

# Regional Goals

## 3.1 GOALS

As the MAPA region plans for the coming 25 years, what principles will guide the development of the region’s transportation system? The federal transportation legislation identifies eight planning factors to guide the transportation planning process. The federal planning factors provide a helpful framework for identifying goals and strategies for a region’s transportation system. The eight planning factors are listed below:

- “Support the **ECONOMIC VITALITY** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.”
- “Increase the **SAFETY** of the transportation system for motorized and non-motorized users.”
- “Increase the **SECURITY** of the transportation system for motorized and non-motorized users.”
- “Increase the **ACCESSIBILITY AND MOBILITY** of people and for freight.”
- “Protect and enhance the **ENVIRONMENT**, promote **ENERGY CONSERVATION**, improve the **QUALITY OF LIFE**, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.”
- “Enhance the **INTEGRATION AND CONNECTIVITY** of the transportation system, across and between modes, for people and freight.”
- “Promote efficient system **MANAGEMENT AND OPERATION**.”
- “Emphasize the **PRESERVATION** of the existing transportation system.”
- “Improve the **RESILIENCY AND RELIABILITY** of the transportation system and **REDUCE OR MITIGATE STORMWATER** impacts of surface transportation”
- “Enhance **TRAVEL AND TOURISM**”

Many of these goals are interrelated. For example, accessibility and mobility have a direct bearing on a metropolitan area’s economic vitality. If it is convenient to travel and distribute a company’s products, then they will be more likely to locate in that region. Similarly, efficient management and operation of the system affect its level of accessibility and mobility. The concerns identified by the eight planning factors can be condensed into four overarching categories related to a region’s economic vitality and quality of life. Therefore, this LRTP identifies **four general goals** for the MAPA region’s transportation system:

### **TRANSPORTATION SYSTEM GOALS**

- 1. Maximize accessibility and mobility.**
- 2. Increase safety and security.**
- 3. Consider the environment and urban form.**
- 4. Keep costs reasonable and sustainable.**

### **3.2 REGIONAL OBJECTIVES, ACTION STEPS, AND MEASURES OF SUCCESS**

Objectives have been identified to move toward achieving the regional goals. These are followed by example action steps associated with the objectives for each category. Also listed are example measures of success that can be used to measure the region's progress toward achieving the regional goals.

#### **3.2.1 – GOAL #1: MAXIMIZE ACCESSIBILITY AND MOBILITY.**

- Minimize delay and congestion so that the MAPA region's low travel times and convenient travel continue to be an asset in attracting new business and industry
- Build on the metro area's importance as a trucking and rail freight center
- Create viable transportation alternatives (transit, bicycle, pedestrian) that will attract people from communities with strong alternative forms of transportation
- Increase use of ridesharing, carpooling and other programs to improve vehicle occupancy rates
- Promote inter-modalism and connections between different modes of transportation
- Provide transportation opportunities for elderly, disabled, and low-income individuals
- Educate the public on alternate transportation options

#### Example Action Steps:

- Identify needed upgrades in traffic signal technology and communications.
- Continue to support initiatives like The Omaha Signal Project to improve traffic flow and adaptability.
- Build cooperative relationships with freight companies to pro-actively collaborate, address their needs, and communicate on a continual basis with municipalities.
- Develop a major east-west bicycle-only trail and assist in implementing the trail improvements and connections identified in the Bike-Pedestrian Master Plan.
- Aid in the implementation of Complete Streets on selected corridors as is being done in the City of Bellevue, and suggested in other areas in the Bike –Pedestrian Master Plan.
- Identify new opportunities for transit service and funding options, as suggested in the Regional Transit Vision Plan and implemented in upcoming projects like the Omaha Bus Rapid Transit Line.
- Provide capacity improvements to streets and highways where warranted.

- Grow MAPA’s on-line Metro! Rideshare carpool and van pool program.
- Study potential new passenger rail options, and develop ways to implement the suggested routes and changes in the Iowa DOT Passenger Rail Study, completed in 2014.
- Develop a regional mobility coordination center to provide more transportation options for the elderly, disabled and low income individuals using grants that MAPA has received to develop a one call center.
- Educate the public about the EPA’s ozone standard and the need to lower ozone emissions in the metro area through continuing projects like MAPA’s Little Steps Big Impact ozone awareness campaign.

Example Measures of Success:

- Maintain Level of Service (LOS) “D” or better on region’s roadways  
See Section Six, Figure 6.9 for today’s LOS.
- Maintain average commute time to below 20 minutes  
Commute times in the MAPA region average near 20 minutes.
- Create on-road bicycle facilities and increase the miles of off-road bicycle facilities by at least 25%. For current bicycle facilities, see Section Ten.

**3.2.2 – GOAL #2: INCREASE SAFETY AND SECURITY.**

- Develop a transportation system that provides a safe environment for all citizens and travelers
- Properly maintain transportation infrastructure
- Minimize exposure to collisions through growing alternative modes of transportation (transit, bicycle, pedestrian)
- Minimize the consequences for collisions that do occur
- Develop and track safety-related performance measures
- Maintain a secure environment to protect transportation assets in the MAPA TMA
- Coordinate with state and federal agencies to use local transportation assets during times of natural disasters, extreme accidents, or terrorist attacks

Example Action Steps:

- Utilize NDOR’s District Operations Center (DOC) and other traffic operations centers in the metro area to assist with incident management

- Preserve and improve aging infrastructure
- Continue and grow the Metro Area Motorist Assist (MAMA) program
- Enforce existing laws concerning travel and travel safety
- Respond to weather incidents in a timely and effective manner through cooperation with state and local agencies, specifically NDOR and Iowa DOT Transportation Incident Management (TIM) committees
- Continue committees such as the Southwest Iowa Freeway Team (SWIFT) for more efficient use of freeways through incident management, technology, etc.
- Use Metropolitan Travel Improvement Study (MTIS) and local data to evaluate and suggest corrections for common causes of crashes.
- Use MTIS data to evaluate locations with safety issues and suggest improvements.
- Develop implementation strategies for MTIS recommendations to improved safety measures as they are received.
- Secure support from the public and its elected representatives through education and advocacy for safer transportation facilities.
- Help to implement the Omaha area Local Emergency Operations Plan that was adopted in December of 2014 by the City of Omaha.

Example Measures of Success:

- Decrease the annual number of crashes, especially fatalities.
- Continue and grow working groups that coordinate incident management and emergency response efforts between agencies in the MAPA region.

