



OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY  
2222 Cuming Street, Omaha  
(402) 444-6866

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING  
Friday, June 21, 2019  
10:00 a.m.

**AGENDA**

This meeting of the Metropolitan Area Planning Agency Transportation Technical Advisory Committee will be held in the lower level training room of the Metro Transit Building at 2222 Cuming Street, Omaha, Nebraska 68102.

A. INTRODUCTIONS

**Items for TTAC Approval**

B. APPROVAL OF THE MINUTES of the May 24, 2019 meeting

**Recommendations to the MAPA Board of Directors**

C. Recommendation for approval of the Final 2019 Public Involvement Plan, presented by Megan Walker

D. Recommendation for approval of the Final FY2020-2025 Transportation Improvement Program (TIP), presented by Court Barber

E. Recommendation for approval of Amendment 6 to the FY2019-2024 Transportation Improvement Program (TIP), presented by Court Barber

F. Recommendation for approval of the Final FY2020 Committee Membership Lists, presented by Court Barber

**Discussion Items**

G. FUNDING OBLIGATION AND PROJECT STATUS

H. MEMBER AGENCIES UPDATES

L. ADDITIONAL BUSINESS

**Future Meetings/Events:**

Board of Directors: Thursday, June 27, 2019

Finance Committee: Wednesday, July 17, 2019

Coordinated Transit Committee: Wednesday, July 17, 2019

Transportation Technical Advisory Committee: Friday, July 19, 2019

# Agenda Item B Meeting Minutes

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY  
Transportation Technical Advisory Committee  
Minutes of May 24, 2019 Meeting

The Transportation Technical Advisory Committee met on Friday, May 24, 2019, at Metro, 2222 Cuming Street, Omaha, Nebraska. Mr. Todd Pfitzer opened the meeting at 10:02 a.m.

VOTING MEMBERS

Pat Dowse	City of La Vista
Dean Dunn	Bellevue Public Works
Bruce Fountain	Sarpy County Planning
Dan Gittinger	City of Gretna
Maurice Hinchey	NDOT – District 2
Janet McCartney	Cass County District 2 Commissioner
Todd Pfitzer	Omaha Public Works
Curt Simon	Metro Transit
Bob Stubbe	Omaha Public Works
Gayle Sturdivant	Omaha Public Works
Jeff Thompson	City of Papillion
Craig Wacker	NDOT
Tim Weander	NDOT – District 2
Eric Williams	Papio-Missouri River NRD

NON-VOTING MEMBERS

Mike Helgerson	Metropolitan Area Planning Agency
Greg Youell	Metropolitan Area Planning Agency

GUESTS

Jason Carbee	HDR Engineering
Kevin Carder	Omaha Planning
Arobindu Das	Iteris, Inc.
Thomas Drew Parks	NDOT – District 2
Bart Pugh	Schemmer Associates
Nick Weander	Olsson

STAFF

Court Barber	Metropolitan Area Planning Agency
Jim Boerner	Metropolitan Area Planning Agency
Travis Halm	Metropolitan Area Planning Agency
Megan Walker	Metropolitan Area Planning Agency

A. Approval of Minutes:

Motion #1: Approval of the minutes of the April 19, 2019 Transportation Technical Advisory Committee Meeting.

Motion by: Jeff Thompson  
Second by: Janet McCartney  
Motion Carried

B. Coordinated Transit Plan Amendment 1:

Ms. Walker presented changes made to the Coordinated Transit Plan to more closely align with Iowa and Nebraska's DOT standards.

Motion #2: Recommending approval of the Coordinated Transit Plan Amendment 1 to the MAPA Board of Directors at their May 30, 2019 meeting.

Motion by: Jeff Thompson  
Second by: Gayle Sturdivant  
Motion Carried

C. FY2019 Unified Planning Work Program (UPWP) Amendment 2:

Mr. Helgerson presented updates Amendment 2 to the FY2019 Unified Planning Work Program (UPWP) including areas like public involvement

Motion #3: Recommending approval of the FY2019 Unified Planning Work Program (UPWP) Amendment 2 to the MAPA Board of Directors at their May 30, 2019 meeting.

Motion by: Curt Simon  
Second by: Jeff Thompson  
Motion Carried

D. Draft FY2020 Transportation Improvement Program:

Mr. Barber presented the draft of the FY2020 Transportation Improvement Program along with upcoming projects for Iowa, Nebraska and Heartland 2050 mini grants. Updates and additional information on the 24<sup>th</sup> Street study was given by members of the committee.

Motion #4: Recommending approval of the Draft FY2020 Transportation Improvement Program to the MAPA Board of Directors at their May 30, 2019 meeting.

Motion by: Tim Weander  
Second by: Todd Pfitzer  
Motion Carried

E. Final FY2020 Unified Planning Work Program (UPWP):

Mr. Helgerson presented the Final FY2020 Unified Planning Work Program (UPWP) with its refining of budgets and work activities. The FY2020 Unified Planning Work Program will go into effect July 1<sup>st</sup>. Questions and comments were given from the committee.

Motion #5: Recommending approval of the Final FY2020 Unified Planning Work Program (UPWP) to the MAPA Board of Directors at their May 30, 2019 meeting.

Motion by: Curt Simon  
Second by: Janet McCartney  
Motion Carried

F. Funding Obligation & Project Status:

Mr. Helgerson presented updates to funding obligations for TIP and TAP projects. Mr. Helgerson also presented project statuses to FY 2019 projects including where they are in the process.

Mr. Barber added additional information on the draft TIP including updated language and invoice timing. Additional comments and questions were asked from the committee about projects in the TIP.

G. Member Agencies Update

- Kevin Carder updates committee on Omaha Planning projects
- Gayle Sturdivant updates committee on Omaha Public Works projects
- Dean Dunn updates committee on Bellevue Public Works projects
- Janet McCartney updates committee on Cass County District 2 projects
- Maurice Hinchey updates committee on NDOT District 2 projects

- Tim Weander updates committee on additional NDOT District 2 projects
- NDOT updates committee on additional projects
- Dan Gittinger updates committee on City of Gretna projects
- Eric Williams updates committee on Papio-Missouri River NRD projects
- Mike Helgerson updates committee on the ongoing bridge study and upcoming meetings dates
- Greg Youell updates committee on the LB 482 bill and other bills

#### I. Additional Business

MAPA Board of Directors – May 30, 2019

Coordinated Transit Committee – June 19, 2019

NARC 53<sup>rd</sup> Annual Conference & Exhibition – June 9-12, 2019

FY2020 TIP Public Meeting – June 19, 2019

Council of Officials – June 20, 2019

Transportation Technical Advisory Committee – June 21, 2019

#### J. Adjournment

Motion #6: Motion to adjourn:

Motion by: Dan Gittinger

Motion Carried

The meeting was adjourned at 11:16 a.m.

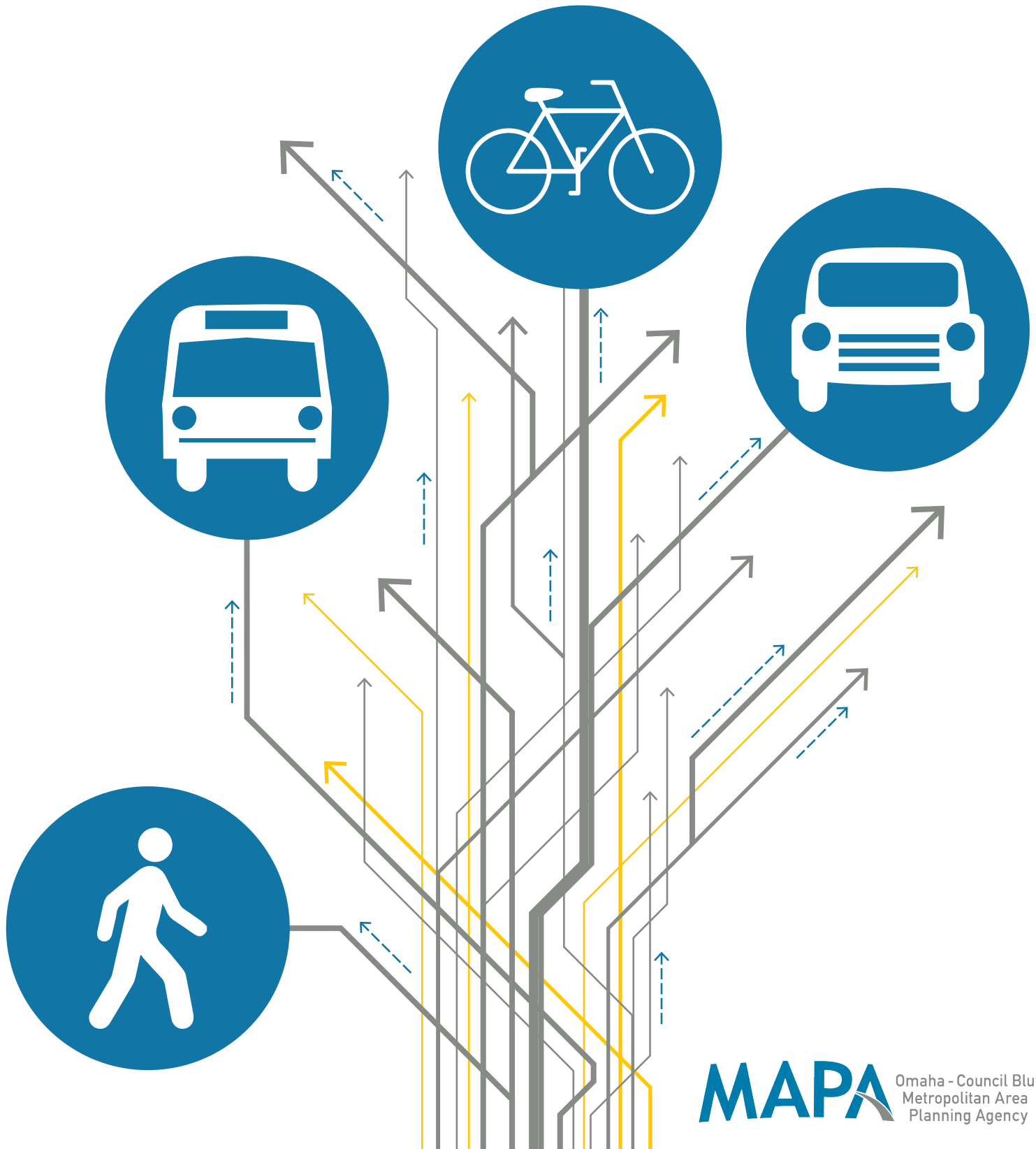
Agenda Item C  
2019 Public Involvement Plan  
(Attachment Pending)

**Agenda Item D**  
**FY2020-2025 TIP**

2020 - 2025



# TRANSPORTATION IMPROVEMENT PROGRAM





# Self-Certification Placeholder



**Resolution Placeholder**



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# Section 1 - About the Transportation Improvement Program

## 1.1 Legislative Requirements

The current authorized federal transportation legislation is the Fixing America's Surface Transportation (FAST) Act. It charges MPOs with the creation and maintenance of a fiscally-constrained Transportation Improvement Program (TIP). Creating a fiscally constrained TIP requires MAPA to allocate funding to projects (based upon reasonable cost estimates) within the limits of reasonably available future revenues (based upon historical trends). MAPA 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 as required by federal regulations. 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, the first four years of projects in this program are fiscally constrained. Projects are also programmed in years five and six for illustrative purposes, indicating that there are long-term plans to move forward with them, 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. See the Project Lifecycle section below for additional details.

Federal regulations require a TIP be updated every four years. NDOT and Iowa DOT 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.

