

DATE: June 18, 2018
TO: Transportation Technical Advisory Committee (TTAC)
FROM: Dennis Wilson, Chairman
Greg Youell, MAPA Executive Director
RE: June 22, 2018 TTAC Meeting

The MAPA TTAC will meet Friday, June 22, 2018 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 Board Room on the main 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://mapacog.org/calendar/events/?type=committee-events>.

AGENDA

For TTAC Approval / Review

- A. Meeting Minutes: TTAC will consider approval of the May 25, 2018 TTAC meeting minutes. (Action Item) (Attachment)

Recommendations to Board

- B. FY2018 Transportation Improvement Program (TIP) Amendment 8: Court Barber will present the seventh amendment to the FY2018 Transportation Improvement Program. (Action Item) (Attachment)
- C. Final FY2019-2024 Transportation Improvement Program (TIP): Court Barber will present the FY2019 TIP. (Action Item) (Attachment)

Discussion Items

- D. Funding Obligation and Project Status: Mike Helgerson will review obligations of regional funding, the status of projects, and the existing programming of projects (Information Item)
- E. Member Agencies Update: Agencies will present updates regarding ongoing and future projects/programs across the region. (Information Item) (Time Permitting)
- F. Additional Business
Upcoming Meetings: MAPA Board of Directors – June 28, 2018
Coordinated Transit Committee – July 18, 2018
MAPA Transportation Technical Advisory Committee – July 20, 2018
- G. Adjournment

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

Agenda Item A

Meeting Minutes

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY
Transportation Technical Advisory Committee
Minutes of May 25th, 2018 Meeting

The Transportation Technical Advisory Committee met on Friday, May 25, 2018, at Metro, 2222 Cuming Street, Omaha, Nebraska. Mr. Danny Wilson opened the meeting at 10:05 a.m.

VOTING MEMBERS

Dan Kutilek	Douglas County Engineers Office
Greg Reeder	City of Council Bluffs Public Works
Dan Gittinger	City of Gretna Development Services Director
Scott Suhr	City of La Vista Planning Department
Derek Miller	City of Omaha Public Works Traffic Engineer
Gayle Sturdivant	City of Omaha Public Works Traffic Engineer
Todd Pfitzer	City of Omaha Public Works
Mark Stursma	City of Papillion Planning Department
Dan Gittinger	Iowa Department of Transportation – District 4
Curt Simon	Metro Transit
Maurice Hinchey	Nebraska Department of Transportation – District 2
Mark Fischer	Nebraska Department of Transportation – Lincoln
Eric Williams	Papio-Missouri River NRD
Dennis Wilson	Sarpy County Public Works
Bill Herr	Sarpy County Public Works

NON-VOTING MEMBERS

Greg Youell	Metropolitan Area Planning Agency
-------------	-----------------------------------

GUESTS

Jeff Riesselman	City of Omaha Public Works
Nick Weander	Olsson Associates

STAFF

Court Barber	Metropolitan Area Planning Agency
Travis Halm	Metropolitan Area Planning Agency
Mike Helgerson	Metropolitan Area Planning Agency
Emily Sneller	Metropolitan Area Planning Agency
Megan Walker	Metropolitan Area Planning Agency
Marie Wagner	Metropolitan Area Planning Agency

A. Approval of Minutes

Motion #1: Approval of the minutes of the April 20, 2018 Transportation Technical Advisory Committee Meeting.

Motion by: Greg Reeder
Second by: Maurice Hinchey
Motion Carried

B. FY 2018 Transportation Improvement Program (TIP) Amendment 7

Mr. Barber presented the FY 2018 Transportation Improvement Program Amendment 7. The projects to be amended are:

1. Crossroads of Western Iowa 5310 Vehicle Purchase
2. Omaha Housing Authority 5310 Vehicle Purchase
3. Eastern Nebraska Human Service Agency 5310 Vehicle Purchase
4. City of Bellevue 2018 Resurfacing Program
5. PMRNRD/NDOT – Western Douglas County Trail
6. City of Omaha – 156th Street Project

Motion #2: Recommending approval of Amendment 7 to the FY2018 Transportation Improvement Program to the MAPA Board of Directors at their May 31, 2018 meeting.

Motion by: Curt Simon

Second by: Dan Kutilek
Motion Carried

C. 2040 Long Range Transportation Plan (LRTP) Amendment 7

Mr. Barber presented Amendment 7 to the 2040 Long Range Transportation Plan. He said the amendment increases total cost of the City of Omaha's 156th Street Phase Two project from \$22,329,560 to \$28,634,550. A public comment period will begin today and a public meeting will be held in early May.

Motion #3: Recommending approval of Amendment 7 to the 2040 Long Range Transportation Plan to the MAPA Board of Directors at their May 31, 2018 meeting.

Motion by: Todd Pfitzer
Second by: Scott Suhr
Motion Carried

D. Transportation Improvement Program (TIP) Fee

Mr. Youell addressed the TTAC on the proposed TIP Fee. Discussed the interlocal agreement along with the changes that have been made for the cap fees for small jurisdictions with a population of 5,000.

Dan Kutilek commented on Douglas County's appreciation for the ability to spread out payments for projects and the removal of caps for small communities.

Todd Pfitzer asked for clarification on local jurisdictions' ability to have a say in development of job descriptions. Mr. Pfitzer would like to be involved if possible.

Mark Stursma commented on his conversation with Papillion's mayor and city administrator about their concerns on cap fees for small communities, stating this could be a disadvantage for larger communities. Mr. Stursma also states that Papillion supports this method but wonders if there are other ways of handling it.

Mark Stursma also brought up questions about bridge funding and exemptions.

Dennis Wilson asked whether state funds apply to the previously asked question from Mr. Stursma. Mike Helgerson clarified that it's for regional funding only.

Greg Reeder asked about how the fee applies to advance construction projects, Greg Youell said the fee will be assessed when federal funds are obligated.

Greg Reeder asked how it is that other MPOs are so well funded, Greg Youell said they receive more in dues from higher rates and city participation.

Motion #4: Recommending approval of the TIP fee to MAPA's Board of Directors at their May 31, 2018 meeting.

Motion by: Dan Kutilek
Second by: Maurice Hinchey
Motion Carried

E. Final FY2019 Unified Planning Work Program (UPWP)

Mr. Helgerson informed the TTAC of the changes from the last meeting.

Motion #6: Recommending approval of the FY2019 UPWP to MAPA's Board of Directors at their May 31, 2018 meeting.

Motion by: Todd Pfitzer
Second by: Scott Suhr
Motion Carried

F. Draft FY2019-2024 Transportation Improvement Program (TIP)

Mr. Barber presented the TIP online database, asked for recommendation to open 30 day public comment period.

Motion #6: Recommending opening a 30 day public comment period for the draft 2019 TIP to MAPA's Board of Directors at their May 31, 2018 meeting.

Motion by: Eric Williams
Second by: Greg Reeder
Motion Carried

G. Funding Obligation & Project Status

Mr. Helgerson reviews the current state of STBG and TAP obligations as well as project status updates.

H. Member Agencies Updates

- Scott Suhr updated the committee on Iowa DOT projects.
- Dan Giittinger updated the committee on road closings in the City of Gretna.
- Mark Stursma updated the committee on City of Papillion projects.
- Bruce Fountain updated the committee on Sarpy County planning projects.
- Eric Williams updated the committee on the West Papio Trail project.
- Greg Reeder updated the committee on City of Council Bluffs projects.
- Maurice Hinchey updated the committee on NDOT projects.
- Jeff Robinson and Todd Pfitzer updated the committee on City of Omaha projects.
- Bill Herr and Dennis Wilson updated the committee on Sarpy County projects.
- Dan Kutilek updated the committee on Douglas County projects.
- Mike Helgerson and Greg Youell introduced two new MAPA staff members, Marie Wagner and Emily Sneller.

J. Additional Business

- MAPA Board of Directors – May 31st, 2018
- Coordinated Transit Committee – June 20th, 2018
- MAPA Transportation Technical Advisory Committee – June 22nd, 2018
- Path to Equity Summit (with United Way of the Midlands) – June 6th, 2018

K. Adjournment

Motion #5: Motion to adjourn:

Motion by: Mark Stursma
Second by: Todd Pfitzer
Motion Carried

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

Agenda Item B
Amendments to the FY18-FY23
Transportation Improvement
Program

Amendment 8 - Proposed

Effective Date 06/28/2018

Revisions

Project Name	Date ↓	Description
Notre Dame Housing FY2018 5310 Vehicle Purchase	06/15/2018	The FY2022 Capital Expenditure phase is moved forward to FY2018 and the project name is changed to "Notre Dame Housing FY2018 5310 Vehicle Purchase." There is no change to the funding amount.
FY2018 MAPA TIP Document	06/15/2018	Chapter 2 has been updated to include language related to performance measures as required by USDOT.
FY2018 MAPA TIP Document	06/15/2018	Table 5.4 - Metro Program of Projects Tables is updated to reflect Metro's current program. \$849,375 of Section 5339 funding is programmed from Metro's FY2015 apportionment.

Lead Agency	State	DUNS	Project Name	Scope/ALI	Funding Source	FFY of Obligation 2018				FFYO 2019		FFYO 2020		FFYO 2021		FFYO 2022	
						FY16	FY17	FY18	2018 Notes	FY19	2019 Notes	FY20	2020 Notes	FY21	2021 Notes	FY22	2022 Notes
Crossroads of Western Iowa/SWITA	Iowa	Not Yet Provided	Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ 15.598	\$ 64.662	17+18	\$ -		\$ 94.300		\$ -		\$ -	
SWITA	Iowa	115071151	Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ -	\$ -		\$ 8.980	19+20	\$ 25.520	19+20	\$ -		\$ -	
City of Council Bluffs	Iowa	051955433	Demand Response Vehicles	600000/111315	5310 Capital	\$ 169.847	\$ 87.397	\$ -		\$ -		\$ 94.818		\$ -		\$ 36.300	
City of Council Bluffs			Capitalized Cost of Contracting	600000/117113	5310 Capital	\$ -	\$ -	\$ -		\$ 70.672							
Friendship Program	Nebraska	107600348	Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ -	\$ 29.600		\$ 49.280		\$ -		\$ -		\$ -	
Intercultural Senior Center	Nebraska	Not Yet Provided	Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ -	\$ -		\$ 49.280		\$ -		\$ -		\$ -	
Florence Home for the Aged	Nebraska	072893977	Demand Response Vehicles	600000/111315	5310 Capital	\$ 31.376	\$ 13.116	\$ 36.244	17+18	\$ 33.152		\$ -		\$ 83.780		\$ -	
Omaha Housing Authority	Nebraska	072922545	Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ 48.000	\$ -		\$ -		\$ -		\$ -		\$ -	
Eastern Nebraska Human Service Agency	Nebraska	839847659	Demand Response Vehicles	600000/111315	5310 Capital	\$ 41.289	\$ 47.511	\$ 88.800		\$ 66.304		\$ -		\$ -		\$ -	
Eastern Nebraska Community Action Partnership	Nebraska	34832972	Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ -	\$ -		\$ -		\$ 50.600		\$ -		\$ -	
City of LaVista	Nebraska	Not Yet Provided	Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ -	\$ -		\$ 49.280		\$ -		\$ -		\$ 53.240	
City of Bellevue	Nebraska	54156260	Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ 48.000	\$ 48.000		\$ -		\$ -		\$ -		\$ 53.240	
City of Ralston	Nebraska	034940593	Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ -	\$ -		\$ -		\$ -		\$ -		\$ -	
Sarpy County	Nebraska	Not Yet Provided	Capitalized Cost of Contracting	600000/117113	5310 Capital	\$ 7.000	\$ 19.291	\$ -		\$ -		\$ -		\$ -		\$ -	
City of Papillion	Nebraska	20182283	Demand Response Vehicles	600000/111315	5310 Capital	\$ 46.640	\$ 24.340	\$ -	17+20	\$ -		\$ 26.260	17+20	\$ 51.920		\$ -	
Heartland Family Service	Nebraska	020178331	Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ -	\$ -		\$ -		\$ -		\$ -		\$ 53.240	
Region 5 Services	Nebraska	Not Yet Provided	Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ -	\$ -		\$ -		\$ -		\$ 51.920		\$ -	
Notre Dame Housing	Nebraska	Not Yet Provided	Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ -	\$ 48.400		\$ -		\$ -		\$ -		\$ -	
New Cassel Retirement Center	Nebraska	093401735	Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ -	\$ -		\$ -		\$ -		\$ -		\$ 53.240	
MAPA	Nebraska		Admin	44200/442421	5310 Operations	\$ 50.000	\$ 50.000	\$ 50.000		\$ 50.000		\$ 50.000		\$ 50.000		\$ 50.000	
City of Council Bluffs	Iowa		Operations	300000/300901	5310 Operations	\$ 75.190	\$ 77.380	\$ 72.485		\$ -		\$ 90.850		\$ 88.500		\$ 14.520	
Intercultural Senior Center	Nebraska		Operations	300000/300901	5310 Operations	\$ 15.900	\$ 19.838	\$ -		\$ -		\$ -		\$ -		\$ -	
Florence Home for the Aged	Nebraska		Operations	300000/300901	5310 Operations	\$ 19.608	\$ 45.580	\$ 42.728		\$ 42.784		\$ 13.225		\$ 28.910		\$ 81.675	
Black Hills Works	Nebraska		Operations	300000/300901	5310 Operations	\$ 6.608	\$ 44.718	\$ 38.892		\$ 54.354		\$ 65.010		\$ 4.720		\$ 33.275	
New Cassel Retirement Center	Nebraska		Operations	300000/300901	5310 Operations	\$ -	\$ -	\$ -		\$ -		\$ 3.795		\$ 12.390		\$ 57.475	
Heartland Family Service	Nebraska		Operations	300000/300901	5310 Operations	\$ -	\$ -	\$ -		\$ -		\$ 8.395		\$ 18.290		\$ -	
Bryant Resource Center	Nebraska		Operations	300000/300901	5310 Operations	\$ -	\$ 10.600	\$ -		\$ -		\$ 7.120		\$ 35.400		\$ -	
Metro	Nebraska		Metro AVL	300000/300901	5310 Operations	\$ 75.000	\$ -	\$ -		\$ -		\$ -		\$ -		\$ -	
Total 5310 Cost						\$ 538.458	\$ 551.369	\$ 519.811		\$ 474.086		\$ 529.892		\$ 425.830		\$ 486.205	
5310 Apportionment						\$ 538.458	\$ 551.369	\$ 557.978		\$ 530.000	Estimate	\$ 530.000	Estimate	\$ 530.000	Estimate	\$ 530.000	Estimate
Capital Requirement						\$ 296.152	\$ 303.253	\$ 306.888		\$ 291.500		\$ 291.500		\$ 291.500		\$ 291.500	
Capital Cost						\$ 296.152	\$ 303.253	\$ 315.706		\$ 326.948		\$ 291.498		\$ 187.620		\$ 249.260	
Capital Balance						\$ -	\$ -	\$ (9)		\$ (35.448)		\$ 0.003		\$ 103.880		\$ 42.240	
Operations Limit						\$ 242.306	\$ 248.116	\$ 251.090		\$ 238.500		\$ 238.500		\$ 238.500		\$ 238.500	
Operations Cost						\$ 242.306	\$ 248.116	\$ 204.105		\$ 147.138		\$ 238.395		\$ 238.210		\$ 236.945	
Operations Balance						\$ -	\$ -	\$ 28.985		\$ 91.362		\$ 0.106		\$ 0.290		\$ 1.555	
Program Balance						\$ -	\$ -	\$ 38.167		\$ 55.914		\$ 0.108		\$ 104.170		\$ 43.795	

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 2018 through 2021. Projects are also listed for 2022 and 2023 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 2022 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. NDOT 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 NDOT and Iowa DOT). The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) also review and approve the TIP and have final approval of State Transportation Improvement Plans (STIP) which include all local TIPs.

¹ Per 23 CFR Part 450

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 (STBG)

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

STBG 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:

- 48 Percent of STBG – States may allocate this funding to any eligible jurisdiction in the state
- 52 Percent of STBG – 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 STBG apportionment each year

The MAPA Region receives funding from both the Nebraska and Iowa allocations of STBG. This funding cannot be transferred across state lines. Figures 2.1a and 2.1b on the following page display the sources of Nebraska STBG-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 STBG 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 (FY2018) plus three subsequent fiscal years. Therefore, funding apportioned to the MAPA region in FY2018 is available to be spent from FY2018 to FY2021.

In 2017 MAPA began the Heartland 2050 Mini-Grants Program through the Heartland 2050 initiative using STBG funds. Through this program MAPA will fund regionally significant planning projects with the goal of creating more livable communities that include transit, bicycle, and pedestrian connections.

Figure 2.1a – Nebraska STBG-MAPA Funding Pathway

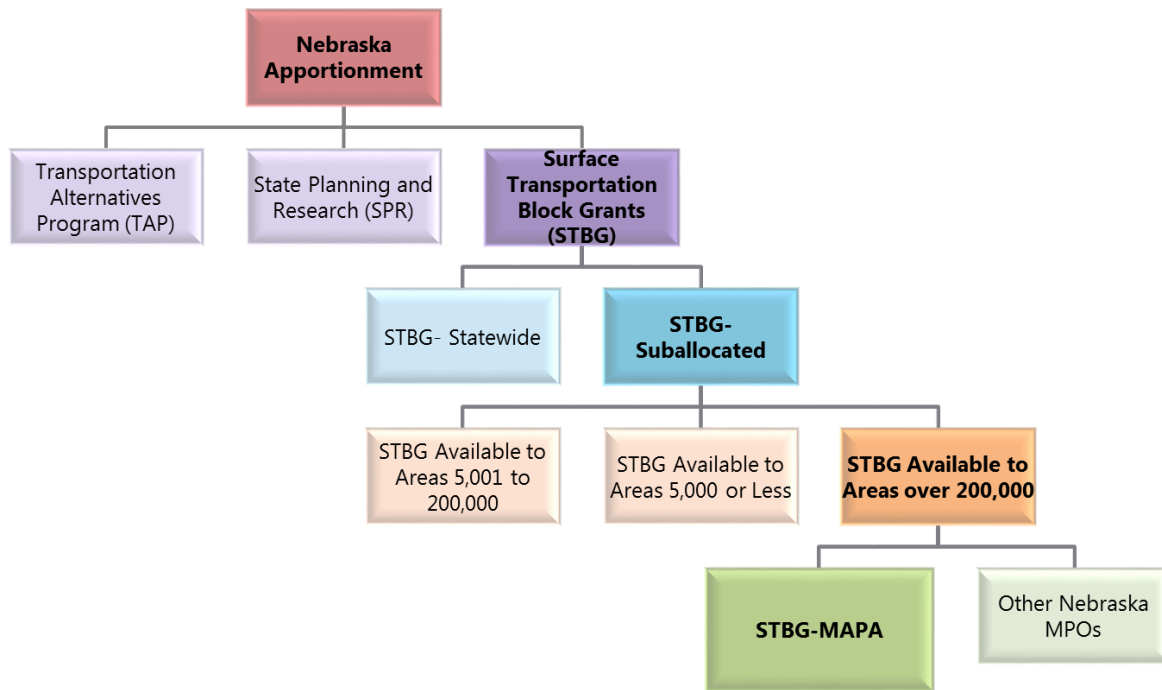
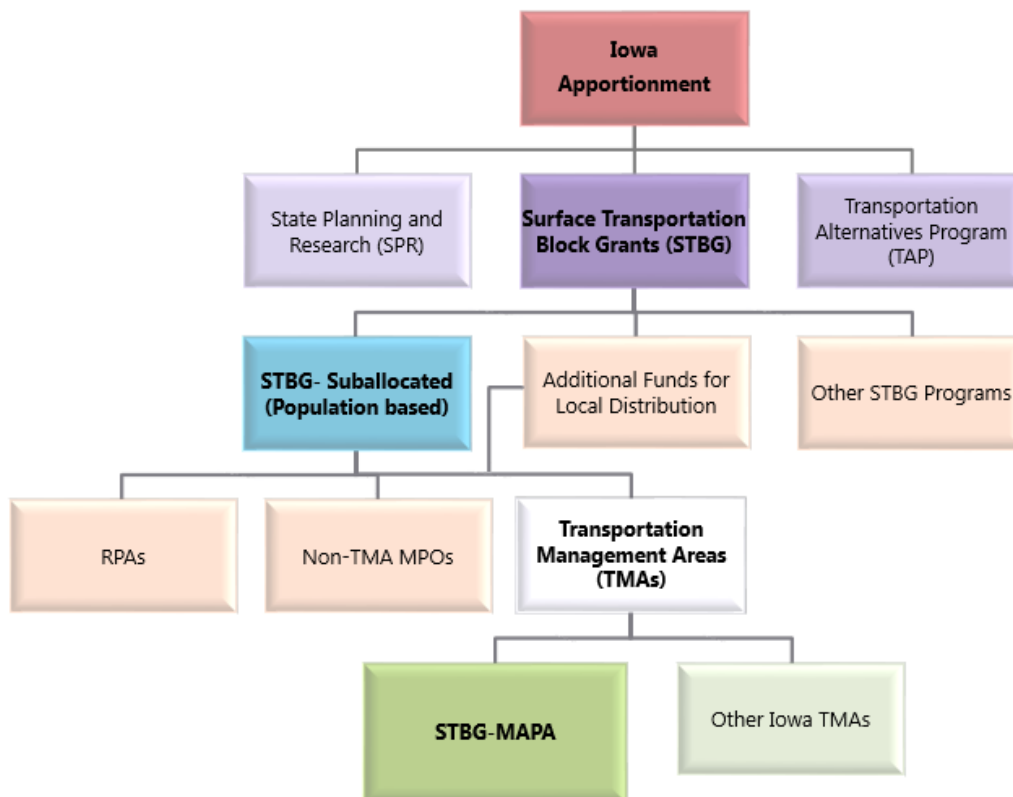


Figure 2.1b – Iowa STBG-MAPA Funding Pathway



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 STBG-MAPA program, funding for these projects is suballocated to the MAPA region by the states. TAP projects must be one of several eligible activities and must relate to surface transportation, including the following:

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

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

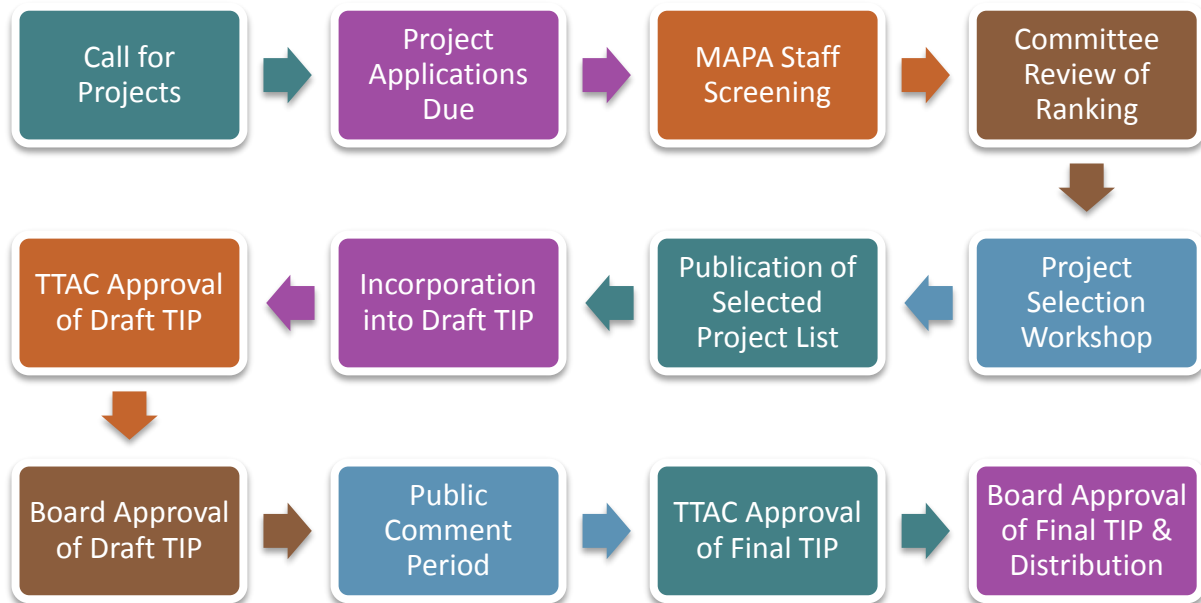
The transportation planning processes described above inform the project selection process for the MAPA TIP. In general, projects are chosen on the basis of public input, Long Range Transportation Plan goals, the Congestion Management Process, and continuous efforts by MAPA jurisdictions to monitor and 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 FY2018 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 FY2018 Application Cycle is shown in Figure 2.2 (next page).

Table 2.1 – FY2018 Project Selection Cycle

Date	Task
December 2, 2016	Call for TAP Projects and Heartland 2050 Mini-Grants
January 6, 2017	Project Applications Due
January 15, 2017	MAPA Staff Screening
January 28 – February 4, 2017	Committee Review of Project Ranking
March 24, 2017	Publication of Selected Project List
February – March 2017	Incorporation into Draft FY2018-23 MAPA TIP
April – May 2017	State Review & Public Comment Period
June 2017	TTAC Approval of Final Draft FY2018-23 MAPA TIP
June 2017	MAPA Board of Directors Approval of Final FY2018-23 TIP
July 2017	Distribution of Final TIP to State & Federal Partners

Figure 2.2 – FY2018 Project Selection Cycle



MAPA staff members compile the project rankings and present them to the TAP committee 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.

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 FY2018 application cycle, project applications were due to MAPA by January 8, 2017. 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.

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 –STBG-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
	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	
Systems Management	Bicycle & Pedestrian Safety
	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 STBG-MAPA Policy Guide and makes programming recommendations to the Transportation Technical Advisory Committee.

For a full description of the MAPA STBG 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)	NDOT Highway Safety Improvement Database; INTRANS Crash Database	–
		Posted Speed Limit	Project Application and MAPA Review	–
		Future Traffic Volume (ADT)	MAPA Travel Demand Model	Volume within Project Corridor
Demand	6	Population density within 1/2 mile	MAPA Land Use Activity Allocation Model (LUAAM)	1/2 Mile
		Employment density within 1/2 mile	MAPA Land Use Activity Allocation Model (LUAAM)	1/2 Mile
		Proximity to Schools (Including Universities)	INFOGROUP data and MAPA Review	1/4 Mile
Connectivity	9	Level of Transit Service	Metro Transit	1/4 Mile
		Connectivity to Existing Facilities	MAPA Regional Bicycle-Pedestrian Master Plan	1/4 Mile
		Connectivity to MAPA Priority Corridors	MAPA Project Selection Committee (ProSeCom)	1/4 Mile
Equity	6	Proximity to Environmental Justice Areas	MAPA Transportation Improvement Program (TIP)	Within EJ Area; partially within EJ area
		Community Access to a Vehicle (% No Vehicle Households)	2012 American Community Survey	1/2 Mile

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, NDOT, 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 Transportation, 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
- Intercultural Senior Center
- Iowa DOT
- Lutheran Family Services
- Mayor's Commission for Citizen's with Disabilities
- Metro Transit
- Nebraska Department of Transportation
- 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 STBG 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.

Nebraska & Iowa TAP Project Rankings	
North 30 th Street Multimodal Transit Amenities	1
River Road Trail	2
Gretna to Wehrspann Trail	3
Giles Road/42 nd Street SRTS Sidewalks	4

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.

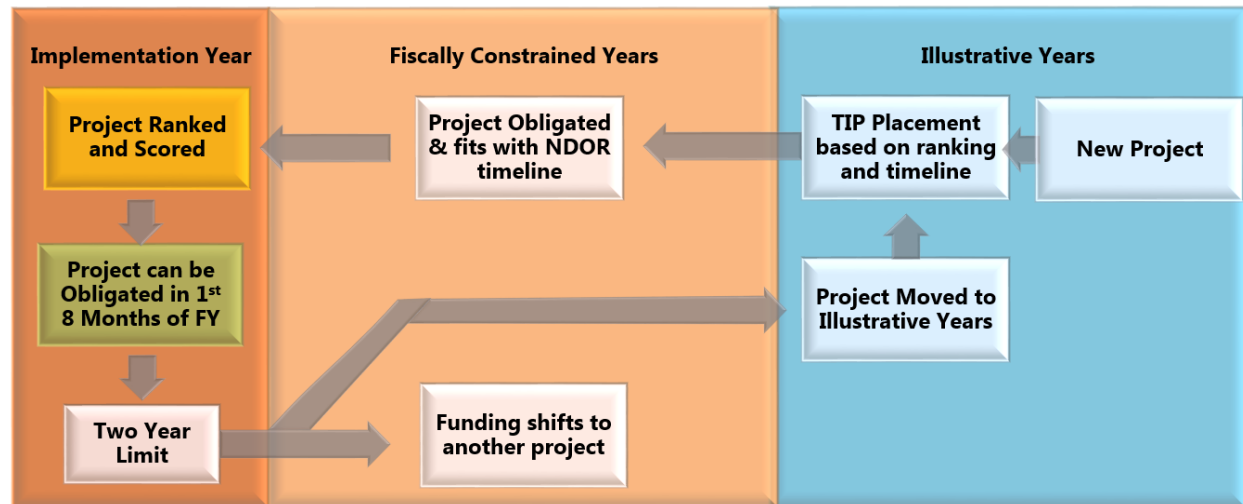
2.4 Development & Implementation of TIP Projects

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 STBG-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 STBG, 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 NDOT 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 NDOT 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 STBG, 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.

2.4.3 Performance Based Planning Measures: Target Setting

With the passing of the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill, and continuing in the FAST-Act, states and MPOs are required to use performance based transportation planning practices. MPO TIPs will be required to document compliance with each of the performance

based planning categories. Categories currently implemented include Safety (PM 1) and Transit Asset Management (TAM).

Compliance with safety performance based planning requirements began May 27, 2018 for MPOs. To satisfy the safety performance measure MPOs can choose to support the DOT safety targets or MPOs can set their own unique targets.