**3.2.3 – GOAL #3: CONSIDER THE ENVIRONMENT AND URBAN FORM.**

- Avoid, minimize, and mitigate the negative environmental impacts of the transportation system (*e.g.*, air pollution, noise pollution, water run-off, habitat destruction)
- Retain attainment air quality status as designated by the Environmental Protection Agency (EPA)
- Foster energy conservation through the transportation system
- Increase the mode share of alternative modes of transportation (transit, bicycle, pedestrian) to ten percent of all trips by 2040
- Consider aesthetics and urban form in the design process
- Coordinate transportation investments with land use policies to minimize environmental costs
- Achieve the national designation as a “Bicycle Friendly Community” as conferred by the League of American Bicyclists

- Preserve cultural, scenic, and historic resources

Example Action Steps:

- Continue the work that is being done with the Heartland 2050 study and adapt and develop strategies for the region to support many of the findings and suggestions of this study in relation to transportation.
  - Education methods on land use
  - Accessible neighborhoods
  - Alternate Transportation methods and routes
- Coordinate with public and private groups to prevent violations of air quality standards through the Little Steps Big Impact, work to expand the community connections of this program.
- Facilitate local and national efforts to create a more balanced, aesthetically-pleasing, and environmentally-friendly transportation system such as ‘Green Streets for Omaha’, ‘Omaha by Design’ and ‘Live Well Omaha’, as outlined in the Bike – Pedestrian Study, Regional Transit Vision, and Heartland 2050.
- Analyze connectivity of sidewalks in the MAPA region to improve accessibility for pedestrian traffic as stated in the Bike – Pedestrian Plan and outlined in the Bike – Pedestrian Master Plan and later in this document.
- Promote alternative-fueled vehicles that reduce emissions.
- Implement funding mechanisms for alternative modes of transportation (transit, bicycle, pedestrian) that have become available through MAP-21 initiatives: increases in STP funding that can now be allocated to the development of alternative modes of transportation and other funding programs which go towards funding new and alternate modes of transportation.
- Continue efforts for ‘Bicycle Friendly’ community standards. Work to help bring the Omaha region up from Bronze to Silver and eventually Gold level ‘Bike Friendly Community’.
- Follow, or exceed, federal regulations on projects through Environmental Assessment meetings and input.
- Refine criteria for the TIP based on the goals for the LRTP.

Example Measures of Success:

- Promote increased population density for the MAPA region. Currently, the Census-defined Omaha urbanized area averages approximately 2,400 persons per square mile (see Section Four).
- Remain in “attainment” air-quality status (*i.e.*, not exceed national ambient air quality standards set by the EPA).

- Maintain or reduce *per capita* vehicle miles traveled (VMT).  
Today, average *per capita* VMT for the Omaha-Council Bluffs metro area is 22. (See Section Six, Figure 6.6)
- Increase the percentage of trips taken by non-vehicular mode of transportation.  
Single-occupancy vehicles and carpools comprise approximately 94% of work trips in the MAPA region. (See Section Six, Figure 6.2)

**3.2.4 – GOAL #4: KEEP COSTS REASONABLE AND SUSTAINABLE.**

- Maximize the useful life of the streets, highways, bridges, and related transportation devices of the transportation system
- Utilize management strategies and technologies to maximize street and highway efficiency
- Incorporate and coordinate transportation improvements with existing and planned future land use to minimize infrastructure costs
- Efficiently utilize financial resources and investigate new potential revenue sources.
- Coordinate transportation activities across jurisdictional boundaries where appropriate

Example Action Steps:

- Utilize Transportation Asset Management (TAM) strategies to maximize system performance and minimize life-cycle costs.
- Continue programs like the Omaha Signal Project and Intelligent Transportation Systems (ITS) architecture updates to improve traffic flow and decrease congestion.
- Continue Transportation Systems Management (TSM) committee to coordinate infrastructure construction and planning in the MAPA TMA.
- Explore alternate financing options for transportation funding (vehicle mileage road user fees, toll roads, private financing, user fees, fuel taxes, etc.) in the metro area
- Continue transportation-related studies and projects such as traffic signal coordination or safety studies on a multi-jurisdictional or regional basis to more efficiently use resources.
- Continue to improve project development process between local, regional, state and federal agencies to reduce costs and increase the speed of project delivery.

Example Measures of Success:

- Using asset management principles to reduce long-term roadway maintenance costs, increase the percentage of mileage with “good” or better pavement condition.

- Currently, 84% of the rated roadways in the MAPA region are rated “good” or “very good”. (See Section Five, Figure 5.6)
- Using asset management principles to reduce long-term infrastructure costs, reduce the percentage of bridges rated “poor” or “fair”.  
20% of bridges in the MAPA region are rated as such today. (See Section Five, Figure 5.10)
  - Utilize and evaluate benefit-cost analysis in major projects.

### **3.3 SYSTEM PERFORMANCE REPORT**

Effective May 20, 2017, a series of related Transportation Performance Management (TPM) rules established a set of performance measures for State Departments of Transportation (State DOT) and Metropolitan Planning Organizations (MPOs) to use as required by MAP-21 and the FAST Act. State DOTs and MPOs must establish targets related to these performance measures in the categories of Safety, Transit Asset Management, Pavement and Bridge Condition, and System Reliability.

