$600	In progress

Table 5.7 Status of FY2015 5310 Transit Projects

Lead Agency	Project	Federal Program	FY2015 Funding (\$1,000s)	Status
Bellevue	City of Bellevue Specialized Transit	Sec. 5310	\$45	Awarded
Black Hills Works	Black Hills Works- OPC Service	Sec. 5310	\$138	Awarded
Council Bluffs	CB Operations of Special Transit Services (STS)	Sec. 5310	\$75	Awarded
Crossroads of Western Iowa (SWITA)	Access Transit for Persons with Disabilities to Work	Sec. 5310	\$30	Awarded
Developmental Services of Nebraska	Developmental Services of Nebraska	Sec. 5310	\$30	Awarded
Eastern Nebraska Community Action Partnership	Community Action Transit Services	Sec. 5310	\$45	Awarded
Eastern Nebraska Human Service Agency	Eastern Nebraska Human Service Agency After Hours	Sec. 5310	\$91	Awarded
Florence Home	Florence Home Transportation	Sec. 5310	\$45	Awarded
Friendship Program, Inc	Friendship Program, Inc	Sec. 5310	\$76	Awarded
Intercultural Senior Center	Daily Transportation to Seniors (Capital)	Sec. 5310	\$45	Awarded
Intercultural Senior Center	Daily Transportation to Seniors (Operations)	Sec. 5310	\$15	Awarded
MAPA	MAPA Mobility Coordination/Admin	Sec. 5310	\$70	Awarded
Metro	Metro AVL	Sec. 5310	\$219	Awarded
Metro	Metro AVL	Sec. 5310	\$129	Awarded
Metro	Demand Response Vehicles	Sec. 5310	\$118	Awarded
Southwest Iowa Transit Agency	VODEC Replacement and Crossroads of Western Iowa/Senior Center Route	Sec. 5310	\$142	Awarded

Public Involvement

6.1 Public Participation Methodology

The FY2016–2021 Transportation Improvement Program (TIP) was developed through collaboration between MAPA transportation staff, Metro Transit staff, City/County government, NDOR and Iowa DOT, and members of various committees and subcommittees including the Transportation Technical Advisory Committee (TTAC), the Project Selection Subcommittee (ProSeCom), Transportation Alternatives Program Committee (TAP-C), and the Coordinated Transit Committee (CTC). Furthermore, Resource Agencies/Interested Parties and the MAPA Board of Directors were consulted in plan development.

As shown in Figure 6.1, the draft project list was released for public review and comment for 30 days on. Announcements of the availability for comment of the draft TIP were made through the MAPA website (www.mapacog.org), Facebook, Twitter, a paid public notice, a press release, the MAPA's *What's Happening* newsletter and several email lists targeting groups that have previously expressed interest or serve historically disadvantaged populations. Staff also gave presentations to stakeholder boards including the CAC and CTC. MAPA also sent memos and flyers to area libraries and local jurisdictions discussing the availability of the draft plan for public comment and posted the plan in the lobby of the shared MAPA and Metro building on MAPA's bulletin board,

Following the Board approval of the final draft plan on, the last round of outreach took place. Comments were accepted on the final draft plan until. Announcements of the availability of the final draft TIP were made through all of the same means as the preliminary draft. However, Paper copies of the final draft plan were distributed to libraries and flyers were sent to local jurisdictions. Once the plan was approved and certified by NDOR and Iowa DOT, the final TIP document was distributed to the libraries.

Figure 6.1 – Participation Methodology



Documentation for the outreach activities discussed above is displayed on the following pages. A listing of the information are shown below:

- Selection Meeting
 - Exhibit 1 – Screenshot of the MAPA Website for the TIP Selection Meetings (subcommittee) on February 5.
- Draft Project List
 - Exhibit 2 – Screenshots of the MAPA Facebook, Twitter, and website from the draft project list announcement
 - Exhibit 3 – Press release for the draft project list announcement
- Draft Public Comment Period
 - Exhibit 4 – Screenshots of the MAPA Facebook, Twitter, and website
 - Exhibit 5 – Public notice and press release for the preliminary draft TIP 30 day public comment period
 - Exhibit 6 – Copy of the Title VI population/Public Participation List targeted outreach email
 - Distribution list for this email
 - Exhibit 7 – Copy of the March/April 2014 *What's Happening* newsletter
 - Exhibit 8 – Copy of the memo and flyer sent to local libraries/local governments regarding the availability of the preliminary draft TIP for public comment
 - Distribution list for these letters
- Final Approved TIP
 - Exhibit 9 – Copy of the memo sent to the local libraries and local governments asking for the approved document to be displayed.
 - Exhibits 10 and 10a – Copy of the public comments received
 - Exhibit 11 and 11a – MAPA's response to the comment

Selection Meetings Announcement

MAPA held project selection meetings with each of the three project selection subcommittees. Notices of these meetings were posted on MAPA's online calendar for 30 days prior to the meetings (Exhibit 1).

Exhibit 1 – Meeting Notices

CONNECT WITH US

LATEST NEWS

- Heartland 2050 Executive Committee Application
- Heartland 2050 Regional Vision
- 2014 Annual Report
- November/December What's Happening Newsletter
- Heartland 2050
- Council of Officials Meeting - Wednesday, January 14th
- Final FY 2015 MAPA Budget Available
- Request For Proposals/Qualifications (RFP/RFO)
- Meeting Agendas

CALENDAR

FEB 05	5310- CTC Project Selection Meeting Thursday, 09:00 AM - 11:00 AM
FEB 05	TAP- TAP-C Project Selection Meeting Thursday, 01:00 PM - 03:00 PM
FEB 12	Citizens' Advisory Council (CAC) Meeting Thursday, 04:30 PM - 05:30 PM

Draft Project List Announcement

The project list was released on March 30, 2015. This was posted on the MAPA website, the MAPA Facebook, and the MAPA Twitter (Exhibit 2). These notices remained on the various media sites through the end of the draft TIP development in June.

Exhibit 2 – Project List Release

The draft project list press release was distributed to local media on March 30th (Exhibit 3).

Exhibit 3 – Project List Press Release



For Immediate Release:

Media Contact: Sue Cutsforth, Communications Coordinator
402-444-6866, ext. 226, scutsforth@mapacog.org

MAPA Releases Top FY2016-FY2021 Transportation Improvement Program Projects

Omaha, NE-March 30, 2015—The Metropolitan Area Planning Agency (MAPA) seeks public input on its prioritized list of top projects for MAPA funding in the FY2016-FY2021 MAPA Transportation Improvement Program (TIP). The projects listed below, in prioritized order under each funding category, were found to have met the requirements for selection by MAPA's Project Selection Committee:

Transportation Alternative Program (TAP)

- Metro, Central Omaha Bus Rapid Transit
- Omaha, North Downtown Pedestrian Bridge
- La Vista, Applewood Creek Trail

5310 (Elderly and Disabled Funding)

▪ Capital Projects

(Either purchase of lowered floor minivan or small transit bus)

- Development Services of Nebraska
- Friendship Program
- Crossroads of Western Iowa
- Intercultural Senior Center
- Florence Home for the Aged
- Eastern Nebraska Human Service Agency
- Eastern Nebraska Community Action Partnership
- City of LaVista
- SWITA
- City of Bellevue
- City of Ralston
- Sarpy County- capitalized cost of contracting
- City of Council Bluffs
- City of Papillion

▪ Operations Projects

- Intercultural Senior Center
- Black Hills Workshop
- Florence Home for the Aged
- City of Council Bluffs
- MAPA Administration

Iowa Surface Transportation Program (STP)

- Council Bluffs, South Expressway Reconstruction Phase 1
- Council Bluffs, South Expressway Reconstruction Phase 2
- Council Bluffs, N 16th Street Reconstruction, Ave G to Nash

Nebraska Surface Transportation Program (STP)

- City of Omaha AC Resurfacing Project

Projects receiving the highest scores through MAPA's Project Selection Process were prioritized and programmed into the TIP in the earliest available fiscal years, subject to existing project phasing. Projects listed in FY2020 and beyond are subject to re-application and future evaluation by the Project Selection Subcommittee. Projects listed from 2016 to 2019 are considered to be firm commitments for future funding. Projects listed in 2020 and beyond are illustrative and may be subject to future prioritization. Project construction and delivery may occur over multiple years.

