

MEETING NOTICE

DATE: June 17, 2016

TO: Transportation Technical Advisory Committee (TTAC)

FROM: Dennis Wilson, Chairman
Greg Youell, MAPA Executive Director

RE: June 24, 2016 TTAC Meeting

The MAPA TTAC will meet Friday, June 24, 2016 at 10:00 a.m. in the Metro Building at 2222 Cuming Street, Omaha, Nebraska 68102. The TTAC meeting will be held in the Metro Training Room on the lower level. Please enter the building through Metro's front door and follow the signs to the Metro Training Room on the lower level. The agenda item materials can be accessed by clicking on the linked agenda item titles. The agenda is also available at the MAPA offices and online at <http://www.mapacog.org/boards-a-committees/58-agendas>.

AGENDA

For TTAC Review / Approval

- A. Meeting Minutes – TTAC will consider approval of the May 20, 2016 TTAC meeting minutes. (Action Item) (Attachment)

Recommendations to Board

- B. 2040 Long Range Transportation Plan Amendment - Staff will request a recommendation to approval an amendment to the LRTP for the adjustment of two NDOR projects. (Action Item) (Attachment)
- C. FY 2016-2019 Transportation Improvement Program (TIP) Amendments – Staff will present various amendments to the FY 2016-2019 TIP from local jurisdictions and request a recommendation for Board approval. (Action Item) (Attachment)
- D. Final FY 2017 - 2020 Transportation Improvement Program (TIP) – Staff will present and request recommendation to the Board to release of the Draft TIP for 30-day public review period. (Action Item) (Attachment)
- E. Committee Member Lists – Staff will present and request recommendation for Board approval of the TTAC membership list reflecting changes suggested by TTAC members. Other committee membership will also be recommended to the Board for approval. (Action Item) (Attachment)

Discussion Items

- F. Funding Obligation and Project Status – Staff will review the annual funding obligation and project status. (Information Item) (Attachment)
- G. 2050 Long-Range Transportation Plan (LRTP) / Heartland 2050 Vision Plan – Staff will present the results from Stakeholder efforts of the 2050 LRTP Alternative Packages (Information Item).
- H. Member Agencies Updates – Agencies will present updates for on-going and future project and program across the region. (information Item)
- I. Additional Business – Upcoming Meetings: Board of Directors – June 30, 2016; Coordinated Transit Committee (CTC) – July 20, 2016; TTAC – July 22, 2016
- J. Adjournment

Auxiliary aids, language assistance, and services are available when requested in advance, please call the office.
Si necesita ayuda con traduccion, por favor llame la oficina.

Agenda Item A
Meeting Minutes

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY
Transportation Technical Advisory Committee
Minutes of May 20, 2016 Meeting

The Transportation Technical Advisory Committee met on Friday, May 20, 2016, at Metro, 2222 Cuming Street, Omaha, Nebraska. Mr. Todd Pfitzer opened the meeting at 10:00 a.m.

VOTING MEMBERS

Chris Shewchuk	City of Bellevue Planning Department
Greg Reeder	City of Council Bluffs Public Works
Joe Soucie	City of La Vista Public Works
Murthy Koti	City of Omaha Public Works
Todd Pfitzer	City of Omaha Public Works
Bob Stubbe	City of Omaha Public Works
Mark Stursma	City of Papillion Planning Department
Marty Leming	City of Papillion Public Works
Dan Freshman	City of Ralston Public Works
Dan Kutilek	Douglas County Engineers Office
Scott Suhr	Iowa Department of Transportation
Maurice Hinchey	Nebraska Department of Roads – District 2
Noel Salac	Nebraska Department of Roads – Lincoln
Brad Zumwalt	Nebraska Department of Roads – Lincoln
Dan Owens	Omaha Airport Authority
Eric Williams	Papio-Missouri River NRD
Lauren Cencic	Metro Transit
Bruce Fountain	Sarpy County Public Works

NON-VOTING MEMBERS

Greg Youell	Metropolitan Area Planning Agency
John Kottmann	City of La Vista Public Works
Bryan Guy	City of Omaha Public Works
Bill Herr	Sarpy County Public Works
Darla Hugaboom	FHWA – Iowa Division

GUESTS

Jeff Lamontagne	AECOM
Jeff Sockel	Alfred Benesch & Company
Jacob Weiss	HDR, Inc.
Arobindu Das	Iteris, Inc.
Clyde Prem	Olsson Associates
Shane Swope	The Schemmer Associates
Sean Litteral	FHWA – Iowa Division
Dan Giittinger	City of Gretna Development Services
Josh Charvat	City of Gretna Planning Department (Intern)
Chad Weaver	City of Omaha Planning Department
Mark Dethlefs	City of Omaha Public Works (Intern)
Ernest Wesolowski	Citizen

STAFF

Michael Felschow	Metropolitan Area Planning Agency
Court Barber	Metropolitan Area Planning Agency
Mike Helgersen	Metropolitan Area Planning Agency

A. Approval of Minutes

Motion #1: Approval of the minutes of the April 22, 2016 Transportation Technical Advisory Committee Meeting.

Motion by: Marty Leming
Second by: Brad Zumwalt
Motion Carried

B. FY 2016 – 2019 Transportation Improvement Program (TIP) Amendments

Mr. Helgerson presented Amendment 11 of the TIP to the Committee. This is the Adaptive Traffic Signal Control for Kanesville Blvd. in Council Bluffs where the project description changed.

Motion #2: Seeking approval of the MAPA Board of Directors at their May 26, 2016 meeting of the FY 2016 – 2019 Transportation Improvement Program Amendment 11.

Motion by: Greg Reeder
Second by: Dan Kutilek
Motion Carried

C. Draft FY 2017 – 2020 Transportation Improvement Program (TIP)

Mr. Barber said changes to the TIP's process include Chapter 2's Planning Process and Chapter 4's Environmental Justice section. He asked the Committee to submit any comments about the Draft TIP by June 9th. The Board of Directors will be asked to approve the TIP so it may go to a June 14, 2016 public comment meeting.

Motion #3: Seeking approval of the MAPA Board of Directors at their May 26, 2016 meeting of the Draft FY 2017 – 2020 Transportation Improvement Program.

Motion by: Joe Soucie
Second by: Marty Leming
Motion Carried

D. Final Draft FY 2017 Unified Planning Work Program (UPWP)

Mr. Youell presented the final UPWP to the TTAC. Comments have been received from state and federal agencies and the document has been revised accordingly. All comments have been addressed with the exception of a comment by Justin Luther asking for explanation on MAPA's NIROC aerial photography project's activities that will begin July 1 of FY 2017. This match is addressed as matching funds toward federal dollars. He said the budget has been revised slightly to a total cost on the transportation portion of \$4.86 million. Of that, \$1.337 million is for MAPA activities in-house and \$3.527million is pass-through monies or contracts. New to the TIP is the Platteview Road Corridor Phase II that will look in more detail to the project.

Motion #4: Seeking approval of the MAPA Board of Directors at their May 26, 2016 meeting of the Final Draft FY 2017 Unified Planning Work Program.

Motion by: Marty Leming
Second by: Chris Shewchuk
Motion Carried

E. Funding Obligation and Project Status

Mr. Felschow said there's a balance of \$11.9 million in STP funds for Nebraska and for TAP with most of that money being transferred to the BRT with no remaining balance. For Iowa, there is no change from the previous month because information is received quarterly. He said all funding sources are fiscally constraint.

There is a large backlog of projects. A meeting was recently held with NDOR and many projects may begin within the next two years but many are hinging on the PE-NEPA process with most FY 2016

projects in this phase with some in the ROW process. If these are completed next year, several projects will be freed up to then be in construction.

Mr. Felschow said there are no changes and no concerns for STP funding in Iowa or with TAP funding projects.

F. 2050 Long-Range Transportation Plan (LRTP) / Heartland 2050 Vision Plan

Mr. Felschow said the LRTP has been in process along with the Heartland 2050 Vision Plan. Presented are alternative packages from Metro Travel Improvement Study (MTIS). Through the MTIS process, there are six packages being reviewed. Each package has all modes in it so it's a sensitivity analysis between the packages. Some have more interstate, some more arterial and some with other modes of transportation. There will be a stakeholder meeting in mid-June where TTAC members will review these packages in detail to assess them and put together the best elements from the packages. The bike/ped study and the Heartland 2050 Vision Plan are part of these packages.

G. Member Agencies Updates

Mr. Suhr said the interview process is underway for a new district engineer for IDOT. Mr. Reeder said the beltway process is going well in Council Bluffs. Mr. Kutilek told the Committee the environmental process for 180th Street is underway and on schedule. There was discussion about the NEPA process and how it affects different phases of construction concerning noise studies. Ms. Cencic said there will be a BRT public meeting on June 15, 2016 at the downtown First National Bank from 11 – 1:00 p.m. and an afternoon open house format from 4:30 to 7:00 p.m. with the location yet to be determined. Mr. Owens informed the Committee at Eppley Airfield there are canopies south of the terminal for a long-term two-year parking garage project. Construction is nearing completion for an automated parking guidance system which will also include the use of an app. There is construction on the terminal ramp in and around where planes park to replace dated pavement and utilities which is the second of three phases. Terminal rehabilitation is at least five to ten years out which is dependent on traffic which is now about 4.2 million passengers per year and construction will start at 4.8 million. Mr. Fountain said the Sarpy County Comprehensive Plan said the transportation element will be worked on. Mr. Salac said in July there will be another phase of Build Nebraska Act outreach efforts in each of the districts. Mr. Youell talked about rule making for performance measures that will have an impact on MTIS and on scoring and how projects are rated. Regarding the governor's transportation infrastructure program, it amounts to \$450 million with \$50 million taken out of the general fund and \$400 million from the gas tax. A consultant is involved to help set up policy and once in place, process development will occur and projects will be looked at.

H. Additional Business

Mr. Barber reminded the Committee of upcoming meetings:

- MAPA Board of Directors – May 26
- LRTP Stakeholder Meetings – May 31 and June 8
- Coordinated Transit Committee – June 15
- TTAC – June 24

I. Adjournment

The meeting was adjourned at 11:50 a.m.

Agenda Item B
Long Range Transportation Plan
Amendment

Metropolitan Area Planning Agency

Long Range Transportation Plan 2040

TABLE 7.1
ANTICIPATED FEDERAL REVENUES

Nebraska Federal Highway Administration (FHWA) Revenues (in \$1,000s)

Funding Category	Annual Average	2016-2019 (TIP)	2020-2025	2026-2030	2031-2035	2036-2040	Total
CMAQ	\$750	\$1,930	\$4997	\$4897	\$5044	\$5195	\$22,063
DPU	\$1,000	\$4,360	\$0	\$0	\$0	\$0	\$4,360
HSIP	\$1,600	\$6,248	\$10660	\$10447	\$10761	\$11084	\$49,200
NHPP	\$18,500	\$82,267	\$0	\$0	\$0	\$0	\$82,267
STP-MAPA	\$15,071	\$96,003	\$100,410	\$98407	\$101359	\$104400	\$500,579
STP-HBP	\$1,000	\$5,000	\$6662	\$6530	\$6725	\$6927	\$31,844
STP-State	\$2,500	\$9,735	\$0	\$0	\$0	\$0	\$9,735
TAP-MAPA	\$1,000	\$4,730	\$6662	\$6530	\$6725	\$6927	\$31,574
Total	\$41,421	\$210,273	\$129,391	\$126,811	\$130,614	\$134,533	\$731,622

Iowa Federal Highway Administration (FHWA) Revenues (in \$1,000s)

Funding Category	Annual Average	2016-2019 (TIP)	2020-2025	2026-2030	2031-2035	2036-2040	Total
CMAQ	\$150	\$864	\$946	\$879	\$897	\$915	\$4,501
DPS	\$1,150	\$4,662	\$0	\$0	\$0	\$0	\$4,662
NHPP	\$98,000	\$388,309	\$84,681	\$0	\$0	\$0	\$472,990
STP-MAPA	\$1,700	\$15,600	\$10,724	\$9,963	\$10,162	\$10,366	\$56,815
STP-HBP	\$2,700	\$0	\$6,308	\$5,861	\$5,978	\$6,097	\$24,244
STP-State	\$5,000	\$0	\$6,557	\$18,400	\$0	\$0	\$24,957
TAP-MAPA	\$300	\$700	\$1,892	\$1,758	\$1,793	\$1,829	\$7,972
Total	\$109,000	\$410,135	\$111,108	\$36,861	\$18,830	\$19,207	\$596,141

Total Regional Federal Highway Administration (FHWA) Revenues (in \$1,000s)

Funding Category	Annual Average	2016-2019 (TIP)	2020-2025	2026-2030	2031-2035	2036-2040	Total
CMAQ	\$900	\$2,794	\$5,943	\$5,776	\$5,941	\$6,110	\$26,564
DPS & DPU	\$2,150	\$9,022	\$0	\$0	\$0	\$0	\$9,022
HSIP	\$1,600	\$6,248	\$10,660	\$10,447	\$10,761	\$11,084	\$49,200
NHPP	\$116,500	\$470,576	\$105,851	\$0	\$0	\$0	\$576,427
STP-MAPA	\$16,771	\$111,603	\$111,134	\$108,370	\$111,521	\$114,766	\$557,394
STP-HBP	\$3,700	\$5,000	\$12,970	\$12,391	\$12,703	\$13,024	\$56,088
STP-State	\$7,500	\$9,735	\$6,557	\$18,400	\$0	\$0	\$34,692
TAP-MAPA	\$1,300	\$5,430	\$8,554	\$8,288	\$8,518	\$8,756	\$39,546
Total	\$150,421	\$620,408	\$240,499	\$163,672	\$149,444	\$153,740	\$1,348,933

7.6 REGIONALLY SIGNIFICANT TRANSPORTATION INVESTMENTS

The list of street and highway projects eligible for Federal aid funding following in this section is fiscally-constrained to reasonably available local, state, and federal revenues. Project costs take inflation into account and appear in year-of-expenditure dollars. Therefore, project costs for future years appear higher than what they would cost if constructed today. As is described in Section 7.3, federal funding levels were identified based on past trends within the Omaha-Council Bluffs region. Local revenues were identified based on local financial reports and identified operations & maintenance costs.

These projects listed in this LRTP are considered eligible for Federal-Aid funding by the MPO. Projects will be selected for Federal aid funding as they go through the MPO's project selection and prioritization process for the TIP, while some projects may be advanced using solely local funding sources. The following sections divide the projects between Regionally Significant Roadway & Trail Projects, Regionally Significant Transit Investments, and Illustrative Projects.

7.5.1— REGIONALLY SIGNIFICANT ROADWAY & TRAIL INVESTMENTS

The tables that follow this section include regionally significant roadway and trail projects identified from the 2035 Long Range Transportation Plan and the scenario planning process described earlier in this chapter. These investments represent the federal-aid eligible portion of this LRTP as the total funding for both local and state projects has been

The FY2016-2019 Transportation Improvement Program serves as the four-year implementation program of this plan. Projects identified in this TIP are included in the first band of projects within this project list.

A summary of the fiscally constrained Roadway & Trail program is included in Table 7.8 below.

TABLE 7.8
SUMMARY OF REGIONALLY SIGNIFICANT ROADWAY & TRAIL PROJECTS

	2016-2019 (TIP)	2020-2025	2026-2030	2031-2035	2036-2040	Total
Iowa	\$467,444	\$120,273	\$37,320	\$59,884	\$35,153	\$720,074
Nebraska	\$331,667	\$122,760	\$151,710	\$147,222	\$148,488	\$901,847
Total	\$799,111	\$243,033	\$189,030	\$207,106	\$183,641	\$1,621,921

(Figures in \$1,000s)

Nebraska TIP Projects | FY 2016-2019

TIP ID	Lead Agency	Project Name	Improvement Location	Project Cost (FY2016-2019)	Total Project Cost
2015-048	Bellevue	36th Street Phase N-370 - Sheridan	36th St - N-370 to Sheridan	\$9,618,500	\$10,871,620
2015-050	Bellevue	36th Street Phase II	Sheridan to Platteview Rd	\$956,130	\$9,911,130
2015-046	Bennington	156th Street	Bennington	\$2,208,750	\$2,929,446
2015-039	Douglas	180th Street (Phase 1)	HWS Cleveland Blvd to Blondo St and Blondo St .25 mile East and West to 180th St	\$28,520,000	\$31,185,000
2016-037	La Vista	Applewood Creek Trail	From Giles Road north along Applewood Creek between Giles and Harrison	\$163,000	\$1,830,500
2016-038	MAPA	Heartland B-Cycle Expansion	Various locations throughout the City of Omaha	\$1,162,909	\$1,162,909
2015-021	Metro	Metro Rolling Stock	Metro Transit service area	\$3,052,500	\$4,466,250
2015-139	Metro	Bus Rapid Transit	Along Dodge/Farnham corridor, from Westroads Mall	\$2,232,500	\$36,012,500
2015-005	NDOR	I-680/US-6 Interchange DMS	Along I-680/US-6 in Omaha. Begin R.P. – 2.29	\$712,000	\$760,000
2015-006	NDOR	N-370: US-75 West, Bellevue	N-370 sections from 1.6 mi east of 72nd Street east 3.15 mi	\$5,474,000	\$5,670,000
2015-008	NDOR	I-80/680 'Q'-'L' CD Rds, Omaha (WB)	WB I-80 CD roads and ramps in the I-80/I-680 interchange area in Omaha. Begin R.P. – 444.23	\$4,197,000	\$4,237,000
2015-015	NDOR	US-75: Plattsmouth - Bellevue, North of Platte River	US-75 from Platte River bridge, north 3.1 miles. Begin R.P. – 76.30	\$32,016,000	\$32,016,000
2015-023	NDOR	I-80: 24th Street - 13th Street	I-80 from 24th Street to 10th Street. Begin R.P. – 453.37	\$13,446,000	\$13,446,000
2015-024	NDOR	Platte River Bridges East of Yutan	On Highway N-92, two bridges over the Platte River 1.5 and 1.8 miles east of Yutan. Begin R.P. – 462.56	\$947,000	\$962,000
2015-025	NDOR	Schramm Park South	N-31, 4.2 miles south of Schramm Park Recreational Area. Begin R.P. – 4.18	\$1,870,000	\$1,925,000
2015-026	NDOR	Giles Road Interchange Ramps	I-80 ramps at Giles Road interchange. Begin R.P – 442.0	\$2,483,000	\$2,541,000
2015-027	NDOR	Jct N-31/N-36 Intersection Improvements	Junction of Highways N-31 and N-36. Begin R.P. – 30.93	\$2,092,000	\$2,092,000
2015-028	NDOR	Elkhorn River West	On N-36 from Old Highway 275/Reicmuth Road, east to just west of the Elkhorn River	\$3,030,000	\$3,080,000
2015-029	NDOR	N-64 at SE Jct US-275 - Omaha	N-64 (W Maple Road) at junction of US-275 east to Ramblewood Drive/Elkhorn Drive. Begin R.P. – 59.21	\$3,250,000	\$3,360,000
2015-034	NDOR	N-92: Platte River East Structures	Nebraska Highway 92 (W Center Road) at the Platte River. Begin R.P. – 463.30	\$715,000	\$740,000
2015-036	NDOR	EB I-80 at I-680	EB I-80 at interchange with I-680. Begin R.P. – 445.74	\$1,342,000	\$1,342,000
2015-037	NDOR	Ralston Viaduct	N-85/BNSF viaduct in Ralston. Begin R.P. – 4.02	\$5,174,000	\$5,364,000
2015-068	NDOR	N-133: Thomas Creek Bridge North (SB)	On southbound lanes of N-133 from just north of Thomas Creek crossing, north 0.12 miles. Begin R.P. – 5.94	\$532,000	\$534,000
2015-152	NDOR	I-680 / US-6 Bridges	On I-680 at US-6. Begin R.P. – 2.89	\$8,213,000	\$8,213,000
2016-001	NDOR	I-480: Bancroft - Dewey	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	\$6,692,000	\$6,700,000
2016-002	NDOR	N-31: Schramm Park - US-6	On N-31 from near Schramm Park entrance to south junction with US-6	\$2,548,000	\$2,553,000
2016-003	NDOR	US-275: Waterloo Viaduct	On US-275 from Valley to viaduct at Waterloo. Begin R.P. – 165.74	\$7,570,000	\$7,570,000
2016-004	NDOR	US-275: West Papillion Creek Bridge West	On US-275 from 1.6 mile east of the west limits of Omaha to east of West Papillion Creek bridge. Begin R.P. – 176.33	\$1,556,000	\$1,556,000
2016-005	NDOR	I-680: Fort Street to Missouri River	On I-680 from near Fort Street northeast to Missouri River Bridge. Begin R.P. – 6.04	\$155,000	\$155,000
2016-006	NDOR	I-80/I-480 Bridges	I-80 bridges at I-480 Interchange. Begin R.P. – 451.00	\$4,800,000	\$4,800,000
2016-007	NDOR	I-80/I-480/US-75 Interchange	I-80 and I-480 bridges at I-80/I-480/US-75 Interchange. Begin R.P. – 452.98	\$12,970,000	\$12,970,000
2016-008	NDOR	I-480: 20th Street - Missouri River Bridges (EB)	On eastbound I-480 (including ramps) from 20th Street to the Missouri River. Begin R.P. – 2.95	\$8,600,000	\$8,600,000
2016-009	NDOR	I-480: 20th Street - Missouri River Bridges (WB)	On westbound I-480 (including ramps) from 20th Street to the Missouri River. Begin R.P. – 2.95	\$9,350,000	\$9,350,000
2016-010	NDOR	N-31 Bridges North of N-36	On N-31, approximately 0.7 miles and 5.2 miles north of N-36. Begin R.P. – 31.75	\$2,271,000	\$2,271,000
2016-011	NDOR	US-75: J Street & Gilmore Ave Bridge (SB)	Viaduct on US-75 at Gilmore/Union Pacific Rail Road and bridge at J Street. Begin R.P. – 85.80	\$2,619,000	\$2,619,000
2016-012	NDOR	US-75: Off Ramp to N-64 (NB)	On northbound US-75 off-ramp to N-64 (Cumming Street). Begin R.P. – 91.09	\$258,000	\$258,000
2016-013	NDOR	US-75: Big Papillion Creek, Bellevue	On US-75 over Big Papillion Creek, approximately 0.3 miles south of Bellevue. Being R.P. – 80.03	\$250,000	\$250,000
2016-014	NDOR	District 2 CCTV Cameras	I-680, at three (3) locations in the Omaha area. Begin R.P. – 9.94	\$131,000	\$136,000
2016-015	NDOR	US-75 Fiber-Optic	Along US-75 from Fort Crook Road to south junction with I-480	\$755,000	\$759,000
2016-016	NDOR	US-6 Fiber-Optic	Along US-6 from N-31 to Westroads Mall Road in Omaha	\$922,000	\$922,000
2016-017	NDOR	I-80/I-480/I-680 Barriers, Omaha	Along I-80, I-480, and I-680 bridge locations in Omaha	\$864,000	\$864,000
2016-018	NDOR	I-80, N-31, N-370, & N-50 Ramps	I-80 interchange ramps at N-31, N-370, and N-50	\$710,000	\$710,000
2016-019	NDOR	US-275: 25th Street - 23rd Street	On US-275 from 1/2 block west of 25th Street to 1/2 block east of 23rd Street. Begin R.P. – 189.14	\$1,668,000	\$1,668,000
2016-020	NDOR	I-680: Mormon Bridge Painting	On I-680 at Mormon Bridge over Missouri River. Begin R.P. – 13.43	\$6,710,000	\$6,710,000
2016-021	NDOR	I-680: Mormon Bridge Deck Overlay	On I-680 at Mormon Bridge over Missouri River. Begin R.P. – 13.43	\$1,610,000	\$1,610,000
2016-022	NDOR	US-75 Bridge Approaches, Bellevue	US-75 bridges approaches from approximately 0.3 miles south Bellevue, north to Chandler Road. Begin R.P. – 80.03	\$4,436,000	\$4,436,000
2016-023	NDOR	24th Street Interstate Bridge	On 24th Street over I-80. Begin R.P. – 453.37	\$460,000	\$460,000
2016-024	NDOR	N-31: Elkhorn Viaduct	On N-31, viaduct over Park/Papio/Union Pacific Railroad approximately 0.7 miles south of N-64. Begin R.P. – 24.40	\$4,500,000	\$4,500,000
2016-025	NDOR	I-680: West Center Road Bridge	On I-680 at West Center Road. Begin R.P. – 0.83	\$1,520,000	\$1,520,000
2016-026	NDOR	I-80: I-480 to 24th Street	On I-80 from I-480 to 24th Street. Begin R.P. – 453.01	\$1,050,000	\$1,050,000
2016-027	NDOR	N-370: I-80 to Bellevue	On N-370 from I-80 to NB US-75 ramp terminal in Bellevue. Begin R.P. – 4.19	\$500,000	\$500,000
2016-028	NDOR	District 2 I-80 Fiber-Optic	Along I-80 from near Mahoney interchange east to the Iowa State line. Begin R.P. – 426.90	\$2,426,000	\$2,426,000
2016-029	NDOR	District 2 I-680 Fiber-Optic	Along I-680 in Omaha	\$1,300,000	\$1,300,000
2016-030	NDOR	District 2 I-480 Fiber-Optic	Along I-480 in Omaha	\$467,000	\$467,000
2016-031	NDOR	US-75: Dynamic Message Signs, Omaha	Along northbound and southbound US-75 from approximately J Street to west of F Street in Omaha. Begin R.P. – 87.33	\$688,000	\$688,000
2016-032	NDOR	District 2 DMS	Along I-80, US-75, and US-34 in District 2. Begin R.P. – 428.92	\$2,065,000	\$2,065,000
2016-033	NDOR	District 2 CCTV Camera Towers	At eleven locations along I-80, I-680, US-75, US-34, and N-370 in District 2	\$485,000	\$485,000
2015-001	Omaha	North Downtown Riverfront Pedestrian Bridge	10th and Fahey Drive	\$5,848,500	\$6,558,500
2015-013	Omaha	Omaha Signal Infrastructure - Phase A	Various Locations Throughout City	\$4,447,500	\$4,447,500
2015-016	Omaha	Omaha ATMS Central System Software	Citywide	\$655,000	\$1,573,750
2015-017	Omaha	Omaha Signal Network - System Management	Various locations throughout the City of Omaha	\$500,000	\$500,000
2015-040	Omaha	156th Street Phase Two	Pepperwood Dr. to Corby St.	\$10,355,000	\$12,222,556
2015-044	Omaha	Q Street Bridge	Q St. between 26th St. and 27th St.	\$9,575,000	\$11,187,000
2015-051	Omaha	108th Street	Madison St to Q Street	\$6,431,250	\$6,771,250
2015-052	Omaha	168th Street	West Center Rd to Poppleton	\$5,908,750	\$6,466,250
2015-053	Omaha	114th Street	Burke to Pacific St	\$4,583,750	\$5,556,250
2015-054	Omaha	168th Street	West Center Rd to Q Street	\$12,292,500	\$12,959,190
2015-055	Omaha	120th Street	Stonegate Dr to Fort St	\$10,732,500	\$11,957,500
2015-065	Omaha	24th Street Road Diet	From L Street to Leavenworth Street.	\$3,395,000	\$3,395,000
2015-132	Omaha	132nd at West Center Road Safety Project	132nd Street from Kingswood to Arbor Plaza and West Center Road from 133rd Plaza to 130th Ave	\$2,001,000	\$2,313,500

Nebraska TIP Projects | FY 2016-2019

TIP ID	Lead Agency	Project Name	Improvement Location	Project Cost (FY2016-2019)	Total Project Cost
2015-157	Omaha	Omaha Signal Infrastructure - Phase B	Various Locations Throughout City	\$3,278,750	\$3,278,750
2015-158	Omaha	Omaha Signal Infrastructure - Phase C	Various Locations Throughout City	\$1,970,000	\$1,970,000
2015-159	Omaha	Omaha Signal Infrastructure - Phase D	Various Locations Throughout City	\$1,448,750	\$1,448,750
2016-045	Omaha	Omaha Resurfacing Program	Various locations throughout the City of Omaha	\$12,000,000	\$12,000,000
2015-010	Papillion	Schram Road 84th Street to 90th Street	Schram Road 84th Street to 90th Street	\$437,500	\$5,522,500
2015-041	PMNRD	Western Douglas County Trail Phase 2	City of Valley to Village of Waterloo	\$2,224,910	\$2,543,228
2015-042	PMNRD	Western Douglas County Trail Phase 1	City of Valley to Twin Rivers YMCA	\$3,224,655	\$3,586,055
2015-058	Sarpy	132nd and Giles	132nd and Giles Road	\$2,585,000	\$3,057,713
2015-062	Sarpy	66th and Giles	Harrison St. to 400ft. South of Giles Road and Giles Road from 69th St. to 66th St.	\$1,233,750	\$11,761,250
2015-138	Valley	Valley D.C. Safe Routes to School	Portion of Meigs Street in Valley, NE	\$225,000	\$270,000
Total				\$331,667,354	\$408,925,847

Iowa TIP Projects | FY 2016-2019

TIP ID	Lead Agency	Project Name	Improvement Location	Total Cost
2015-007	Pottawattamie	Pottawattamie County Multi-Use Trail - Phase 1	From Council Bluffs north to 330th Street along the Railroad Highway, approximately 7 miles	\$281,250
2015-014	Council Bluffs	Iowa Riverfront Trail III	Recreation Trail Connection Along Missouri River	\$286,250
2015-045	Council Bluffs	East Beltway Segments A-D	US-6 to IA-92	\$12,060,250
2015-056	Iowa DOT	I-80	I-80/I-29/I-480 Interstate Reconstruction	\$431,454,000
2015-060	Council Bluffs	River Rd. Trail	River Rd to Nebraska Ave.	\$307,500
2015-075	Council Bluffs	Interstate Utility Relocation	On I-29 at Mosquito Creek	\$1,863,000
2015-077	Council Bluffs	Kanesville Blvd Adaptive Traffic Signal Control	On Kanesville Boulevard, from 16th Street to North Avenue	\$486,000
2015-078	Council Bluffs	East Broadway Realignment at Kanesville Blvd	On Kanesville Boulevard from Frank Street to North Broadway	\$593,500
2015-079	Iowa DOT	US 275 Bridge Over Missouri River	US Highway 275 Bridge over Missouri River	\$1,236,000
2015-081	Iowa DOT	I-680 Bridge Over Missouri River - Westbound	On I-680 3.1 miles west of I-29	\$1,679,000
2015-082	Iowa DOT	I-680 Bridge Over Missouri River - Eastbound	On I-680 3.1 miles west of I-29	\$1,558,000
2015-085	Iowa DOT	I-80 Missouri River to Cass County	On I-80 from Missouri River to Cass County line	\$1,200,000
2015-086	Iowa DOT	I-29 Bridge at 9th Avenue - Southbound	I-29 at 9th Ave in Council Bluffs	\$250,000
2015-087	Iowa DOT	I-29 Bridge at 9th Avenue - Northbound	On I-29 at 9th Avenue in Council Bluffs	\$250,000
2016-034	Council Bluffs	North 16th Street Reconstruction	On 16th Street (Highway 192) from Avenue G to Nash Boulevard	\$5,625,000
2016-035	Council Bluffs	South Expressway Reconstruction - Phase 1	On Highway 192 from I-80 north to 21st Street	\$5,781,500
2016-039	Iowa DOT	I-80 Missouri River Bridge - Eastbound	On I-80 at Missouri River crossing in Council Bluffs	\$48,000
2016-040	Iowa DOT	I-80 Missouri River Bridge - Westbound	On I-80 at Missouri River crossing in Council Bluffs	\$48,000
2016-041	Iowa DOT	I-29: Mills County to Iowa 92	On I-29 from Mills County line to Iowa Highway 92 in Council Bluffs	\$250,000
2016-042	Iowa DOT	US-275 Missouri River Bridge	On US-275 at Missouri River crossing	\$572,000
2016-043	Iowa DOT	I-480: Missouri River to I-29	On I-480 from the Missouri River to I-29 in Council Bluffs	\$400,000
2016-044	Iowa DOT	I-480 Missouri River Bridge	On I-480 at the Missouri River crossing in Council Bluffs	\$1,218,000
Total				\$467,447,250

7.7 FISCAL CONSTRAINT OVERVIEW FOR ROADWAY & TRAIL PROJECTS

In order to demonstrate fiscal constraint of the projects and revenues identified in this chapter, MAPA has included Tables 7.13 (below) and 7.14 (next page). These tables correlate the anticipated federal-aid highway revenues, local revenues, and estimated project costs to summarize the analysis conducted within this chapter. The positive balances shown in Table 7.13 below demonstrates that the identified Federal-Aid program of projects is fiscally constrained. Balances in the short-term bucket reflects the inability to program funding by year for non-regional sources of federal funding.

Table 7.14 (next page) summarizes non-federal-aid revenue and expenditures identified within this plan. The maps that follow this section show identified Federal-Aid investments, non-federal-aid projects, and all projects together.