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

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

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

#### **3.3.1 – 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.

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

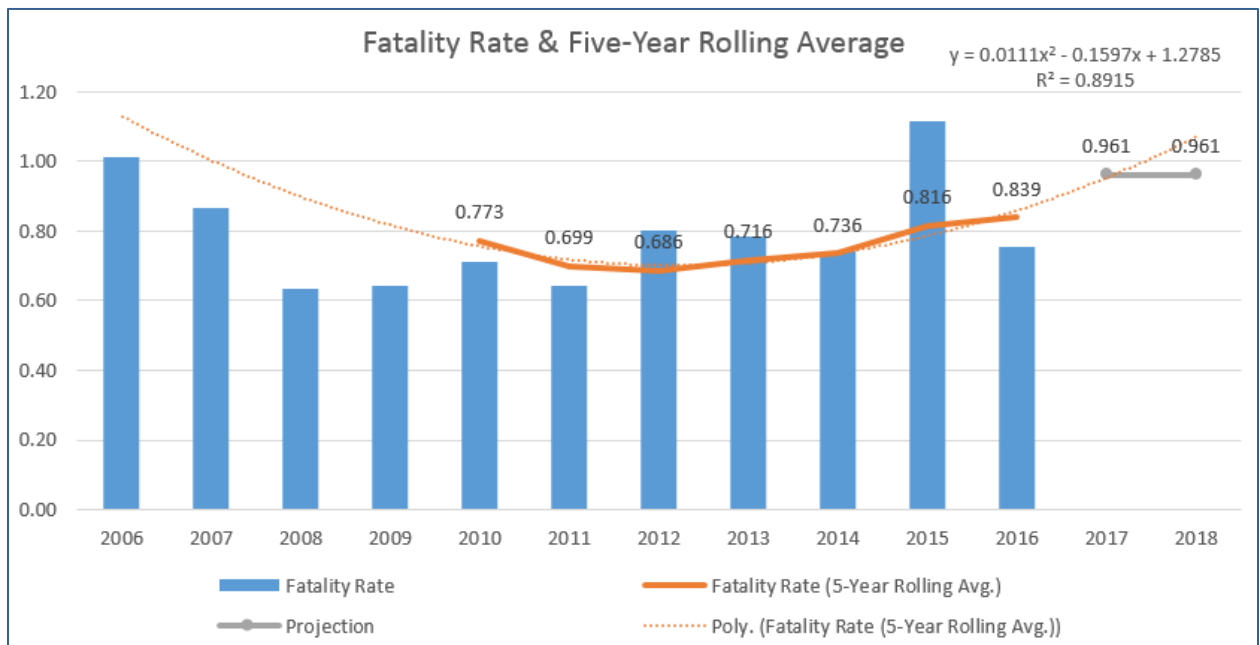
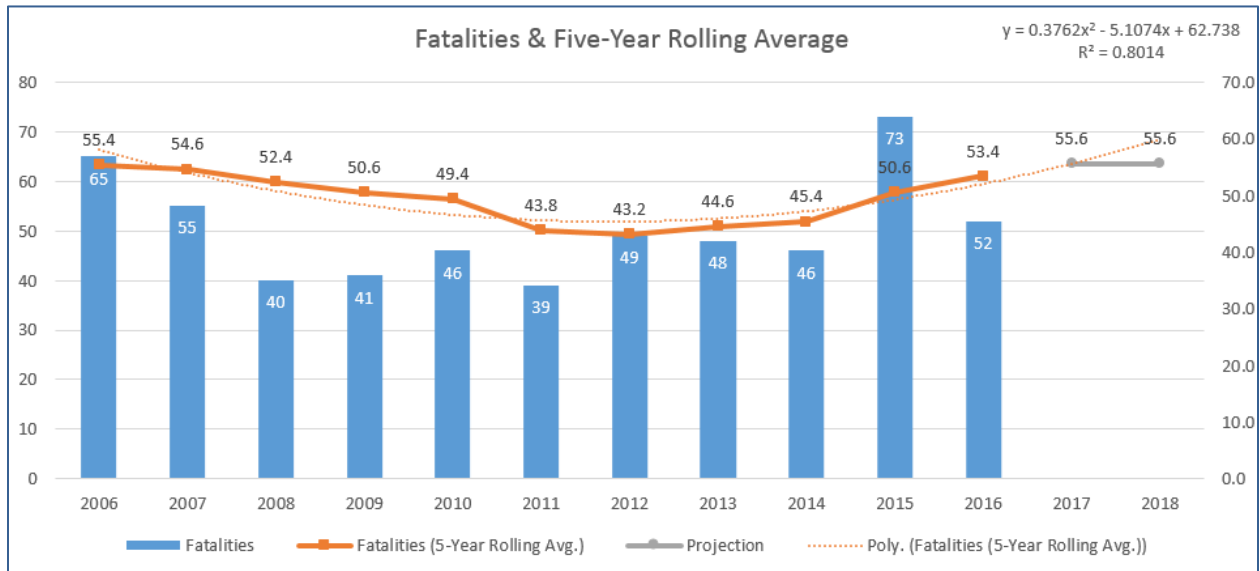
As a result of the stakeholder process, MAPA elected to establish its own HSIP targets for safety performance measures, and as a bi-state MPO, MAPA coordinated with both the Nebraska Department of Transportation (NDOT) and the Iowa Department of Transportation (Iowa DOT) in the process of adopting its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