The document may be accessed at: <http://mapacog.org/transportation-improvement-program>.

Written comments regarding the FY2016 TIP projects which were selected should be submitted by 4 p.m. April 27, 2015, via mail or email to:

Metropolitan Area Planning Agency
2222 Cuming Street
Omaha, Nebraska 68102

Email: mapa@mapacog.org
Phone: (402) 444-6866
Fax: (402) 951-6517

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2222 Cuming Street
Omaha, NE 68102-4328

402-444-6866 P
402-342-0949 F

www.mapacog.org
mapa@mapacog.org

30 day Draft TIP Public Comment Period

The 30 day Draft TIP public comment period was advertised on the MAPA website, Facebook, and Twitter beginning on May 28th, 2015 (Exhibit 4). These advertisements were on the various sites until the 30 day period ended on June 24th, 2015.

Exhibit 4 – Public Comment Advertisement


The screenshot shows the MAPA (Metropolitan Area Planning Agency) website. The header includes the MAPA logo, navigation links (Home, About, Links, Contact Us), and a search bar. The main navigation menu lists various categories: Data & Publications, Transportation, Community & Economic Development, Environmental, Meetings & Events, and Additional Services. The 'Transportation' category is selected, leading to a page titled 'Public Comments Sought for Future Transportation Projects'. The page content includes a sub-header 'TRANSPORTATION IMPROVEMENT PROGRAM', a description of the program, and a call to action for public participation. A large image of a bridge is featured, along with text explaining the purpose of the program and the deadline for comments (June 24, 2015). The MAPA logo and contact information are displayed at the bottom.

The screenshot shows the MAPA Facebook page. The header includes the MAPA logo and navigation links (Home, About, Links, Contact Us). The main content area features a post titled 'Public Comments Sought for Future Transportation Projects'. The post includes a description of the program and a call to action for public participation. The MAPA logo and contact information are displayed at the bottom.

The screenshot shows the MAPA website. The header includes the MAPA logo, navigation links (Home, About, Links, Contact Us), and a search bar. The main navigation menu lists various categories: Data & Publications, Transportation, Community & Economic Development, Environmental, Meetings & Events, and Additional Services. The 'Transportation' category is selected, leading to a page titled 'Public Comments Sought for Future Transportation Projects'. The page content includes a sub-header 'TRANSPORTATION IMPROVEMENT PROGRAM', a description of the program, and a call to action for public participation. A large image of a bridge is featured, along with text explaining the purpose of the program and the deadline for comments (June 24, 2015). The MAPA logo and contact information are displayed at the bottom.

A press release regarding the availability of the preliminary draft for public comment was released to the media on May 28th, 2015. Furthermore, a paid public notice was published in the May 31st, 2015 edition of The Daily Record. These are shown in Exhibit 5.

Exhibit 5 – TIP Draft Public Comment



For Immediate Release:

Media Contact: Sue Cutsforth, Communications Coordinator
Phone: (402) 444-6866, ext. 226, email: scutsforth@mapacog.org

Draft Transportation Improvement Program (TIP) Open for Public Comment

Omaha, NE-May 28, 2015—Members of the public have a chance to share their thoughts on the transportation projects planned during the next several years by the Metropolitan Area Planning Agency (MAPA). MAPA's Draft FY2016-FY2021 Transportation Improvement Program (TIP) is available for public comment.

Every year MAPA develops the TIP in cooperation with state and local governments and public transit operators. The document lists all transportation projects programmed for four fiscal years which are funded federally and are significant to the region.

The TIP includes projects for roadways, trails, and public transit projects in the Omaha-Council Bluffs metropolitan area.

Please submit written comments via mail or email by **4:30 pm on June 24, 2015**.


Metropolitan Area Planning Agency Email: mapa@mapacog.org
2222 Cuming Street Phone: (402) 444-6866
Omaha, NE 68102 Fax: (402) 951-6517

Office hours: Monday – Friday: 8:00 am – 4:30 pm

View the document at: <http://mapacog.org/transportation-improvement-program>

Si necesita ayuda con traducción, por favor llame la oficina.

###



2222 Cuming Street 402-444-6866 p www.mapacog.org
Omaha, NE 68102-4328 402-342-0949 f mapa@mapacog.org


COUNCIL BLUFFS

Sunday May 31, 2016 3A

ns to help ictims

The school is organized into the teams of students who share one class, and the teams are connected with each other to meet, share, and drive, then team up to help the victims.

RESPECT FOR LAW



Iowa State Trooper Craig Zeno, left, and Pottawattamie County Deputy Lee Volkens pose for a portrait holding their Respect for Law awards, presented by the Optimist Club of Council Bluffs, during a meeting at the Mall of the Bluffs Hy-Vee on Thursday, Bill Leinen, president of the Optimist Club, said that the annual award is presented to those who show outstanding performance in law enforcement. Leinen said a member of the Council Bluffs Police Department will receive the same award at an upcoming meeting.

Draft Transportation Improvement Program open for public comment

Members of the public have a chance to share their thoughts on the transportation projects planned during the next several years by the Metropolitan Area Planning Agency (MAPA). MAPA's draft FY2016-FY2021 Transportation Improvement Program is available for public comment. Every year, MAPA develops the TIP in cooperation with state and local governments and public transit operators. The document lists all transportation projects programmed for four fiscal years which are funded federally and are significant to the region. The TIP includes projects for roadways, trails, and public transit projects in the Council Bluffs Omaha metropolitan area. Please submit written comments via mail or email by 4:30 pm on June 24, 2015. View the Transportation Improvement Program at <http://mapacog.org/transportation-improvement-program>.

STATE OF NEBRASKA

County of Sarpy

SS.

Being duly sworn, upon oath, Shon Barenklau deposes and says that he is the Publisher or Ron Petak deposes and says that he is the Executive Editor of the Bellevue Leader, Papillon Times, Gretna Breeze and Springfield Monitor, legal newspapers of general circulation in Sarpy County, Nebraska, and published therein; that said newspaper has been established for more than one year last past; that it has a bona-fide paid subscription list of more than three hundred; that to this personal knowledge, the advertisement, a copy of which is hereto attached, was printed in the said newspaper once each week, the first insertion having been on:

Wednesday, May 6, 2015

Bellevue Leader

And that said newspaper is a legal newspaper under the statutes of the State of Nebraska. The above facts are within my personal knowledge.

Shon Barenklau OR Ron Petak
Publisher Executive Editor

Today's Date 5-6-2015
Signed in my presence and sworn to before me:

Notary Public

GENERAL NOTARY - State of Nebraska
ELIZABETH M WHITE
My Comm. Exp. December 22, 2018

Printer's Fee \$ 33.62
Customer Number: 11521
Order Number: 000185691

PUBLIC NOTICE

The Metropolitan Area Planning Agency (MAPA) seeks input from the public on its draft 2040 Long Range Transportation Plan (L RTP). The L RTP is a comprehensive plan which projects the transportation needs of the Omaha-Council Bluffs metropolitan area for the next 25 years. The L RTP aims to improve the quality of life for area residents. In addition, projects must be listed in the L RTP to receive federal funding. Five public meetings are scheduled during the plan's public comment period of April 30th through May 29th. The meetings will be an open house format, so please arrive at any time during the meeting time frame. Please join us at any of the locations/times to provide input.