TABLE 7.13
MAPA FEDERAL-AID FISCAL CONSTRAINT OVERVIEW (IN \$1,000s)

Anticipated Federal-Aid Revenues (in \$1,000s)

	TIP 2016-2019	Short Term 2020-2025	Medium Term 2026-2030	Long Term		Total
				2031-2035	2036-2040	
Iowa Federal-Aid	\$410,135	\$111,108	\$36,861	\$18,830	\$19,207	\$596,141
Nebraska Federal-Aid	\$210,273	\$129,391	\$126,811	\$130,614	\$134,533	\$731,622
Sub-Total	\$620,408	\$240,499	\$163,672	\$149,444	\$153,740	\$1,327,763
Iowa Match	\$57,309	\$24,055	\$7,464	\$23,423	\$15,946	\$128,197
Nebraska Match	\$121,394	\$24,552	\$28,759	\$16,608	\$13,955	\$205,268
Sub-Total	\$178,703	\$48,607	\$36,223	\$40,031	\$29,901	\$333,465
Iowa Total	\$467,444	\$135,163	\$44,325	\$59,884	\$35,153	\$741,969
Nebraska Total	\$331,667	\$153,943	\$157,153	\$147,222	\$148,488	\$938,473
Total Revenues	\$799,111	\$289,106	\$201,478	\$207,106	\$183,641	\$1,680,442

Total Federal-Aid Project Costs (in \$1,000s)

	TIP 2016-2019	Short Term 2020-2025	Medium Term 2026-2030	Long Term		Total
				2031-2035	2036-2040	
Federal-Aid - IA	\$467,444	\$120,273	\$37,320	\$59,884	\$35,153	\$720,074
Federal-Aid - NE	\$331,667	\$122,760	\$151,710	\$147,222	\$148,488	\$901,847
Sub Total	\$799,111	\$243,033	\$189,030	\$207,106	\$183,641	\$1,621,921

Balance of Federal-Aid Revenues & Expenditures (in \$1,000s)

	TIP 2016-2019	Short Term 2020-2025	Medium Term 2026-2030	Long Term		Total
				2031-2035	2036-2040	
Iowa Balance	\$0	\$14,890	\$7,005	\$0	\$0	\$21,895
Nebraska Balance	\$0	\$31,183	\$5,443	\$0	\$0	\$36,626
Regional Balance	\$0	\$46,073	\$12,448	\$0	\$0	\$58,521

Agenda Item C
FY 2016-2019 Transportation
Improvement Program (TIP)
Amendments



Metropolitan Area Planning Agency

FY2016-2021 Transportation Improvement Program

Revision Summary - Amendment 12

<u>Control #</u>	<u>Project Name</u>	<u>Lead Agency</u>	<u>Revision Note</u>
IA-34865	Eastern Hills Drive - Segment C	Council Bluffs	Update project description to "In the city of Council Bluffs, Eastern Hills Dr: Cedarbrook Dr to Cedar Ln and Cedar Ln: From Eastern Hill Dr West 700"; reduce DPS funding in FY2016 for ROW to \$672,000 and reduce DPS funding in FY2017 for UTIL-CON-CE to \$2,254,000

<u>Control #</u>	<u>Project Name</u>	<u>Lead Agency</u>	<u>Revision Note</u>
NE-22506	24th Street Road Diet	Omaha	Remove State-Nebraska funding from PE-NEPA-FD and UTIL-CON-CE phases

<u>Control #</u>	<u>Project Name</u>	<u>Lead Agency</u>	<u>Revision Note</u>
NE-22595	I-80/I-480/US-75 Interchange	NDOR	Increase NHPP funding for UTIL-CON-CE in FY2016 to \$11,418,000

<u>Control #</u>	<u>Project Name</u>	<u>Lead Agency</u>	<u>Revision Note</u>
NE-22528	I-480: Bancroft - Dewey	NDOR	Increase NHPP funding for UTIL-CON-CE in FY2016 to \$6,023,000



Metropolitan Area Planning Agency FY2016-2021 Transportation Improvement Program

TIP ID 2016-069		Project Name Eastern Hills Drive - Segment C	
Control Number IA-34865			
Lead Agency	Council Bluffs	Project Type	Road Widening
County	Pottawattamie	Length (mi)	0.00
		Total Project Cost*	\$3,658.00
Location In the city of Council Bluffs, Eastern Hills Dr: Cedarbrook Dr to Cedar Ln and Cedar Ln: From Eastern Hill Dr West 700'			
Description Widening of roadway to 4-lanes			

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	ROW	DPS	\$840.00	\$672.00	\$0.00	\$168.00
2017	UTIL-CON-CE	DPS	\$2,818.00	\$2,254.00	\$0.00	\$564.00

* Amounts in thousands of U.S. dollars

Revision History

3/31/2016 **Amendment 9**
Program \$739,000 of DPS in FY2016 for UTIL-CON-CE and program \$2,500,000 of DPS funding in FY2017 for UTIL-CON-CE

6/30/2016 **Amendment 12**
Update project description to "In the city of Council Bluffs, Eastern Hills Dr: Cedarbrook Dr to Cedar Ln and Cedar Ln: From Eastern Hill Dr West 700'"; reduce DPS funding in FY2016 for ROW to \$672,000 and reduce DPS funding in FY2017 for UTIL-CON-CE to \$2,254,000



TIP ID		Project Name			
2015-065		24th Street Road Diet			
Control Number					
NE-22506					
Lead Agency	Omaha	Project Type	Multi-Modal Improvement		
County	Douglas	Length (mi)	2.75	Total Project Cost*	\$3,419.10

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*
2016	PE-NEPA-FD	HSIP	\$331.01	\$297.91	\$0.00	\$33.10
2018	ROW	HSIP	\$79.00	\$71.10	\$0.00	\$7.90
2019	UTIL-CON-CE	HSIP	\$3,009.09	\$2,708.18	\$0.00	\$300.91

* Amounts in thousands of U.S. dollars

Revision History

10/29/2015

Amendment 1

Eliminate FY2017 TAP-MAPA funding; program \$297,909 of HSIP funding in FY2016 for PE-NEPA-FD, program \$71,100 of HSIP funding in FY2017 for ROW, and program \$2,639,327 of HSIP funding in FY2018 for CON

12/21/2015

Administrative Modification 5

HSIP funding increased in FY2018 to \$2,708,179 for UTIL-CON-CE

3/31/2016

Amendment 9

Reprogram PE-NEPA-FD phase to FY2018, program \$91,550 of State funding for PE-NEPA-FD in FY2018, reprogram ROW phase to FY2018, reprogram UTIL-CON-CE phase to FY2019, and program \$1,397,550 of state funding for UTIL-CON-CE in FY2019 to merge project with NE-22635

5/3/2016

Administrative Modification 10

Reprogram PE-NEPA-FD phase from FY2018 to FY2016

6/30/2016

Amendment 12

Remove State-Nebraska funding from PE-NEPA-FD and UTIL-CON-CE phases





Metropolitan Area Planning Agency
FY2016-2021 Transportation Improvement Program

TIP ID		Project Name	
2016-007		I-80/I-480/US-75 Interchange	
Control Number			
NE-22595			
Lead Agency	NDOR	Project Type	Bridge
County	Douglas	Length (mi)	
		Total Project Cost*	\$12,970.00
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	\$12,687.00	\$11,418.00	\$1,269.00	\$0.00

* Amounts in thousands of U.S. dollars

Revision History

6/30/2016

Increase NHPP funding for UTIL-CON-CE in FY2016 to \$11,418,000

Amendment 12





Metropolitan Area Planning Agency FY2016-2021 Transportation Improvement Program

TIP ID 2016-001		Project Name I-480: Bancroft - Dewey	
Control Number NE-22528			
Lead Agency	NDOR	Project Type	Resurfacing
County	Douglas	Length (mi)	1.60
		Total Project Cost*	\$6,700.00
Location On I-480, from 0.1 miles north of 1-80/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	\$6,692.00	\$6,023.00	\$669.00	\$0.00

* Amounts in thousands of U.S. dollars

Revision History

6/30/2016

Increase NHPP funding for UTIL-CON-CE in FY2016 to \$6,023,000

Amendment 12



Agenda Item D
Final FY 2017 - 2020
Transportation Improvement
Program (TIP)

Transportation Improvement Program

FY 2017 - 2022

DRAFT

6-17-2016



Omaha - Council Bluffs
Metropolitan Area
Planning Agency

Connect. Plan. Thrive.

INSERT MPO SELF CERTIFICATION ONCE APPROVED

INSERT RESOLUTION ONCE APPROVED

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MAPA TTAC Approval:

MAPA Board of Directors Approval:

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

1.1 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~~ four departments: Finance and Operations, Transportation, [Heartland 2050](#), and Community/Economic Development. MAPA's planners, administrators, and support staff work to implement regionally significant projects within the MAPA TMA boundary.

1.1.1 MAPA as a Metropolitan Planning Organization

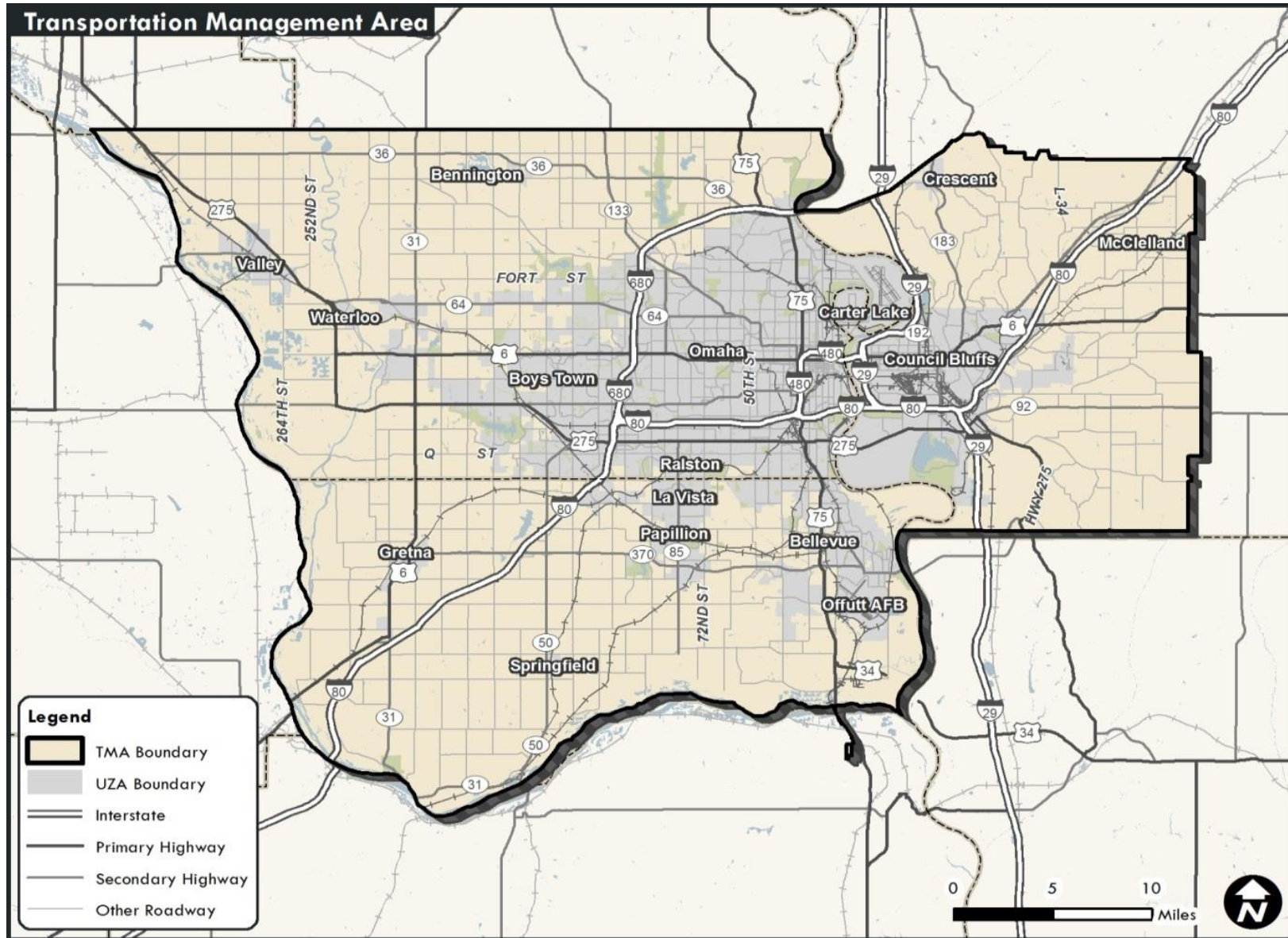
MAPA serves as the designated Metropolitan Planning Organization (MPO) for the Omaha-Council Bluffs region. MPOs are mandated to exist by Federal transportation legislation to serve five (5) core functions:

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 1.1 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 2010-2014 American Community Survey, the MAPA TMA is home to approximately 767,000 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

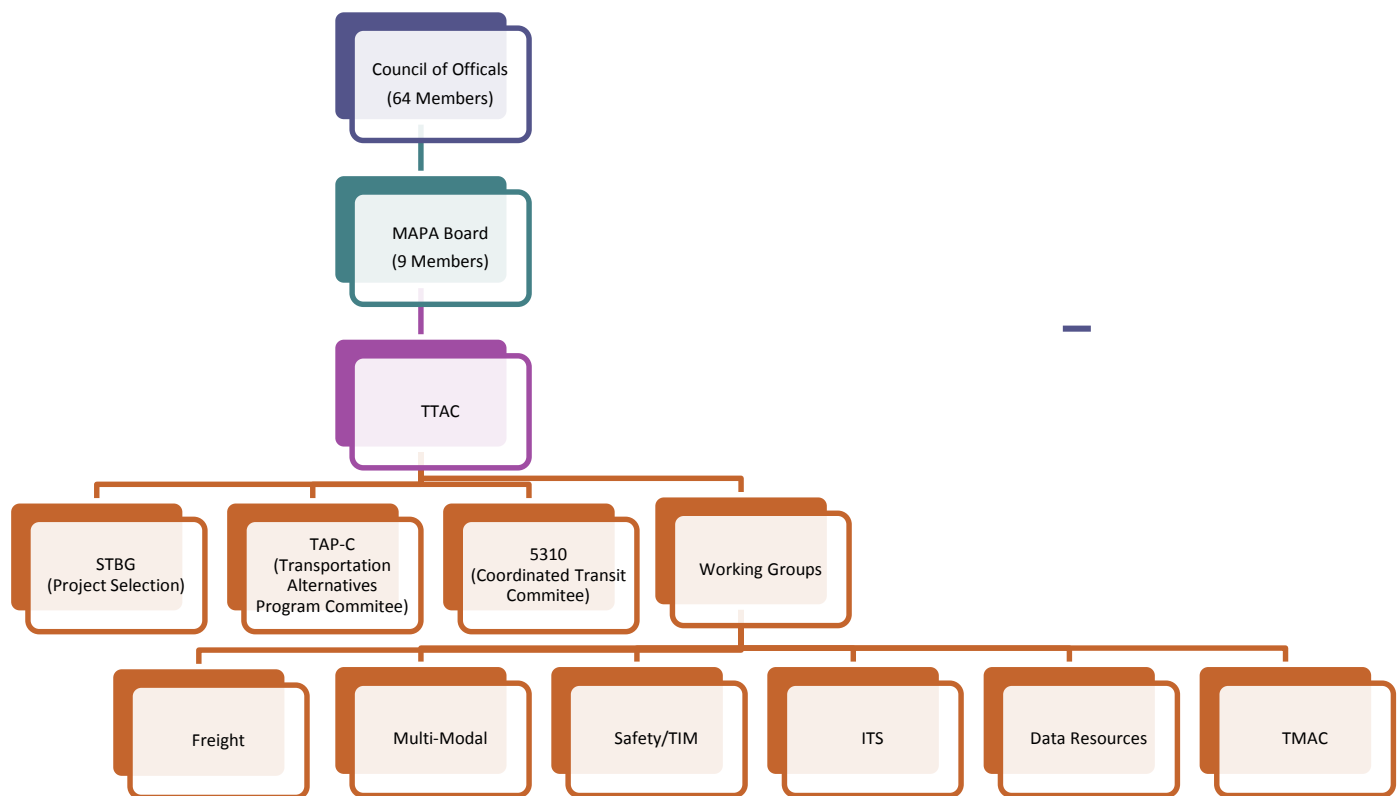
The governing body for MAPA is a 64 member Council of Officials, with members representing cities, counties, school districts, resource agencies, and numerous other governmental bodies within the MAPA region. The MAPA Board of Directors is a nine-member board that serves as the Council of Officials' 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 listed below 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 1.2.

- Coordinated Transit Committee (CTC),
- Project Selection Committee (ProSeCom),
- Transportation Alternatives Program Committee (TAP-C);

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 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

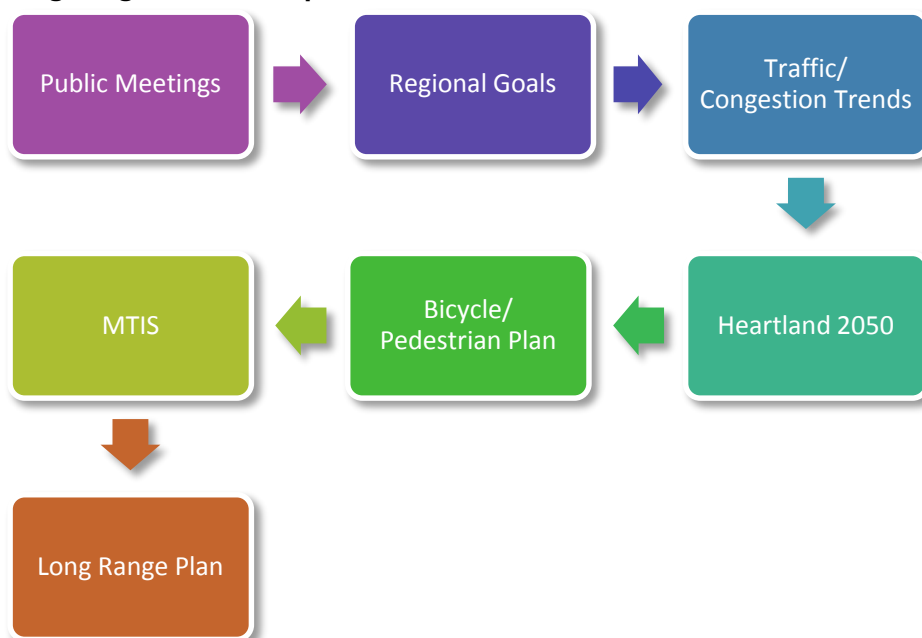
To implement the five core functions of an MPO (referenced in Section 1.1.1), MAPA undertakes a continuous planning process that involves stakeholder outreach, public participation, and coordination with federal, state and local government organizations. The following subsections outline these ongoing 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 [2040](#) LRTP, completed in October 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 Long Range Transportation Plan (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 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 by the goals of the LRTP may be eligible for federal funding and listed in the [LRTP/TIP](#).

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 in simple terms, a list of upcoming transportation projects covering a period of at least four years. It 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.

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, guides MAPA's efforts, and allocates budget to specific task items for the

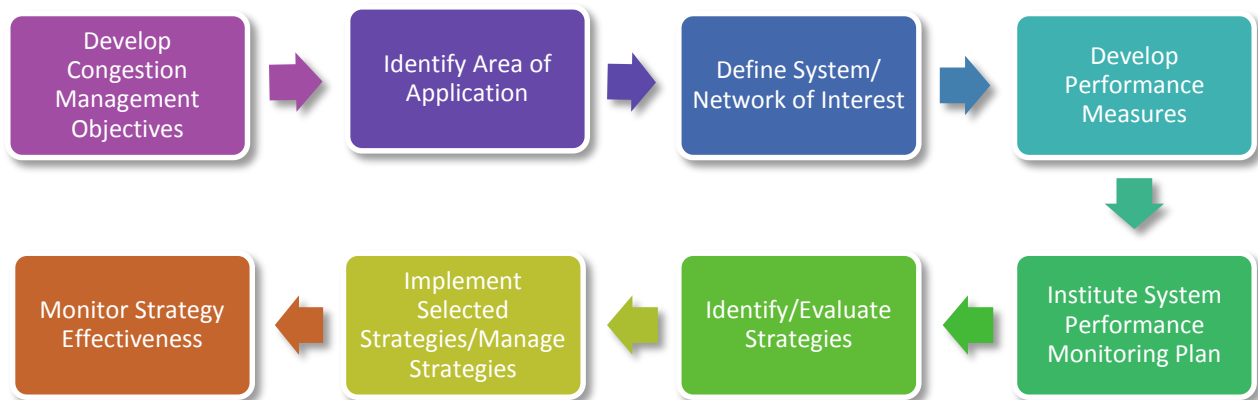
¹ As defined in 23 CFR 450.104

upcoming fiscal year. 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

The Congestion Mitigation Plan (CMP) aims to provide effective management and operation of the transportation system to increase mobility and efficiency by more effectively utilizing the region's resources. The eight steps of the CMP are listed below, a more detailed plan can be found in the MAPA 2040 LRTP.

Figure 1.4 – Congestion Management Process



1.2.5 Coordinated Transit Plan

The Coordinated Transit Plan is developed by MAPA and the 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; MAPA, Iowa Department of Transportation and the Nebraska Department of Roads are the Designed Recipients of the Section 5310 program by the governors of Nebraska and Iowa.

As the Designated Recipient of 5310, MAPA, in conjunction with NDOR and IDOT, 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).

1.3 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/reports/2015-public-participation-plan/>)

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.

1.3.1 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.

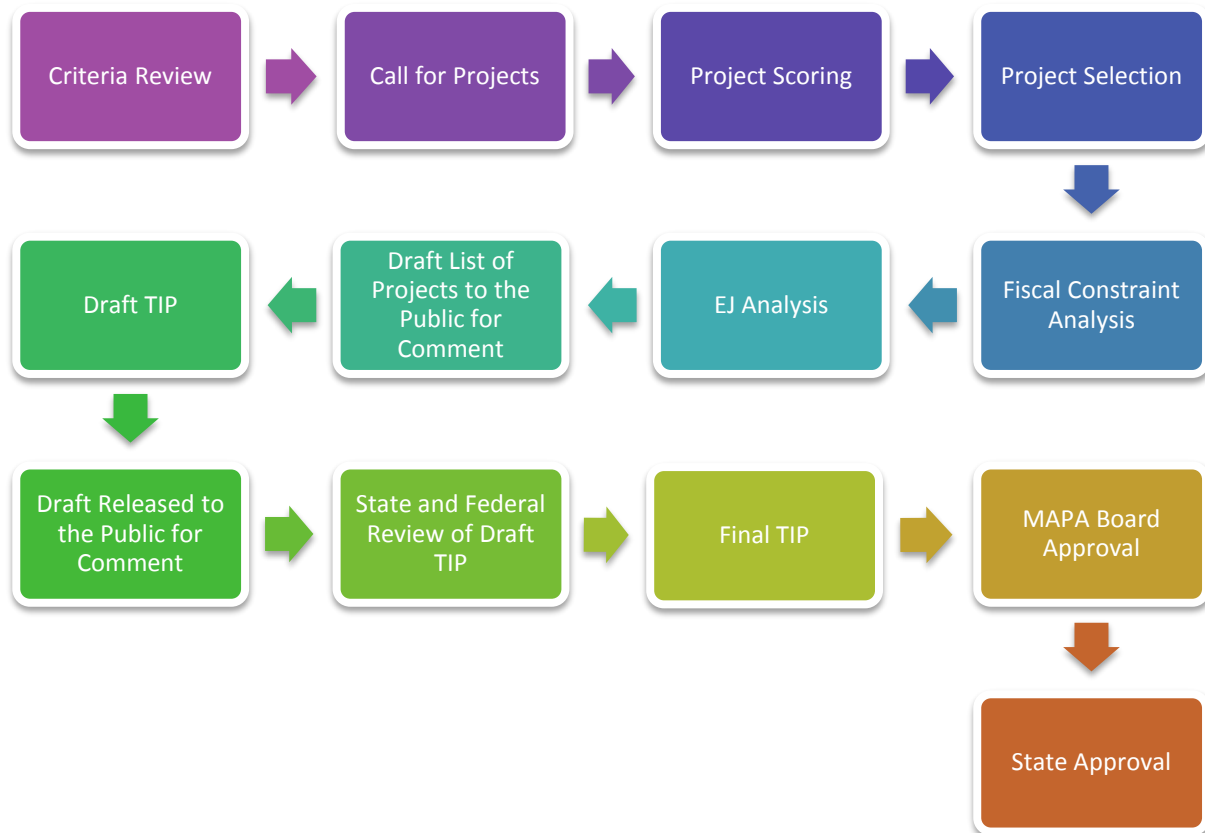
- MAPA's website (www.mapacog.org) was utilized to announce meetings, draft TIPs, public comment periods, and, upon approval, the TIP document itself. It also provided contact information to reach MAPA staff with comments.
 - Following MAPA staff review of applications a prioritized list by funding category was developed for project selection. This list was published on the MAPA website and posted for review at the MAPA offices. It was also sent 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.

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 I-3.

1.3.3 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 public comments (if any) that MAPA received in Chapter 6, Section 6.2 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 Fixing America's Surface Transportation Act (FAST). FAST 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 2017 through 2020. Projects are also listed for 2021 and 2022 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 2021 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 have final approval of State Transportation Improvement Plans (STIP) which include all local TIPs.

2.2 Regional Transportation Funding

The FAST Act and previous transportation authorizations use the term *suballocation* to refer to portions of the federal funds apportioned to a State that must be used in specific areas within the State. Under FAST, suballocation is required for a portion of each State's apportionment under Surface Transportation Program [Block Grants \(STBG\)](#) and the Transportation Alternatives [Set-Aside Funding \(TAP\)](#). 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.

2.2.1 Surface Transportation Program [Block Grants \(STBGP\)](#)

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

[STPSTBGSTBG](#) funding is distributed by formula to various programs and jurisdictions inside the states. Under [the FAST Act](#), the USDOT sets two percent aside nationally for the Transportation Alternatives Program (TAP). Additionally, States receive two 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 [STPSTBGSTBG](#) – States may allocate this funding to any eligible jurisdiction in the state
- 50 Percent of [STPSTBGSTBG](#) – 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 its population as a percentage of total state population. In Nebraska, TMAs (areas 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 and affords TMAs 51 percent of Nebraska's [STPSTBGSTBG](#) apportionment each year

The MAPA Region receives funding from both the Nebraska and Iowa allocations of [STPSTBGSTBG](#). This funding cannot be transferred across state lines. Figures 2.1a and 2.1b on the following page display the sources of Nebraska [STPSTBGSTBG](#)-MAPA funds and the Iowa funding portion of the MAPA MPO area based upon the formulas contained in MAP-21. These figures illustrate the flow of [STPSTBGSTBG](#) funds from Congress beginning with apportionment to Nebraska and Iowa and resulting in suballocation to the MAPA region. Note that the period of availability of these funds runs for the year of apportionment (FY2017) plus three subsequent fiscal years. Therefore, funding apportioned to the MAPA region in FY2017 is available to be spent from FY2017 to FY2020.

Figure 2.1a – Nebraska **STPSTBGSTBG-MAPA** Funding Pathway

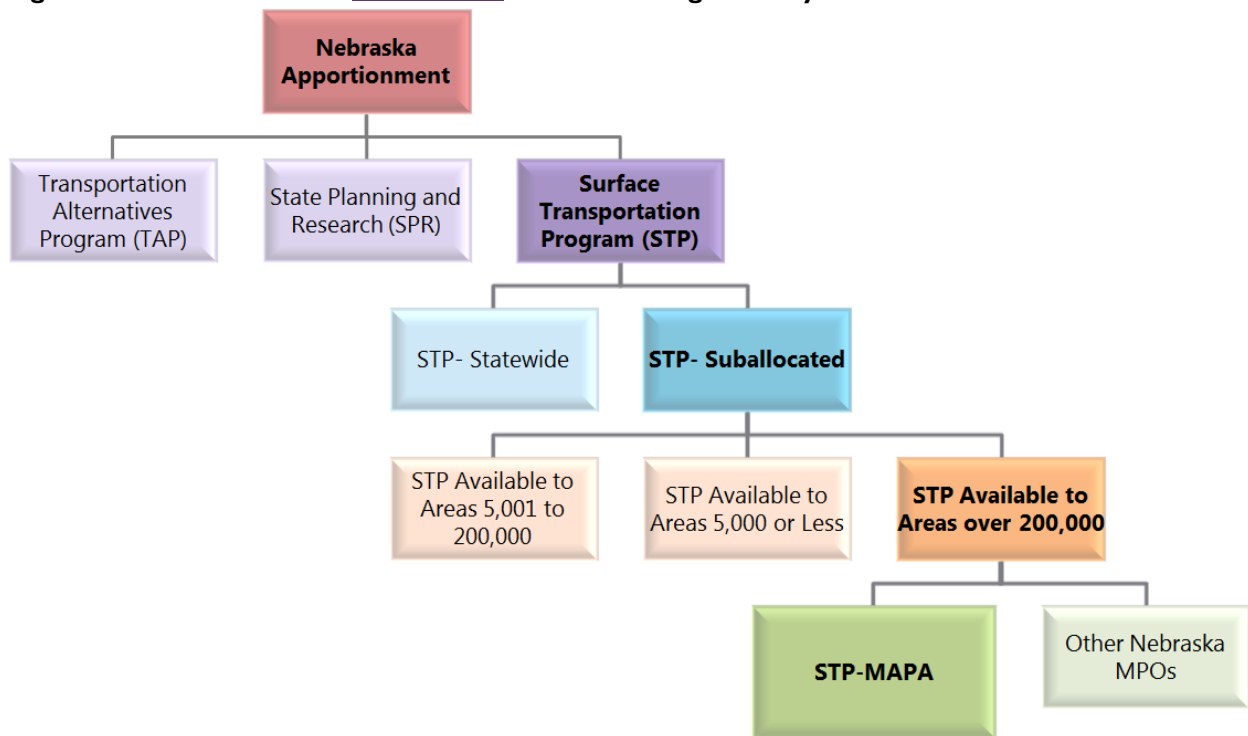
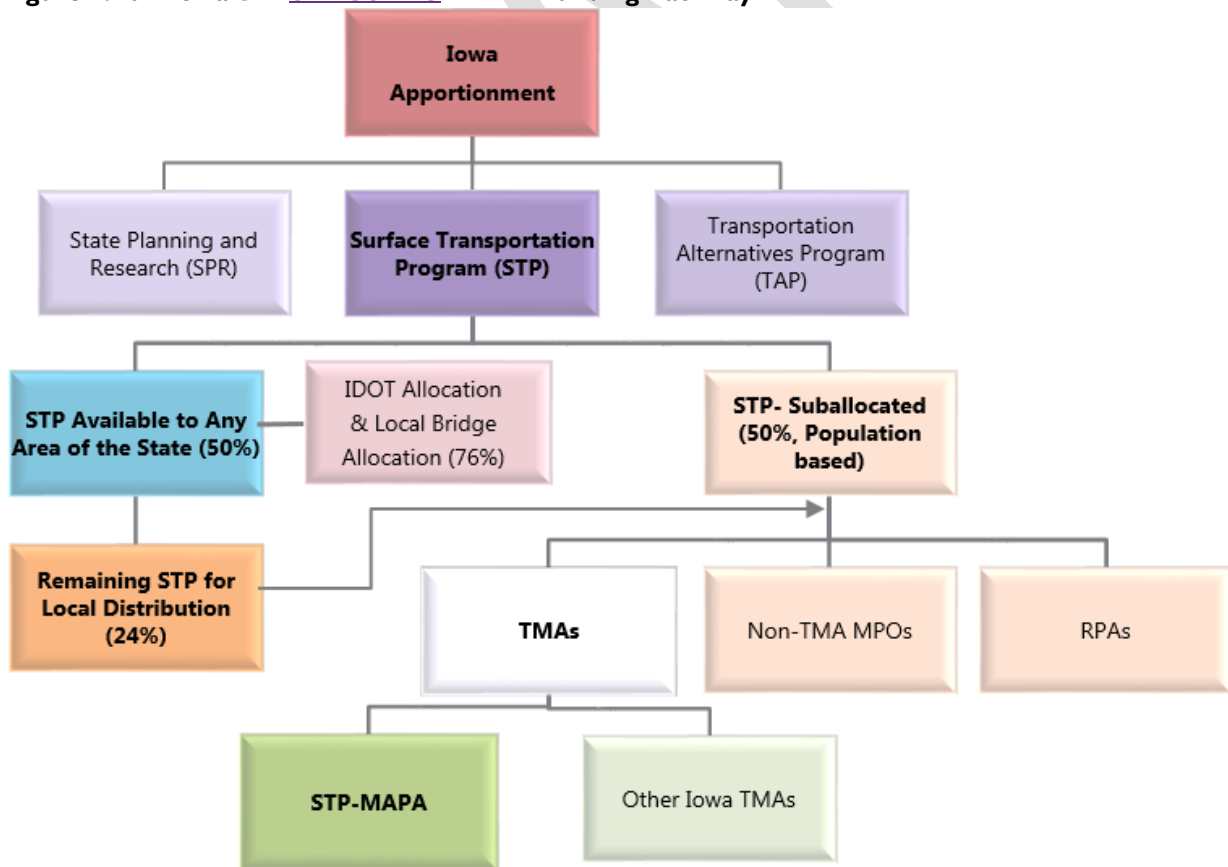


Figure 2.1b – Iowa **STPSTBGSTBG-MAPA** Funding Pathway



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. Much like the [STPSTBGSTBG-MAPA](#) program, funding for these projects is suballocated to the MAPA region by the states. TAP projects must be one of several eligible activities and must relate to surface transportation, including the following:

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

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.

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

Under [the FAST Act](#) MAPA receives approximately \$530,000 of Section 5310 funding from FTA to fund these kinds of projects through the metropolitan region.

2.3 MAPA Project Selection Responsibilities

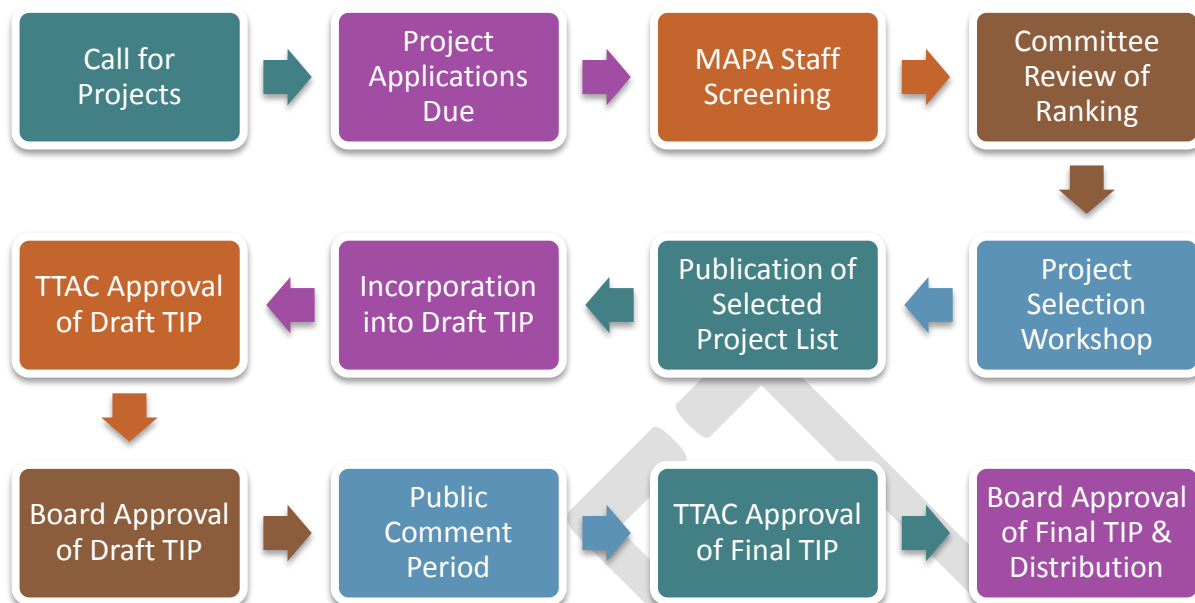
The transportation planning processes described above inform the project selection process for the MAPA TIP. In general, projects are chosen on the basis of public input, Long Range Transportation Plan goals, the Congestion Management Process, and continuous efforts by MAPA jurisdictions to monitor and 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 FY2017 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 FY2017 Application Cycle is shown in Figure 2.2 (next page).