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

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

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

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

Safety Performance Measure Targets

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

MPOs establish HSIP targets by either:

1. Support the State HSIP Target; or
2. Establish its own HSIP Target.

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

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

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

Table 2.6 - Safety Performance Measure Targets

Safety Performance Measure Summary		
5-Year Rolling Average		
Category	2012-2016	2014-2018
	Baseline	Anticipated Target
Fatalities (#)	53.4	55.6
Fatality Rate	0.839	0.961
Serious Injuries (#)	539.0	510.6
Serious Injury Rate	8.450	7.968
Non-Motorized (# Fatal & Serious)	53.4	56.0

Transit State of Good Repair (SGR) Targets

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

Table 3.7 – FY2018 Transit State of Good Repair Targets

Agency	Asset	Target % Exceeding Useful Life Benchmark
Metro Transit	Equipment	100%
	Rolling Stock	26%
	Facilities	0%
Council Bluffs STS	Rolling Stock	25%

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, NDOT 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

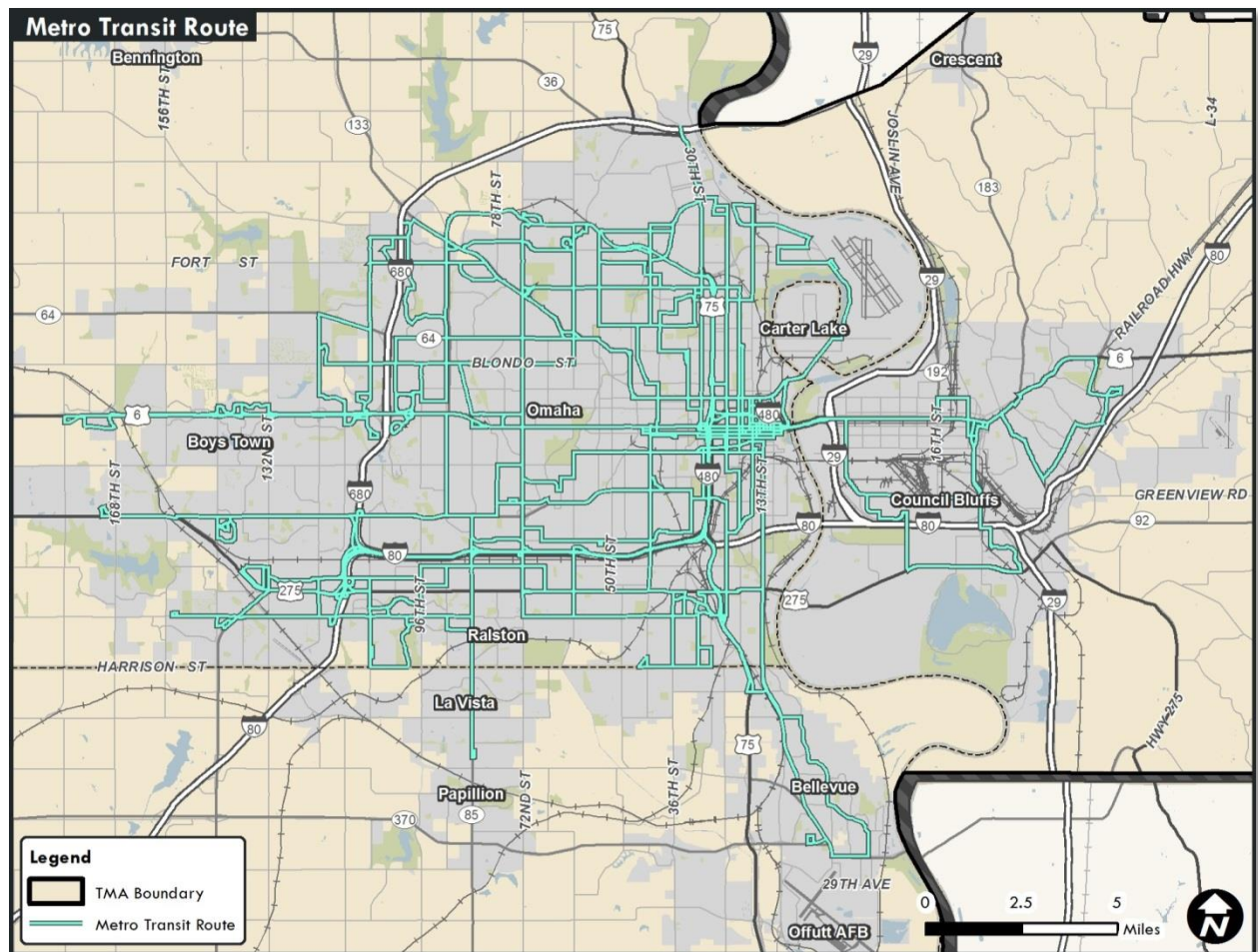
Federal-aid transit projects in the MAPA region are funded through the Federal Transit Administration (FTA) of the USDOT. Federal funding for transit projects under Sections 5309 - Bus and Bus Facilities - and 5307 - Urbanized Area Formula - are directed to Metro Transit to support their operations. 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 are must be contained in the regional Transportation Improvement Plan. For that purpose, MAPA coordinates annually with the Omaha Airport Authority to ensure that regionally significant projects are included within the Transportation Improvement Program. 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 NDOT and FHWA/FTA, and for projects in Iowa, MAPA submits proposed project modifications through the Transportation Project Management System (TPMS). After approval, the changes will be made in the MAPA TIP document and the Statewide Transportation Improvement Programs (STIP).

Projects that are eligible as administrative modifications can still be changed as an amendment. MAPA staff reserve the right to process a proposed revision as an amendment even if a project qualifies as an administrative modification. 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
<p>Changes to Project Costs</p>	<p>Amendment* <u>Nebraska Projects:</u> An amendment is required when Federal-Aid for a project changes by more than 20% or \$2 million dollars (whichever is greater) <u>Iowa Projects:</u> An amendment is required when Federal-Aid for a project increases by more than 30% or \$2 million dollars (whichever is greater) <i>Example: Increasing Federal-Aid for a project from \$1 million to \$1.5 million would require a TIP Amendment in both Iowa and Nebraska</i></p>
	<p>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></p>
<p>Schedule Changes</p>	<p>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></p>
	<p>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></p>
<p>Change in Funding Source</p>	<p>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 (STBG) to the Highway Safety Improvement Program (HSIP) would require a TIP Amendment</i></p>
<p>Scope & Termini Changes</p>	<p>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></p>
<p><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</i></p>	

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.

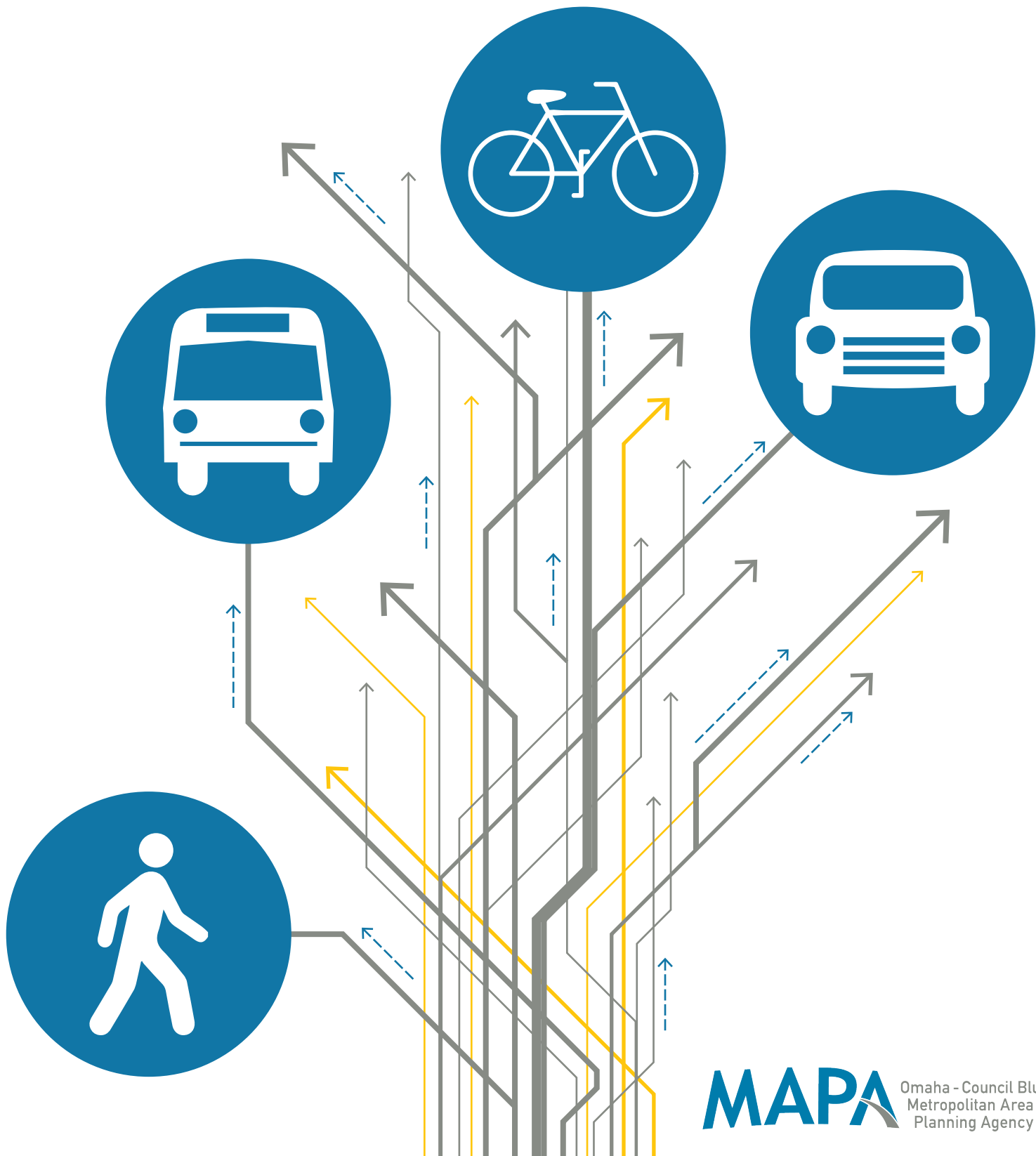
Funding Source	Lead Agency	Project Name	Activity Line Item	2018		2019		2020		2021		2022		2023	
				Funding	Notes	Funding	Notes	Funding	Notes	Funding	Notes	Funding	Notes	Funding	Notes
5307	Metro	Rollingstock			2017 5307 Obligation										
		Rolling Stock (35' Bus Replacement)	11.12.02	\$ 2,000,000.00	\$ 6,600,000.00	\$ 2,200,000.00		\$ 1,250,000.00		\$ 2,000,000.00		\$ 2,500,000.00		\$ 2,000,000.00	
		Rolling Stock (30' Bus Replacement)	11.12.03	\$ 159,000.00	\$ -	\$ -		\$ 1,000,000.00		\$ 500,000.00					
		Rolling Stock (<30' Bus Replacement)	11.12.04	\$ 100,000.00	\$ 300,000.00	\$ 10,000.00		\$ 100,000.00		\$ -		\$ 79,000.00		\$ 500,000.00	
				\$ -	\$ -										
		Transit Enhancements		\$ -	\$ -										
		Stationary Fare Equipment	11.32.06	\$ 100,000.00	\$ -	\$ 75,000.00		\$ 65,000.00		\$ 50,000.00		\$ 50,000.00		\$ 50,000.00	
		Bus Route Signing	11.32.09	\$ 50,000.00	\$ -	\$ 75,000.00		\$ 75,000.00		\$ 50,000.00		\$ 50,000.00		\$ 50,000.00	
		Shelters	11.32.10	\$ 50,840.00	\$ 100,257.00	\$ 65,000.00		\$ 75,000.00		\$ 75,000.00		\$ 75,000.00		\$ 75,000.00	
				\$ -	\$ -										
		Support Equipment & Facilities		\$ -	\$ -										
		Shop Equipment (OFFICE)	11.42.06	\$ 15,127.00	\$ 25,000.00	\$ 110,000.00		\$ 30,000.00		\$ 10,000.00		\$ 15,000.00		\$ 25,000.00	
		Computer Hardware	11.42.07	\$ 15,000.00	\$ 460,000.00	\$ 30,000.00		\$ 75,000.00		\$ 15,000.00		\$ 15,000.00		\$ 60,000.00	
		Computer Software	11.42.08	\$ 15,000.00	\$ 460,000.00	\$ 25,000.00		\$ 75,000.00		\$ 150,000.00		\$ 15,000.00		\$ 100,000.00	
		Security Project	11.42.09	\$ 53,188.00	\$ 100,257.00	\$ 95,000.00		\$ 100,000.00		\$ 110,690.00		\$ 112,904.00		\$ 99,157.00	
		Office Equipment	11.42.20	\$ 10,000.00	\$ 10,000.00	\$ 15,000.00		\$ 15,000.00		\$ 15,000.00		\$ 15,000.00		\$ 15,000.00	
				\$ -	\$ -										
		Capital Enhancement Projects		\$ -	\$ -										
		Rehab/Renovate AdminBuilding	11.44.01	\$ -	\$ -	\$ -		\$ -		\$ -		\$ -		\$ -	
		Rehab/Renovate Maitenance Facility	11.44.02	\$ -	\$ -	\$ -		\$ -		\$ -		\$ -		\$ -	
		Rehab/Renovate Admin/Maitenance Facility	11.44.03	\$ -	\$ -	\$ -		\$ -		\$ -		\$ -		\$ -	
		Rehab/ Renovate Storage Facility	11.44.04	\$ -	\$ -	\$ -		\$ -		\$ -		\$ -		\$ -	
		Shop Equipment (SHOP)	11.44.06	\$ -	\$ -	\$ -		\$ -		\$ -		\$ -		\$ -	
		Support Vehicles	11.44.11	\$ -	\$ -	\$ 15,000.00		\$ 15,000.00		\$ 15,000.00		\$ 15,000.00		\$ 15,000.00	
				\$ -	\$ -										
		Unified Work Program		\$ -	\$ -										
		Program Support and Administration	44.21.00	\$ 137,000.00	\$ 20,000.00	\$ 141,110.00		\$ 145,343.30		\$ 149,703.60		\$ 154,194.71		\$ 158,820.55	
		Short Range Transportation Planning	44.24.00	\$ 225,000.00	\$ 20,000.00	\$ 231,750.00		\$ 238,702.50		\$ 245,863.58		\$ 253,239.48		\$ 260,836.67	
		Planning Emphasis - Management and Operations	44.26.15	\$ 225,000.00	\$ 20,000.00	\$ 231,750.00		\$ 238,702.50		\$ 245,863.58		\$ 253,239.48		\$ 260,836.67	
		Planning Emphasis - Safety & Security	44.26.16	\$ 150,000.00	\$ 20,000.00	\$ 154,500.00		\$ 159,135.00		\$ 163,909.05		\$ 168,826.32		\$ 173,891.11	
		Planning - Other Activities	44.27.00	\$ 261,521.00	\$ 20,000.00	\$ 269,366.63		\$ 277,447.63		\$ 285,771.06		\$ 294,344.19		\$ 303,174.52	
				\$ -	\$ -										
		Management Education and Training		\$ -	\$ -										
		Employee Travel	50.10.00	\$ 5,500.00	\$ 10,000.00	\$ 10,000.00		\$ 10,000.00		\$ 10,000.00		\$ 10,000.00		\$ 10,000.00	
		Employee Tuition/Fees	50.20.00	\$ 1,000.00	\$ 5,000.00	\$ 4,000.00		\$ 4,000.00		\$ 4,000.00		\$ 4,000.00		\$ 5,000.00	
		Employee Housing/Meals	50.30.00	\$ 5,500.00	\$ 10,000.00	\$ 10,000.00		\$ 10,000.00		\$ 10,000.00		\$ 10,000.00		\$ 10,000.00	
				\$ -	\$ -										
		Capital Operations		\$ -	\$ -										
		Preventative Maintenance	11.7A.00	\$ 4,000,000.00	\$ 3,250,000.00	\$ 4,120,000.00		\$ 4,243,600.00		\$ 4,370,908.00		\$ 4,502,035.24		\$ 4,637,096.30	
		ADA Services	11.7C.00	\$ 1,044,852.00	\$ 1,011,403.00	\$ 1,052,264.00		\$ 1,073,309.00		\$ 1,094,776.00		\$ 1,116,671.00		\$ 991,572.00	
		Transit Related Employee Education and Training	11.7D.00	\$ 35,000.00	\$ 50,570.00	\$ 52,613.00		\$ 53,665.00		\$ 54,739.00		\$ 55,834.00		\$ 49,578.00	
		Project Administration	11.79.00	\$ 85,000.00	\$ 25,000.00	\$ 87,550.00		\$ 90,176.50		\$ 92,881.80		\$ 95,668.25		\$ 98,538.30	
				\$ -	\$ -										
		Total		\$ 8,743,528.00	\$ 12,517,487.00	\$ 9,079,903.63		\$ 9,419,081.43		\$ 9,719,105.65		\$ 9,859,956.67		\$ 9,948,501.10	
		Federal		\$ 7,107,772.00	\$ 10,013,990.00	\$ 7,263,922.90		\$ 7,535,265.14		\$ 7,775,284.52		\$ 7,887,965.34		\$ 7,958,800.88	
		Local		\$ 1,635,755.00	\$ 2,503,497.00	\$ 1,815,980.73		\$ 1,883,816.29		\$ 1,943,821.13		\$ 1,971,991.33		\$ 1,989,700.22	
				\$ -	\$ -										
		5307 Projects		\$ 7,107,772.00	\$ 10,013,990.00	\$ 7,263,922.90		\$ 7,535,265.14		\$ 7,775,284.52		\$ 7,887,965.34		\$ 7,958,800.88	
		5307 Apportionment		\$ 7,115,807.00	\$ 10,152,266.00	\$ 7,329,281.21		\$ 7,549,159.65		\$ 7,775,634.44		\$ 8,008,903.47		\$ 8,249,170.57	
		Balance		\$ 8,035.00	\$ 138,276.00	\$ 65,358.31		\$ 13,894.50		\$ 349.91		\$ 120,938.13		\$ 290,369.69	
				\$ -	\$ -										
				\$ -	\$ -										
Funding Source	Lead Agency	Project Name	Activity Line Item	2018		2019		2020		2021		2022		2023	
				Funding	Notes	Funding	Notes	Funding	Notes	Funding	Notes	Funding	Notes	Funding	Notes
5339	Metro	Rollingstock (60' Artic/CNG)	11.12.02	\$ 375,000.00	BRT	\$ 700,000.00	BRT			\$ -					
5339	Metro	Rollingstock (35' Replacement)	11.12.01					\$ 800,000.00		\$ 100,000.00		\$ 600,000.00			
5339	Metro	Rollingstock (30' Replacement)	11.12.02					\$ 77,500.00				\$ 160,000.00			
5339	Metro	Stationary Fare Collection	11.32.06	\$ 76,075.00	BRT	\$ 190,000.00	BRT								
				\$ -						\$ -				\$ -	
		Capital Enhancement Projects		\$ -											
2015 5339 Funds	Metro	AVL Hardware	11.42.07	\$ 509,624.00	AVL, FY 2015 5339					\$ 750,000.00				\$ 800,000.00	
		AVL Software	11.42.08	\$ 339,749.00	AVL, FY 2015 5339										
		Total		\$ 1,584,256.00		\$ 890,000.00		\$ 877,500.00		\$ 850,000.00		\$ 760,000.00		\$ 800,000.00	
		Federal		\$ 1,300,448.00		\$ 756,500.00		\$ 745,875.00		\$ 722,500.00		\$ 646,000.00		\$ 680,000.00	
		Local		\$ 283,808.00		\$ 133,500.00		\$ 175,500.00		\$ 127,500.00		\$ 114,000.00		\$ 120,000.00	
				\$ -		\$ -		\$ -		\$ -		\$ -		\$ -	
		5339 Projects		\$ 1,300,448.00		\$ 756,500.00		\$ 745,875.00		\$ 722,500.00		\$ 760,000.00		\$ 680,000.00	
		5339 Apportionment		\$ 1,300,448.00		\$ 760,000.00		\$ 760,000.00		\$ 760,000.00		\$ 760,000.00		\$ 760,000.00	
		Balance		\$ -		\$ 3,500.00		\$ 14,125.00		\$ 37,500.00		\$ -		\$ 80,000.00	

Agenda Item C
FY2019-2024
Transportation Improvement
Program

2019 - 2024



TRANSPORTATION IMPROVEMENT PROGRAM



INSERT MPO SELF CERTIFICATION ONCE APPROVED

INSERT RESOLUTION ONCE APPROVED

Contents

MPO Self Certification ii

Resolution of Approval..... iii

Definitions vi

I Introduction I-1

 I.2 The Transportation Planning Process..... I-4

 I.3 Public Involvement..... I-6

2 Programming Process.....2-1

 2.1 Introduction2-1

 2.2 Regional Transportation Funding2-2

 2.3 MAPA Project Selection Responsibilities.....2-3

 2.4 Development & Implementation of TIP Projects2-11

 2.5 Other Federal Transportation Programs2-14

 2.6 Revisions to the TIP2-15

3 Fiscal Constraint3-1

 3.1 Introduction3-1

 3.2 Fiscal Constraint and Federal Funding Tables.....3-2

 3.3 Apportionment and Obligation Flexibility3-8

 3.4 Operations and Maintenance3-9

 3.5 Federal Transit Administration Programs3-10

4 Environmental Justice4-1

 4.1 Environmental Justice Populations4-1

 4.2 Funding Equity and Project Burden/Benefit.....4-2

 4.3 Findings.....4-4

 4.4 Conclusions.....4-12

5 Project Tables5-1

 5.1 Regionally Significant Project Information5-1

5.2	FY2016 Project Status Update	5-63
6	Public Involvement	6-1
6.1	Public Participation Methodology	6-1
6.2	Public Comment.....	6-10
6.3	Project Selection Approval	6-10
	Appendices	A-1

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

MAPA TTAC Recommendation for Approval: June 22, 2018

MAPA Board of Directors Approval: June 28, 2018

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

Obligation – Money that has been approved by the Federal Highway Administration and either NDOT or 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 Block Grant (STBG) Funding – The transportation funds apportioned by Congress and designated to MAPA through NDOT 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 NDOT 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.

1 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.

1.1.1 MAPA as a Metropolitan Planning Organization

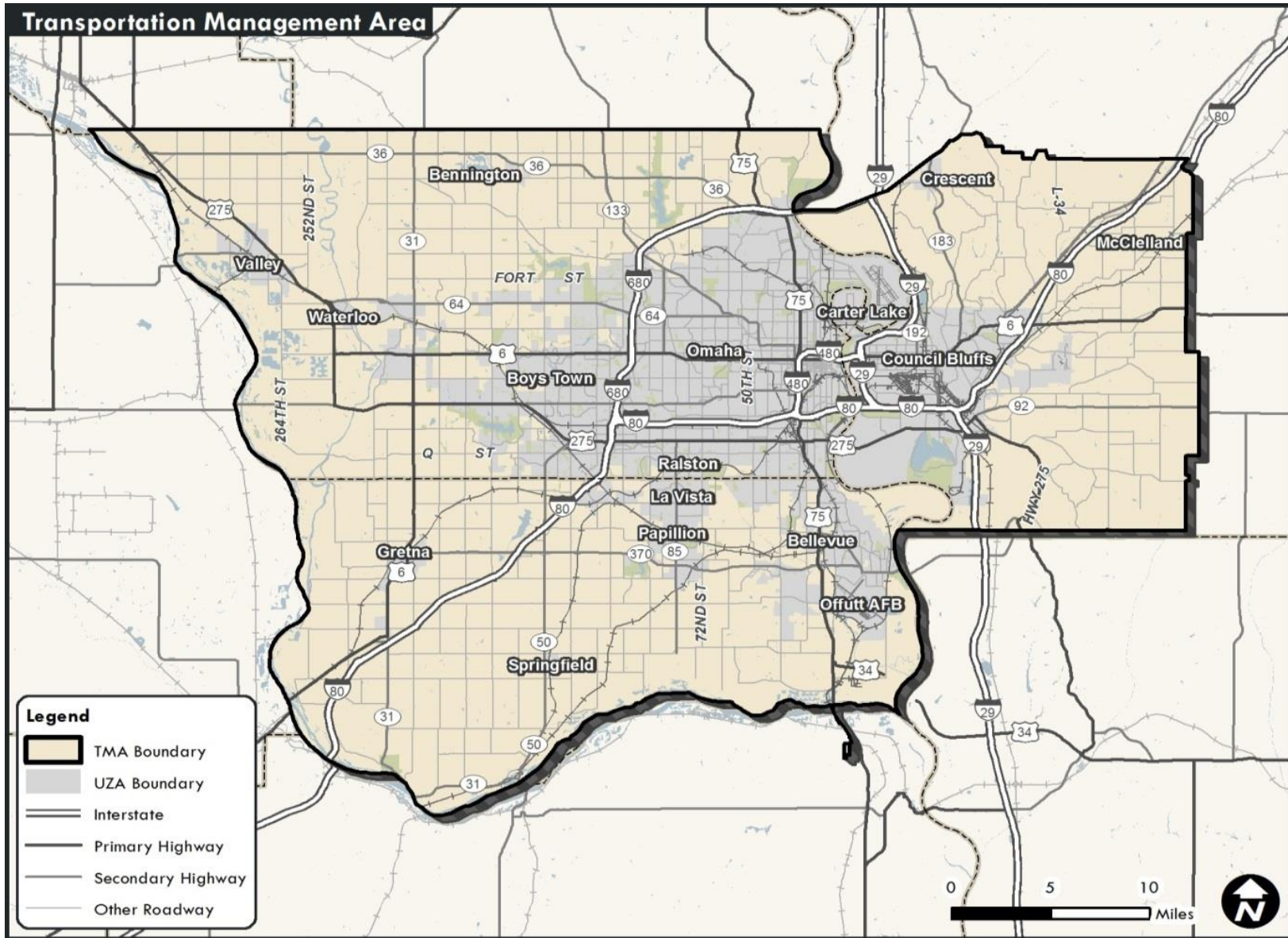
MAPA serves as the designated Metropolitan Planning Organization (MPO) for the Omaha-Council Bluffs region. MPOs are mandated to exist by Federal transportation legislation to serve five (5) core functions:

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.

1.1.2 MAPA Committee Structure

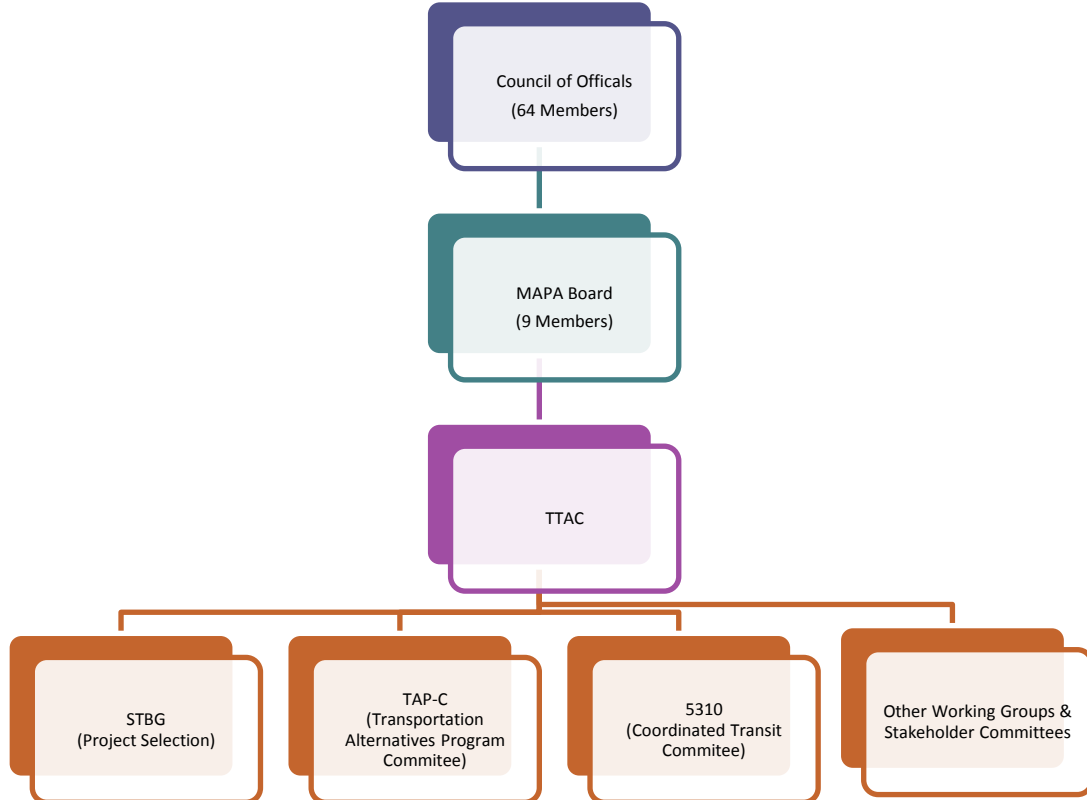
The governing body for MAPA is a 64 member Council of Officials, with members representing cities, counties, school districts, resource agencies, and numerous other governmental bodies within the MAPA region. The MAPA Board of Directors is a nine-member board that serves as the Council of Officials' 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) was formed in 2014 to provide 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

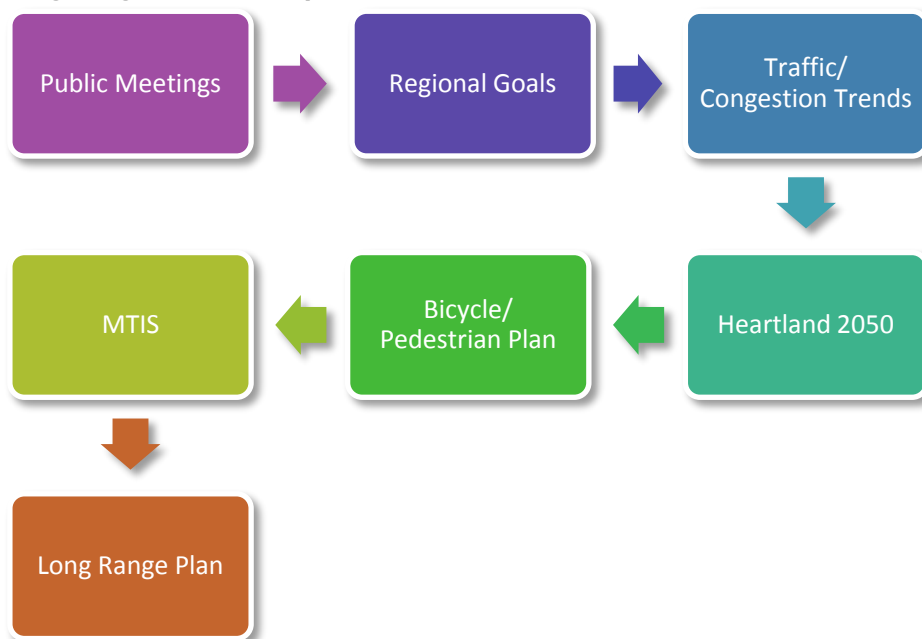
To implement the five core functions of an MPO (referenced in Section 1.1.1), MAPA undertakes a continuous planning process that involves stakeholder outreach, public participation, and coordination with federal, state and local government organizations. The following subsections outline these ongoing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

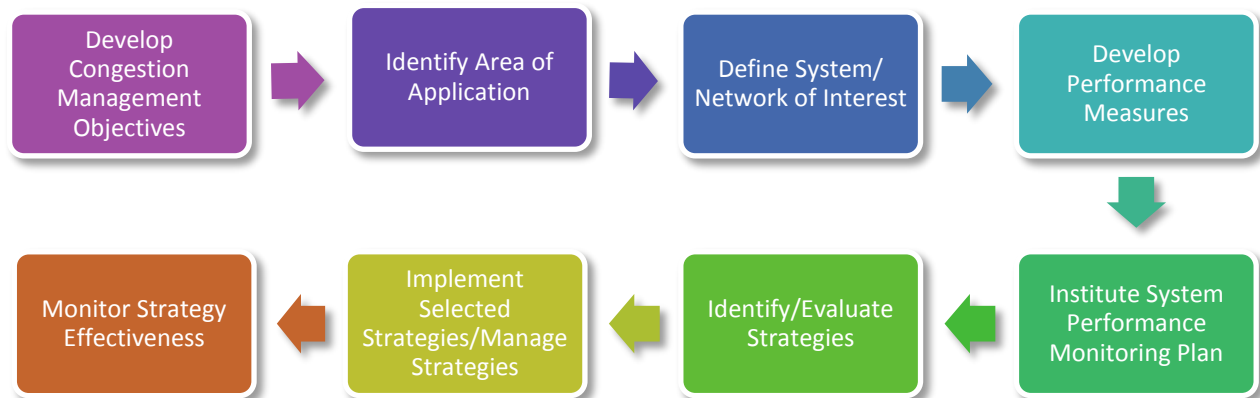
1.2.3 Unified Planning Work Program

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 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 (CTP) 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.

¹ As defined in 23 CFR 450.104

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 Transportation 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 NDOT 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.