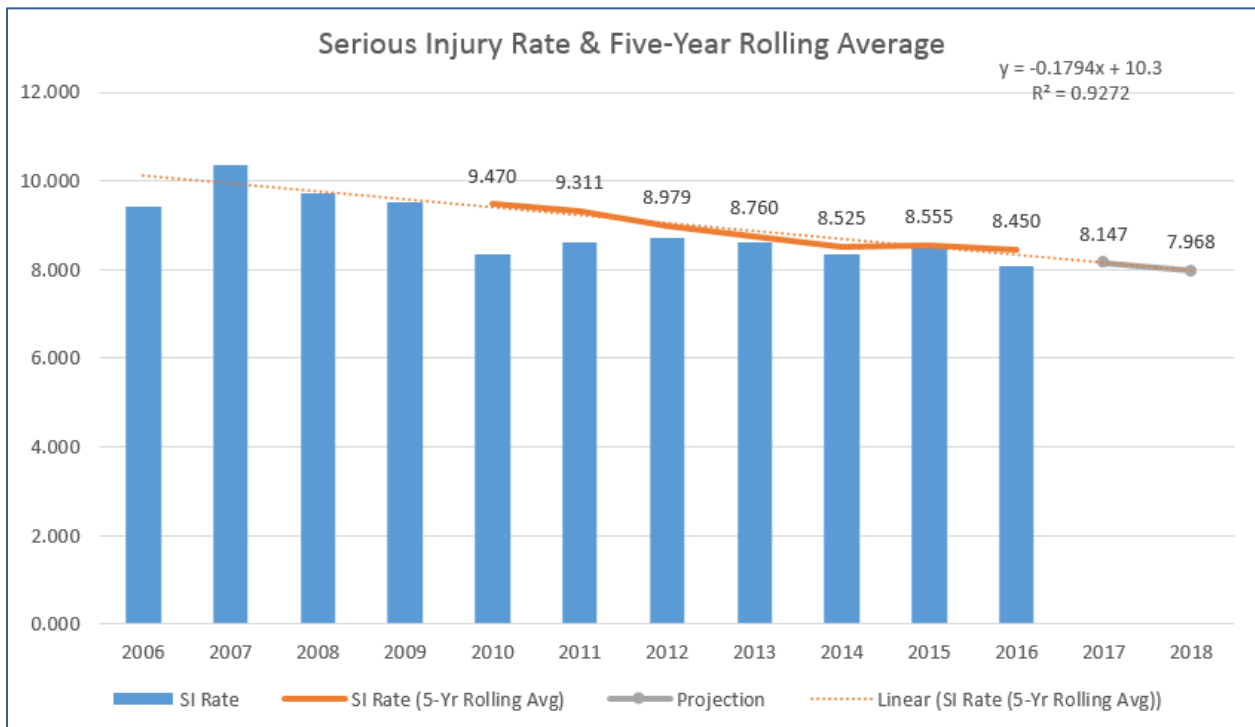
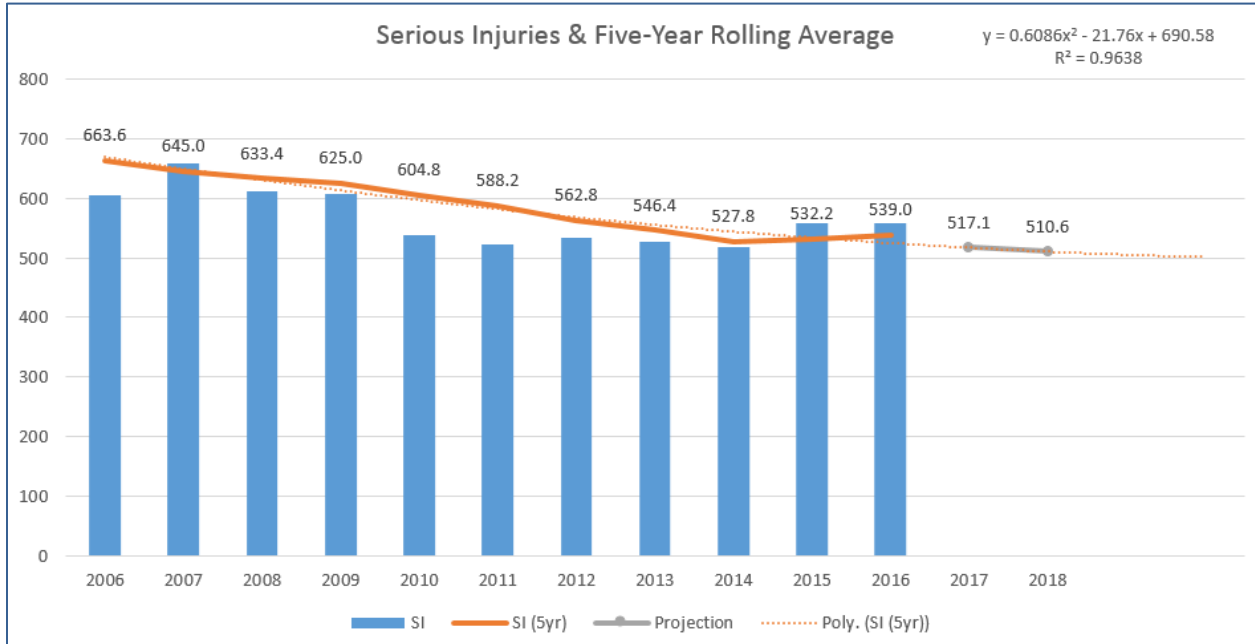
The following safety performance measures have been adopted by the MAPA Executive Board:

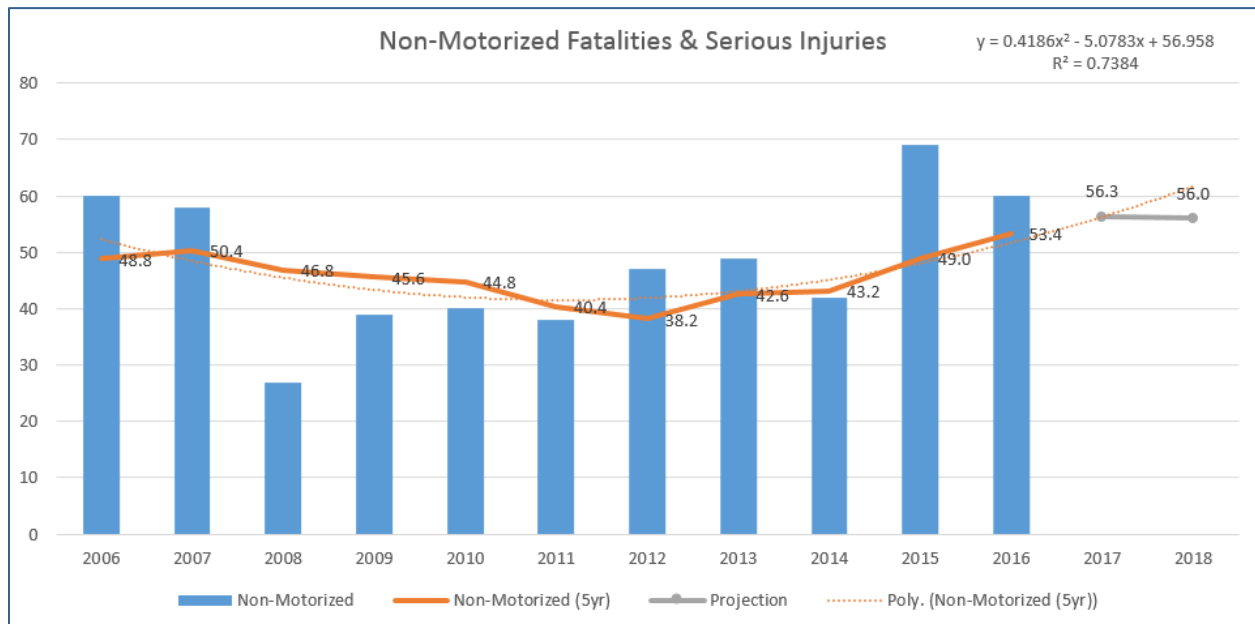
Safety Performance Measure Summary		
5-Year Rolling Average		
Category	2012-2016	2014-2018
	Baseline	Anticipated Target
Fatalities (#)	53.4	55.6
Fatality Rate	0.839	0.961
Serious Injuries (#)	539.0	510.6
Serious Injury Rate	8.450	7.968
Non-Motorized (# Fatal & Serious)	53.4	56.0

# Metropolitan Area Planning Agency Long Range Transportation Plan 2040



# Metropolitan Area Planning Agency Long Range Transportation Plan 2040





### 3.3.2 – TRANSIT ASSET MANAGEMENT TARGETS

Public transportation providers are required to develop and implement transit asset management (TAM) plans that must include an asset inventory, condition assessments of inventoried assets, and a prioritized list of investments to improve the state of good repair (SGR) of their capital assets. Providers must set one or more performance targets per asset class based on the SGR measures and coordinate with States and with Metropolitan Planning Organizations (MPOs), to the maximum extent practicable, in the selection of State and MPO performance targets.