Table 2.1 – FY2017 Project Selection Cycle

Date	Task
December 5, 2015	Call for Projects
January 8, 2016	Project Applications Due
January 15, 2016	MAPA Staff Screening
January 28 – February 4, 2015	Committee Review of Project Ranking
February 5, 2016	Project Selection Workshop
March 2, 2016	Appeals Hearing
March 20, 2015	Publication of Selected Project List
February – March 2016	Incorporation into Draft FY2017-22 MAPA TIP
April – May 2016	State Review & Public Comment Period
June 2016	TTAC Approval of Final Draft FY2017-22 MAPA TIP
June 2016	MAPA Board of Directors Approval of Final FY2017-22 TIP
July 2016	Distribution of Final TIP to State & Federal Partners

Figure 2.2 – FY2017 Project Selection Cycle



MAPA staff members compile the project rankings and present them to each committee (Project Selection Committee for [STPSTBGSTBG](#), TAP-C for TAP funding, and the CTC for 5310 funds) for review during the Final Review Workshop. During this workshop, committees may also consider additional criteria that may be relevant to the project selection (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 subsequent appeals hearings for ProSeCom, TAP-C, and the CTC.

Following the appeals hearings, 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 FY2017 application cycle, project applications were due to MAPA by January 8, 2016. Projects were screened and scored using the approved committee methodology. A final review workshop was held on February 5, 2016 to determine the final project scores and to prioritize project rankings based on a discussion of proper phasing. Finally, an appeals hearing was held on March 2 for the CTC, where applicants could explain why their project deserved a higher rank. No appeals hearing was needed for TAP-C and ProSeCom for the FY2017 TIP cycle.

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 its membership of the Project Selection Committee is composed of members of the larger TTAC. Appointments to ProSeCom are made by the TTAC Chairperson. 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

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 – STPSTBGSTBG-MAPA Project Selection Criteria

Application Type	Project Selection Criteria
General Roadway	Priority Corridors (High, Medium, Low)
	Future Year Level of Service
	Reliability Index
	Environmental Justice (EJ) Areas
	Redevelopment Areas
	Pavement Condition
	Percentage Local Match (points awarded over 30% match)
	Ability to Advance Construct (AC) Project
	Crashes per Million Vehicles & Crash Severity Index
	Bridge Sufficiency
	Bridge Status (Structurally Deficient and/or Functionally Obsolete)
	Bridge Detour Length
	Transportation Emphasis Areas
	Public Health Benefits
Alternative Transportation	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 the [STPSTBG](#)-MAPA Policy Guide and makes programming recommendations to the Transportation Technical Advisory Committee.

For a full description of the MAPA [STPSTBG](#) project selection process please visit the address below: http://mapacog.org/images/stories/Trans_General/ FY2014_ProSeCom_Policy_Guide.pdf

2.3.2 Transportation Alternatives Program Committee (TAP-C)

Under [the FAST Act](#), projects funded under the Transportation Alternatives Program (TAP) must be competitively selected by a documented and transparent process. Each year, MAPA convenes a Transportation Alternatives Program Committee (TAP-C) to competitively select new TAP-funded projects for the region. This committee is comprised of representatives from cities, counties, state departments of transportation, public health professionals, bicycle advocates, and parks & recreation officials. 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 [coordinated](#) with local stakeholders on its Regional Bicycle-Pedestrian Plan [to](#) identify and prioritize corridors for bicycle and pedestrian infrastructure. During the fall of 2014, the TAP-C updated MAPA's TAP criteria using a prioritization model developed as a part of the Regional Bicycle-Pedestrian Plan. These criteria are based upon a diverse set of socioeconomic and transportation-related data that assist the TAP-C with funding decisions.

The revised criteria are 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

[Selected TAP projects were accepted into the MAPA TIP using](#) an interim qualitative evaluation process to select TAP projects from existing Transportation Enhancement (TE) projects [in February of 2013](#). This process was based upon input from sponsoring jurisdictions, NDOR, and FHWA-Nebraska Division [and was led by MAPA and members of TAP-C](#).

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

2.3.3 Coordinated Transit Committee (CTC)

MAPA, the Nebraska Department of Roads, and the Iowa Department of Transportation are designated by the States of Nebraska and Iowa as the recipients 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. MAPA coordinates with the two state agencies based on memorandums of understanding.

The CTC develops the selection criteria, scoring rubric, and application for agencies requesting 5310 funding. 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
- Crossroads of Western Iowa
- Developmental Services of Nebraska, Inc.
- Disabled American Veterans
- Eastern Nebraska Community Action Partnership
- Employment First
- Empowerment Network
- Eastern Nebraska Human Services Agency
- Eastern Nebraska Office on Aging
- Florence Home
- Friendship Program
- Goodwill Industries
- Heartland Family Service
- Heartland Workforce Solutions
- ~~IntelliRide~~
- Intercultural Senior Center
- Iowa DOT
- Lutheran Family Services
- Mayor's Commission for Citizen's with Disabilities
- Metro Transit
- Nebraska Department of Roads
- Nebraska Veterans of Foreign Wars
- Neighborhood Works Home Solutions
- Omaha Association of the Blind
- Omaha Home for Boys
- Papio-Missouri River Natural Resources District
- Paralyzed Veterans of America
- Ponca Tribe of Nebraska
- Pottawattamie County Veteran Affairs
- Sarpy County
- Sherwood Foundation
- Southern Sudan Community Association
- Southwest Iowa Transit Agency (SWITA)
- United Way of the Midlands
- University of Nebraska at Lincoln

MAPA'S 5310 project selection process is a competitive screening similar to the STPSTBG and TAP processes. Section 5310 selection criteria are summarized in Table 2.4. There are two funding tracts within 5310 – Traditional-Capital and Other/New Freedom-Capital and Operations.

Projects submitted for 5310 funding consideration are evaluated by MAPA staff based upon the scoring methodology contained in the CTC Selection Criteria available at the following address: http://mapacog.org/images/stories/CTC/FY2016/FY16_CTC_5310_PolicyGuide_Final.pdf. The CTC reviews the scores and makes a recommendation to TTAC, which then makes a final recommendation to the MAPA Board of Directors.

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

Table 2.5 shows the final list of new [STPSTBG](#)-MAPA, TAP-MAPA, and 5310 projects for the FY 2017-2022 TIP.

Table 2.5 –FY2017 Project Selection Cycle – Final Rankings

Project Rankings	
Traditional 5310 Funding Projects	Rank
Bryant Resource Center	1
Housing Authority of the City of Omaha	2
Crossroads of Western Iowa	3
Florence Home for the Aged	4
City of Papillion	5
City of Bellevue	6
Heartland Family Service	7
Region 5 Services	8
SWITA	9
Notre Dame Housing	10
City of La Vista	11
New Cassel Retirement Center	12
City of Council Bluffs	13
Other/New Freedom 5310 Funding Projects	
Bryant Resource Center	1
Florence Home for the Aged	2
Heartland Family Service	3
New Cassel Retirement Center	4
Black Hills Works	5
City of Council Bluffs	6
Nebraska General Roadway STPSTBG Project Rankings	
180 th Street Phase II	1
36 th Street Phase II	2
66 th and Giles	3
Nebraska Systems Management STPSTBG Project Rankings	
Omaha Signal Network Implementation	1
Nebraska & Iowa TAP Project Rankings	
West Papio Trail – Millard Connection	1

Recommendations regarding award amounts and project programming were determined by the ProSeCom, TAP-C, and the CTC during Programming Workshops for each program on February 5, 2016. 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.

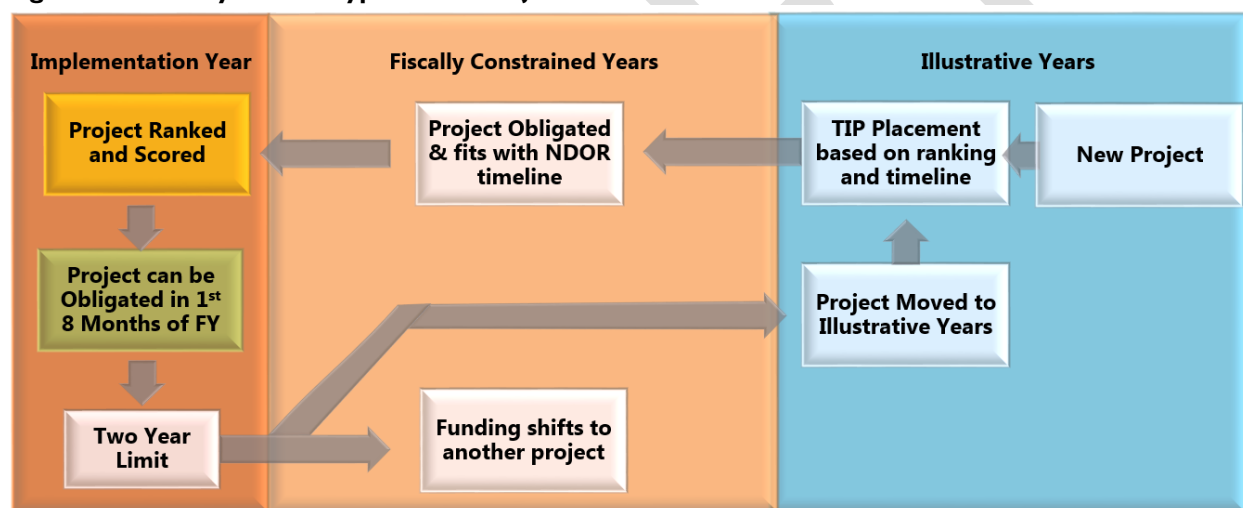
2.4 Development & Implementation of TIP Projects

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 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 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 [STPSTBG-MAPA](#),

TAP, or 5310 funding (federal funding), a project must navigate the above process and be included in the TIP.

2.4.2 Funding Implementation: A Two Gate Process

To streamline the STPSTBG, TAP, and 5310 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 STPSTBG, 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, 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

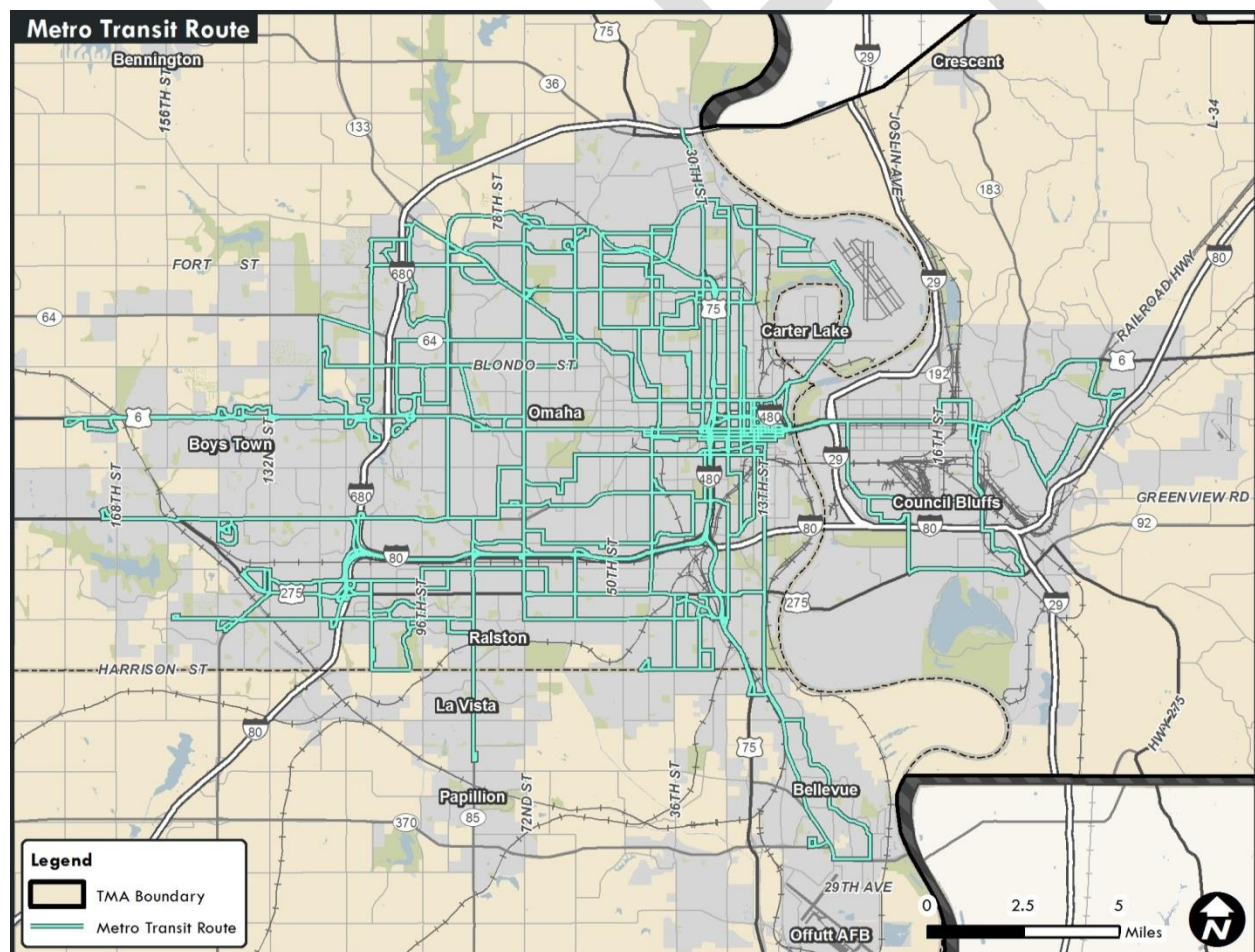
Federal-aid transit projects in the MAPA region are funded through the Federal Transit Administration (FTA) of the USDOT. Federal funding for transit projects under Sections 5309 - Bus and Bus Facilities - and 5307 - Urbanized Area Formula - are directed to Metro Transit to support their operations. For a listing of FTA projects receiving funding awards through MAPA's project selection process, please refer back to Table 2.5 on page 2-11.

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 annually with the Omaha Airport Authority 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. 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 is then considered by the MAPA Board of Directors and 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* Nebraska Projects: An amendment is required when Federal-Aid for a project changes by more than 20% or \$2 million dollars (whichever is greater) Iowa Projects: 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 (STPSTBG) 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. These are processed on an expedited basis due to circumstance which cannot wait for the next TTAC or MAPA Board meeting. For example, the American Recovery and Reinvestment Act of 2009 (“Stimulus”) required several changes to cost estimates in the TIP to be made in an expedited manner in order to meet deadlines and remain eligible for federal funding. Such amendments are only allowed by MAPA in cooperation with the States of Nebraska and Iowa, FHWA/FTA, and the local jurisdictions involved with the project(s). Emergency amendments are not used as a means of circumventing review by TTAC or the public, but are only utilized in response to truly extraordinary circumstances in which expedited processing of an amendment of a non-controversial matter is necessary.

If all parties involved with a project agree that an emergency amendment is necessary, then the amendment and documentation will be prepared by MAPA staff. TTAC voting members will be notified of the proposed emergency amendment and a meeting will be scheduled. In accordance with the Open Meetings Laws of both Iowa and Nebraska, MAPA will provide 24 hours of advance notice of any emergency meeting in public places and on the MAPA website. Following the emergency TTAC meeting, the MAPA Board of Directors will consider any emergency amendments. Emergency amendments may be considered at a regularly scheduled Board or TTAC meeting, specially-convened meetings, or by voice vote via telephone or a videoconference. If teleconferencing or videoconferencing technology is to be used to conduct a voice vote, locations at which the public can hear and participate in the emergency meeting will be noted in the meeting notice. Teleconferencing or videoconferencing will only be used when a meeting of the full Board or TTAC is impractical, and at least one Board or TTAC member will be present at the location where the public is gathering 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 2017-2020 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 the FAST Act, the current authorizing legislation for the Federal-Aid Highways Program (FAHP). Operations and maintenance expenditures are the total of the day to day cost to keep the system functioning. Example operations and maintenance projects include resurfacing, restoration and rehabilitation projects (3R projects) and other incidental capital and operations costs necessary to deliver an efficient and effective transportation system.

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 (2017-2022). 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 [STBG](#)-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 [the FAST Act](#) and are further subject to the obligation limitation. The obligation limitation is a percentage of the overall federal apportionment that can be spent in a given year. For the previous 5 years, the obligation limitation has been between 92% and 98% of the total apportionment level. This means that of the total funding apportioned to a state in a given year the state may only spend a between 92% and 98% of that total balance in its various programs. This obligation limitation is a safeguard that is utilized to ensure that funding exists for all states and programs in a given year.

3.2 Fiscal Constraint and Federal Funding Tables

Tables 3.1a and 3.1b (below and next page) lists the total federal funding amounts programmed in the FY 2017-20 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 2017 – FY 2020, 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 3.1a – Federal Project Programming Tables

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

Federal Program	2017	2018	2019	2020	Non-Fed Match	Total Project Cost	Spending Authority*	Balance
CMAQ	992	76	0	0	233	1301	1,068	0
DPU	4,360	0	0	0	1,090	5,450	4,360	0
HSIP	8,545	9,628	6,641	0	2,988	27,802	24,814	0
NHPP	26,193	15,387	5,440	39,136	13,414	99,570	86,156	0
SRTS	180	0	0	0	45	225	180	0
STBG-MAPA	36,318	36,964	22,676	11,540	26,788	134,286	112,811	5,313
STBG-State	12,232	4,029	2,409	1,314	5,140	25,124	19,984	0
TAP-MAPA	0	1,060	1,312	1,334	3,789	7,495	4,203	497
TOTAL	88,820	67,144	38,478	53,324	52,374	295,692	253,576	5,810

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

Federal Program	2017	2018	2019	2020	Non-Fed Match	Total Project Cost	Spending Authority*	Balance
CMAQ	0	0	0	0	0	0	0	0
DPS	5,649	1,417	0	0	1,875	8,941	7,066	0
NHPP	98,568	113,832	60,561	127,881	44,538	445,380	400,842	0
STBG-MAPA	4760	5747	4631	2868	4,501	22,507	18,298	292
TAP-MAPA	246	225	0	393	201	1,065	1,023	159
PL	133	133	133	133	132	664	532	0
TOTAL	109,356	121,354	65,325	131,275	51,247	478,557	427,761	451

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

Federal Program	2017	2018	2019	2020	Non-Fed Match**	Total Project Cost	Spending Authority*	Balance
CMAQ	992	76	0	0	233	1,301	1,068	0
DPU	0	0	0	0	0	0	0	0
DPS	5,895	1,417	0	0	1,828	9,140	7,312	0
HSIP	8,474	6,991	9,349	0	2,988	27,802	24,814	0
NHPP	124,761	129,219	66,001	167,017	57,952	544,950	486,998	0
SRTS	180	0	0	0	45	225	180	0
STBG-MAPA	41,078	42,711	27,307	14,408	31,289	156,793	131,109	5,605
STBG-State	12,232	4,029	2,409	1,314	5,140	25,124	19,984	0
TAP-MAPA	246	1,285	1,312	1,727	3,990	8,560	5,226	656
PL	133	133	133	133	132	664	532	0
TOTAL	193,745	185,861	106,511	184,599	103,643	774,360	676,978	6,261

Table 3.1b – Federal Project Programming Tables for Iowa Federal-Aid Projects

	2017		2018		2019		2020	
Federal Program	Fed. Aid	Total Cost	Fed. Aid	Total Cost	Fed. Aid	Total Cost	Fed. Aid	Total Cost
DPS	5,649	7,170	1,417	1771.25	0	0	0	0
NHPP	98,568	109,520	113,832	126,480	60,561	67,290	127,881	142,090
STBG-MAPA	4760	5950	5747	7183	4,631	5,789	2,868	3585
TAP-MAPA	246	307.5	225	281.25	0	0	393	476
PL	133	166	133	166	133	166	133	166
TOTAL	109,356	123,114	121,354	135,882	65,325	73,245	131,275	146,317

Tables 3.2a and 3.2b show the **STBG** 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 **STBG** and TAP funding for FY2017-2020—totaling more than \$15.5 million each year. In Table 3.2b, Iowa DOT estimates that approximately \$2.1 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 \$530,000 a year in 5310 spending authority.

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

NDOR STBG Program	2017	2018	2019	2020
STBG Beginning Balance	\$52,747	\$30,995	\$9,197	\$1,687
STBG Spending Authority	\$14,566	\$15,166	\$15,166	\$15,166
STBG Project Program (Cost)	\$36,318	\$36,964	22,676	\$11,540
STBG Ending Balance	\$30,995	\$9,197	\$1,687	\$5,313
NDOR TAP Program	2017	2018	2019	2020
TAP Beginning Balance	\$0	\$1,020	\$1,021	\$770
TAP Spending Authority	\$1,020	\$1,061	\$1,061	\$1,061
TAP Project Program (Cost)	\$0	\$1,060	\$1,312	\$1,334
TAP Ending Balance	\$1,020	\$1,021	\$770	\$497

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

Iowa DOT STBG Program	2017	2018	2019	2020
STBG Beginning Balance	\$10,302	\$7,541	\$3,793	\$1,161
STBG Apportionment	\$1,999	\$1,999	\$1,999	\$1,999
STBG Project Program (Cost)	\$4,760	\$5,747	\$4,631	\$2,868
STBG Ending Balance	\$7,541	\$3,793	\$1,161	\$292
Iowa DOT TAP Program	2017	2018	2019	2020
TAP Beginning Balance	\$248	\$195	\$164	\$358
TAP Apportionment	\$111	\$112	\$112	\$112
TAP Flex	\$82	\$82	\$82	\$82
TAP Project Program (Cost)	\$246	\$225	\$0	\$393
TAP Ending Balance	\$195	\$164	\$358	\$159

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

Metro 5307 / 5339	2017	2018	2019	2020
FTA Beginning Balance	\$5,586	\$5,677	\$5,689	\$5,633
FTA Spending Authority	\$8,973	\$9,152	\$9,336	\$9,523
FTA Project Program (Cost)	\$8,882	\$9,140	\$9,392	\$9,467
FTA Ending Balance	\$5,677	\$5,689	\$5,633	\$5,688
FTA 5310 / 5309	2017	2018	2019	2020
FTA Beginning Balance	\$1,204	\$73	\$59	\$71
FTA Spending Authority	\$530	\$530	\$530	\$530
FTA Project Program (Cost)	\$1,552	\$544	\$518	\$574
FTA Ending Balance	\$82	\$68	\$80	\$36

The tables on the following pages (Tables 3.3 through 3.8) show the fiscal constraint for the Nebraska and Iowa **STBG** 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 STBG Funding Table (in \$1,000's)

LEGEND

Fiscally Constrained portion of the TIP

Fiscally Constrained portion of the TIP

Fiscally Constrained portion of the TIP

Illustrative Years (not fiscally constrained)

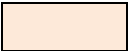
Lead Agency				FISCALLY CONSTRAINED YEARS												ILLUSTRATIVE YEARS								Grand Total
	Project Name	Project Number	Funding Source	2017			2018			2019			2020			2021		2022						
				Funding	Phase	AC	Funding	Phase	AC	Funding	Phase	AC	Funding	Phase	AC	Funding	Phase	AC	Funding	Phase	AC			
Bellevue	36th Street Phase 1-370 - Sheridan	NE-22276-1	STP-MAPA	\$ 364	PE/ROW		\$ 7,563	C		\$ -			\$ -			\$ -			\$ -			\$ 8,281		
	36th Street Phase II	NE-22288	STP-MAPA	\$ 788	PE/ROW		\$ -			\$ -			\$ 8,063	C		\$ -			\$ -			\$ 9,616		
Bennington	156th Street	NE-22233	STP-MAPA	\$ 1,770	ROW/C		\$ -			\$ 70	ACC 15					\$ 70	ACC 15		\$ -			\$ 2,151		
	180th St (Phase 2)	NE-22224A	STP-MAPA	\$ -			\$ -			\$ -			\$ 765	ROW		\$ 8,300	C		\$ -			\$ 9,066		
Douglas	180th Street (Phase 1)	NE-22224	STP-MAPA	\$ 1,410	ROW		\$ -			\$ 21,447	C					\$ -			\$ -			\$ 24,225		
	108th Street	NE-22237	STP-MAPA	\$ 5,173	ROW/U/C		\$ -			\$ -						\$ -			\$ -			\$ 6,158		
Omaha	114th Street (Pacific Street to Burke Street)	NE-22236	STP-MAPA	\$ -			\$ 3,667	C		\$ -						\$ -			\$ -			\$ 4,051		
	120th Street (Stonegate Drive to Roanoke Circle)	NE-22277	STP-MAPA	\$ 1,270	PE/ROW/UTIL		\$ 8,019	C		\$ -						\$ -			\$ -			\$ 9,722		
	156th Street (Phase 2)	NE-22376	STP-MAPA	\$ 8,284	C		\$ -			\$ -						\$ -			\$ -			\$ 8,799		
	168th Street (Q Street to West Center Road)	NE-22209	STBG-MAPA	\$ 507	ROW		\$ 9,553	C		\$ -						\$ -			\$ -			\$ 10,273		
	168th Street (West Center Rd to Poppleton Street)	NE-22210	STBG-MAPA	\$ 567	ROW		\$ 4,520	C		\$ -						\$ -			\$ -			\$ 5,300		
	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	STBG-MAPA	\$ 7,200	C		\$ -			\$ -						\$ -			\$ -			\$ 7,327		
	Omaha Signal Network / Signal Infrastructure A-E	NE-22608 A- E	STBG-MAPA	\$ 5,414	C		\$ 1,576	C		\$ 1,159	C		\$ 2,712	C		\$ 2,701	C		\$ 2,782	C		\$ 16,344		
	Omaha Signal Infrastructure Phase 0	NE-22608	STBG-MAPA	\$ -			\$ -			\$ -						\$ -			\$ -			\$ 372		
	Omaha ATMS Central System Software	NE-22591	STBG-MAPA	\$ -			\$ -			\$ -						\$ -			\$ -			\$ 1,000		
	Omaha Signal Network - System Management	NE-22587	STBG-MAPA	\$ 206	PE		\$ -			\$ -						\$ -			\$ -			\$ 1,006		
	Metro Rolling Stock	MET-03202014-001	STBG-MAPA	\$ -			\$ 1,866			\$ -						\$ -			\$ -			\$ 1,866		
	2014 Omaha Resurfacing Package	NE-22605	STBG-MAPA	\$ -			\$ -			\$ -						\$ -			\$ 2,578	ACC14		\$ 3,313		
	City Re-surface project		STBG-MAPA	\$ -	AC	\$ 3,000	\$ -	AC	\$ 3,000			\$ 3,000			\$ 3,000	\$ 4,869	AC/ACC16		\$ 6,227	ACC17/18		\$ 26,096		
	Sarpy	132nd and Giles	NE-22283	STBG-MAPA	\$ 2,377	UTIL/C		\$ -			\$ -			\$ -			\$ -			\$ -			\$ 4,765	
		66th and Giles	NE-22570	STBG-MAPA	\$ 987	PE		\$ 200	ROW		\$ -			\$ -			\$ 8,474	C		\$ -			\$ 9,661	
MAPA/NDOR	Metro Area Travel Improvement Study	NE-22547	STBG-MAPA																					
STBG Project Program (Cost)				\$ 36,318			\$ 36,964			\$ 22,676			\$ 11,540			\$ 24,415			\$ 11,588			\$ 174,259		
MAPA STP Spending Authority (MAPA est.)				\$ 14,566			\$ 15,166			\$ 15,166			\$ 15,166			\$ 15,166			\$ 15,166					
STP Transfer to FTA NDOR Obligation Authority																						\$ 28,380		
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																								
STBG Beginning Balance				\$ 52,747			\$ 30,995			\$ 9,197			\$ 1,688			\$ 5,314			\$ (3,935)					
Sur / Def				\$ (21,752)			\$ (21,798)			\$ (7,510)			\$ 3,626			\$ (9,249)			\$ 3,578					
ACC XX* Advance Construction Conversion (Fiscal Year of original expenditure)																								
Final Apportionment Balance				\$ 30,995			\$ 9,197			\$ 1,688			\$ 5,314			\$ (3,935)			\$ (357)					
Inflation Factor (3% annualized)				1.093			1.126			1.159			1.194			1.230			1.230					
Bolded Costs by year identifies STP past Apportionment (\$30.4 million)																								
STBG Past Apportionment Use				\$ 21,752			\$ 21,798			\$ 7,510			\$ (3,626)											
STP Past Apportionment Balance				\$ 25,797			\$ 3,998			\$ (3,511)			\$ 115											
Inflation of 3% on both cost and revenue was included																								
NDOR Obligation Authority																								

Table 3.4 – Iowa Fiscally Constrained STBG 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				
Lead Agency Project Number Project Name Funding Source					Comments	2017		2018		2019		2020		2021		2022		Grand Total
						Funding	Phase	Funding	Phase	Funding	Phase	Funding	Phase	Funding	Phase	Funding	Phase	
	Council Bluffs	IA-13414	East Beltway Segments A-D	STBG-MAPA		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		
			Iowa 92 Intersection			\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
			Eastern Hills Dr - Seg C			\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
			Stevens Rd - East Seg			\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
			Eastern Hills Dr - Seg D					\$ 2,922	C	\$ -		\$ -		\$ -		\$ -		\$ 2,922
			Greenview Rd - East Seg			\$ 108	PE/ROW	\$ -		\$ 1,265	C	\$ -		\$ -		\$ -		\$ 1,373
			Greenview Rd - West Seg					\$ 433	PE	\$ -		\$ 2,339	C	\$ -		\$ -		\$ 2,772
			Stevens Rd - West Seg							\$ 251	PE	\$ 128	ROW	\$ 1,421	C	\$ -		\$ 1,799
	Council Bluffs	IA-15903	Interstate Reconstruction Utility Relocation	STBG-MAPA		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
			29th Ave Sanitary - West			\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ 298
			I-29 and Mo. Creek Sanitary			\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ 304
			Interstate Reconstruction Utility Relocation	STBG-MAPA		\$ 367	C	\$ 378	C	\$ 390	C	\$ 401	C	\$ 413	C	\$ -		\$ 2,652
	Council Bluffs		West Broadway Reconstruction, Phase 1	STBG-MAPA		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	Council Bluffs	CB-040313-001	Harrison Street Reconstruction	STBG-MAPA		\$ -		\$ -		\$ -		\$ -		\$ 4,612	C	\$ -		\$ 4,612
	Council Bluffs	CB-040313-002	W Graham Ave Reconstruction	STBG-MAPA		\$ -		\$ 2,014	C	\$ -		\$ -		\$ -		\$ -		\$ 2,014
	Council Bluffs	CB-033115-002	South Expressway Reconstruction Phase 1	STBG-MAPA						\$ 2,725	C	\$ -		\$ -		\$ -		\$ 2,725
	Council Bluffs	CB-033115-003	South Expressway Reconstruction Phase 2	STBG-MAPA								\$ 3,503	C	\$ -		\$ -		\$ 3,503
	Council Bluffs	CB-033115-001	N 16th Street Reconstruction, Ave G to Nash	STBG-MAPA		\$ 4,285	C					\$ -		\$ -		\$ -		\$ 4,285
STBG Project Program						\$ 4,760		\$ 5,747		\$ 4,631		\$ 2,868		\$ 9,949		\$ -		\$ 30,124
STBG Spending Authority						\$ 1,999		\$ 1,999		\$ 1,999		\$ 1,999		\$ 1,999		\$ 1,999		
CMAQ Spending Authority																		
STBG Beginning Balance						10,302		7,540		3,793		1,161		292		(7,659)		
Sur / Def						(2,761)		(3,748)		(2,632)		(869)		(7,950)		1,999		
STBG Ending Balance						\$ 7,540		\$ 3,793		\$ 1,161		\$ 292		\$ (7,659)		\$ (5,660)		
						\$ 18,298												
Inflation Factor (3% annual)						1.09		1.13		1.16		1.19		1.23		1.27		

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)

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

FISCALLY CONSTRAINED YEARS																	ILLUSTRATIVE YEARS				Grand Total
	Lead Agency	Project Name	Project Number	Funding Source	2017		2018			2019		2020		2021		2022					
					Funding	Phase	Funding	Phase	AC	Funding	Phase	Funding	Phase	Funding	Phase	Funding	Phase				
	Metro	BRT	MET-11242014-001	TAP	\$ -		\$ -		\$ 89	\$ 89	ACC	\$ -		\$ -		\$ -		\$ 1,450			
	LaVista	Applewood Creek	LV-033115-001	TAP						\$ 130	PE	\$ 1,334	C	\$ -		\$ -		\$ 1,464			
	Omaha	North Downtown Ped Bridge	NE-22571	TAP			\$ 1,060	C		\$ 1,093	C	\$ -						\$ 2,231			
	PMRNRD	West Papio Trail - Millard Connection		TAP										\$ 1,762				\$ 1,762			
					\$ -		\$ -			\$ -		\$ -		\$ -		\$ -		\$ -			
TAP Project Program					\$ -	\$ -	\$ 1,060	\$ -		\$ 1,312	\$ -	\$ 1,334	\$ -	\$ 1,762		\$ -		\$ 6,907			
\$																					
TAP Spending Authority (MAPA est.)					\$ 1,020		\$ 1,061			\$ 1,061		\$ 1,061		\$ 1,061		\$ 1,061					
TAP Beginning Balance					(0)		1,020			1,021		770		497		(204)					
Sur / Def					1,020		1			(251)		(273)		(701)		1,061					
TAP Ending Balance					\$ 1,020		\$ 1,021			\$ 770		\$ 497		\$ (204)		\$ 857					
Inflation Factor (FY 2016)					1.03		1.06			1.09		1.13		1.16		1.16					
Inflation Factor (FY 2015)					1.06		1.09			1.13		1.16		1.19		1.23					
Inflation Factor (FY 2014)					1.09		1.13			1.16		1.19		1.23		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)

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

					FISCALLY CONSTRAINED YEARS								ILLUSTRATIVE YEARS				Grand Total
	Lead Agency	Project Name	Project Number	Funding Source	2017		2018		2019		2020		2021		2022		
					Funding	Phase	Funding	Phase	Funding	Phase	Funding	Phase	Funding	Phase	Funding	Phase	
	Council Bluffs	Ia Riverfront Trail III	IA-1581	TAP	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ 229
	Council Bluffs	River Rd. Trail	IA-21087	TAP	\$ 246	C	\$ -		\$ -		\$ -		\$ -		\$ -		\$ 246
	Pottawattamie Count	Multi Use Trail Phase 1	IA-29802	TAP	\$ -		\$ 225		\$ -		\$ -		\$ -		\$ -		\$ 225
	Council Bluffs	City County Connector Trail	N/A	TAP	\$ -		\$ -		\$ -		\$ 393		\$ -		\$ -		\$ 393
TAP Project Program					\$ 246		\$ 225		\$ -		\$ 393		\$ -		\$ -		\$ 1,093
TAP Spending Authority					111		112		112		112		112		112		
TAP Flex Funding					\$ 82		\$ 82		\$ 82		\$ 82		\$ 82		\$ 82		
Beginning Balance					\$ 248		\$ 195		\$ 164		\$ 358		\$ 159		\$ 353		
Sur /def					(53)		(31)		194		(199)		194		194		
TAP Ending Balance					\$ 195		\$ 164		\$ 358		\$ 159		\$ 353		\$ 547		
Inflation Factor					1.09		1.13		1.16		1.19		1.23		1.23		
Inflation of 3% on cost was included, revenue was not inflated																	