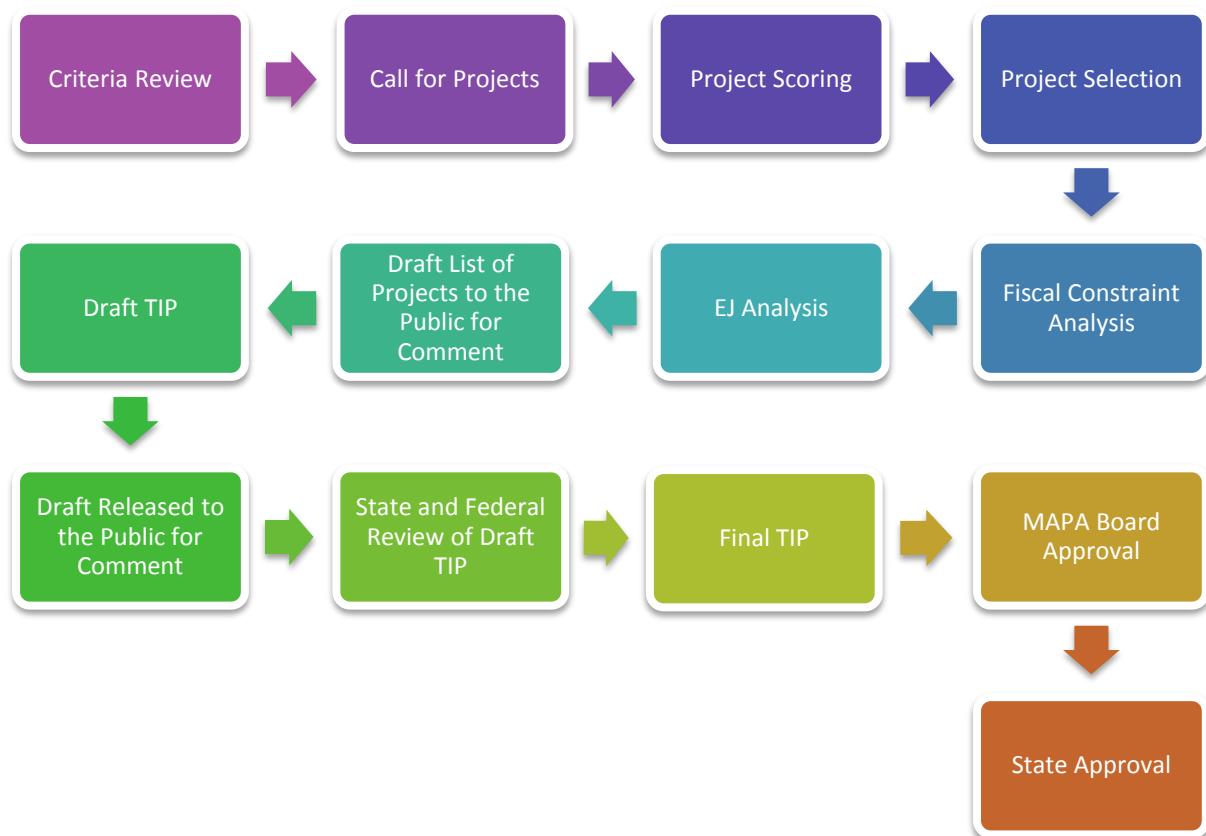
MAPA also utilized its extensive network of contacts to share announcements with neighborhood groups, organizations representing or working with historically disadvantaged groups, business groups, transportation advocates, and others who are interested in local transportation planning. MAPA placed particular 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 I.5.

Figure I.5 – MAPA’s TIP Review Process



I.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 I.2 on page I-3.

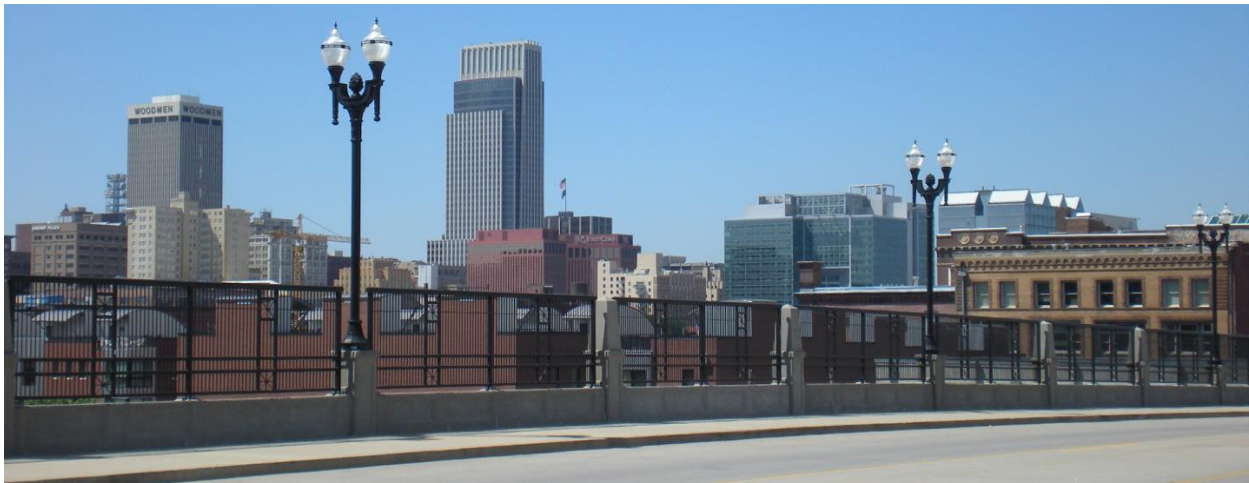
I.3.3 TIP Development Public Involvement

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.



2 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 2019 through 2022. Projects are also listed for 2023 and 2024 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 2024 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. NDOT 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 NDOT and Iowa DOT). The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) also review and approve the TIP and have final approval of State Transportation Improvement Plans (STIP) which include all local TIPs.

¹ Per 23 CFR Part 450

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 (STBG)

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

STBG 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:

- 48 Percent of STBG – States may allocate this funding to any eligible jurisdiction in the state
- 52 Percent of STBG – 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 STBG apportionment each year

The MAPA Region receives funding from both the Nebraska and Iowa allocations of STBG. Note that the period of availability of these funds runs for the year of apportionment (FY2019) plus three subsequent fiscal years. Therefore, funding apportioned to the MAPA region in FY2019 is available to be spent from FY2019 to FY2022.

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 STBG-MAPA program, funding for these projects is suballocated to the MAPA region by the states. TAP projects must be one of several eligible activities and must relate to surface transportation, including the following:

- Pedestrian and Bicycle Facilities (including ADA improvements)
- Safe Routes for Non-Drivers
- Conversion of Abandoned Railway Corridors to Trails
- Scenic Turn-Outs and Overlooks
- Outdoor Advertising Management

- Historic Preservation & Rehabilitation of Historic Transportation Facilities
- Vegetation Management
- Archaeological Activities
- Environmental Mitigation
- Stormwater Mitigation
- Wildlife Management

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

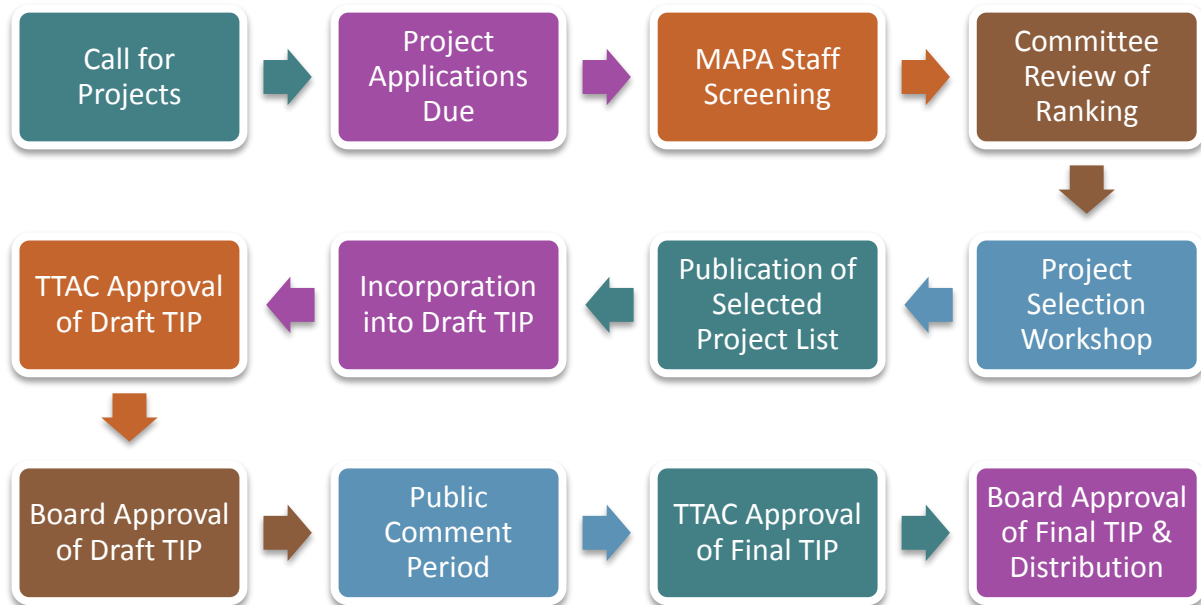
The transportation planning processes described above inform the project selection process for the MAPA TIP. In general, projects are chosen on the basis of public input, Long Range Transportation Plan goals, the Congestion Management Process, and continuous efforts by MAPA jurisdictions to monitor and 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 FY2019 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 FY2019 Application Cycle is shown in Figure 2.2 (next page).

Table 2.1 – FY2019 Project Selection Cycle

Date	Task
December 1, 2017	Call for TAP Projects and Heartland 2050 Mini-Grants
January 19, 2018	Project Applications Due
January 22-26, 2018	MAPA Staff Screening
February 20, 2018	Publication of Application List
March 2-5, 2018	Committee Review of Project Ranking
May 2018	Incorporation into Draft FY2019-23 MAPA TIP
May 2018	State Review & Public Comment Period
June 2018	TTAC Approval of Final Draft FY2019-23 MAPA TIP
June 2018	MAPA Board of Directors Approval of Final FY2019-23 TIP
July 2018	Distribution of Final TIP to State & Federal Partners

Figure 2.2 – FY2019 Project Selection Cycle



MAPA staff members compile the project rankings and present them to the TAP committee 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.

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 FY2019 application cycle, project applications were due to MAPA by January 19, 2018. Projects were screened and scored using the approved committee methodology.

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).

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 –STBG-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
Alternative Transportation	Public Health Benefits
	Percentage Local Match (points awarded over 30% match)
	Air Quality Benefits
	Walkability, Access, & Equity
	Community Neighborhood Facilities & Land Use Connectivity
	Link-Node Ratio
Systems Management	Bicycle & Pedestrian Safety
	Delay Reduction (2040 Level of Service Improvement)
	Percentage Local Match
	Benefits of Proposed Study
	Multi-Jurisdictional Impacts

Alternative Transportation and Systems Management (technology-driven) projects have a flexible target allocation of 10 - 25 percent of MAPA's annual apportionment balance. Projects seeking funding as Alternative Transportation Projects under MAPA's Surface Transportation Block Grant funding will apply

for Transportation Alternatives Program (TAP) funding. If the annual requests for TAP-MAPA funding exceed what is available, the Transportation Alternatives Program Committee will make a recommendation of projects to the Project Selection Committee for consideration along with other requests to STBG.

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 STBG-MAPA Policy Guide and makes programming recommendations to the Transportation Technical Advisory Committee.

For a full description of the MAPA STBG project selection process please visit the address below: <http://mapacog.org/data-maps/stp-policy-guide/>

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.

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 (next page) and are comprised of measures in the following categories:

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)	NDOT Highway Safety Improvement Database; INTRANS Crash Database	–
		Posted Speed Limit	Project Application and MAPA Review	–
		Future Traffic Volume (ADT)	MAPA Travel Demand Model	Volume within Project Corridor
Demand	6	Population density within 1/2 mile	MAPA Land Use Activity Allocation Model (LUAAM)	1/2 Mile
		Employment density within 1/2 mile	MAPA Land Use Activity Allocation Model (LUAAM)	1/2 Mile
		Proximity to Schools (Including Universities)	INFOGROUP data and MAPA Review	1/4 Mile
Connectivity	9	Level of Transit Service	Metro Transit	1/4 Mile
		Connectivity to Existing Facilities	MAPA Regional Bicycle-Pedestrian Master Plan	1/4 Mile
		Connectivity to MAPA Priority Corridors	MAPA Project Selection Committee (ProSeCom)	1/4 Mile
Equity	6	Proximity to Environmental Justice Areas	MAPA Transportation Improvement Program (TIP)	Within EJ Area; partially within EJ area
		Community Access to a Vehicle (% No Vehicle Households)	2012 American Community Survey	1/2 Mile

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, NDOT, 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://mapacog.org/data-maps/tap-policy-guide/>

2.3.3 Coordinated Transit Committee (CTC)

MAPA, the Nebraska Department of Transportation, 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.

MAPA'S 5310 project selection process is a competitive screening similar to the STBG 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 TAP-MAPA, projects for the FY 2019-2024 TIP, there was not a call for projects for the 5310 and STBG programs for FY 2019.

Table 2.5 –FY2019 Project Selection Cycle – Final Rankings

Project Rankings	
Heartland 2050 Mini Grant Project Awards (STBG)	
City of Council Bluffs 1 st Avenue Transportation Alternatives Analysis	1 (IA)
City of Omaha North 24 th Street Corridor Study and Action Plan	1 (NE)
Nebraska & Iowa TAP Project Rankings	
Metro Transit Bus to Trail Wayfinding Infrastructure	1
US-34 Bike and Walking Trail Phase 2 (recommended to ProSeCom for STBG funds)	2

Recommendations regarding award amounts and project programming were determined by the ProSeCom, TAP-C, and CTC during committee meetings in March and April 2018. 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.

2.3.5 MAPA TIP Fee

Beginning July 1, 2018, MAPA will collect a “TIP fee” for all eligible federal-aid projects in the Transportation Improvement Program (TIP) from members that are within the Transportation Management Area (TMA), also referred to as the Metropolitan Planning Organization (MPO). The amount of the TIP fee and the specific federal funding programs for which the fee is required shall be identified in the TIP annually and approved by the Board of Directors.

2.3.5.1 TIP Fee and Applicability

MAPA will collect a TIP fee for all eligible projects programmed in the implementation year of the Transportation Improvement Program (TIP). Eligible projects are local projects programmed with regional Surface Transportation Block Grant Program (STBG) and Transportation Alternatives Program (TAP) funding. These funding sources are identified in the TIP as STBG-MAPA and TAP-MAPA, respectively. The TIP fee does not apply to projects utilizing other funding sources that are included in the TIP (State projects, transit projects, HSIP/TSIP, CMAQ, etc.). STBG-MAPA and TAP-MAPA projects with total project costs less than \$100,000 shall be exempt from the TIP fee. Planning studies shall be exempt from the TIP fee.

The amount of the TIP fee shall be one percent (1%) of the federal funds on an eligible project. The implementation year refers to the first year of the TIP program, which begins on October 1 of each year.

2.3.5.2 Large Projects

Eligible projects with more than \$10 million in federal funds for project costs will be assessed a tiered fee. The tiered TIP fee shall be calculated as follows:

<u>Project Cost (federal share)</u>	<u>TIP fee as a % of federal funds</u>
\$0-\$10,000,000	1.0%
\$10,000,001 plus	0.5%

For example, the tiered TIP fee for an eligible project receiving \$15 million in federal funds would be \$125,000, calculated as follows:

Project Costs	Tiered TIP fee Rate	Amount of Tiered TIP fee
\$10,000,000	1.0%	\$100,000
\$ 5,000,000	0.5%	<u>\$ 25,000</u>
	Total Tiered TIP fee	\$125,000

2.3.5.3 Federal-aid “Swap” Projects

The TIP fee shall apply to projects included in the TIP that are part of the Federal-aid swap. The federal-aid swap refers to State Department of Transportation (DOT) programs by which the State DOT provides state funding in exchange for the federal funding that would otherwise be utilized by cities and counties. The amount of the TIP fee assessed shall be the ratios identified in sections X.b toward the federal funds swapped for the local project. For example, if a local jurisdiction swaps \$1 million in federal funds for state funds, then the TIP fee would be \$10,000, or 1%, of \$1 million.

2.3.5.4 Project Costs

The TIP fee shall apply to the expenses identified for obligation in the implementation year of the TIP for all project phases, including but not limited to preliminary engineering/NEPA, final design, right-of-way, construction-construction engineering and utilities.

2.3.5.5 TIP Fee Payment Terms

The TIP fee shall be assessed and invoiced after the Final TIP is approved by the MAPA Board of Directors, typically in June of each year. TIP fee payments in Nebraska will be due by the thirtieth (30) day of September of each year. TIP fee payments in Iowa will be due when the Iowa DOT Transportation Project Management System (TPMS) shows the funding as obligated, which requires the execution of a federal fund project agreement. Failure to pay the TIP fee could result in project removal from the TIP or reprogramming to an illustrative year of the TIP program.

The Executive Director shall have the ability to provide payment terms of up to 2 years of the assessed TIP fee. Any adjustments to the payment terms beyond 2 years or change in the assessed amount shall be presented to the MAPA Board of Directors for approval.

2.3.5.6 Amendments & Administrative Modifications to Projects

Eligible projects that are programmed into the implementation year of the TIP through a TIP amendment or administrative modification will also be subject to the TIP fee. The TIP fee will be due within sixty (60) days of the invoice date.

2.3.5.7 Advance Construction Projects

Advance Construction (AC) funding allows a jurisdiction to begin a project in the absence of sufficient federal-aid obligation using non-federal funds. The project is converted to a federal-aid project by obligating the permissible share of its federal-aid funds and receiving reimbursement at a later time. TIP fees will apply to eligible projects receiving Advance Construction (AC) funding. Payment for the TIP fee will be collected prior to programming of partial or full conversion of federal funds in the TIP in the implementation year.

2.3.5.8 Cost Adjustments

Project costs funded with federal funds that exceed the amount identified in the TIP will be subject to the TIP fee. No refund will be granted to an eligible project that is obligated at a cost lower than that in the TIP; however, should the difference be greater than \$10,000 a credit will be available to be applied against

the TIP fee for a future project. For example, if project costs are obligated for \$7.5 million in federal funds after being programmed for \$9 million in federal funds, a reduction of \$1.5 million in federal funds would provide a credit of 1% of \$1.5 million (\$15,000), toward future TIP fees. These deviations will be tracked based on the summary of obligations and de-obligations provided by the Nebraska Department of Transportation (NDOT) and Iowa Department of Transportation (IDOT).

2.3.5.9 Non-federal Funds

The TIP fee must be paid with non-federal funds according to federal matching requirements.

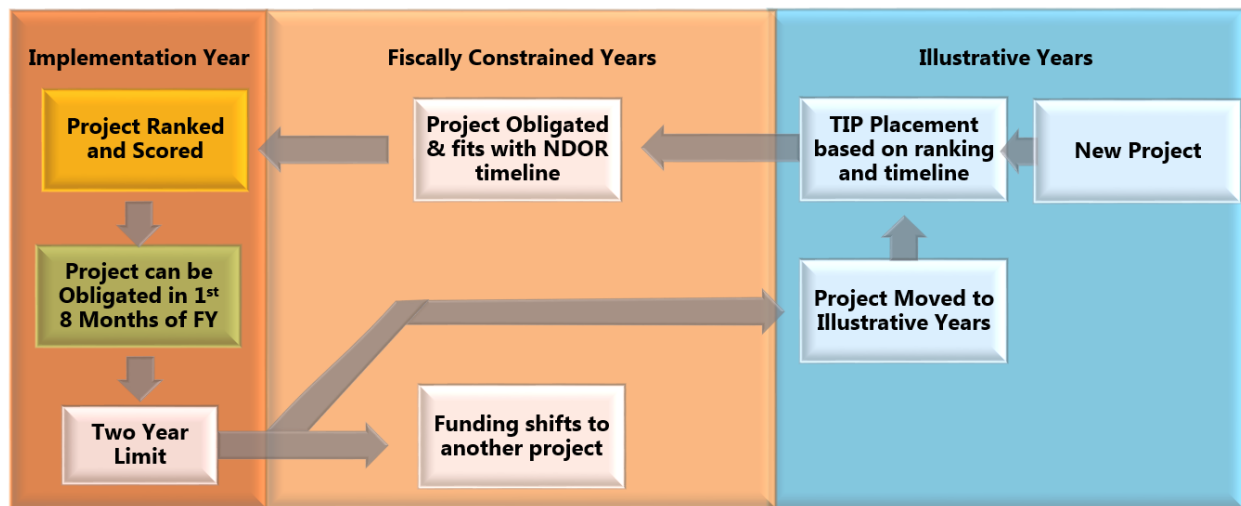
2.4 Development & Implementation of TIP Projects

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 STBG-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 STBG, 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 NDOT 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 NDOT 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 STBG, 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.

2.4.3 Performance Based Planning Measures: Target Setting

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

Compliance with safety performance based planning requirements began May 27, 2018 for MPOs. To satisfy the safety performance measure MPOs can choose to support the DOT safety targets or MPOs can set their own unique targets.

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

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

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

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

2.4.3.1 Safety Performance Measure Targets

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

MPOs establish HSIP targets by either:

1. Support the State HSIP Target; or
2. Establish its own HSIP Target.

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

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

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

Table 2.6 - Safety Performance Measure Targets

Safety Performance Measure Summary		
5-Year Rolling Average		
Category	2012-2016	2014-2018
	Baseline	Anticipated Target
Fatalities (#)	53.4	55.6
Fatality Rate	0.839	0.961
Serious Injuries (#)	539.0	510.6
Serious Injury Rate	8.450	7.968
Non-Motorized (# Fatal & Serious)	53.4	56.0

2.4.3.2 Transit State of Good Repair (SGR) Targets

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

Table 3.7 – FY2018 Transit State of Good Repair Targets

Agency	Asset	Target % Exceeding Useful Life Benchmark
Metro Transit	Equipment	100%
	Rolling Stock	26%
	Facilities	0%
Council Bluffs STS	Rolling Stock	25%

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, NDOT 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 Administration 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, service provided by the Southwest Iowa Transit Agency (IA)

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 2.8 (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 state DOTs and FHWA/FTA for final approval and incorporation into the Statewide Transportation Improvement Programs (STIP).

TIP amendment requests which may drastically alter the fiscal constraint of MAPA’s regional funding and/or constitute a “new project” based on major scope changes may be recommended to MAPA’s project selection committees to be prioritized in the next application cycle. In general, reconsideration of a project in this way would only occur when requests would greatly exceed the base TIP amendment thresholds 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 cost changes that are less than amounts described above, minor changes to project descriptions, or splitting an entry already in the TIP, where the

intent is not to add a new project that is distinct from the original TIP entry, but to more smoothly implement the original TIP entry.

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

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

Table 2.8 – Summary of Requirements for Amendments & Administrative Modifications

Circumstance for Revision	Requirements for Each Revision Type
Changes to Project Costs	Amendment* <u>Nebraska Projects:</u> An amendment is required when Federal-Aid for a project changes by more than 20% or \$2 million dollars (whichever is greater) <u>Iowa Projects:</u> An amendment is required when Federal-Aid for a project increases by more than 30% or \$2 million dollars (whichever is greater) <i>Example: Increasing Federal-Aid for a project from \$1 million to \$1.5 million would require a TIP Amendment in both Iowa and Nebraska</i>
	Administrative Modification Administrative Modifications may be used to change the Federal-Aid for a project change below the thresholds identified for a TIP Amendment <i>Example: Increasing Federal-Aid for a project from \$1 million to \$1.1 million may be approved with an Administrative Modification</i>
Schedule Changes	Amendment* An Amendment is required to program a project phase within the first four years of the TIP if it is not a part of the existing fiscal constraint <i>Example 1: Programming a new project within the fiscally constrained portion of the TIP would require a TIP Amendment (FY2016-FY2019)</i> <i>Example 2: Reprogramming a new phase of an existing TIP project into the fiscally constrained portion of the TIP (FY2016-FY2019)</i>
	Administrative Modification An Administrative Modification may be used to reprogram an existing project phase within the fiscally constrained portion of the TIP <i>Example: Reprogramming a project phase from FY2017 to FY2016 may be approved with an Administrative Modification</i>
Change in Funding Source	Amendment* An Amendment is required when the source for Federal-Aid for a project is changed <i>Example: Changing the funding source for a project from the Surface Transportation Program (STBC) 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>
<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</i>	

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.

3 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 2019-2024 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 Iowa Department of Transportation (Iowa DOT), and the Nebraska Department of Transportation (NDOT). For Federal-Aid projects in the MAPA region, local jurisdictions are identified and the specific matching funds required for the Federal-Aid program are allocated by project.

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

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 (2019-2024). This estimate is based upon the Consumer Price Index, published by the US Bureau of Labor Statistics. This 3 percent rate is added to each project's costs annually and can be seen in the fiscal constraint tables for each fiscal year for both FTA and FHWA's funding programs. During the period of 2016-2018, the CPI grew nationally by 1.0 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 NDOT for annual apportionments of federal funding. These estimates are based upon formulas in the FAST Act and are further subject to the obligation limitation. The obligation limitation is a percentage of the overall federal apportionment that can be spent in a given year. For the previous 5 years, the obligation limitation has been between 92% and 98% of the total apportionment level. This means that of the total funding apportioned to a state in a given year the state may only spend a between 92% and 98% of that total balance in its various programs. This obligation limitation is a safeguard that is utilized to ensure that funding exists for all states and programs in a given year.

3.2 Fiscal Constraint and Federal Funding Tables

Table 3.1 below lists the total federal funding amounts programmed in MAPA's TIP for each federal funding program by year and demonstrates fiscal constraint across all of MAPA's federal programs. The tables list the expected revenues (annual obligation) and expenditures (programmed funds) for FY2019-2022, the four fiscally constrained years of the MAPA TIP. Funding targets are provided annually by Iowa DOT and NDOT for programming purposes. Spending Authority includes the beginning balance.

Table 3.1 – Federal Project Programming Tables
Nebraska Roadway & Trail Projects by Federal Program (in \$1,000s)

Program	2019 Total	2020 Total	2021 Total	2022 Total	Local Match	Project Cost	Spending Authority	Balance
CMAQ	\$238	\$270	\$0	\$0	\$100	\$608	\$508	\$0
DPS	\$695	\$0	\$0	\$0	\$828	\$1,523	\$695	\$0
DPU	\$4,360	\$0	\$0	\$0	\$1,090	\$5,450	\$4,360	\$0
EM	\$12,315	\$0	\$0	\$0	\$3,109	\$15,424	\$12,315	\$0
FTA 5311	\$84	\$48	\$0	\$0	\$33	\$165	\$132	\$0
HSIP	\$14,474	\$0	\$0	\$0	\$2,015	\$16,489	\$14,474	\$0
NHPP	\$29,281	\$27,291	\$19,003	\$6,688	\$15,395	\$97,658	\$82,263	\$0
SRTS	\$140	\$0	\$0	\$0	\$35	\$175	\$140	\$0
STBG-MAPA	\$17,962	\$37,853	\$15,130	\$17,188	\$10,524	\$98,656	\$90,644	\$2,512
STBG-State	\$0	\$2,064	\$4,444	\$0	\$1,234	\$7,742	\$6,508	\$0
TAP-MAPA	\$173	\$150	\$3,364	\$1,762	\$6,099	\$11,547	\$6,420	\$972
Total	\$79,721	\$67,676	\$41,941	\$25,638	\$40,462	\$255,437	\$218,458	\$3,483

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

Program	2019 Total	2020 Total	2021 Total	2022 Total	Local Match	Project Cost	Spending Authority	Balance
DPS	\$5,186	\$0	\$0	\$0	\$1,297	\$6,483	\$5,186	\$0
NHPP	\$66,825	\$88,547	\$125,825	\$85,478	\$40,739	\$407,414	\$366,675	\$0
PL	\$133	\$133	\$0	\$0	\$66	\$332	\$266	\$0
STBG-MAPA	\$5,881	\$5,675	\$6,446	\$4,285	\$7,087	\$29,374	\$22,810	\$523
TAP-MAPA	\$0	\$733	\$0	\$328	\$266	\$1,327	\$1,314	\$253
Total	\$78,025	\$95,088	\$132,271	\$90,091	\$49,455	\$444,930	\$396,251	\$775

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

Program	2019 Total	2020 Total	2021 Total	2022 Total	Local Match	Project Cost	Spending Authority	Balance
CMAQ	\$238	\$270	\$0	\$0	\$100	\$608	\$508	\$0
DPS	\$5,881	\$0	\$0	\$0	\$2,125	\$8,006	\$5,881	\$0
DPU	\$4,360	\$0	\$0	\$0	\$1,090	\$5,450	\$4,360	\$0
EM	\$12,315	\$0	\$0	\$0	\$3,109	\$15,424	\$12,315	\$0
FTA 5311	\$84	\$48	\$0	\$0	\$33	\$165	\$132	\$0
HSIP	\$14,474	\$0	\$0	\$0	\$2,015	\$16,489	\$14,474	\$0
NHPP	\$96,106	\$115,838	\$144,828	\$92,166	\$56,134	\$505,072	\$448,938	\$0
PL	\$133	\$133	\$0	\$0	\$66	\$332	\$266	\$0
SRTS	\$140	\$0	\$0	\$0	\$35	\$175	\$140	\$0
STBG-MAPA	\$23,843	\$43,528	\$21,576	\$21,473	\$17,611	\$128,030	\$113,454	\$3,035
STBG-State	\$0	\$2,064	\$4,444		\$1,234	\$7,742	\$6,508	\$0
TAP-MAPA	\$173	\$883	\$3,364	\$2,090	\$6,365	\$12,874	\$7,734	\$1,224
Total	\$157,746	\$162,764	\$174,212	\$115,729	\$89,917	\$700,367	\$614,709	\$4,259

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 3.2a shows NDOT estimates for MAPA's regional STBG and TAP funding for FY2019-2022—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 3.2a – Nebraska DOT Funding Summary Table (in thousands)

Nebraska STBG				
	2019	2020	2021	2022
Beginning Balance	\$28,615.00	\$25,819.28	\$3,587.28	\$4,078.28
Spending Authority	\$15,166.00	\$15,621.00	\$15,621.00	\$15,621.00
Project Cost	\$17,961.72	\$37,853.00	\$15,130.00	\$17,187.53
Final Balance	\$25,819.28	\$3,587.28	\$4,078.28	\$2,511.75

Nebraska TAP				
	2019	2020	2021	2022
Beginning Balance	\$2,080.00	\$2,968.24	\$3,911.24	\$1,640.57
Spending Authority	\$1,061.00	\$1,093.00	\$1,093.00	\$1,093.00
Project Cost	\$172.76	\$150.00	\$3,363.67	\$1,762.00
Final Balance	\$2,968.24	\$3,911.24	\$1,640.57	\$971.57

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

Iowa STBG				
	2019	2020	2021	2022
Beginning Balance	\$14,583.99	\$10,671.75	\$7,045.75	\$2,678.75
Spending Authority	\$1,980.00	\$2,038.00	\$2,079.00	\$2,129.00
Project Cost	\$5,881.24	\$5,675.00	\$6,446.00	\$4,285.00
Final Balance	\$10,682.75	\$7,045.75	\$2,678.75	\$522.75

Iowa TAP				
	2019	2020	2021	2022
Beginning Balance	\$872.51	\$980.51	\$833.51	\$944.51
Spending Authority	\$108.00	\$111.00	\$111.00	\$111.00
Project Cost	\$0.00	\$258.00	\$0.00	\$328.00
Final Balance	\$980.51	\$833.51	\$944.51	\$727.51

The tables on the following pages (Tables 3.3 through 3.6) show the fiscal constraint for the Nebraska and Iowa STBG programs, and the Nebraska and Iowa TAP programs. The bolded funding amounts in the TIP are MAPA's OA flexibility projects which can also be seen in Table 3.7. The additional \$1.2 million programming amount comes from a yearly 3% increase from NDOT 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.