## 1.2 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)** – Committee to oversee the use of 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)** – The agency within the US Department of Transportation that provides financial and technical assistance to local public transit systems.

**Federal Highway Administration (FHWA)** - 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 (Iowa DOT)** - 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 Iowa DOT 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 Iowa DOT to construct road, bridge, and maintenance projects in the transportation management area.

**Swap** – Iowa DOT program to exchange Federal-aid for Primary Road Funds

**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 Iowa DOT 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.

## 1.3 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. MAPA receives an annual suballocation of funds for the following programs:

### Surface Transportation Program Block Grants (STBG)

STBG 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.

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 (the first year of the TIP) plus three subsequent fiscal years. Therefore, funding apportioned to the MAPA region in FY2020 is available to be spent from FY2020 to FY2023.

Beginning in FY2019, some projects in the Iowa portion of MAPA's TMA will become eligible for Iowa DOT's Swap program. Projects that would have received STBG funds can swap those funds for Iowa Primary Road funds. In the development of the FY2019 program, representatives from MAPA and Iowa DOT met to review upcoming projects and identify candidates for Swap. MAPA has agreed to participate in the Swap program and projects identified as eligible in coordination with Iowa DOT are marked as 'STBG-MAPA (Swap)' in the project tables in Section 5

### Transportation Alternatives Program (TAP)

TAP projects 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

## FTA Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities

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.

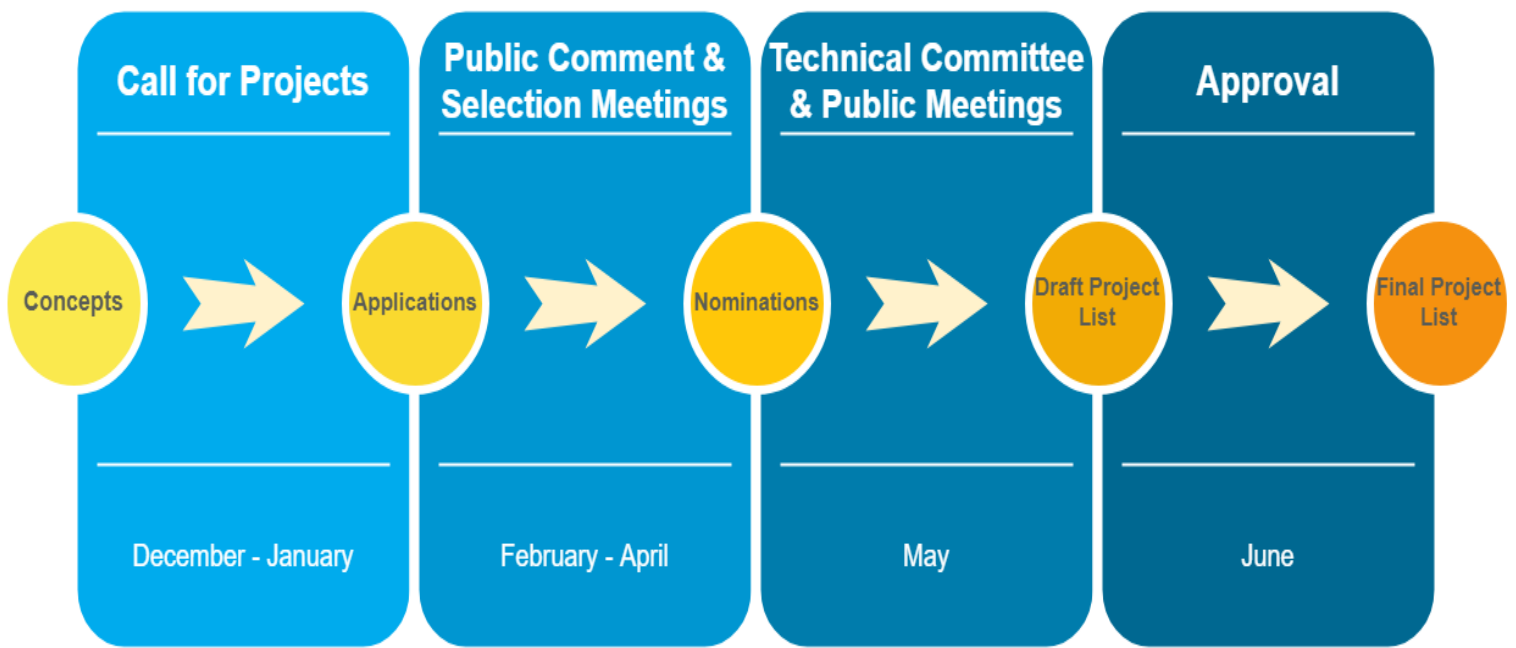
MAPA has been designated by the governors of Nebraska and Iowa to administer the Section 5310 program for the Omaha-Council Bluffs region. The Coordinated Transit Committee oversees the development of MAPA's Coordinated Transportation Plan (CTP) – the guiding document for the Section 5310 program's administration.

Under the FAST Act MAPA receives approximately \$530,000 of Section 5310 funding annually from FTA to fund these kinds of projects throughout the metropolitan region.

## Section 2 - Project Selection

### 2.1 General Process and Selection Criteria

The transportation planning processes described above inform how MAPA selects projects for inclusion in the 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, operations, and maintenance. Project selection methodology differs depending on the funding program and location. The graphic below displays the general timeline for selecting projects for inclusion in the 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.



Once all applications are received MAPA staff releases them for public comment via the MAPA website, Facebook, Twitter, a paid public notice, and a press release. Following the comment period the Project Selection Subcommittee (ProSeCom - STBG), Transportation Alternatives Program Committee (TAP-C - TAP), and the Coordinated Transit Committee (CTC - 5310) all evaluate projects for their respective funding streams. MAPA staff members compile the project rankings and present them to the appropriate selection committee for review during Project Selection meetings. During these meetings committees may also consider additional criteria that may be relevant to the project selection (existing network continuity, phasing feasibility, equity, etc.) and select a list of projects. Jurisdictions whose projects are rejected have the opportunity to appeal this decision at subsequent appeals hearings.

Following the selection meetings, MAPA staff work to program the selected projects into the TIP based upon the ranking, available funding, and realistic project phasing. Selected projects are included in the draft TIP which is presented to the public, MAPA's Transportation Technical Advisory Committee, and MAPA's Board of Directors.

### FY2020 Project Selection Schedule

- December 17, 2018 - Call for Projects
- January 18, 2019 - Application Deadline
- March 13, 2019 - Applications Released for Public Comment
- February 22, 2019 - TAP-C Selection Meeting
- May 24, 2019 - Draft TIP Presented to TTAC
- May 30, 2019 - Draft TIP Presented to Board of Directors & Released for Public Comment
- June 19, 2019 - Draft TIP Public Meeting
- June 21, 2019 - Final TIP Presented to TTAC
- June 27, 2019 - Final TIP Presented to Board of Directors

## 2.2 Project Selection Criteria

### STBG Selection Criteria

STBG project applications are evaluated with a mixture of qualitative and quantitative data based on which of three categories they align with:

#### General Roadway

Priority Corridors (High, Medium, Low)	Ability to Advance Construct (AC) Project
Future Year Level of Service	Crashes per Million Vehicles & Crash Severity Index
Reliability Index	Bridge Sufficiency
Environmental Justice (EJ) Areas	Bridge Status (Structurally Deficient and/or Functionally Obsolete)
Redevelopment Areas	Bridge Detour Length
Pavement Condition	Transportation Emphasis Areas
Percentage Local Match (points awarded over 30% match)	

#### Alternative Transportation

Public Health Benefits	Community Neighborhood Facilities & Land Use Connectivity
Percentage Local Match (points awarded over 30% match)	Link-Node Ratio
Air Quality Benefits	Bicycle & Pedestrian Safety
Walkability, Access, & Equity	

#### Systems Management

Delay Reduction (2040 Level of Service Improvement)	Benefits of Proposed Study
Percentage Local Match	Multi-Jurisdictional Impacts

### Heartland 2050 Mini-Grant Selection Criteria

MAPA sets aside \$330,000 of regional STBG funds for projects that align with the Heartland 2050 vision. Applications are evaluated using criteria in the Heartland 2050 Action Plan based on Equity, Inclusivity, Efficiency, and Local Control/Regional Benefit.

### TAP Selection Criteria

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 comprised of measures in the following categories:

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

## 5310 Selection Criteria

Section 5310 projects are evaluated based on their contribution to the region. Determination of a program's regional significance is based on ridership, service availability, service type (medical, employment, education, general living, and/or recreational), and sustainability (the ability to carry on the program in the absence of 5310 funds). More details about the 5310 selection process can be found in MAPA's Section 5310 Program Management Plan located on our website at <http://mapacog.org/reports/5310-program-management-plan/>

## 2.3 TIP Fee

Beginning July 1, 2018, MAPA will collect a “TIP fee” for federal-aid projects in the Transportation Improvement Program (TIP) funded through the regional Surface Transportation Block Grant Program (STBG) and the regional Transportation Alternatives Program (TAP). These funding sources are identified in the TIP as STBG-MAPA and TAP-MAPA, respectively. The fee will be collected 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.

The TIP fee applies to all project phases programmed in the implementation year of the TIP. The implementation year refers to the first year of the TIP program, which begins on October 1 of each year. Total obligations for implementation year projects will be identified by end of year reports from the Nebraska and Iowa Departments of Transportation. Invoices for TIP fees will be issued no later than November 30th of the following fiscal year. Therefore, TIP fees related to obligations in FY2020 will be assessed by November 2020.

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 and all 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 a project up to \$10,000,000. Projects with more than \$10,000,000 of federal funding will be assessed one percent (1%) of the first \$10,000,000 and one-half percent (0.5%) for the amount over \$10,000,000.

## 2.4 Other Federal Transportation Programs

The majority of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) program funds in the TIP are not directly suballocated to MAPA. In general, NDOT, Iowa DOT, and Metro Transit make programming decisions for these funding programs and MAPA cooperates with the states and local jurisdictions to program the projects in the TIP appropriately.

### Congestion Mitigation and Air Quality (CMAQ)

The CMAQ program was implemented to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief.

### Highway Safety Improvement Program (HSIP)

HSIP is a core Federal-aid program designed to reduce traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal lands.

### System Preservation Projects

These include state-directed projects for maintenance of highways and bridges in the region. These typically use state STBG funds outside of those apportioned to the Omaha-Council Bluffs region.

## Federal Transit Administration Projects

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.

## 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 the FAST Act, 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.

## 2.5 Performance Based Planning Measures

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), Transit Asset Management (TAM), Pavement and Bridge Condition (PM 2), and System and Freight Reliability (PM 3).

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.

### Safety Performance Measures

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. MAPA chose to set its own unique targets for the Omaha-Council Bluffs region.

Any Iowa DOT sponsored HSIP projects within the MPO area were selected based on the safety performance measures set by Iowa DOT and were approved by the Iowa Transportation Commission. The Iowa DOT conferred with numerous stakeholder groups, including MAPA, as part of its target setting process. Working in partnership with local agencies, Iowa DOT safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. The Iowa DOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasure that can address the types of crashes present. The Iowa DOT continues to utilize a systemic safety improvement process rather than relying on "hot spot" safety improvements.

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

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.

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 2.1 - Safety Performance Targets (Baseline and targets are 5-year rolling averages)

<b>Category</b>	<b>Baseline (2012-2016)</b>	<b>Target (2014-2018)</b>
Number of fatal and series injuries (non-motorized)	66.60	66.60
Serious Injury Rate	8.26	7.79
Number of serious injuries	540.00	505.20
Fatality rate	0.85	0.85
Number of fatalities	55.60	55.60
Fatalities (#)	53.40	55.60

## Transit State of Good Repair

The Transit Asset Management (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).