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

Fiscally Constrained Years

Illustrative Years

	Lead Agency	Project Name	55% or 45%	Funding Source	2017		2018		2019		2020		2021		2022		
					Funding	Phase	Funding	Phase	Funding	Phase	Funding	Phase	Funding	Phase	Funding	Phase	
	HFS	Heartland Family Services (ESN Grant)		5316	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ -
	MAPA	Veteran Grant	NA	5309	\$ 984	C	\$ -		\$ -		\$ -		\$ -		\$ -		\$ 984
	Region	Veteran Grant Reseach Grant	NA	5309	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ 50
	Development Services of Nebraska	Demand Response Vehicles	55%	5310	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ 30
	Friendship Program	Demand Response Vehicles	55%	5310			\$ 32	C	\$ 49	C	\$ -		\$ -		\$ -		\$ 204
	Crossroads of Western Iowa/SWITA	Demand Response Vehicles	55%	5310			\$ 32	C	\$ 33	C	\$ 94	C	\$ -		\$ -		\$ 222
	Intercultural Senior Center	Demand Response Vehicles	55%	5310	\$ -		\$ -		\$ 49	C	\$ -		\$ -		\$ -		\$ 95
	Florence Home for the Aged	Demand Response Vehicles	55%	5310			\$ 48	C	\$ 33	C	\$ -		\$ 84		\$ -		\$ 242
	Omaha Housing Authority	Demand Response Vehicles	55%	5310			\$ -		\$ -		\$ -		\$ 52		\$ -		\$ 52
	Eastern Nebraska Human Service Agency	Demand Response Vehicles	55%	5310	\$ 94	C	\$ 97	C	\$ 66	C	\$ -		\$ -		\$ -		\$ 339
	Eastern Nebraska Community Action Partnership	Demand Response Vehicles	55%	5310	\$ 47	C	\$ 48	C	\$ -		\$ 51	C	\$ -		\$ -		\$ 191
	Bryant Resource Center	Demand Response Vehicles	55%	5310			\$ -		\$ -		\$ -		\$ 52		\$ -		\$ 52
	City of LaVista	Demand Response Vehicles	55%	5310	\$ -		\$ -		\$ 49	C	\$ -		\$ -		\$ 53		\$ 103
	SWITA	Demand Response Vehicles	55%	5310	\$ -		\$ -		\$ -		\$ 35		\$ -		\$ -		\$ 176
	City of Bellevue	Demand Response Vehicles	55%	5310	\$ 47	C	\$ 48	C	\$ -		\$ -		\$ -		\$ 53		\$ 193
	City of Ralston	Demand Response Vehicles	55%	5310	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ 45
	Sarpy County	Capitalized Cost of Contracting	55%	5310	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ 103
	City of Council Bluffs	Demand Response Vehicles	55%	5310	\$ 87	C	\$ -		\$ -		\$ 95	C	\$ -		\$ 36		\$ 388
	City of Papillion	Demand Response Vehicles	55%	5310	\$ 47	C	\$ -		\$ -		\$ 51	C	\$ 52		\$ -		\$ 149
	Heartland Family Service	Demand Response Vehicles	55%	5310			\$ -		\$ -		\$ -		\$ -		\$ 53		\$ 53
	Region 5 Services	Demand Response Vehicles	55%	5310			\$ -		\$ -		\$ -		\$ 52		\$ -		\$ 52
	Notre Dame Housing	Demand Response Vehicles	55%	5310			\$ -		\$ -		\$ -		\$ -		\$ 48		\$ 48
	New Cassel Retirement Center	Demand Response Vehicles	55%	5310			\$ -		\$ -		\$ -		\$ -		\$ 53		\$ 53
	Metro	Demand Response Vehicles	55%	5310	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ 118
	MAPA	MAPA Mobility Coordination/Admin	45%	5310	\$ 50	M	\$ 50	M	\$ 50	M	\$ 50	M	\$ 50	M	\$ 50	M	\$ 470
	City of Council Bluffs	Operations	45%	5310	\$ 77	O	\$ 72	O	\$ 71	O	\$ 91	O	\$ 89	O	\$ 15	O	\$ 582
	Intercultural Senior Center	Operations	45%	5310	\$ 16	O	\$ 20	O	\$ 20	O	\$ -		\$ -		\$ -		\$ 71
	Florence Home for the Aged	Operations	45%	5310	\$ 46	O	\$ 43	O	\$ 43	O	\$ 13		\$ 29		\$ 82		\$ 299
	Black Hills Works	Operations	45%	5310	\$ 58	O	\$ 54	O	\$ 54	O	\$ 65	O	\$ 5		\$ 33		\$ 407
	New Cassel Retirement Center	Operations	45%	5310							\$ 4		\$ 12		\$ 57		\$ 74
	Heartland Family Service	Operations	45%	5310							\$ 8		\$ 18		\$ -		\$ 27
	Bryant Resource Center	Operations	45%	5310							\$ 18		\$ 35		\$ -		\$ 53
	Metro	Metro AVL	45%	5310	\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		\$ 411
Total Project Cost					\$ 1,552		\$ 544		\$ 518		\$ 574		\$ 530		\$ 535		\$ 6,337
Total 5310 Cost					\$ 568	\$ -	\$ 544	\$ -	\$ 518	\$ -	\$ 574	\$ -	\$ 530		\$ 535		\$ 5,303
55% Traditional Capital FTA 5310 Projects					\$ 321		\$ 305		\$ 280		\$ 325		\$ 291		\$ 298		
45% Other/New Freedom FTA 5310 Projects					\$ 247		\$ 239		\$ 238		\$ 249		\$ 238		\$ 237		
FTA 5310 Funding					530		530		530		530		530		530		
FTA 5316 Carryover					\$ -		\$ -		\$ -		\$ -						
FTA 5310 Carryover					\$ 121		\$ 82		\$ 68		\$ 80		\$ 36		\$ 36		
FTA 5309 Carryover					\$ (0)		\$ -		\$ -		\$ -		\$ -		\$ -		
Obligation grant amounts					-		-		-		-		-		-		
Total FTA 5310 Funding Level					651		612		598		610		566		566		
Total FTA 5310 Projects					568		544		518		574		530		535		
5310 Ending Balance					\$ 82		\$ 68		\$ 80		\$ 36		\$ 36		\$ 32		
55% Traditional Capital 5310 Funding					\$ 292		\$ 292		\$ 292		\$ 292		\$ 292		\$ 292		
55% Traditional Capital 5310 Carryover					\$ 98		\$ 68		\$ 54		\$ 65		\$ 32		\$ 32		
55% Traditional Capital 5310 Total Funding					\$ 389		\$ 359		\$ 346		\$ 357		\$ 323		\$ 324		
55% Traditional Capital Project Cost					\$ 321		\$ 305		\$ 280		\$ 325		\$ 291		\$ 298		
55% Traditional Capital Remaining Balance					\$ 68		\$ 54		\$ 65		\$ 32		\$ 32		\$ 26		
45% Other/New Freedom 5310 Funding					\$ 239		\$ 239		\$ 239		\$ 239		\$ 239		\$ 239		
45% Other/New Freedom 5310 Carryover					\$ 23		\$ 14		\$ 14		\$ 15		\$ 4		\$ 4		
45% Other/New Freedom 5310 Total Funding					\$ 261		\$ 253		\$ 252		\$ 253		\$ 242		\$ 243		
45% Other/New Freedom Project Cost					\$ 247		\$ 239		\$ 238		\$ 249		\$ 238		\$ 237		
45% Other/New Freedom Remaining Balance					\$ 14		\$ 14		\$ 15		\$ 4		\$ 4		\$ 6		
Inflation Rate (2014)					1.09		1.12		1.15		1.18		1.21		1.24		
Inflation Rate (2015)					1.06		1.09		1.12		1.15		1.18		1.21		

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	2017		2018		2019		2020		2021		2022		Grand Total
				Funding	Phase	Funding	Phase	Funding	Phase	Funding	Phase	Funding	Phase	Funding	Phase	
	Metro	Rolling Stock	5307	\$ -		\$ 191		\$ 132		\$ -		\$ 132		\$ 67		\$ 455
	Metro	Shop Equipment	5307	\$ 20		\$ 12		\$ 12		\$ 8		\$ 8		\$ 12		\$ 72
	Metro	Computer Hardware/Software	5307	\$ 136		\$ 24		\$ 32		\$ 16		\$ 16		\$ 24		\$ 248
	Metro	Security Project	5307	\$ 80		\$ 83		\$ 85		\$ 87		\$ 89		\$ 91		\$ 515
	Metro	Office Equipment	5307	\$ 8		\$ 6		\$ 8		\$ 8		\$ 8		\$ 12		\$ 50
	Metro	Transit Planning Activities	5307	\$ 1,174		\$ 1,209		\$ 1,245		\$ 1,283		\$ 1,321		\$ 1,361		\$ 7,593
	Metro	Transit Enhancement (Shelters/Signage)	5307	\$ 80		\$ 83		\$ 85		\$ 87		\$ 89		\$ 90		\$ 514
	Metro	Education & Training /Management Education & Trainin	5307	\$ 52		\$ 53		\$ 61		\$ 62		\$ 63		\$ 64		\$ 356
	Metro	Preventive Maintenance	5307	\$ 5,670		\$ 5,789		\$ 6,022		\$ 6,163		\$ 6,138		\$ 6,314		\$ 36,096
	Metro	ADA	5307	\$ 809		\$ 826		\$ 842		\$ 859		\$ 876		\$ 893		\$ 5,103
	Metro	Project Administration	5307	\$ 60		\$ 69		\$ 71		\$ 64		\$ 76		\$ 88		\$ 428
	Metro	Rolling Stock	5339	\$ 793		\$ 795		\$ 797		\$ 831		\$ 903		\$ 883		\$ 5,002
	Total Cost			\$ 8,882	\$ -	\$ 9,140	\$ -	\$ 9,392	\$ -	\$ 9,467	\$ -	\$ 9,718	\$ -	\$ 9,899		\$ 56,499
FTA 5307 Funding				\$ 8,180		\$ 8,344		\$ 8,511		\$ 8,681		\$ 8,855		\$ 9,032		
FTA 5307 Carryover				\$ 5,586		\$ 5,677		\$ 5,675		\$ 5,591		\$ 5,636		\$ 5,676		
FTA 5307 Total Funding				\$ 13,766		\$ 14,021		\$ 14,186		\$ 14,272		\$ 14,491		\$ 14,707		
FTA 5307 Projects				\$ 8,089		\$ 8,345		\$ 8,595		\$ 8,636		\$ 8,815		\$ 9,016		
Surplus/Deficit				\$ 5,677		\$ 5,675		\$ 5,591		\$ 5,636		\$ 5,676		\$ 5,691		
FTA 5339 Funding				\$ 793		\$ 809		\$ 825		\$ 842		\$ 858		\$ 876		
Flexed FTA 5339 Funding				\$ -		\$ -		\$ -		\$ -		\$ -		\$ -		
FTA 5339 Carryover						\$ -		\$ 14		\$ 42		\$ 52		\$ 8		
FTA 5339 Total Funding				\$ 793		\$ 809		\$ 839		\$ 883		\$ 911		\$ 883		
FTA 5339 Projects				\$ 793		\$ 795		\$ 797		\$ 831		\$ 903		\$ 883		
Surplus/Deficit				\$ -		\$ 14		\$ 42		\$ 52		\$ 8		\$ 0		
Total FTA Funding Level				\$ 14,559		\$ 14,829		\$ 15,025		\$ 15,155		\$ 15,401		\$ 15,591		
Total FTA Projects				\$ 8,882		\$ 9,140		\$ 9,392		\$ 9,467		\$ 9,718		\$ 9,899		
Surplus/Deficit				\$ 5,677		\$ 5,689		\$ 5,633		\$ 5,688		\$ 5,683		\$ 5,692		

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)	\$ 379	\$ 4,141	\$ 4,520	2018
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 Advance Construction (AC) conversion program gives the flexibility and opportunity to locally fund projects and later convert the funding for federal funds. Projects are ranked through the **STBG** selection process, but are elected to be funded locally. This process is shown in Table 3.10 and is available for all members of MAPA.

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

AC Funding						
Advance Construction Project	FY2016	FY2017	FY2018	FY2019	FY2020	
2016 Omaha Resurfacing	\$ 4,080	\$ -	\$ -	\$ -		
City of Omaha Resurfacing	\$ -	\$ 3,000	\$ 3,000	\$ 924	\$ 3,000	
30 th Street Road Diet	\$ -	\$ -	\$ -	\$ 996	\$ -	
Annual Total	\$ 4,080	\$ 3,000	\$ 3,000	\$ 1,920	\$ 3,000	Total
Total Balance	\$ 4,080	\$ 7,080	\$ 10,080	\$ 12,000	\$ 15,000	\$13,920
STBG Funding						
AC Conversion Projects	FY2017	FY2018	FY2019	FY2020	Illustrative Projects	
					FY2021	FY2022
Omaha City Conversion 1	\$ -	\$ -	\$ -	\$ -	\$4,869	\$ -
Omaha City Conversion 2	\$ -	\$ -	\$ -	\$ -	\$ -	\$6,227
Annual Total	\$ -	\$ -	\$ -	\$ -	\$4,869	\$6,227
Remaining AC Balance	\$7,080	\$10,080	\$12,000	\$15,000	\$10,131	\$3,904

Local Funded Projects			
Projects	TIP Rank	TIP Programmed	Year of Expenditure
42nd Street Bridge: C to D Street	5	FY15	FY2021
72nd Street & D Street Viaduct	2	FY15	FY2022

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 2017)**

	Non-Federal O&M	Federal O&M	Total O&M
	FY 2017	FY 2017	FY 2017
Iowa O&M	5,268,221	1,700,033	6,968,254
Nebraska O&M	91,396,525	37,330,975	128,727,500
MAPA O&M	96,664,746	39,031,008	135,695,754

PROJECTED OPERATIONS & MAINTENANCE (FY 2018)

	Non-Federal O&M	Federal O&M	Total O&M
	FY 2018	FY 2018	FY 2018
Iowa O&M	5,426,268	1,751,034	7,177,302
Nebraska O&M	93,224,455	38,077,594	131,302,050
Total O&M	98,650,723	39,828,628	138,479,352

PROJECTED OPERATIONS & MAINTENANCE (FY 2019)

	Non-Federal O&M	Federal O&M	Total O&M
	FY 2019	FY 2019	FY 2019
Iowa O&M	5,589,056	1,803,565	7,392,621
Nebraska O&M	95,088,944	38,839,146	133,928,091
Total O&M	100,678,000	40,642,711	141,320,712

PROJECTED OPERATIONS & MAINTENANCE (FY 2020)

	Non-Federal O&M	Federal O&M	Total O&M
	FY 2020	FY 2020	FY 2020
Iowa O&M	5,756,728	1,857,672	7,614,400
Nebraska O&M	97,941,612	40,004,320	137,945,934
Total O&M	103,698,340	41,861,992	145,560,333

PROJECTED TOTAL NON-FEDERAL-AID REVENUES

	FY 2017	FY 2018	FY 2019	FY 2020
Iowa	\$19,944,530	\$20,343,421	\$20,750,289	\$21,165,295
Nebraska	\$208,802,272	\$212,978,317	\$217,237,883	\$221,582,641
Total O&M	\$228,746,802	\$233,321,738	\$237,988,172	\$242,747,936

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 3-9; 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 3-10.

Table 3.12 – Anticipated FTA Funding

Type	2017	2018	2019	2020	2021	2022
5307 (Metro)	\$8,180,000	\$8,344,000	\$8,511,000	\$8,681,000	\$8,855,000	\$9,032,000
5310 (MAPA)	\$530,000	\$530,000	\$530,000	\$530,000	\$530,000	\$530,000
5339 (Metro)	\$793,000	\$809,000	\$825,000	\$842,000	\$858,000	\$876,000

Table 3.13 – Metro Transportation Improvement Program (in \$1,000s)

Year	Rolling Stock		Capital/Maintain/Planning		Projected Apportionment
	Federal Share	Total Costs	Federal Share	Total Costs	
2017	\$793.00	\$932.94	\$8089.57	\$10111.95	\$8882.57
2018	\$986.00	\$1160.00	\$8155.49	\$10419.34	\$9141.49
2019	\$928.63	\$1092.51	\$8463.84	\$10734.81	\$9392.47
2020	\$830.88	\$977.51	\$8636.23	\$10795.27	\$9467.11
2021	\$1034.69	\$1217.28	\$8683.33	\$11009.17	\$9718.02
2022	\$980.90	\$1154.00	\$8948.72	\$11264.90	\$9929.62

Table 3.14 – Metro Transit's Projected Operating Funding (in \$1,000s)

2017 TO 2022						
Year	Location	Farebox (a)	State	Federal (b)	Local (c)	Total
2017	Omaha	\$3665.70	\$2500.00	\$7492.15	\$16578.85	\$30236.77
	Council Bluffs	\$200.00	\$175.00	\$273.00	\$704.00	\$1352.00
2018	Omaha	\$3775.74	\$2500.00	\$7673.58	\$17159.11	\$31108.43
	Council Bluffs	\$200.00	\$175.00	\$273.00	\$704.00	\$1352.00
2019	Omaha	\$3889.01	\$2500.00	\$7968.88	\$17759.77	\$32117.57
	Council Bluffs	\$200.00	\$175.00	\$273.00	\$704.00	\$1352.00
2020	Omaha	\$4005.69	\$2500.00	\$8157.59	\$18381.26	\$33044.53
	Council Bluffs	\$200.00	\$175.00	\$273.00	\$704.00	\$1352.00
2021	Omaha	\$4125.86	\$2500.00	\$8201.23	\$19024.61	\$33851.98
	Council Bluffs	\$200.00	\$175.00	\$273.00	\$704.00	\$1352.00
2022	Omaha	\$4249.63	\$0.00	\$8447.07	\$1960.47	\$23387.18
	Council Bluffs	\$200.00	\$175.00	\$273.00	\$704.00	\$1352.00

(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 and high rates of minority populations and deemed the areas with an intersection of these two groups as being EJ areas. 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 within environmental justice areas
 - 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

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

- Determining the change in the Vehicle Hours Traveled (VHT) created by the transportation program in the travel shed
- 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

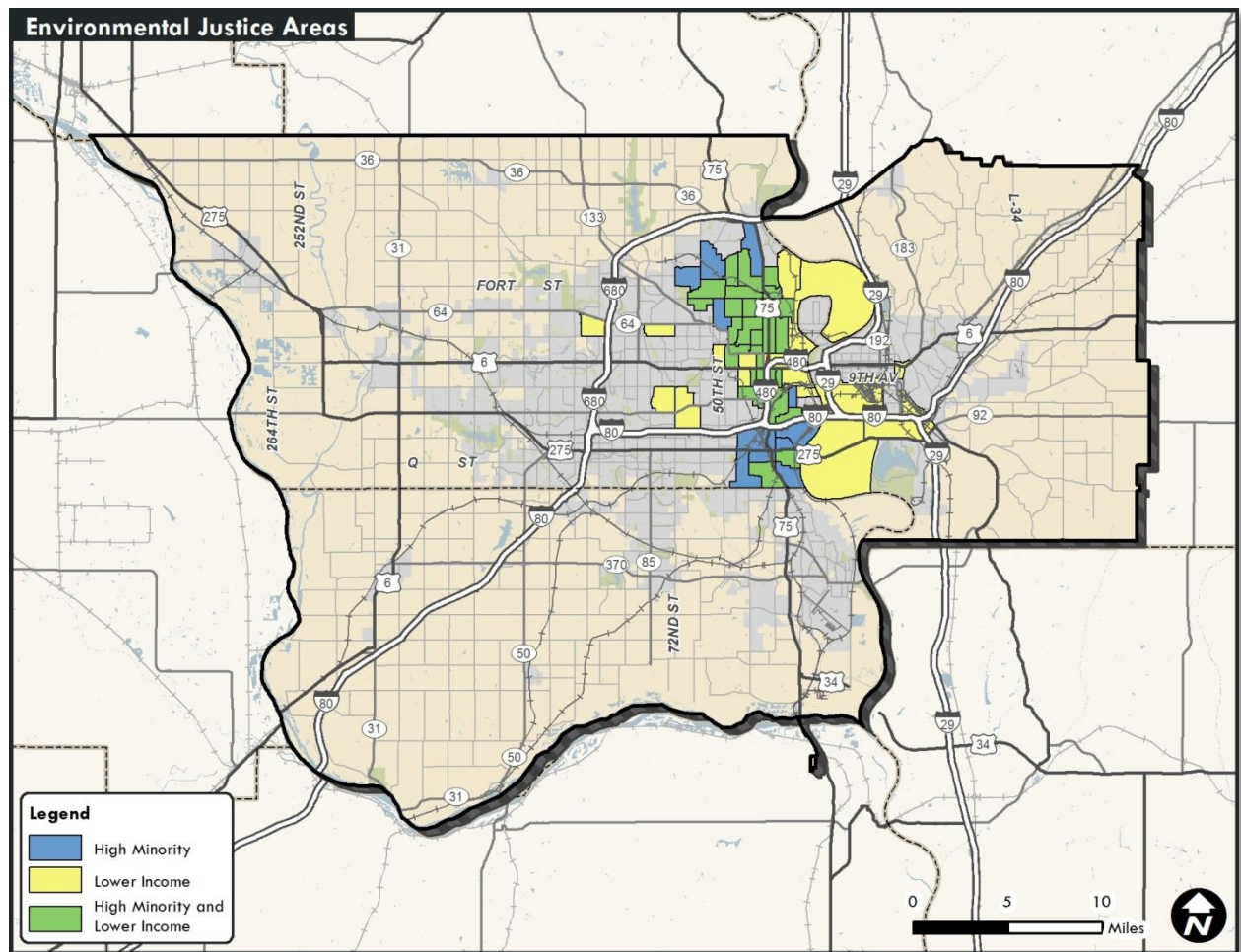
Distribution of Funding			
Environmental Justice Areas	Transit-shed Investments	Travel Time Analysis	Metro Transit Funding
% funding within EJ Area	% funding within Transit-shed	Travel time improvement within the transit shed	Funding corresponding to level of riders below poverty line

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.

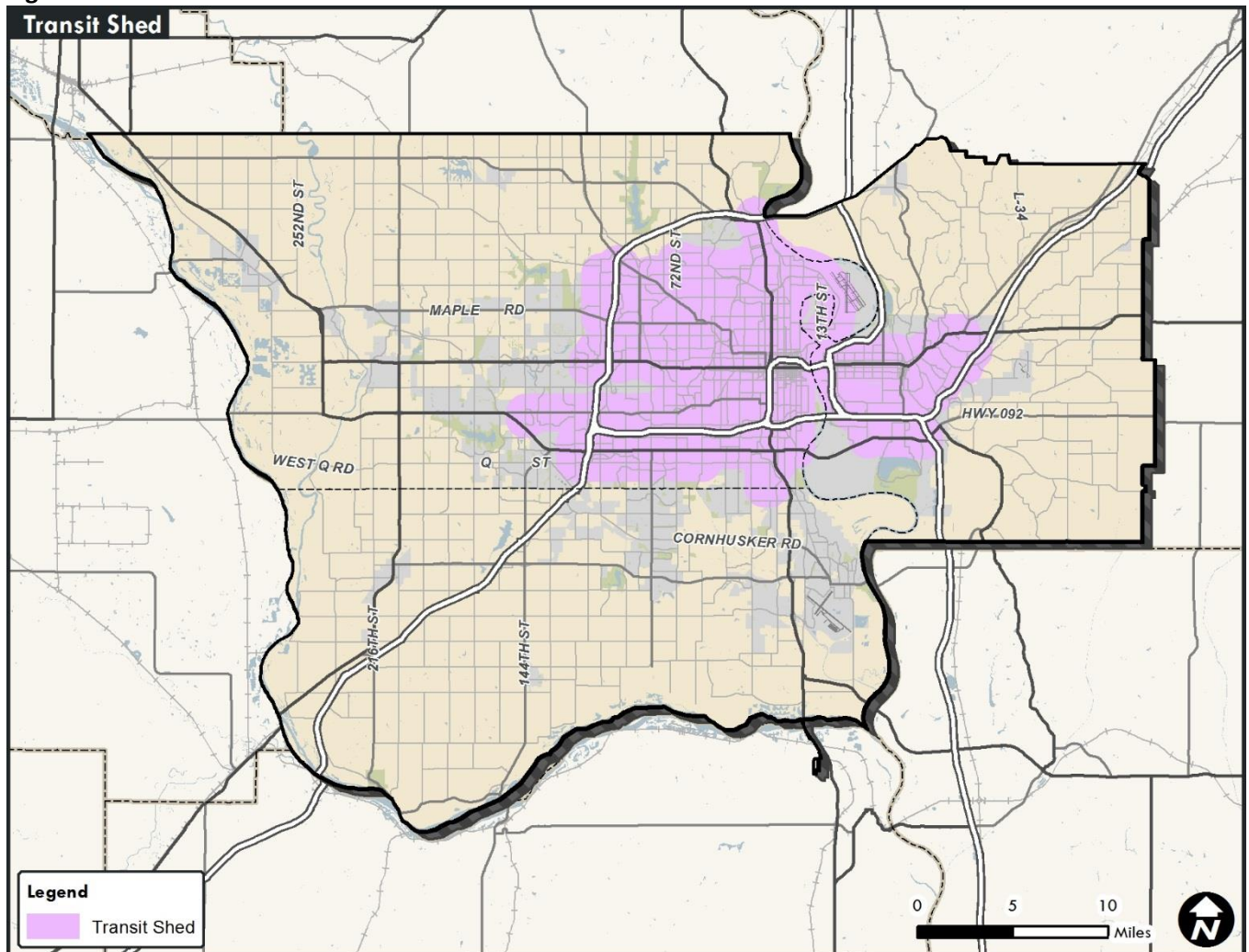
Figure 4.1 – Environmental Justice Areas in the MAPA TMA



4.1.2 Identification of the Transit Shed

A transit shed is the area around transit service line that is considered a walkable distance from a route. 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



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

Funding Equity

The MAPA FY2017 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 and the transit shed. The various spatial relationships and funding distributions are outlined below:

- Portion of Project Within EJ Area
 - The percentage of the TIP project within the EJ area, weighted at 85%, is used in combination with its transit shed relation to determine the percentage of its funding attributed to EJ
- Portion of Project Within Transit Shed
 - The percentage of the TIP project within the transit shed, weighted at 85%, is used in combination with its EJ area relation to determine the percentage of its funding attributed to EJ

Relation to Transit

Projects falling within the TS are looked at for how they affect travel time. 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.

- How Project Relates to Transit
 - If Project Reduces Travel Time – 10% of funding attributed to EJ

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.

Metro Transit Projects

Metro transit projects are an important form of the non-spatial project type. These are considered for 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. In keeping with the proportional method of EJ funding determination for non-spatial projects, 60% of Metro Transit funding would be considered EJ funding to match the percentage of Metro's ridership who fall under the poverty line.

- Metro Funding
 - Total Metro funding is \$56,499,000
 - Portion of Metro funding considered EJ is \$33,899,400

Figure 4.4 displays all projects in the 2017-2020 TIP that are located within environmental justice areas and/or the transit shed. Table 4.2 shows the assignment of EJ funding portions for the projects shown in Figure 4.4.

Figure 4.4 – TIP Projects in EJ Areas

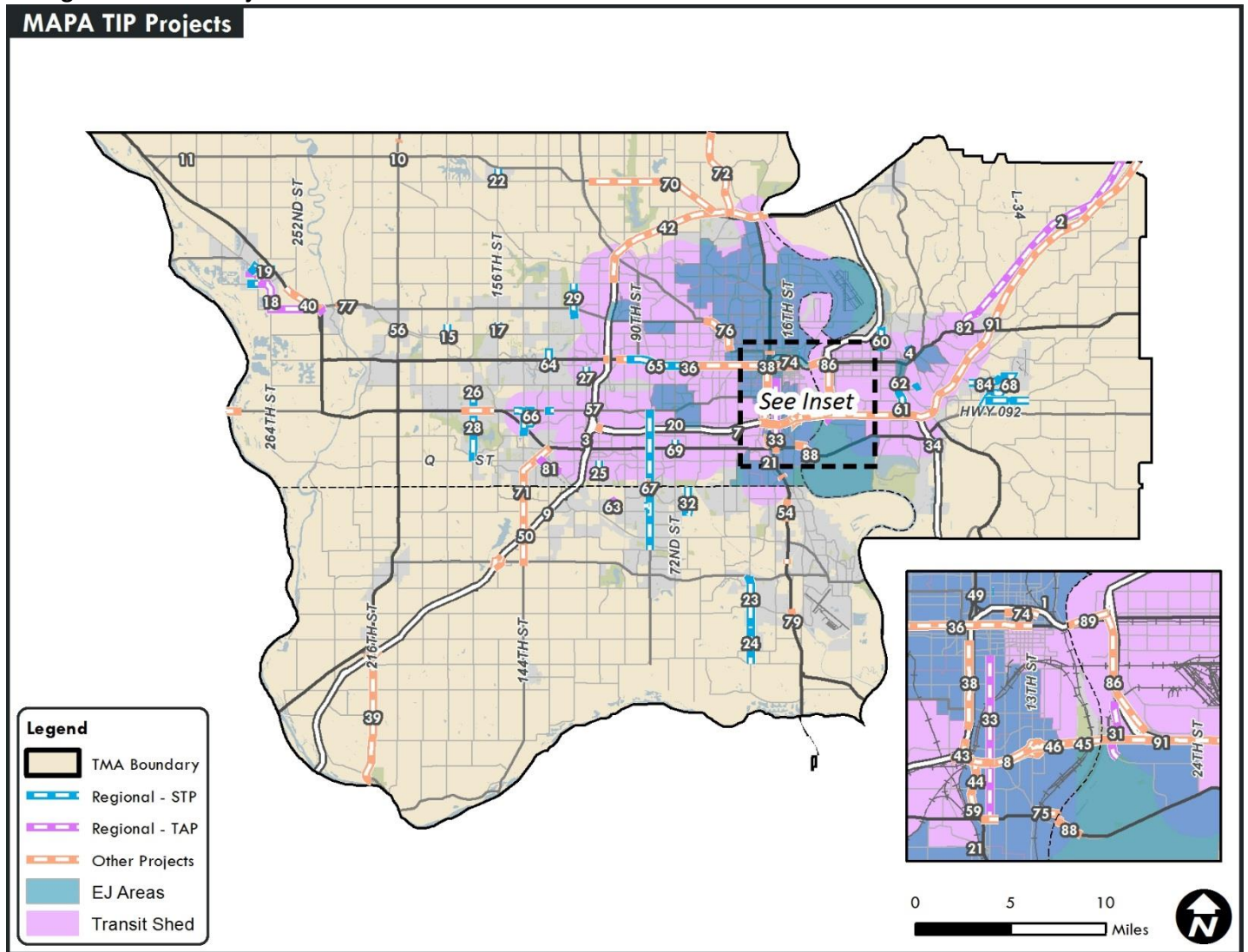


Table 4.2 – TIP Projects EJ Percentage Determination

TIP ID	Map Number	Project	Project Type	Total Funding	% Project in EJ Area	% Project in Transit Shed	Travel Time Decrease	EJ Funding Percentage
2015-001	1	North Downtown Riverfront Pedestrian Bridge	Multi-Modal Improvement	\$ 5,575	100	100	0	85%
2015-008	3	I-80/680 'Q'-'L' CD Rds, Omaha (WB)	Resurfacing	\$ 5,820	0	100	0	43%
2015-011	4	Harrison Street Reconstruction	Road Improvement	\$ 2,518	0	100	0	43%
2015-012	5	W Graham Ave Reconstruction	Road Improvement	\$ 2,333	0	100	0	43%
2015-021	6	Metro Rolling Stock	Transit Capital	\$ 6,087	55	100	0	66%
2015-022	7	42nd Street Bridge, C to D Street	Bridge	\$ 14,770	0	100	0	43%
2015-023	8	I-80: 24th Street - 13th Street	Road Widening	\$ 1,340	0	100	0	43%
2015-036	14	EB I-80 at I-680	Bridge	\$ 9,575	0	100	0	43%
2015-043	20	72nd & D Street Viaduct	Bridge	\$ 6,466	0	100	0	43%
2015-044	21	Q Street Bridge	Bridge	\$ 4,584	100	100	0	85%
2015-051	25	108th Street	Road Widening	\$ 445,380	93	45	0	59%
2015-053	27	114th Street	Road Widening	\$ 308	92	18	0	47%
2015-056	86	I-80	Bridge	\$ 4,486	60	100	0	68%
2015-060	31	River Rd. Trail	Multi-Modal Improvement	\$ 1,919	62	73	0	57%
2015-065	33	24th Street Road Diet	Road Widening	\$ 1,315	100	100	0	85%

TIP ID	Map Number	Project	Project Type	Total Funding	% Project in EJ Area	% Project in Transit Shed	Travel Time Decrease	EJ Funding Percentage
2015-079	87	US 275 Bridge Over Missouri River	Resurfacing	\$ 178	0	100	0	43%
2015-132	35	132nd at West Center Road Safety Project	Intersection	\$ 295	0	100	0	43%
2015-139	36	Bus Rapid Transit	Transit Capital	\$ 6,692	45	100	0	62%
2015-152	37	I-680 / US-6 Bridges	Bridge	\$ 4,525	0	100	0	43%
2016-001	38	I-480: Bancroft - Dewey	Resurfacing	\$ 12,687	95	100	0	83%
2016-006	43	I-80/I-480 Bridges	Bridge	\$ 8,500	50	100	0	64%
2016-007	44	I-80/I-480/US-75 Interchange	Bridge	\$ 8,500	100	100	0	85%
2016-008	45	I-480: 20th Street - Missouri River Bridges (EB)	Bridge	\$ 2,669	100	74	0	74%
2016-009	46	I-480: 20th Street - Missouri River Bridges (WB)	Bridge	\$ 217	100	74	0	74%
2016-011	48	US-75: J Street & Gilmore Ave Bridge (SB)	Bridge	\$ 1,628	100	100	0	85%
2016-012	49	US-75: Off Ramp to N-64 (NB)	Road Improvement	\$ 12,402	100	100	0	85%
2016-019	51	US-275: 25th Street - 23rd Street	ITS/Signalization	\$ 702	100	100	0	85%
2016-020	52	I-680: Mormon Bridge Painting	Bridge	\$ 460	0	100	0	43%
2016-021	53	I-680: Mormon Bridge Deck Overlay	Bridge	\$ 1,510	0	100	0	43%
2016-023	55	24th Street Interstate Bridge	Bridge	\$ 6,547	100	100	0	85%

TIP ID	Map Number	Project	Project Type	Total Funding	% Project in EJ Area	% Project in Transit Shed	Travel Time Decrease	EJ Funding Percentage
2016-025	57	I-680: West Center Road Bridge	Bridge	\$ 920	0	100	0	43%
2016-026	58	I-80: I-480 to 24th Street	Resurfacing	\$ 5,356	100	100	0	85%
2016-031	59	US-75: Dynamic Message Signs, Omaha	ITS/Signalization	\$ 3,406	100	100	0	85%
2016-034	60	North 16th Street Reconstruction	Road Improvement	\$ 400	78	84	0	69%
2016-035	61	South Expressway Reconstruction - Phase 1	Road Improvement	\$ 1,380	50	100	0	64%
2016-036	62	South Expressway Reconstruction - Phase 2	Road Improvement	\$ 1,122	50	100	0	64%
2016-043	89	I-480: Missouri River to I-29	Road Improvement	\$ 4,194	0	100	0	43%
2016-047	65	Dodge Street Adaptive Traffic Signal Control		\$ 100	100	0	0	43%
2016-048	66	144th Street Adaptive Traffic Signal Control		\$ 7,700	100	0	0	43%
2016-063	67	84th Street Adaptive Traffic Signal Control	ITS/Signalization	\$ 2,860	46	0	0	20%
2017-001	69	US-275 & 72nd Street Interchange	Interchange	\$ 2,810	100	0	0	43%
2017-005	73	I-80/480/US-75 Bridge Painting	Bridge	\$ 476	100	0	0	43%
2017-006	74	I-480, 20th-12th Bridge Painting	Bridge	\$ 1,200	100	0	0	43%
2017-007	75	South Omaha Veterans Bridge	Bridge	\$ 1,306	100	0	0	43%
2017-008	76	N-64 Concrete Repair	Resurfacing	\$ 2,921	100	0	0	43%

TIP ID	Map Number	Project	Project Type	Total Funding	% Project in EJ Area	% Project in Transit Shed	Travel Time Decrease	EJ Funding Percentage
2017-015	81	West Papio Trail - Millard Connection	Multi-Modal Project	\$ 2,924	13	0	0	6%
2017-018	82	City/County Connector Trail	Multi-Modal Project	\$ 48	74	0	0	31%
2017-022	91	I-80 Missouri River to Cass Co	Resurfacing	\$ 48	46	0	0	20%
2017-023	92	I-480 Bridge	Bridge	\$ 5,575	100	0	0	43%
2017-024	93	I-680 Bridge WB	Bridge	\$ 5,820	100	0	0	43%
2017-025	94	I-680 Bridge EB	Bridge	\$ 2,518	100	0	0	43%
2017-026	95	I-80 Bridge EB	Bridge	\$ 2,333	100	0	0	43%
2017-027	96	I-80 Bridge WB	Bridge	\$ 6,087	100	0	0	43%

4.2 Findings

4.2.1 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 FY2017-2020 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 shows the projects in Environmental Justice and Transit Shed areas. Table 4.5 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 (FY2017 – FY2020).