Monday, May 11th, 4:30-6:30 p.m.
Midland Branch Library
1214 Westwood Lane, Omaha

Thursday, May 14th, 4:00-6:00 p.m.
Jewell Gallery
Omaha Economic Development Corporation
2221 N. 24th Street, Omaha

Tuesday, May 19th, 3:00-5:00 p.m.
Lafayette Center for the Midlands
4521 S. 24th Street, Omaha

Wednesday, May 13th, 3:00-5:00 p.m.
Dixie Coffee Shop
1919 S. Main Street, Council Bluffs

Monday, May 18th, 4:30-6:30 p.m.
Bellevue University
Administrative Services Building
1000 Gavlin Road South, Bellevue

If you cannot attend a meeting and would like to comment on the amendment, please submit written comments via mail or email by 4 pm on May 28, 2015:

Metropolitan Area Planning Agency
2222 Cuming Street
Omaha, Nebraska 68102
Email: mapa@mapacog.org

Phone: (402) 444-6866
Fax: (402) 951-6517

Office Hours: Monday – Friday: 8:00 am to 4:30 pm
Access the Draft 2040 L RTP at <http://mapacog.org/long-range-transportation-planning>.
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 in advance.

Si necesita ayuda con traducción, por favor llame la oficina.
1666931.00

On May 28th, 2015, MAPA emailed the Title VI and Public Participation List regarding the availability for public comment on the preliminary draft TIP (Exhibit 6). The Title VI and Public Participation contact lists are listed below in Exhibits 6.2 and 6.3.

Exhibit 6 – Outreach lists



Megan Walker <mwalker@mapacog.org>

2:56 PM (1 hour ago)



to bcc: brian_leaders, bcc: Cody, bcc: Julie, bcc: Julie, bcc: Ifoster, bcc: Lynn, bcc: Madison, bcc: mary_hanson, bcc: ma

To those interested,
Attached are the flyer for the MAPA 2016-2021 Transportation Improvement Program (TIP) public comment information and the draft program. If you would please review the TIP and make comments or pass the information on to those whom you think would like to provide feedback it would be greatly appreciated.

<http://www.mapacog.org/transportation-improvement-program>

Thank you for your help with this,

...



Exhibit 6.2 - Title VI Outreach List

Title VI Outreach List	
I 00 Black Men of Omaha	Native Omahans Club
American Legion of South Omaha	Nebraska Hispanic Chamber of Commerce
Assembly of God South Side	Ollie Webb Inc.
Bellevue Chamber	Omaha Area Health Education Center
Building Bright Futures	Omaha Chamber of Commerce
Calvary Christian Church	Omaha Community Foundation
Church of Christ - Council Bluffs	Omaha Economic Development Corporation
Church of the Nazarene	Omaha Empowerment Network
Council Bluffs Chamber of Commerce	Omaha Together One Community
Developmental Services of Iowa	Open Door Mission
Downtown Improvement District	Paralyzed Veterans of America - Great Plains
Dundee Presbyterian Church - Omaha	Pilgrim Baptist Church - Omaha
Family Housing Authority	Ponca Tribe of Nebraska
First Assembly of God	Presbyterian Church of the Master
Florence Christian Church	South Omaha Business Association
Goodwill Omaha	St. Andrews Episcopal Church
Heartland Family Service	St. Bernards Church
Iowa West Foundation	St. Joan of Arc Church
Justice for Our Neighbors	St. Matthew Lutheran Church
Keep Omaha Beautiful	TRI United Methodist Church
Midlands Bible Baptist Church	United Way of the Midlands
Midlands Latino Community Development Corporation	Urban League of Nebraska
Miracle Hills Community Baptist	VODEC Omaha
Mount View Boys & Girls Club	YMCA

Exhibit 6.3 - Public Participation Outreach List

Public Participation Outreach List	
Southern Sudanese Community Assn	Urban League of Nebraska
Bellevue Human Services Department	Nebraska Statewide Independent Living Council
Heartland Family Service	United Way
Greater Omaha Workforce Development	City of La Vista
Douglas County Housing Authority	Greater Omaha Chamber of Commerce
Sudanese National Community of Nebraska	Jewish Family Services
Salvation Army Skyline Retirement Center	Iowa Department of Transportation
Christ Child North Center	Metro Transit
Open Door Mission	Siena Francis House
VODEC	Easter Seals
Latino Center of the Midlands	City of Papillion
Omaha Housing Authority	Nebraska Workforce Development
McCauley Bergen Center	NOVA
Omaha Public Schools	League of Human Dignity
Happy Cab	Quality Living
Immanuel Courtyard	Lutheran Family Services of Nebraska
Iowa West Foundation	City of Omaha Mayor's Office & Planning Department
Nebraska Aids Project	Black Hills Workshop
New Cassel	Paralyzed Veterans of America
Ollie Webb, Inc.	Ponca Tribe of Nebraska
Omaha Opportunities Industrialization Center	Mayor's Commission for Citizens with Disabilities
Rose Blumkin Jewish Home	Council Bluffs Chamber of Commerce
Madonna School	Vocational Rehabilitation
Southwest Iowa Transit	

The MAPA March/April 2014 edition of the *What's Happening* newsletter included an article regarding the draft projects selected for inclusion in the TIP and the preliminary draft TIP comment period. The TIP articles from the newsletter are displayed in Exhibit 7.

Exhibit 7 – TIP Newsletter Article

FY2016 Transportation Improvement Program (TIP) project list released

Metropolitan Area Planning Agency (MAPA) is wrapping up the public comment period on its prioritized list of top projects for MAPA funding in the FY2016-2021 Transportation Improvement Program (TIP).

The projects listed below, in prioritized order under each funding category, were found to have met the requirements for selection by MAPA's Project Selection Committee:

Transportation Alternative Program (TAP)

- Metro, Central Omaha Bus Rapid Transit
- Omaha, North Downtown Pedestrian Bridge
- La Vista, Applewood Creek Trail

5310 (Elderly and Disabled Funding)

- Capital Projects
 - Development Services of Nebraska
 - Friendship Program
 - Crossroads of Western Iowa
 - Intercultural Senior Center
 - Florence Home for the Aged
 - Eastern Nebraska Human Service Agency
 - Eastern Nebraska Community Action Partnership
 - City of La Vista
 - SWITA
 - City of Bellevue
 - City of Ralston
 - Sarpy County-capitalized cost of contracting
 - City of Council Bluffs
 - City of Papillion

- Operations Projects
 - Intercultural Senior Center
 - Black Hills Workshop
 - Florence Home for the Aged
 - City of Council Bluffs
 - MAPA Administration

Iowa Surface Transportation Program (STP)

- Council Bluffs, South Expressway Reconstruction Phase 1
- Council Bluffs, South Expressway Reconstruction Phase 2
- Council Bluffs, N 16th Street Reconstruction, Ave G to Nash

Nebraska Surface Transportation Program (STP)

- City of Omaha AC Resurfacing Project

Projects receiving the highest scores through MAPA's Project Selection Process were prioritized and programmed into the TIP in the earliest available fiscal years, subject to existing project phasing. Projects listed in FY2020 and beyond are subject to re-application and future evaluation by the Project Selection Subcommittee. Projects listed from 2016 to 2019 are considered to be firm commitments for future funding. Projects listed in 2020 and beyond are illustrative and may be subject to future prioritization. Project construction and delivery may occur over multiple years.