Iowa STBG

Lead Agency	State ID	Project Name	2019			2020			2021			2022			2023			2024			Total
			Funding	Phase	AC	Funding	Phase	AC	Funding	Phase	AC	Funding	Phase	AC	Funding	Phase	AC	Funding	Phase	AC	
Council Bluffs	IA-29716	Interstate Utility Relocation	\$768.00	U		\$401.00	U		\$413.00	U										\$0.00	\$1,582.00
	IA-25422	Harrison Street Reconstruction							\$4,612.00	U										\$0.00	\$4,612.00
	IA-25419	W Graham Ave Reconstruction												\$2,335.00	U					\$0.00	\$2,335.00
	IA-35681	East Beltway: Eastern Hills Drive - Segment D - Roadway	\$3,177.00	U																\$0.00	\$3,177.00
	IA-35679	East Beltway: Greenview Road - West Segment	\$446.00	P		\$2,339.00	U													\$0.00	\$2,785.00
	IA-35682	East Beltway: Greenview Road - East Segment	\$1,239.24	U																\$0.00	\$1,239.24
	IA-35678	East Beltway: Stevens Road - West Segment	\$251.00	P		\$128.00	R		\$1,421.00	U										\$0.00	\$1,800.00
	IA-34126	South Expressway Reconstuction - Phase 1				\$2,807.00	U													\$0.00	\$2,807.00
	IA-34125	North 16th Street Reconstruction									\$4,285.00	U								\$0.00	\$4,285.00
	CB-033115-003	South Expressway Reconstuction - Phase 2												\$3,716.00	U					\$0.00	\$3,716.00
		Beginning Balance	\$14,583.99			\$10,671.75			\$7,045.75		\$2,678.75			\$522.75							-\$3,529.25
		Spending Authority	\$1,980.00			\$2,038.00			\$2,079.00		\$2,129.00			\$1,999.00							\$1,999.00
		Project Cost	\$5,881.24			\$5,675.00			\$6,446.00		\$4,285.00			\$6,051.00							\$0.00
		Final Balance	\$10,682.75			\$7,045.75			\$2,678.75		\$522.75			-\$3,529.25							-\$1,530.25

Nebraska STBG																					
Lead Agency	State ID	Project Name	2019			2020			2021			2022			2023			2024			Total
			Funding	Phase	AC	Funding	Phase	AC	Funding	Phase	AC	Funding	Phase	AC	Funding	Phase	AC	Funding	Phase	AC	
Bellevue	NE-22276	36th Street Phase N-370 - Sheridan	\$7,563.00	U																\$7,563.00	
	NE-22288	36th Street Phase II	\$463.44									\$8,554.00	U							\$9,017.44	
	NE-22736	2018 Bellevue Resurfacing Project												\$4,216.56	ACC					\$4,216.56	
Bennington	NE-22233	156th Street	\$113.00	R		\$1,819.00	U													\$1,932.00	
Douglas	NE-22224	180th Street, N. HWS Cleveland Blvd. to West Maple Road				\$29,144.00	U													\$29,144.00	
MAPA		Heartland 2050 Mini-Grant Progam	\$250.00	U		\$250.00	U	\$250.00	U											\$750.00	
Omaha	OMA-051515-001	Omaha Resurfacing Program		AC	\$1,071.71									\$1,071.71	ACC					\$1,071.71	
	NE-22605	2014 Omaha Resurfacing Package										\$1,596.73	ACC							\$1,596.73	
	NE-22376	156th Street Phase Two												\$3,500.00	ACC					\$3,500.00	
	NE-22608A	Omaha Signal Infrastructure - Phase A1	\$3,114.28	R, U																\$3,114.28	
	NE-22277	120th Street	\$2,258.00	P, R										\$13,914.00	U					\$16,172.00	
	NE-22210	168th Street - West Center Road to Poppleton Street	\$1,000.00	R		\$6,640.00	U					\$360.00	ACC							\$8,000.00	
	NE-22209	168th Street - West Center Road to Q Street	\$3,200.00	R				\$14,880.00	U											\$18,080.00	
		Omaha Signal Infrastructure Phase B1												\$3,023.00	U					\$3,023.00	
		Omaha Signal Infrastructure Phase B3												\$4,148.00	U					\$4,148.00	
		Omaha Signal Infrastructure Phase B2												\$3,374.00	U					\$3,374.00	
	NE-22735	2018 Omaha Resurfacing Program												\$5,142.54	ACC					\$5,142.54	
	NE-22681	2016 Omaha Resurfacing Program												\$3,552.20	ACC					\$3,552.20	
	NE-22718	2017 Omaha Resurfacing Program										\$4,876.80	ACC							\$4,876.80	
PMRNRD		US Highway 34 Bike and Walking Trail Phase 2										\$1,800.00	U							\$1,800.00	
		Beginning Balance	\$28,615.00			\$25,819.28		\$3,587.28		\$4,078.28		\$2,511.75								-\$23,809.26	
		Spending Authority	\$15,166.00			\$15,621.00		\$15,621.00		\$15,621.00		\$15,621.00		\$15,621.00						\$15,621.00	
		Project Cost	\$17,961.72			\$37,853.00		\$15,130.00		\$17,187.53		\$41,942.01		\$0.00						\$0.00	
		Final Balance	\$25,819.28			\$3,587.28		\$4,078.28		\$2,511.75		-\$23,809.26		-\$8,188.26							

Iowa TAP

Lead Agency	State ID	Project Name	2019			2020			2021			2022			2023			2024			Total
			Funding	Phase	AC	Funding	Phase	AC	Funding	Phase	AC	Funding	Phase	AC	Funding	Phase	AC	Funding	Phase	AC	
Council Bluffs	IA-1581	Iowa Riverfront Trail III				\$258.00	U													\$0.00	\$258.00
	IA-35677	City/County Connector Trail				\$475.00	U													\$0.00	\$475.00
		River Road Trail									\$328.00	U								\$0.00	\$328.00
		Beginning Balance	\$872.51			\$980.51			\$358.51			\$469.51			\$252.51				\$363.51		
		Spending Authority	\$108.00			\$111.00			\$111.00			\$111.00			\$111.00				\$111.00		
		Project Cost	\$0.00			\$733.00			\$0.00			\$328.00			\$0.00				\$0.00		
		Final Balance	\$980.51			\$358.51			\$469.51			\$252.51			\$363.51				\$474.51		

Nebraska TAP

Lead Agency	State ID	Project Name	2019			2020			2021			2022			2023			2024			Total
			Funding	Phase	AC	Funding	Phase	AC	Funding	Phase	AC	Funding	Phase	AC	Funding	Phase	AC	Funding	Phase	AC	
Bellevue		Giles Road/42nd Street SRTS												\$278.00	U				\$0.00	\$278.00	
Gretna		Gretna to Wehrspann Trail				\$150.00	U							\$626.00	U				\$0.00	\$776.00	
La Vista	LV-033115-001	Applewood Creek Trail	\$172.76	P				\$1,473.67	U										\$0.00	\$1,646.43	
Metro		North 30th Street Transit Amenities						\$525.00	U										\$0.00	\$525.00	
		Bus to Trail Wayfinding Infrastructure														\$500.00	U		\$0.00	\$500.00	
Omaha	NE-22571	North Downtown Riverfront Pedestrian Bridge						\$1,365.00	U										\$0.00	\$1,365.00	
PMRNRD		West Papio Trail - Millard Connection									\$1,762.00	U							\$0.00	\$1,762.00	
Beginning Balance			\$2,080.00			\$2,968.24			\$3,911.24			\$1,640.57			\$971.57			\$1,160.57			
Spending Authority			\$1,061.00			\$1,093.00			\$1,093.00			\$1,093.00			\$1,093.00			\$1,093.00			
Project Cost			\$172.76			\$150.00			\$3,363.67			\$1,762.00			\$904.00			\$500.00			
Final Balance			\$2,968.24			\$3,911.24			\$1,640.57			\$971.57			\$1,160.57			\$1,753.57			

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 NDOT 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, NDOT 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 3.7 –MAPA OA Flexibility Projects (\$1,000's)

Project	Funds Utilizing New OA	Funds from OA Balance	Total Funds Programmed	FY
Omaha Signal Network Phase A	\$0	\$6,850	\$6,850	2017
114th Street (Pacific Street to Burke Street)	\$1,108	\$2,417	\$3,667	2017
156th Street (Phase 2)	\$0	\$17,039	\$14,030	2018
108th Street	\$2,597	\$4,141	\$6,738	2018
TOTAL		\$30,447		
Beginning OA Balance		\$30,447		
Ending OA Balance		\$ -		



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

AC Funding						
Advance Construction Project	Project Number	Amount	Phase			
2018 Bellevue Resurfacing	N/A	\$4,217.00	CON/CE			
168th St., W Center to Poppleton	NE-22210	\$360.00	PE-NEPA-FD			
156th Street Phase 2	NE-22591	\$3,500.00				
2014 Omaha Resurfacing	NE-22605	\$1,596.73	CON/CE			
2016 Omaha Resurfacing	NE-22681	\$3,552.20	CON/CE			
2017 Omaha Resurfacing	NE-22718	\$4,876.80	CON/CE			
2018 Omaha Resurfacing	NE-22735	\$5,142.54	CON/CE			
2019 Omaha Resurfacing	N/A	\$3,214.26	CON/CE			
Total		\$18,000				
STBG Funding						
AC Conversion Projects	2019	2020	2021	2022	Illustrative Projects	
					FY2023	FY2024
Bellevue City Conversion	\$ -	\$ -	\$ -	\$ -	\$4,217.00	\$ -
Omaha City Conversion 1					\$3,500.00	
Omaha City Conversion 2	\$ -	\$ -	\$ -	\$360.00	\$ -	\$ -
Omaha City Conversion 3	\$ -	\$ -	\$ -	\$1,596.73	\$ -	\$ -
Omaha City Conversion 4	\$ -	\$ -	\$ -	\$ -	\$3,552.20	\$ -
Omaha City Conversion 5	\$ -	\$ -	\$ -	\$4,876.80	\$ -	\$ -
Omaha City Conversion 6	\$ -	\$ -	\$ -	\$ -	\$5,142.54	\$ -
Annual Total	\$ -	\$ -	\$ -	\$6833.53	\$16,441.74	\$ -
Remaining AC Balance	\$18,000.00	\$18,000.00	\$18,000.00	\$11,166.47	\$1,588.26	\$ -

Local Funded Projects			
Projects	TIP Rank	TIP Programmed	Year of Expenditure
42nd Street Bridge: C to D Street	5	FY15	FY2022
72nd Street & D Street Viaduct	2	FY15	FY2023

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 3.9 – Operations and Maintenance Tables

PROJECTED OPERATIONS & MAINTENANCE (FY 2019)

	Non-Federal O&M	Federal O&M	Total O&M
	FY 2019	FY 2019	FY 2019
Iowa O&M	7,782,584	4,952,201	12,734,785
Nebraska O&M	95,088,944	38,839,146	133,928,091
MAPA O&M	102,246,581	41,158,739	143,405,321

PROJECTED OPERATIONS & MAINTENANCE (FY 2020)

	Non-Federal O&M	Federal O&M	Total O&M
	FY 2020	FY 2020	FY 2020
Iowa O&M	8,016,061	5,100,767	13,116,829
Nebraska O&M	97,941,612	40,004,320	137,945,934
Total O&M	105,313,979	42,393,501	147,707,481

PROJECTED OPERATIONS & MAINTENANCE (FY 2021)

	Non-Federal O&M	Federal O&M	Total O&M
	FY 2021	FY 2021	FY 2021
Iowa O&M	8,256,543	5,253,790	13,510,334
Nebraska O&M	100,879,861	41,204,450	142,084,312
Total O&M	108,473,398	43,665,306	152,138,705

PROJECTED OPERATIONS & MAINTENANCE (FY 2022)

	Non-Federal O&M	Federal O&M	Total O&M
	FY 2022	FY 2022	FY 2022
Iowa O&M	8,504,239	5,411,404	13,915,644
Nebraska O&M	103,906,257	42,440,584	146,346,840
Total O&M	111,727,600	44,975,265	156,702,865

PROJECTED TOTAL NON-FEDERAL-AID REVENUES

	FY 2019	FY 2020	FY 2021	FY 2022
Iowa	\$30,895,790	\$31,513,706	\$32,143,980	\$32,786,860
Nebraska	\$212,978,317	\$217,237,883	\$221,582,641	\$226,014,294
Total O&M	\$243,874,107	\$248,751,589	\$253,726,621	\$258,801,154

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 3.10. 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. Federally funded transit improvement projects must be contained in the regional Transportation Improvement Program and fiscally constrained programs are included in the subsections below.

Table 3.10 – Anticipated FTA Funding

Type	2019	2020	2021	2022	2023
5307 (Metro)	\$7,329,281	\$7,549,160	\$7,775,634	\$8,008,903	\$8,249,171
5310 (MAPA)	\$530,000	\$530,000	\$530,000	\$530,000	\$530,000
5339 (Metro)	\$793,001	\$379,611	\$760,000	\$760,000	\$760,000

3.5.1 FTA Section 5310 Program

As a designated recipient for FTA Section 5310 funds, MAPA is required to develop, publish, afford an opportunity for a public hearing on, and submit for approval a Program of Projects (POP). The fiscally constrained POP, Table 3.11, is included on page 3-12.

3.5.2 Metro Transit Projects

Table 3.12 shows the anticipated operating funding for Metro Transit through 2024. Table 3.13 on page 3-13 provides 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

Table 3.12 – Metro Transit’s Projected Operating Funding (in \$1,000s)

2019 TO 2024						
Year	Location	Farebox (a)	State	Federal (b)	Local (c)	Total
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
2023	Omaha	\$4377.12	\$0.00	\$8700.68	\$2029.08	\$15,106.88
	Council Bluffs	\$200.00	\$175.00	\$273.00	\$704.00	\$1352.00
2024	Omaha	\$4508.43	\$0.00	\$8961.71	\$2100.10	\$15,570.24
	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

Table 3.11 - FTA 5310 Program of Projects (funding in \$1,000s)

Lead Agency	State	DUNS	Project Name	Scope/ALI	Funding Source	FFY of Obligation 2019					FFYOO 2020		FFYOO 2021		FFYOO 2022	
						FY16	FY17	FY18	FY19	19 Notes	FY20	20 Notes	FY21	21 Notes	FY22	22 Notes
Crossroads of Western Iowa/SWITA	Iowa	Not Yet Provided	Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ 15.598	\$ 64.662	\$ -	17+18	\$ 94.300		\$ -		\$ -	
SWITA	Iowa	115071151	Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ -	\$ -	\$ 8.980	19+20	\$ 25.520	19+20	\$ -		\$ -	
City of Council Bluffs	Iowa	051955433	Demand Response Vehicles	600000/111315	5310 Capital	\$ 169.847	\$ 87.397	\$ -	\$ -		\$ 94.818		\$ -		\$ 36.300	
City of Council Bluffs Contracting	Iowa		Capitalized Cost of Contracting	600000/111327	5310 Capital	\$ -	\$ -	\$ -	\$ 70.672		\$ 90.850		\$ 88.500		\$ 14.520	
Friendship Program	Nebraska	107600348	Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ -	\$ 29.600	\$ 49.280		\$ -		\$ -		\$ -	
Intercultural Senior Center	Nebraska	Not Yet Provided	Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ -	\$ -	\$ 49.280		\$ -		\$ -		\$ -	
Florence Home for the Aged	Nebraska	072893977	Demand Response Vehicles	600000/111315	5310 Capital	\$ 31.376	\$ 13.116	\$ 36.244	\$ 33.152	17+18	\$ -		\$ 83.780		\$ -	
Omaha Housing Authority	Nebraska		Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ 48.000									
Eastern Nebraska Human Service Agency	Nebraska	839847659	Demand Response Vehicles	600000/111315	5310 Capital	\$ 41.289	\$ 47.511	\$ 88.800	\$ 66.304		\$ -		\$ -		\$ -	
City of LaVista	Nebraska	Not Yet Provided	Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ -	\$ -	\$ 49.280		\$ -		\$ -		\$ 53.240	
City of Bellevue	Nebraska	54156260	Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ 48.000	\$ 48.000	\$ -		\$ -		\$ -		\$ 53.240	
City of Ralston	Nebraska		Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ -									
Sarpy County Contracting	Nebraska		Capitalized Cost of Contracting	600000/111327	5310 Capital	\$ 7.000	\$ 19.291									
City of Papillion	Nebraska	20182283	Demand Response Vehicles	600000/111315	5310 Capital	\$ 46.640	\$ 24.340	\$ -	\$ -		\$ 26.260	17+20	\$ 51.920		\$ -	
Heartland Family Service	Nebraska	020178331	Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -		\$ 53.240	
Region 5 Services	Nebraska	Not Yet Provided	Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ -	\$ -	\$ -		\$ -		\$ 51.920		\$ -	
Notre Dame Housing	Nebraska	Not Yet Provided	Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ -	\$ 48.000	\$ -		\$ -		\$ -		\$ -	
New Cassel Retirement Center	Nebraska	093401735	Demand Response Vehicles	600000/111315	5310 Capital	\$ -	\$ -	\$ -	\$ -		\$ -		\$ -		\$ 53.240	
MAPA	Nebraska		Admin	44200/442421	5310 Operations	\$ 50.000	\$ 50.000	\$ 50.000	\$ 50.000		\$ 50.000		\$ 50.000		\$ 50.000	
City of Council Bluffs	Iowa		Operations	300000/300901	5310 Operations	\$ 75.190	\$ 77.380	\$ 72.485	\$ -		\$ -		\$ -		\$ 14.520	
Intercultural Senior Center	Nebraska		Operations	300000/300901	5310 Operations	\$ 15.900	\$ 19.838	\$ -	\$ -		\$ -		\$ -		\$ -	
Florence Home for the Aged	Nebraska		Operations	300000/300901	5310 Operations	\$ 19.608	\$ 45.580	\$ 42.728	\$ 42.784		\$ 13.225		\$ 28.910		\$ 81.675	
Black Hills Works	Nebraska		Operations	300000/300901	5310 Operations	\$ 6.608	\$ 44.718	\$ 38.892	\$ 54.354		\$ 65.010		\$ 4.720		\$ 33.275	
New Cassel Retirement Center	Nebraska		Operations	300000/300901	5310 Operations	\$ -	\$ -	\$ -	\$ -		\$ 3.795		\$ 12.390		\$ 57.475	
Heartland Family Service	Nebraska		Operations	300000/300901	5310 Operations	\$ -	\$ -	\$ -	\$ -		\$ 8.395		\$ 18.290		\$ -	
Bryant Resource Center	Nebraska		Operations	300000/300901	5310 Operations	\$ -	\$ 10.600	\$ -	\$ -		\$ 7.120		\$ 35.400		\$ -	
Metro	Nebraska		Metro AVL	300000/300901	5310 Operations	\$ 75.000	\$ -	\$ -	\$ -		\$ -		\$ -		\$ -	
Total 5310 Cost						\$ 538.458	\$ 551.369	\$ 519.411	\$ 474.086		\$ 479.292		\$ 425.830		\$ 500.725	
5310 Apportionment						\$ 538.458	\$ 551.369	\$ 557.978	\$ 530.000	Estimate	\$ 530.000	Estimate	\$ 530.000	Estimate	\$ 530.000	Estimate
Program Balance						\$ -	\$ -	\$ 38.567	\$ 55.914		\$ 50.708		\$ 104.170		\$ 29.275	
Capital Requirement						\$ 296.152	\$ 303.253	\$ 306.888	\$ 291.500		\$ 291.500		\$ 291.500		\$ 291.500	
Capital Cost						\$ 296.152	\$ 303.253	\$ 315.306	\$ 326.948		\$ 331.748		\$ 276.120		\$ 263.780	
Operations Limit						\$ 242.306	\$ 248.116	\$ 251.090	\$ 238.500		\$ 238.500		\$ 238.500		\$ 238.500	
Operations Cost						\$ 242.306	\$ 248.116	\$ 204.105	\$ 147.138		\$ 147.545		\$ 149.710		\$ 236.945	

Table 3.13 - FTA 5307 and 5339 Program of Projects

Funding Source	Lead Agency	Project Name	Activity Line Item	2019	2020	2021	2022	2023
				Funding	Funding	Funding	Funding	Funding
5307	Metro	Rollingstock						
		Rolling Stock (35' Bus Replacement)	11.12.02	\$ 2,200,000.00	\$ 1,250,000.00	\$ 2,000,000.00	\$ 2,500,000.00	\$ 2,000,000.00
		Rolling Stock (30' Bus Replacement)	11.12.03	\$ -	\$ 1,000,000.00	\$ 500,000.00		
		Rolling Stock (<30' Bus Replacement)	11.12.04	\$ 10,000.00	\$ 100,000.00	\$ -	\$ 79,000.00	\$ 500,000.00
		Transit Enhancements						
		Stationary Fare Equipment	11.32.06	\$ 75,000.00	\$ 65,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00
		Bus Route Signing	11.32.09	\$ 75,000.00	\$ 75,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00
		Shelters	11.32.10	\$ 65,000.00	\$ 75,000.00	\$ 75,000.00	\$ 75,000.00	\$ 75,000.00
		Support Equipment & Facilities						
		Shop Equipment (OFFICE)	11.42.06	\$ 110,000.00	\$ 30,000.00	\$ 10,000.00	\$ 15,000.00	\$ 25,000.00
		Computer Hardware	11.42.07	\$ 30,000.00	\$ 75,000.00	\$ 15,000.00	\$ 15,000.00	\$ 60,000.00
		Computer Software	11.42.08	\$ 25,000.00	\$ 75,000.00	\$ 150,000.00	\$ 15,000.00	\$ 100,000.00
		Security Project	11.42.09	\$ 95,000.00	\$ 100,000.00	\$ 110,690.00	\$ 112,904.00	\$ 99,157.00
		Office Equipment	11.42.20	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
		Capital Enhancement Projects						
		Rehab/Renovate AdminBuilding	11.44.01	\$ -	\$ -	\$ -	\$ -	\$ -
		Rehab/Renovate Maintenance Facility	11.44.02	\$ -	\$ -	\$ -	\$ -	\$ -
		Rehab/Renovate Admin/Maintenance Facility	11.44.03	\$ -	\$ -	\$ -	\$ -	\$ -
		Rehab/ Renovate Storage Facility	11.44.04	\$ -	\$ -	\$ -	\$ -	\$ -
		Shop Equipment (SHOP)	11.44.06	\$ -	\$ -	\$ -	\$ -	\$ -
		Support Vehicles	11.44.11	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
		Unified Work Program						
		Program Support and Administration	44.21.00	\$ 141,110.00	\$ 145,343.30	\$ 149,703.60	\$ 154,194.71	\$ 158,820.55
		Short Range Transportation Planning	44.24.00	\$ 231,750.00	\$ 238,702.50	\$ 245,863.58	\$ 253,239.48	\$ 260,836.67
		Planning Emphasis - Management and Operations	44.26.15	\$ 231,750.00	\$ 238,702.50	\$ 245,863.58	\$ 253,239.48	\$ 260,836.67
		Planning Emphasis - Safety & Security	44.26.16	\$ 154,500.00	\$ 159,135.00	\$ 163,909.05	\$ 168,826.32	\$ 173,891.11
		Planning - Other Activities	44.27.00	\$ 269,366.63	\$ 277,447.63	\$ 285,771.06	\$ 294,344.19	\$ 303,174.52
		Management Education and Training						
		Employee Travel	50.10.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
		Employee Tuition/Fees	50.20.00	\$ 4,000.00	\$ 4,000.00	\$ 4,000.00	\$ 4,000.00	\$ 5,000.00
		Employee Housing/Meals	50.30.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
		Capital Operations						
		Preventative Maintenance	11.7A.00	\$ 4,120,000.00	\$ 4,243,600.00	\$ 4,370,908.00	\$ 4,502,035.24	\$ 4,637,096.30
		ADA Services	11.7C.00	\$ 1,052,264.00	\$ 1,073,309.00	\$ 1,094,776.00	\$ 1,116,671.00	\$ 991,572.00
		Transit Related Employee Education and Training	11.7D.00	\$ 52,613.00	\$ 53,665.00	\$ 54,739.00	\$ 55,834.00	\$ 49,578.00
		Project Administration	11.79.00	\$ 87,550.00	\$ 90,176.50	\$ 92,881.80	\$ 95,668.25	\$ 98,538.30
		Total		\$ 9,079,903.63	\$ 9,419,081.43	\$ 9,719,105.65	\$ 9,859,956.67	\$ 9,948,501.10
		Federal		\$ 7,263,922.90	\$ 7,535,265.14	\$ 7,775,284.52	\$ 7,887,965.34	\$ 7,958,800.88
		Local		\$ 1,815,980.73	\$ 1,883,816.29	\$ 1,943,821.13	\$ 1,971,991.33	\$ 1,989,700.22
		5307 Projects		\$ 7,263,922.90	\$ 7,535,265.14	\$ 7,775,284.52	\$ 7,887,965.34	\$ 7,958,800.88
		5307 Apportionment		\$ 7,329,281.21	\$ 7,549,159.65	\$ 7,775,634.44	\$ 8,008,903.47	\$ 8,249,170.57
		Balance		\$ 65,358.31	\$ 13,894.50	\$ 349.91	\$ 120,938.13	\$ 290,369.69
		5339 Projects		\$ 756,500.00	\$ 745,875.00	\$ 85,000.00	\$ 760,000.00	\$ -
		5339 Apportionment		\$ 760,000.00	\$ 760,000.00	\$ 760,000.00	\$ 760,000.00	\$ 760,000.00
		Balance		\$ 3,500.00	\$ 14,125.00	\$ 675,000.00	\$ -	\$ 760,000.00

4 Environmental Justice

4.1 Environmental Justice Populations

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

4.1.1 4.1.1 Identification of Environmental Justice Areas

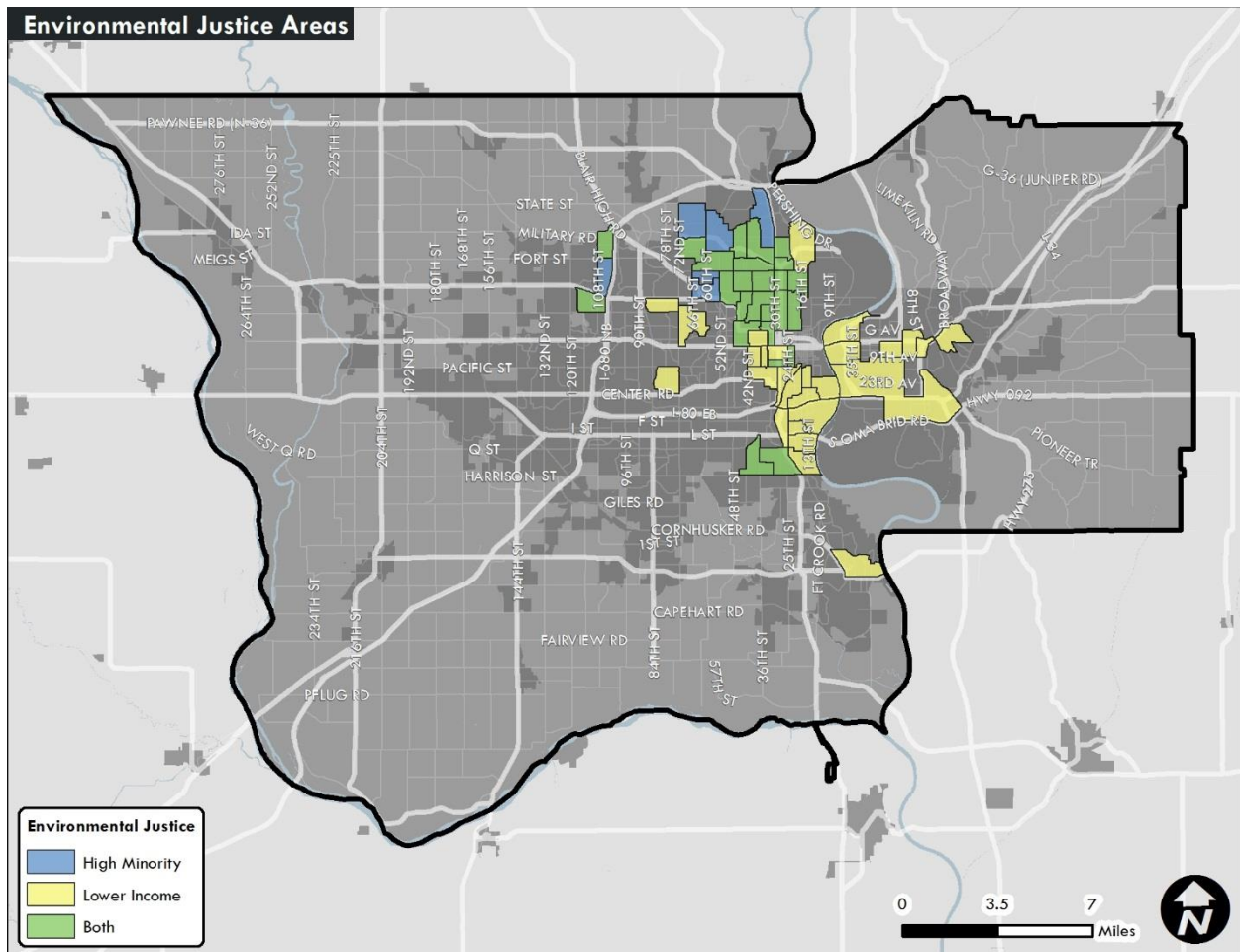
The three fundamental environmental justice principles include:

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

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

Figure 4.1 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 populations were defined by the above mentioned methodology. These census tracts were determined to be environmentally sensitive areas of concern for evaluation purposes.

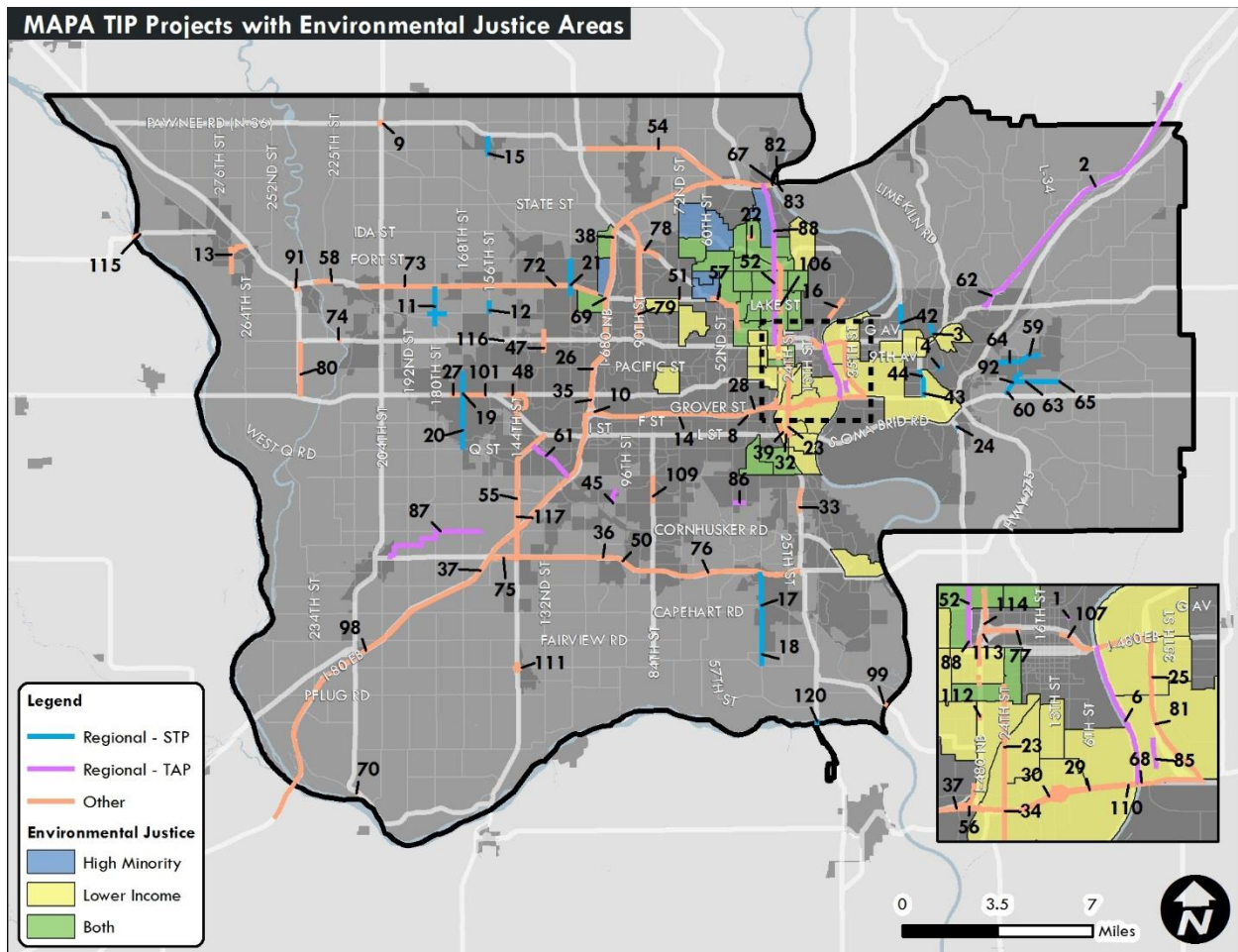
Figure 4.1 – Environmental Justice Areas in the MAPA TMA



4.2 Funding Equity and Project Burden/Benefit

The environmentally sensitive areas were examined in relationship to the 2019 MAPA Transportation Improvement Program (TIP) fiscally constrained and federally funded roadway/ trail projects (FY2019 - 2022) for potential externalities that may affect these areas adversely. Furthermore, the locations of roadway projects were analyzed for equitable distribution of funding relative to the needs of the region. The analysis compared the environmentally sensitive areas to the programmed projects. The Environmental Justice areas were mapped with TIP projects to better show the location of each project relative to the areas with potential environmental justice concerns. The map overlay can be seen in Figure 4.2 (next page). For additional project information see Figure 4.3 (discussed below).