Table 4.3 displays the listing of Metro Transit projects for the duration of the FY2017 – FY2020 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 4.3–Transit Funding

Metro Funding							
Control Number	Project Name	Lead Agency	EJ Funding Percent	TS Funding Percent	EJ Funding (1,000s)	Non-EJ Funding (1,000s)	Total Funding (1,000s)
MET-03202014-001	Metro Rolling Stock	Metro	60%	100%	\$22,129	\$14,752	\$36,881

4.2.2 Highway and Road Findings

Based on the analysis presented above, environmentally sensitive populations are not being adversely affected by the FY2017-2020 TIP. 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 which shows the projects in the EJ areas. Table 4.4 summarizes the proportion of EJ funding for spatial projects in the FY2017-2020 TIP.

Table 4.4 – 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	42	25%	79%	-	\$225,747	\$225,747
Environmental Justice Projects	49	75%	21%	\$408,213	\$212,723	\$620,936
Total	91	100%	100%	\$408,213	\$438,470	\$846,683

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 2017-2020 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 75% of funding going to projects linked to EJ populations and in or near EJ areas compared to 21% of the population living in EJ areas, as shown in Table 4.4. 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

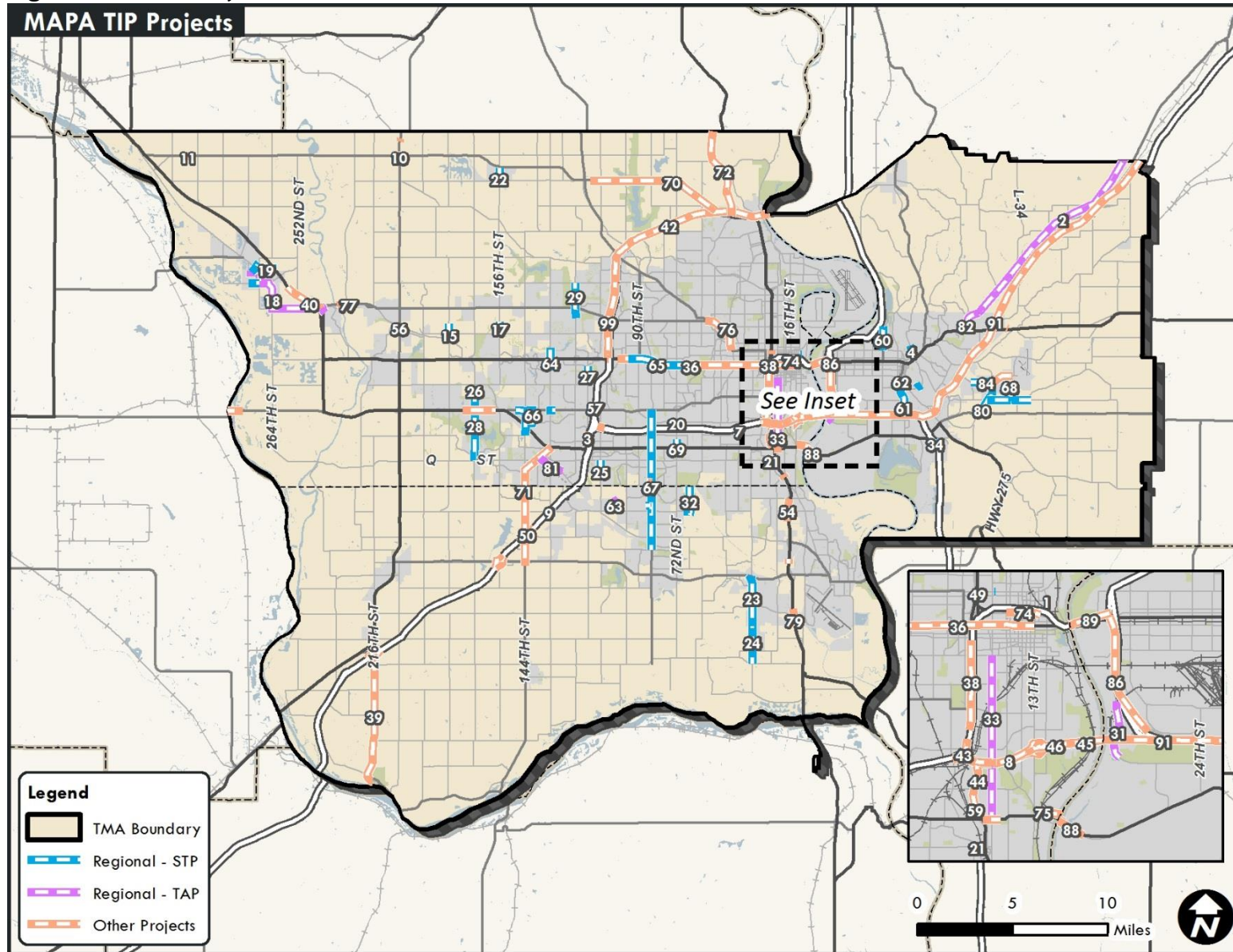


Table 5.1 –TIP Project List

TIP ID	Project Name	Lead Agency	Primary Funding Source	Map Number
2015-048	36th Street Phase N-370 - Sheridan	Bellevue	STBG-MAPA	23
2015-050	36th Street Phase II	Bellevue	STBG-MAPA	24
2015-046	156th Street	Bennington	STBG-MAPA	22
2015-011	Harrison Street Reconstruction	Council Bluffs	TAP-MAPA	4
2015-012	W Graham Ave Reconstruction	Council Bluffs	STBG-MAPA	5
2015-060	River Rd. Trail	Council Bluffs	STBG-MAPA	31
2015-075	Interstate Utility Relocation	Council Bluffs	STBG-MAPA	34
2016-034	North 16th Street Reconstruction	Council Bluffs	STBG-MAPA	60
2016-035	South Expressway Reconstruction - Phase 1	Council Bluffs	STBG-MAPA	61
2016-036	South Expressway Reconstruction - Phase 2	Council Bluffs	STBG-MAPA	62
2016-069	East Beltway: Eastern Hills Drive - Segment C	Council Bluffs	TAP-MAPA	68
2017-013	East Beltway: Stevens Road - East Segment	Council Bluffs	DPS	97
2017-014	East Beltway: Eastern Hills Drive - Segment D	Council Bluffs	DPS/STBG-MAPA	80
2017-018	City/County Connector Trail	Council Bluffs	DPS	82
2017-019	East Beltway: Greenview Road - West Segment	Council Bluffs	STBG-MAPA	83
2017-020	East Beltway: Stevens Road - West Segment	Council Bluffs	STBG-MAPA	84
2017-021	East Beltway: Greenview Road - East Segment	Council Bluffs	STBG-MAPA	85
2015-038	180th St (Phase 2)	Douglas	STBG-MAPA	15
2015-039	180th Street (Phase 1)	Douglas	STBG-MAPA	16
2015-056	I-80	Iowa DOT	NHPP	86
2015-079	US 275 Bridge Over Missouri River	Iowa DOT	State-Iowa	87
2016-042	US-275 Missouri River Bridge	Iowa DOT	State-Iowa	88
2016-043	I-480: Missouri River to I-29	Iowa DOT	State-Iowa	89
2017-022	I-80: Missouri River to Cass County	Iowa DOT	State-Iowa	91
2017-023	I-480: Missouri River in Council Bluffs	Iowa DOT	State-Iowa	92
2017-024	I-680: Missouri River in Council Bluffs - WB	Iowa DOT	State-Iowa	93
2017-025	I-680: Missouri River in Council Bluffs - EB	Iowa DOT	State-Iowa	94
2017-026	I-80: Missouri River in Council Bluffs - EB	Iowa DOT	State-Iowa	95
2017-027	I-80: Missouri River in Council Bluffs - WB	Iowa DOT	State-Iowa	96
2017-028	US 6: BNSF Railroad Bridge - EB & WB	Iowa DOT	State-Iowa	98
2016-037	Applewood Creek Trail	La Vista	TAP-MAPA	63
2015-021	Metro Rolling Stock	Metro	STBG-MAPA	6
2015-139	Bus Rapid Transit	Metro	TIGER VI	36
2015-008	I-80/680 'Q'-'L' CD Rds, Omaha (WB)	NDOR	NHPP	3
2015-023	I-80: 24th Street - 13th Street	NDOR	State-Nebraska	8
2015-026	Giles Road Interchange Ramps	NDOR	State-Nebraska	9
2015-027	Jct N-31/N-36 Intersection Improvements	NDOR	State-Nebraska	10
2015-028	Elkhorn River West	NDOR	State-Nebraska	11
2015-029	N-64 at SE Jct US-275 - Omaha	NDOR	State-Nebraska	12
2015-034	N-92: Platte River East Structures	NDOR	State-Nebraska	13
2015-036	EB I-80 at I-680	NDOR	State-Nebraska	14
2015-152	I-680 / US-6 Bridges	NDOR	NHPP	37
2016-001	I-480: Bancroft - Dewey	NDOR	NHPP	38
2016-002	N-31: Schramm Park - US-6	NDOR	STBG-State	39

Table 5.1 – TIP Project List (continued)

TIP ID	Project Name	Lead Agency	Primary Funding Source	Map Number
2016-003	US-275: Waterloo Viaduct	NDOR	NHPP	40
2016-004	US-275: West Papillion Creek Bridge West	NDOR	NHPP	41
2016-005	I-680: Fort Street to Missouri River	NDOR	State-Nebraska	42
2016-006	I-80/I-480 Bridges	NDOR	NHPP	43
2016-007	I-80/I-480/US-75 Interchange	NDOR	NHPP	44
2016-008	I-480: 20th Street - Missouri River Bridges (EB)	NDOR	NHPP	45
2016-009	I-480: 20th Street - Missouri River Bridges (WB)	NDOR	NHPP	46
2016-010	N-31 Bridges North of N-36	NDOR	STBG-State	47
2016-011	US-75: J Street & Gilmore Ave Bridge (SB)	NDOR	NHPP	48
2016-012	US-75: Off Ramp to N-64 (NB)	NDOR	HSIP	49
2016-018	I-80, N-31, N-370, & N-50 Ramps	NDOR	NHPP	50
2016-019	US-275: 25th Street - 23rd Street	NDOR	HSIP	51
2016-020	I-680: Mormon Bridge Painting	NDOR	NHPP	52
2016-021	I-680: Mormon Bridge Deck Overlay	NDOR	NHPP	53
2016-022	US-75 Bridge Approaches, Bellevue	NDOR	NHPP	54
2016-023	24th Street Interstate Bridge	NDOR	NHPP	55
2016-024	N-31: Elkhorn Viaduct	NDOR	NHPP	56
2016-025	I-680: West Center Road Bridge	NDOR	NHPP	57
2016-026	I-80: I-480 to 24th Street	NDOR	State-Nebraska	58
2016-031	US-75: Dynamic Message Signs, Omaha	NDOR	NHPP	59
2017-001	US-275 & 72nd Street Interchange	NDOR	NHPP	69
2017-002	N-36 Resurfacing	NDOR	STBG-State	70
2017-003	N-50 Concrete Repair	NDOR	NHPP, STBG-State	71
2017-004	US-75 Resurfacing	NDOR	NHPP	72
2017-005	I-80/480/US-75 Bridge Painting	NDOR	NHPP	73
2017-006	I-480, 20th-12th Bridge Painting	NDOR	NHPP	74
2017-007	South Omaha Veterans Bridge	NDOR	State-Nebraska	75
2017-008	N-64 Concrete Repair	NDOR	NHPP	76
2017-009	N-64 Pavement Near Elkhorn River Bridge	NDOR	NHPP	77
2017-010	N-85 Intersection with Ralston Avenue	NDOR	HSIP	78
2017-012	US-75 Bridge Approaches in Bellevue	NDOR	NHPP	79
2017-029	I-680: I-80 to Fort Street	NDOR	NHPP	99
2017-030	US-6 Bridges at I-680	NDOR	NHPP	100
2015-001	North Downtown Riverfront Pedestrian Bridge	Omaha	TAP-MAPA	1
2015-022	42nd Street Bridge, C to D Street	Omaha	ACC-Local	7
2015-040	156th Street Phase Two	Omaha	STBG-MAPA	17
2015-043	72nd & D Street Viaduct	Omaha	ACC-Local	20
2015-044	Q Street Bridge	Omaha	STBG-MAPA, STBG-State	21
2015-051	108th Street	Omaha	STBG-MAPA	25
2015-052	168th Street	Omaha	STBG-MAPA	26
2015-053	114th Street	Omaha	STBG-MAPA	27
2015-054	168th Street	Omaha	STBG-MAPA	28
2015-055	120th Street	Omaha	STBG-MAPA	29
2015-065	24th Street Road Diet	Omaha	HSIP, STBG-MAPA	33

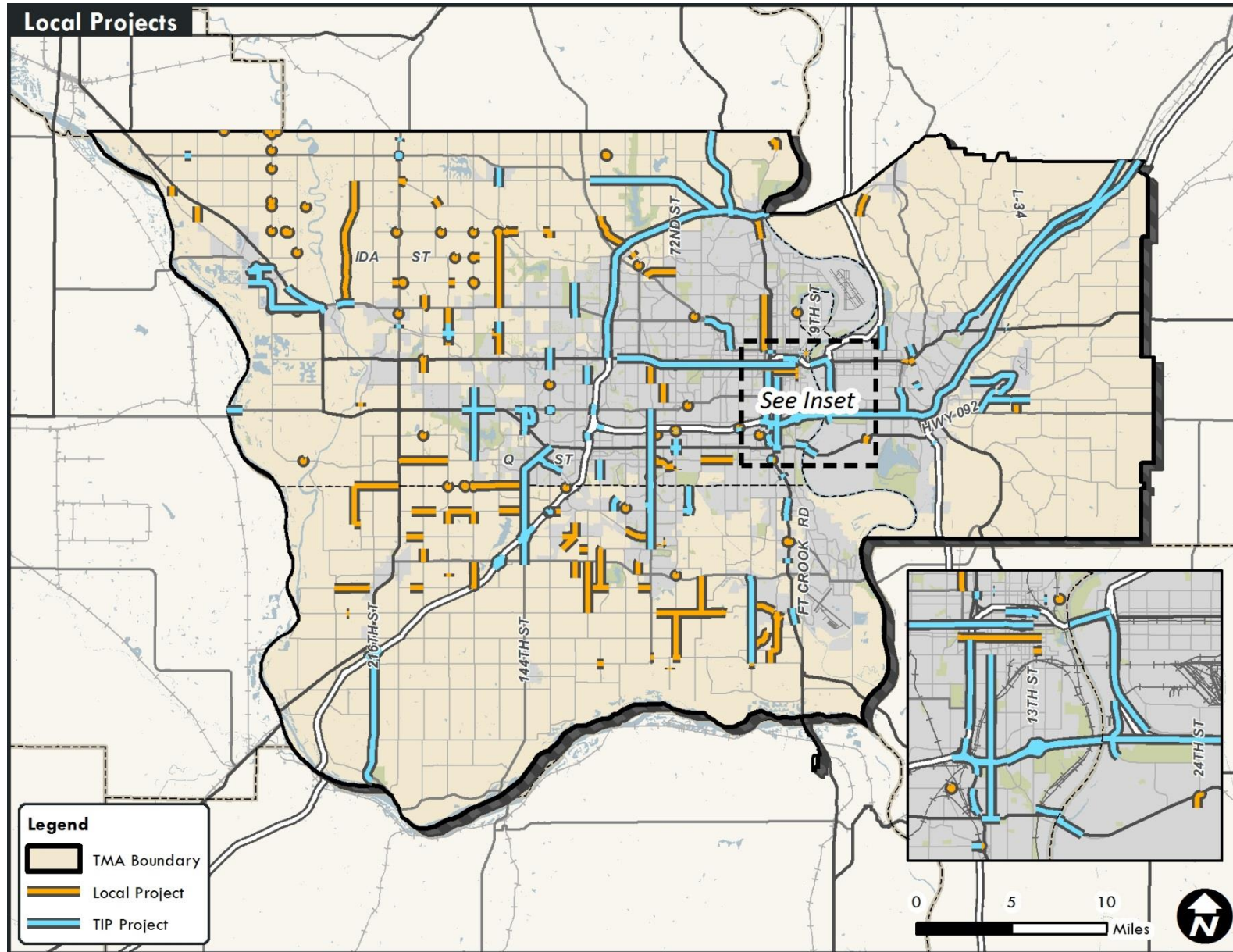
Table 5.1 – TIP Project List (continued)

TIP ID	Project Name	Lead Agency	Primary Funding Source	Map Number
2015-132	132nd at West Center Road Safety Project	Omaha	HSIP	35
2016-046	132nd Street Adaptive Traffic Signal Control	Omaha	HSIP	64
2016-047	Dodge Street Adaptive Traffic Signal Control	Omaha	HSIP	65
2016-048	144th Street Adaptive Traffic Signal Control	Omaha	HSIP	66
2016-063	84th Street ASCT	Omaha	HSIP	67
2017-015	Omaha Signal Infrastructure - Phase F	Omaha	STBG-MAPA	81
2015-041	Western Douglas County Trail Phase 2	PMRNRD	DPU	18
2015-042	Western Douglas County Trail Phase 1	PMRNRD	DPU	19
2015-007	Pottawattamie County Multi-Use Trail - Phase 1	Pottawattamie	TAP-MAPA	2
2015-058	132nd and Giles	Sarpy	STBG-MAPA	30
2015-062	66th and Giles	Sarpy	STBG-MAPA	32
2015-138	Valley D.C. Safe Routes to School	Valley	SRTS	90

5.1.2 Local Projects

Figure 5.2 on the following page displays the locations of projects from local jurisdictions throughout the TMA. These projects are found within local planning documents, primarily capital improvement plans.

Figure 5.2 – Local Projects





Metropolitan Area Planning Agency

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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-048	NE-22276	36th Street Phase N-370 - Sheridan	Bellevue	2.00	\$11,163.12
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	PE-NEPA-FD	STBG-MAPA	\$593.12	\$469.10	\$0.00	\$124.02
2012	PE-NEPA-FD	STBG-MAPA	\$260.00	\$208.00	\$0.00	\$52.00
2012	ROW	STBG-MAPA	\$400.00	\$320.00	\$0.00	\$80.00
2017	PE-NEPA-FD	STBG-MAPA	\$132.50	\$106.00	\$0.00	\$26.50
2017	ROW	STBG-MAPA	\$322.50	\$258.00	\$0.00	\$64.50
2018	UTIL-CON-CE	STBG-MAPA	\$9,455.00	\$7,563.00	\$0.00	\$1,892.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-050	NE-22288	36th Street Phase II	Bellevue	1.45	\$11,063.56
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*
2017	PE-NEPA-FD	STBG-MAPA	\$405.51	\$324.41	\$0.00	\$81.10
2017	ROW	STBG-MAPA	\$579.30	\$463.44	\$0.00	\$115.86
2020	UTIL-CON-CE	STBG-MAPA	\$10,078.75	\$8,063.00	\$0.00	\$2,015.75



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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	\$2,938.33
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	PE-NEPA-FD	STBG-MAPA	\$304.34	\$233.70	\$0.00	\$70.64
2008	PE-NEPA-FD	STBG-MAPA	\$124.93	\$94.95	\$0.00	\$29.98
2009	PE-NEPA-FD	STBG-MAPA	\$53.92	\$38.96	\$0.00	\$14.96
2015	PE-NEPA-FD (AC)	Local	\$70.00	\$0.00	\$0.00	\$70.00
2016	PE-NEPA-FD	STBG-MAPA	\$172.53	\$138.02	\$0.00	\$34.51
2017	ROW	STBG-MAPA	\$132.61	\$106.09	\$0.00	\$26.52
2017	UTIL-CON-CE	STBG-MAPA	\$2,080.00	\$1,664.00	\$0.00	\$416.00
2019	AC Conversion	STBG-MAPA	\$0.00	\$70.00	\$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	\$5,356.25	
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*
2017	UTIL-CON-CE	STBG-MAPA	\$5,356.25	\$4,285.00	\$0.00	\$1,071.25



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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	\$3,406.25
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*
2019	UTIL-CON-CE	STBG-MAPA	\$3,406.25	\$2,725.00	\$0.00	\$681.25

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-036	CB-033115-003	South Expressway Reconstuction - Phase 2	Council Bluffs		\$4,378.75
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	STBG-MAPA	\$4,378.75	\$3,503.00	\$0.00	\$875.75

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	UTIL-CON-CE	TAP-MAPA	\$307.50	\$246.00	\$0.00	\$61.50



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-012	IA-25419	W Graham Ave Reconstruction	Council Bluffs		\$2,517.50	
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*
2018	UTIL-CON-CE	STBG-MAPA	\$2,517.50	\$2,014.00	\$0.00	\$503.50

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-011	IA-25422	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	STBG-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*
2015-075	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	UTIL-CON-CE	STBG-MAPA	\$812.50	\$650.00	\$0.00	\$162.50
2016	UTIL-CON-CE	STBG-MAPA	\$445.00	\$356.00	\$0.00	\$89.00
2017	UTIL-CON-CE	STBG-MAPA	\$458.75	\$367.00	\$0.00	\$91.75
2018	UTIL-CON-CE	STBG-MAPA	\$471.75	\$378.00	\$0.00	\$93.75
2019	UTIL-CON-CE	STBG-MAPA	\$487.50	\$390.00	\$0.00	\$97.50
2020	UTIL-CON-CE	STBG-MAPA	\$501.25	\$401.00	\$0.00	\$100.25
2021	UTIL-CON-CE	STBG-MAPA	\$516.25	\$413.00	\$0.00	\$103.25

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-069	IA-34865	East Beltway: Eastern Hills Drive - Segment C	Council Bluffs	0.00	\$3,658.00
Location	In the city of Council Bluffs, Eastern Hills Dr: Cedarbrook Dr to Cedar Ln and Cedar Ln: From Eastern Hill Dr West 700'				
Description	Widening of roadway to 4-lanes				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	DPS	\$840.00	\$672.00	\$0.00	\$168.00
2017	UTIL-CON-CE	DPS	\$2,818.00	\$2,254.00	\$0.00	\$564.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-018	IA-35677	City/County Connector Trail	Council Bluffs	1.05	\$476.00
Location	Along Railroad Highway from Kanesville Boulevard to the Council Bluffs Corporate Limits				
Description	Trail connection between the City of Council Bluffs trail system and the Pottawattamie County Trail system				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2020	UTIL-CON-CE	TAP-MAPA	\$476.00	\$393.00	\$0.00	\$83.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-020	IA-35678	East Beltway: Stevens Road - West Segment	Council Bluffs	0.00	\$2,250.00
Location	On Stevens Road from State Orchard Road to intersection with Norwood Drive				
Description	Construction of roadway on new alignment				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	PE-NEPA-FD	STBG-MAPA	\$313.75	\$251.00	\$0.00	\$62.75
2020	ROW	STBG-MAPA	\$160.00	\$128.00	\$0.00	\$32.00
2021	UTIL-CON-CE	STBG-MAPA	\$1,776.25	\$1,421.00	\$0.00	\$355.25

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-019	IA-35679	East Beltway: Greenview Road - West Segment	Council Bluffs	0.00	\$3,465.00
Location	Along Greenwood Road from State Orchard Drive to Ridgewood Drive				
Description	Reconstruction of existing roadway				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	STBG-MAPA	\$541.25	\$433.00	\$0.00	\$108.25
2020	UTIL-CON-CE	STBG-MAPA	\$2,923.75	\$2,339.00	\$0.00	\$584.75



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-013	IA-35680	East Beltway: Stevens Road - East Segment	Council Bluffs	0.00	\$2,880.00
Location	On Cedar Lane from Eastern Hills Drive to State Orchard Road				
Description	Construction of roadway on new alignment				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	DPS	\$50.00	\$40.00	\$0.00	\$10.00
2016	ROW	DPS	\$390.00	\$312.00	\$0.00	\$78.00
2017	UTIL-CON-CE	DPS	\$2,440.00	\$1,952.00	\$0.00	\$488.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-014	IA-35681	East Beltway: Eastern Hills Drive - Segment D	Council Bluffs	1.05	\$7,712.75
Location	From intersection of State Orchard Drive and Highway 92 to intersection of Eastern Hills Drive and State Orchard Road				
Description	Construction of four-lane roadway on new alignment				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	DPS	\$485.00	\$388.00	\$0.00	\$97.00
2017	ROW	DPS	\$1,804.00	\$1,443.00	\$0.00	\$361.00
2018	UTIL-CON-CE	STBG-MAPA	\$3,652.50	\$2,922.00	\$0.00	\$730.50
2018	UTIL-CON-CE	DPS	\$1,771.25	\$1,417.00	\$0.00	\$354.25



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-021	IA-35682	East Beltway: Greenview Road - East Segment	Council Bluffs	0.00	\$1,716.25
Location	Along Greenwood Road from Ridgewood Drive to Cottonwood Drive				
Description	Reconstruction of existing roadway				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	PE-NEPA-FD	STBG-MAPA	\$125.00	\$100.00	\$0.00	\$25.00
2017	ROW	STBG-MAPA	\$10.00	\$8.00	\$0.00	\$2.00
2019	UTIL-CON-CE	STBG-MAPA	\$1,581.25	\$1,265.00	\$0.00	\$316.25

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-039	NE-22224	180th Street (Phase 1)	Douglas	1.30	\$31,691.25
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	PE-NEPA-FD	STBG-MAPA	\$860.00	\$688.00	\$0.00	\$172.00
2009	PE-NEPA-FD	STBG-MAPA	\$1,180.00	\$944.00	\$0.00	\$236.00
2014	PE-NEPA-FD	STBG-MAPA	\$625.00	\$500.00	\$0.00	\$125.00
2016	PE-NEPA-FD	STBG-MAPA	\$455.00	\$364.00	\$0.00	\$91.00
2017	ROW	STBG-MAPA	\$1,762.50	\$1,410.00	\$0.00	\$352.50
2019	UTIL-CON-CE	STBG-MAPA	\$26,808.75	\$21,447.00	\$0.00	\$5,361.75



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-038	NE-22224A	180th St (Phase 2)	Douglas	1.30	\$11,331.25
Location	Blondo to Maple				
Description	4 lane Urban				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2020	ROW	STBG-MAPA	\$956.25	\$765.00	\$0.00	\$191.25
2021	UTIL-CON-CE	STBG-MAPA	\$10,375.00	\$8,300.00	\$0.00	\$2,075.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-056	IA-1193	I-80	Iowa DOT	4.00	\$1,083,896.00
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	UTIL-CON-CE	IM	\$64,881.00	\$58,393.00	\$6,488.00	\$0.00
2012	UTIL-CON-CE	IM	\$65,197.00	\$58,677.00	\$6,520.00	\$0.00
2013	UTIL-CON-CE	IM	\$93,862.00	\$84,476.00	\$9,386.00	\$0.00
2014	UTIL-CON-CE	NHPP	\$131,363.00	\$118,227.00	\$13,136.00	\$0.00
2015	UTIL-CON-CE	NHPP	\$137,623.00	\$123,861.00	\$13,762.00	\$0.00
2016	UTIL-CON-CE	NHPP	\$145,590.00	\$131,031.00	\$14,559.00	\$0.00
2017	UTIL-CON-CE	NHPP	\$109,520.00	\$98,568.00	\$10,952.00	\$0.00
2018	UTIL-CON-CE	NHPP	\$126,480.00	\$113,832.00	\$12,648.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$67,290.00	\$60,561.00	\$6,729.00	\$0.00
2020	UTIL-CON-CE	NHPP	\$142,090.00	\$127,881.00	\$14,209.00	\$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		\$1,315.00	
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*
2017	UTIL-CON-CE	State-Iowa	\$1,144.00	\$0.00	\$1,144.00	\$0.00
2018	UTIL-CON-CE	State-Iowa	\$57.00	\$0.00	\$57.00	\$0.00
2019	UTIL-CON-CE	State-Iowa	\$57.00	\$0.00	\$57.00	\$0.00
2020	UTIL-CON-CE	State-Iowa	\$57.00	\$0.00	\$57.00	\$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*
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
2020	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*	
2017-028	IA-35496	US 6: BNSF Railroad Bridge - EB & WB	Iowa DOT	0.00	\$822.00	
Location	On US-6 over the BNSF Railroad 1.0 west of I-80 in Council Bluffs					
Description	Bridge cleaning (Iowa state share)					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2020	UTIL-CON-CE	State-Iowa	\$822.00	\$0.00	\$822.00	\$0.00

* Amounts in thousands of U.S. dollars



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-026	IA-35584	I-80: Missouri River in Council Bluffs - Eastbound	Iowa DOT	0.00	\$48.00
Location	On I-80 over the Missouri River				
Description	Bridge cleaning (Iowa state share)				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
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
2020	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*
2017-027	IA-35585	I-80: Missouri River in Council Bluffs - Westbound	Iowa DOT	0.00	\$48.00
Location	On I-80 over the Missouri River				
Description	Bridge cleaning (Iowa state share)				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
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
2020	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*
2017-022	IA-35586	I-80: Missouri River to Cass County	Iowa DOT	49.70	\$1,200.00
Location	On I-80 from the Missouri River to Cass County				
Description	Patching				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	UTIL-CON-CE	State-Iowa	\$300.00	\$0.00	\$300.00	\$0.00
2018	UTIL-CON-CE	State-Iowa	\$300.00	\$0.00	\$300.00	\$0.00
2019	UTIL-CON-CE	State-Iowa	\$300.00	\$0.00	\$300.00	\$0.00
2020	UTIL-CON-CE	State-Iowa	\$300.00	\$0.00	\$300.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-023	IA-35588	I-480: Missouri River in Council Bluffs	Iowa DOT	0.00	\$1,306.00
Location	On I-480 over the Missouri River				
Description	Bridge deck overlay and bridge cleaning (Iowa state share)				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	UTIL-CON-CE	State-Iowa	\$30.00	\$0.00	\$30.00	\$0.00
2018	UTIL-CON-CE	State-Iowa	\$30.00	\$0.00	\$30.00	\$0.00
2019	UTIL-CON-CE	State-Iowa	\$1,216.00	\$0.00	\$1,216.00	\$0.00
2020	UTIL-CON-CE	State-Iowa	\$30.00	\$0.00	\$30.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-024	IA-35589	I-680: Missouri River in Council Bluffs - Westbound	Iowa DOT	0.00	\$2,921.00
Location	On I-680 over the Missouri River				
Description	Bridge deck overlay, bridge painting, and bridge cleaning (Iowa state share)				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	UTIL-CON-CE	State-Iowa	\$24.00	\$0.00	\$24.00	\$0.00
2018	UTIL-CON-CE	State-Iowa	\$24.00	\$0.00	\$24.00	\$0.00
2019	UTIL-CON-CE	State-Iowa	\$2,849.00	\$0.00	\$2,849.00	\$0.00
2020	UTIL-CON-CE	State-Iowa	\$24.00	\$0.00	\$24.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-025	IA-35590	I-680: Missouri River in Council Bluffs - Eastbound	Iowa DOT	0.00	\$2,924.00
Location	On I-680 over the Missouri River				
Description	Bridge deck overlay, bridge painting, and bridge cleaning (Iowa state share)				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	UTIL-CON-CE	State-Iowa	\$24.00	\$0.00	\$24.00	\$0.00
2018	UTIL-CON-CE	State-Iowa	\$24.00	\$0.00	\$24.00	\$0.00
2019	UTIL-CON-CE	State-Iowa	\$2,852.00	\$0.00	\$2,852.00	\$0.00
2020	UTIL-CON-CE	State-Iowa	\$24.00	\$0.00	\$24.00	\$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*	
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	STBG-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	\$34,839.25	
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*
2016	Capital Expenditures	FTA 5307 (FY16)	\$1,701.25	\$1,361.00	\$0.00	\$340.25
2016	Capital Expenditures	TIGER VI (FTA)	\$32,960.00	\$14,960.00	\$0.00	\$18,000.00
2018	Capital Expenditures (AC)	ACC-Local	\$89.00	\$0.00	\$0.00	\$89.00
2019	AC Conversion	TAP-MAPA	\$89.00	\$89.00	\$0.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2016-066	NE-00955	Nebraska Statewide Van Pool	NDOR	0.00	\$441.12	
Location	Statewide (Nebraska)					
Description	MPO portion of the statewide van pool contracting opportunity being administered by the Nebraska Department of Roads					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	UTIL-CON-CE	FTA 5311 (FY)	\$60.00	\$48.00	\$0.00	\$12.00
2016	UTIL-CON-CE	CMAQ	\$48.00	\$48.00	\$0.00	\$0.00
2017	UTIL-CON-CE	FTA 5311 (FY)	\$90.00	\$72.00	\$0.00	\$18.00
2017	UTIL-CON-CE	CMAQ	\$61.80	\$61.80	\$0.00	\$0.00
2018	UTIL-CON-CE	FTA 5311 (FY)	\$105.00	\$84.00	\$0.00	\$21.00
2018	UTIL-CON-CE	CMAQ	\$76.32	\$76.32	\$0.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-049	NE-21597	US6: Linoma Beach-N-31	NDOR	4.20	\$7,494.00
Location	US-6 from 0.6 mi east of the Platte River northeast to N-31 south of Gretna.				
Description	Mill and resurface pavement, 24-foot roadway with 10-foot shoulder, 8-inch surface				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	State-Nebraska	\$170.00	\$0.00	\$170.00	\$0.00
2019	ROW	State-Nebraska	\$100.00	\$0.00	\$100.00	\$0.00
2021	UTIL-CON-CE	STBG-State	\$7,224.00	\$5,630.00	\$1,594.00	\$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	\$15,160.00
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*
2016	PE-NEPA-FD	State-Nebraska	\$390.00	\$0.00	\$390.00	\$0.00
2017	UTIL-CON-CE	State-Nebraska	\$14,770.00	\$0.00	\$14,770.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-001	NE-22469	US-275 & 72nd Street Interchange	NDOR	0.00	\$1,100.00
Location	US-275 & 72nd Street Interchange				
Description	Interchange improvements				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	State-Nebraska	\$100.00	\$0.00	\$90.00	\$10.00
2021	UTIL-CON-CE	NHPP	\$1,000.00	\$900.00	\$0.00	\$100.00