The document may be accessed at:
mapacog.org/transportation-improvement-program.

Written comments regarding the FY2016 TIP projects were due by April 27, 2015.

On May 28th, 2015, MAPA mailed a flyer to the local libraries and jurisdictions regarding the availability for public comment on the preliminary draft TIP (Exhibit 8). The local library and local jurisdiction contact lists are listed below (Exhibit 8.2).

Exhibit 8 - Public Comment Flyer and Memos

Public Comments Sought for Future Transportation Projects

Here's your chance to let us know what you think about some of the transportation projects planned for the next five years in the Omaha-Council Bluffs metropolitan region.



The Metropolitan Area Planning Agency (MAPA) seeks public comment on its Draft FY2016-FY2021 Transportation Improvement Program (TIP).

The projects contained in this document are funded by federal and local dollars with the goal of improving the transportation infrastructure in the Omaha-Council Bluffs metropolitan area.

View the document at:

<http://mapacog.org/transportation-improvement-program>

Please submit written comments via mail or email by 4:30 p.m. on June 24, 2015.



Metropolitan Area Planning Agency
2222 Cuming Street
Omaha, NE 68102
Email: mapa@mapacog.org
Phone: (402) 444-6866
Fax: (402) 951-6517

Office hours: Monday - Friday: 8:00 a.m. - 4:30 p.m.

Si necesita ayuda con traducción, por favor llame la oficina.

Exhibit 8.2 – Contact Lists

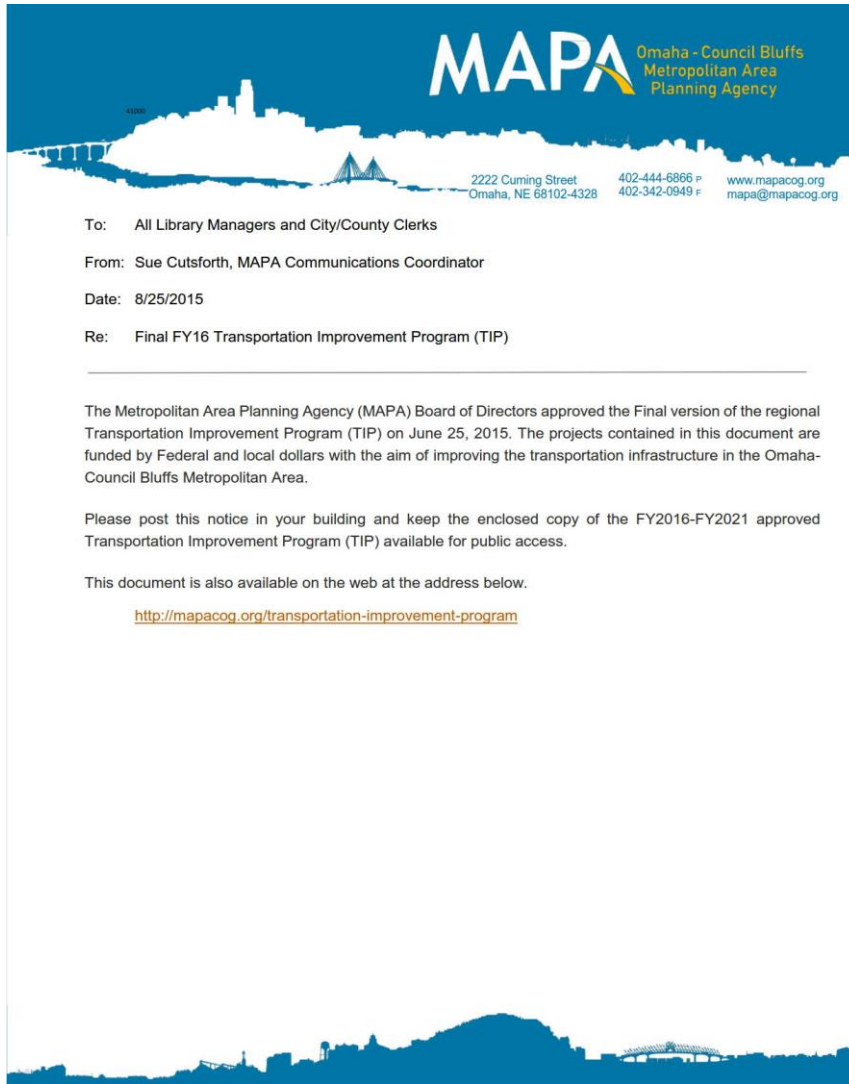
City and County Clerks Mailing List		
Jurisdiction	Street Address	City
Omaha City	1819 Farnam Street	Omaha
Douglas County	1819 Farnam Street, Room H08	Omaha
Ralston	5500 S. 77th St.	Ralston
Valley	203 N. Spruce St.	Valley
Bennington	PO Box 221	Bennington
Council Bluffs	209 Pearl St., Suite 102	Council Bluffs
Crescent	102 W. Florence St. PO Box 16	Crescent
Pottawattamie County	227 S. 6th St.	Council Bluffs
La Vista	8116 Park View Blvd.	La Vista
Papillion	122 East Third St.	Papillion
Bellevue	210 W. Mission Ave.	Bellevue
Gretna	204 N. McKenna Ave.	Gretna
Springfield	170 N. 3rd St., PO Box 189	Springfield
Sarpy County	1210 Golden Gate Dr. #1250	Papillion

Local Libraries Mailing List			
Jurisdiction	Branch	Address	City
City of Omaha	W. Dale Clark Library	215 S 15th St	Omaha
	Milton R. Abrahams Branch	5111 N 90th Street	Omaha
	Benson Branch	6015 Binney Street	Omaha
	Bess Johnson Elkhorn Branch	2100 Reading Plz.	Elkhorn
	Florence Branch	2920 Bondesson St	Omaha
	Millard Branch	13214 Westwood Ln,	Omaha
	Saddlebrook Branch	14850 Laurel Ave	Omaha
	South Omaha Library	2808 Q St	Omaha
	W. Clarke Swanson Branch	9101 W Dodge Rd	Omaha
	Charles B. Washington Branch	2868 Ames Ave	Omaha
	Willa Cather Branch	1905 S 44th Street	Omaha
LaVista	La Vista Public Library	9110 Giles Road	LaVista
Papillion	Sump Memorial Library	222 North Jefferson St.	Papillion
Bellevue	Bellevue Public Library	1003 Lincoln Road	Bellevue
Council Bluffs	Council Bluffs Public Library	400 Willow Ave	Council Bluffs
Bennington	Bennington Public Library	PO Box 32	Bennington
Gretna	Gretna Public Library (Main)	736 South St	Gretna
Springfield	Springfield Memorial Library	PO Box 40	Springfield
Waterloo	Agnes Robinson Waterloo Public Library	23704 Cedar Drive	Waterloo
Valley	Valley Public Library	210 Locust Street	Valley
Ralston	Baright Public Library	5555 South 77th Street	Ralston

Final Approved TIP

After the final TIP was approved by the MAPA Board of Directors, NDOR, and Iowa DOT, MAPA mailed memo and a hard copy of the final approved TIP to the local libraries and jurisdictions (Exhibit 9). (The local library and local jurisdiction contact lists are listed previously in Exhibit 8.)

Exhibit 9 – Memo of Distribution



6.2 Public Comment

MAPA has received one public comment through traditional mail and one via email on the FY2016-2021 TIP. The letter and email and MAPA's responses are shown below in Exhibits 10 and 11.

Exhibit 10 – Public Comment

ONE

Metropolitan Area Planning Agency
2222 Cuming Street
Omaha, Nebraska
68102

June 1, 2015

-To The Members of the Metropolitan Planning Agency-

First may I offer my gratitude for the opportunity to express my interest and concern for the many forthcoming Transportation Improvement Programs you are considering for the Metro Area. A most vital and challenging project.