Public transit capital projects included in the TIP align with the transit asset management (TAM) planning and target setting processes undertaken by the Iowa DOT, transit agencies, and MPOs. The Iowa DOT establishes a group TAM plan and group targets for all small urban and rural providers while large urban providers establish their own TAM plans and targets. Investments are made in alignment with TAM plans with the intent of keeping the state’s public transit vehicles and facilities in a state of good repair and meeting transit asset management targets. The Iowa DOT allocates funding for transit rolling stock in accordance with the Public Transit Management System process. In addition, the Iowa DOT awards public transit infrastructure grants in accordance with the project priorities established in Iowa Code chapter 924. Additional state and federal funding sources that can be used by transit agencies for vehicle and facility improvements are outlined in the funding chapter of the Transit Manager’s Handbook. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.

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

Table 2.2 - Transit State of Good Repair (SGR) Targets

<b>Asset</b>	<b>Target % Exceeding Useful Life Benchmark</b>
<b>Council Bluffs STS</b>	
Rolling Stock	25.00
<b>Metro Transit</b>	
Equipment	100.00
Rolling Stock	26.00
Facilities	0.00

## Pavement and Bridge Performance Measures

Compliance with the PM II performance based planning requirements began on May 20, 2019 for MPOs. To satisfy the PM II performance measure MPOs can choose to support State DOT PM II targets or MPOs can set their own unique targets.

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.

Any Iowa DOT sponsored pavement and bridge projects within the MPO area were determined in alignment with the Iowa Transportation Asset Management Plan (TAMP) and the pavement and bridge performance measures. The TAMP connects Iowa in Motion 2045 and system/modal plans to Iowa DOT's Five-Year Program and the STIP. Iowa in Motion 2045 defines a vision for the transportation system over the next 20 years, while the Five-Year Program and STIP identify specific investments over the next four to five years. The TAMP has a 10-year planning horizon and helps ensure that investments in the Five-Year Program and STIP are consistent with Iowa DOT's longer-term vision. Starting in 2019, the TAMP will also integrate the pavement and bridge performance targets.

The Iowa DOT conferred with numerous stakeholder groups, including MAPA and local owners of NHS assets, as part of its target setting process. The methodology used to set targets used current and historical data on condition and funding to forecast future condition. Asset management focuses on performing the right treatment at the right time to optimize investments and outcomes. Management systems are utilized to predict

bridge and pavement needs and help determine the amount of funding needed for stewardship of the system. The TAMP discusses the major investment categories that the Commission allocates funding through. Once the Commission approves the funding for these categories, Iowa DOT recommends the allocation of the funds to specific projects using the processes described in the TAMP. Pavement and bridge projects are programmed to help meet the desired program outcomes documented in the TAMP.

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

Table 2.3 A - Iowa DOT Pavement and Bridge Targets



State 	Category	Target
Iowa DOT	Percentage of NHS bridges classified as in Poor condition	3.20
Iowa DOT	Percentage of pavements of the non-Interstate NHS in Poor condition	14.50
Iowa DOT	Percentage of pavements of the non-Interstate NHS in Good condition	46.90
Iowa DOT	Percentage of pavements of the Interstate System in Poor condition	2.70
Iowa DOT	Percentage of pavements of the Interstate System in Good condition	49.40
Iowa DOT	Percentage of NHS bridges classified as in Good condition	44.60

Table 2.3 B - Nebraska DOT Pavement and Bridge Targets

State 	Category	Target
Nebraska DOT	Percentage of NHS bridges classified as in Poor condition	20.00
Nebraska DOT	Percentage of pavements of the non-Interstate NHS in Poor condition	10.00
Nebraska DOT	Percentage of pavements of the non-Interstate NHS in Good condition	40.00
Nebraska DOT	Percentage of pavements of the Interstate System in Poor condition	5.00
Nebraska DOT	Percentage of pavements of the Interstate System in Good condition	50.00
Nebraska DOT	Percentage of NHS bridges classified as in Good condition	55.00

## System and Freight Reliability Performance Measures

As a result of the stakeholder process, MAPA elected to establish its own targets for system and freight reliability 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. 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 system reliability targets in the MTP, linking investment priorities in the TIP to these reliability targets.

MAPA will continue to 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 reliability performance targets described in the MTP including progress achieved by MAPA in achieving reliability performance targets will be produced annually by MAPA to NDOT and Iowa DOT.

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.

Table 2.4 - System and Freight Reliability Targets

Category	Target
Freight Travel Time Reliability	1.10
Non-Interstate Travel Time Reliability	79.00
Interstate Travel Time Reliability	90.00

## 2.6 Revisions to the TIP

### Amendments

Amendments involve major project changes including the addition or deletion of a project, substantial cost changes, moving a project in or out of the four fiscally-constrained years, or a major change in design concept or scope change. MAPA considers the following to be major changes:

- Increasing a project's cost by 20% (30% for Iowa projects) or \$2 million, whichever is greater
- Adding a project to the four-year program
- Changing the source of federal-aid for a project
- Changing the scope or termini of a project

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 or when construction costs increase 100% or more.

## Administrative Modifications

Administrative modifications involve minor changes to TIP projects. These include any changes that do not meet the criteria listed 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.

## Emergency 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.

## Section 3 - Fiscal Constraint

### 3.1 Background and Assumptions

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. Here we assess the project costs by funding program and compares them to the anticipated revenues in each funding program. MAPA's 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.

#### 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. 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 2016-2019, the CPI grew nationally by 1.9 percent on average annually. MAPA is using discretion in estimating a higher rate of inflation to create a more conservative estimate of project costs.

#### 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.

Each year prior to development of the Iowa DOT's Five-Year Program and the Statewide Transportation Improvement Program both state and federal revenue forecasts are completed to determine the amount of funding available for programming. These forecasts are a critical component in the development of the Five-Year Program and as such are reviewed with the Iowa Transportation Commission. The primary sources of state funding to the DOT are the Primary Road Fund and TIME-21 Fund. These state funds are used for the operation, maintenance and construction of the Primary Road System. The amount of funding available for operations and maintenance are determined by legislative appropriations. Additional funding is set aside for statewide activities including engineering costs. The remaining funding is available for right of way and construction activities associated with the highway program. Along with the state funds, the highway program utilizes a portion of the federal funds that are allocated to the state. A federal funding forecast is prepared each year based on the latest apportionment information available. This forecast includes the various federal programs and identifies which funds are allocated to the Iowa DOT for programming and which funds are directed to locals through the MPO/RPA planning process, Highway Bridge Program and various grant programs. Implementation of a federal aid swap will increase the amount of federal funds that are utilized by the Iowa DOT.

## 3.2 Fiscal Constraint and Federal Funding Tables

The tables below list 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 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.

### Federal Funding Summary by Program

Table 3.1 - Nebraska Roadway & Trail Projects by Federal Program (in \$1,000s)

Program	'20 Fed. Aid	'21 Fed. Aid	'22 Fed. Aid	'23 Fed. Aid	Non-Fed	Total	Spend Auth.	Bal.
CMAQ	\$48.00				\$0.00	\$48.00	\$48.00	\$0.00
FAA AIP	\$1,125.00	\$11,250.00	\$12,250.00	\$1,125.00	\$7,000.00	\$32,750.00	\$25,750.00	\$0.00
FTA 5310	\$255.15	\$337.33	\$435.39		\$484.23	\$1,512.10	\$1,027.87	\$0.00
FTA 5311	\$48.00				\$12.00	\$60.00	\$48.00	\$0.00
FTA 5339	\$805.78	\$902.94	\$913.75	\$868.21	\$675.25	\$4,165.93	\$3,490.68	\$0.00
HSIP	\$5,980.22				\$2,141.66	\$8,121.88	\$5,980.22	\$0.00
NHPP	\$31,062.00	\$23,899.00	\$19,471.00	\$2,938.00	\$14,746.00	\$92,116.00	\$77,370.00	\$0.00
STBG-MAPA	\$38,135.00	\$16,366.00	\$6,833.53	\$24,315.02	\$15,765.00	\$101,414.55	\$87,212.00	\$1,562.45
STBG-State	\$1,684.00	\$3,227.00	\$1,217.00		\$1,903.00	\$8,031.00	\$6,128.00	\$0.00
TAP-MAPA	\$405.92	\$3,491.67	\$1,442.00	\$857.00	\$5,935.16	\$12,131.75	\$7,340.00	\$1,143.41
<b>Total</b>	<b>\$79,549.07</b>	<b>\$59,473.94</b>	<b>\$42,562.67</b>	<b>\$30,103.23</b>	<b>\$48,662.30</b>	<b>\$260,351.21</b>	<b>\$214,394.77</b>	<b>\$2,705.86</b>

Table 3.2 - Iowa Roadway & Trail Projects by Federal Program (in \$1,000s)

Program	'20 Fed. Aid	'21 Fed. Aid	'22 Fed. Aid	'23 Fed. Aid	Non-Fed	Total	Spend Auth.	Bal
FTA 5310	\$219.65	\$88.50	\$145.64		\$113.46	\$567.25	\$453.79	\$0.00
NHPP	\$39,955.00	\$126,824.00	\$130,220.00	\$3,437.00	\$33,379.00	\$333,815.00	\$300,436.00	\$0.00
PL	\$133.00	\$133.00	\$133.00	\$133.00	\$132.00	\$664.00	\$532.00	\$0.00
STBG-MAPA	\$728.00	\$1,522.00	\$3,929.00	\$3,450.00	\$3,042.50	\$12,671.50	\$19,728.60	\$10,099.60
STBG-MAPA (Swap)		\$3,260.00	\$4,285.00		\$2,224.25	\$9,769.25	\$7,545.00	\$0.00
TAP-MAPA	\$496.70		\$328.00		\$207.00	\$1,031.70	\$955.00	\$130.30
<b>Total</b>	<b>\$41,532.35</b>	<b>\$131,827.50</b>	<b>\$139,040.64</b>	<b>\$7,020.00</b>	<b>\$39,098.21</b>	<b>\$358,518.70</b>	<b>\$329,650.39</b>	<b>\$10,229.90</b>

Table 3.3 - Total Regional Roadway & Trail Projects by Federal Program (in \$1,000s)

Program	'20 Fed. Aid	'21 Fed. Aid	'22 Fed. Aid	'23 Fed. Aid	Non-Fed	Total	Spend Auth.	Bal.
CMAQ	\$48.00				\$0.00	\$48.00	\$48.00	\$0.00
FAA AIP	\$1,125.00	\$11,250.00	\$12,250.00	\$1,125.00	\$7,000.00	\$32,750.00	\$25,750.00	\$0.00
FTA 5307	\$7,802.23	\$7,653.95	\$8,800.65	\$8,957.26	\$8,303.49	\$41,517.58	\$35,405.05	\$2,190.96
FTA 5310	\$474.79	\$425.83	\$581.03		\$597.69	\$2,079.34	\$2,291.67	\$810.02
FTA 5311	\$48.00				\$12.00	\$60.00	\$48.00	\$0.00
FTA 5339	\$805.78	\$902.94	\$913.75	\$868.21	\$675.25	\$4,165.93	\$3,649.62	\$158.94
HSIP	\$5,980.22				\$2,141.66	\$8,121.88	\$5,980.22	\$0.00
NHPP	\$71,017.00	\$150,723.00	\$149,691.00	\$6,375.00	\$48,125.00	\$425,931.00	\$377,806.00	\$0.00
PL	\$133.00	\$133.00	\$133.00	\$133.00	\$132.00	\$664.00	\$532.00	\$0.00
STBG-MAPA	\$38,863.00	\$17,888.00	\$10,762.53	\$27,765.02	\$18,807.50	\$114,086.05	\$106,940.60	\$11,662.05
STBG-MAPA (Swap)		\$3,260.00	\$4,285.00		\$2,224.25	\$9,769.25	\$7,545.00	\$0.00
STBG-State	\$1,684.00	\$3,227.00	\$1,217.00		\$1,903.00	\$8,031.00	\$6,128.00	\$0.00
TAP-MAPA	\$902.62	\$3,491.67	\$1,770.00	\$857.00	\$6,142.16	\$13,163.45	\$8,295.00	\$1,273.71
<b>Total</b>	<b>\$128,883.64</b>	<b>\$198,955.39</b>	<b>\$190,403.96</b>	<b>\$46,080.49</b>	<b>\$96,064.00</b>	<b>\$660,387.48</b>	<b>\$580,419.16</b>	<b>\$16,095.68</b>