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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		\$2,385.00
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	PE-NEPA-FD	State-Nebraska	\$58.00	\$0.00	\$58.00	\$0.00
2017	UTIL-CON-CE	State-Nebraska	\$2,327.00	\$0.00	\$1,787.00	\$540.00

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	\$5,945.00
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*
2016	PE-NEPA-FD	State-Nebraska	\$125.00	\$0.00	\$125.00	\$0.00
2017	UTIL-CON-CE	State-Nebraska	\$5,820.00	\$0.00	\$5,820.00	\$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	\$6,700.00
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*
2016	PE-NEPA-FD	State-Nebraska	\$8.00	\$0.00	\$8.00	\$0.00
2017	UTIL-CON-CE	NHPP	\$6,692.00	\$6,023.00	\$669.00	\$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*
2017	PE-NEPA-FD	State-Nebraska	\$92.00	\$0.00	\$92.00	\$0.00
2019	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	\$5,234.00
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*
2016	PE-NEPA-FD	State-Nebraska	\$201.00	\$0.00	\$201.00	\$0.00
2016	ROW	State-Nebraska	\$10.00	\$0.00	\$10.00	\$0.00
2017	UTIL-CON-CE	STBG-State	\$5,023.00	\$3,898.00	\$1,125.00	\$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	\$3,498.00
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*
2016	PE-NEPA-FD	State-Nebraska	\$110.00	\$0.00	\$110.00	\$0.00
2017	UTIL-CON-CE	STBG-State	\$3,388.00	\$2,710.00	\$678.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-034	NE-22561	N-92: Platte River East Structures	NDOR		\$845.00
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*
2016	PE-NEPA-FD	State-Nebraska	\$45.00	\$0.00	\$45.00	\$0.00
2017	UTIL-CON-CE	STBG-State	\$800.00	\$624.00	\$176.00	\$0.00

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	\$5,088.00
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*
2017	PE-NEPA-FD	State-Nebraska	\$55.00	\$0.00	\$55.00	\$0.00
2017	ROW	State-Nebraska	\$40.00	\$0.00	\$40.00	\$0.00
2018	UTIL-CON-CE	STBG-State	\$4,993.00	\$3,994.00	\$999.00	\$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		\$1,340.00
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*
2017	PE-NEPA-FD	State-Nebraska	\$5.00	\$0.00	\$5.00	\$0.00
2018	UTIL-CON-CE	State-Nebraska	\$1,335.00	\$0.00	\$1,335.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2016-003	NE-22577	US-275: Waterloo Viaduct	NDOR	1.40	\$5,910.00	
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	\$210.00	\$0.00	\$210.00	\$0.00
2017	UTIL-CON-CE	NHPP	\$5,700.00	\$4,560.00	\$1,140.00	\$0.00

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	\$1,564.00	
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*
2017	PE-NEPA-FD	State-Nebraska	\$10.00	\$0.00	\$10.00	\$0.00
2020	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*	
2016-005	NE-22584	I-680: Fort Street to Missouri River	NDOR	6.04	\$205.00	
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*
2018	PE-NEPA-FD	State-Nebraska	\$5.00	\$0.00	\$5.00	\$0.00
2018	UTIL-CON-CE	NHPP	\$200.00	\$180.00	\$20.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-029	NE-22585	I-680: I-80 to Fort Street	NDOR	5.80	\$200.00
Location	On I-680 from I-80 to Fort Street in Omaha				
Description	Joint sealing on roadway (Begin R.P. - 0.11)				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2021	UTIL-CON-CE	NHPP	\$200.00	\$180.00	\$20.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-152	NE-22593	I-680 / US-6 Bridges	NDOR		\$3,700.00
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*
2020	PE-NEPA-FD	State-Nebraska	\$295.00	\$0.00	\$295.00	\$0.00
2021	UTIL-CON-CE	NHPP	\$3,405.00	\$3,065.00	\$340.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-030	NE-22593A	US-6 Bridges at I-680	NDOR	0.00	\$4,500.00
Location	On US-6 at I-680 in Omaha				
Description	Bridge repair and deck overlay (Begin R.P. - 363.76)				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	UTIL-CON-CE	NHPP	\$4,500.00	\$3,600.00	\$900.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-006	NE-22594	I-80/I-480 Bridges	NDOR		\$4,525.00
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	\$147.00	\$0.00	\$147.00	\$0.00
2018	UTIL-CON-CE	NHPP	\$4,378.00	\$3,941.00	\$437.00	\$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		\$12,970.00
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
2017	UTIL-CON-CE	NHPP	\$12,687.00	\$11,418.00	\$1,269.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-002	NE-22598	N-36 Resurfacing	NDOR	0.00	\$1,653.00
Location	N-36 from .4 mi east of N-133 east to I-680				
Description	Resurfacing				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	PE-NEPA-FD	State-Nebraska	\$10.00	\$0.00	\$10.00	\$0.00
2020	UTIL-CON-CE	STBG-State	\$1,643.00	\$1,314.00	\$329.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-003	NE-22602	N-50 Concrete Repair	NDOR	0.00	\$1,693.00
Location	N-50 from just south of N-370 north to US-275/N-92				
Description	Concrete repair, grinding				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	State-Nebraska	\$10.00	\$0.00	\$10.00	\$0.00
2019	UTIL-CON-CE	STBG-State	\$276.00	\$276.00	\$0.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$1,407.00	\$1,071.00	\$336.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-004	NE-22603	US-75 Resurfacing	NDOR	0.00	\$8,622.00
Location	US-75 from just north of N-36 in Omaha north to the Washington Co line				
Description	Resurfacing				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	PE-NEPA-FD	State-Nebraska	\$300.00	\$0.00	\$300.00	\$0.00
2020	UTIL-CON-CE	NHPP	\$8,322.00	\$6,658.00	\$1,664.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-005	NE-22609	I-80/480/US-75 Bridge Painting	NDOR	0.00	\$7,700.00
Location	I-80 bridges at I-480/US-75 interchange in Omaha				
Description	Bridge Painting				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2020	UTIL-CON-CE	NHPP	\$7,700.00	\$6,930.00	\$770.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2017-006	NE-22610	I-480, 20th-12th Bridge Painting	NDOR	0.00	\$18,602.00	
Location	I-480 bridge from 20th Street to 12th Street in Omaha & (EB) exit ramp to 14th					
Description	Bridge Painting					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2021	UTIL-CON-CE	NHPP	\$18,602.00	\$16,742.00	\$1,860.00	\$0.00

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		\$8,700.00	
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*
2019	PE-NEPA-FD	State-Nebraska	\$200.00	\$0.00	\$200.00	\$0.00
2020	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*
2019	PE-NEPA-FD	State-Nebraska	\$850.00	\$0.00	\$850.00	\$0.00
2020	UTIL-CON-CE	NHPP	\$8,500.00	\$7,650.00	\$850.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-010	NE-22612	N-31 Bridges North of N-36	NDOR		\$2,761.00
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*
2018	PE-NEPA-FD	State-Nebraska	\$90.00	\$0.00	\$90.00	\$0.00
2019	ROW	State-Nebraska	\$5.00	\$0.00	\$5.00	\$0.00
2019	UTIL-CON-CE	STBG-State	\$2,666.00	\$2,133.00	\$533.00	\$0.00

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		\$2,669.00
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*
2018	PE-NEPA-FD	State-Nebraska	\$50.00	\$0.00	\$50.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$2,619.00	\$2,095.00	\$524.00	\$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		\$227.00
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	\$10.00	\$0.00	\$10.00	\$0.00
2017	UTIL-CON-CE	HSIP	\$217.00	\$195.00	\$22.00	\$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		\$135.00
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*
2017	PE-NEPA-FD	State-Nebraska	\$5.00	\$0.00	\$5.00	\$0.00
2018	UTIL-CON-CE	NHPP	\$130.00	\$104.00	\$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*
2017	PE-NEPA-FD	State-Nebraska	\$4.00	\$0.00	\$4.00	\$0.00
2017	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		\$874.00	
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*
2021	PE-NEPA-FD	State-Nebraska	\$10.00	\$0.00	\$10.00	\$0.00
2022	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		\$661.00	
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	\$3.00	\$0.00	\$3.00	\$0.00
2017	UTIL-CON-CE	NHPP	\$658.00	\$592.00	\$66.00	\$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	\$1,628.00	
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*
2017	PE-NEPA-FD	State-Nebraska	\$10.00	\$0.00	\$10.00	\$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*
2017-007	NE-22631	South Omaha Veterans Bridge	NDOR	0.00	\$2,951.00
Location	US-275 Veteran's Memorial bridge over MO River at Nebraska/Iowa state line				
Description	Epoxy polymer overlay bridge deck & sidewalk, paint splash zone on bridge truss				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	State-Nebraska	\$39.00	\$0.00	\$39.00	\$0.00
2016	PE-NEPA-FD	State-Iowa	\$52.00	\$0.00	\$52.00	\$0.00
2017	UTIL-CON-CE	State-Nebraska	\$1,224.00	\$0.00	\$1,224.00	\$0.00
2017	UTIL-CON-CE	State-Iowa	\$1,636.00	\$0.00	\$1,636.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-020	NE-22632	I-680: Mormon Bridge Painting	NDOR		\$12,412.00
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	State-Iowa	\$6,584.00	\$0.00	\$6,584.00	\$0.00
2018	UTIL-CON-CE	NHPP	\$5,818.00	\$5,236.00	\$582.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-021	NE-22633	I-680: Mormon Bridge Deck Overlay	NDOR		\$1,498.00
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	UTIL-CON-CE	State-Nebraska	\$10.00	\$0.00	\$10.00	\$0.00
2019	UTIL-CON-CE	State-Iowa	\$796.00	\$0.00	\$796.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$692.00	\$623.00	\$69.00	\$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	\$1,643.00
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*
2017	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
2018	UTIL-CON-CE	NHPP	\$1,642.00	\$1,314.00	\$328.00	\$0.00

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*
2017	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



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-024	NE-22636	N-31: Elkhorn Viaduct	NDOR		\$6,071.00
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*
2019	PE-NEPA-FD	State-Nebraska	\$200.00	\$0.00	\$200.00	\$0.00
2020	UTIL-CON-CE	NHPP	\$5,871.00	\$4,697.00	\$1,174.00	\$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		\$1,510.00
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*
2018	PE-NEPA-FD	State-Nebraska	\$10.00	\$0.00	\$10.00	\$0.00
2018	UTIL-CON-CE	NHPP	\$1,500.00	\$1,350.00	\$150.00	\$0.00

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	\$6,762.00
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	\$215.00	\$0.00	\$215.00	\$0.00
2017	UTIL-CON-CE	State-Nebraska	\$6,547.00	\$0.00	\$6,547.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2016-027	NE-22648	N-370: I-80 to Bellevue	NDOR		\$597.00	
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	\$597.00	\$537.00	\$60.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2017-008	NE-22649	N-64 Concrete Repair	NDOR	0.00	\$2,810.00	
Location	N-64 from L-28K to Cuming Street in Omaha					
Description	Concrete repair, asphalt resurfacing					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	PE-NEPA-FD	State-Nebraska	\$10.00	\$0.00	\$10.00	\$0.00
2020	UTIL-CON-CE	NHPP	\$2,800.00	\$2,240.00	\$560.00	\$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		\$2,332.00	
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*
2016	PE-NEPA-FD	State-Nebraska	\$2.00	\$0.00	\$2.00	\$0.00
2017	UTIL-CON-CE	State-Nebraska	\$2,330.00	\$0.00	\$2,330.00	\$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		\$1,190.00	
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*
2016	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
2017	UTIL-CON-CE	State-Nebraska	\$1,189.00	\$0.00	\$1,189.00	\$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		\$427.00	
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*
2016	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
2017	UTIL-CON-CE	State-Nebraska	\$426.00	\$0.00	\$426.00	\$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		\$920.00	
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*
2017	PE-NEPA-FD	State-Nebraska	\$153.00	\$0.00	\$153.00	\$0.00
2018	UTIL-CON-CE	NHPP	\$767.00	\$614.00	\$153.00	\$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		\$2,272.00
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*
2017	PE-NEPA-FD	State-Nebraska	\$81.00	\$0.00	\$81.00	\$0.00
2018	UTIL-CON-CE	NHPP	\$2,191.00	\$1,899.00	\$292.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-033	NE-22655	District 2 CCTV Camera Towers	NDOR		\$491.00
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*
2017	PE-NEPA-FD	State-Nebraska	\$17.00	\$0.00	\$17.00	\$0.00
2018	UTIL-CON-CE	STBG-State	\$35.00	\$35.00	\$0.00	\$0.00
2018	UTIL-CON-CE	NHPP	\$439.00	\$344.00	\$95.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2017-009	NE-22656	N-64 Pavement Neark Elkhorn River Bridge	NDOR	0.00	\$2,064.00	
Location	N-64 (EB)from just east Elkhorn River bridge, to just east of west lmts Omaha					
Description	Concrete pavement					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	UTIL-CON-CE	NHPP	\$2,064.00	\$1,651.00	\$413.00	\$0.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-010	NE-22660	N-85 Intersection with Ralston Avenue	NDOR	0.00	\$122.00
Location	N-85 at intersection with Ralston Avenue in Ralston				
Description	Intersection improvements				

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	HSIP	\$112.00	\$101.00	\$11.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-011	NE-22682	District 2 Shoulder Resurfacing	NDOR	0.00	\$3,159.00
Location	US-30, US-6 and N-370 at various locations in District 2				
Description	Mill, resurface, install rumble strips on surfaced shoulders				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	State-Nebraska	\$15.00	\$0.00	\$15.00	\$0.00
2017	UTIL-CON-CE	HSIP	\$3,144.00	\$2,829.00	\$315.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-012	NE-22697	US-75 Bridge Approaches in Bellevue	NDOR	0.00	\$2,585.00
Location	US-75 at Papillion Creek, at Capehart Rd and at Mud Creek				
Description	Replace bridge approach slabs				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2020	UTIL-CON-CE	NHPP	\$2,585.00	\$2,068.00	\$517.00	\$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	\$12,575.45
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*
2017	PE-NEPA-FD	STBG-MAPA	\$272.95	\$218.36	\$0.00	\$54.59
2017	ROW	STBG-MAPA	\$361.25	\$289.00	\$0.00	\$72.25
2018	UTIL-CON-CE	STBG-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	\$6,359.20
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*
2017	PE-NEPA-FD	STBG-MAPA	\$272.95	\$218.36	\$0.00	\$54.59
2017	ROW	STBG-MAPA	\$436.25	\$349.00	\$0.00	\$87.25
2018	UTIL-CON-CE	STBG-MAPA	\$5,650.00	\$4,520.00	\$0.00	\$1,130.00



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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	\$5,811.25
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	PE-NEPA-FD	STBG-MAPA	\$500.00	\$400.00	\$0.00	\$100.00
2014	PE-NEPA-FD	STBG-MAPA	\$247.50	\$198.00	\$0.00	\$49.50
2016	ROW	STBG-MAPA	\$480.00	\$384.00	\$0.00	\$96.00
2018	UTIL-CON-CE	STBG-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	\$6,880.94
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	PE-NEPA-FD	STBG-MAPA	\$340.00	\$272.00	\$0.00	\$68.00
2016	PE-NEPA-FD	STBG-MAPA	\$75.00	\$60.00	\$0.00	\$15.00
2017	ROW	STBG-MAPA	\$818.85	\$655.08	\$0.00	\$163.77
2017	UTIL-CON-CE	STBG-MAPA	\$5,275.00	\$4,220.00	\$0.00	\$1,055.00
2017	UTIL-CON-CE	STBG-MAPA	\$372.09	\$297.67	\$0.00	\$74.42



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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	\$11,611.25
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*
2017	PE-NEPA-FD	STBG-MAPA	\$557.50	\$446.00	\$0.00	\$111.50
2017	ROW	STBG-MAPA	\$515.00	\$412.00	\$0.00	\$103.00
2017	UTIL-CON-CE	STBG-MAPA	\$515.00	\$412.00	\$0.00	\$103.00
2018	UTIL-CON-CE	STBG-MAPA	\$10,023.75	\$8,019.00	\$0.00	\$2,004.75

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-044	NE-22325	Q Street Bridge	Omaha		\$16,870.75
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	PE-NEPA-FD	STBG-MAPA	\$1,462.00	\$1,169.60	\$0.00	\$292.40
2016	ROW	STBG-MAPA	\$158.75	\$127.00	\$0.00	\$31.75
2017	UTIL-CON-CE	STBG-State	\$6,250.00	\$5,000.00	\$0.00	\$1,250.00
2017	UTIL-CON-CE	STBG-MAPA	\$9,000.00	\$7,200.00	\$0.00	\$1,800.00



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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	\$12,241.31
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	PE-NEPA-FD	STBG-MAPA	\$419.02	\$335.22	\$0.00	\$83.80
2011	PE-NEPA-FD	STBG-MAPA	\$257.29	\$205.83	\$0.00	\$51.46
2015	PE-NEPA-FD	STBG-MAPA	\$566.25	\$353.00	\$0.00	\$213.25
2016	ROW	STBG-MAPA	\$643.75	\$515.00	\$0.00	\$128.75
2017	UTIL-CON-CE	STBG-MAPA	\$10,355.00	\$8,284.00	\$0.00	\$2,071.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-046	NE-22438	132nd Street Adaptive Traffic Signal Control	Omaha	0.00	\$857.74
Location	On 132nd Street from the Jewish Community Center to Cuming Street				
Description	Installation of Adaptive Traffic Signal Control System on seven (7) traffic signals in 132nd Street Corridor				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	UTIL-CON-CE	HSIP	\$857.74	\$771.97	\$0.00	\$85.77

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-048	NE-22449	144th Street Adaptive Traffic Signal Control	Omaha	0.00	\$1,122.31
Location	On 144th Street from Arbor to "F" Street, West Center Road from 140th Street/Oak View Drive to 148th Street, and on Oak View Drive between				
Description	Installation of Adaptive Traffic Signal Control System in and around Oak View Mall area				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	UTIL-CON-CE	HSIP	\$1,122.31	\$1,010.08	\$0.00	\$112.23



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2016-047	NE-22482	Dodge Street Adaptive Traffic Signal Control	Omaha		\$1,380.00	
Location	On Dodge Street/West Dodge Road from 69th to 93rd Streets and at adjacent intersections on major cross streets (72nd St, 84th St, and 90th St)					
Description	Installation of Adaptive Traffic Signal Control System twenty-one (21) traffic signals in Dodge Street/West Dodge Road corridor (72nd St, 84th St, and 90th St) between 69th and 93rd Streets. The adaptive traffic control system will extend up to two signals on either side of the corridor on these cross streets					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	UTIL-CON-CE	HSIP	\$1,380.00	\$1,237.41	\$0.00	\$142.59

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-065	NE-22506	24th Street Road Diet	Omaha	2.75	\$3,419.10	
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*
2016	PE-NEPA-FD	HSIP	\$331.01	\$297.91	\$0.00	\$33.10
2018	ROW	HSIP	\$79.00	\$71.10	\$0.00	\$7.90
2019	UTIL-CON-CE	HSIP	\$3,009.09	\$2,708.18	\$0.00	\$300.91



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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		\$6,375.00
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	PE-NEPA-FD	TCSP	\$660.00	\$500.00	\$0.00	\$160.00
2016	PE-NEPA-FD	TAP-MAPA	\$90.00	\$78.00	\$0.00	\$12.00
2016	ROW	Local	\$50.00	\$0.00	\$0.00	\$50.00
2018	UTIL-CON-CE	TAP-MAPA	\$4,482.00	\$1,060.00	\$0.00	\$3,422.00
2018	UTIL-CON-CE (AC)	TAP-MAPA	\$1,093.00	\$0.00	\$0.00	\$1,093.00
2019	AC Conversion	TAP-MAPA	\$0.00	\$1,093.00	\$0.00	(\$1,093.00)

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-017	NE-22587	Omaha Signal Network - System Management	Omaha		\$1,257.23
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	STBG-MAPA	\$1,000.00	\$800.00	\$0.00	\$200.00
2017	PE-NEPA-FD	STBG-MAPA	\$257.23	\$205.78	\$0.00	\$51.45



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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	UTIL-CON-CE (AC)	Local	\$828.19	\$0.00	\$0.00	\$828.19
2014	UTIL-CON-CE (AC)	Local	\$3,312.77	\$0.00	\$0.00	\$3,312.77
2016	AC Conversion	STBG-MAPA	\$0.00	\$735.00	\$0.00	(\$735.00)
2022	AC Conversion	STBG-MAPA	\$0.00	\$2,577.77	\$0.00	(\$2,577.77)

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-013	NE-22608A	Omaha Signal Infrastructure - Phase A	Omaha		\$3,489.13
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	STBG-MAPA	\$3,489.13	\$2,791.30	\$0.00	\$697.83

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	STBG-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	STBG-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	STBG-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		\$3,390.00
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*
2020	UTIL-CON-CE	STBG-MAPA	\$3,390.00	\$2,712.00	\$0.00	\$678.00



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-015	NE-22608F	Omaha Signal Infrastructure - Phase F	Omaha		\$3,376.25
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*
2021	UTIL-CON-CE	STBG-MAPA	\$3,376.25	\$2,701.00	\$0.00	\$675.25

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-016	NE-22608G	Omaha Signal Infrastructure - Phase G	Omaha		\$3,477.50
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*
2022	UTIL-CON-CE	STBG-MAPA	\$3,477.50	\$2,782.00	\$0.00	\$695.50

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*
2019	ROW	Local ACC	\$746.00	\$0.00	\$0.00	\$746.00
2019	ROW	Omaha	\$187.00	\$0.00	\$0.00	\$187.00
2019	UTIL-CON-CE	Local ACC	\$4,123.00	\$0.00	\$0.00	\$4,123.00
2019	UTIL-CON-CE	Omaha	\$1,031.00	\$0.00	\$0.00	\$1,031.00



Metropolitan Area Planning Agency

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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*
2022	ROW	Local ACC	\$1,061.00	\$0.00	\$0.00	\$1,061.00
2022	ROW	Omaha	\$265.00	\$0.00	\$0.00	\$265.00
2022	UTIL-CON-CE	Local ACC	\$5,165.00	\$0.00	\$0.00	\$5,165.00
2022	UTIL-CON-CE	Omaha	\$1,291.00	\$0.00	\$0.00	\$1,291.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-132	NE-22629	132nd at West Center Road Safety Project	Omaha		\$4,035.50
Location	132nd Street from Kingswood to Arbor Plaza and West Center Road from 133rd Plaza to 130th Ave				
Description	Widening of roadway to provide 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	PE-NEPA-FD	HSIP	\$312.50	\$281.00	\$0.00	\$31.50
2016	ROW	HSIP	\$223.00	\$200.00	\$0.00	\$23.00
2018	UTIL-CON-CE	HSIP	\$3,500.00	\$3,150.00	\$0.00	\$350.00



Metropolitan Area Planning Agency FY2017-2022 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-071	NE-22681	2016 Omaha Resurfacing Program	Omaha	0.00	\$5,100.00
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	Omaha	\$1,020.00	\$0.00	\$0.00	\$1,020.00
2016	UTIL-CON-CE (AC)	Omaha	\$4,080.00	\$0.00	\$0.00	\$4,080.00
2021	AC Conversion	STBG-MAPA	\$0.00	\$4,080.00	\$0.00	(\$4,080.00)

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-038	NE-22694	Heartland B-Cycle Expansion	Omaha		\$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*
2017	General Planning	CMAQ	\$1,162.91	\$930.33	\$0.00	\$232.58

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-063	NE-22695	84th Street ASCT	Omaha	5.50	\$4,568.67
Location	On 84th St., W Center rd to Lincoln St.; 83rd St & Harrison St, Granville Pkwy & Brentwood Dr, and 84th St & Giles Rd				
Description	Installation of an adaptive traffic control system along the 84th St Corridor				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	PE-NEPA-FD	HSIP	\$288.80	\$259.92	\$0.00	\$28.88
2017	UTIL-CON-CE	HSIP	\$4,279.87	\$3,851.88	\$0.00	\$427.99



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-068	NE-22702	72nd & Maple Intersection Improvement	Omaha	0.45	\$3,619.50
Location	At the intersection of 72nd Street and Maple Street in Omaha				
Description	Construction of dual left-turn lanes on N-64 (Maple Street) at the intersection of 72nd and Maple.				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	HSIP	\$249.05	\$224.14	\$0.00	\$24.91
2018	ROW	HSIP	\$231.90	\$208.71	\$0.00	\$23.19
2018	UTIL-CON-CE	HSIP	\$115.94	\$104.34	\$0.00	\$11.59
2019	UTIL-CON-CE	HSIP	\$3,022.61	\$2,742.96	\$0.00	\$279.65

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-070	NE-22706	30th Street Road Diet	Omaha	2.15	\$3,246.44
Location	On 30th Street, from Cuming Street to Ames Street				
Description	Restriping of the roadway to three lanes and striping of bicycle lanes				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	HSIP	\$266.40	\$211.62	\$0.00	\$54.78
2019	UTIL-CON-CE	HSIP	\$1,983.83	\$1,561.30	\$0.00	\$422.53
2019	UTIL-CON-CE (AC)	Omaha	\$996.22	\$0.00	\$0.00	\$996.22
2021	AC Conversion	STBG-MAPA	\$0.00	\$996.22	\$0.00	(\$996.22)



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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-045	OMA-051515-001	Omaha Resurfacing Program	Omaha	0.00	\$9,924.00
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*
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	UTIL-CON-CE (AC)	Omaha	\$924.00	\$0.00	\$0.00	\$924.00
2020	UTIL-CON-CE (AC)	Omaha	\$3,000.00	\$0.00	\$0.00	\$3,000.00
2021	AC Conversion	STBG-MAPA	\$0.00	\$789.00	\$0.00	(\$789.00)
2022	AC Conversion	STBG-MAPA	\$0.00	\$6,227.00	\$0.00	(\$6,227.00)

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-067	NE-22704	N-370 & 96th Street Intersection Project	Papillion	0.53	\$275.90
Location	At the intersection of 96th Street and N-370 in Papillion				
Description	Addition of a right-turn lane on 96th Street, creation of dual, southbound left-turn lanes, and restriping on N-370 to create dual protected left-turn lane.				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2016	PE-NEPA-FD	HSIP	\$32.80	\$29.52	\$0.00	\$3.28
2018	PE-NEPA-FD	HSIP	\$25.70	\$23.13	\$0.00	\$2.57
2018	UTIL-CON-CE	HSIP	\$217.40	\$195.66	\$0.00	\$21.74



Metropolitan Area Planning Agency

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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2017-017		West Papio Trail - Millard Connection	PMRNRD	1.10	\$2,202.50	
Location	Along West Papillion Creek from near 137th & Millard to Harry Anderson Drive					
Description	Connection of northern and southern portions of the West Papio Trail in the Millar neighborhood					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2021	UTIL-CON-CE	TAP-MAPA	\$2,202.50	\$1,762.00	\$0.00	\$440.50

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	PE-NEPA-FD	DPU	\$361.40	\$361.40	\$0.00	\$0.00
2017	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	PE-NEPA-FD	DPU	\$318.32	\$254.65	\$0.00	\$63.66
2017	UTIL-CON-CE	DPU	\$2,224.91	\$1,779.93	\$0.00	\$444.98



Metropolitan Area Planning Agency

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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	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		\$3,544.26
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	PE-NEPA-FD	STBG-MAPA	\$213.84	\$171.07	\$0.00	\$42.77
2011	PE-NEPA-FD	STBG-MAPA	\$51.73	\$41.39	\$0.00	\$10.34
2012	PE-NEPA-FD	STBG-MAPA	\$207.15	\$165.72	\$0.00	\$41.43
2016	ROW	STBG-MAPA	\$100.00	\$80.00	\$0.00	\$20.00
2017	UTIL-CON-CE	STBG-MAPA	\$2,971.55	\$2,377.24	\$0.00	\$594.31



Metropolitan Area Planning Agency

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TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-062	NE-22570	66th and Giles	Sarpy	1.30	\$12,076.25
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	PE-NEPA-FD	STBG-MAPA	\$1,233.75	\$987.00	\$0.00	\$246.75
2018	ROW	STBG-MAPA	\$250.00	\$200.00	\$0.00	\$50.00
2021	UTIL-CON-CE	STBG-MAPA	\$10,592.50	\$8,474.00	\$0.00	\$2,118.50

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	\$281.25
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*
2016	ROW	SRTS	\$56.25	\$45.00	\$0.00	\$11.25
2017	UTIL-CON-CE	SRTS	\$225.00	\$180.00	\$0.00	\$45.00

5.1.3 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

5.1.4 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 II	\$13,400	\$4,400	\$17,800
2016	Reconstruct Terminal Ramp – Phase III	\$12,700	\$4,200	\$16,900
2017	Reconstruct Cargo Apron A	\$5,200	\$1,700	\$6,900
2018	Deicing Pad	\$16,500	\$5,500	\$22,000
2020	Terminal Central Plan	\$30,000	\$10,000	\$40,000
TOTAL		\$77,800	\$25,800	\$103,600

Table 5.3a - MAPA's 5310 Program of Projects

FY2017																
State: Nebraska & Iowa Agency: Metropolitan Area Planning Agency (MAPA)																
FY 17 Apportionment \$ 530 55% Capital \$ 292 45% Operations \$ 239 Figures shown in \$1000s																
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
MAPA	MAPA-FY17-5310-009	Admin	No	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Public	Urban	NA	Project Administration & Mobility Coordination	44200/ 442421	\$ 50	\$ -	\$ 50	0%
Vehicle Purchase Lump Sum		Capital	Yes	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Public/ Private Non-Profit	Urban	NA	Lump sum of vehicle purchasing, the listing of possible sub-recipients are below, will do a budget revision with extra narrative to separate out vehicle type	60000/ 111315	\$ 292	\$ 73	\$ 364	20%
Operations Lump Sum		Operations	No	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Public/ Private Non-Profit	Urban	NA	Lump sum of operations, the listing of possible sub-recipients are below, may do a budget revision to allocate funding to specific agencies	30000/ 300901	\$ 189	\$ 189	\$ 377	50%
													Total Funds Expended			
													\$ 530			
													Total 5310 Funds Available			
													\$ 530			
													Remaining Balance			
													\$ -			

MAPA FY2017-2022 Transportation Improvement Program

Table 5.3b - MAPA's 5310 Program of Projects

FY2018																
State: Nebraska & Iowa																
Agency: Metropolitan Area Planning Agency (MAPA)																
FY 18 Apportionment \$ 530																
55% Capital \$ 292																
45% Operations \$ 239																
Figures shown in \$1000s																
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
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	\$ -	\$ 50	0%
Vehicle Purchase Lump Sum		Capital	Yes	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Public/ Private Non-Profit	Urban	NA	Lump sum of vehicle purchasing, the listing of possible sub-recipients are below, will do a budget revision with extra narrative to separate out vehicle type	60000/ 111315	\$ 292	\$ 73	\$ 364	20%
Operations Lump Sum		Operations	No	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Public/ Private Non-Profit	Urban	NA	Lump sum of operations, the listing of possible sub-recipients are below, may do a budget revision to allocate funding to specific agencies	30000/ 300901	\$ 189	\$ 189	\$ 377	50%
													Total Funds Expended	\$ 530		
													Total 5310 Funds Available	\$ 530		
													Remaining Balance	\$ -		

MAPA FY2017-2022 Transportation Improvement Program

Table 5.3c - MAPA's 5310 Program of Projects

FY2019																
State: Nebraska & Iowa Agency: Metropolitan Area Planning Agency (MAPA) FY 19 Apportionment \$ 530 55% Capital \$ 292 45% Operations \$ 239 Figures shown in \$1000s																
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
MAPA	MAPA-FY19-531	Admin	No	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Public	Urban	NA	Project Administration & Mobility Coordination	44200/ 442421	\$ 50	\$ -	\$ 50	0%
Vehicle Purchase Lump Sum		Capital	Yes	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Public/ Private Non-Profit	Urban	NA	Lump sum of vehicle purchasing, the listing of possible sub-recipients are below, will do a budget revision with extra narrative to separate out vehicle type	60000/ 111315	\$ 292	\$ 73	\$ 364	20%
Operations Lump Sum		Operations	No	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Public/ Private Non-Profit	Urban	NA	Lump sum of operations, the listing of possible sub-recipients are below, may do a budget revision to allocate funding to specific agencies	30000/ 300901	\$ 189	\$ 189	\$ 377	50%
													Total Funds Expended		\$ 530	
													Total 5310 Funds Available		\$ 530	
													Remaining Balance		\$ -	