In regard to the Public Transportation here in the Omaha/Council Bluffs area. There is a serious need in both of these growing communities.

At one point in time, during the 1950's through the 1970's, both Omaha and Council Bluffs had great inter-city and inter-state transit service.

Being a retired resident of the CB/Omaha area, working at W.O.W. Life Insurance Society in Omaha for 17 years and here in Council Bluffs for 27 years I relied on Public Transit for many years. Great service between the two cities and in each town. During this period bus service was every ten minutes between buses. Hard to believe but true.

But over the years with the growth of both cities, influx of cars and the interstate made it difficult for the public transit system to keep up with such rapid change, and indeed is still facing this ever growing situation.

As the situation stands the many residents who no longer can or are able to drive, and the many who cannot afford the luxury of owning a car have an extremely difficult time going to and from their destinations, be it schools, medical appointments, grocery shopping etc etc.

Here in Council Bluffs we have two Bus Routes-The Yellow which serves the ~~East~~ West end -Casino-Movie Complex and Two shopping areas and Omaha.

The Blue Bus Serves (in part) the East, from Downtown to Iowa Western College-Bennett Ave to Madison Ave and down to South First and Broadway to Omaha. The Yellow and Blue Bus, which runs every hour, Monday through Friday, and only two ^{stops} ~~stops~~ have shelters available! (In ~~East~~ CB). My understanding is that Omaha has discontinued them because of so much vandalism.

Then on Saturday, only one Bus is available here (The Yellow Bus) which comes from Omaha to 7th Street in C.B. to go to Wal-Mart, the stores at the Metro Shopping Centre-The Casinos & back to Omaha. No Bus to service the East ~~XX~~ of CB. Plus on Sundays, there are no buses ^{AVAILABLE} ~~available~~ at all, in Council Bluffs!

There is no easy solution to ~~XX~~ this problem, but as you are well aware, a public transit system is vital to every community, especially so ~~XX~~

TWO

Metropolitan Area Planning Agency
2222 Cuming Street
Omaha, Nebraska
68102

June 1, 2015

OF RAPID GROWTH
in this time in cities and their population. A large need to be dealt with and I'm hoping, with the concern and interest and awareness you have, something will bring about a resolve to this, one of many challenges..

My thanks for your time and attention to this input, with hopes it will offer some helpful insight to your quest.

God bless and help and guide you all in the planning and challenges that you are facing for the future of two fine cities.

Cordially Yours,

Enc 2
C/C
CKF

Exhibit 10.1 – Public Comment

Hello,

Metro Transit governance and accountability appears to be in conflict of the guiding principles for TIP regarding public involvement and fiscal accountability.

Metro Transit is governed by the Transit Authority Board. These Board members are not elected by the public, nor do they represent the totality of the Area of Omaha. The City of Omaha, Mayor's Office, and City Council have no interest, knowledge or influence over Metro Transit. There is no City of Omaha stakeholders representation with Metro Transit.

TIP is too complicated to be understood by most; and most are too busy to be actively engaged in MAPA. Those that are most involved with MAPA likely have a sole interest that impacts them most, sometimes at the expense or cannibalization of others.

Elected representation is needed for those that are unable to lobby MAPA. Many that ride public transportation, are low income, minority and disabled people.

Recent major bus route changes were made. Most that attended the public meeting opposed the changes. Surveys used to justify the changes were conducted before the changes were proposed. The disabled were not included or counted in the survey. The public meetings were open house format. People with concerns were isolated by staff so the public could hear the concerns of others. The issues were hidden like needles in a haystack. The public was only told the improvements, later hours and increase weekend coverage. They were not told about the cuts in service and the impact it had on the disabled in some areas. The Transit Authority Board never attended any public meetings. What was the decision making process supposed to be and was it followed?

The TIP plan looks great. Who is looking out for those that are unable to find the issues or hidden loopholes, like those that were hidden from the public during the recent bus route changes? Who is making sure that it is being followed? Where does one go for assistance and representation when there are issues raised from the public?

It is not always possible to please everyone in the public, but it is very reasonable to expect that the public be treated honestly, equally, and fairly.

Respectfully,

Mark Bulger
President, Omaha Association of the Blind



Exhibit 11 – MAPA's Response



June 4, 2015

RE: FY16 Transportation Improvement Program Public Comment

Dear [REDACTED]

Thank you for submitting your comment on the Fiscal Year 2016 Transportation Improvement Program. The Metropolitan Area Planning Agency agrees that public transit is vital to every community. Thus, MAPA worked with Metro Transit to develop the Heartland Connections – Regional Transit Vision, which identified a future vision for public transit in the Omaha-Council Bluffs metropolitan area. It assessed the current transit system, identified corridors for improved transit services that could be most productive, provided a vision for future transit growth, outlined potential funding strategies, and outlined short, medium, and long-term implementation strategies. Please see the enclosed brochure for more information.

Metro Transit restructured some of its routes recently to make the system more efficient and stronger. The new system offers greater frequency of buses, service that runs later at night, and more service on the weekends. This restructuring was based on the Regional Transit Vision and MAPA is pleased to see the vision being implemented. If this proves successful, the goal is to raise support for transit for future service expansions.

We will make a notation of your comment in the FY16 Transportation Improvement Program and will forward it to Metro Transit for its review.

Sincerely,

Gregory Youell
Executive Director



2222 Cuming Street
Omaha, NE 68102-4328

402-444-6866 P
402-342-0949 F

www.mapacog.org
mapa@mapacog.org

Exhibit 11.1 – MAPA's Response



6/25/2015

Mark Bulger

Dear Mr. Bulger,

Thank you for your comments regarding Metro's route changes and MAPA's 2016-2021 Transportation Improvement Program (TIP).

Your comments on Metro's changes and public participation process are appreciated. To ensure that your comments are addressed we have sent your comment to Metro and their Title VI and ADA coordinator. I would also encourage you to visit Metro's website and view their Title VI policy and plan at: <http://www.ometro.com/index.php/corporate/legal-information/>

Regarding MAPA's process for public participation we would encourage you to visit our website and view our public participation plan at: <http://www.mapacog.org/equity>. The Public Participation Plan, approved by the MAPA board, details the steps that MAPA has laid out to contact and make special accommodations for the disabled and historically disadvantaged populations and those who may have difficulty participating in the planning process.

Your comment has been noted and will be included in MAPA's 2016-2021 TIP and we encourage you remain engaged in the planning process and for the next TIP MAPA staff will incorporate your suggestions to shorten and simplify the TIP where ever possible. All public comments will be brought to the Citizens Advisory Council (CAC) to develop ways to implement public comments to future plans and public process.

A more in depth summary of the analysis done on adverse effects to sensitive and vulnerable populations can be found in chapter 4 of the MAPA 2016-2021 TIP.

MAPA staff would be more than happy to answer any questions you have and implement suggestions regarding our processes and future improvements to our analysis, public participation process, and plans in the future.

Thank you for your time and input.
Sincerely,



6.3 Project Selection Approval

The Project Selection Subcommittee (ProSeCom), Transportation Alternatives Program Committee (TAP-C), and the Coordinated Transit Committee (CTC) all evaluate projects for their respective funding streams. Project selection meeting minutes for each of the committees can be found in the following sections.

6.3.1 Project Selection Subcommittee (ProSeCom)

No STP call for project was completed due to the funding already programed in previous years.