The Transit Asset Management Final Rule establishes X performance measures to include:

1. Equipment: Percentage of non-revenue vehicles met or exceeded Useful Life Benchmark
2. Rolling Stock: Percentage of revenue vehicles met or exceeded Useful Life Benchmark
3. Facilities: Percentage of assets with condition rating below 3.0 on FTA TERM scale

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). Metro Transit and the Council Bluffs Specialized Transit Service, in conjunction with MAPA Executive Board approval, have adopted the following SGR targets for FY2018:

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

**3.3.3 – PAVEMENT AND BRIDGE PERFORMANCE TARGETS**

State DOTs and MPOs must assess the condition of the following: Pavements on the National Highway System (NHS) (excluding the Interstate System), bridges carrying the NHS which includes on- and off-ramps connected to the NHS, and pavements on the Interstate System. These assessments are required in order to carry out the National Highway Performance Program (NHPP).

The Second Performance Management Measures Final Rule (PM2) establishes four measures to assess pavement condition:

1. Percentage of pavements on the Interstate System in good condition
2. Percentage of pavements on the Interstate System in poor condition
3. Percentage of pavements on the NHS (excluding Interstate) in good condition
4. Percentage of pavements on the NHS (excluding Interstate) in poor condition

It also establishes two measures to assess bridge condition:

1. Percentage of NHS bridges classified as in good condition
2. Percentage of NHS bridges classified as in poor condition

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

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

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

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

	<b>Iowa DOT</b>	<b>Nebraska DOT</b>
Percentage of pavements of the Interstate System in Good condition*	49.40%	50.00%
Percentage of pavements of the Interstate System in Poor condition*	2.70%	5.00%
Percentage of pavements of the non-Interstate NHS in Good condition	46.90%	40.00%

Percentage of pavements of the non-Interstate NHS in Poor condition	14.50%	10.00%
Percentage of NHS bridges classified as in Good condition	44.60%	55.00%
Percentage of NHS bridges classified as in Poor condition	3.20%	20.00%

**3.3.4 – SYSTEM RELIABILITY PERFORMANCE TARGETS**

State DOTs and MPOs must assess the performance of the Interstate and non-Interstate National Highway System (NHS) for the purpose of carrying out the National Highway Performance Program (NHPP); assess freight movement on the Interstate System; and assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

The Third Performance Management Measures Final Rule establishes three measures to assess system reliability:

1. Interstate travel time reliability (percent of person-miles travelled)
2. Non-Interstate travel time reliability (percent of person-miles travelled)
3. Freight Reliability (TTR ratio)

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

Interstate Travel Time Reliability	94.70%
Non-Interstate Travel Time Reliability	90.20%
Freight Travel Time Reliability	1.14

## 7.6 REGIONALLY SIGNIFICANT TRANSPORTATION INVESTMENTS

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

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

### 7.5.1– REGIONALLY SIGNIFICANT ROADWAY & TRAIL INVESTMENTS

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

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

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

**TABLE 7.8**  
**SUMMARY OF REGIONALLY SIGNIFICANT ROADWAY & TRAIL PROJECTS**

	2016-2025 Short-Term	2026-2030	2031-2035	2036-2040	Total
Iowa	\$587,720	\$37,320	\$59,884	\$35,153	<b>\$720,074</b>
Nebraska	<b>\$578,094</b>	\$151,710	\$147,222	\$148,488	<b>\$1,025,514</b>
<b>Total</b>	<b>\$1,165,814</b>	<b>\$189,030</b>	<b>\$207,106</b>	<b>\$183,641</b>	<b>\$1,745,591</b>

(Figures in \$1,000s)