Figure 4.2 – TIP Projects in EJ Areas



4.2.1 Methodology

The MAPA 2019 TIP projects were mapped in a Geographic Information System (GIS) and spatially analyzed for proximity and location within the environmental justice areas. Based on the transportation projects spatial relationship to Environmental Justice areas, the project funding was distributed in a variety of ways. The various spatial relationships and funding distributions are outlined below:

Completely within EJ Area

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

Completely outside EJ Area

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

Partially within EJ Area

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

Adjacency to EJ Area

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

Abutting an EJ Area

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

Non-Spatial Projects

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

4.3 Findings

To assess the level to which environmental justice populations will be impacted by the projects listed in the FY 2019 MAPA TIP, MAPA staff reviewed the total project listing, distribution of equity, and assumed benefits and burdens based upon the methodology in this chapter. Using the methodology described in Section 6.2.1 MAPA makes the below observations.

4.3.1 Distribution of Equity

Through analysis of the projects listed in the MAPA 2019 TIP and the project overlay map (Figure 4.2), it is apparent that in terms of geographical distribution, most location-specific projects fall outside of any Environmental Justice area. Considering the region's anticipated future growth, most of the region's capital roadway projects are located in the suburban and developing areas where new development will require new capacity. The Environmental Justice areas are located in fully developed urban areas, and MAPA forecasts little need to increase roadway capacities in these regions. Many traffic counts in the Environmental Justice areas have been declining or remaining stable in recent years. However, several major projects are within or have a spatial relationship to EJ areas.

Table 4.1 – Projects Located in or around Environmental Justice Areas

TIP ID	Project Name	Lead Agency	Map Number	Project Cost	EJ Percent	EJ Funding	Non-EJ Funding
2015-014	Iowa Riverfront Trail III	Council Bluffs	6	\$323,000	100	\$323,000	\$0
2015-063	OPS McMillan Middle School SRTS Project	Omaha	22	\$241,240	100	\$241,240	\$0
2015-065	24th Street Road Diet	Omaha	23	\$3,419,090	100	\$3,419,090	\$0
2015-086	275 Bridge Cleaning	Iowa DOT	25	\$228,000	100	\$228,000	\$0
2016-006	(EB) I-80 Bridges In Omaha	NDOT	28	\$5,127,000	70	\$3,588,900	\$1,538,100
2016-008	I-480: 20th Street - Missouri River Bridges (EB)	NDOT	29	\$10,155,000	100	\$10,155,000	\$0
2016-009	I-480: 20th Street - Missouri River Bridges (WB)	NDOT	30	\$10,624,000	100	\$10,624,000	\$0
2016-019	US-275: 25th Street - 23rd Street	NDOT	32	\$1,906,000	100	\$1,906,000	\$0
2016-023	24th Street Interstate Bridge	NDOT	34	\$2,760,000	100	\$2,760,000	\$0
2016-028	I-80 Fiber Optic	NDOT	37	\$3,328,000	11	\$366,080	\$2,961,920
2016-029	I-680 Fiber-Optic	NDOT	38	\$1,764,000	32	\$564,480	\$1,199,520
2016-031	US-75: Dynamic Message Signs, Omaha	NDOT	39	\$350,000	100	\$350,000	\$0
2016-035	South Expressway Reconstruction - Phase 1	Council Bluffs	43	\$3,509,000	100	\$3,509,000	\$0
2016-036	South Expressway Reconstruction - Phase 2	Council Bluffs	44	\$4,645,000	100	\$4,645,000	\$0
2016-068	72nd & Maple Intersection Improvement	Omaha	51	\$4,196,860	73	\$3,063,708	\$1,133,152
2016-070	30th Street Road Diet	Omaha	52	\$2,250,200	100	\$2,250,200	\$0
2017-005	I-80/480/US-75 Bridge Painting	NDOT	56	\$6,343,000	100	\$6,343,000	\$0
2017-008	N-64 Concrete Repair	NDOT	57	\$3,684,000	100	\$3,684,000	\$0
2017-023	I-480: Missouri River in Council Bluffs	Iowa DOT	66	\$1,306,000	100	\$1,306,000	\$0
2017-026	I-80: Missouri River in Council Bluffs - Eastbound & Westbound	Iowa DOT	68	\$168,000	100	\$168,000	\$0
2017-029	I-680: I-80 to Fort Street	NDOT	69	\$2,576,000	90	\$2,318,400	\$257,600

Table 4.1 – Projects Located in or around Environmental Justice Areas

TIP ID	Project Name	Lead Agency	Map Number	Project Cost	EJ Percent	EJ Funding	Non-EJ Funding
2018-002	West Maple Rd, 156th - 108th, Omaha	NDOT	72	\$13,273,000	29	\$3,849,170	\$9,423,830
2018-010	Dewey - 20th St, Omaha (I-480)	NDOT	77	\$86,000	35	\$30,100	\$55,900
2018-017	I-80: I-29/80/480	Iowa DOT	81	\$529,200,000	100	\$529,200,000	\$0
2018-023	River Road Trail	Council Bluffs	85	\$410,000	100	\$410,000	\$0
2018-026	North 30th Street Transit Amenities	Metro	88	\$656,250	95	\$623,438	\$32,813
2019-005	I-80/480/680 Barrier	NDOT	102	\$864,000	66	\$570,240	\$293,760
2019-009	North Freeway: Parker - Fort St.	NDOT	106	\$3,341,000	100	\$3,341,000	\$0
2019-013	I-80: 13th St. to Iowa Line	NDOT	110	\$166,000	100	\$166,000	\$0
2019-015	I-480 Bridges in Omaha	NDOT	112	\$358,000	100	\$358,000	\$0
2019-017	US-75 Creighton Area Bridges	NDOT	114	\$4,262,000	50	\$2,131,000	\$2,131,000

Table 4.2 on the following page lists Federal-Aid projects not located within, adjacent to, or abutting an environmental justice area. Project funding is restricted to only the fiscally constrained portion of the MAPA TIP (FY2019 – FY2022).

Table 4.2 - Projects not Located in or around Environmental Justice Areas

TIP ID	Project Name	Lead Agency	Map Number	Project Cost	EJ Percent	EJ Funding	Non-EJ Funding
2015-001	North Downtown Riverfront Pedestrian Bridge	Omaha	1	\$8,022,000	0	\$0	\$8,022,000
2015-007	Pottawattamie County Multi-Use Trail - Phase 1	Pottawattamie	2	\$281,000	0	\$0	\$281,000
2015-011	Harrison Street Reconstruction	Council Bluffs	3	\$5,765,000	0	\$0	\$5,765,000
2015-012	W Graham Ave Reconstruction	Council Bluffs	4	\$2,919,000	0	\$0	\$2,919,000
2015-013	Omaha Signal Infrastructure - Phase A1	Omaha	5	\$3,892,880	0	\$0	\$3,892,880
2015-019	2014 Omaha Resurfacing Package	Omaha	7	\$4,140,960	0	\$0	\$4,140,960
2015-022	42nd Street Bridge, C to D Street	Omaha	8	\$6,087,000	0	\$0	\$6,087,000
2015-027	Jct N-31/N-36 Intersection Improvements	NDOT	9	\$3,504,000	0	\$0	\$3,504,000
2015-036	EB I-80 at I-680	NDOT	10	\$1,882,000	0	\$0	\$1,882,000

Table 4.2 - Projects not Located in or around Environmental Justice Areas

TIP ID	Project Name	Lead Agency	Map Number	Project Cost	EJ Percent	EJ Funding	Non-EJ Funding
2015-039	180th Street, N. HWS Cleveland Blvd. to West Maple Road	Douglas	11	\$42,943,410	0	\$0	\$42,943,410
2015-040	156th Street Phase Two	Omaha	12	\$32,134,550	0	\$0	\$32,134,550
2015-042	Western Douglas County Trail	PMRNRD	13	\$6,094,960	0	\$0	\$6,094,960
2015-043	72nd & D Street Viaduct	Omaha	14	\$7,782,000	0	\$0	\$7,782,000
2015-046	156th Street	Bennington	15	\$3,140,700	0	\$0	\$3,140,700
2015-047	Riverfront Trail - Phase 4	Omaha	16	\$1,642,760	0	\$0	\$1,642,760
2015-048	36th Street Phase N-370 - Sheridan	Bellevue	17	\$11,163,110	0	\$0	\$11,163,110
2015-050	36th Street Phase II	Bellevue	18	\$12,228,550	0	\$0	\$12,228,550
2015-052	168th Street - West Center Road to Poppleton Street	Omaha	19	\$10,300,000	0	\$0	\$10,300,000
2015-054	168th Street - West Center Road to Q Street	Omaha	20	\$22,872,950	0	\$0	\$22,872,950
2015-055	120th Street	Omaha	21	\$20,981,250	0	\$0	\$20,981,250
2015-075	Interstate Utility Relocation	Council Bluffs	24	\$3,695,250	0	\$0	\$3,695,250
2015-152	I-680/US-6 Bridges, Omaha	NDOT	26	\$2,609,000	0	\$0	\$2,609,000
2016-004	US-275: West Papillion Creek Bridge West	NDOT	27	\$1,959,000	0	\$0	\$1,959,000
2016-014	District 2 CCTV Cameras	NDOT	31	\$165,000	0	\$0	\$165,000
2016-022	US-75 Bridge Approaches, Bellevue	NDOT	33	\$2,007,000	0	\$0	\$2,007,000
2016-025	I-680: West Center Road Bridge	NDOT	35	\$3,448,000	0	\$0	\$3,448,000
2016-027	N-370: 168th St - US-75 NB	NDOT	36	\$768,000	0	\$0	\$768,000
2016-032	District 2 DMS	NDOT	40	\$1,190,000	0	\$0	\$1,190,000
2016-033	District 2 CCTV Camera Towers	NDOT	41	\$435,000	0	\$0	\$435,000
2016-034	North 16th Street Reconstruction	Council Bluffs	42	\$5,356,250	0	\$0	\$5,356,250
2016-037	Applewood Creek Trail	La Vista	45	\$2,058,040	0	\$0	\$2,058,040
2016-045	Omaha Resurfacing Program	Omaha	46	\$1,071,710	0	\$0	\$1,071,710
2016-046	132nd Street Adaptive Traffic Signal Control	Omaha	47	\$857,730	0	\$0	\$857,730
2016-048	144th Street Adaptive Traffic Signal Control	Omaha	48	\$1,122,310	0	\$0	\$1,122,310

Table 4.2 - Projects not Located in or around Environmental Justice Areas

TIP ID	Project Name	Lead Agency	Map Number	Project Cost	EJ Percent	EJ Funding	Non-EJ Funding
2016-066	Nebraska Statewide Van Pool	NDOT	49	\$441,120	0	\$0	\$441,120
2016-067	N-370 & 96th Street Intersection Project	Papillion	50	\$275,900	0	\$0	\$275,900
2016-071	2016 Omaha Resurfacing Program	Omaha	53	\$5,763,000	0	\$0	\$5,763,000
2017-002	N-36 Resurfacing	NDOT	54	\$4,142,000	0	\$0	\$4,142,000
2017-003	N-50 Concrete Repair	NDOT	55	\$8,303,000	0	\$0	\$8,303,000
2017-009	Elkhorn River East	NDOT	58	\$2,064,000	0	\$0	\$2,064,000
2017-013	East Beltway: Stevens Road - East Segment	Council Bluffs	59	\$2,953,000	0	\$0	\$2,953,000
2017-014	East Beltway: Eastern Hills Drive - Segment D - Roadway	Council Bluffs	60	\$6,099,000	0	\$0	\$6,099,000
2017-017	West Papio Trail - Millard Connection	PMRNRD	61	\$2,202,500	0	\$0	\$2,202,500
2017-018	City/County Connector Trail	Council Bluffs	62	\$594,000	0	\$0	\$594,000
2017-019	East Beltway: Greenview Road - West Segment	Council Bluffs	63	\$3,481,750	0	\$0	\$3,481,750
2017-020	East Beltway: Stevens Road - West Segment	Council Bluffs	64	\$2,250,250	0	\$0	\$2,250,250
2017-021	East Beltway: Greenview Road - East Segment	Council Bluffs	65	\$1,548,560	0	\$0	\$1,548,560
2017-024	I-680: Missouri River in Council Bluffs - Eastbound & Westbound	Iowa DOT	67	\$4,950,000	0	\$0	\$4,950,000
2017-031	Schramm SRA Natural Trail Signage	NGPC	70	\$50,000	0	\$0	\$50,000
2017-032	2017 Omaha Resurfacing Program	Omaha	71	\$6,106,000	0	\$0	\$6,106,000
2018-003	N-64 (West Maple Road) from Ramblewood to 156th St in Omaha	NDOT	73	\$9,658,000	0	\$0	\$9,658,000
2018-004	Elkhorn River Approaches	NDOT	74	\$2,913,000	0	\$0	\$2,913,000
2018-006	N-370/150th St	NDOT	75	\$1,290,000	0	\$0	\$1,290,000
2018-007	N-370 at the intersections with 66th and 60th Streets near Papillion	NDOT	76	\$648,000	0	\$0	\$648,000
2018-012	Military Ave, Fort St - 90th St, Omaha	NDOT	78	\$2,237,000	0	\$0	\$2,237,000
2018-013	N-133 from just north of W. Dodge Rd to I-680 interchange in Omaha	NDOT	79	\$1,260,000	0	\$0	\$1,260,000
2018-016	L-28B - N-92	NDOT	80	\$267,000	0	\$0	\$267,000

Table 4.2 - Projects not Located in or around Environmental Justice Areas

TIP ID	Project Name	Lead Agency	Map Number	Project Cost	EJ Percent	EJ Funding	Non-EJ Funding
2018-020	I-680: MISSOURI RIVER IN COUNCIL BLUFFS (EB)	Iowa DOT	82	\$510,000	0	\$0	\$510,000
2018-021	I-680: MISSOURI RIVER IN COUNCIL BLUFFS (WB)	Iowa DOT	83	\$385,000	0	\$0	\$385,000
2018-022	Heartland 2050 Mini-Grant Program	MAPA	84	\$1,250,000	0	\$0	\$1,250,000
2018-024	Giles Road/42nd Street SRTS	Bellevue	86	\$347,500	0	\$0	\$347,500
2018-025	Gretna to Wehrspann Trail	Gretna	87	\$970,000	0	\$0	\$970,000
2018-028	Eastern Nebraska Electric Vehicle CMAQ Grant	Omaha	89	\$644,000	0	\$0	\$644,000
2018-030	2018 Bellevue Resurfacing Project	Bellevue	90	\$9,487,260	0	\$0	\$9,487,260
2018-031	Waterloo Viaduct Resurface	NDOT	91	\$2,226,000	0	\$0	\$2,226,000
2018-032	East Beltway: Eastern Hills Drive - Segment D - Culverts	Council Bluffs	92	\$4,131,000	0	\$0	\$4,131,000
2018-034	MAPA MPO Planning Allocation	MAPA	93	\$498,000	0	\$0	\$498,000
2018-035	Omaha Signal Infrastructure Phase B1	Omaha	94	\$4,060,990	0	\$0	\$4,060,990
2018-036	Omaha Signal Infrastructure Phase B2	Omaha	95	\$4,531,400	0	\$0	\$4,531,400
2018-037	Omaha Signal Infrastructure Phase B3	Omaha	96	\$5,491,300	0	\$0	\$5,491,300
2018-038	2018 Omaha Resurfacing Program	Omaha	97	\$5,142,540	0	\$0	\$5,142,540
2019-001	I-80: N-66 to N-50	NDOT	98	\$1,213,000	0	\$0	\$1,213,000
2019-002	US 34: Missouri River N of Plattsmouth Nebraska	Iowa DOT	99	\$180,000	0	\$0	\$180,000
2019-003	US-6: Various Locations in Council Bluffs	Iowa DOT	100	\$150,000	0	\$0	\$150,000
2019-004	West Branch Papillion Creek Bridge	NDOT	101	\$1,256,000	0	\$0	\$1,256,000
2019-006	Omaha FY-2019 Municipal Resurfacing	NDOT	103	\$400,000	0	\$0	\$400,000
2019-007	Omaha FY-2020 Municipal Resurfacing	NDOT	104	\$400,000	0	\$0	\$400,000
2019-008	Omaha FY-2021 Municipal Resurfacing	NDOT	105	\$400,000	0	\$0	\$400,000
2019-010	I-480, 12th St-Mo River Bridge Paint	NDOT	107	\$3,407,000	0	\$0	\$3,407,000
2019-011	Omaha FY-2022 Municipal Resurfacing	NDOT	108	\$400,000	0	\$0	\$400,000
2019-012	N-85: Giles Rd. - Harrison St.	NDOT	109	\$1,043,000	0	\$0	\$1,043,000

Table 4.2 - Projects not Located in or around Environmental Justice Areas

TIP ID	Project Name	Lead Agency	Map Number	Project Cost	EJ Percent	EJ Funding	Non-EJ Funding
2019-014	N-50/Platteview Road Intersection	NDOT	111	\$879,000	0	\$0	\$879,000
2019-016	I-480 Creighton Area Bridges	NDOT	113	\$2,146,000	0	\$0	\$2,146,000
2019-018	Platte River Bridges West of Valley	NDOT	115	\$1,702,000	0	\$0	\$1,702,000
2019-019	US-6/150th St. Bridge	NDOT	116	\$312,000	0	\$0	\$312,000
2019-020	N-370 - Douglas County Line	NDOT	117	\$344,000	0	\$0	\$344,000
2019-021	Omaha FY-2023 Municipal Resurfacing	NDOT	118	\$400,000	0	\$0	\$400,000
2019-022	Bus to Trail Wayfinding Infrastructure	Metro	119	\$625,000	0	\$0	\$625,000
2019-023	US Highway 34 Bike and Walking Trail Phase 2	PMRNRD	120	\$2,250,000	0	\$0	\$2,250,000

Table 4.3 displays the listing of Metro Transit projects for the duration of the FY2019 – 2022 MAPA TIP. For projects that do not have a specific locality, MAPA determined an EJ distribution by dividing the environmental justice population of Metro’s service area by the total population of the service area. The environmental justice population of Metro’s service area makes up 18.35% of the total population.

Table 4.3 – Environmental Justice Transit Projects

Funding Source	Project Name	Lead Agency	EJ Funding Percent	EJ Funding	Non-EJ Funding	Total Funding
5307	Rolling Stock	Metro	18.35	\$2,784,383	\$12,389,367	\$15,173,750
5307	Transit Enhancements	Metro	18.35	\$219,053	\$974,697	\$1,193,750
5307	Capital Enhancement	Metro	18.35	\$17,203	\$76,547	\$93,750
5307	Planning	Metro	18.35	\$338,418	\$1,505,822	\$1,844,240
5307	Capital Operations	Metro	18.35	\$6,407,241	\$28,509,603	\$34,916,844
5339	Rolling Stock	Metro	18.35	\$559,102	\$2,487,773	\$3,046,875
TAP-MAPA	North 30th Street Transit Amenities	Metro	95.2	\$624,750	\$31,500	\$656,250
TAP-MAPA	Bus to Trail Wayfinding Infrastructure	Metro	18.35	\$114,687	\$510,313	\$625,000

4.3.2 Benefit/Burden of Projects

The projects that have been identified as having a spatial relationship to Environmental Justice areas are listed along with a project description in Table 4.4 on the following page. MAPA cannot find any reasonable negative impacts that would result from the roadway projects listed.

Table 4.4 - Environmental Justice Project Descriptions

TIP ID	Project Name	Lead Agency	Project Description
2015-014	Iowa Riverfront Trail III	Council Bluffs	Ped/Bike Grade and Pave
2015-063	OPS McMillan Middle School SRTS Project	Omaha	Construct safe and efficient pedestrian and vehicle access to school.
2015-065	24th Street Road Diet	Omaha	Reduce excess capacity with 4-lane to 3-lane road diet and facilitate multi-modal options.
2015-086	275 Bridge Cleaning	Iowa DOT	Bridge cleaning
2016-006	(EB) I-80 Bridges In Omaha	NDOT	Repair bridges, approach work, bridge painting, mechanically stabilized earth (MSE) wall repair
2016-008	I-480: 20th Street - Missouri River Bridges (EB)	NDOT	Bridge repair and overlay, signing
2016-009	I-480: 20th Street - Missouri River Bridges (WB)	NDOT	Bridge repair and overlay, signing
2016-019	US-275: 25th Street - 23rd Street	NDOT	Widen for left turn lanes, traffic signal upgrade, mill, resurface, concrete repair
2016-023	24th Street Interstate Bridge	NDOT	Bridge repair and overlay
2016-028	I-80 Fiber Optic	NDOT	Connect ITS devices to fiber-optic material and replace routers
2016-029	I-680 Fiber-Optic	NDOT	Connect ITS devices with fiber optic material and replace routers
2016-031	US-75: Dynamic Message Signs, Omaha	NDOT	Install new dynamic message signs (DMS)
2016-035	South Expressway Reconstruction - Phase 1	Council Bluffs	Reconstruction of roadway and utility work
2016-036	South Expressway Reconstruction - Phase 2	Council Bluffs	Reconstruction of roadway and utility work
2016-068	72nd & Maple Intersection Improvement	Omaha	Construction of dual left-turn lanes on N-64 (Maple Street) at the intersection of 72nd and Maple.
2016-070	30th Street Road Diet	Omaha	Restriping of the roadway to three lanes and striping of bicycle lanes
2017-005	I-80/480/US-75 Bridge Painting	NDOT	Paint girders at 10 bridge locations
2017-008	N-64 Concrete Repair	NDOT	Concrete repair, asphalt resurfacing
2017-023	I-480: Missouri River in Council Bluffs	Iowa DOT	Bridge deck overlay and bridge cleaning (Iowa state share)

Table 4.4 - Environmental Justice Project Descriptions

TIP ID	Project Name	Lead Agency	Project Description
2017-026	I-80: Missouri River in Council Bluffs - Eastbound & Westbound	Iowa DOT	Bridge cleaning (Iowa state share)
2017-029	I-680: I-80 to Fort Street	NDOT	Conc. Repair, surface seal, joint seal
2018-002	West Maple Rd, 156th - 108th, Omaha	NDOT	Conc repair, mill, resurf, br repair, curb ramps
2018-010	Dewey - 20th St, Omaha (I-480)	NDOT	Joint Seal
2018-017	I-80: I-29/80/480	Iowa DOT	Grade and pave, bridge new, grading
2018-023	River Road Trail	Council Bluffs	Bike/pedestrian trail along River Road in Council Bluffs
2018-026	North 30th Street Transit Amenities	Metro	Multi-modal transit amenities
2019-005	I-80/480/680 Barrier	NDOT	Wash and seal bridge rail and bridge piers
2019-009	North Freeway: Parker - Fort St.	NDOT	Resurfacing
2019-013	I-80: 13th St. to Iowa Line	NDOT	Crack and joint seal
2019-015	I-480 Bridges in Omaha	NDOT	Repair bridges by wrapping piers with fiber-reinforced plastic (FRP)
2019-017	US-75 Creighton Area Bridges	NDOT	Bridge repair & overlay

4.4 Conclusions

Based on the analysis presented above, environmentally sensitive populations are not being adversely affected by the MAPA federally funded roadway and trail projects. No projects are anticipated to have significantly negative impacts on the Environmental Justice populations. Furthermore, Table 4.5 summarizes the distribution of funds and based on the proportion of the population being served in the Environmental Justice areas (21 percent), these populations are receiving approximately 61 percent of the total federal funds in the fiscally constrained 2019 MAPA TIP. This is over double the Environmental Justice population proportion of federal roadway and trail funds distributed.

Table 4.5 – Environmental Justice Conclusions

Project Type	Number of Projects	Funding		
		EJ Funding	Non-EJ Funding	Total Project Cost
Non-Environmental Justice Projects	89	\$0.00	\$361,199,440	\$361,199,440
Environmental Justice Projects	31	\$602,492,045	\$19,027,595	\$621,519,640
Total	120	\$602,492,045	\$380,227,035	\$982,719,080

5 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 (INDOT 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

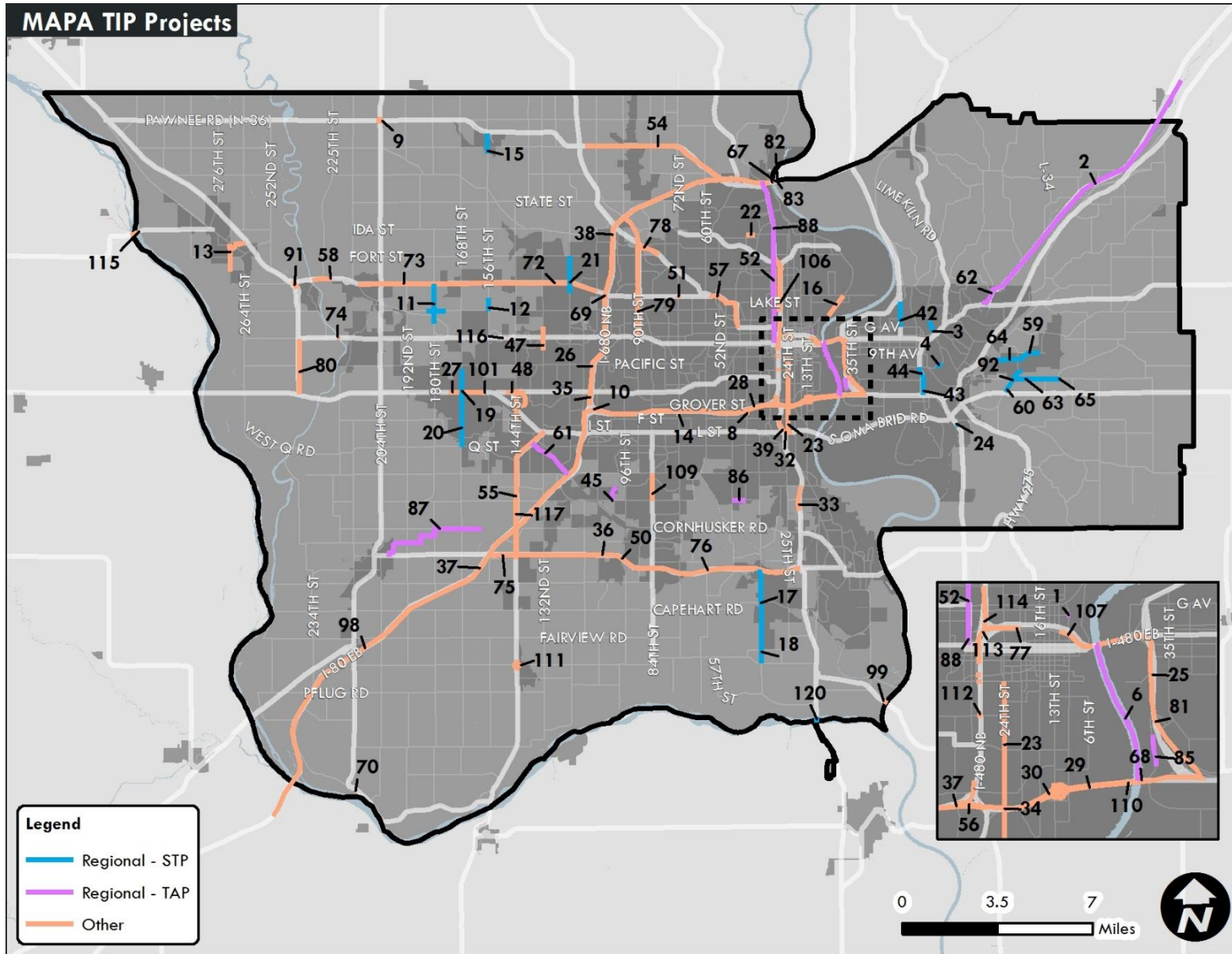


Table 5.1 –TIP Project List

TIP ID	Project Name	Lead Agency	Map Number
2015-001	North Downtown Riverfront Pedestrian Bridge	Omaha	1
2015-007	Pottawattamie County Multi-Use Trail - Phase 1	Pottawattamie	2
2015-011	Harrison Street Reconstruction	Council Bluffs	3
2015-012	W Graham Ave Reconstruction	Council Bluffs	4
2015-013	Omaha Signal Infrastructure - Phase A1	Omaha	5
2015-014	Iowa Riverfront Trail III	Council Bluffs	6
2015-019	2014 Omaha Resurfacing Package	Omaha	7
2015-022	42nd Street Bridge, C to D Street	Omaha	8
2015-027	Jct N-31/N-36 Intersection Improvements	NDOT	9
2015-036	EB I-80 at I-680	NDOT	10
2015-039	180th Street, N. HWS Cleveland Blvd. to West Maple Road	Douglas	11
2015-040	156th Street Phase Two	Omaha	12
2015-042	Western Douglas County Trail	PMRNRD	13
2015-043	72nd & D Street Viaduct	Omaha	14
2015-046	156th Street	Bennington	15
2015-047	Riverfront Trail - Phase 4	Omaha	16
2015-048	36th Street Phase N-370 - Sheridan	Bellevue	17
2015-050	36th Street Phase II	Bellevue	18
2015-052	168th Street - West Center Road to Poppleton Street	Omaha	19
2015-054	168th Street - West Center Road to Q Street	Omaha	20
2015-055	120th Street	Omaha	21
2015-063	OPS McMillan Middle School SRTS Project	Omaha	22
2015-065	24th Street Road Diet	Omaha	23
2015-075	Interstate Utility Relocation	Council Bluffs	24
2015-086	275 Bridge Cleaning	Iowa DOT	25
2015-152	I-680/US-6 Bridges, Omaha	NDOT	26
2016-004	US-275: West Papillion Creek Bridge West	NDOT	27
2016-006	(EB) I-80 Bridges In Omaha	NDOT	28
2016-008	I-480: 20th Street - Missouri River Bridges (EB)	NDOT	29
2016-009	I-480: 20th Street - Missouri River Bridges (WB)	NDOT	30
2016-014	District 2 CCTV Cameras	NDOT	31
2016-019	US-275: 25th Street - 23rd Street	NDOT	32
2016-022	US-75 Bridge Approaches, Bellevue	NDOT	33
2016-023	24th Street Interstate Bridge	NDOT	34
2016-025	I-680: West Center Road Bridge	NDOT	35
2016-027	N-370: 168th St - US-75 NB	NDOT	36
2016-028	I-80 Fiber Optic	NDOT	37
2016-029	I-680 Fiber-Optic	NDOT	38
2016-031	US-75: Dynamic Message Signs, Omaha	NDOT	39
2016-032	District 2 DMS	NDOT	40
2016-033	District 2 CCTV Camera Towers	NDOT	41
2016-034	North 16th Street Reconstruction	Council Bluffs	42
2016-035	South Expressway Reconstuction - Phase 1	Council Bluffs	43
2016-036	South Expressway Reconstuction - Phase 2	Council Bluffs	44
2016-037	Applewood Creek Trail	La Vista	45