Table 3.4 - Iowa STBG Program Summary (in \$1,000s)

Fund Name	2020	2021	2022	2023	2024	2025
Beginning Balance	\$11,248.00	\$12,682.60	\$10,006.60	\$3,898.60	\$2,554.60	-\$2,286.40
Spending Authority	\$2,162.60	\$2,106.00	\$2,106.00	\$2,106.00	\$2,106.00	\$2,106.00
Project Cost	\$728.00	\$4,782.00	\$8,214.00	\$3,450.00	\$6,947.00	\$0.00
Final Balance	\$12,682.60	\$10,006.60	\$3,898.60	\$2,554.60	-\$2,286.40	-\$180.40

Table 3.5 - Nebraska STBG Program Summary (in \$1,000s)

Fund Name	2020	2021	2022	2023	2024	2025
Beginning Balance	\$22,412.00	\$477.00	\$311.00	\$9,677.47	\$1,562.45	\$59.00
Spending Authority	\$16,200.00	\$16,200.00	\$16,200.00	\$16,200.00	\$16,200.00	\$16,200.00
Project Cost	\$38,135.00	\$16,366.00	\$6,833.53	\$24,315.02	\$17,703.45	\$4,216.56
Final Balance	\$477.00	\$311.00	\$9,677.47	\$1,562.45	\$59.00	\$12,042.44

Table 3.6 - Iowa TAP Program Summary (in \$1,000s)

Fund Name	2020	2021	2022	2023	2024	2025
Beginning Balance	\$520.00	\$131.30	\$240.30	\$21.30	\$130.30	\$239.30
Spending Authority	\$108.00	\$109.00	\$109.00	\$109.00	\$109.00	\$109.00
Project Cost	\$496.70	\$0.00	\$328.00	\$0.00	\$0.00	\$0.00
Final Balance	\$131.30	\$240.30	\$21.30	\$130.30	\$239.30	\$348.30

Table 3.7 - Nebraska TAP Program Summary (in \$1,000s)

Fund Name	2020	2021	2022	2023	2024	2025
Beginning Balance	\$2,968.00	\$3,655.08	\$1,256.41	\$907.41	\$1,143.41	\$2,236.41
Spending Authority	\$1,093.00	\$1,093.00	\$1,093.00	\$1,093.00	\$1,093.00	\$1,093.00
Project Cost	\$405.92	\$3,491.67	\$1,442.00	\$857.00	\$0.00	\$0.00
Final Balance	\$3,655.08	\$1,256.41	\$907.41	\$1,143.41	\$2,236.41	\$3,329.41

### 3.3 Advance Construction

Advance Construction (AC) provides flexibility to locally fund projects and later convert to federal funds. AC projects are selected in coordination with the Nebraska and Iowa DOT offices of program management. Existing AC projects are shown below.

Table 3.8 - Advance Construction Projects (funding in \$1,000s)

Advance Construction Project	Project Number	Phase	Local Funding
2018 Bellevue Resurfacing Project	NE-22736	UTIL-CON-CE (AC)	\$4,216.56
2020 Bellevue Resurfacing Project		PE-NEPA-FD (AC)	\$8.00
2020 Bellevue Resurfacing Project		UTIL-CON-CE (AC)	\$1,582.40
36th Street Phase I N-370 - Sheridan	NE-22276	UTIL-CON-CE (AC)	\$5,546.25
156th Street	NE-22233	PE-NEPA-FD (AC)	\$70.00
180th Street, N. HWS Cleveland Blvd. to West Maple Road	NE-22224	UTIL-CON-CE (AC)	\$29,144.00
2014 Omaha Resurfacing Package	NE-22605	UTIL-CON-CE (AC)	\$3,312.77
2016 Omaha Resurfacing Program	NE-22681	UTIL-CON-CE (AC)	\$4,080.00
2017 Omaha Resurfacing Program	NE-22718	UTIL-CON-CE (AC)	\$4,876.80
2018 Omaha Resurfacing Program	NE-22735	UTIL-CON-CE (AC)	\$5,142.54
Omaha Resurfacing Program	OMA-051515-001	UTIL-CON-CE (AC)	\$4,571.71
		<b>Total</b>	<b>\$62,551.03</b>

Table 3.9 - Advance Construction Conversion (funding in \$1,000s)

<b>Lead Agency</b>	<b>2020</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
Bellevue	\$0.00	\$0.00	\$1,590.40	\$4,437.00	\$4,216.56
Douglas	\$29,144.00	\$0.00	\$0.00	\$0.00	\$0.00
Omaha	\$0.00	\$6,833.53	\$0.00	\$13,266.45	\$0.00
<b>Sum</b>	<b>\$29,144.00</b>	<b>\$6,833.53</b>	<b>\$1,590.40</b>	<b>\$17,703.45</b>	<b>\$4,216.56</b>

## 3.4 Operations & Maintenance

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. 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. Iowa DOT's full program is available online at: [https://iowadot.gov/program\\_management/five-year-program](https://iowadot.gov/program_management/five-year-program).

Table 3.10 - Projected Operations & Maintenance (FY 2020)

	<b>Non-Federal O&amp;M</b>	<b>Federal O&amp;M</b>	<b>Total O&amp;M</b>
Iowa DOT O&M	-	\$1,404,656	\$1,404,656
Iowa Cities O&M	\$6,341,238	\$2,147,724	\$ 8,488,962
Nebraska O&M	\$ 97,941,612	\$ 40,004,320	\$ 137,945,932
<b>Total O&amp;M</b>	<b>\$ 104,282,850</b>	<b>\$ 43,556,700</b>	<b>\$ 147,839,550</b>

Table 3.11 - Projected Operations & Maintenance (FY 2021)

	<b>Non-Federal O&amp;M</b>	<b>Federal O&amp;M</b>	<b>Total O&amp;M</b>
Iowa DOT O&M	-	\$1,387,639	\$1,387,639
Iowa Cities O&M	\$ 6,531,475	\$ 2,212,156	\$8,743,631
Nebraska O&M	\$100,879,861	\$ 41,204,450	\$ 142,084,311
<b>Total O&amp;M</b>	<b>\$ 107,411,336</b>	<b>\$ 44,804,245</b>	<b>\$ 152,215,581</b>

Table 3.12 - Projected Operations & Maintenance (FY 2022)

	<b>Non-Federal O&amp;M</b>	<b>Federal O&amp;M</b>	<b>Total O&amp;M</b>
Iowa DOT O&M	-	\$1,432,115	\$1,432,115
Iowa Cities O&M	\$ 6,727,419	\$ 2,278,521	\$ 9,005,940
Nebraska O&M	\$ 103,906,257	\$ 42,440,584	\$ 146,346,841
<b>Total O&amp;M</b>	<b>\$ 110,633,676</b>	<b>\$ 46,151,220</b>	<b>\$ 156,784,896</b>

Table 3.13 - Projected Operations & Maintenance (FY 2023)

	<b>Non-Federal O&amp;M</b>	<b>Federal O&amp;M</b>	<b>Total O&amp;M</b>
Iowa DOT O&M	-	\$1,477,364	\$1,477,364
Iowa Cities O&M	\$6,929,242	\$2,346,876	\$9,276,118
Nebraska O&M	\$ 107,023,445	\$ 43,713,802	\$ 150,737,246
<b>Total O&amp;M</b>	<b>\$ 113,952,687</b>	<b>\$ 47,538,042</b>	<b>\$ 161,490,728</b>

### Projected Total Non-Federal-Aid Revenues

Table 3.14 - Projected Iowa DOT Revenues (in millions of dollars)

<b>Revenues</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Primary Road Fund	\$687.70	\$693.80	\$703.20	\$703.20
TIME-21	\$135.00	\$135.00	\$135.00	\$135.00
Miscellaneous	\$25.00	\$25.00	\$25.00	\$25.00
Federal Aid	\$389.20	\$365.70	\$365.70	\$365.70
<b>Total</b>	<b>\$1,236.90</b>	<b>\$1,219.50</b>	<b>\$1,228.90</b>	<b>\$1,228.90</b>

Table 3.15 - Projected Iowa DOT Statewide Allocations (in millions of dollars)

<b>Statewide Allocations</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Operations & Maintenance	\$363.20	\$358.80	\$370.30	\$382.00
Consultant Services	\$82.50	\$82.50	\$82.50	\$82.50
Contract Maintenance	\$31.40	\$31.40	\$31.40	\$31.40
Railroad Crossing Protection	\$5.00	\$5.00	\$5.00	\$5.00
Miscellaneous Programs	\$34.80	\$34.80	\$34.80	\$34.80
<b>Total</b>	<b>\$516.90</b>	<b>\$512.50</b>	<b>\$524.00</b>	<b>\$535.70</b>
<b>Funds Available for ROW/Construction</b>	<b>\$720.00</b>	<b>\$707.00</b>	<b>\$704.90</b>	<b>\$693.20</b>

## 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. 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 funding from Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities. Federally funded transit improvement projects must be contained in the regional Transportation Improvement Program and fiscally constrained programs are included in below.