Nebraska Short-Term Projects | FY 2016-2025

TIP ID	Lead Agency	Project Name	Improvement Location	Project Cost (FY2016-2025)	Total Project Cost
2015-048	Bellevue	36th Street Phase N-370 - Sheridan	36th St - N-370 to Sheridan	\$16,707,000	\$16,707,000
2015-050	Bellevue	36th Street Phase II	Sheridan to Platteview Rd	\$9,911,130	\$9,911,130
2015-046	Bennington	156th Street	Bennington	\$2,208,750	\$2,929,446
2015-039	Douglas	180th Street (Phase 1)	HWS Cleveland Blvd to Blondo St and Blondo St .25 mile East and West to 180th St	\$28,520,000	\$31,185,000
2016-037	La Vista	Applewood Creek Trail	From Giles Road north along Applewood Creek between Giles and Harrison	\$163,000	\$1,830,500
2016-038	MAPA	Heartland B-Cycle Expansion	Various locations throughout the City of Omaha	\$1,162,909	\$1,162,909
2015-021	Metro	Metro Rolling Stock	Metro Transit service area	\$3,052,500	\$4,466,250
2015-139	Metro	Bus Rapid Transit	Along Dodge/Farnham corridor, from Westroads Mall	\$2,232,500	\$36,012,500
2015-005	NDOT	I-680/US-6 Interchange DMS	Along I-680/US-6 in Omaha. Begin R.P. – 2.29	\$712,000	\$760,000
2015-006	NDOT	N-370: US-75 West, Bellevue	N-370 sections from 1.6 mi east of 72nd Street east 3.15 mi	\$5,474,000	\$5,670,000
2015-008	NDOT	I-80/680 'Q'-L' CD Rds, Omaha (WB)	WB I-80 CD roads and ramps in the I-80/I-680 interchange area in Omaha. Begin R.P. – 444.23	\$4,197,000	\$4,237,000
2015-015	NDOT	US-75: Plattsmouth - Bellevue, North of Platte River	US-75 from Platte River bridge, north 3.1 miles. Begin R.P. – 76.30	\$32,016,000	\$32,016,000
2015-023	NDOT	I-80: 24th Street - 13th Street	I-80 from 24th Street to 10th Street. Begin R.P. – 453.37	\$13,446,000	\$13,446,000
2015-024	NDOT	Platte River Bridges East of Yutan	On Highway N-92, two bridges over the Platte River 1.5 and 1.8 miles east of Yutan. Begin R.P. – 462.56	\$947,000	\$962,000
2015-025	NDOT	Schramm Park South	N-31, 4.2 miles south of Schramm Park Recreational Area. Begin R.P. – 4.18	\$1,870,000	\$1,925,000
2015-026	NDOT	Giles Road Interchange Ramps	I-80 ramps at Giles Road interchange. Begin R.P. – 442.0	\$2,483,000	\$2,541,000
2015-027	NDOT	Jct N-31/N-36 Intersection Improvements	Junction of Highways N-31 and N-36. Begin R.P. – 30.93	\$2,092,000	\$2,092,000
2015-028	NDOT	Elkhorn River West	On N-36 from Old Highway 275/Reicmuth Road, east to just west of the Elkhorn River	\$5,234,000	\$5,234,000
2015-029	NDOT	N-64 at SE Jct US-275 - Omaha	N-64 (W Maple Road) at junction of US-275 east to Ramblewood Drive/Elkhorn Drive. Begin R.P. – 59.21	\$3,250,000	\$3,360,000
2015-034	NDOT	N-92: Platte River East Structures	Nebraska Highway 92 (W Center Road) at the Platte River. Begin R.P. – 463.30	\$715,000	\$740,000
2015-036	NDOT	EB I-80 at I-680	EB I-80 at interchange with I-680. Begin R.P. – 445.74	\$1,342,000	\$1,342,000
2015-037	NDOT	Ralston Viaduct	N-85/BNSF viaduct in Ralston. Begin R.P. – 4.02	\$10,125,000	\$10,505,000
2015-068	NDOT	N-133: Thomas Creek Bridge North (SB)	On southbound lanes of N-133 from just north of Thomas Creek crossing, north 0.12 miles. Begin R.P. – 5.94	\$532,000	\$534,000
2016-001	NDOT	I-480: Bancroft - Dewey	On I-480, from 0.1 miles north of I-80/US-75, north to miles south of Harney Street. Begin R.P. – 0.50	\$6,692,000	\$6,700,000
2016-002	NDOT	N-31: Schramm Park - US-6	On N-31 from near Schramm Park entrance to south junction with US-6	\$5,088,000	\$5,088,000
2016-003	NDOT	US-275: Waterloo Viaduct	On US-275 from Valley to viaduct at Waterloo. Begin R.P. – 165.74	\$7,570,000	\$7,570,000
2016-004	NDOT	US-275: West Papillion Creek Bridge West	On US-275 from 1.6 mile east of the west limits of Omaha to east of West Papillion Creek bridge. Begin R.P. – 176.33	\$1,556,000	\$1,556,000
2016-005	NDOT	I-680: Fort Street to Missouri River	On I-680 from near Fort Street northeast to Missouri River Bridge. Begin R.P. – 6.04	\$155,000	\$155,000
2016-006	NDOT	I-80/I-480 Bridges	I-80 bridges at I-480 Interchange. Begin R.P. – 451.00	\$4,800,000	\$4,800,000
2016-007	NDOT	I-80/I-480/US-75 Interchange	I-80 and I-480 bridges at I-80/I-480/US-75 Interchange. Begin R.P. – 452.98	\$12,970,000	\$12,970,000
2016-008	NDOT	I-480: 20th Street - Missouri River Bridges (EB)	On eastbound I-480 (including ramps) from 20th Street to the Missouri River. Begin R.P. – 2.95	\$8,600,000	\$8,600,000
2016-009	NDOT	I-480: 20th Street - Missouri River Bridges (WB)	On westbound I-480 (including ramps) from 20th Street to the Missouri River. Begin R.P. – 2.95	\$9,350,000	\$9,350,000
2016-010	NDOT	N-31 Bridges North of N-36	On N-31, approximately 0.7 miles and 5.2 miles north of N-36. Begin R.P. – 31.75	\$2,271,000	\$2,271,000
2016-011	NDOT	US-75: J Street & Gilmore Ave Bridge (SB)	Viaduct on US-75 at Gilmore/Union Pacific Rail Road and bridge at J Street. Begin R.P. – 85.80	\$2,619,000	\$2,619,000
2016-012	NDOT	US-75: Off Ramp to N-64 (NB)	On northbound US-75 off-ramp to N-64 (Cuming Street). Begin R.P. – 91.09	\$258,000	\$258,000
2016-013	NDOT	US-75: Big Papillion Creek, Bellevue	On US-75 over Big Papillion Creek, approximately 0.3 miles south of Bellevue. Being R.P. – 80.03	\$250,000	\$250,000
2016-014	NDOT	District 2 CCTV Cameras	On I-680, at three (3) locations in the Omaha area. Begin R.P. – 9.94	\$131,000	\$136,000
2016-015	NDOT	US-75 Fiber-Optic	Along US-75 from Fort Crook Road to south Junction with I-480	\$755,000	\$759,000
2016-016	NDOT	US-6 Fiber-Optic	Along US-6 from N-31 to Westroads Mall Road in Omah	\$922,000	\$922,000
2016-017	NDOT	I-80/I-480/I-680 Barriers, Omaha	Along I-80, I-480, and I-680 bridge locations in Omaha	\$864,000	\$864,000
2016-018	NDOT	I-80, N-31, N-370, & N-50 Ramps	I-80 interchange ramps at N-31, N-370, and N-50	\$710,000	\$710,000
2016-019	NDOT	US-275: 25th Street - 23rd Street	On US-275 from 1/2 block west of 25th Street to 1/2 block east of 23rd Street. Begin R.P. – 189.14	\$1,668,000	\$1,668,000
2016-020	NDOT	I-680: Mormon Bridge Painting	On I-680 at Mormon Bridge over Missouri River. Begin R.P. – 13.43	\$12,412,000	\$12,412,000
2016-021	NDOT	I-680: Mormon Bridge Deck Overlay	On I-680 at Mormon Bridge over Missouri River. Begin R.P. – 13.43	\$1,610,000	\$1,610,000
2016-022	NDOT	US-75 Bridge Approaches, Bellevue	US-75 bridges approaches from approximately 0.3 miles south Bellevue, north to Chandler Road. Begin R.P. – 80.03	\$1,643,000	\$1,643,000
2016-023	NDOT	24th Street Interstate Bridge	On 24th Street over I-80. Begin R.P. – 453.37	\$460,000	\$460,000
2016-024	NDOT	N-31: Elkhorn Viaduct	On N-31, viaduct over Park/Papio/Union Pacific Railroad approximately 0.7 miles south of N-64. Begin R.P. – 24.40	\$4,500,000	\$4,500,000
2016-025	NDOT	I-680: West Center Road Bridge	On I-680 at West Center Road. Begin R.P. – 0.83	\$1,520,000	\$1,520,000
2016-026	NDOT	I-80: I-480 to 24th Street	On I-80 from I-480 to 24th Street. Begin R.P. – 453.01	\$6,762,000	\$6,762,000
2016-027	NDOT	N-370: I-80 to Bellevue	On N-370 from I-80 to NB US-75 ramp terminal in Bellevue. Begin R.P. – 4.19	\$500,000	\$500,000
2016-028	NDOT	District 2 I-80 Fiber-Optic	Along I-80 from near Mahoney interchange east to the Iowa State line. Begin R.P. – 426.90	\$2,426,000	\$2,426,000
2016-029	NDOT	District 2 I-680 Fiber-Optic	Along I-680 in Omaha	\$1,300,000	\$1,300,000
2016-030	NDOT	District 2 I-480 Fiber-Optic	Along I-480 in Omaha	\$467,000	\$467,000
2016-031	NDOT	US-75: Dynamic Message Signs, Omaha	Along northbound and southbound US-75 from approximately J Street to west of F Street in Omaha. Begin R.P. – 87.33	\$688,000	\$688,000
2016-032	NDOT	District 2 DMS	Along I-80, US-75, and US-34 in District 2. Begin R.P. – 428.92	\$2,065,000	\$2,065,000
2016-033	NDOT	District 2 CCTV Camera Towers	At eleven locations along I-80, I-680, US-75, US-34, and N-370 in District 2	\$485,000	\$485,000
2017-030	NDOT	US-6 Bridges at I-680	Bridge repair and overlay	\$4,500,000	\$4,500,000
2017-002	NDOT	N-36 Resurfacing	N-133 East	\$4,142,000	\$4,142,000
2017-003	NDOT	N-50 Concrete Repair	N-370 - Omaha	\$8,303,000	\$8,303,000
2017-005	NDOT	I-80/480/US-75 Br Painting	I-80/480/US-75 Br	\$6,343,000	\$6,343,000