MAPA FY2017-2022 Transportation Improvement Program

Table 5.3d - MAPA's 5310 Program of Projects

FY2020																
State: Nebraska & Iowa Agency: Metropolitan Area Planning Agency (MAPA) FY 20 Apportionment \$ 530 55% Capital \$ 292 45% Operations \$ 239 Figures shown in \$1000s																
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
MAPA	MAPA-FY20-531	Admin	No	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Public	Urban	NA	Project Administration & Mobility Coordination	44200/ 442421	\$ 50	\$ -	\$ 50	0%
Vehicle Purchase Lump Sum		Capital	Yes	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Public/ Private Non-Profit	Urban	NA	Lump sum of vehicle purchasing, the listing of possible sub-recipients are below, will do a budget revision with extra narrative to separate out vehicle type	60000/ 111315	\$ 292	\$ 73	\$ 364	20%
Operations Lump Sum		Operations	No	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Public/ Private Non-Profit	Urban	NA	Lump sum of operations, the listing of possible sub-recipients are below, may do a budget revision to allocate funding to specific agencies	30000/ 300901	\$ 189	\$ 189	\$ 377	50%
													Total Funds Expended	\$ 530		
													Total 5310 Funds Available	\$ 530		
													Remaining Balance	\$ -		

Table 5.3e - MAPA's 5310 Program of Projects

FY2021																
State: Nebraska & Iowa Agency: Metropolitan Area Planning Agency (MAPA) FY 21 Apportionment \$ 530 55% Capital \$ 292 45% Operations \$ 239 Figures shown in \$1000s																
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
MAPA	MAPA-FY21-531	Admin	No	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Public	Urban	NA	Project Administration & Mobility Coordination	44200/ 442421	\$ 50	\$ -	\$ 50	0%
Vehicle Purchase Lump Sum		Capital	Yes	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Public/ Private Non-Profit	Urban	NA	Lump sum of vehicle purchasing, the listing of possible sub-recipients are below, will do a budget revision with extra narrative to separate out vehicle type	60000/ 111315	\$ 292	\$ 73	\$ 364	20%
Operations Lump Sum		Operations	No	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Public/ Private Non-Profit	Urban	NA	Lump sum of operations, the listing of possible sub-recipients are below, may do a budget revision to allocate funding to specific agencies	30000/ 300901	\$ 189	\$ 189	\$ 377	50%
													Total Funds Expended \$ 530			
													Total 5310 Funds Available \$ 530			
													Remaining Balance \$ -			

MAPA FY2017-2022 Transportation Improvement Program

Table 5.3f - MAPA's 5310 Program of Projects

FY2022																
State: Nebraska & Iowa Agency: Metropolitan Area Planning Agency (MAPA) FY 22 Apportionment \$ 530 55% Capital \$ 292 45% Operations \$ 239 Figures shown in \$1000s																
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
MAPA		Admin	No	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Public	Urban	NA	Project Administration & Mobility Coordination	44200/ 442421	\$ 50	\$ -	\$ 50	0%
Vehicle Purchase Lump Sum		Capital	Yes	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Public/ Private Non-Profit	Urban	NA	Lump sum of vehicle purchasing, the listing of possible sub-recipients are below, will do a budget revision with extra narrative to separate out vehicle type	60000/ 111315	\$ 266	\$ 66	\$ 332	20%
Operations Lump Sum		Operations	No	Omaha	NE	1, 2, & 3	Douglas, Sarpy, & Pottawattamie	Public/ Private Non-Profit	Urban	NA	Lump sum of operations, the listing of possible sub-recipients are below, may do a budget revision to allocate funding to specific agencies	30000/ 300901	\$ 183	\$ 183	\$ 365	50%
													Total Funds Expended	\$ 498		
													Total 5310 Funds Available	\$ 530		
													Remaining Balance	\$ 32		

MAPA FY2017-2022 Transportation Improvement Program

5.2 FY2016 Project Status Update

Per FHWA and FTA regulations, MAPA has included a status update on the projects programmed within its current FY2016-2021 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 FY2016-2021 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 FY2016 Federal-Aid Roadway & Trail Projects (TBD in Final TIP)

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 N-370 - Sheridan	\$129	PE-NEPA-FD	STBG-MAPA	\$103	Delayed to FY17
			\$312.5	ROW	STBG-MAPA	\$250	Delayed to FY17
	2015-050	36th Street Phase II	\$393.7	PE-NEPA-FD	STBG-MAPA	\$314.96	Delayed to FY17
			\$562.43	ROW	STBG-MAPA	\$449.94	Delayed to FY17
Bennington	2015-046	156th Street	\$128.75	ROW	STBG-MAPA	\$103	Delayed to FY17
			\$172.53	PE-NEPA-FD	STBG-MAPA	\$138.02	Complete
Council Bluffs	2015-014	Iowa Riverfront Trail III	\$286.25	UTIL-CON-CE	TAP-MAPA	\$229	In Progress
	2015-045	East Beltway Segments A-D	\$948	PE-NEPA-FD	DPS	\$758	Broken Into Phases
	2015-072	9th and 10th Street Bridge Replacement	\$2,814.2	UTIL-CON-CE	STBG-State	\$2,000	Complete
	2015-075	Interstate Utility Relocation	\$445	UTIL-CON-CE	STBG-MAPA	\$356	In Progress
	2015-077	Kanesville Blvd Adaptive Traffic Signal Control	\$486	UTIL-CON-CE	CMAQ	\$388.2	In Progress
	2015-078	East Broadway Realignment at Kanesville Blvd	\$593.5	UTIL-CON-CE	CMAQ	\$474.8	In Progress

Table 5.5 – Status of FY2016 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
Council Bluffs	2016-034	North 16th Street Reconstruction	\$5,625	UTIL-CON-CE	STBG-MAPA	\$4,500	Delayed to FY17
	2016-069	Eastern Hills Drive - Segment C	\$840	ROW	DPS	\$672	In Progress
Douglas	2015-039	180th Street (Phase 1)	\$455	PE-NEPA-FD	STBG-MAPA	\$364	Complete
			\$1,711.25	ROW	STBG-MAPA	\$1,369	Delayed to FY17
Iowa DOT	2015-056	I-80	\$145,590	UTIL-CON-CE	NHPP	\$131,031	In Progress
MAPA	2016-038	Heartland B-Cycle Expansion	\$1162.91	General Planning	CMAQ	\$930.327	Delayed to FY17
	2016-050	Metro Travel Improvement Study	\$1,600	General Planning	STBG-MAPA	\$1,280	In Progress
	2016-064	MAPA Ozone Awareness Campaign	\$348.5	General Planning	CMAQ	\$278.8	In Progress
NDOR	2015-005	I-680/US-6 Interchange DMS	\$712	UTIL-CON-CE	NHPP	\$641	In Progress
	2015-006	N-370: US-75 West, Bellevue	\$5,474	UTIL-CON-CE	NHPP	\$4,270	Complete
	2015-037	Ralston Viaduct	\$5,174	UTIL-CON-CE	NHPP	\$4,139	In Progress
	2016-001	I-480: Bancroft - Dewey	\$1,665	UTIL-CON-CE	NHPP	\$1,498	In Progress
	2016-014	District 2 CCTV Cameras	\$131	UTIL-CON-CE	NHPP	\$105	Delayed to FY17
	2016-066	Nebraska Statewide Van Pool	\$48	UTIL-CON-CE	CMAQ	\$48	In Progress
			\$60	UTIL-CON-CE	FTA 5311	\$48	In Progress
Omaha	2015-001	North Downtown Riverfront Pedestrian Bridge	90	PE-NEPA-FD	TAP-MAPA	78	Complete
	2015-013	Omaha Signal Infrastructure - Phase A	3387.5	UTIL-CON-CE	STBG-MAPA	2710	Delayed to FY17
	2015-016	Omaha ATMS Central System Software	\$1,250	UTIL-CON-CE	STBG-MAPA	\$1,000	Complete
	2015-017	Omaha Signal Network - System Management	\$1,000	PE-NEPA-FD	STBG-MAPA	\$800	In Progress
	2015-019	2014 Omaha Resurfacing Package	\$735	AC Conversion	Local	\$0	In Progress
	2015-040	156th Street Phase Two	\$643.75	ROW	STBG-MAPA	\$515	In Progress
	2015-044	Q Street Bridge	\$158.75	ROW	STBG-MAPA	\$127	In Progress
	2015-047	Riverfront Trail - Phase 4	\$1,523	UTIL-CON-CE	DPS	\$694.73	In Progress
	2015-051	108th Street	\$75	PE-NEPA-FD	STBG-MAPA	\$60	In Progress
			\$361.25	UTIL-CON-CE	STBG-MAPA	\$289	Delayed to FY17

Table 5.5 – Status of FY2016 Federal-Aid Roadway & Trail Projects (continued)

Lead Agency	TIP ID	Project Name	Total Funding (\$1,000s)	FY2016 Phase	Funding Program	FY2015 Funding (\$1,000s)	Status
Omaha	2015-052	168th Street	\$265	PE-NEPA-FD	STBG-MAPA	\$212	Delayed to FY17
			\$423.75	ROW	STBG-MAPA	\$339	Delayed to FY17
	2015-053	114th Street	\$480	ROW	STBG-MAPA	\$384	Complete
	2015-054	168th Street	\$265	PE-NEPA-FD	STBG-MAPA	\$212	Delayed to FY17
			\$351.25	ROW	STBG-MAPA	\$281	Delayed to FY17
	2015-055	120th Street	\$500	ROW	STBG-MAPA	\$400	Delayed to FY17
			\$500	UTIL-CON-CE	STBG-MAPA	\$400	Delayed to FY17
			\$541.25	PE-NEPA-FD	STBG-MAPA	\$433	Delayed to FY17
	2015-063	OPS McMillan Middle School SRTS Project	\$175	UTIL-CON-CE	SRTS	\$140	In Progress
	2015-064	Westbrook Safe Routes To School	\$316.25	UTIL-CON-CE	SRTS	\$253	In Progress
	2015-065	24th Street Road Diet	\$331.01	PE-NEPA-FD	HSIP	\$297.91	In Progress
	2015-132	132nd at West Center Road Safety Project	\$223	ROW	HSIP	\$200	Delayed to FY18
	2016-045	Omaha Resurfacing Program	\$3,000	UTIL-CON-CE (AC)	Omaha	\$0	In Progress
	2016-046	132nd Street Adaptive Traffic Signal Control	\$857.74	UTIL-CON-CE	HSIP	\$771.97	Delayed to FY18
	2016-047	Dodge Street Adaptive Traffic Signal Control	\$1,380	UTIL-CON-CE	HSIP	\$1237.41	Delayed to FY18
	2016-048	144th Street Adaptive Traffic Signal Control	\$1122.31	UTIL-CON-CE	HSIP	\$1,010.08	Delayed to FY18
	2016-049	Sign Management Inventory	\$333	UTIL-CON-CE	HSIP	\$300	Complete
	2016-051	Omaha Signal Infrastructure - Phase 0	\$465	UTIL-CON-CE	STBG-MAPA	\$372	In Progress
	2016-063	84th Street ASCT	\$10	PE-NEPA-FD	HSIP	\$9	In Progress
	2016-065	Omaha Sign Management Inventory	\$333.33	UTIL-CON-CE	HSIP	300	In Progress
	2016-068	72nd & Maple Intersection Improvement	\$249.048	PE-NEPA-FD	HSIP	224.143	In Progress
	2016-070	30th Street Road Diet	\$266.39	PE-NEPA-FD	HSIP	211.617	In Progress

Table 5.5 – Status of FY2016 Federal-Aid Roadway & Trail Projects (continued)

Lead Agency	TIP ID	Project Name	Total Funding (\$1,000s)	FY2016 Phase	Funding Program	FY2015 Funding (\$1,000s)	Status
Papillion	2016-067	N-370 & 96th Street Intersection Project	32.8	PE-NEPA-FD	HSIP	29.52	Delayed to FY18
PMRNRD	2015-041	Western Douglas County Trail Phase 2	2224.91	UTIL-CON-CE	DPU	\$1,779.93	Delayed to FY17
	2015-042	Western Douglas County Trail Phase 1	3224.65	UTIL-CON-CE	DPU	\$2,579.72	Delayed to FY17
Sarpy	2015-058	132nd and Giles	\$100	ROW	STBG-MAPA	\$80	In Progress
			\$2,885	UTIL-CON-CE	STBG-MAPA	\$2,308	Delayed to FY17
Valley	2015-138	Valley D.C. Safe Routes to School	56.25	ROW	SRTS	45	In Progress

Table 5.6 Status of FY2016 Metro Transit Projects

Project	Location	Project Type	Federal Program	Federal (\$1,000s)	Status
Maintenance of Existing Services	Omaha UZA/NE		Sec. 5307	\$5,219.20	In Progress
Maintenance of Existing Services	Omaha UZA/IA		Sec. 5307	\$273.00	In Progress
Capital Expenditures	Omaha UZA	Revenue Rolling Stock	Sec. 5307	\$468.50	Complete
Capital Expenditures	Omaha UZA/NE	Support Equipment/Facilities, Planning, Capitalized Operations	Sec. 5307	\$2,234.23	In Progress
Capital Expenditures	Omaha UZA/NE	Revenue Rolling Stock	Sec. 5339	\$903.87	In Progress

Table 5.7 Status of FY2016 5310 Transit Projects

Lead Agency	Project	Federal Program	FY2015 Funding (\$1,000s)	Status
Friendship Program	Demand Response Vehicles	5310	\$46.640	In Progress
Crossroads of Western Iowa	Demand Response Vehicles	5310	\$31.376	In Progress
Sarpy County, NE	Capitalized Cost of Contracting	5310	\$96.000	In Progress
Metro	Demand Response Vehicles	5310	\$118.450	In Progress
City of Council Bluffs	Operations	5310	\$75.190	In Progress
Metro	Operations	5310	\$75.000	In Progress

Public Involvement

6.1 Public Participation Methodology

The ~~FY2016~~FY2017–2021–2022 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 I0 and I0a – Copy of the public comments received
- Exhibit I I and I Ia – 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

The screenshot shows a calendar interface with a map background. It lists three public events:

- MAR 3**: 2050 Long Range Transportation Plan public meeting
Thu, 7:00 PM
Public Events
- MAR 2**: Coordinated Transit Committee – FY2017 Appeals Hearing
Wed, 10:30 AM
Committee Events
[Meeting Materials](#)
- FEB 29**: Sarpy County Transit Study/2050 Long Range Transportation Plan public meeting
Mon, 10:30 AM
Public Events

Draft Project List Announcement

The project list was released on March ~~30~~³¹, ~~2015~~²⁰¹⁶. 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~~a~~.

Exhibit 2 – Project List Release

FY2017 Transportation Improvement Program (TIP)

[← BACK](#)

The Transportation Improvement Program (TIP) is a six-year document that states which transportation projects plan to be constructed. It includes all types of transportation projects (e.g. highway maintenance or expansion, bicycle and pedestrian trail work, Metro Transit projects, and aviation projects) that are funded federally through the United States Department of Transportation (USDOT). This document is updated annually.

The 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.

DATA, MAPS & DOWNLOADS

- Draft FY2017 Transportation Improvement Program**
May 20, 2016
- FY2017 TIP Project List**
March 31, 2016

MAPA - Omaha Metro @mapacog · Apr 4
This project & several others prioritized for MAPA funding in FY2017- FY2022 Transp. Improvement Program.

Daily Nonpareil @nonpareilonline
MAPA selected Council Bluffs trail as a top priority ow.ly/10et81 #Iowa #MAPA @mapacog #Omaha #CouncilBluffs #transportation



For Immediate Release:

Media Contact: Sue Cutsforth, Information Officer
Office: 402-444-6866, ext. 226, Cell: 402-319-5308
Email: scutsforth@mapacog.org

MAPA Releases Top Projects for FY2017-FY2022 Transportation Improvement Program

Omaha, NE-April 1, 2016-Trail extensions and road construction are some of projects the Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) seeks public feedback on in its prioritized list of top projects for MAPA funding in the FY2017-FY2022 Transportation Improvement Program (TIP). MAPA's Project Selection Committee found the projects listed below, in prioritized order under each funding category, meet the requirements for selection.

Nebraska Surface Transportation Program (STP)

- 180th Street, Blondo St. to Maple St., Phase II
- 36th Street, Sheridan to Platteview Rd., Phase II
- 66th and Giles

Nebraska Systems Management Surface Transportation Program (STP)

- Omaha Signal Network Implementation

Transportation Alternative Program (TAP)

- West Papio Trail, Millard Connection
- Council Bluffs City/Pottawattamie County, Connector Trail

5310 (Elderly and Disabled Funding)

• **Capital Projects**

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

- Bryant Resource Center
- Housing Authority of the City of Omaha
- Crossroads of Western Iowa
- Florence Home for the Aged
- City of Papillion
- City of Bellevue
- Heartland Family Service
- Region 5 Services
- SWITA
- Notre Dame Housing
- City of LaVista
- New Cassel Retirement Center
- City of Council Bluffs

• **Operations Projects**

- Bryant Resource Center

- New Cassel Retirement Center
- Black Hills Works
- City of Council Bluffs

Projects receiving the highest scores through MAPA's project selection process are prioritized and programmed into the Transportation Improvement Program (TIP) in the earliest fiscal years available, subject to project phasing. Projects listed in FY2021 and beyond are subject to re-application and future evaluation by the Project Selection Subcommittee. Projects listed from 2017 to 2020 are considered firm commitments for future funding. Projects listed in 2021 and beyond are illustrative and may be subject to future prioritization. Project construction and completion may occur over multiple years.

The document may be accessed at <http://mapacog.org/reports/fy2017-transportation-improvement-program-tip/>.

Written comments regarding the FY2017 TIP projects which were selected should be submitted by 4 p.m. April 29, 2016, 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

###

The draft project list press release was distributed to local media on April 1st (Exhibit 3).

Exhibit 3 – Project List Press Release



For Immediate Release

DATE: May 27, 2016

Contact: Sue Cutsforth, MAPA Information Officer

Office: 402-444-6866 x. 226 | Cell: 402-319-5308

Email: scutsforth@mapacog.org

MAPA Seeks Public Comment on Draft Transportation Improvement Program (TIP)

Omaha, NE-May 27, 2016-The public is invited to provide feedback on the transportation projects planned during the next several years by the Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA). MAPA's Draft FY2017-FY2022 Transportation Improvement Program (TIP) is available for public comment May 27 through June 27.

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.

An open house format public meeting is scheduled during the public comment period. Please arrive at any time during the meeting time frame.

Thursday, June 16th, 4:30-6:00 p.m.

MAPA

2222 Cuming Street, Omaha

Those attending the public meeting will be able to review an amendment to the 2040 Long Range Transportation Plan (LRTP) also. The amendment is needed to adjust funding to cover cost increases for construction projects on Interstate 480 just north of Interstate 80/US-75 and on bridges at the I-80/I-480/US-75 interchange.

Please submit written comments via mail or email by **4:30 p.m. on June 27, 2016.**

Metropolitan Area Planning Agency
2222 Cuming Street
Omaha, NE 68102

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

View the Draft TIP and the 2040 LRTP amendment at: <http://mapacog.org/projects/tip>.

Meetings of the Metropolitan Area Planning Agency are conducted in compliance with the Iowa and 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.

###

2222 Cuming Street
Omaha, NE 68102-4326

402-444-6866 f
402-342-0949 r

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~~ May 26th, 2016 (Exhibit 4). These advertisements were on the various sites until the 30 day period ended on ~~June 23rd, 2016~~ June 24th, 2015.

Exhibit 4 – Public Comment Advertisement

Comments Sought on Draft Transportation Improvement Program (TIP)

[HOME](#) > [CALENDAR](#) > [NEWS](#) > COMMENTS SOUGHT ON DRAFT TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

COMMENTS SOUGHT ON DRAFT TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

DATE:
June 6, 2016
NEWS CATEGORY:
General

The public is invited to provide feedback on the transportation projects planned during the next several years by the Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA). MAPA's Draft FY2017-FY2022 Transportation Improvement Program (TIP) is available for public comment through June 27.

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.

An open house public meeting is scheduled. Participants should arrive at any time during the meeting time frame.

Thursday, June 16, 2016
4:30-6:00 p.m.
MAPA offices
2222 Cumming Street, Omaha

Those attending the public meeting will be able to review an amendment to the 2040 Long Range Transportation Plan (LRTP) also. The amendment is needed to adjust funding to cover cost increases for construction projects on Interstate 480 just north of Interstate 80/US-75 and on bridges at the I-80/I-480/US-75 interchange.

Anyone who cannot Please submit written comments via mail or email by **4:30 p.m. on June 27, 2016**.

Metropolitan Area Planning Agency
2222 Cumming Street
Omaha, NE 68102

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

View the Draft TIP and the 2040 LRTP amendment at: <http://mapacog.org/projects/tip>.

Meetings of the Metropolitan Area Planning Agency are conducted in compliance with the Iowa and Nebraska Statutes of the Open Meetings Act.

A press release regarding the availability of the preliminary draft for public comment was released to the media on ~~May 28th, 2015~~ May 26th, 2016. Furthermore, a paid public notice was published in ~~May 31st, 2015~~ The Daily Record. These are shown in Exhibit 5.

Exhibit 5 – TIP Draft Public Comment

Exhibit 6 – Outreach lists

MAPA TIP and 2040 LRTP Amendment

Inbox x

Megan Walker <mwalker@mapacog.org>

May 27 (13 days ago) ☆

to bcc: Betty, bcc: Blake, bcc: Chris, bcc: David, bcc: Ean, bcc: Mark, bcc: Mary, bcc: Rachelle, bcc: Scot, bcc: Shandra, bcc: Tabitha, bcc: T

To our Community Partners and Interested Parties,
 MAPA's draft Transportation Improvement Program (TIP) is out for public comment.
 The TIP is a 5 year list of the regional projects that will receive federal funds through MAPA.
 Federal funding is broken down into 3 categories: State Transportation Funds (STP) which are general use transportation projects, Transportation Alternatives Program (TAP) which is for projects focusing on alternatives to single occupancy vehicles, and 5310 which is a grant program to help fund transportation projects which benefit the elderly and those with disabilities. The TIP also includes an analysis of environmental justice projects and their impacts, which can be found in chapter 4.

The draft TIP can be found online at: <http://mapacog.org/reports/fy2017-transportation-improvement-program-tip/>

The LRTP is being amended to increase the funding for two projects; interstate 480 just north of Interstate 80/US-75 and on bridges at the I-80/I-480/US-75 interchange.

The LRTP is a 25 year planning document that lists the projects in the region which will receive federal funding.

The press release for the TIP and 2040 LRTP amendments meeting is attached.

If you have any questions or comments please email me at mwalker@mapacog.org.

MAPA Metropolitan Area Planning Agency
 1000 North Main Street, Suite 100
 Fort Collins, CO 80501
 Phone: 970.221.1234
 Fax: 970.221.1235
 Email: info@mapacog.org
 Website: www.mapacog.org

MAPA is a public entity created by the Colorado Revised Statutes, Title 24, Article 10, Section 10-101. MAPA is a public entity created by the Colorado Revised Statutes, Title 24, Article 10, Section 10-101. MAPA is a public entity created by the Colorado Revised Statutes, Title 24, Article 10, Section 10-101.

MAPA is a public entity created by the Colorado Revised Statutes, Title 24, Article 10, Section 10-101. MAPA is a public entity created by the Colorado Revised Statutes, Title 24, Article 10, Section 10-101. MAPA is a public entity created by the Colorado Revised Statutes, Title 24, Article 10, Section 10-101.

News Release - D...

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	

Exhibit 8.4 – Library and Clerk 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

The MAPA March/April ~~2014~~ 2016 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

Heartland 2050 Summit focuses on neighborhood revitalization and mixed-use development

Success stories in neighborhood revitalization and redevelopment took center stage at the Heartland 2050 "20/20 Vision" Summit.

Margaret May, Executive Director of the Kennebec Neighborhood Council in Kansas City, Missouri, and Dan Lofgren, Chair of Envision Utah and CEO of Cowboy Partners in Salt Lake City, Utah, shared their messages of progress in helping rebuild neighborhoods and developing prosperous communities available to all residents.

The Kennebec Neighborhood has been experiencing an unprecedented renaissance since 1997 when community revitalization work began, resulting in an economic impact.

Cowboy Partners focuses on building innovative, imaginative, and inviting residential communities and mixed-use neighborhoods. It is a pioneer in redevelopment projects and affordable housing.

The summit also included a series of breakout sessions focused on urban, suburban and rural projects within the region which fall under the six Heartland 2050 goals of Economic Development, Education, Health and

Safety, Housing and Development, Infrastructure and Resources.

Mark your calendars for the next Heartland 2050 Summit on August 2, 2016. For questions regarding Heartland 2050, contact Karla Loewenstein, Heartland 2050 Coordinator at klowenstein@mapacog.org or 402-444-6866, ext. 225.



Heartland 2050 Summit speakers discuss next steps for furthering community development during the 20/20 Vision Summit on February 24th. (L to R) Margaret May, Julie Stawinski, Andy Wessel, and Dan Lofgren.

MAPA releases its draft Transportation Improvement Program project list for FY2017-2022

Trail extensions and road construction are some of the projects the Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) has in its prioritized list of top projects for MAPA funding in the FY2017-FY2022 Transportation Improvement Program (TIP).

MAPA is wrapping up the public comment period on the project list. The Project Selection Committee found the projects listed below, in prioritized order under each funding category, meet the requirements for selection.

Nebraska Surface Transportation Program (STP)

- 180th Street, Blondo St. to Maple St., Phase II
- 36th Street, Sheridan to Plateview Rd., Phase II
- 66th and Giles

Nebraska Systems Management Surface Transportation Program (STP)

- Omaha Signal Network Implementation

Transportation Alternative Program (TAP)

- West Papio Trail, Millard Connection
- Council Bluffs City/Pottawattamie County, Connector Trail

5510 (Elderly and Disabled Funding)

- Capital Projects (Either purchase of lowered floor minivan or small transit bus)
 - Bryant Resource Center
 - Housing Authority of the City of Omaha
 - Crossroads of Western Iowa
- Florence Home for the Aged
- City of Papillion
- City of Bellevue

- Heartland Family Service
- Region 5 Services
- SWITA
- Notre Dame Housing
- Operations Projects
 - Bryant Resource Center
 - Florence Home for the Aged
 - Heartland Family Service
- City of LaVista
- New Cassel Retirement Center
- City of Council Bluffs
- New Cassel Retirement Center
- Black Hills Works
- City of Council Bluffs

Projects receiving the highest scores through MAPA's project selection process are prioritized and programmed into the Transportation Improvement Program (TIP) in the earliest fiscal years available, subject to project phasing. Projects listed in FY2021 and beyond are subject to re-application and future evaluation by the Project Selection Subcommittee. Projects listed from 2017 to 2020 are considered firm commitments for future funding. Projects listed in 2021 and beyond are illustrative and may be subject to future prioritization. Project construction and completion may occur over multiple years.

The document may be accessed at <http://mapacog.org/reports/fy2017-transportation-improvement-accom-tip/>.

Written comments regarding the FY2017 TIP projects which were selected should be submitted by 4 p.m. April 29, 2016, 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

Grant funding opportunities available in 3rd quarter of 2016

Don't forget to monitor upcoming deadlines for grant opportunities.

The charts show grant application deadlines in the third quarter of 2016 for both the States of Nebraska and Iowa.

For questions regarding grant opportunities, please contact Lynn Dittmer, Community and Economic Development Manager at 402-444-6866, ext. 230 for more information.

Iowa Grants		Application Deadline
State Recreational Trails Program	July 1, 2016	July 1, 2016
Wild River Alternatives Program	July 1, 2016	July 1, 2016
Peter Kiewit Foundation	July 15, 2016	July 15, 2016
Vision Iowa (CAI)	July 15, 2016	July 15, 2016
REAP - City Parks & Open Space	August 15, 2016	August 15, 2016
REAP - Private/Public Open Space Acquisition	August 15, 2016	August 15, 2016
REAP - County Conservation	August 15, 2016	August 15, 2016
Revitalize Iowa's Sound Economy	September 1, 2016	September 1, 2016

Nebraska Grants		Application Deadline
Water Based Recreation	July 15, 2016	July 15, 2016
Liter Reduction and Recycling Grant Program	August 2016	August 2016
EDBG - Owner Occupied Rehabilitation	August 8, 2016	August 8, 2016
EDBG - Public Works	September 2016	September 2016
Recreational Trails Program Grant	September 2016	September 2016
Nonpoint Source Water Quality Grants (sw-10)	September 2016	September 2016
EDBG - Comprehensive Development	September 15, 2016	September 15, 2016

Major changes to OPPD North Omaha Station take effect

Big changes are underway at Omaha Public Power District's North Omaha Station to ensure its compliance with tighter clean air rules.

Constructions crews began working in 2015 on Units 4 and 5. This work will allow those units to be retrofitted to burn natural gas in 2023.



Coal burning operations are in the process of shutting down. By the end of April, Units 1, 2 and 3 at the North Omaha Station will stop burning coal, a process which began earlier this spring. Unit 3 will remain operational until October 31, 2016, but will burn natural gas, while Units 1 and 2 are being retired immediately.

Sarpy County Transit Study initial outreach gets underway

Feedback from these groups, surveys and public meetings will be the basis for determining possible options for expanded transit. Those options will be presented for public comment yet this summer. It is anticipated the study will be completed in early 2017.

MAPA hosted three public meetings during the initial outreach period to gain feedback on the needs of those who live and work in Sarpy County and what types of additional services would be beneficial to them. A survey is available through April 30, 2016 at <http://mapacog.org/calendar/news/sarpy-county-transit-study/>.

Stakeholder meetings for Sarpy County employers, governmental agencies, paratransit and non-profit groups began in April along with meetings of the steering committee for the project.



Wick Wearities, a transportation planner with Olson Associates, discusses transit options at a public meeting in Bellevue.

CALENDAR

May 2016

- May 11th - Heartland 2050 Executive Committee 8 a.m.
- May 13th - RPA/Tech Committee 11 a.m.
- May 16th - Finance Committee 8:30 a.m.
Coordinated Transit Committee 10:30 a.m.
- May 20th - Transportation Technical Advisory Committee 10 a.m.
- May 26th - MAPA Board of Directors 1:30 p.m.
- May 30th - MAPA Office Closed
Memorial Day

June 2016

- June 8th - Heartland 2050 Executive Committee 8 a.m.
- June 15th - Coordinated Transit Committee 10:30 a.m.
- June 23rd - Finance Committee 8:30 a.m.
- June 24th - Transportation Technical Advisory Committee 10 a.m.
- June 28th - MAPA 55th Annual Conference
Salt Lake City, Utah
- June 30th - MAPA Board of Directors 1:30 p.m.

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 no~~ public comments ~~through traditional mail and one via email~~ on the FY201~~6~~7-2021~~2~~2 TIP. ~~The letter and email and MAPA's responses are shown below in Exhibits 10 and 11.~~

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.

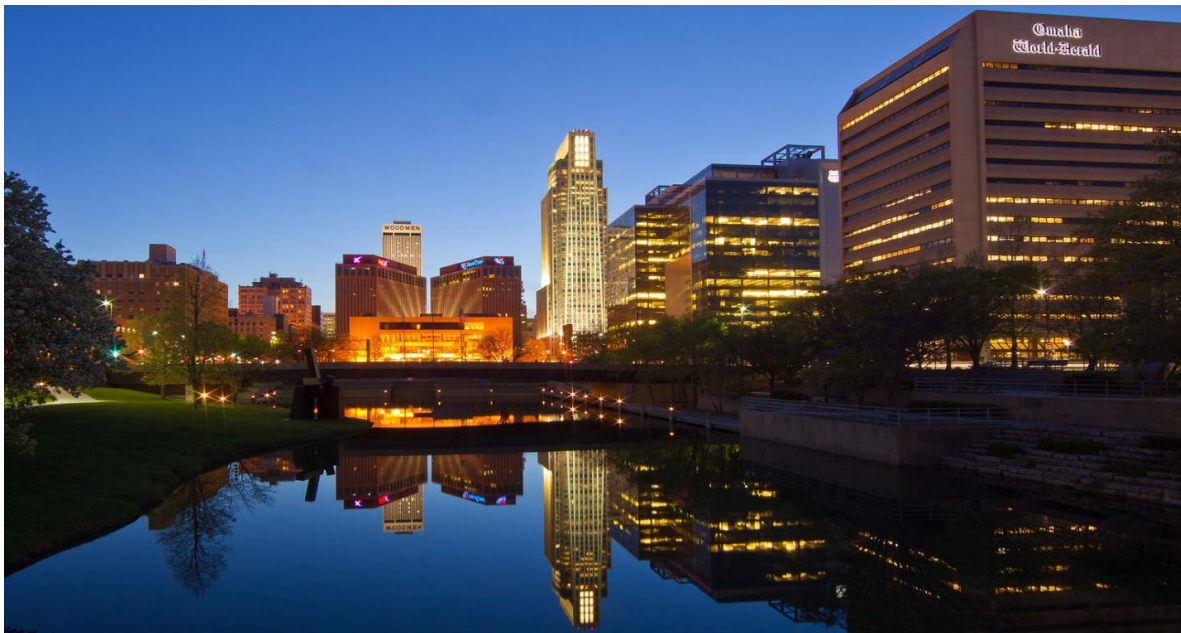
6.3.2 Transportation Alternatives Program Committee (TAP-C)

The Transportation Alternatives Program Committee met on February 10⁵th and selected TAP projects.

6.3.2 Coordinated Transit Committee (CTC)

The Coordinated Transit Committee (CTC) met to select 5310 projects on February 5th. There was an appeals meeting held on March 2nd. 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 2025, 2015-2016 TTAC meeting. These minutes are located in Appendix C.



Appendices

Appendix A - CTC Project Selection Meeting Minutes

Date: Wednesday, March 2, 2016 10:30 a.m.

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

In Attendance:

Voting Members:

Chair: Lisa Picker, Heartland Family Services

Vice Chair: Ann Grober, City of Council Bluffs

Ann Marie Kudlacz, SSCA

Dan Freshman, City of Ralston

Darlene McMartin, Pott County VA

Erin Porterfield, HWS

Fred Conley, Papio-Missour River NRD

Karen Jackson, City of Bellevue

Kelly Shaden, Metro

Lillian Rush, Friendship Program, Inc.

Lois Jordan, Florence Home

Lori Hansen, City of Papillion

Mark Lander, SWITA

Mark Peterson, ENCAP

Randy Stonys, ENHSA

Rich Surber, Lutheran Family Services

Vicki Quaites-Ferris, Empowerment Network

Non-Voting:

Cindy Petrich, New Cassel

Clint Sargent, Crossroads of Western Iowa

Jill Dewey, Region V Services

Rachelle Tucker, Omaha Housing Authority

Scot Adams, Notre Dame Housing

Stephanie Little, Crossroads of Western Iowa

Tabitha Kube, Omaha Housing Authority

Wendy Sliva, Region V Services

MAPA Staff

Court Barber

Megan Walker

Michael Felschow

For CTC Approval

1. Introductions and Roll Call

Ms. Lisa Picker called the meeting to order at 9:30 a.m. She welcomed the committee and introductions were made. Ms. Picker explained that the appeals process would include a roll call vote and stated who the voting members are.