Table 3.16 - 5310 Program of Projects (figures in \$1,000s)

Phase	2020	2021	2022
Administration	\$100.00	\$50.00	\$50.00
Capital Expenditures	\$97.85	\$88.50	\$109.34
Light-duty Bus	\$0.00	\$0.00	\$36.30
Lowered Floor Minivan	\$128.80	\$31.33	\$0.00
Operational Expenditures	\$97.55	\$99.71	\$172.43
Small Transit Bus	\$50.60	\$156.29	\$212.96
<b>Total</b>	<b>\$474.80</b>	<b>\$425.83</b>	<b>\$581.03</b>

Table 3.17 - Section 5310 Program Summary (in \$1,000s)

	2020	2021	2022	2023
Beginning Balance	\$171.67	\$226.88	\$331.05	\$280.02
Spending Authority	\$530.00	\$530.00	\$530.00	\$530.00
Project Cost	\$474.79	\$425.83	\$581.03	\$0.00
Final Balance	\$226.88	\$331.05	\$280.02	\$810.02

Table 3.18 - 5310 Capital-Operations Breakdown (figures in \$1,000s)

<b>Fund Name</b>	<b>FY16</b>	<b>FY17</b>	<b>FY18</b>	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>FY22</b>
% Capital	56%	56%	77%	48%	63%	52%	50%
% Operations	44%	44%	23%	28%	28%	28%	42%
<b>Total Programmed</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>76%</b>	<b>91%</b>	<b>80%</b>	<b>92%</b>

Table 3.19 - 5307 Program of Projects (figures in \$1,000s)

<b>Phase</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
35' Bus Replacement - 11.12.02	\$0.00	\$0.00	\$2,580.00	\$0.00	\$3,652.98
60' Bus Addition - 11.13.06	\$639.78	\$2,580.00	\$0.00	\$2,720.00	\$0.00
<30' Bus Replacement - 11.12.04	\$750.00	\$0.00	\$0.00	\$0.00	\$0.00
ADA Services - 11.7C.00	\$1,106.25	\$858.65	\$875.82	\$893.34	\$793.26
Bus Route Signing - 11.32.09	\$0.00	\$40.00	\$0.00	\$40.00	\$0.00
Capital Enhancement Projects - 11.44.00	\$25.00	\$0.00	\$0.00	\$0.00	\$0.00
Computer Hardware - 11.42.07	\$250.00	\$60.00	\$8.00	\$12.00	\$48.00
Computer Software - 11.42.08	\$35.00	\$60.00	\$8.00	\$12.00	\$80.00
Construction of Bus Station/Terminal (Station) - 11.33.02	\$50.00	\$0.00	\$0.00	\$0.00	\$0.00
Employee Housing/Meals - 50.30.00	\$5.50	\$8.00	\$8.00	\$8.00	\$8.00
Employee Travel - 50.10.00	\$5.50	\$8.00	\$8.00	\$8.00	\$8.00
Employee Tuition/Fees - 50.20.00	\$1.00	\$3.20	\$3.20	\$3.20	\$4.00

<b>Phase</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
Office Equipment - 11.42.20	\$25.00	\$8.00	\$8.00	\$12.00	\$12.00
Planning - Other Activities - 44.27.00	\$275.00	\$209.22	\$209.22	\$209.22	\$209.22
Planning Emphasis - Management and Operations - 44.26.15	\$250.00	\$180.00	\$180.00	\$180.00	\$180.00
Planning Emphasis - Safety and Security - 44.26.16	\$160.00	\$120.00	\$120.00	\$120.00	\$120.00
Preventative Maintenance (BGE) - 11.7A.00	\$525.00	\$0.00	\$0.00	\$0.00	\$0.00
Preventative Maintenance (Bus) - 11.7A.00	\$3,820.00	\$3,056.00	\$3,059.63	\$3,138.31	\$3,273.21
Program Support and Administration - 44.21.00	\$150.00	\$109.60	\$109.60	\$109.60	\$109.60
Project Administration - 11.79.00	\$5.00	\$63.80	\$76.14	\$888.00	\$60.00
Security Project - 11.42.09	\$500.00	\$80.00	\$80.00	\$80.00	\$80.00
Shelters - 11.32.10	\$250.00	\$86.82	\$88.55	\$90.32	\$79.33
Shop Equipment - 11.42.06	\$50.00	\$8.00	\$8.00	\$12.00	\$20.00
Short Range Transportation Planning - 44.24.00	\$250.00	\$180.00	\$180.00	\$180.00	\$180.00
Stationary Fare Equipment - 11.32.06	\$0.00	\$40.00	\$0.00	\$40.00	\$0.00
Support Vehicles - 11.42.11	\$75.00	\$0.00	\$0.00	\$0.00	\$0.00
Transit Related Employee Education and Training - 11.7D.00	\$37.00	\$42.94	\$43.79	\$44.66	\$39.66
UTIL-CON-CE	\$525.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Total</b>	<b>\$9,765.03</b>	<b>\$7,802.23</b>	<b>\$7,653.95</b>	<b>\$8,800.65</b>	<b>\$8,957.26</b>

Table 3.20 - 5307 Program Summary (figures in \$1,000s)

	<b>FY2020</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2023</b>
Beginning Balance	\$5,422.10	\$4,829.87	\$4,422.22	\$3,270.66
Spending Authority	\$7,210.00	\$7,246.30	\$7,649.09	\$7,877.56
Project Cost	\$7,802.23	\$7,653.95	\$8,800.65	\$8,957.26
Final Balance	\$4,829.87	\$4,422.22	\$3,270.66	\$2,190.96

Table 3.21 - 5339 Program of Projects (figures in \$1,000s)

<b>Phase</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>
35' Bus Replacement - 11.12.02	\$805.78	\$902.94	\$913.75	\$868.21
<b>Total</b>	<b>\$805.78</b>	<b>\$902.94</b>	<b>\$913.75</b>	<b>\$868.21</b>

Table 3.22 - 5339 Program Summary (figures in \$1,000s)

	<b>FY2020</b>	<b>FY2021</b>	<b>FY2022</b>	<b>FY2023</b>
Spending Authority	\$964.72	\$902.94	\$913.75	\$868.21
Project Cost	\$805.78	\$902.94	\$913.75	\$868.21
Final Balance	\$158.94	\$0.00	\$0.00	\$0.00

# Section 4 - Environmental Justice

## 4.1 Environmental Justice Populations

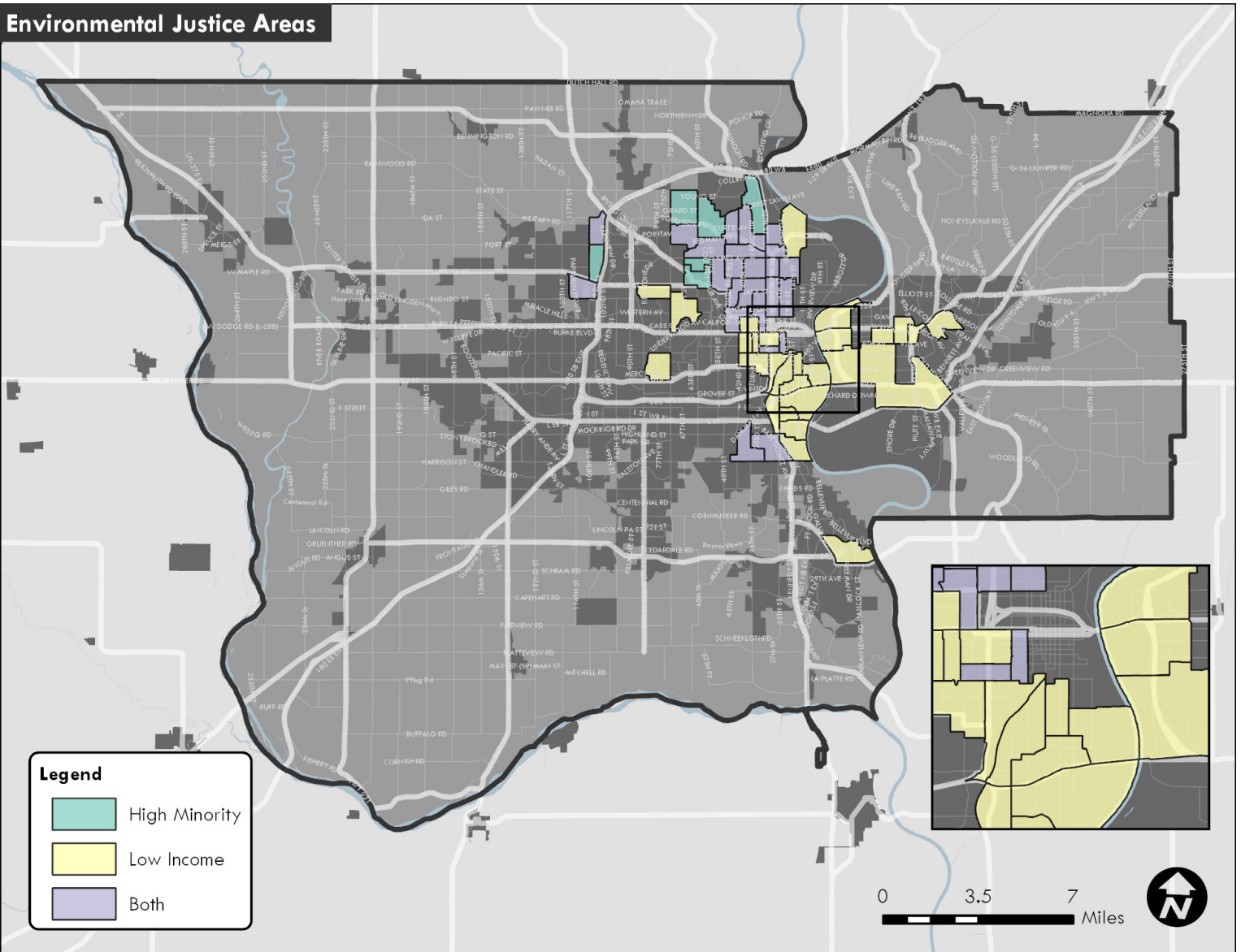
In 1997, the United States Department of Transportation (US DOT) issued its Order to Address Environmental Justice in Minority Populations and Low-Income Populations. The order addresses the requirements of Executive Order 12898 and sets forth US DOT's policy to promote the principles of environmental 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.

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.

The map below illustrates the locations of EJ areas within the TMA by displaying 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.



## 4.2 Funding Equity and Project Burden/Benefit

Environmentally sensitive areas were examined in relation to this Transportation Improvement Program’s (TIP) fiscally constrained and federally funded roadway & trail projects for potential externalities that may affect these areas adversely. The locations of roadway projects were analyzed for equitable distribution of funding relative to the needs of the region. MAPA compared the environmentally sensitive areas to the programmed projects and joined them into one map to show the location of each project relative to the areas with potential environmental justice concerns. The map overlay can be seen below.

MAPA 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 10percent 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 this TIP, MAPA staff reviewed the total project listing, distribution of equity, and assumed benefits and burdens based upon the methodology in this section. Using the methodology described above MAPA makes the following observations.

### **Distribution of Equity**

Through analysis of the projects listed in this TIP and the project overlay map 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 - Environmental Justice Projects (funding in \$1,000s)

TIP ID	Project Name	Lead Agency	Description	EJ Percent	EJ Funding	Total Federal Funding	Map Number
2020-006	US-75(SB): Chandler Rd. to I-480	NDOT	Mill, resurface, and bridge repair	84.00%	\$2,467.92	\$2,938.00	128
2016-011	US-75(SB) 'J' St. Bridge	NDOT	Bridge repair & overlay	100.00%	\$1,144.00	\$1,144.00	121
2019-005	I-80/480/680 Barrier	NDOT	Wash and seal bridge rail and bridge piers	66.00%	\$513.48	\$778.00	102
2019-009	North Freeway: Parker - Fort St.	NDOT	Resurfacing	100.00%	\$7,034.00	\$7,034.00	106
2019-013	I-80: 13th St. to Iowa Line	NDOT	Crack and joint seal	100.00%	\$148.00	\$148.00	110
2018-005	US-75: NB Ramp to Storz Expressway	NDOT	Conc repair, joint/crack seal, conc pvmt replacement	100.00%	\$0.00	\$0.00	122
2019-017	US-75 Creighton Area Bridges	NDOT	Bridge repair & overlay	50.00%	\$1,675.00	\$3,350.00	114
2015-065	24th Street Road Diet	Omaha	Reduce excess capacity with 4-lane to 3-lane road diet and facilitate multi-modal options.	100.00%	\$3,077.18	\$3,077.18	23
2016-006	(EB) I-80 Bridges In Omaha	NDOT	Repair bridges, approach work, bridge painting, mechanically stabilized earth (MSE) wall repair	69.82%	\$3,100.71	\$4,441.00	28