Table 5.1 –TIP Project List (continued)

TIP ID	Project Name	Lead Agency	Map Number
2016-045	Omaha Resurfacing Program	Omaha	46
2016-046	132nd Street Adaptive Traffic Signal Control	Omaha	47
2016-048	144th Street Adaptive Traffic Signal Control	Omaha	48
2016-066	Nebraska Statewide Van Pool	NDOT	49
2016-067	N-370 & 96th Street Intersection Project	Papillion	50
2016-068	72nd & Maple Intersection Improvement	Omaha	51
2016-070	30th Street Road Diet	Omaha	52
2016-071	2016 Omaha Resurfacing Program	Omaha	53
2017-002	N-36 Resurfacing	NDOT	54
2017-003	N-50 Concrete Repair	NDOT	55
2017-005	I-80/480/US-75 Bridge Painting	NDOT	56
2017-008	N-64 Concrete Repair	NDOT	57
2017-009	Elkhorn River East	NDOT	58
2017-013	East Beltway: Stevens Road - East Segment	Council Bluffs	59
2017-014	East Beltway: Eastern Hills Drive - Segment D - Roadway	Council Bluffs	60
2017-017	West Papio Trail - Millard Connection	PMRNRD	61
2017-018	City/County Connector Trail	Council Bluffs	62
2017-019	East Beltway: Greenview Road - West Segment	Council Bluffs	63
2017-020	East Beltway: Stevens Road - West Segment	Council Bluffs	64
2017-021	East Beltway: Greenview Road - East Segment	Council Bluffs	65
2017-023	I-480: Missouri River in Council Bluffs	Iowa DOT	66
2017-024	I-680: Missouri River in Council Bluffs - Eastbound & Westbound	Iowa DOT	67
2017-026	I-80: Missouri River in Council Bluffs - Eastbound & Westbound	Iowa DOT	68
2017-029	I-680: I-80 to Fort Street	NDOT	69
2017-031	Schramm SRA Natural Trail Signage	NGPC	70
2017-032	2017 Omaha Resurfacing Program	Omaha	71
2018-002	West Maple Rd, 156th - 108th, Omaha	NDOT	72
2018-003	N-64 (West Maple Road) from Ramblewood to 156th St in Omaha	NDOT	73
2018-004	Elkhorn River Approaches	NDOT	74
2018-006	N-370/150th St	NDOT	75
2018-007	N-370 at the intersections with 66th and 60th Streets near Papillion	NDOT	76
2018-010	Dewey - 20th St, Omaha (I-480)	NDOT	77
2018-012	Military Ave, Fort St - 90th St, Omaha	NDOT	78
2018-013	N-133 from just north of W. Dodge Rd to I-680 interchange in Omaha	NDOT	79
2018-016	L-28B - N-92	NDOT	80
2018-017	I-80: I-29/80/480	Iowa DOT	81
2018-020	I-680: MISSOURI RIVER IN COUNCIL BLUFFS (EB)	Iowa DOT	82
2018-021	I-680: MISSOURI RIVER IN COUNCIL BLUFFS (WB)	Iowa DOT	83
2018-022	Heartland 2050 Mini-Grant Program	MAPA	84
2018-023	River Road Trail	Council Bluffs	85
2018-024	Giles Road/42nd Street SRTS	Bellevue	86
2018-025	Gretna to Wehrspann Trail	Gretna	87

Table 5.1 –TIP Project List (continued)

TIP ID	Project Name	Lead Agency	Map Number
2018-026	North 30th Street Transit Amenities	Metro	88
2018-030	2018 Bellevue Resurfacing Project	Bellevue	90
2018-031	Waterloo Viaduct Resurface	NDOT	91
2018-032	East Beltway: Eastern Hills Drive - Segment D - Culverts	Council Bluffs	92
2018-034	MAPA MPO Planning Allocation	MAPA	93
2018-035	Omaha Signal Infrastructure Phase B1	Omaha	94
2018-036	Omaha Signal Infrastructure Phase B2	Omaha	95
2018-037	Omaha Signal Infrastructure Phase B3	Omaha	96
2018-038	2018 Omaha Resurfacing Program	Omaha	97
2019-001	I-80: N-66 to N-50	NDOT	98
2019-002	US 34: Missouri River N of Plattsmouth Nebraska	Iowa DOT	99
2019-003	US-6: Various Locations in Council Bluffs	Iowa DOT	100
2019-004	West Branch Papillion Creek Bridge	NDOT	101
2019-005	I-80/480/680 Barrier	NDOT	102
2019-006	Omaha FY-2019 Municipal Resurfacing	NDOT	103
2019-007	Omaha FY-2020 Municipal Resurfacing	NDOT	104
2019-008	Omaha FY-2021 Municipal Resurfacing	NDOT	105
2019-009	North Freeway: Parker - Fort St.	NDOT	106
2019-010	I-480, 12th St-Mo River Bridge Paint	NDOT	107
2019-011	Omaha FY-2022 Municipal Resurfacing	NDOT	108
2019-012	N-85: Giles Rd. - Harrison St.	NDOT	109
2019-013	I-80: 13th St. to Iowa Line	NDOT	110
2019-014	N-50/Platteview Road Intersection	NDOT	111
2019-015	I-480 Bridges in Omaha	NDOT	112
2019-016	I-480 Creighton Area Bridges	NDOT	113
2019-017	US-75 Creighton Area Bridges	NDOT	114
2019-018	Platte River Bridges West of Valley	NDOT	115
2019-019	US-6/150th St. Bridge	NDOT	116
2019-020	N-370 - Douglas County Line	NDOT	117
2019-021	Omaha FY-2023 Municipal Resurfacing	NDOT	118
2019-022	Bus to Trail Wayfinding Infrastructure	Metro	119
2019-023	US Highway 34 Bike and Walking Trail Phase 2	PMRNRD	120
2018-030	2018 Bellevue Resurfacing Project	Bellevue	90
2018-031	Waterloo Viaduct Resurface	NDOT	91
2018-032	East Beltway: Eastern Hills Drive - Segment D - Culverts	Council Bluffs	92
2018-034	MAPA MPO Planning Allocation	MAPA	93
2018-035	Omaha Signal Infrastructure Phase B1	Omaha	94
2018-036	Omaha Signal Infrastructure Phase B2	Omaha	95
2018-037	Omaha Signal Infrastructure Phase B3	Omaha	96
2018-038	2018 Omaha Resurfacing Program	Omaha	97
2019-001	I-80: N-66 to N-50	NDOT	98
2019-002	US 34: Missouri River N of Plattsmouth Nebraska	Iowa DOT	99

Table 5.1 –TIP Project List (continued)

TIP ID	Project Name	Lead Agency	Map Number
2019-003	US-6: Various Locations in Council Bluffs	Iowa DOT	100
2019-004	West Branch Papillion Creek Bridge	NDOT	101
2019-005	I-80/480/680 Barrier	NDOT	102
2019-006	Omaha FY-2019 Municipal Resurfacing	NDOT	103
2019-007	Omaha FY-2020 Municipal Resurfacing	NDOT	104
2019-008	Omaha FY-2021 Municipal Resurfacing	NDOT	105
2019-009	North Freeway: Parker - Fort St.	NDOT	106
2019-010	I-480, 12th St-Mo River Bridge Paint	NDOT	107
2019-011	Omaha FY-2022 Municipal Resurfacing	NDOT	108
2019-012	N-85: Giles Rd. - Harrison St.	NDOT	109
2019-013	I-80: 13th St. to Iowa Line	NDOT	110
2019-014	N-50/Platteview Road Intersection	NDOT	111
2019-015	I-480 Bridges in Omaha	NDOT	112
2019-016	I-480 Creighton Area Bridges	NDOT	113
2019-017	US-75 Creighton Area Bridges	NDOT	114
2019-018	Platte River Bridges West of Valley	NDOT	115
2019-019	US-6/150th St. Bridge	NDOT	116
2019-020	N-370 - Douglas County Line	NDOT	117
2019-021	Omaha FY-2023 Municipal Resurfacing	NDOT	118
2019-022	Bus to Trail Wayfinding Infrastructure	Metro	119



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2018-024		Giles Road/42nd Street SRTS	Bellevue	0.55	\$347.50	
Location	Along the north side of Giles Road east of S 48th Street to S 42nd Street and along west side of S 42nd Street from Southern Hills Drive to margo St					
Description	Construct 6ft wide concrete sidewalks to close gaps in the existing network and help provide safe routes from residential areas to nearby schools.					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2023	UTIL-CON-CE	TAP-MAPA	\$347.50	\$278.00	\$0.00	\$69.50

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	\$11,163.11	
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	\$593.11	\$469.09	\$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
2019	ROW	STBG-MAPA	\$322.50	\$258.00	\$0.00	\$64.50
2019	UTIL-CON-CE	STBG-MAPA	\$9,455.00	\$7,563.00	\$0.00	\$1,892.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-050	NE-22288	36th Street Phase II	Bellevue	1.45	\$12,228.55
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	\$956.25	\$765.00	\$0.00	\$191.25
2019	ROW	STBG-MAPA	\$579.30	\$463.44	\$0.00	\$115.86
2022	UTIL-CON-CE	STBG-MAPA	\$10,693.00	\$8,554.00	\$0.00	\$2,139.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2018-030	NE-22736	2018 Bellevue Resurfacing Project	Bellevue	0.00	\$9,487.26
Location	Various locations within the City of Bellevue				
Description	Resurfacing projects in the City of Bellevue				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	UTIL-CON-CE	Local	\$1,054.14	\$0.00	\$0.00	\$1,054.14
2018	UTIL-CON-CE (AC)	Local	\$4,216.56	\$0.00	\$0.00	\$4,216.56
2023	AC Conversion	STBG-MAPA	\$4,216.56	\$4,216.56	\$0.00	\$0.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-046	NE-22233	156th Street	Bennington	1.00	\$3,140.70
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	\$124.92	\$94.94	\$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	\$172.52	\$138.02	\$0.00	\$34.50
2019	ROW	STBG-MAPA	\$141.25	\$113.00	\$0.00	\$28.25
2020	UTIL-CON-CE	STBG-MAPA	\$2,273.75	\$1,819.00	\$0.00	\$454.75

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2018-023		River Road Trail	Council Bluffs	0.00	\$410.00	
Location	"Along River Road from Nebraska Ave. to the south, terminating at Warren Distribution"					
Description	Bike/pedestrian trail along River Road in Council Bluffs					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2022	UTIL-CON-CE	TAP-MAPA	\$410.00	\$328.00	\$0.00	\$82.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2016-036	CB-033115-003	South Expressway Reconstuction - Phase 2	Council Bluffs		\$4,645.00	
Location	On Highway 192 from 21st Street north to 16th Street					
Description	Reonstruciton of roadway and utility work					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2023	UTIL-CON-CE	STBG-MAPA	\$4,645.00	\$3,716.00	\$0.00	\$929.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-014	IA-1581	Iowa Riverfront Trail III	Council Bluffs	3.59	\$323.00	
Location	Recreation Trail Connection Along Missouri River					
Description	Ped/Bike Grade and Pave					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2020	UTIL-CON-CE	TAP-MAPA	\$323.00	\$258.00	\$0.00	\$65.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-012	IA-25419	W Graham Ave Reconstruction	Council Bluffs		\$2,919.00	
Location	High Street to Fairmont Avenue					
Description	Reconstruction of street and utilities					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2023	UTIL-CON-CE	STBG-MAPA	\$2,919.00	\$2,335.00	\$0.00	\$584.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

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

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-075	IA-29716	Interstate Utility Relocation	Council Bluffs		\$3,695.25	
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
2019	UTIL-CON-CE	STBG-MAPA	\$961.00	\$768.00	\$0.00	\$193.00
2020	UTIL-CON-CE	STBG-MAPA	\$502.00	\$401.00	\$0.00	\$101.00
2021	UTIL-CON-CE	STBG-MAPA	\$516.00	\$413.00	\$0.00	\$103.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-034	IA-34125	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*
2022	UTIL-CON-CE	STBG-MAPA	\$5,356.25	\$4,285.00	\$0.00	\$1,071.25

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-035	IA-34126	South Expressway Reconstuction - Phase 1	Council Bluffs	0.70	\$3,509.00
Location	On Highway 192 from I-80 north to 21st Street				
Description	Reonstruciton of roadway and utility work				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2020	UTIL-CON-CE	STBG-MAPA	\$3,509.00	\$2,807.00	\$0.00	\$702.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-018	IA-35677	City/County Connector Trail	Council Bluffs	1.05	\$594.00
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	\$594.00	\$475.00	\$0.00	\$119.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

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	\$2,250.25
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	\$314.00	\$251.00	\$0.00	\$63.00
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	\$3,481.75
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*
2019	PE-NEPA-FD	STBG-MAPA	\$558.00	\$446.00	\$0.00	\$112.00
2020	UTIL-CON-CE	STBG-MAPA	\$2,923.75	\$2,339.00	\$0.00	\$584.75

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

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	\$2,953.00
Location	"In the city of Council Bluffs, On CEDAR LN, from Eastern Hills Drive W .8 Miles 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
2019	UTIL-CON-CE	DPS	\$2,513.00	\$2,010.00	\$0.00	\$503.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-014	IA-35681	East Beltway: Eastern Hills Drive - Segment D - Roadway	Council Bluffs	1.05	\$6,099.00
Location	"In the City of Council Bluffs, roadway const. from IA92 and State Orchard Rd to Eastern Hills Dr. and State Orchard Rd."				
Description	"Roadway construction from the intersection of Highway 92 and State Orchard Road to the intersection of Eastern Hills Drive and State Orchard Road. Median improvements along Highway 92 from the intersection of Highway 92 and State Orchard Road, west appro				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	PE-NEPA-FD	DPS	\$309.00	\$247.00	\$0.00	\$62.00
2018	ROW	DPS	\$1,149.00	\$919.00	\$0.00	\$230.00
2019	UTIL-CON-CE	STBG-MAPA	\$3,971.00	\$3,177.00	\$0.00	\$794.00
2019	UTIL-CON-CE	DPS	\$670.00	\$536.00	\$0.00	\$134.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

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	\$1,548.56
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*
2019	PE-NEPA-FD	STBG-MAPA	\$131.26	\$105.00	\$0.00	\$26.26
2019	ROW	STBG-MAPA	\$10.30	\$8.24	\$0.00	\$2.06
2019	UTIL-CON-CE	STBG-MAPA	\$1,407.00	\$1,126.00	\$0.00	\$281.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2018-032	IA-36985	East Beltway: Eastern Hills Drive - Segment D - Culverts	Council Bluffs	0.00	\$4,131.00
Location	From intersection of State Orchard Drive and Highway 92 to intersection of Eastern Hills Drive and State Orchard Road				
Description	Construction of Culverts				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	PE-NEPA-FD	DPS	\$176.00	\$141.00	\$0.00	\$35.00
2018	ROW	DPS	\$655.00	\$524.00	\$0.00	\$131.00
2019	UTIL-CON-CE	DPS	\$3,300.00	\$2,640.00	\$0.00	\$660.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-039	NE-22224	"180th Street, N. HWS Cleveland Blvd. to West Maple Road"	Douglas	2.37	\$42,943.41
Location	"180th St., HWS Cleveland Blvd. to W Maple Rd. and Blondo St., 183rd St. to 175th 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
2017	PE-NEPA-FD	STBG-MAPA	\$488.41	\$390.73	\$0.00	\$97.68
2019	ROW	STBG-MAPA	\$3,360.00	\$2,688.00	\$0.00	\$672.00
2019	UTIL-CON-CE	STBG-MAPA	\$36,430.00	\$29,144.00	\$0.00	\$7,286.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2018-025		Gretna to Wehrspann Trail	Gretna	0.00	\$970.00
Location	From the City of Gretna to Wehrspann Lake				
Description	10ft wide concrete bike/pedestrian trail				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2020	UTIL-CON-CE	TAP-MAPA	\$187.50	\$150.00	\$0.00	\$37.50
2023	UTIL-CON-CE	TAP-MAPA	\$782.50	\$626.00	\$0.00	\$156.50

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2019-002	IA-37979	US 34: Missouri River N of Plattsmouth Nebraska	Iowa DOT		\$180.00
Location	Missouri River N of Plattsmouth Nebraska				
Description	Miscellaneous				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	UTIL-CON-CE	State-Iowa	\$45.00	\$0.00	\$45.00	\$0.00
2020	UTIL-CON-CE	State-Iowa	\$45.00	\$0.00	\$45.00	\$0.00
2021	UTIL-CON-CE	State-Iowa	\$45.00	\$0.00	\$45.00	\$0.00
2022	UTIL-CON-CE	State-Iowa	\$45.00	\$0.00	\$45.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-086	IA-38013	275 Bridge Cleaning	Iowa DOT	0.00	\$228.00
Location	US 275: MISSOURI RIVER IN COUNCIL BLUFFS				
Description	Bridge cleaning				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
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
2021	UTIL-CON-CE	State-Iowa	\$57.00	\$0.00	\$57.00	\$0.00
2022	UTIL-CON-CE	State-Iowa	\$57.00	\$0.00	\$57.00	\$0.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-026	IA-38118	I-80: Missouri River in Council Bluffs - Eastbound & Westbound	Iowa DOT	0.00	\$168.00
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*
2019	UTIL-CON-CE	State-Iowa	\$42.00	\$0.00	\$42.00	\$0.00
2020	UTIL-CON-CE	State-Iowa	\$42.00	\$0.00	\$42.00	\$0.00
2021	UTIL-CON-CE	State-Iowa	\$42.00	\$0.00	\$42.00	\$0.00
2022	UTIL-CON-CE	State-Iowa	\$42.00	\$0.00	\$42.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-023	IA-38123	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*
2019	UTIL-CON-CE	State-Iowa	\$30.00	\$0.00	\$30.00	\$0.00
2020	UTIL-CON-CE	State-Iowa	\$30.00	\$0.00	\$30.00	\$0.00
2021	UTIL-CON-CE	State-Iowa	\$1,216.00	\$0.00	\$1,216.00	\$0.00
2022	UTIL-CON-CE	State-Iowa	\$30.00	\$0.00	\$30.00	\$0.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-024	IA-38124	I-680: Missouri River in Council Bluffs - Eastbound & Westbound	Iowa DOT	0.00	\$4,950.00
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*
2019	UTIL-CON-CE	State-Iowa	\$4,806.00	\$0.00	\$4,806.00	\$0.00
2020	UTIL-CON-CE	State-Iowa	\$48.00	\$0.00	\$48.00	\$0.00
2021	UTIL-CON-CE	State-Iowa	\$48.00	\$0.00	\$48.00	\$0.00
2022	UTIL-CON-CE	State-Iowa	\$48.00	\$0.00	\$48.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2018-020	IA-38125	I-680: MISSOURI RIVER IN COUNCIL BLUFFS (EB)	Iowa DOT	0.00	\$510.00
Location	I-680: MISSOURI RIVER IN COUNCIL BLUFFS (EB) (STATE SHARE)				
Description	Bridge deck overlay				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	UTIL-CON-CE	State-Iowa	\$510.00	\$0.00	\$510.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2018-021	IA-38126	I-680: MISSOURI RIVER IN COUNCIL BLUFFS (WB)	Iowa DOT	0.00	\$385.00
Location	I-680: MISSOURI RIVER IN COUNCIL BLUFFS (WB) (STATE SHARE)				
Description	Bridge deck overlay				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	UTIL-CON-CE	State-Iowa	\$385.00	\$0.00	\$385.00	\$0.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2018-017	IA-38153	I-80: I-29/80/480	Iowa DOT	0.00	\$529,200.00
Location	I-80: I-29/80/480 INTERSTATES IN COUNCIL BLUFFS (CBIS) STATE SHARE				
Description	"Grade and pave, bridge new, grading"				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	UTIL-CON-CE	NHPP	\$121,786.00	\$109,608.00	\$12,178.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$74,249.00	\$66,825.00	\$7,424.00	\$0.00
2020	UTIL-CON-CE	NHPP	\$98,385.00	\$88,547.00	\$9,838.00	\$0.00
2021	UTIL-CON-CE	NHPP	\$139,805.00	\$125,825.00	\$13,980.00	\$0.00
2022	UTIL-CON-CE	NHPP	\$94,975.00	\$85,478.00	\$9,497.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2019-003	IA-38171	US-6: Various Locations in Council Bluffs	Iowa DOT		\$150.00
Location	Various locations in Council Bluffs				
Description	Traffic signs				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	UTIL-CON-CE	State-Iowa	\$150.00	\$0.00	\$150.00	\$0.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-037	LV-033115-001	Applewood Creek Trail	La Vista	0.70	\$2,058.04
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	\$215.95	\$172.76	\$0.00	\$43.19
2021	UTIL-CON-CE	TAP-MAPA	\$1,842.09	\$1,473.67	\$0.00	\$368.42

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2018-034		MAPA MPO Planning Allocation	MAPA	0.00	\$498.00
Location	Iowa portion of the MAPA TMA				
Description	MPO allocation of Federal Planning (PL) Funding				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	General Planning	PL	\$166.00	\$133.00	\$0.00	\$33.00
2019	General Planning	PL	\$166.00	\$133.00	\$0.00	\$33.00
2020	General Planning	PL	\$166.00	\$133.00	\$0.00	\$33.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2018-022		Heartland 2050 Mini-Grant Program	MAPA	0.00	\$1,250.00	
Location						
Description Heartland 2050 Mini-Grant Program						
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	General Planning	STBG-MAPA	\$312.50	\$250.00	\$0.00	\$62.50
2019	General Planning	STBG-MAPA	\$312.50	\$250.00	\$0.00	\$62.50
2020	General Planning	STBG-MAPA	\$312.50	\$250.00	\$0.00	\$62.50
2021	General Planning	STBG-MAPA	\$312.50	\$250.00	\$0.00	\$62.50

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2018-026		North 30th Street Transit Amenities	Metro	0.00	\$656.25	
Location Along 30th Street from Dodge Street to Ferry Street						
Description Multi-modal transit amenities						
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2021	UTIL-CON-CE	TAP-MAPA	\$656.25	\$525.00	\$0.00	\$131.25

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2019-022		Bus to Trail Wayfinding Infrastructure	Metro		\$625.00	
Location Various locations throughout Omaha						
Description Install signage near trails to inform users of nearby transit connections.						
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2024	UTIL-CON-CE	TAP-MAPA	\$625.00	\$500.00	\$0.00	\$125.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-066	NE-00955	Nebraska Statewide Van Pool	NDOT	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. CMAQ funding will be transferred to FTA Section 5307				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	UTIL-CON-CE	CMAQ	\$76.32	\$76.32	\$0.00	\$0.00
2018	UTIL-CON-CE	FTA 5311 (FY)	\$90.00	\$72.00	\$0.00	\$18.00
2019	UTIL-CON-CE	FTA 5311 (FY)	\$105.00	\$84.00	\$0.00	\$21.00
2019	UTIL-CON-CE	CMAQ	\$61.80	\$61.80	\$0.00	\$0.00
2020	UTIL-CON-CE	CMAQ	\$48.00	\$48.00	\$0.00	\$0.00
2020	UTIL-CON-CE	FTA 5311 (FY)	\$60.00	\$48.00	\$0.00	\$12.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2019-001	NE-13305	I-80: N-66 to N-50	NDOT	15.50	\$1,213.00
Location	I-80 from approx 0.3 mi south of N-66 to 0.7 mi northeast of N-50				
Description	"Concrete repair, joint seal"				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	PE-NEPA-FD	State-Nebraska	\$5.00	\$0.00	\$5.00	\$0.00
2020	UTIL-CON-CE	NHPP	\$1,208.00	\$1,087.00	\$121.00	\$0.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-027	NE-22530	Jct N-31/N-36 Intersection Improvements	NDOT	0.70	\$3,504.00
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	\$128.00	\$0.00	\$128.00	\$0.00
2018	ROW	State-Nebraska	\$8.00	\$0.00	\$8.00	\$0.00
2019	UTIL-CON-CE	HSIP	\$3,368.00	\$2,951.00	\$417.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-036	NE-22575	EB I-80 at I-680	NDOT		\$1,882.00
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*
2018	PE-NEPA-FD	State-Nebraska	\$5.00	\$0.00	\$5.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$1,877.00	\$1,689.00	\$188.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2018-031	NE-22577B	Waterloo Viaduct Resurface	NDOT	1.00	\$2,226.00
Location	US-275 viaduct over N-64 and UPRR at Waterloo				
Description	Resurface with high friction surface course				

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	NHPP	\$2,216.00	\$1,773.00	\$443.00	\$0.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-004	NE-22578	US-275: West Papillion Creek Bridge West	NDOT	1.30	\$1,959.00
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*
2020	PE-NEPA-FD	State-Nebraska	\$77.00	\$0.00	\$77.00	\$0.00
2021	UTIL-CON-CE	NHPP	\$1,882.00	\$1,405.00	\$351.00	\$126.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2019-004	NE-22578A	West Branch Papillion Creek Bridge	NDOT	0.00	\$1,256.00
Location	US-275 over W Branch Papillion Creek in Omaha				
Description	Bridge repair/overlay				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	State-Nebraska	\$42.00	\$0.00	\$42.00	\$0.00
2018	UTIL-CON-CE	State-Nebraska	\$243.00	\$0.00	\$243.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$971.00	\$971.00	\$0.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-029	NE-22585	I-680: I-80 to Fort Street	NDOT	5.80	\$2,576.00
Location	On I-680 from I-80 to Fort Street in Omaha				
Description	"Conc. Repair, surface seal, joint seal"				

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	\$2,566.00	\$2,309.00	\$257.00	\$0.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-152	NE-22593	"I-680/US-6 Bridges, Omaha"	NDOT		\$2,609.00
Location	On 11 bridges on I-680 and US-6 in Douglas County				
Description	Bridge repair/overlay				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	PE-NEPA-FD	State-Nebraska	\$294.00	\$0.00	\$294.00	\$0.00
2020	UTIL-CON-CE	NHPP	\$2,315.00	\$1,942.00	\$373.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-006	NE-22594	(EB) I-80 Bridges In Omaha	NDOT		\$5,127.00
Location	EB I-80 bridges between 50th St and I-480 in Omaha				
Description	"Repair bridges, approach work, bridge painting, mechanically stabilized earth (MSE) wall repair"				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	State-Nebraska	\$193.00	\$0.00	\$193.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$4,934.00	\$4,441.00	\$493.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-002	NE-22598	N-36 Resurfacing	NDOT	5.10	\$4,142.00
Location	N-36 from approx 0.4 mi east of N-133 east to just west of WB I-680				
Description	"Mill, resurface, br repair, curb/flume"				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	PE-NEPA-FD	State-Nebraska	\$69.00	\$0.00	\$69.00	\$0.00
2020	ROW	State-Nebraska	\$40.00	\$0.00	\$40.00	\$0.00
2021	UTIL-CON-CE	STBG-State	\$4,033.00	\$3,227.00	\$806.00	\$0.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-003	NE-22602	N-50 Concrete Repair	NDOT	5.20	\$8,303.00
Location	N-50 from approx 0.2 mi south of N-370 north to Jct US-275/N-92				
Description	"Concrete repair, mill, asphalt resurfacing, br repair, curb ramps"				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	PE-NEPA-FD	State-Nebraska	\$117.00	\$0.00	\$117.00	\$0.00
2020	ROW	State-Nebraska	\$10.00	\$0.00	\$10.00	\$0.00
2021	UTIL-CON-CE	STBG-State	\$1,217.00	\$1,217.00	\$0.00	\$0.00
2021	UTIL-CON-CE	NHPP	\$6,959.00	\$5,093.00	\$1,576.00	\$290.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-005	NE-22609	I-80/480/US-75 Bridge Painting	NDOT	0.00	\$6,343.00
Location	I-80 & I-480 br's in the vicinity of the I-80/I-480/US-75 Interchange in Omaha				
Description	Paint girders at 10 bridge locations				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	PE-NEPA-FD	State-Nebraska	\$100.00	\$0.00	\$100.00	\$0.00
2020	UTIL-CON-CE	NHPP	\$6,243.00	\$5,619.00	\$624.00	\$0.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-008	NE-22611	I-480: 20th Street - Missouri River Bridges (EB)	NDOT	1.20	\$10,155.00
Location	I-480 EB bridges including ramps from 20th St. to the Missouri River in Omaha				
Description	"Bridge repair and overlay, signing"				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	PE-NEPA-FD	State-Nebraska	\$365.00	\$0.00	\$365.00	\$0.00
2020	UTIL-CON-CE	NHPP	\$9,790.00	\$8,811.00	\$979.00	\$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)	NDOT	1.20	\$10,624.00
Location	I-480 WB bridges including ramps from 20th St. to the Missouri River in Omaha				
Description	"Bridge repair and overlay, signing"				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2020	PE-NEPA-FD	State-Nebraska	\$371.00	\$0.00	\$371.00	\$0.00
2021	UTIL-CON-CE	NHPP	\$10,253.00	\$9,228.00	\$1,025.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-014	NE-22620	District 2 CCTV Cameras	NDOT		\$165.00
Location	"On I-680, at three (3) locations in the Omaha area."				
Description	Deploy CCTV cameras at 3 locations in the Omaha area				