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TIP ID	Lead Agency	Project Name	Improvement Location	Project Cost (FY2016-2025)	Total Project Cost
2017-008	NDOT	N-64 Concrete Repair	W Maple Rd, Military - Cuming	\$3,684,000	\$3,684,000
2017-029	NDOT	I-680: I-80 to Fort Street	I-80 - Fort St	\$2,576,000	\$2,576,000
2018-002	NDOT	West Maple Rd	156th - 108th	\$13,273,000	\$13,273,000
2018-003	NDOT	N-64 (West Maple Road)	Ramblewood to 156th St in Omaha	\$9,658,000	\$9,658,000
2018-006	NDOT	N-370/150th St	N-370/ 150th St intersection, and south on 150th St to Shepard St in Sarpy Co	\$1,290,000	\$1,290,000
2018-007	NDOT	N-370 66th - 60th St Intersections	At the intersections with 66th and 60th Streets near Papillion	\$648,000	\$648,000
2018-012	NDOT	Military Ave Rehabilitation	Military Ave, Fort St - 90th St	\$2,273,000	\$2,273,000
2018-031	NDOT	Waterloo Viaduct Surfacing	Waterloo Viaduct	\$2,226,000	\$2,226,000
2019-001	NDOT	I-80 Rehabilitation	N-66 - N-50	\$1,213,000	\$1,213,000
2019-004	NDOT	W Branch Papillion Creek Bridge Repair	W Branch Papillion Creek Bridge	\$1,256,000	\$1,256,000
2019-006	NDOT	Omaha FY-2019 Municipal Resurfacing	In Omaha	\$400,000	\$400,000
2019-007	NDOT	Omaha FY-2020 Municipal Resurfacing	In Omaha	\$400,000	\$400,000
2019-012	NDOT	N-85 Resurfacing	Giles Rd - Harrison St, La Vista	\$1,043,000	\$1,043,000
2019-013	NDOT	I-80 Repair	13th St - Iowa Line	\$166,000	\$166,000
2019-014	NDOT	N-50/Platteview Road Intersection	N-50/Platteview Rd, Springfield	\$879,000	\$879,000
2019-015	NDOT	I-480 Bridges Repair	I-480 Bridges In Omaha	\$358,000	\$358,000
2019-016	NDOT	I-480 Creighton Area Bridges Repair	I-480 Creighton Area Bridges	\$2,146,000	\$2,146,000
2019-017	NDOT	US-75 Creighton Area Bridges Repair	US-75 Creighton Area Bridges	\$4,262,000	\$4,262,000
2019-019	NDOT	US-6/150th St Bridge Lengthening	US-6/150th St Bridge	\$312,000	\$312,000
2019-020	NDOT	N-370 Fiber Optics & Warning Beacons	N-370 - Douglas County Line	\$344,000	\$344,000
2015-001	Omaha	North Downtown Riverfront Pedestrian Bridge	10th and Fahey Drive	\$5,848,500	\$6,558,500
2015-013	Omaha	Omaha Signal Infrastructure - Phase A	Various Locations Throughout City	\$8,562,970	\$8,562,970
2015-016	Omaha	Omaha ATMS Central System Software	Citywide	\$655,000	\$1,573,750
2015-017	Omaha	Omaha Signal Network - System Management	Various locations throughout the City of Omaha	\$500,000	\$500,000
2015-040	Omaha	156th Street Phase Two	Pepperwood Dr. to Corby St.	\$27,391,990	\$28,634,550
2015-044	Omaha	Q Street Bridge	Q St. between 26th St. and 27th St.	\$15,408,750	\$16,870,750
2015-051	Omaha	108th Street	Madison St to Q Street	\$9,240,940	\$9,655,940
2015-052	Omaha	168th Street	West Center Rd to Poppleton	\$8,970,200	\$8,970,200
2015-053	Omaha	114th Street	Burke to Pacific St	\$4,583,750	\$5,556,250
2015-054	Omaha	168th Street	West Center Rd to Q Street	\$15,764,050	\$15,764,050
2015-065	Omaha	24th Street Road Diet	From L Street to Leavenworth Street.	\$3,395,000	\$3,395,000
2015-132	Omaha	132nd at West Center Road Safety Project	132nd Street from Kingswood to Arbor Plaza and West Center Road from 133rd Plaza to 130th Ave	\$2,001,000	\$2,313,500
2015-157	Omaha	Omaha Signal Infrastructure - Phase B	Various Locations Throughout City	\$0	\$0
2015-158	Omaha	Omaha Signal Infrastructure - Phase C	Various Locations Throughout City	\$0	\$0
2015-159	Omaha	Omaha Signal Infrastructure - Phase D	Various Locations Throughout City	\$1,448,750	\$1,448,750
2016-045	Omaha	Omaha Resurfacing Program	Various locations throughout the City of Omaha	\$12,000,000	\$12,000,000
2015-010	Papillion	Schram Road 84th Street to 90th Street	Schram Road 84th Street to 90th Street	\$437,500	\$5,522,500
2015-041	PMRNRD	Western Douglas County Trail Phase 2	City of Valley to Village of Waterloo	\$2,224,910	\$2,543,228
2015-042	PMRNRD	Western Douglas County Trail Phase 1	City of Valley to Twin Rivers YMCA	\$3,224,655	\$3,586,055
2015-058	Sarpy	132nd and Giles	132nd and Giles Road	\$2,585,000	\$3,057,713
2015-062	Sarpy	66th and Giles	Harrison St. to 400ft. South of Giles Road and Giles Road from 69th St. to 66th St.	\$1,233,750	\$11,761,250
2015-138	Valley	Valley D.C. Safe Routes to School	Portion of Meigs Street in Valley, NE	\$225,000	\$270,000
N/A	Douglas County	180th St. Phase II	Blondo St to Maple St	\$9,852,000	\$11,331,250
N/A	Douglas County	Q St	192nd St to N-31	\$7,251,234	\$7,251,234
N/A	NDOT	I-680	I-680 / US-6 Bridges	\$3,700,000	\$3,700,000
N/A	Omaha	Citywide Resurfacing	Various Locations throughout City of Omaha	\$6,227,000	\$6,227,000
N/A	Omaha	Citywide Resurfacing	Various Locations throughout City of Omaha	\$3,313,000	\$3,313,000
N/A	Omaha	120th Street	Stonegate Dr to Fort St	\$10,732,500	\$12,510,720
N/A	Omaha	180th St	West Dodge Road to HWS Cleveland Blvd	\$3,641,400	\$3,641,400
N/A	Omaha	Industrial Road	132nd St to 144th St	\$11,803,338	\$11,803,338
N/A	Papillion	Schram Rd	84th St to 90th St	\$5,556,517	\$5,556,517
N/A	Sarpy County	66th Street	66th & Giles Intersection	\$8,422,000	\$12,076,250
N/A	Sarpy County	New I-80 Interchange	At 180th Street	\$36,414,000	\$36,414,000
N/A	Sarpy County	Harrison St	168th - 156th St	\$13,684,381	\$13,684,381
N/A	Sarpy County	Platteview Rd	36th - 27th St	\$7,640,429	\$7,640,429
<b>Total</b>				<b>\$578,094,303</b>	<b>\$649,042,210</b>