TIP ID	Project Name	Lead Agency	Description	EJ Percent	EJ Funding	Total Federal Funding	Map Number
2016-008	I-480: 20th Street - Missouri River Bridges (EB)	NDOT	Bridge repair and overlay, signing	100.00%	\$8,404.00	\$8,404.00	29
2016-009	I-480: 20th Street - Missouri River Bridges (WB)	NDOT	Bridge repair and overlay, signing	100.00%	\$9,275.00	\$9,275.00	30
2016-019	US-275: 25th Street - 23rd Street	NDOT	Widen for left turn lanes, traffic signal upgrade, mill, resurface, concrete repair	100.00%	\$1,519.00	\$1,519.00	32
2016-023	24th Street Interstate Bridge	NDOT	Bridge repair and overlay	100.00%	\$561.00	\$561.00	34
2016-035	South Expressway Reconstuction - Phase 1	Council Bluffs	Reconstruciton of roadway and utility work	100.00%	\$3,260.00	\$3,260.00	43
2016-036	South Expressway Reconstuction - Phase 2	Council Bluffs	Reconstruciton of roadway and utility work	100.00%	\$3,450.00	\$3,450.00	44
2016-070	30th Street Road Diet	Omaha	Restriping of the roadway to three lanes and striping of bicycle lanes	100.00%	\$1,799.90	\$1,799.90	52
2017-005	I-80/480/US-75 Bridge Painting	NDOT	Paint girders at 10 bridge locations	100.00%	\$5,324.00	\$5,324.00	56
2017-023	I-480: Missouri River in Council Bluffs	Iowa DOT	Bridge deck overlay and bridge cleaning (Iowa state share)	100.00%	\$0.00	\$0.00	66

TIP ID	Project Name	Lead Agency	Description	EJ Percent	EJ Funding	Total Federal Funding	Map Number
2017-026	I-80: Missouri River in Council Bluffs - Eastbound & Westbound	Iowa DOT	Bridge cleaning (Iowa state share)	100.00%	\$0.00	\$0.00	68
2017-029	I-680: I-80 to Fort Street	NDOT	Conc. Repair, surface seal, joint seal	89.94%	\$2,076.48	\$2,309.00	69
2015-014	Iowa Riverfront Trail III	Council Bluffs	Ped/Bike Grade and Pave	100.00%	\$258.00	\$258.00	6
2018-010	Dewey - 20th St, Omaha (I-480)	NDOT	Joint Seal	35.32%	\$125.74	\$356.00	77
2018-017	I-80: I-29/80/480	Iowa DOT	Grade and pave, bridge new, grading	100.00%	\$476,869.00	\$476,869.00	81
2015-086	275 Bridge Cleaning	Iowa DOT	Bridge cleaning	100.00%	\$0.00	\$0.00	25
2018-023	River Road Trail	Council Bluffs	Bike/pedestrian trail along River Road in Council Bluffs	100.00%	\$328.00	\$328.00	85

Table 4.2 displays Metro Transit projects within this TIP. For projects without 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 is 18.35% of the total.

Table 4.2 - Environmental Justice Transit Projects (funding in \$1,000s)

TIP ID	Project Name	Lead Agency	Description	EJ Percent	EJ Funding	Total Federal Funding
2019-037	Metro Transit 5310 Operations - AVL	Metro	Implementation of AVL system for Metro Transit	18.36%	\$13.76	\$75.00
2019-041	Rolling Stock	Metro	Transit vehicle purchases	18.36%	\$3,011.86	\$16,413.43
2019-042	Support Equipment & Facilities	Metro		18.36%	\$299.29	\$1,631.00
2019-043	Capital Enhancement Projects	Metro		18.36%	\$4.59	\$25.00
2019-044	Construction of Bus Station/Terminal (Station)	Metro		18.36%	\$9.18	\$50.00
2019-045	Metro Unified Work Program	Metro		18.36%	\$785.43	\$4,280.28
2019-046	Management Education and Training	Metro		18.36%	\$16.44	\$89.60
2019-047	Capital Operations	Metro		18.36%	\$4,165.53	\$22,700.46
2019-048	Transit Enhancements	Metro		18.36%	\$138.55	\$755.02
2018-026	North 30th Street Transit Amenities	Metro	Multi-modal transit amenities	95.24%	\$499.96	\$525.00

Based on the analysis presented above, environmentally sensitive populations are not being adversely affected by federally funded roadway and trail projects in the MAPA region. No projects are anticipated to have significantly negative impacts on the Environmental Justice populations. The table below summarizes the distribution of funds based on the proportion of the population being served in the Environmental Justice areas (21 percent), these populations are receiving approximately 56 percent of the total federal funds in this TIP. This is over double the Environmental Justice population proportion of federal roadway and trail funds distributed.

Table 4.3 - Environmental Justice Conclusions (funding in \$1,000s)

	<b>Number of Projects</b>	<b>EJ Funding</b>	<b>Non-EJ Funding</b>	<b>Total</b>
EJ Projects	31	\$541,355.00	\$41,813	<b>\$583,199</b>
Non-EJ Projects	93	\$0.00	\$207,551	<b>\$207,644</b>
<b>Total</b>	<b>124</b>	<b>\$541,355.00</b>	<b>\$249,364</b>	<b>\$790,843</b>

# Section 5 - Project Tables

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 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 (NDOT and Iowa DOT) make decisions. Regionally significant state- and locally-funded projects are included in this section as well.

Table 5.1 - Status of FY2019 Federal-Aid Roadway & Trail Projects

TIP ID	Project Name	Target Letting Date	October	January	March	May
<b>Iowa</b>						
<b>Council Bluffs</b>						
2018-032	East Beltway: Eastern Hills Drive - Segment D - Culverts	03/19/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	Project is scheduled for a March 2019 Letting and will be tied to the Segment D road project.	No update provided.	Project let in March 2019

TIP ID	Project Name	Target Letting Date	October	January	March	May
2017-019	East Beltway: Greenview Road - West Segment		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	Project will move to FY2020-22	No update needed, project moving to FY2020-22	No update needed, project moving to FY2020-22
2017-021	East Beltway: Greenview Road - East Segment		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	Project will move to FY2020-21	No update needed, project moving to FY2020-21	No update needed, project moving to FY2020-21
2017-020	East Beltway: Stevens Road - West Segment		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	Project will move to FY2021-22	No update needed, project moving to FY2021-22	No update needed, project moving to FY2021-22
2017-018	City/County Connector Trail	08/20/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	No update.

TIP ID	Project Name	Target Letting Date	October	January	March	May
2017-014	East Beltway: Eastern Hills Drive - Segment D - Roadway	03/19/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	Project is scheduled for a March 2019 Letting and will be tied to the Segment D culvert project.	No update provided.	Project let in March 2019
2015-075	Interstate Utility Relocation		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	Project will move to FY2020.	No update needed, project moving to FY2020	Project may be let in FY2019, amendment details in progress
2017-013	East Beltway: Stevens Road - East Segment	10/16/2018	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	Bids were received on October 16, 2018 and the contract has been awarded to Bluffs Paving & Utility Company.	No update provided.	Project let in October 2018
<b>Iowa DOT</b>						
2019-002	US 34: Missouri River N of Plattsmouth Nebraska		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	Project let.

TIP ID	Project Name	Target Letting Date	October	January	March	May
2018-021	I-680: MISSOURI RIVER IN COUNCIL BLUFFS (WB)		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	Project let.
2019-003	US-6: Various Locations in Council Bluffs		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	Project let.
2017-024	I-680: Missouri River in Council Bluffs - Eastbound & Westbound		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	Project let.
2017-026	I-80: Missouri River in Council Bluffs - Eastbound & Westbound		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	Project let.
2017-023	I-480: Missouri River in Council Bluffs		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	Project let.

TIP ID	Project Name	Target Letting Date	October	January	March	May
2018-017	I-80: I-29/80/480		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	Project let.
2018-020	I-680: MISSOURI RIVER IN COUNCIL BLUFFS (EB)		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	Project let.
2015-086	275 Bridge Cleaning		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	Project let.
<b>Nebraska</b>						
<b>Bellevue</b>						
2019-036	2020 Bellevue Resurfacing Project	10/24/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Notice to Proceed issued to Benesch for design and NEPA services.	No update.

TIP ID	Project Name	Target Letting Date	October	January	March	May
2015-048	36th Street Phase I N-370 - Sheridan	02/06/2020	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	90% plans for Dept of Defense (DOD) area submitted to NDOT 4/16/2018. Previous anticipated schedule remains unchanged with overall 90% plan submittal still scheduled for 7/25/2018.	90% Plans submitted 7/24/2018. NDOT issued Notice to Proceed on Right-of-Way appraisals on 1/28/2019. Appraiser has completed field inspections 3/20/2019. Appraisals expected to be completed for NDOT review by mid-May.	No update.
2015-050	36th Street Phase II		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	Phase II final design to begin once Phase I construction begins (anticipated Nov. 2019).	The City and consultant (Olsson) are preparing hour estimates for NDOT review.	No update.
<b>Bennington</b>						
2015-046	156th Street		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	No update.
<b>Douglas</b>						

TIP ID	Project Name	Target Letting Date	October	January	March	May
2015-039	180th Street, N. HWS Cleveland Blvd. to West Maple Road	06/07/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	Review Appraisals completed. County will forward to NDOT for their review.	Awaiting "Notice to Proceed" to buy Right of way. NDOT reviewing appraisals Received "Notice to Proceed" to buy Right of Way	CORPS Approved Mitigation Site Permit - 4/8/19 Continue with Right of Way acquisition Continue to coordinate Agreements w/ Utilities
<b>La Vista</b>						
2016-037	Applewood Creek Trail	09/30/2021	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	Met with NEPA and PE consultants to discuss project and services needed. Currently waiting for Scopes of Work to be provided from the consultants for review and agreement before moving on to the fee negotiation stage.	The Scope of Services and fee negotiations have been completed with Benesch for NEPA and with Schemmer for PE services. The NDOT will now be preparing the agreements for the parties to execute before work can proceed.	Agreements with consultants for NEPA and PE services were received from NDOT week of May 6, 2019. These will be considered at the May 21 La Vista City Council meeting.
<b>Metro</b>						
2019-022	Bus to Trail Wayfinding Infrastructure					Transfer from TAP to FTA 5339 initiated.

TIP ID	Project Name	Target Letting Date	October	January	March	May
2018-026	North 30th Street Transit Amenities					Transfer from TAP to FTA 5339 initiated.
<b>NDOT</b>						
2019-020	N-370 - Douglas County Line		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2019-019	US-6/150th St. Bridge		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2019-015	I-480 Bridges in Omaha	12/13/2018	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Awarded. Complete 8/31/2019. Fiber Reinforced Polymer Wrap to preserve Woolworth, Leavenworth, St. Mary's Bridge Piers.	
2019-016	I-480 Creighton Area Bridges	01/16/2020	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Four Structures in 480/75 Interchange. Coordinated with CN 22733 US-75 Creighton Area Bridges.	