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
2019	UTIL-CON-CE	NHPP	\$160.00	\$128.00	\$32.00	\$0.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2019-005	NE-22623	I-80/480/680 Barrier	NDOT	0.00	\$864.00	
Location	"I-80, I-480, and I-680 bridge rail locations in Omaha"					
Description	Wash and seal bridge rail and bridge piers					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
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*	
2016-019	NE-22630	US-275: 25th Street - 23rd Street	NDOT	0.20	\$1,906.00	
Location	US-275 from 1/2 block west of 25th St to 1/2 block east of 23rd St in Omaha					
Description	" Widen for left turn lanes, traffic signal upgrade, mill, resurface, concrete repair"					
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	ROW	State-Nebraska	\$282.00	\$0.00	\$254.00	\$28.00
2018	PE-NEPA-FD	State-Nebraska	\$182.00	\$0.00	\$164.00	\$18.00
2018	ROW	State-Nebraska	\$178.00	\$0.00	\$160.00	\$18.00
2019	UTIL-CON-CE	NHPP	\$273.00	\$273.00	\$0.00	\$0.00
2019	UTIL-CON-CE	HSIP	\$991.00	\$830.00	\$68.00	\$93.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-022	NE-22634	"US-75 Bridge Approaches, Bellevue"	NDOT	0.00	\$2,007.00
Location	US-75 bridge approaches from 0.3 mi south of Bellevue north to Chandler Rd				
Description	" 4 bridges repair/overlay, replace approaches, seal bridge rails & pier columns"				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2020	PE-NEPA-FD	State-Nebraska	\$71.00	\$0.00	\$71.00	\$0.00
2021	UTIL-CON-CE	NHPP	\$1,936.00	\$1,549.00	\$387.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-023	NE-22635	24th Street Interstate Bridge	NDOT		\$2,760.00
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	\$212.00	\$106.00	\$106.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$2,548.00	\$2,293.00	\$255.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-025	NE-22638	I-680: West Center Road Bridge	NDOT		\$3,448.00
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	\$73.00	\$0.00	\$73.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$3,375.00	\$3,037.00	\$338.00	\$0.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2019-006	NE-22642	Omaha FY-2019 Municipal Resurfacing	NDOT	0.00	\$400.00
Location	At various locations on state highway system in Omaha				
Description	FY-2019 Municipal Resurfacing 				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	UTIL-CON-CE	State-Nebraska	\$400.00	\$0.00	\$400.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2019-007	NE-22643	Omaha FY-2020 Municipal Resurfacing	NDOT	0.00	\$400.00
Location	At various locations on state highway system in Omaha				
Description	FY-2020 Municipal Resurfacing				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2020	UTIL-CON-CE	State-Nebraska	\$400.00	\$0.00	\$400.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2019-008	NE-22644	Omaha FY-2021 Municipal Resurfacing	NDOT	0.00	\$400.00
Location	At various locations on state highway system in Omaha				
Description	FY-2021 Municipal Resurfacing				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2021	UTIL-CON-CE	State-Nebraska	\$400.00	\$0.00	\$400.00	\$0.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2019-009	NE-22647	North Freeway: Parker - Fort St.	NDOT	2.50	\$3,341.00
Location	US-75 (North Freeway) from Parker St. to Fort St. in Omaha				
Description	Resurfacing				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2021	PE-NEPA-FD	State-Nebraska	\$50.00	\$0.00	\$50.00	\$0.00
2022	UTIL-CON-CE	NHPP	\$3,291.00	\$2,633.00	\$658.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-027	NE-22648	N-370: 168th St - US-75 NB	NDOT		\$768.00
Location	N-370 from I-80 to NB US-75 ramp terminal in Bellevue				
Description	"Interconnect existing traffic signals with fiber optic cable, warning beacons"				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	PE-NEPA-FD	State-Nebraska	\$2.00	\$0.00	\$2.00	\$0.00
2019	UTIL-CON-CE	HSIP	\$766.00	\$690.00	\$59.00	\$17.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-008	NE-22649	N-64 Concrete Repair	NDOT	2.40	\$3,428.00
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*
2018	PE-NEPA-FD	State-Nebraska	\$461.00	\$0.00	\$461.00	\$0.00
2019	UTIL-CON-CE	EM	\$2,967.00	\$2,355.00	\$612.00	\$0.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-028	NE-22650	I-80 Fiber Optic	NDOT		\$3,328.00
Location	Along I-80 from near Mahoney interchange east to the Iowa State line.				
Description	Connect ITS devices to fiber-optic material and replace routers				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	State-Nebraska	\$168.00	\$0.00	\$168.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$3,160.00	\$2,844.00	\$316.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-029	NE-22651	I-680 Fiber-Optic	NDOT	13.30	\$1,764.00
Location	Along I-680 from I-80 to the Iowa State line				
Description	Connect ITS devices with fiber optic material and replace routers				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	State-Nebraska	\$96.00	\$0.00	\$96.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$1,668.00	\$1,501.00	\$167.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-031	NE-22653	"US-75: Dynamic Message Signs, Omaha"	NDOT		\$350.00
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*
2018	PE-NEPA-FD	State-Nebraska	\$30.00	\$0.00	\$30.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$320.00	\$256.00	\$64.00	\$0.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-032	NE-22654	District 2 DMS	NDOT		\$1,190.00
Location	"Along I-80, US-75, and US-34 in District 2. Begin R.P. ? 428.92"				
Description	Install new dynamic message signs (DMS)				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	State-Nebraska	\$81.00	\$0.00	\$81.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$1,109.00	\$887.00	\$222.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-033	NE-22655	District 2 CCTV Camera Towers	NDOT		\$435.00
Location	"At eleven locations along I-80, I-680, US-75, US-34, and N-370 in District 2"				
Description	Deploy eleven (11) Closed-Circuit Television (CCTV) camera towers				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	State-Nebraska	\$17.00	\$0.00	\$17.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$418.00	\$332.00	\$86.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-009	NE-22656	Elkhorn River East	NDOT	0.90	\$2,064.00
Location	N-64 EB from just east of the Elkhorn River to the west limits of Omaha				
Description	Concrete pavement				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2021	UTIL-CON-CE	NHPP	\$2,064.00	\$1,651.00	\$413.00	\$0.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2018-002	NE-22689	"West Maple Rd, 156th - 108th, Omaha"	NDOT	4.00	\$13,273.00
Location	N-64 (W Maple Rd) from 156th St to 0.2 mi west of 108th St in Omaha				
Description	"Conc repair, mill, resurf, br repair, curb ramps"				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	State-Nebraska	\$367.00	\$0.00	\$367.00	\$0.00
2018	ROW	State-Nebraska	\$20.00	\$0.00	\$20.00	\$0.00
2019	UTIL-CON-CE	EM	\$5,005.00	\$4,004.00	\$1,001.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$7,881.00	\$5,452.00	\$2,429.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2018-003	NE-22690	N-64 (West Maple Road) from Ramblewood to 156th St in Omah	NDOT	4.70	\$9,658.00
Location	N-64 (W Maple Rd) from 0.9 mi west of N-31 to 0.1 west of 156th St in Omaha				
Description	"Conc repair, mill, asph resuf, br repair/overlay"				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	State-Nebraska	\$391.00	\$0.00	\$391.00	\$0.00
2018	ROW	State-Nebraska	\$15.00	\$0.00	\$15.00	\$0.00
2019	UTIL-CON-CE	EM	\$5,129.00	\$4,103.00	\$1,026.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$4,123.00	\$3,101.00	\$1,015.00	\$7.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2018-004	NE-22692	Elkhorn River Approaches	NDOT	1.10	\$2,913.00
Location	L-28B approach roadway at Elkhorn River and area 0.64 mi east of the bridge				
Description	"Conc repair, joint/crack seal, br repair/overlay"				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	PE-NEPA-FD	State-Nebraska	\$96.00	\$0.00	\$96.00	\$0.00
2020	UTIL-CON-CE	NHPP	\$2,817.00	\$2,254.00	\$563.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2018-006	NE-22699	N-370/150th St	NDOT	0.10	\$1,290.00
Location	"N-370/ 150th St intersection, and south on 150th St to Shepard St in Sarpy Co"				
Description	"Traffic signal, intersection improvements, install fiber interconnect"				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	State-Nebraska	\$40.00	\$0.00	\$20.00	\$20.00
2018	ROW	State-Nebraska	\$10.00	\$0.00	\$5.00	\$5.00
2019	UTIL-CON-CE	State-Nebraska	\$1,240.00	\$0.00	\$242.00	\$998.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2018-007	NE-22700	N-370 at the intersections with 66th and 60th Streets near Papillio	NDOT	0.56	\$648.00
Location	N-370 66th - 60th St Intersections				
Description	"Traffic signal, intersection improvements "				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	State-Nebraska	\$24.00	\$0.00	\$12.00	\$12.00
2019	UTIL-CON-CE	State-Nebraska	\$624.00	\$0.00	\$312.00	\$312.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2019-010	NE-22703	"I-480, 12th St-Mo River Bridge Paint"	NDOT	0.40	\$3,407.00
Location	I-480 from 12th Street to Missouri River in Omaha				
Description	Paint bridge superstructure				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2021	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
2022	UTIL-CON-CE	NHPP	\$3,406.00	\$3,065.00	\$341.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2019-011	NE-22705	Omaha FY-2022 Municipal Resurfacing	NDOT	0.00	\$400.00
Location	At various locations on state highway system in Omaha				
Description	FY-2022 Municipal Resurfacing				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2022	UTIL-CON-CE	State-Nebraska	\$400.00	\$0.00	\$400.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2018-010	NE-22708	"Dewey - 20th St, Omaha (I-480)"	NDOT	0.90	\$86.00
Location	I-480 from Harney St 24th/23rd St in Omaha				
Description	Joint Seal				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2020	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
2021	UTIL-CON-CE	NHPP	\$85.00	\$77.00	\$8.00	\$0.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2018-012	NE-22710	"Military Ave, Fort St - 90th St, Omaha"	NDOT	0.80	\$1,111.00
Location	L-28K (Military Ave) from Fort St to 90th St in Omaha				
Description	"Conc repair, mill, resurf "				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	State-Nebraska	\$42.00	\$0.00	\$42.00	\$0.00
2019	UTIL-CON-CE	EM	\$1,069.00	\$850.00	\$219.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2018-013	NE-22711	N-133 from just north of W. Dodge Rd to I-680 interchange in O	NDOT	4.44	\$1,260.00
Location	"W. Dodge Rd. - I-680, Omaha "				
Description	"Conc repair, mill, resurf "				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	State-Nebraska	\$6.00	\$0.00	\$6.00	\$0.00
2019	UTIL-CON-CE	EM	\$1,254.00	\$1,003.00	\$251.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2019-012	NE-22712	N-85: Giles Rd. - Harrison St.	NDOT	1.00	\$1,043.00
Location	N-85 from Giles Rd. to Harrison St. in La Vista				
Description	"Concrete repair, resurfacing"				

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
2019	UTIL-CON-CE	State-Nebraska	\$1,038.00	\$0.00	\$1,038.00	\$0.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2018-016	NE-22717	L-28B - N-92	NDOT	2.20	\$267.00
Location	"US-275 from Jct L28B to N-92, including L-28E"				
Description	"Mill, resurf "				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2021	PE-NEPA-FD	State-Nebraska	\$2.00	\$0.00	\$2.00	\$0.00
2022	UTIL-CON-CE	NHPP	\$265.00	\$212.00	\$53.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2019-013	NE-22724	I-80: 13th St. to Iowa Line	NDOT	1.00	\$166.00
Location	I-80 from near 13th St interchange to Iowa State Line in Omaha				
Description	Crack and joint seal				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
2020	UTIL-CON-CE	NHPP	\$165.00	\$148.00	\$17.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2019-014	NE-22726	N-50/Platteview Road Intersection	NDOT	0.00	\$879.00
Location	Intersection N-50 with Platteview Rd. in Springfield				
Description	Install traffic signal and intersection improvements				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	UTIL-CON-CE	Local	\$88.00	\$0.00	\$0.00	\$88.00
2020	UTIL-CON-CE	STBG-State	\$791.00	\$703.00	\$88.00	\$0.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2019-015	NE-22730	I-480 Bridges in Omaha	NDOT	0.00	\$358.00
Location	"I-480 bridges near Woolworth Ave, Leavernworth St., & St. Marys Ave. in Omaha"				
Description	Repair bridges by wrapping piers with fiber-reinforced plastic (FRP)				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	State-Nebraska	\$13.00	\$0.00	\$13.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$345.00	\$303.00	\$42.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2019-016	NE-22732	I-480 Creighton Area Bridges	NDOT	0.00	\$2,146.00
Location	I-480 from near Dodge St. to 24th/23rd St. in Omaha				
Description	"Bridge repair & overlay, replace expansion joints, remodel buttress, sidewalk"				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	PE-NEPA-FD	State-Nebraska	\$76.00	\$0.00	\$76.00	\$0.00
2020	UTIL-CON-CE	NHPP	\$2,070.00	\$1,840.00	\$205.00	\$25.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2019-017	NE-22733	US-75 Creighton Area Bridges	NDOT	0.00	\$4,262.00
Location	US-75 bridges from I-480 to near Hamilton St. in Omaha				
Description	Bridge repair & overlay				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	PE-NEPA-FD	State-Nebraska	\$161.00	\$0.00	\$161.00	\$0.00
2020	UTIL-CON-CE	NHPP	\$4,101.00	\$3,281.00	\$820.00	\$0.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2019-018	NE-22734	Platte River Bridges West of Valley	NDOT	0.00	\$1,702.00
Location	Bridges from 0.1mi east of Lashara Spur (S78J) to 0.5mi west of Valley				
Description	Bridge repair & overlay				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2019	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
2020	UTIL-CON-CE	STBG-State	\$1,701.00	\$1,361.00	\$340.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2019-019	NE-22737	US-6/150th St. Bridge	NDOT	0.00	\$312.00
Location	US-6 under 150th St. in Omaha				
Description	Lengthen north span				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	State-Nebraska	\$9.00	\$0.00	\$7.00	\$2.00
2019	UTIL-CON-CE	State-Nebraska	\$303.00	\$0.00	\$242.00	\$61.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2019-020	NE-22741	N-370 - Douglas County Line	NDOT	0.00	\$344.00
Location	N-50 corridor from N-370 to Douglas County Line				
Description	"Interconnect traffic signals w/fiber optic cable, install warning beacons"				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	State-Nebraska	\$2.00	\$0.00	\$2.00	\$0.00
2019	UTIL-CON-CE	HSIP	\$342.00	\$307.00	\$35.00	\$0.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2019-021	NE-22745	Omaha FY-2023 Municipal Resurfacing	NDOT	0.00	\$400.00
Location	At various locations on state highway system in Omaha				
Description	FY-2023 Municipal Resurfacing				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2023	UTIL-CON-CE	State-Nebraska	\$400.00	\$0.00	\$400.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-031		Schramm SRA Natural Trail Signage	NGPC	0.00	\$50.00
Location	Within Schramm State Recreation Area				
Description	Installation of interpretative signage along 3 miles of Schramm State Recreation Area hiking trails. A total of 30 full-color signs will be installed				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	UTIL-CON-CE	RTP	\$50.00	\$40.00	\$10.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2018-028		Eastern Nebraska Electric Vehicle CMAQ Grant	Omaha	0.00	\$644.00
Location	Regional				
Description	"Provide EV infrastructure to agencies in the region. Local match will be split between participating agencies approximately as follows: City of Omaha-53%, City of Bellevue-6%, City of Gretna-7%, Papio-Missouri NRD-2%, Metro Community College-5%, Creighto				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	UTIL-CON-CE	CMAQ	\$146.00	\$116.80	\$0.00	\$29.20
2019	UTIL-CON-CE	CMAQ	\$220.00	\$176.00	\$0.00	\$44.00
2020	UTIL-CON-CE	CMAQ	\$278.00	\$222.40	\$0.00	\$55.60

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2018-035		Omaha Signal Infrastructure Phase B1	Omaha	0.00	\$4,060.99
Location	Various Locations Throughout City				
Description	Upgrade 43 signals throughout Omaha				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	Local	\$282.24	\$0.00	\$0.00	\$282.24
2023	UTIL-CON-CE	STBG-MAPA	\$3,778.75	\$3,023.00	\$0.00	\$755.75

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2018-037		Omaha Signal Infrastructure Phase B3	Omaha	0.00	\$5,491.30
Location	Various Locations Throughout City				
Description	Upgrade 59 signals throughout Omaha				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	Local	\$306.30	\$0.00	\$0.00	\$306.30
2023	UTIL-CON-CE	STBG-MAPA	\$5,185.00	\$4,148.00	\$0.00	\$1,037.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2018-036		Omaha Signal Infrastructure Phase B2	Omaha	0.00	\$4,531.40
Location	Various Locations Throughout City				
Description	Upgrade 48 signals throughout Omaha				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	PE-NEPA-FD	Local	\$313.90	\$0.00	\$0.00	\$313.90
2023	UTIL-CON-CE	STBG-MAPA	\$4,217.50	\$3,374.00	\$0.00	\$843.50

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-047	NE-21973A	Riverfront Trail - Phase 4	Omaha	1.50	\$1,642.76
Location	Abbott Drive-Millers Landing Park to Kiwanis & Levi Carter Park				
Description	"New, 10' Wide Concrete Pedestrian/Bike Trail"				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2013	PE-NEPA-FD	DPS	\$84.77	\$11.80	\$0.00	\$72.97
2019	ROW	Local	\$35.00	\$0.00	\$0.00	\$35.00
2019	UTIL-CON-CE	DPS	\$1,522.99	\$694.73	\$0.00	\$828.26

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-054	NE-22209	168th Street - West Center Road to Q Street	Omaha	2.00	\$22,872.95
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*
2018	PE-NEPA-FD	STBG-MAPA	\$272.95	\$218.36	\$0.00	\$54.59
2019	ROW	STBG-MAPA	\$4,000.00	\$3,200.00	\$0.00	\$800.00
2021	UTIL-CON-CE	STBG-MAPA	\$18,600.00	\$14,880.00	\$0.00	\$3,720.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-052	NE-22210	168th Street - West Center Road to Poppleton Street	Omaha	0.89	\$10,300.00
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*
2018	PE-NEPA-FD	STBG-MAPA	\$750.00	\$600.00	\$0.00	\$150.00
2019	ROW	STBG-MAPA	\$1,250.00	\$1,000.00	\$0.00	\$250.00
2020	UTIL-CON-CE	STBG-MAPA	\$8,300.00	\$6,640.00	\$0.00	\$1,660.00
2022	AC Conversion	STBG-MAPA	\$0.00	\$360.00	\$0.00	(\$360.00)

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-055	NE-22277	120th Street	Omaha	1.39	\$20,981.25
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*
2018	PE-NEPA-FD	STBG-MAPA	\$746.25	\$597.00	\$0.00	\$149.25
2019	ROW	STBG-MAPA	\$1,412.00	\$1,129.00	\$0.00	\$283.00
2019	UTIL-CON-CE	STBG-MAPA	\$1,412.00	\$1,129.00	\$0.00	\$283.00
2023	UTIL-CON-CE	STBG-MAPA	\$17,411.00	\$13,914.00	\$0.00	\$3,497.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-063	NE-22321	OPS McMillan Middle School SRTS Project	Omaha	0.50	\$241.24
Location	Redick Avenue between 37th and 42nd streets.				
Description	Construct safe and efficient pedestrian and vehicle access to school.				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2013	PE-NEPA-FD	SRTS	\$43.12	\$43.12	\$0.00	\$0.00
2018	ROW	SRTS	\$22.50	\$18.50	\$4.00	\$0.00
2019	UTIL-CON-CE	SRTS	\$175.00	\$140.00	\$35.00	\$0.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-040	NE-22376	156th Street Phase Two	Omaha	0.94	\$32,134.55
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	\$419.01	\$335.21	\$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
2017	ROW	STBG-MAPA	\$3,550.00	\$2,840.00	\$0.00	\$710.00
2018	UTIL-CON-CE	STBG-MAPA	\$23,440.00	\$13,708.00	\$0.00	\$9,732.00
2018	UTIL-CON-CE	STBG-MAPA	\$402.00	\$321.60	\$0.00	\$80.40
2023	AC Conversion	STBG-MAPA	\$3,500.00	\$3,500.00	\$0.00	\$0.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

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	\$857.73	
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*
2019	UTIL-CON-CE	HSIP	\$857.73	\$771.96	\$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*
2019	UTIL-CON-CE	HSIP	\$1,122.31	\$1,010.08	\$0.00	\$112.23

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*	
2015-065	NE-22506	24th Street Road Diet	Omaha	2.75	\$3,419.09	
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	\$331.00	\$297.90	\$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



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-001	NE-22571	North Downtown Riverfront Pedestrian Bridge	Omaha		\$8,022.00
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	PE-NEPA-FD	TAP-MAPA	\$1,130.00	\$904.00	\$0.00	\$226.00
2021	UTIL-CON-CE	TAP-MAPA	\$6,092.00	\$1,365.00	\$0.00	\$4,727.00

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)
2018	AC Conversion	STBG-MAPA	\$0.00	\$1,400.00	\$0.00	(\$1,400.00)
2022	AC Conversion	STBG-MAPA	\$0.00	\$1,596.73	\$0.00	(\$1,596.73)

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-013	NE-22608A	Omaha Signal Infrastructure - Phase A1	Omaha	0.00	\$3,892.88
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	ROW	STBG-MAPA	\$100.00	\$80.00	\$0.00	\$20.00
2019	UTIL-CON-CE	STBG-MAPA	\$3,792.88	\$3,034.28	\$0.00	\$758.60

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*
2022	ROW	Local ACC	\$746.00	\$0.00	\$0.00	\$746.00
2022	ROW	Local	\$187.00	\$0.00	\$0.00	\$187.00
2022	UTIL-CON-CE	Local ACC	\$4,123.00	\$0.00	\$0.00	\$4,123.00
2022	UTIL-CON-CE	Local	\$1,031.00	\$0.00	\$0.00	\$1,031.00

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

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*
2023	ROW	Local ACC	\$1,061.00	\$0.00	\$0.00	\$1,061.00
2023	ROW	Local	\$265.00	\$0.00	\$0.00	\$265.00
2023	UTIL-CON-CE	Local ACC	\$5,165.00	\$0.00	\$0.00	\$5,165.00
2023	UTIL-CON-CE	Local	\$1,291.00	\$0.00	\$0.00	\$1,291.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-071	NE-22681	2016 Omaha Resurfacing Program	Omaha	0.00	\$5,763.00
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	Local	\$1,020.00	\$0.00	\$0.00	\$1,020.00
2016	UTIL-CON-CE (AC)	Local	\$4,080.00	\$0.00	\$0.00	\$4,080.00
2023	AC Conversion	STBG-MAPA	\$663.00	\$3,552.20	\$663.00	(\$3,552.20)

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-068	NE-22702	72nd & Maple Intersection Improvement	Omaha	0.45	\$4,196.86
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	\$249.04	\$224.14	\$0.00	\$24.90
2018	UTIL-CON-CE	HSIP	\$115.93	\$104.34	\$0.00	\$11.59
2019	ROW	HSIP	\$231.89	\$208.70	\$0.00	\$23.19
2019	UTIL-CON-CE	HSIP	\$3,600.00	\$3,240.00	\$0.00	\$360.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-070	NE-22706	30th Street Road Diet	Omaha	2.15	\$2,250.20
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	\$266.38	\$211.61	\$0.00	\$54.77
2019	UTIL-CON-CE	HSIP	\$1,983.82	\$1,561.29	\$0.00	\$422.53

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2017-032	NE-22718	2017 Omaha Resurfacing Program	Omaha	0.00	\$6,106.00
Location	Within the City of Omaha				
Description	Resurfacing of federal-aid eligible corridors within the City of Omaha				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2017	PE-NEPA-FD	Local	\$10.00	\$8.00	\$0.00	\$2.00
2017	UTIL-CON-CE	Local	\$1,219.20	\$0.00	\$0.00	\$1,219.20
2017	UTIL-CON-CE (AC)	Local	\$4,876.80	\$0.00	\$0.00	\$4,876.80
2022	AC Conversion	STBG-MAPA	\$0.00	\$4,876.80	\$0.00	(\$4,876.80)

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2018-038	NE-22735	2018 Omaha Resurfacing Program	Omaha	0.00	\$5,142.54
Location	Various locations within the City of Omaha				
Description	Resurfacing projects in the City of Omaha				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	UTIL-CON-CE (AC)	Local	\$5,142.54	\$0.00	\$0.00	\$5,142.54
2023	AC Conversion	STBG-MAPA	\$0.00	\$5,142.54	\$0.00	(\$5,142.54)

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2016-045	OMA-051515-001	Omaha Resurfacing Program	Omaha	0.00	\$1,071.71
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*
2018	UTIL-CON-CE (AC)	Local	\$0.00	\$0.00	\$0.00	\$0.00
2019	UTIL-CON-CE (AC)	Local	\$1,071.71	\$0.00	\$0.00	\$1,071.71
2023	AC Conversion	STBG-MAPA	\$0.00	\$1,071.71	\$0.00	(\$1,071.71)

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
2019	UTIL-CON-CE	HSIP	\$217.40	\$195.66	\$0.00	\$21.74

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*
2022	UTIL-CON-CE	TAP-MAPA	\$2,202.50	\$1,762.00	\$0.00	\$440.50

* Amounts in thousands of U.S. dollars



Metropolitan Area Planning Agency
FY2019-2024 Transportation Improvement Program

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2019-023		US Highway 34 Bike and Walking Trail Phase 2	PMRNRD	0.43	\$2,250.00
Location	Existing US-34 bridge over the Platte River between Sarpy and Cass Counties				
Description	"Install deck and trail surface along east side of the north bound lanes of US Highway 34 and complete trail connections to Allied Road at the north, and Beach Road to the south."				

Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2022	UTIL-CON-CE	STBG-MAPA	\$2,250.00	\$1,800.00	\$0.00	\$450.00

TIP ID	Control Number	Project Name	Lead Agency	Miles	Total Project Cost*
2015-042	NE-22227	Western Douglas County Trail	PMRNRD		\$6,094.96
Location	Twin Rivers YMCA to the City of Valley				
Description	"Install new 10' wide bicycle and pedestrian 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
2018	ROW	DPU	\$284.00	\$227.00	\$57.00	\$0.00
2019	UTIL-CON-CE	DPU	\$2,224.91	\$1,779.93	\$0.00	\$444.98
2019	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*
2015-007	IA-29802	Pottawattamie County Multi-Use Trail - Phase 1	Pottawattamie		\$281.00
Location	"From Council Bluffs north to 330th Street along the Railroad Highway, approximately 7 miles"				
Description	Multi-use recreational trail				

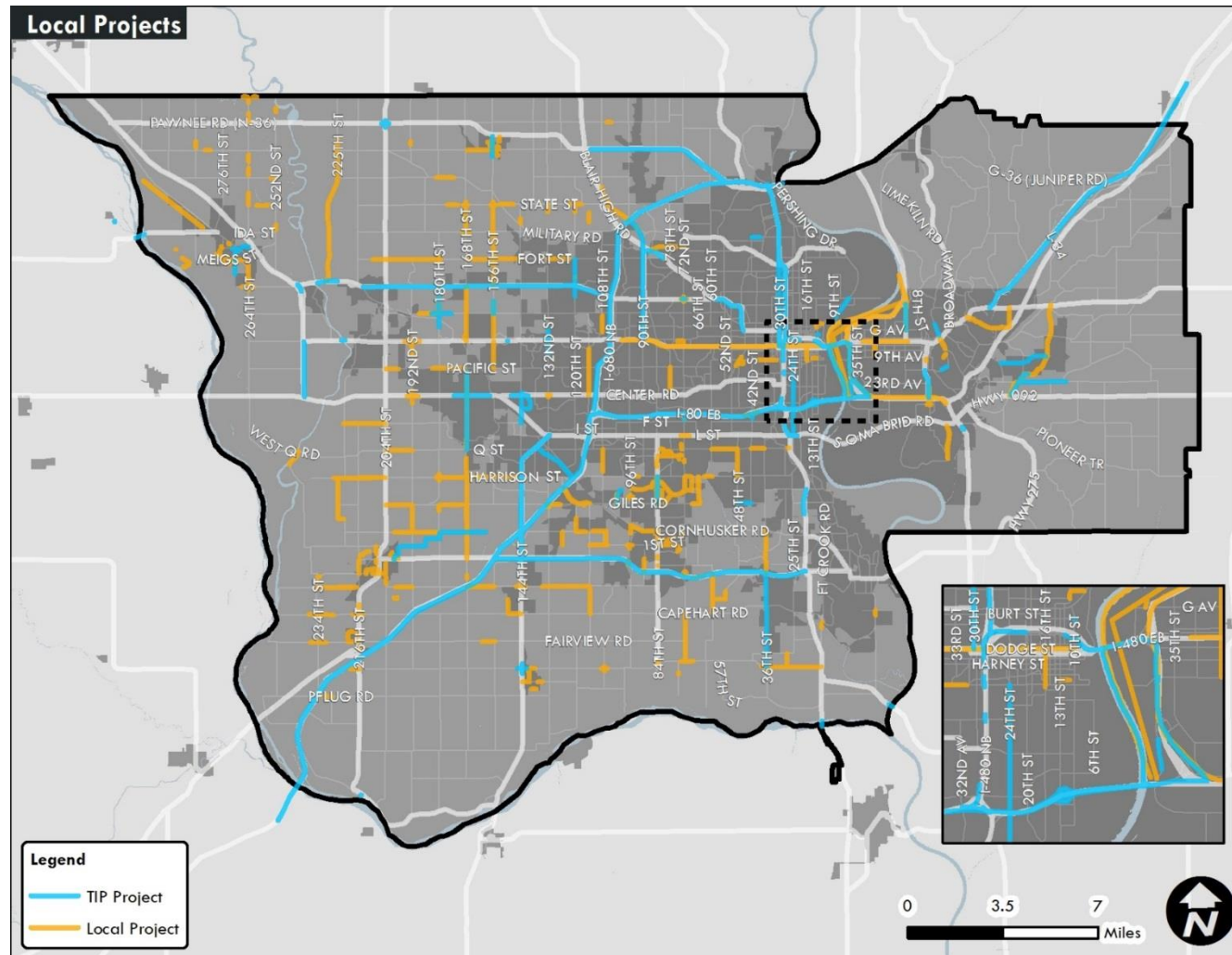
Fiscal Year	Project Phase	Funding Source	Total Funds*	Federal Funds*	State Funds*	Local Funds*
2018	UTIL-CON-CE	TAP-MAPA	\$281.00	\$225.00	\$0.00	\$56.00

* Amounts in thousands of U.S. dollars

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



5.1.2.1 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 (TO BE INCLUDED IN FINAL TIP)

Fiscal Year	Project Description	Funding Sources (\$1,000s)		
		Federal AIP	Local Match	Total
2019	Taxiway Reconstruction	\$9,525	\$3,175	\$12,700
2019	Millard: Runway Seal Coat	\$270	\$30	\$300
2020	Security Projects	\$1,125	\$375	\$1,500
2021	Airfield Lighting	\$1,125	\$375	\$1,500
2022	Airfield Lighting	\$1,125	\$375	\$1,500
TOTAL		\$13,170	\$4,330	\$17,500

5.2 FY2018 Project Status Update

Per FHWA and FTA regulations, MAPA has included a status update on the projects programmed within its current FY2018-2023 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 FY2018-2023 Transportation Improvement Program. Table 5.6 (page 5-56) provides status updates for Metro Transit’s FY2018 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 FY2018 TIP, or the decision to fund a project locally

Table 5.5 – Status of FY2018 Federal-Aid Roadway & Trail Projects

Lead Agency	TIP ID	Project Name	Phase	Funding Program	Federal Funding (\$1,000s)	Total Funding (\$1,000s)	Status
Bellevue	2015-048	36th Street Phase N-370 - Sheridan	ROW	STBG-MAPA	\$258	\$323	In Progress
	2015-050	36th Street Phase II	ROW	STBG-MAPA	\$463	\$579	In Progress
	2018-030	2018 Bellevue Resurfacing Project	AC Conversion	STBG-MAPA	\$4,217	\$4,217	In Progress
Bennington	2015-046	156th Street	ROW	STBG-MAPA	\$109	\$137	Delayed
	2015-046	156th Street	UTIL-CON-CE	STBG-MAPA	\$1,714	\$2,142	Delayed
Council Bluffs	2015-075	Interstate Utility Relocation	UTIL-CON-CE	STBG-MAPA	\$378	\$473	In Progress
	2017-018	City/County Connector Trail	UTIL-CON-CE	TAP-MAPA	\$448	\$560	Delayed
	2017-019	East Beltway: Greenview Road - West Segment	PE-NEPA-FD	STBG-MAPA	\$433	\$542	In Progress
	2017-021	East Beltway: Greenview Road - East Segment	PE-NEPA-FD	STBG-MAPA	\$102	\$128	In Progress
	2017-021	East Beltway: Greenview Road - East Segment	ROW	STBG-MAPA	\$8	\$10	In Progress
Douglas	2015-039	180th Street, N. HWS Cleveland Blvd. to West Maple Road	ROW	STBG-MAPA	\$2,688	\$3,360	In Progress
MAPA	2018-022	Heartland 2050 Mini-Grant Program	General Planning	STBG-MAPA	\$250	\$313	In Progress
	2018-029	Bellevue Bridge Study	General Planning	STBG-MAPA	\$120	\$150	In Progress
NDOT	2016-002	N-31: Schramm Park - US-6	UTIL-CON-CE	STBG-MAPA	\$700	\$700	In Progress
Omaha	2015-001	North Downtown Riverfront Pedestrian Bridge	UTIL-CON-CE (AC)	TAP-MAPA	\$0	\$1,093	Delayed
	2015-001	North Downtown Riverfront Pedestrian Bridge	UTIL-CON-CE	TAP-MAPA	\$1,060	\$4,482	Delayed

Table 5.5 – Status of FY2018 Federal-Aid Roadway & Trail Projects (Continued)