2. Voting on Funding Allocation

Ms. Walker reviewed what was voted on at the previous meeting. The CTC voted to go with proportional distribution against staff recommendation of one vehicle un-proportional distribution. This resulted in a number of agencies receiving less than a portion of a vehicle and many contacted MAPA with their concerns about this. As a result of the concern, this is being brought to the committee again for a re-vote.

Discussion Items

3. Appeals Process

Mr. Rich Surber, City of La Vista, explained why he felt the committee should re-vote. Ms. Ann Marie Kudlacz commented that with the option that the committee selected, some agencies received less funding and to be able to get a vehicle they would have to come up with additional funding in addition to the match which can be very difficult. The question was asked at how the original vote resulted in some agencies getting less than what they needed for a vehicle. The committee voted on the option to distribute funds based on rankings and in some cases this left less funding for other agencies. Mr. Michael Felschow explained how that decision affected the funding allocation for the agencies. Mr. Felschow also explained that the 80/20 was not a federal requirement. MAPA staff further explained how the un-proportional distribution would allocate funding to the agencies. The staff decided that in future meetings votes will be taken as a roll call vote to ensure that each voting member understands what they are voting for and this process will allow questions and discussion. Mr. Court Barber reviewed with the committee how the funding allocation would be affected (increases and decreases in funding) for each agency if the committee chooses un-proportional distribution [please see attached Item A for details].

After discussion, it was clarified to the committee that if they would like to keep the original vote of proportional distribution, signal by a vote of Aye or put it to a re-vote, signal by a vote of Nay.

MOTION by Ann Grober, SECOND by Ann Marie Kudlacz to keep the original vote of the committee on funding allocation as proportional distribution.

YAYS: McCurdy, McMartin, Jackson, Jordan, Quaites-Ferris

NAYS: Freshman, Grober, Hansen, Kudlacz, Picker, Shadden, Stonys, Surber

ABSTAIN: Conley, Peterson, Porterfield, Rush

MOTION FAILED.

Ms. Megan Walker explained that with a vote of 5 Yays and 8 Nays that the committee has chosen to reject the original decision of proportional funding.

MOTION by Rich Surber, SECOND by Ann Grober to accept the staff recommendation of un-proportional funding.

Chairman Picker asked if there were any questions or discussion. Mr. Mark Peterson stated that the committee would like to know more about the scope of the projects. Chairman Picker stated that the committee did vote on and approve the scoring rubric and agreed as a committee that MAPA would be allowed to score and rank the projects. The question was brought up on whether or not this vote could be tabled. It was discussed on whether or not the committee should table the conversation or the vote. Mr. Surber stated that he would like to proceed and vote on the motion. Chairman Picker proceeded with the roll call vote.

YAYS: Conley, Freshman, Grober, Hansen, Jackson, Jordan, Kudlacz, McMartin, Peterson, Picker, Shadden, Stonys, Surber

NAYS: Lander, Quaites-Ferris

ABSTAIN: Porterfield, Rush

MOTION PASSED.

Ms. Ann Grober, requested that the committee revisit the scoring rubric for the next year.

MOTION by Ann Grober, SECOND by Vicki Quaites-Ferris to revisit the scoring rubric in a separate committee meeting in September.

Mr. Rich Surber asked about the points distribution on the scoring rubric. Chairman Picker stated that the committee would not be creating a new rubric, only reviewing the current rubric and how points are assessed. Chairman Picker also reminded the committee that Ms. Walker stated that in 2023 that MAPA will only have access to one year of funding to distribute to the agencies. Mr. Fred Conley commented that the meeting will only be to review the rubric and that this does not mean there will be changes to it.

YAYS: Conley, Freshman, Grober, Hansen, Jackson, Jordan, Lander, McMartin, Peterson, Picker, Porterfield, Shadden, Stonys, Surber, Quaites-Ferris

NAYS: Kudlacz

ABSTAIN: Rush

MOTION PASSED.

4. Next Meeting

Chairman Picker stated that the next meeting will be held on Wednesday, March 16, 2016 at 10:30 a.m. in the MAPA Training Room.

5. Adjourn

Ms. Picker adjourned the meeting at 11:00 a.m.

Appendix B - CTC Regular Meeting Minutes

Date: Wednesday, September 16, 2015, 10:30 a.m.

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

In Attendance:

Chair: Lisa Picker, Heartland Family Service

Vice-Chair: Ann Grober, City of Council Bluffs
Ann Marie Kudlacz, Southern Sudan Community Association

Clint Sargent, Crossroads of Western Iowa

Dan Freshman, City of Ralston

Darlene McMartin, Pottawattamie County VA

Daurine Petersen, SWITA

David Jameson, Metro Transit

Erin Porterfield, Heartland Workforce Solutions

Fred Conley, Papio Missouri River NRD

Karen Jackson, City of Bellevue

Kelly Shadden, Metro Transit

Lee Myers, AARP

Lois Jordan, Florence Home

Mark Bulger, Omaha Association the Blind

Mark Lander, SWITA

Mary Angus, Mayor's Commission on Citizens with Disabilities

Randy Stoneys, Eastern Nebraska Human Service Agency

Rich Surber, Lutheran Family Services

Shauna Dahlgren, VNA/ESN

Shirley McNally, Sheltering Tree, Inc.

Stephanie Little, Crossroads of Western Iowa

Traci Shobe, Omaha Public Schools

Vicki Quaites-Ferris, Empowerment Network

MAPA Staff

Ashley Myers

Megan Walker

Michael Felschow

1. Introductions

Ms. Lisa Picker called the meeting to order at 10:35 a.m. She welcomed the committee and introductions were made.

2. Approval of Minutes

Ms. Picker introduced the August 19, 2015 minutes and asked if there were any changes or additions.

Mr. Mark Lander MOTIONED to approve the August 19, 2015 minutes.

Ms. Erin Porterfield SECONDED.

Motion passed.

3. Agency Spotlight

Presentation by Heartland Workforce Solutions. Ms. Erin Porterfield provided an overview of HWS "American Job Centers" and how they assist the community. Heartland Workforce Solutions is a small non-profit and a quasi-governmental agency. HWS currently serves Douglas, Sarpy, and Washington Counties and will be adding three more counties in July (Dodge, Saunders, and Cass Counties). Heartland Workforce Solutions is a collective impact agency that works to coordinate goals and strategies with other agencies. The agency serves 18,000 people a month and approximately 120 per day.

4. 5310 Project Selection Committee

Ms. Ashley Myers presented an update on the 5310 project selection. There will be another call for projects for 5310 funding. Ashley reviewed the timeline for the 5310 project selection and the rubric for the two grant types and applications: Traditional - Capital Only Applications and Other/New Freedom Applications. This year, rather than having two applications, there will only be one application and using the scoring rubric, MAPA staff will use the correct rubric to score the project. The point categories did not change, only a few of the points were reduced to equal 100 points. After discussing the points, the committee proposed a change to the Ridership criteria for both applications, increasing the "Increased 4.99%" score to 5 points rather than 3.

Ms. Mary Angus MOTIONED to approve the MAPA staff proposed changes and the Ridership criteria on both applications.

Mr. Mark Lander SECONDED.

Motion passed.

Ms. Myers said the final application, rubrics, and policy guide will be brought before the CTC at the October meeting.

5. 5310 Vehicle Update

Ms. Ashley Myers presented an update on the 5310 program. FTA has recommended that MAPA not buy vehicles, instead NDOR and IDOT will purchase vehicles. MAPA will continue to receive applications and the CTC will select the projects. MAPA will then forward the money and projects to NDOR and IDOT who will purchase the vehicles. A meeting will be held to explain the process to those who received vehicle funds. The operations grants will still be handled through MAPA.

6. Informal Coordination

Due to lack of time, the committee did not have time to complete the informal coordination activity.

7. Results of the Call Center Research Study

Due to lack of time, MAPA staff will provide an update on the Call Center Research Study results at the October meeting.

8. Additional Business

Next month's agency spotlight will be Heartland Family Service and Goodwill.

9. Next Meeting

The next CTC meeting is scheduled for Wednesday, October 21 at 10:30 a.m.

10. Adjourn

Ms. Picker adjourned the meeting at 11:30 a.m.

Appendix C - TTAC Meeting Minutes

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY Transportation Technical Advisory Committee Minutes of March 25, 2016 Meeting

The Transportation Technical Advisory Committee met on Friday, March 25, 2016, at Metro, 2222 Cuming Street, Omaha, Nebraska. Mr. Denny Wilson opened the meeting at 10:00 a.m.

VOTING MEMBERS

Denny Wilson	Sarpy County Public Works
Dan Kutilek	Douglas County Engineers Office
Jeff Roberts	City of Bellevue Public Works
Greg Reeder	City of Council Bluffs Public Works
Kris Faris	City of Gretna Public Works
Joe Soucie	City of La Vista Public Works
Bob Stubbe	City of Omaha Public Works
Murthy Koti	City of Omaha Public Works
Todd Pfitzer	City of Omaha Public Works
Derek Miller	City of Omaha Planning Department
Marty Leming	City of Papillion Public Works
Mark Stursma	City of Papillion Planning Department
Dan Freshman	City of Ralston Public Works
Bruce Fountain	Sarpy County Planning Department
Scott Suhr	Iowa Department of Transportation
Maurice Hinchey	Nebraska Department of Roads – District 2
Brad Zumwalt	Nebraska Department of Roads – Lincoln
Eric Williams	Papio-Missouri River NRD
Curt Simon	Metro Transit

NON-VOTING MEMBERS

Greg Youell	Metropolitan Area Planning Agency
John Kottmann	City of La Vista Public Works
Bryan Guy	City of Omaha Public Works
Stephen Osberg	City of Omaha Planning Department
Justin Luther (via speakerphone)	FHWA – Nebraska Division
Jeff Soula	Nebraska Department of Roads – Lincoln
Bill Herr	Sarpy County Public Works

GUESTS

Lee Myers	AARP
Jim Kollbaum	AECOM
Jason Carbee	HDR, Inc.
Nick Weander	Olsson Associates
Ernest Wesolowski	Citizen

STAFF

Michael Felschow	Metropolitan Area Planning Agency
Court Barber	Metropolitan Area Planning Agency
Mike Helgersen	Metropolitan Area Planning Agency

A. Approval of Minutes

Motion #1: Approval of the minutes of the February 19, 2016 Transportation Technical Advisory Committee Meeting.

Motion by: Greg Reeder
 Second by: Marty Leming
 Motion Carried

B. FY 2016 – 2019 Transportation Improvement Program (TIP) Amendments

Mr. Helgerson presented Amendment 9 of the TIP. Projects included in this amendment are:

Nebraska Statewide Van Pool	NDOR
N-370 and 96 th Street Intersection	Papillion
72 nd & Maple Street Intersection	Omaha
Bus Rapid Transit	Metro Transit
9 th & 10 th Streets Bridge	Council Bluffs
East Beltway Segments A-D	Council Bluffs
30 th Street Road Diet	Omaha
24 th Street Road Diet	Omaha

Motion #2: Seeking approval of the MAPA Board of Directors at their March 31, 2016 meeting of FY 2016 – 2019 Transportation Improvement Program Amendment 9.

Motion by: Marty Leming
 Second by: Dan Kutilek
 Motion Carried

C. FY 2017 – 2020 Transportation Improvement Program (TIP) Draft Project List

Mr. Helgerson and Ms. Walker presented to the Committee the Draft Project List for the FY 2017 – 2020 TIP. From the ProSeCom and TAP Committees, the following projects are the outcome of the call for projects with their selections/rankings.

Nebraska General Roadway STP Project Rankings	Rank
180 th Street Phase II	1
36 th Street Phase II	2
66 th and Giles	3
Nebraska Systems Management STP Project Rankings	Rank
Omaha Signal Network Implementation	1
TAP Project Rankings	Rank
West Papio Trail – Millard Connection	1
Council Bluffs City/County Connector Trail	2
Traditional 5310 Funding Projects	Rank
Bryant Resource Center	1
Housing Authority of the City of Omaha	2

Crossroads of Western Iowa	3
Florence Home for the Aged	4
City of Papillion	5
City of Bellevue	6
Heartland Family Service	7
Region 5 Services	8
SWITA	9
Notre Dame Housing	10
City of La Vista	11
New Cassel Retirement Center	12
City of Council Bluffs	13
Other/New Freedom 5310 Funding Projects	Rank
Bryant Resource Center	1
Florence Home for the Aged	2
Heartland Family Service	3
New Cassel Retirement Center	4
Black Hills Works	5
City of Council Bluffs	6

Mr. Helgersen said included in the Committee's packets are the state projects that were submitted from NDOR as part of the development of the FY 2017 TIP.

Motion #3: Seeking approval of the MAPA Board of Directors at their March 31, 2016 meeting of the FY 2017 – 2020 Transportation Improvement Program Draft Project List.

Motion by: Todd Pfitzer
Second by: Curt Simon
Motion Carried

D. Funding Obligation and Project Status

Mr. Felschow said obligations have not changed significantly from the previous month. Nebraska's STP balance is \$12.5 million and TAP is \$800,000. Iowa's Highway Program balance is at \$7.26 million and its Enhancement Program balance is \$566,000 with Obligation at the same balances. The Fiscal Constraint numbers have only slightly changed since last month. Mr. Felschow asked the Nebraska jurisdictions take a look at their individual projects on the MAPA Regional STP Funding chart and to please let the MAPA staff know if a project will be delayed until the next year. Mr. Felschow said on the TAP projects, Metro's BRT funds are being transferred over to FTA and should be complete by the end of April.

MAPA Regional STP Funding - Nebraska

Lead Agency	Project Name	Control Number	FY2016	FY2017	FY2018	FY2019
Bellevue	36th Street Phase 1-370 – Sheridan	NE-22276-1	PE/ROW	C		
Bellevue	36th Street Phase II	NE-22276-2	PE/ROW			
Bennington	156th Street	NE-22233	PE/ROW	C		ACC
Douglas	180th Street (Phase 1)	NE-22224	ROW			C
Omaha	108th Street	NE-22237	PE/ROW/U	C		
Omaha	114th Street (Pacific Street to Burke Street)	NE-22236	ROW		C	
Omaha	120th Street (Stonegate Drive to Roanoke Circle)	NE-22277	PE/ROW/U	ROW / U	C	
Omaha	156th Street (Phase 2)	NE-22376	ROW	C		
Omaha	168th Street (Q Street to West Center Road)	NE-22209	PE	ROW	C	
Omaha	168th Street (West Center Rd to Poppleton St.)	NE-22210	PE	ROW	C	
Omaha	42nd St Bridge C to D street					ROW/AC
Omaha	Q Street Bridge	NE-22325	ROW	C		
Omaha	Omaha Signal Network – Infrastructure A-E	NE-22608 A-E	C	C	C	C
Omaha	Omaha Signal Infrastructure Phase 0	NE-22608	C			
Omaha	Omaha ATMS Central System Software	NE-22591	C			
Omaha	Omaha Signal Network - System Management	NE-22587	PE	PE		
Omaha	2014 Omaha Resurfacing Package	NE-22605	ACC			
Omaha	Resurfacing Project		AC	AC	AC	AC/ACC
Sarpy	132nd and Giles	NE-22283	ROW/C/U			
Sarpy	66th and Giles			PE	ROW	
MAPA/NDOR	Metro Area Travel Improvement Study	NE-22547	PLAN			

■ PE-NEPA-FD (PE)
 ■ Right-of-Way (ROW)
 ■ Construction/CE (C)
 ■ Transit Capital (PUR)

MAPA Regional STP Funding - Iowa

Lead Agency	Project Name	Control Number	FY2016	FY2017	FY2018	FY2019
Council Bluffs	East Beltway Segments A-D	IA-13414				
	Eastern Hills Drive – Segment D				C	
	Greenview Road – East Segment			PE/ROW		C
	Greenview Road – West Segment				PE	
	Stevens Road – West Segment					PE
Council Bluffs	Interstate Utility Relocation	IA-15903				
	Interstate Utility Relocation		C	C	C	C
Council Bluffs	South Expressway Reconstruction Phase 1				C	
Council Bluffs	N 16 Street		C			

■ PE-NEPA-FD (PE)
 ■ Right-of-Way (ROW)
 ■ Construction/CE (C)
 ■ Transit Capital (PUR)

E. 2050 Long-Range Transportation Plan (LRTP) / Vision Plan

Ms. Walker said the public meetings for the 2050 LRTP / Vision Plan are nearly complete with 390 responses received through the meetings and surveys. She moved the Committee into a Goal Setting exercise and instructed them to rank the goals from 1 to 6.

Results from the TTAC exercise placed

#1 (highest ranking) at “Preserve existing infrastructure...”
#2 (tie) “Improve safety across all modes of transportation...” and “Maximize the mobility and accessibility...”
#4 “Keep all costs reasonable and sustainable...”
#5 “Improve the ease of access to employment centers...”
#6 “Improve the mobility and transportation access...”

Next the Committee was asked to rank the Strategies and again they were instructed to rank them from 1 to 6.

Results from the Strategy exercise placed “Traffic demand management...” at the highest ranking.

F. Transportation Activities

Mr. Barber gave the CMAQ grant update. He said they’re receiving letters of support and working with NDOR on grant submission for electric vehicles. With ozone, they’ve begun marketing strategies for 2017 and are working on obtaining the last on the required local match. In discussions with OPPD, it was reported they’re working on charging stations with vehicles and solar panels for homes.

Mr. Barber continued with an update on Phase 2 of MTIS. There has not been much change since the previous month although HDR continues to work on the strategy packages.

He said MAPA has contracted with Olsson Associates to complete a feasibility transit study for Sarpy County. Public meetings began the end of February and stakeholder and steering committee meetings will be held the first week of April.

G. Subcommittee Report Back

Ms. Walker said the Coordinated Transit Committee (CTC) has completed their project selection of 5310 funding with the coordination of activities including the call center grant which is ongoing. ProSeCom voted on their project list and TAP-C will not meet again until the next fiscal year.

Ms. Walker said the Citizens’ Advisory Council has become more informal. They voted to make themselves plan-oriented and will review the Public Participation Plan as well as other plans.

H. Additional Business

For Nebraska funding, Mr. Youell said LB960 has moved forward and has support. Instead of the \$150 million transfer, it’s gone down to \$50 million out of cash reserves. There will be \$400 million over the course of the Bill which will go out to FY 2033. It will be the amount of LB610 and then go into this bill which will equal \$400 million plus \$50 million from the cash reserves that will happen this year. Of that, \$40 million will be earmarked for the county bridge program, \$20 million for the new economic opportunity program which is similar to the RISE program in Iowa and part for expressways around the state. A big part of the bill is the design bill and the general contractor instruction manager portions of the bill.

Applications are out for the TIGER program which runs through April 29, 2016. The FAST Lane program is part of the FAST Act and will be the last round of TIGER. It’s oriented towards large freight projects and includes planning stages and NEPA.

A list of earmark repurposings from FHWA was handed out and are part of the FAST Act. There are several in the MAPA region although Mr. Youell said some of the amounts may be somewhat misleading as it refers to the contract authority and not necessarily the OA.

Upcoming Meetings:

March 31	Board of Directors
April 20	CTC
April 22	TTAC

I. Adjournment

Motion #4: Motion to adjourn:

Motion by: Marty Leming
Second by: Scott Suhr
Motion Carried

The meeting was adjourned at 11:00 a.m.

Agenda Item E
Committee Member Lists

Committee Member Lists 2016

- Transportation Technical Advisory Committee (TTAC)
- Transportation Alternatives Program Committee (TAP-C)
- Coordinated Transportation Committee (CTC)
- Project Selection Committee (ProSeCom)

DRAFT 2017 TTAC MEMBERSHIP

DENNIS WILSON – CHAIRPERSON

SARPY COUNTY PUBLIC WORKS DIRECTOR

Voting Members	
Member / Alternate	Affiliation
Chris Shewchuk	Bellevue Planning
Jeff Roberts / Dean Dunn	Bellevue Public Works
Don Gross / Rose Brown	Council Bluffs Planning
Greg Reeder / Matt Cox	Council Bluffs Public Works
Dan Kutilek / Tom Doyle / Tom McDonald	Douglas County
Kris Faris / Dan Giittinger	Gretna Public Works / Development Services
Scott Suhr	Iowa DOT – District 4
Chris Solberg	La Vista Planning
Joe Soucie / John Kottmann	La Vista Public Works
Curt Simon / Lauren Cencic	Metro Transit
Brandie Neemann / Noel Salac / Brad Zumwalt	NDOR Lincoln
Tim Weander / Maurice Hinchey	Nebraska DOR – District 2
Dan Owens	Omaha Airport Authority
Derek Miller / Chad Weaver	Omaha Planning
Todd Pfitzer	Omaha Public Works City Engineer
Bob Stubbe	Omaha Public Works Director
Murthy Koti / Bryan Guy	Omaha Public Works Traffic Engineer
Mark Stursma	Papillion Planning
Marty Leming / Jeff Thompson	Papillion Public Works Director / City Engineer
Eric Williams	Papio-Missouri River NRD
John Rasmussen	Pottawattamie County Engineer
Dan Freshman	Ralston Public Works
Bruce Fountain / Donna Lynam	Sarpy County Planning / Building Director
Dennis Wilson / Bill Herr	Sarpy County Public Works
Janet McCartney	Cass County District 2 Commissioner/Board Chair

Associates	
Member	Affiliation
Jim Jussel	Alfred Benesch & Company
Terry Bailey	Council Bluffs Chamber of Commerce
Mark Bechtel (representing Mokhtee Ahmad)	Federal Transit Administration – Region VII
Kyle Anderson	Felsburg Holt & Ullevig
Tracy Troutner	FHWA – Iowa Division
Justin Luther	FHWA – Nebraska Division
Jamie Berglund	Greater Omaha Chamber of Commerce
John Jorgensen	HGM Associates, Inc.
Jason Carbee	HDR Engineering Inc.
Mike Malone	Iteris, Inc
Sorin Juster	Kirkham Michael Associates
Matt Kruse	Lamp, Rynearson & Associates, Inc
Greg Youell	MAPA Executive Director
Mike Piernicky	Olsson Associates
Karl Fredrickson	Parsons Brinckerhoff
Todd Cochran / Charles Huddleston	The Schemmer Associates
Bill Troe	SRF Consulting

Recommendation for Transportation Alternatives Committee Membership

City of Omaha Public Works
City of Omaha Planning
City of Omaha Parks
City of Council Bluffs
City of Bellevue
City of Springfield
City of La Vista
City of Papillion
Douglas County
Sarpy County
PMRNRD
Metro Transit
NDOR
IDOT
Douglas County Health Department
Alternative Transportation Advocate
Public Health Advocate
Public Representative

FY 16 TRANSPORTATION ALTERNATIVES COMMITTEE MEMBERS

Nominated Transportation Alternative Committee Officers

Todd Pfitzer, City of Omaha, Chair
Sarah Johnson, Omaha Bicycle Company/Pedal Happy, Vice-Chair

Recommendation for Transportation Alternatives Committee Membership

City of Omaha Public Works	Todd Pfitzer
City of Omaha Planning	Derek Miller
City of Omaha Parks	Dennis Bryers
City of Council Bluffs	Larry Foster
City of Bellevue	Chris Shewchuk
City of Springfield	Kathleen Gottsch
City of La Vista	Chris Solsberg
City of Papillion	Mark Stursma
Douglas County	Dan Kutilek
Sarpy County	Denny Wilson
PMRNRD	Eric Williams
Metro Transit	Evan Schweitz
NDOR	Brad Zumwault
IDOT	Scott Suhr
Douglas County Health Department	Andy Wessel
Alternative Transportation Advocate	Sarah Johnson (ModeShift Omaha)
Public Health Advocate	Julie Harris (Live Well Omaha)
Public Representatives	Chris Behr/Mark Meisinger

Effective July 1, 2015

APPENDIX A: CTC MEMBER LIST

Voting Members

- | | |
|---------------------------------|--|
| 1. Bob Matthews | Black Hills Workshop |
| 2. Karen Jackson | City of Bellevue |
| 3. Ann Grober | City of Council Bluffs |
| 4. Rich Carstensen/Dan Freshman | City of LaVista/Ralston |
| 5. Martha Holmes | Eastern Nebraska Community Action Partnership |
| 6. Randy Stonys | Eastern Nebraska Human Service Agency |
| 7. Vicky Quaites-Ferris | Empowerment Network |
| 8. Lois Jordan | Florence Home |
| 9. Susan Stolinski/Lillan Rush | Friendship Program |
| 10. Elizabeth Donner | Goodwill Industries |
| 11. Lisa Picker | Heartland Family Service |
| 12. Erin Porterfield | Heartland Workforce Solutions |
| 13. Rich Surber | Lutheran Family Services |
| 14. Mary Angus | Mayor's Commission for Citizen's with Disabilities |
| 15. Kelly Shadden/David Jameson | Metro Transit |
| 16. Mark Bulger | Omaha Association of the Blind |
| 17. Fred Conley | Papio-Missouri River Natural Resources District |
| 18. Darlene McMartin | Pottawattamie County Veteran Affairs |
| 19. Ann Marie Kudlacz | Refugee Empowerment Center |
| 20. Mark Landier | SWIPCO/SWITA |
| 21. Heather Tomczak | United Way of the Midlands |

Non-Voting Members

- | | |
|-----------------------------|-----------------------------------|
| 1. Lee Myers | AARP |
| 2. John Synowiecki | Catholic Charities |
| 3. Derek Miller | City of Omaha |
| 4. Mark Stursma/Lori Hansen | City of Papillion |
| 5. John Liebsack | Nebraska Veterans of Foreign Wars |
| 6. Amanda Vasquez | Paralyzed Veterans of America |
| 7. Tess Larson | Sherwood Foundation |

Chair: Lisa Picker, Heartland Family Service

Vice Chair: Ann Grober, City of Council Bluffs

Revised membership list at 6/15/2016 CTC meeting

Project Selection Committee (ProSeCom)

- 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
-

FY 16 PROJECT SELECTION COMMITTEE (ProSeCom) MEMBERS

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

Effective July 1, 2015

Agenda Item F
Funding Obligation and Project
Status

Funding Obligation and Project Status

Information Item



MAPA Surface Transportation Program (STP) (NE)

FAST Act FY2016 Obligation Limit	Obligated Funds Through 04/30/16	Balance
\$13.224	\$2.257	\$10.967

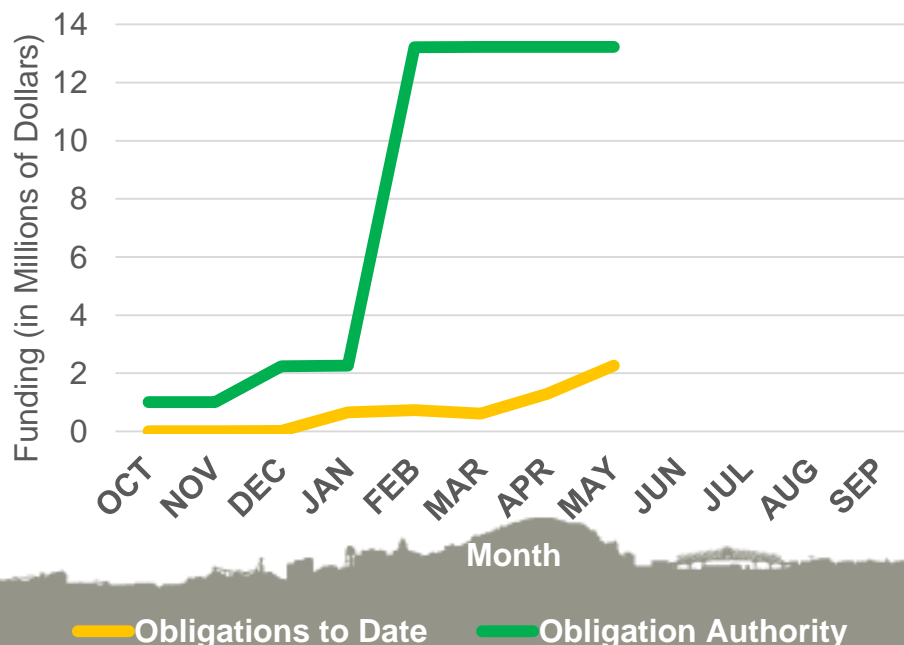
MAPA Transportation Alternatives Program (TAP) (NE)

(In \$Millions)

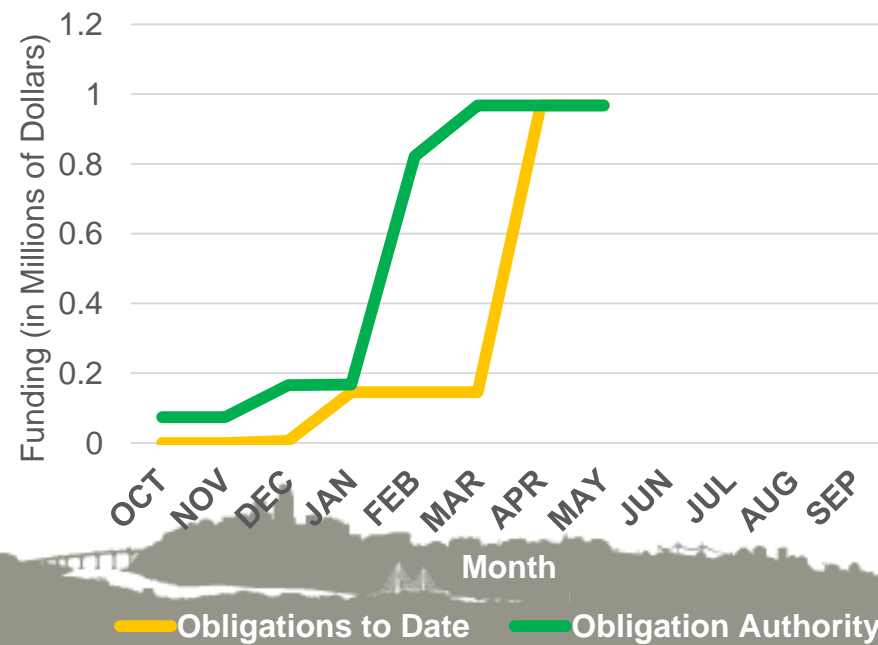
FAST Act FY2016 Obligation Limit	Obligated Funds Through 04/30/16	Balance
\$0.968	\$0.968	\$0.000

(In \$Millions)

FY2016 MAPA Regional STP Obligations (NE)



FY2016 MAPA Regional TAP Obligations (NE)



Iowa Funding Status

	Highway Program	Enhancement Program
Q2 Balance Before Obligations	\$7,260	\$566
Obligations		
Q2 Ending Balance	\$7,260	\$566

(In \$Millions)

Fiscal Constraint

FY2016 - FY2019				
	Beginning Balance	Total Spending Authority	Total Projects	Ending Balance
STP-NE	\$ 43,470	\$ 60,112	\$ 101,930	\$ 1,652
STP-IA	\$ 8,706	\$ 7,939	\$ 15,600	\$ 1,045
TAP-NE	\$ 558	\$ 3,930	\$ 3,799	\$ 689
TAP-IA	\$ 287	\$ 760	\$ 700	\$ 347
5339/5307	\$ 24,520	\$ 37,902	\$ 60,135	\$ 2,287
5310	\$ 867	\$ 2,120	\$ 2,925	\$ 61

MAPA Regional STP Funding - Nebraska

Lead Agency	Project Name	Comments	Control Number	FY2016	FY2017	FY2018	FY2019
Bellevue	36th Street Phase 1-370 – Sheridan		NE-22276-1	PE/ROW	C		
Bellevue	36th Street Phase II		NE-22276-2	PE/ROW			
Bennington	156th Street		NE-22233	PE/ROW	C		ACC
Douglas	180th Street (Phase 1)		NE-22224	PE	ROW		C
Omaha	108th Street		NE-22237	PE/ROW/U	C		
Omaha	114th Street (Pacific Street to Burke Street)		NE-22236	ROW		C	
Omaha	120th Street (Stonegate Drive to Roanoke Circle)		NE-22277	PE	ROW / U	C	
Omaha	156th Street (Phase 2)		NE-22376	ROW	C		
Omaha	168th Street (Q Street to West Center Road)		NE-22209	PE	ROW	C	
Omaha	168th Street (West Center Rd to Poppleton St.)		NE-22210	PE	ROW	C	
Omaha	42nd St Bridge C to D street	ACC in 16					ROW/A C
Omaha	Q Street Bridge	OA in FY 16	NE-22325	ROW	C		
Omaha	Omaha Signal Network – Infrastructure A-E	OA in FY 17	NE-22608 A-E		C	C	C
Omaha	Omaha Signal Infrastructure Phase 0	OA in FY 16	NE-22608	C			
Omaha	Omaha ATMS Central System Software	OA in FY 16	NE-22591	C			
Omaha	Omaha Signal Network - System Management	OA in FY 16	NE-22587	PE	PE		
Omaha	2014 Omaha Resurfacing Package		NE-22605	ACC			
Omaha	Resurfacing Project			AC	AC	AC	AC/ACC
Sarpy	132nd and Giles		NE-22283	ROW/C/U			
Sarpy	66th and Giles				PE	ROW	
MAPA/NDO R	Metro Area Travel Improvement Study		NE-22547	PLAN			

 **PE-NEPA-FD (PE)**
 **Right-of-Way (ROW)**
 **Construction/CE (C)**
 **Transit Capital (PUR)**

MAPA Regional STP Funding - Iowa

Lead Agency	Project Name	Control Number	FY2016	FY2017	FY2018	FY2019
Council Bluffs	East Beltway Segments A-D	IA-13414				
	Eastern Hills Drive – Segment D				C	
	Greenview Road – East Segment			PE/ROW		C
	Greenview Road – West Segment				PE	
	Stevens Road – West Segment					PE
Council Bluffs	Interstate Utility Relocation	IA-15903				
	Interstate Utility Relocation		C	C	C	C
Council Bluffs	South Expressway Reconstruction Phase 1				C	
Council Bluffs	N 16 Street		C			

MAPA Regional TAP Funding - Nebraska

Lead Agency	Project Name	Control Number	FY2016	FY2017	FY2018	FY2019
Metro	BRT	MET-11242014-001	C			
LaVista	Applewood Creek	LV-033115-001				PE
Omaha	North Downtown Ped Bridge	NE-22571	PE	C	C	

MAPA Regional TAP Funding - Iowa

Lead Agency	Project Name	Control Number	FY2016	FY2017	FY2018	FY2019
Council Bluffs	Iowa Riverfront Trail III	IA-1581	C			
Council Bluffs	River Road Trail	IA-21087		C		
Pottawattamie	Multi-Use Trail – Phase I	IA-29802			C	