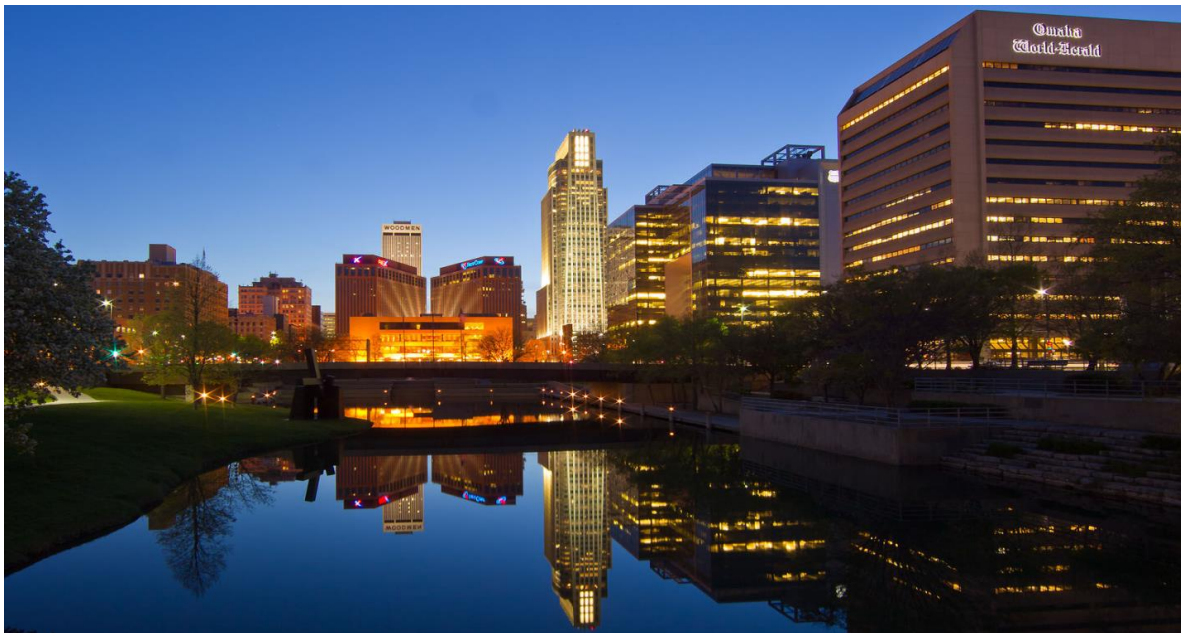
6.3.2 Transportation Alternatives Program Committee (TAP-C)

The Transportation Alternatives Program Committee met on February 5th and selected TAP projects.

6.3.2 Coordinated Transit Committee (CTC)

The Coordinated Transit Committee (CTC) met to select 5310 projects on February 5th. The Iowa Department of Transportation requires two sets of meeting minutes; therefore, two are located below in Appendices A and B.

The Transportation Technical Advisory Committee (TTAC), of which TAP-C and the CTC are subcommittees, made the official approval decision of all project selection (TAP and 5310) at the March 20, 2015 TTAC meeting. These minutes are located in Appendix C.



Appendices

Appendix A - CTC Project Selection Meeting Minutes

Date: Thursday, February 5, 2015 9:00 a.m.

Location: MAPA Offices, Omaha, NE – Downstairs Training Room

In Attendance:

Chair: Lisa Picker, Heartland Family Service
Ann Grober, City of Council Bluffs
Ann Marie Kudlacz, Southern Sudan Community Association
Bob Brinker, Eastern Nebraska Human Service Agency
Clint Sargent, Crossroads of Western Iowa
Dan Freshman, City of Ralston
Danielle Richler, Sarpy County
Elizabeth Donner, Goodwill
Fred Conley, Papio NRD
Heather Tomczak, United Way
Karen Jackson, City of Bellevue
Lee Myers, AARP
Lillian Rush, Friendship Program
Lisa Haire, Sarpy County
Lois Jordan, Florence Home for the Aged
Lori Hansen, City of Papillion

Mark Bulger, Omaha Association of the Blind
Mark Lander, SWITA
Martha Holmes, ENCAP
Mary Angus, Mayor's Commission on Disabilities
Nate Parks, Developmental Services of NE
Ric Miller, Crossroads of Western Iowa
Rich Carstensen, City of LaVista
Sarah Gilbert, Intercultural Senior Center
Vicki Quaites-Ferris, Empowerment Network

MAPA Staff

Ashley Myers
Megan Walker
Michael Felschow

1. Introductions

Lisa Picker called the meeting to order at 9:05. She welcomed the committee and participants to the 5310 Selection Meeting. Introductions were made.

2. MAPA Project Rankings

Picker asked Megan Walker to review the recommended MAPA rankings and discuss the funding that is available. Walker reviewed the history and intent of the 5310 grants. Walker then stated that there is enough money to fund all projects, except for a couple in the later years, which will need to be pushed back. MAPA utilized the scoring rubric, which the CTC approved to score projects and then rank them.

Mary Angus MOTIONED to approve the MAPA Staff recommended ranking.

Fred Conley SECONDED the motion.

The motion passed unanimously.

3. CTC Select Projects

Next MAPA Staff provided two funding scenarios. The first required all projects to take an 8-10% reduction in funding, but this allowed all projects to be funded in the requested year. The second scenario provided full funding for all projects, but a few of the projects were slid into the illustrative years, which means they aren't guaranteed to be funded.

After talking through the capital scenarios, the Eastern Nebraska Human Services Agency said they could reduce the number of vehicles they are requesting per year, sliding them out a year. This new allocation was plugged into the excel spreadsheet; it made it so the projects were fiscally constrained.

Kelly Shadden said he thought there should be a caveat about needing to coordinate as a condition of grant award. The definition of coordination was discussed. In the end, it was decided coordination is a “should”, not a “must” according to the federal regulations. And by the fact that people are sitting around the table discussing their projects and being a member of the CTC is considered coordination.

Mary Angus MOTIONED to approve the MAPA Staff recommended Scenario 2 for the capital projects, as amended in the meeting.

Mark Lander SECONDED the motion.

After a lengthy discussion a vote was held and the motion passed with one no.

Next MAPA staff reviewed the scenarios for the operations funding. Elizabeth Donner asked for more information about each of the projects before we decide which ones to fund.

The applicants provided a little bit of information about their program and what the money will be used for. Then the applicants discussed if they could make their project work if they weren’t fully funded. Florence Home stated they applied for \$55,000 per year, but were willing to reduce their request to make it so all projects were funded. In the end, projects were divided into equal years and shifted into the illustrative years, so the projects were fiscally constrained, but still fully funded.

Mary Angus MOTIONED to approve the MAPA Staff recommended Scenario 2 for the operating projects, as amended in the meeting.

Mark Lander SECONDED the motion.

The motion passed with one no.

Michael Felschow mentioned that in the future, 5310 operations applications will most likely need to be reduced in funding as more projects are submitted. Angus also said the CTC could actually decide to not fund projects.

4. Additional Business

There was no additional business

5. Next Meeting

It was decided that the 5310 applications would be posted online, so everyone could see them. If someone looked at the applications and decided they wanted to appeal their ranking or funding, they needed to contact Ashley by 4:00 on Friday (February 6). If an appeals hearing is needed it will be held on February 12 at 9:00 at the MAPA Downstairs Training Room. Otherwise, the next regularly scheduled CTC meeting will be on February 18 at 10:30 in the MAPA Downstairs Training Room.

6. Adjourn

Picker adjourned the meeting at 10:50.

Appendix B - CTC Regular Meeting Minutes

Date: Wednesday, September 17, 2014, 10:30 a.m.