Lead Agency	TIP ID	Project Name	Phase	Funding Program	Federal Funding (\$1,000s)	Total Funding (\$1,000s)	Status
Omaha	2015-001	North Downtown Riverfront Pedestrian Bridge	PE-NEPA-FD	TAP-MAPA	\$904	\$1,130	In Progress
	2015-013	Omaha Signal Infrastructure - Phase A1	UTIL-CON-CE	STBG-MAPA	\$3,034	\$3,793	In Progress
	2015-013	Omaha Signal Infrastructure - Phase A1	ROW	STBG-MAPA	\$80	\$100	In Progress
	2015-019	2014 Omaha Resurfacing Package	AC Conversion	STBG-MAPA	\$1,400	\$0	In Progress
	2015-040	156th Street Phase Two	UTIL-CON-CE	STBG-MAPA	\$322	\$402	In Progress
	2015-040	156th Street Phase Two	UTIL-CON-CE	STBG-MAPA	\$13,708	\$17,135	In Progress
	2015-040	156th Street Phase Two	UTIL-CON-CE	STBG-MAPA	\$13,708	\$23,440	In Progress
	2015-044	Q Street Bridge	UTIL-CON-CE	STBG-MAPA	\$7,416	\$9,270	In Progress
	2015-044	Q Street Bridge	ROW	STBG-MAPA	\$277	\$346	In Progress
	2015-051	108th Street	UTIL-CON-CE	STBG-MAPA	\$6,440	\$8,050	In Progress
	2015-051	108th Street	UTIL-CON-CE	STBG-MAPA	\$298	\$372	In Progress
	2015-052	168th Street - West Center Road to Poppleton Street	PE-NEPA-FD	STBG-MAPA	\$218	\$273	In Progress
	2015-054	168th Street - West Center Road to Q Street	PE-NEPA-FD	STBG-MAPA	\$218	\$273	Delayed
	2015-054	168th Street - West Center Road to Q Street	ROW	STBG-MAPA	\$3,200	\$4,000	Delayed
	2015-055	120th Street	UTIL-CON-CE	STBG-MAPA	\$424	\$530	In Progress
	2015-055	120th Street	PE-NEPA-FD	STBG-MAPA	\$459	\$574	In Progress
	2015-055	120th Street	ROW	STBG-MAPA	\$424	\$530	Delayed
	Pottawattamie	2015-007	Pottawattamie County Multi-Use Trail - Phase 1	UTIL-CON-CE	TAP-MAPA	\$225	\$281

Table 5.6 Status of FY2018 Metro Transit Projects

Project	Location	Project Type	Federal Program	Federal (\$1,000s)	Status
Maintenance of Existing Services	Omaha UZA		Sec. 5307	\$5,670	In Progress
Capital Expenditures	Omaha UZA/NE	Support Equipment/Facilities, Planning, Capitalized Operations	Sec. 5307	\$7,108	In Progress
Capital Expenditures	Omaha UZA/NE	Revenue Rolling Stock	Sec. 5339	\$380	In Progress

Table 5.7 Status of FY2018 5310 Transit Projects

Lead Agency	Project	Federal Program	FY2018 Funding (\$1,000s)	Status
Friendship Program	Demand Response Vehicles	5310	\$32.264	In Progress
Crossroads of Western Iowa	Demand Response Vehicles	5310	\$65.91	In Progress
Florence Home for the Aged	Demand Response Vehicles	5310	\$36.204	In Progress
Eastern Nebraska Human Service Agency	Demand Response Vehicles	5310	\$96.792	In Progress
Eastern Nebraska Community Action Partnership	Demand Response Vehicles	5310	\$48.00	Cancelled, Funds Diverted to Crossroads of Western Iowa
City of Council Bluffs	Operations	5310	\$72.485	In Progress
Florence Home for the Aged	Operations	5310	\$42.728	In Progress
Black Hills Works	Operations	5310	\$38.892	In Progress

6 Public Involvement

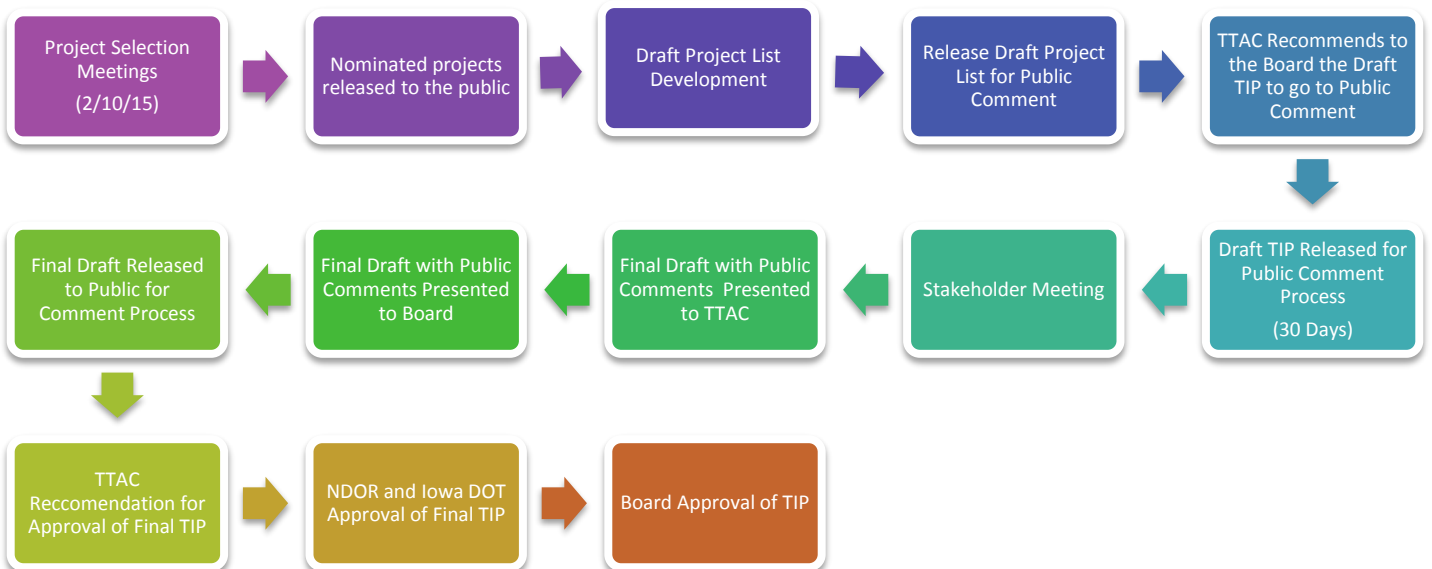
6.1 Public Participation Methodology

The FY2019–2024 Transportation Improvement Program (TIP) was developed through collaboration between MAPA transportation staff, Metro Transit staff, City/County government, NDOT 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 NDOT 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 March 17th.
- Nominated Project List
 - Exhibit 2 – Flyers of the projects nominated FY18
 - Exhibit 3 – Press release for the draft project list announcement
- Draft Project List
 - Exhibit 4 – Screenshots of the MAPA Facebook, Twitter, and website from the draft project list announcement
 - Exhibit 5 – Press release for the draft project list announcement
- Draft Public Comment Period
 - Exhibit 6 – Screenshots of the MAPA Facebook, Twitter, and website
 - Exhibit 7 – Public notice and press release for the preliminary draft TIP 30 day public comment period
 - Exhibit 8 – Copy of the Title VI population/Public Participation List targeted outreach email
 - Distribution list for this email
 - Exhibit 9 – Copy of the March/April 2017 *What's Happening* newsletter
 - Exhibit 10 – 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 11 – Copy of the memo sent to the local libraries and local governments asking for the approved document to be displayed.
 - Exhibits 12 and 12a – Copy of the public comments received
 - Exhibit 13 and 13a – 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.

Nominated Projects Released

The projects submitted for federal funding were sent to the Neighborhood Alliances and transportation advocacy nonprofits for review and comment. Copies of the flyers are shown below.

Exhibit I – Public Comment Advertisement

US HIGHWAY 34/75 BRIDGE

The Papio Missouri River Natural Resource District is requesting funding for a biking and walking trail on the US Highway 34/75 Bridge. This project will install a deck and trail surface across the east side of the northbound lanes allowing for pedestrian and bicycle traffic.

This trail across the Highway 75 Platte River bridge is important because once the Highway 75 expansion project is complete it will be a freeway and Nebraska state law prohibits pedestrians and cyclists from utilizing freeways. Without this connection, cyclists would be forced to travel several miles out of their way to enter Cass County.



Agency:
Papio Missouri River Natural Resource District (NRD)

Total project cost: \$200,000
The federal portion: \$160,000
80% of the total project cost

Total length: .43 miles

Funding request: Transportation Alternatives Program

Partners:

- City of Bellevue
- City of Plattsmouth
- Papio Missouri River NRD
- Lower Platte Soil Conservation District
- Sarpy County
- Cass County
- Nebraska Department of Transportation

All partners are contributing financially and have worked together to get this project moving.



BUS TO TRAIL DIRECTIONAL SIGNS

Metro Transit is requesting funding for directional signs where bus stops intersect with trails. These signs would include information about trail connections, bus routes and stops nearby, destinations in the area, and would have the potential to include live tracking of buses and arrival times.

Metro Transit hopes to improve connections for those using alternative modes of transportation such as walking, bicycling, and public transit.

Agency:
Transit Authority of Omaha (Metro)

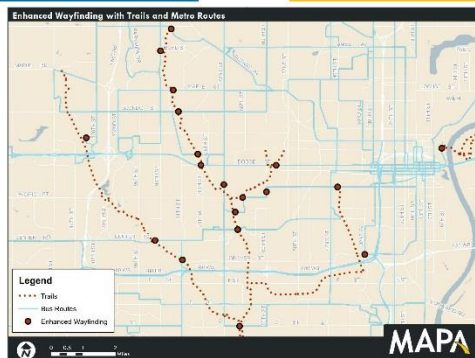
Total project cost: \$200,000
The federal portion: \$160,000
80% of the total project cost

Total impact: 20 locations

Funding request: Transportation Alternatives Program

Partners:

- Metro Transit
- City of Omaha
- Papio Missouri River Natural Resource District



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 31st, 2018(Exhibit 2). These advertisements were on the various sites until the 30 day period ended on June 28th, 2018.

Exhibit I – Public Comment Advertisement

The collage displays four different advertisements for the Draft FY2019 Transportation Improvement Program (TIP) public comment period:

- Top Left:** A screenshot of the MAPA website's "Draft FY2019 Transportation Improvement Program (TIP)" page. It features a map of the metro area, a "View the TIP Database" button, and a "Download Report" link. The text explains that the TIP is a six-year document discussing upcoming federally-funded transportation projects.
- Top Right:** A screenshot of a Twitter post from MAPA - Omaha Metro (@mapacog). The tweet, dated June 4, 2018, invites the public to view the project list and attend a public meeting on June 13 from 4-5:30 p.m. at MAPA offices, 2222 Cuming St. Omaha. It includes a "METRO AREA" graphic and a meeting schedule.
- Bottom Left:** A screenshot of a Facebook event page titled "Transportation Program Public Meeting". The event is scheduled for June 13, 2018, at 4:00 p.m. at 2222 Cuming Street, Omaha. The page includes a "TRANSPORTATION IMPROVEMENT PROGRAM PUBLIC MEETING" section and a "REVIEW TRANSPORTATION PROJECTS PLANNED IN THE METRO AREA" graphic.
- Bottom Right:** A screenshot of a Facebook post from the Omaha-Council Bluffs Metropolitan Area Planning Agency (@MAPA2222). The post, dated June 4 at 6:58am, states that public comments are being accepted on the Draft FY2019-FY2024 TIP. It includes a meeting schedule for Wednesday, June 13, from 4 p.m. to 5:30 p.m. at 2222 Cuming St., Omaha.

A press release regarding the availability of the preliminary draft for public comment was released to the media on May 31st, 2018. Furthermore, a paid public notice was published in The Daily Record. These are shown in Exhibit 3.

Exhibit 2 – TIP Draft Public Comment



For Immediate Release
Date: May 31, 2018
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 31, 2018-Transportation projects planned during the next several years by the Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) are available for public review. MAPA’s Draft FY2019-FY2024 Transportation Improvement Program (TIP) is available for public comment May 31 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. Please arrive at any time during the meeting time frame.

Wednesday, June 13th, 4-5:30 p.m.
MAPA
2222 Cuming Street, Omaha

Please submit written comments via mail or email by **4:30 p.m. on June 27, 2018**.

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

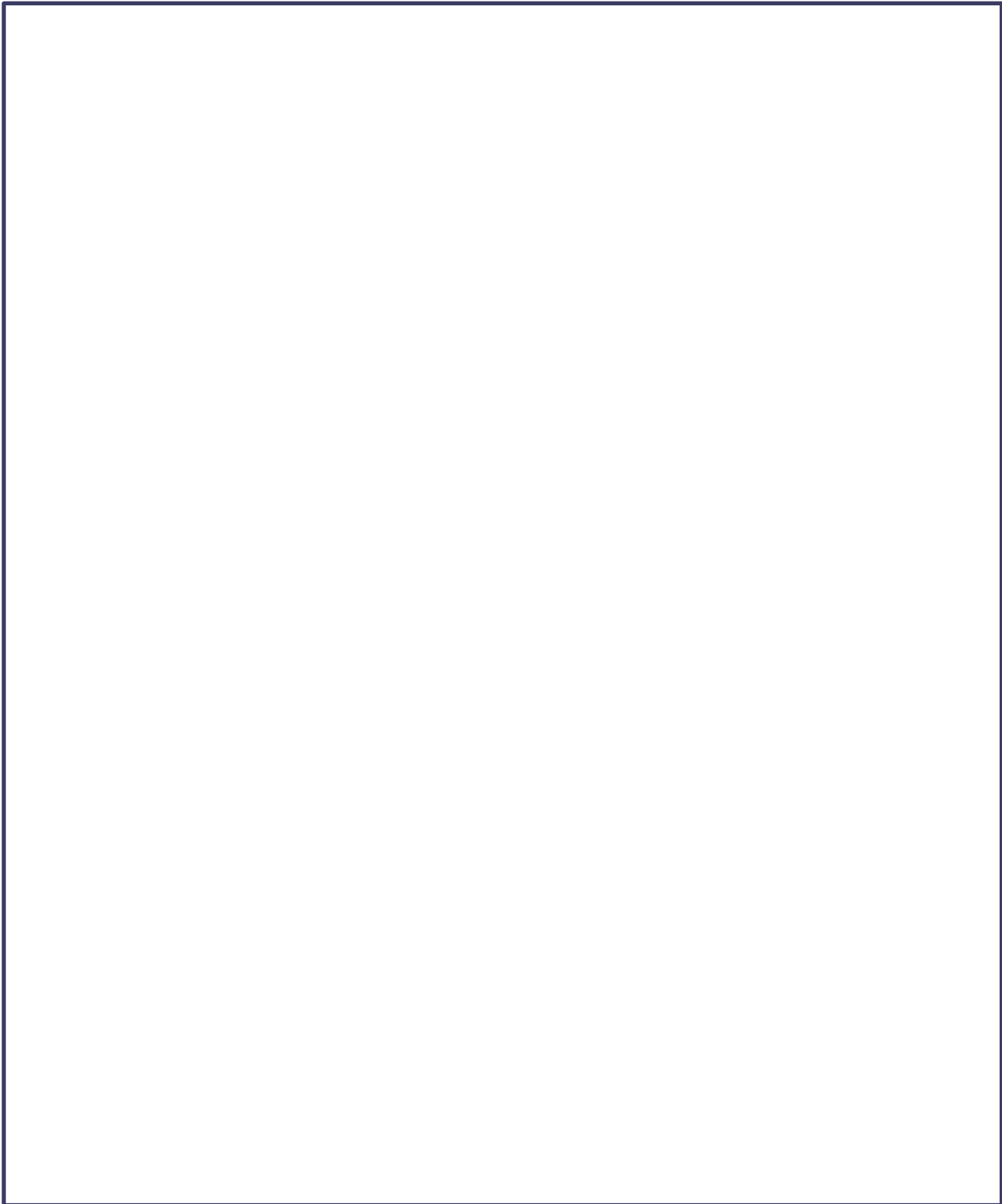
View the Draft TIP at: <http://mapacog.org/projects/tip>.

Meetings of the Omaha-Council Bluffs 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.

###





On June 1st, 2018, MAPA emailed the Title VI and Public Participation List, libraries, and resource agencies regarding the availability for public comment on the preliminary draft TIP (Exhibit 6). The Title VI and Public Participation contact lists are listed below in Exhibits 6.2 and 6.3.

Exhibit 2.2 - Title VI Outreach List

Title VI Outreach List	
100 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 2.3 - 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 3.4 – 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

6.2 Public Comment

MAPA has received no public comments on the FY2019-2024 TIP.

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 STBG call for project was completed due to the funding already programed in previous years.

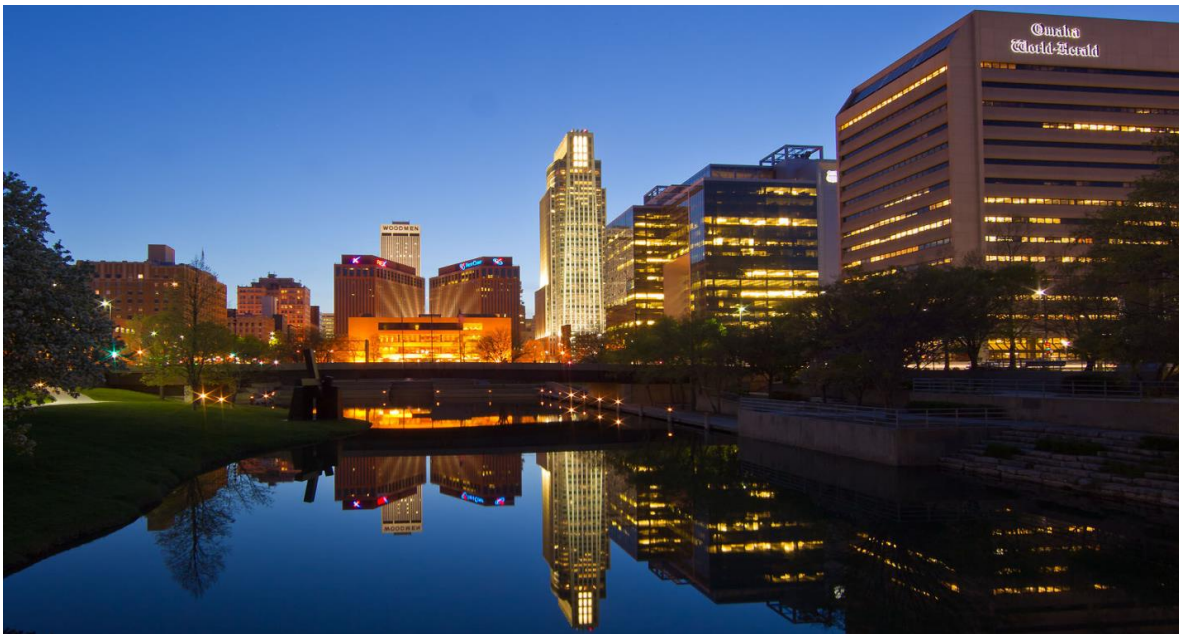
6.3.2 Transportation Alternatives Program Committee (TAP-C)

The Transportation Alternatives Program Committee met on March 13th and selected TAP projects.

6.3.3 Coordinated Transit Committee (CTC)

No 5310 call for project was completed due to funding already programed in previous years

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 24, 2017 TTAC meeting. These minutes are located in Appendix C.



Appendices

Appendix A - CTC Meeting Minutes

Date: Wednesday, February 21, 2018 10:30 a.m.

Location: MAPA Offices, Omaha, NE – Training Room

In Attendance:

Chair:

Lisa Picker, Heartland Family Services

Mark Bulger, Omaha Association of the Blind

Dan Freshman, City of Ralston

Meredith Dillon, City of Omaha

Rita Hamele, Crossroads of Western Iowa

Phil Johnson, Black Hills Works

Rob Koneck-Wilcox, Eastern Nebraska Community Action Partnership

John Kottman, City of LaVista

Gerald M. Kuhn, City of Omaha

Lee Myers, AARP

Lisa McMichael, Ollie Webb Center Inc.

Amanda Parker, City of Bellevue

Daurine Peterson, SWITA/SWICO

Vicki Quaites-Ferris, Empowerment Network

Lillian Rush, Friendship Program Inc.

Kelly Shadden, Metro Transit

Smita Sharma, SRF Consulting

Chris Solberg, City of LaVista

Randy Stonys, Eastern Nebraska Human Services Agency

Rhonda Uher, City of Omaha

MAPA Staff

Court Barber

Christina Brownell

Travis Halm

Megan Walker

For CTC Approval

1. Introductions

Ms. Picker called the meeting to order at 10:30 a.m., welcomed the committee, and introductions were made.

2. Meeting Minutes – Action Item

Ms. Picker introduced the December 13, 2017 Meeting Minutes for approval and asked if there were any additions, deletions or corrections. A correction should be made to correct the spelling of Randy Stonys' name under 'Attendance' and it was also noted that there was an additional blank page that should be removed.

Mr. Koneck-Wilcox MOTIONED to approve the December 13, 2017 minutes with the changes and corrections noted above.

Mr. Stonys SECONDED.

Motion passed.

Ms. Picker introduced the January 17, 2018 Meeting Minutes for approval and asked if there were any additions, deletions or corrections. It was noted that there was an additional blank page in the minutes that should be removed.

Ms. Uher MOTIONED to approve the January 17, 2018 minutes with the changes noted above.

Mr. Koneck-Wilcox SECONDED.

Motion passed.

Discussion Items

3. Review of the Coordinated Transit Plan (CTP) – Information

Ms. Walker provided an update and review of the CTP to the committee. The update included a review of the schedule that was used in developing the plan, demographics (current and projected out 10-20 years), goals and strategies, needs and gaps, and an introduction of the Mobility Guide. A question was asked regarding the possibility of a One-Call Center, Ms. Walker stated that Metro Transit and the State of Nebraska already have a call-center in place so rather than creating an entirely new call-center the goal is to promote and make better use of those existing services. Ms. Picker asked what the plan is for providing transportation for rural Iowa and Nebraska. Ms. Walker stated that our agency deals with urban and suburban but noted that Smita Sharma, NDOT's new Mobility Manager, is currently working with the state on a statewide mobility management network to broaden the network in the rural communities and more effectively provide services to the rural areas. Ms. Quaites-Ferris and Ms. Picker noted that it is important for this committee to become a part of the conversation for workforce development and employment. For example, when our Chamber is recruiting a business/company to come to our area, are they taking into consideration access to transportation for their workforce?

4. 5310 Update

Mr. Barber provided a 5310 update to the committee including a review of the Program of Projects (POP) for 2016 – 2022 and current costs from NDOT. Mr. Barber stated that 5310 funds are programmed out through 2022, for FY-18 funds, MAPA is still waiting for official apportionment from FTA. Mr. Barber stated that FY-16 is fully programmed and FY-17 has a small remaining balance, however FY-18 has a significant amount of extra funds available along with additional \$90,000 from projects that are not going forward. Previously the committee has filled previous request to use those additional funds, however 2016 – 2019 was all one call for projects and in that call for projects there was very little additional asks as nearly all of the request were filled. Mr. Barber stated that the committee could opt

to move projects forward or go forward to 2020-2022 and pull some of the asks that were not fulfilled and add those projects. Ms. Picker stated that the committee has considered moving projects forward and doing a new call for projects for the illustrative years (2021-2022). Mr. Barber stated that a benefit to moving projects forward would allow the committee to use the new selection process. Ms. Picker asked that staff bring forth a recommendation to the next committee meeting as an action item.

5. Political Education and Advocacy

Ms. Walker provided an update on political education and advocacy activities to the committee and reviewed the outcomes of the group meetings.

6. Additional Business

Ms. Walker introduced to the committee Smita Sharma, NDOT SE Region Mobility Manager.

7. Next Meeting

The next CTC meeting will be at 10:30 a.m. on March 21st. This meeting will be located at the MAPA Downstairs Training Room.

8. Adjourn

Ms. Picker adjourned the meeting at 11:34 a.m.

Appendix B - TTAC Meeting Minutes

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY Transportation Technical Advisory Committee Minutes of February 16, 2018 Meeting

The Transportation Technical Advisory Committee met on Friday, February 16, 2018, at Metro, 2222 Cuming Street, Omaha, Nebraska. Mr. Denny Wilson opened the meeting at 10:05 a.m.

VOTING MEMBERS

Denny Wilson	Sarpy County Public Works
Janet McCartney	Cass County
Dan Kutilek	Douglas County Engineers Office
Jeff Roberts	City of Bellevue Public Works
Greg Reeder	City of Council Bluffs Public Works
Dan Gittinger	City of Gretna Development Services Director
Joe Soucie	City of La Vista Public Works
John Kottmann	City of La Vista Public Works
Derek Miller	City of Omaha Planning Department
Todd Pfitzer	City of Omaha Public Works
Gayle Sturdivant	City of Omaha Public Works
Mark Stursma	City of Papillion Planning Department
Dan Freshman	City of Ralston Public Works
Evan Schweitz	Metro Transit
Paul Gavin	Nebraska Department of Transportation – Lincoln
Maurice Hinchey	Nebraska Department of Transportation – District 2
Eric Williams	Papio-Missouri River NRD

NON-VOTING MEMBERS

Justin Luther	FHWA – Nebraska Division
Greg Youell	Metropolitan Area Planning Agency

GUESTS

Stephen Osberg	City of Omaha Planning Department
Bryan Guy	City of Omaha Public Works
Jeff Riesselman	City of Omaha Public Works
Drew Parks	Nebraska Department of Transportation – District 2
Bill Herr	Sarpy County Public Works
Lee Myers	AARP
Jim Kollbaum	AECOM
Jeff Sockel	Alfred Benesch and Associates
Adam Denney	FHU
Mark Meisinger	FHU
John Jorgensen	HGM Associates
Arobindu Das	Iteris, Inc.
Doug Holle	Schemmer
Steve Ziemba	Terracon

STAFF

Court Barber	Metropolitan Area Planning Agency
Travis Halm	Metropolitan Area Planning Agency
Mike Helgerson	Metropolitan Area Planning Agency

A. Approval of Minutes

Motion #1: Approval of the minutes of the January 19, 2018 Transportation Technical Advisory Committee Meeting.

Motion by: Janet McCartney
Second by: Greg Reeder
Motion Carried

B. FY 2018 Transportation Improvement Program (TIP) Amendment 4

Mr. Barber presented the FY 2018 Transportation Improvement Program Amendment 4. The three projects on the Amendment are 1) Omaha Resurfacing Program; 2) 2018 Omaha Resurfacing Program; and 3) Signal Infrastructure Phase A1.

Mr. Barber explained the Omaha Resurfacing Program has been a placeholder project for the Omaha Resurfacing Program. The resurfacing project will be done with local money now and will be reimbursed in 2023 with federal funds. The placeholder project has been in the TIP the last couple of years and as these projects are done, the funding is moved from that budget line item to a budget line item of that fiscal year. The funds are moving from this placeholder project and are being moved to the FY 2018 Omaha Resurfacing Program.

Motion #2: Seeking approval of the MAPA Board of Directors at their February 22, 2018 meeting of the FY 2018 Transportation Improvement Program Amendment 4.

Motion by: Dan Kutilek
Second by: Todd Pfitzer
Motion Carried

C. Unified Planning Work Program (UPWP) Amendment 3

Mr. Youell said this Amendment is proposing the removal of three items from Contracts / Subrecipients and they are 1) Transportation Support and Communications - \$100,000; 2) Rideshare / Travel Demand Management - \$14,000; and 3) Close the Gap Advisor - \$16,000. These items are being cancelled or pushed back to FY 2019. He showed where adjustments are being made of these funds on the UPWP and also that \$60,800 will be deobligated from this fiscal year and will be available in FY 2019. He said MAPA will be working with Council Bluffs on a Complete Streets project through the Iowa Department of Public Health and will be contracting with Smart Growth America for \$6,000 in Iowa PL Funds.

Motion #3: Seeking approval of the MAPA Board of Directors at their February 22, 2018 meeting of the Unified Planning Work Program Amendment 3.

Motion by: Mark Stursma
Second by: Stephen Osberg
Motion Carried

D. Safety Performance Measures Target Setting

Mr. Helgeson said both Nebraska and Iowa have set their targets for five different measures. Under FAST Act and MAP-21, there are 180 days as an MPO to set regional targets and all of the targets set are measuring fatalities and serious injuries. These include education, engineering,

enforcement, and legislation. As an MPO, the option exists to accept the state targets (both Iowa and Nebraska) and the decision was made to set its own targets.

Mr. Helgerson said they will evaluate the base line which is evaluating 5-year rolling averages in each category where trends are evaluated for each. The categories are Fatalities and Fatality Rate, Serious Injuries and Serious Injury Rate and Non-Motorized Fatalities and Serious Injuries. Discussion continued with graphs for each category as well as targets between Nebraska and Iowa.

Motion #4: Seeking approval of the MAPA Board of Directors at their February 22, 2018 meeting of the Safety Performance Measures Target adoption of state targets and matching targets to trend lines for FY 2018.

Motion by: Mark Stursma
Second by: Todd Pfitzer
Motion Carried

E. Funding Obligation and Project Status

Mr. Helgerson told the TTAC there is very little change from last month. There are no further obligations in Nebraska for STBG, there is a small correction to a project for Nebraska TAP and there is no change for Iowa. He highlighted several Nebraska and Iowa STBG and TAP projects. Mr. Helgerson said they're working on an easier way doing project updates and explained the process to the Committee.

F. President's Infrastructure Proposal

Mr. Youell spoke about President Trump's American Infrastructure Initiative explaining it's \$200 billion in Federal funds to spur \$1.5 trillion in infrastructure investments over several years with partners at the state, local, Tribal and private level. The infrastructure proposal includes transportation, water, hydropower and broadband. Targeted in the Initiative are: 1) Building America's Infrastructure; 2) Stimulate Infrastructure Investment; 3) Invest in Rural America; 4) Increase State and Local Authority; 5) Eliminate Regulatory Barriers; 6) Streamline Permitting; and 7) Invest in our Country's Most Important Asset – Its People. 25% of the \$200 billion will be devoted to a new rural infrastructure program to rebuild and modernize infrastructure in rural America as well as financing programs in a federal capital revolving fund.

He emphasized the importance of infrastructure being brought to the forefront and the opportunity to help educate the public and those who work in infrastructure and its funding. He said there been conversations of a possible 25-cent federal gas tax which has not been raised since 1993. With discussion of a federal user fee, he said there's concern about the federal percentage and he said the maximum would be 20%. If additional funding happens, that will allow shifting and the freeing up of funding to go to other priorities such as rural projects with needs certainly also in the urban areas.

Mr. Youell said there has been discussion about creating maintenance funding for the existing infrastructure as well as the focus on new. Mr. Helgerson said from their recent trip to Washington D.C., their conversations with those in Congress said the Initiative will be worked on for the next year with Congress beginning their hearings on this topic in the next month. He encouraged the Committee to talk to their legislators for information as well as with concerns. Discussion also included what types of projects would be implemented such as the shovel ready projects with the Obama Administration. Mr. Helgerson said weight would be given to projects based on its innovation, how it's being funded and how other resources are being leveraged. Funding discussion continued.

G. Member Agencies Updates

- Gayle Sturdivant: (City of Omaha) 114th Street and 168th Street public pre-construction meetings have met. 114th Street has closures and 168th Street closures will begin March 1. Other construction sites planned are 156th Street from Pepperwood to Corby Streets; intersection of 132nd and W. Center Road, 108th Street; and 150th and Dodge interchange. They will be going out to public review for construction specification update in early March.
- Todd Pfitzer: (City of Omaha) Construction will begin at 144th and Pacific Streets as part of the West Farm development that includes the 150th & Dodge interchange. Road diets are going on 24th Street South with possible construction on 24th Street near Creighton; 30th Street North west of the former Creighton Hospital; Omaha is studying the Vision Zero initiative and may be adopting it. This initiative is a policy trying to reduce traffic injuries and fatalities and focuses on traffic as well as pedestrians.

H. Additional Business

- MAPA Board of Directors – February 22, 2018
- Coordinated Transit Committee – February 21, 2018
- Heartland 2050 Summit at the Kroc Center – March 22, 2018
- Transportation Technical Advisory Committee – March 23, 2018

I. Adjournment

Motion #5: Motion to adjourn:

Motion by: Todd Pfitzer
 Second by: Jeff Roberts
 Motion Carried

The meeting was adjourned at 11:20 a.m.