TIP ID	Project Name	Target Letting Date	October	January	March	May
2019-014	N-50/Platteview Road Intersection	08/20/2020	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Intersection widening. Detour Required. ROW Needed to relocate drive at NW Quadrant.	
2019-013	I-80: 13th St. to Iowa Line	08/20/2020	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Crack and Joint Sealing. Nightwork.	
2019-018	Platte River Bridges West of Valley		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2019-017	US-75 Creighton Area Bridges		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2019-012	N-85: Giles Rd. - Harrison St.		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	

TIP ID	Project Name	Target Letting Date	October	January	March	May
2019-006	Omaha FY-2019 Municipal Resurfacing		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2019-001	I-80: N-66 to N-50		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2019-004	West Branch Papillion Creek Bridge		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2018-031	Waterloo Viaduct Resurface		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2018-013	N-133 from just north of W. Dodge Rd to I-680 interchange in Omaha		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Awarded. Completion 10/5/2019. Omaha Earmark Cap \$1.2M	

TIP ID	Project Name	Target Letting Date	October	January	March	May
2018-012	Military Ave, Fort St - 90th St, Omaha		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Awarded. Complete 8/17/2019. Omaha Earmark Cap \$1.0M.	
2018-006	N-370/150th St	05/16/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Signalization project. Sarpy Co acquiring ROW. Complete 11/2/19.	
2018-007	N-370 at the intersections with 66th and 60th Streets near Papillion	04/11/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Signalization project. Sarpy Co. acquiring ROW.	
2018-003	N-64 (West Maple Road) from Ramblewood to 156th St in Omaha		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Awarded. Complete 08/31/2020, Two-Year. Omaha Earmark Cap \$4.5M.	
2018-004	Elkhorn River Approaches	08/20/2020	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	

TIP ID	Project Name	Target Letting Date	October	January	March	May
2018-002	West Maple Rd, 156th - 108th, Omaha		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Awarded. Complete 11/30/2020, Two Year. Omaha Earmark Cap \$4.5M.	
2018-005	US-75 - Storz Expressway, Omaha		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2017-005	I-80/480/US-75 Bridge Painting	08/20/2020	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	10 Bridges in I-480/80/75. Contractor means and methods being consulted by NDOT bridge to determine traffic accommodations. High Likelihood of night time work.	
2017-002	N-36 Resurfacing	08/26/2021	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Detour at Zorinski Bridge to maintain 2-Way traffic.	

TIP ID	Project Name	Target Letting Date	October	January	March	May
2017-008	N-64 Concrete Repair		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Awarded. Complete 12/7/19. Omaha Earmark Cap \$2.9M.	
2017-003	N-50 Concrete Repair		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2017-029	I-680: I-80 to Fort Street		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2016-066	Nebraska Statewide Van Pool		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2016-033	District 2 CCTV Camera Towers	11/08/2018	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Project Awarded. Contract Completion Date: 9/21/2019	

TIP ID	Project Name	Target Letting Date	October	January	March	May
2016-032	District 2 DMS		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Project Awarded. Complete 11/2/2019.	
2016-023	24th Street Interstate Bridge	08/29/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Construction awarding must be tied/coordinated with Omaha project CN 22506, "24th St. Complete St. Project" for traffic phasing needs.	Reviewed 6/3/2019. No changes.
2016-014	District 2 CCTV Cameras		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Project Awarded. Contract Completion Date: 11/2/2019.	
2016-019	US-275: 25th Street - 23rd Street		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	

TIP ID	Project Name	Target Letting Date	October	January	March	May
2016-027	N-370: 168th St - US-75 NB		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2016-028	I-80 Fiber Optic	02/28/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2016-025	I-680: West Center Road Bridge		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Project Awarded. Complete 8/24/19. CD Road Detour Required.	
2016-029	I-680 Fiber-Optic	04/11/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2016-031	US-75: Dynamic Message Signs, Omaha		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.		

TIP ID	Project Name	Target Letting Date	October	January	March	May
2016-008	I-480: 20th Street - Missouri River Bridges (EB)	08/20/2020	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Eastbound Structure. Westbound 22611A.	
2016-006	(EB) I-80 Bridges In Omaha	10/03/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2015-152	I-680/US-6 Bridges, Omaha		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
2015-027	Jct N-31/N-36 Intersection Improvements	02/28/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Roundabout construction. Complete 11/16/19. Shoo-Fly Required.	
2015-036	EB I-80 at I-680	02/17/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Awarded. Completion 8/24/19. CD Road Detour Required.	

TIP ID	Project Name	Target Letting Date	October	January	March	May
<b>Omaha</b>						
2019-033	85th & Burt/Western Safety Improvements		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	Currently evaluating the project to determine if it will proceed. Concern is the current local funding requirement.	City will likely withdraw project from HSIP funding.	City wants to close-out this project.
2018-028	Eastern Nebraska Electric Vehicle CMAQ Grant		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	City is locally-funding a location evaluation and they will either self-perform the charging station installation or hire local installers at the City's expense. Grant funding intended for purchase of the charging stations only.	No update.
2016-070	30th Street Road Diet	12/12/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update.	

TIP ID	Project Name	Target Letting Date	October	January	March	May
2016-048	144th Street Adaptive Traffic Signal Control	10/03/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update.	No update.
2016-046	132nd Street Adaptive Traffic Signal Control	10/03/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update.	No update.
2016-045	Omaha Resurfacing Program		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update.	No update.
2016-068	72nd & Maple Intersection Improvement	10/03/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update.	No update.
2015-063	OPS McMillan Middle School SRTS Project	05/15/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	Ready for letting

TIP ID	Project Name	Target Letting Date	October	January	March	May
2015-065	24th Street Road Diet	10/03/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update.	
2015-054	168th Street - West Center Road to Q Street	07/24/2020	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update.	
2015-055	120th Street	10/03/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update.	
2015-047	Riverfront Trail - Phase 4		A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update.	
2015-052	168th Street - West Center Road to Poppleton Street	12/12/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update.	

TIP ID	Project Name	Target Letting Date	October	January	March	May
2015-013	Omaha Signal Infrastructure - Phase A1	08/29/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update.	No update.
<b>Papillion</b>						
2016-067	N-370 & 96th Street Intersection Project	02/28/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	No update provided.	
<b>PMRNRD</b>						
2019-023	US Highway 34 Bike and Walking Trail Phase 2	08/16/2021	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	No update.	Consultants for NEPA, and PE services will be completed by the NRD and sent to NDOT in March.	Contracts for PE and NEPA services are in process. Expected to be returned for NDOT review during May.
2015-042	Western Douglas County Trail	10/07/2019	A phase of this project has entered the implementation year; funds to be obligated before the end of this FFY.	NDOT is moving forward with land rights, letting expected for October 2018.	Public hearing was held in February, NDOT is proceeding with ROW acquisition.	No update, letting expected in October 2019.

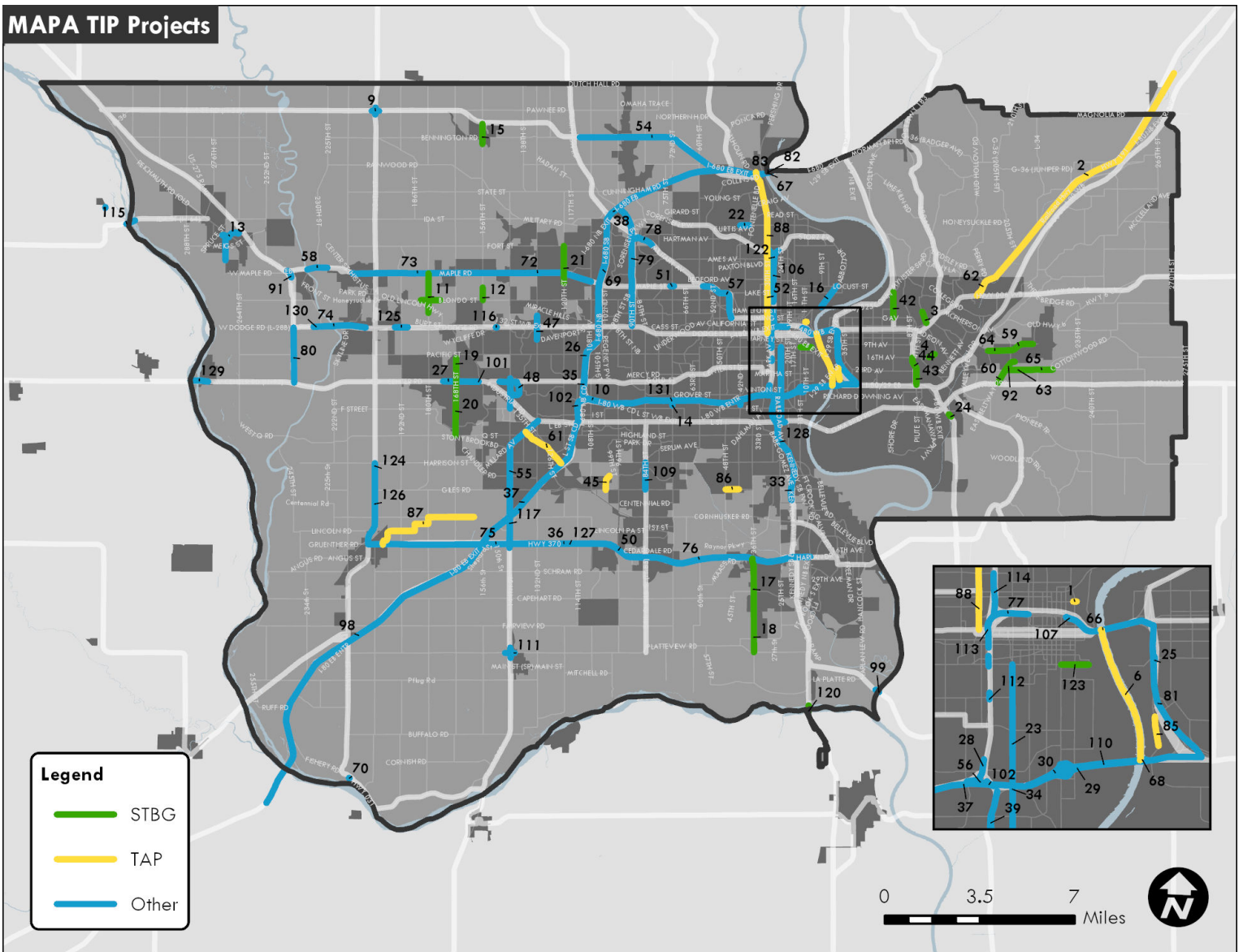



Table 5.2 - Mapped Project List

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

TIP ID	Project Name	Lead Agency	Map Number 
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
2015-039	180th Street, N. HWS Cleveland Blvd. to West Maple Road	Douglas	11
2015-043	72nd & D Street Viaduct	Omaha	14
2015-046	156th Street	Bennington	15
2015-048	36th Street Phase I 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
2015-065	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
2016-019	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
2016-034	North 16th Street Reconstruction	Council Bluffs	42
2016-035	South Expressway Reconstuction - Phase 1	Council Bluffs	43

<b>TIP ID</b>	<b>Project Name</b>	<b>Lead Agency</b>	<b>Map Number</b> 
2016-036	South Expressway Reconstuction - Phase 2	Council Bluffs	44
2016-037	Applewood Creek Trail	La Vista	45
2016-045	Omaha Resurfacing Program	Omaha	46
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
2017-009	Elkhorn River East	NDOT	58
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
2017-032	2017 Omaha Resurfacing Program	Omaha	71
2018-004	Elkhorn River Approaches	NDOT	74
2018-010	Dewey - 20th St, Omaha (I-480)	NDOT	77
2018-017	I-80: I-29/80/480	Iowa DOT	81
2018-022	Heartland 2050 Mini-Grant Progam	MAPA	84
2018-023	River Road Trail	Council Bluffs	85
2018-024	Giles Road/42nd Street SRTS	Bellevue	86