Location: MAPA Offices, Omaha, NE – Downstairs Training Room

In Attendance:

Chair: Lisa Picker, Heartland Family Service
Ann Grober, City of Council Bluffs
Ann Marie Kudlacz, Southern Sudan
Community Association
Claudia Stogsdill, City of Council Bluffs
Erin Porterfield, Heartland Workforce Solutions
Fred Conley, Papio NRD
Heather Tomczek, United Way of the Midlands
John McCurdy, SWIPCO/SWITA
John Synowiecki, Catholic Charities

Karen Jackson, City of Bellevue
Kelly Shadden, Metro Transit
Lillan Rush, Friendship Program
Rich Surber, Lutheran Family Services

MAPA Staff
Ashley Myers
Megan Walker
Michael Felschow

1. Introductions

Lisa Picker called the meeting to order at 10:32 am. She welcomed the committee and introductions were made.

2. Approval of Minutes

Picker introduced the August 20 minutes and asked if there were any changes or additions.

Rick Surber MOTIONED to approve the August 20 minutes.

Kelly Shadden SECONDED.

Motion passed unanimously.

3. Call Center Grant (Discussion Item)

Picker asked Michael Felschow for an update on the results of the Public Service Commission call center work.

Felschow stated MAPA and the Call Center Subcommittee believed that a consortium of call center clients would be under PSC review. Thus, MAPA and the subcommittee developed a letter/brief to give to the PSC detailing how the call center would work. However, MAPA discovered the PSC is currently revising their regulations to be in compliance with federal coordination mandates. If the revised regulations are passed, the regulations would no longer apply to the call center consortium of clients. Therefore, MAPA wrote a letter of support for the regulation change.

Rick Surber asked about charging fees for riders. Felschow said he thinks the consortium of clients would only work if no fare is charged to the client.

Felschow stated the next big hurdle will be the sole source justification issue. We are attempting to have the sole source justification package submitted to FTA by the end of October.

4. Revised CTC Membership (Action Item)

Picker asked Megan Walker to present on the CTC membership, as the CTC wanted to look at its membership and discuss removing inactive voting members and adding additional voting members.

Walker stated MAPA staff compiled a list of agencies with a high number of unexcused absences. Also MAPA developed a list of agencies which would like to join the CTC. It was discussed that we maybe need to do more outreach to the organizations that have not been attending meetings. Of the groups on the list of high unexcused absences two were present. The Friendship Program wished to remain a voting member and the City of Omaha wished to become a nonvoting member.

Picker asked to look at the excused absences at the next meeting, to make sure they are not being abused.

Kelly Shadden MOTIONED to keep the Friendship Program as a voting member, move the City of Omaha, the City of Papillion, the Nebraska Veterans of Foreign Wars, and the Sherwood Foundation to non-voting members.

Fred Conley SECONDED.

Motion passed unanimously.

Fred Conley MOTIONED to move the Southern Sudan Community Association to a voting member, while also adding the Empowerment Network, Omaha Association of the Blind, and The Southwest Iowa Planning Council (SWIPCO)/Southwest Iowa Transit Agency (SWITA) as voting members.

Kelly Shadden SECONDED.

Motion passed unanimously.

5. 5310 TIP Application and Criteria (Action Item)

Picker asked Ashley Myers to review the 5310 application, criteria, and scoring rubric for the FY16 TIP selection process.

Myers presented the TIP timeline and the new criteria based on the discussion from the August CTC meeting. This included information about selection critiera, scaling to 100 points, and the difference between the two potential applications- “Traditional – Capital” and “Other/New Freedom – Capital & Operations”. The two applications were developed due to the federal requirements.

Discussion ensued about the possibility of receiving over 100 points. No further comments were provided for the “Traditional – Capital” application/criteria. However, the “Other/New Freedom – Capital & Operations” application/criteria received extensive conversation. This included discussion of the language for ADA requirements of being “over” or “meeting” and how points would be awarded. After looking at the regulation again and seeing it stated, the “Other/New Freedom” regulations must be “beyond those required by the ADA.” Thus, it was decided to include “over” in the language.

John McCurdy MOTIONED to approve the 5310 “Traditional – Capital” and “Other/New Freedom – Capital & Operations” applications, criteria, and scoring rubrics for the FY16 TIP selection process.

Erin Porterfield SECONDED.

Motion passed unanimously.

6. Review the 5310 Program Management Plan (PMP) (Action Item)

Picker asked Ashley Myers to present the FTA required 5310 Program Management Plan.

Myers stated the purpose of the Program Management Plan is to detail how MAPA plans to administer the 5310 program including the policies and procedures. It also specifies the roles and responsibilities of the Council of Officials, the MAPA Board of Directors, the Transportation Technical Advisory Committee, and the Coordinated Transit Committee. She mentioned the 5310 coordination process and the 5310 programming process. Lastly, she reviewed the project implementation schedule, which begins with the CTC developing the selection criteria (like they did in this meeting), completing a call for projects (occurring in December), evaluating projects, including them in the TIP, inserting them into the FTA grant management system, developing a contract with the sub-recipient, and receiving approval from the Finance Committee and Board of Directors to pay sub-recipient invoices.

Fred Conley MOTIONED to approve the 5310 Program Management Plan.

Erin Porterfield SECONDED.

Motion passed unanimously.

7. Additional Business

a. The Long Range Transportation Plan.

b. Call center research grant

The Long Range Transportation Plan and Call center research grant discussion were TABLED for the next meeting.

Myers mentioned MAPA will holding a training session for how to fill out the 5310 application at the December 17 CTC meeting. Picker asked we send a reminder saying the people who will be filling out the application should attend the training meeting.

8. Next Meeting

Picker announced the next meeting is scheduled for October 15 at 10:30 am in the MAPA Downstairs Training Room.

9. Adjourn

John McCurdy MOTIONED to adjourn the meeting.

Fred Conley SECONDED.

Picker adjourned the meeting at 11:35.

Appendix C - TTAC Meeting Minutes

Minutes of March 20, 2015 Meeting

The Transportation Technical Advisory Committee met on Friday, March 20, 2015, at Metro, 2222 Cuming Street, Omaha, Nebraska. Mr. Denny Wilson opened the meeting at 10:00 a.m.

VOTING MEMBERS

Denny Wilson
Chris Shewchuk
Greg Reeder
Joe Soucie
Murthy Koti
Todd Pfitzer
Derek Miller
Marty Leming
Janet McCartney
Dan Kutilek
Scott Suhr
Curt Simon (alternate)
Tim Weander
Brad Zumwalt
Eric Williams

Sarpy County Public Works
City of Bellevue Public Works
City of Council Bluffs Public Works
City of La Vista Public Works
City of Omaha Public Works
City of Omaha Public Works
City of Omaha Planning Department
City of Papillion Public Works
Cass County
Douglas County Engineers Office
Iowa Department of Transportation
Metro Transit
Nebraska Department of Roads – District 2
Nebraska Department of Roads – Lincoln
Papio-Missouri River NRD

NON-VOTING MEMBERS

Greg Youell
Terry Bailey
John Kottmann
Bryan Guy
Jeff Thompson
Jeff Soule
Dan Waddle
Bill Herr
Jason Carbee

Metropolitan Area Planning Agency
Council Bluffs Chamber of Commerce
City of La Vista Public Works
City of Omaha Public Works
City of Papillion Public Works
Nebraska Department of Roads – Lincoln
Nebraska Department of Roads – Lincoln
Sarpy County Public Works
HDR, Inc.

PUBLIC ATTENDEE

Lee Myers
Steve Ziemba

AARP
CAL

STAFF

Michael Felschow
Ashley Myers
Megan Walker

Metropolitan Area Planning Agency
Metropolitan Area Planning Agency
Metropolitan Area Planning Agency

A. Approval of Minutes

Motion #1: Approval of the minutes of the February 20, 2015 Transportation Technical Advisory Committee Meeting.