## 7.7 FISCAL CONSTRAINT OVERVIEW FOR ROADWAY & TRAIL PROJECTS

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

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

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

	Short-Term	Medium Term	Long Term		Total
	2016-2025	2026-2030	2031-2035	2036-2040	
<b>Iowa Federal-Aid</b>	\$521,243	\$36,861	\$18,830	\$19,207	<b>\$596,141</b>
<b>Nebraska Federal-Aid</b>	\$350,598	\$126,811	\$130,614	\$134,533	<b>\$722,472</b>
<b>Sub-Total</b>	<b>\$871,841</b>	<b>\$163,672</b>	<b>\$149,444</b>	<b>\$153,740</b>	<b>\$1,318,613</b>
<b>Iowa Match</b>	\$81,364	\$7,464	\$23,423	\$15,946	<b>\$128,197</b>
<b>Nebraska Match</b>	<b>\$240,659</b>	\$28,759	\$16,608	\$13,955	<b>\$299,981</b>
<b>Sub-Total</b>	<b>\$322,023</b>	<b>\$36,223</b>	<b>\$40,031</b>	<b>\$29,901</b>	<b>\$428,178</b>
<b>Iowa Total</b>	<b>\$602,607</b>	<b>\$44,325</b>	<b>\$59,884</b>	<b>\$35,153</b>	<b>\$741,969</b>
<b>Nebraska Total</b>	<b>\$591,257</b>	<b>\$157,153</b>	<b>\$147,222</b>	<b>\$148,488</b>	<b>\$1,044,120</b>
<b>Total Revenues</b>	<b>\$1,193,864</b>	<b>\$201,478</b>	<b>\$207,106</b>	<b>\$183,641</b>	<b>\$1,786,089</b>

	Short-Term	Medium Term	Long Term		Total
	2016-2025	2026-2030	2031-2035	2036-2040	
<b>Federal-Aid - IA</b>	\$587,717	\$37,320	\$59,884	\$35,153	<b>\$720,074</b>
<b>Federal-Aid - NE</b>	<b>\$578,094</b>	\$151,710	\$147,222	\$148,488	<b>\$1,025,514</b>
<b>Sub Total</b>	<b>\$1,165,811</b>	<b>\$189,030</b>	<b>\$207,106</b>	<b>\$183,641</b>	<b>\$1,745,588</b>

	Short-Term	Medium Term	Long Term		Total
	2016-2025	2026-2030	2031-2035	2036-2040	
<b>Iowa Balance</b>	\$14,890	\$7,005	\$0	\$0	<b>\$21,895</b>
<b>Nebraska Balance</b>	\$13,163	\$5,443	\$0	\$0	<b>\$36,626</b>
<b>Regional Balance</b>	<b>\$28,053</b>	<b>\$12,448</b>	<b>\$0</b>	<b>\$0</b>	<b>\$58,521</b>