Motion by: Greg Reeder
Second by: Joe Soucie
Motion Carried

B. FY 2015 – 2018 Transportation Improvements (TIP) Amendments

Mr. Felschow said there are a significant number of projects in the amendment because the 5310 program has about \$300,000 that are FY 2013 funds that will lapse and the projects must be programmed before the FY 2016 TIP is completed. Eleven of the 16 projects in the amendment are 5310 fund programs for small transit vehicles to be purchased for human services agencies and the vehicles range from \$15,000 to \$141,000 in federal funds. Three of the remaining projects are STP funding, another is 5310 funds, and the remaining project is NHPP funding.

Motion #2: Seeking approval of the MAPA Board of Directors at their March 27, 2015 meeting of the FY 2015 – 2018 Transportation Improvements Program Amendment 4.

Motion by: Curt Simon
Second by: Dan Kutilek
Motion Carried

C. FY 2016 – 2019 Transportation Improvement Program Draft Project List

Mr. Felschow reviewed the process where projects were submitted and were reviewed through the sub-committee for the TIP. The list of projects is now ready for recommendation by TTAC to go to the Board of Directors and with their approval will go to the public for comment. The finalized list will be incorporated into the FH 2016 – 2019 TIP for final approval in June.

TAP: Metro – Central Omaha Bus Rapid Transit; Omaha, North Downtown Pedestrian Bridge; and La Vista, Applewood Creek Trail

Iowa STP: 3 Council Bluffs projects – South Expressway Reconstruction Phases 1 and 2 and N. 16th Street Reconstruction Avenue G to Nash

Nebraska STP Resurfacing: City of Omaha AC Resurfacing Project

Mr. Williams asked about the 24th Street lane diet and Mr. Felschow said there's not been a final decision yet. TAP-C will be meeting on March 24th to make that decision. If they get safety funds for the project, it may be removed completely. The worst case scenario, it will be moved to illustrative and not removed.

Motion #3: Seeking approval of the MAPA Board of Directors at their March 27, 2015 meeting of the FY 2016 – 2019 Transportation Improvement Program Draft Project List.

Motion by: Tim Weander
Second by: Todd Pfitzer

Motion Carried

D. Title VI Plan

Ms. Walker said the Title VI plan was updated as is required every 3 years. The certification review comments were included, demographics were updated, the state procedure was more closely aligned, the new public outreach policies were incorporated as well as the combined ADA and Title VI coordinator positions. It was released to public comment with a few comments received from federal and state partners but no public comments were received. The Citizens' Advisory Council (CAC) had questions about the Plan but no comments.

Motion #4: Seeking approval of the MAPA Board of Directors at their March 27, 2015 meeting of the final Title VI Plan.

Motion by: Brad Zumwalt
Second by: Jeff Thompson
Motion Carried

E. FY 2035 Long Range Transportation Plan (LRTP) Amendment

Ms. Myers said in February the Amendment was brought to TTAC to change the alignment of the Rapid Transit Line to include the Dodge Contraflow as well as to change the Constraint to include the Tiger Grant funding that was received by Metro.

The new Dodge Street Contraflow alignment runs from Westroads to 10th Street. There was an outreach process released to public comment on February 23, 2015 by the Board of Directors and the 30 days will end on March 26, 2015. The amendment was advertised both on social media and by email. A stakeholder meeting was held on March 9, 2015 and two open houses were held on March 10, 2015. Comments, in general, have been favorable.

The Federal Transit Administration (FTA) wanted to see the federal funding included in the Plan with the Tiger Grant. Not only was the map amended but also the text in Chapter 8 and the Fiscal Constraint tables were changed to include the Tiger Grant.

Motion #5: Seeking approval of the MAPA Board of Directors at their March 27, 2015 meeting of the FY 2035 Long Range Transportation Plan.

Motion by: Curt Simon
Second by: Marty Leming
Motion Carried

F. Draft Unified Work Program

Mr. Youell introduced the draft Unified Work Program for the federal FY 2016 starting October 1, 2015. The total budget is \$4.2m that includes just over \$1m for MAPA activities and \$3m is federal funding being passed through to sub-recipients for projects. Some activities listed are the FY 2040 LRTP update, considerable work in Sarpy County, a study looking at a potential new interchange on I-80 (180th to 192nd Street corridor), working with GIS coordinators to develop a traffic count system, Heartland 2050 implementation and pass through Federal Highway Administration (FHWA) and FTA planning funds.

This draft document will be submitted to NDOR, Iowa DOT and federal agencies in April. The draft will go back to TTAC in May with comments received and then be submitted for final approval to the Board of Directors in June.

Mr. Soucie asked about the one-call center and Mr. Felschow said the money in the budget will purchase the technology to do the coordination with the agencies. The call center is still in the planning stages.

Mr. Weander asked about funds in the budget.

Mr. Kutilek questioned aerial photography. Next spring the next round of flights for aerial photos will take place and it will be the “full package” including the ortho photography. Mr. Reeder asked about the ozone reduction campaign. Mr. Youell said when the new standard comes out, our numbers are still alright in this cycle. However, it remains an issue that needs to be addressed.

Motion #6: Seeking approval of the MAPA Board of Directors at their March 27, 2015 meeting of the draft Unified Work Program.

Motion by: Murthy Koti
Second by: Scott Suhr
Motion Carried

G. Review of 2040 LRTP Chapters

Ms. Myers said work is underway on the FY 2040 LRTP. Six chapters were presented to the CAC for review in February and to the TTAC at this meeting. The last 11 chapters are currently being worked on. The full draft will be to the TTAC at next month’s meeting and on to the Board of Directors with the public comment period during the month of May. A final draft will be presented to the TTAC in June and on to the Board of Directors for their approval and finally to the Council of Officials in July.

Mr. Felschow said they’re working with ProSeCom to receive help with the additional 5 years’ worth of projects.

H. Funding Obligation and Project Status

Mr. Felschow said all of the projects listed are just as they are reflected in the recently approved TIP.

Noted comments of the projects are:

Moved: Bellevue’s 36th Street Phase II project
Douglas County’s 180th Street project
Sarpy County’s 132nd Street project

There were no changes from last month with the Iowa projects

The Safe Routes to School project for the City of Omaha does not need to be shown as it’s not out of TAP project funds which frees up about \$500,000.

Because of deobligation on the STP side, obligated projects are a little less than negative \$970,000. With the construction season about to start, more projects will be obligated.

With the TAP projects, most are SRTS and will not count against the total obligation.

Mr. Weander asked if the Dodge Street / Douglas Street S-Curve project was being removed. Mr. Pfitzer said the City of Omaha had just received the official request to terminate the project. Money will have to be paid back if no longer using the federal money.

To date, all projects are fiscally constrained.

I. Transportation Activities

Projects included in discussion:

- Metro Travel Improvement Study
- Bicycle-Pedestrian Master Plan
- Little Steps Big Impact
- B-Cycle
- Electric Vehicle and Air Quality Summits

J. Additional Business

Mr. Wilson said the American Public Works Association has had discussions between the FHWA and the US Corps of Engineers which have led to agreements to reduce the timeframe for plan reviews and also penalizing FHWA for delays.

Mr. Weander, Mr. Kutilek and Mr. Pfitzer shared reports of significant delays with various projects around the metro.

Mr. Youell followed up with the Allwine Prairie Preserve. Douglas County Commissioner Clare Duda will be having a meeting to help resolve the issue of lack of cooperation with the possibility of extending 144th Street north of State Street up to Hwy 36.

K. Adjournment

Motion to adjourn:

Motion by: Curt Simon
Second by: John Kottman
Motion Carried

The meeting was adjourned at 10:59 a.m.