TIP ID	Project Name	Lead Agency	Map Number 
2018-025	Gretna to Wehrspann Trail	Gretna	87
2018-026	North 30th Street Transit Amenities	Metro	88
2018-030	2018 Bellevue Resurfacing Project	Bellevue	90
2018-034	MAPA MPO Planning Allocation	MAPA	93
2018-038	2018 Omaha Resurfacing Program	Omaha	97
2019-001	I-80: N-66 to N-50	NDOT	98
2019-004	West Branch Papillion Creek Bridge	NDOT	101
2019-005	I-80/480/680 Barrier	NDOT	102
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
2019-016	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
2019-020	N-370 - Douglas County Line	NDOT	117
2019-021	Omaha FY-2023 Municipal Resurfacing	NDOT	118
2019-023	US Highway 34 Bike and Walking Trail Phase 2	PMRNRD	120
2016-011	US-75(SB) 'J' St. Bridge	NDOT	121
2018-005	US-75: NB Ramp to Storz Expressway	NDOT	122
2020-001	Leavenworth Street - 7th Street to 13th Street Reconfiguration	Omaha	123

TIP ID	Project Name	Lead Agency	Map Number ↓
2020-002	US-6 at Harrison St.	NDOT	124
2020-003	US-6 at 192nd St.	NDOT	125
2020-004	US-6: Traffic Signal Fiber Interconnect	NDOT	126
2020-005	N-370 Traffic Signal Phasing	NDOT	127
2020-006	US-75(SB): Chandler Rd. to I-480	NDOT	128
2020-007	N-92: Over Platte River	NDOT	129
2020-008	L-28B Bridge Repair	NDOT	130
2020-009	I-80 Bridge Repair	NDOT	131

Table 5.3 A - State Sponsored TIP Projects: Nebraska

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>Omaha FY-2020 Municipal Resurfacing</b>							
<b>NE-22643</b>							
<b>FY-2020 Municipal Resurfacing</b>							
<b>At various locations on state highway system in Omaha</b>							
NDOT	2020	UTIL- CON- CE	State-Nebraska	\$400.00	\$0.00	\$400.00	\$0.00
			<b>Total - Omaha FY-2020 Municipal Resurfacing</b>	<b>\$400.00</b>	<b>\$0.00</b>	<b>\$400.00</b>	<b>\$0.00</b>
<b>Omaha FY-2021 Municipal Resurfacing</b>							
<b>NE-22644</b>							
<b>FY-2021 Municipal Resurfacing</b>							
NDOT	2021	UTIL- CON- CE	State-Nebraska	\$400.00	\$0.00	\$400.00	\$0.00
			<b>Total - Omaha FY-2021 Municipal Resurfacing</b>	<b>\$400.00</b>	<b>\$0.00</b>	<b>\$400.00</b>	<b>\$0.00</b>
<b>Omaha FY-2022 Municipal Resurfacing</b>							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>NE-22705</b>							
<b>FY-2022 Municipal Resurfacing</b>							
NDOT	2022	UTIL- CON- CE	State-Nebraska	\$400.00	\$0.00	\$400.00	\$0.00
			<b>Total - Omaha FY-2022 Municipal Resurfacing</b>	<b>\$400.00</b>	<b>\$0.00</b>	<b>\$400.00</b>	<b>\$0.00</b>
<b>Omaha FY-2023 Municipal Resurfacing</b>							
<b>NE-22745</b>							
<b>FY-2023 Municipal Resurfacing</b>							
NDOT	2023	UTIL- CON- CE	State-Nebraska	\$400.00	\$0.00	\$400.00	\$0.00
			<b>Total - Omaha FY-2023 Municipal Resurfacing</b>	<b>\$400.00</b>	<b>\$0.00</b>	<b>\$400.00</b>	<b>\$0.00</b>
<b>Platte River Bridges West of Valley</b>							
<b>NE-22734</b>							
<b>Bridge repair &amp; overlay</b>							
<b>Bridges from 0.1mi east of Lashara Spur (S78J) to 0.5mi west of Valley</b>							
NDOT	2019	PE- NEPA- FD	State-Nebraska	\$69.00	\$0.00	\$69.00	\$0.00
NDOT	2019	ROW	State-Nebraska	\$10.00	\$0.00	\$10.00	\$0.00
NDOT	2020	UTIL- CON- CE	STBG-State	\$1,640.00	\$1,275.00	\$365.00	\$0.00
			<b>Total - Platte River Bridges West of Valley</b>	<b>\$1,719.00</b>	<b>\$1,275.00</b>	<b>\$444.00</b>	<b>\$0.00</b>
<b>(EB) I-80 Bridges In Omaha</b>							
<b>NE-22594</b>							
<b>Repair bridges, approach work, bridge painting, mechanically stabilized earth (MSE) wall repair</b>							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>EB I-80 bridges between 50th St and I-480 in Omaha</b>							
NDOT	2019	PE-NEPA-FD	State-Nebraska	\$193.00	\$0.00	\$193.00	\$0.00
NDOT	2020	UTIL-CON-CE	NHPP	\$4,934.00	\$4,441.00	\$493.00	\$0.00
			<b>Total - (EB) I-80 Bridges In Omaha</b>	<b>\$5,127.00</b>	<b>\$4,441.00</b>	<b>\$686.00</b>	<b>\$0.00</b>
<b>I-480: 20th Street - Missouri River Bridges (EB)</b>							
<b>NE-22611</b>							
<b>Bridge repair and overlay, signing</b>							
<b>I-480 EB bridges including ramps from 20th St. to the Missouri River in Omaha</b>							
NDOT	2019	PE-NEPA-FD	State-Nebraska	\$370.00	\$0.00	\$370.00	\$0.00
NDOT	2020	UTIL-CON-CE	NHPP	\$9,338.00	\$8,404.00	\$934.00	\$0.00
NDOT	2020	UTIL-CON-CE	State-Nebraska	\$451.00	\$0.00	\$451.00	\$0.00
			<b>Total - I-480: 20th Street - Missouri River Bridges (EB)</b>	<b>\$10,159.00</b>	<b>\$8,404.00</b>	<b>\$1,755.00</b>	<b>\$0.00</b>
<b>I-480, 12th St-Mo River Bridge Paint</b>							
<b>NE-22703</b>							
<b>Paint bridge superstructure</b>							
<b>I-480 from 12th Street to Missouri River in Omaha</b>							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
NDOT	2021	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
NDOT	2022	UTIL-CON-CE	NHPP	\$3,406.00	\$3,065.00	\$341.00	\$0.00
			<b>Total - I-480, 12th St-Mo River Bridge Paint</b>	<b>\$3,407.00</b>	<b>\$3,065.00</b>	<b>\$342.00</b>	<b>\$0.00</b>

**Dewey - 20th St, Omaha (I-480)**

**NE-22708**

**Joint Seal**

**I-480 from Harney St 24th/23rd St in Omaha**

NDOT	2020	PE-NEPA-FD	State-Nebraska	\$2.00	\$0.00	\$2.00	\$0.00
NDOT	2021	UTIL-CON-CE	NHPP	\$433.00	\$356.00	\$77.00	\$0.00
			<b>Total - Dewey - 20th St, Omaha (I-480)</b>	<b>\$435.00</b>	<b>\$356.00</b>	<b>\$79.00</b>	<b>\$0.00</b>

**I-480 Creighton Area Bridges**

**NE-22732**

**Bridge repair & overlay, replace expansion joints, remodel buttress, sidewalk**

**I-480 from near Dodge St. to 24th/23rd St. in Omaha**

NDOT	2019	PE-NEPA-FD	State-Nebraska	\$76.00	\$0.00	\$76.00	\$0.00
NDOT	2020	UTIL-CON-CE	NHPP	\$2,133.00	\$1,880.00	\$209.00	\$44.00

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			<b>Total - I-480 Creighton Area Bridges</b>	<b>\$2,209.00</b>	<b>\$1,880.00</b>	<b>\$285.00</b>	<b>\$44.00</b>
<b>I-480: 20th Street - Missouri River Bridges (WB)</b>							
<b>NE-22611A</b>							
<b>Bridge repair and overlay, signing</b>							
<b>I-480 WB bridges including ramps from 20th St. to the Missouri River in Omaha</b>							
NDOT	2020	PE-NEPA-FD	State-Nebraska	\$377.00	\$0.00	\$377.00	\$0.00
NDOT	2021	UTIL-CON-CE	NHPP	\$10,254.00	\$9,275.00	\$979.00	\$0.00
			<b>Total - I-480: 20th Street - Missouri River Bridges (WB)</b>	<b>\$10,631.00</b>	<b>\$9,275.00</b>	<b>\$1,356.00</b>	<b>\$0.00</b>
<b>I-80/480/US-75 Bridge Painting</b>							
<b>NE-22609</b>							
<b>Paint girders at 10 bridge locations</b>							
<b>I-80 &amp; I-480 br's in the vicinity of the I-80/I-480/US-75 Interchange in Omaha</b>							
NDOT	2019	PE-NEPA-FD	State-Nebraska	\$5.00	\$0.00	\$5.00	\$0.00
NDOT	2020	UTIL-CON-CE	NHPP	\$5,916.00	\$5,324.00	\$592.00	\$0.00
			<b>Total - I-80/480/US-75 Bridge Painting</b>	<b>\$5,921.00</b>	<b>\$5,324.00</b>	<b>\$597.00</b>	<b>\$0.00</b>
<b>I-80 Bridge Repair</b>							
<b>22773</b>							
<b>Br repair, approach repair/replace</b>							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>I-80 (EB &amp; WB) at 84th/Big Papillion Creek &amp; Little Papio Creek</b>							
NDOT	2020	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
NDOT	2021	UTIL-CON-CE	NHPP	\$5,820.00	\$5,238.00	\$582.00	\$0.00
			<b>Total - I-80 Bridge Repair</b>	<b>\$5,821.00</b>	<b>\$5,238.00</b>	<b>\$583.00</b>	<b>\$0.00</b>
<b>I-80: N-66 to N-50</b>							
<b>NE-13305</b>							
<b>Concrete repair, joint seal</b>							
<b>I-80 from approx 0.3 mi south of N-66 to 0.7 mi northeast of N-50</b>							
NDOT	2019	PE-NEPA-FD	State-Nebraska	\$5.00	\$0.00	\$5.00	\$0.00
NDOT	2020	UTIL-CON-CE	NHPP	\$1,208.00	\$1,087.00	\$121.00	\$0.00
			<b>Total - I-80: N-66 to N-50</b>	<b>\$1,213.00</b>	<b>\$1,087.00</b>	<b>\$126.00</b>	<b>\$0.00</b>
<b>I-80: 13th St. to Iowa Line</b>							
<b>NE-22724</b>							
<b>Crack and joint seal</b>							
<b>I-80 from near 13th St interchange to Iowa State Line in Omaha</b>							
NDOT	2019	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
NDOT	2020	UTIL-CON-CE	NHPP	\$165.00	\$148.00	\$17.00	\$0.00

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			<b>Total - I-80: 13th St. to Iowa Line</b>	<b>\$166.00</b>	<b>\$148.00</b>	<b>\$18.00</b>	<b>\$0.00</b>
<b>I-80/480/680 Barrier</b>							
<b>NE-22623</b>							
<b>Wash and seal bridge rail and bridge piers</b>							
<b>I-80, I-480, and I-680 bridge rail locations in Omaha</b>							
NDOT	2022	UTIL-CON-CE	NHPP	\$864.00	\$778.00	\$86.00	\$0.00
			<b>Total - I-80/480/680 Barrier</b>	<b>\$864.00</b>	<b>\$778.00</b>	<b>\$86.00</b>	<b>\$0.00</b>
<b>N-50/Platteview Road Intersection</b>							
<b>NE-22726</b>							
<b>Install traffic signal and intersection improvements</b>							
<b>Intersection N-50 with Platteview Rd. in Springfield</b>							
NDOT	2019	PE-NEPA-FD	Local	\$20.00	\$0.00	\$10.00	\$10.00
NDOT	2019	ROW	Local	\$30.00	\$0.00	\$15.00	\$15.00
NDOT	2020	UTIL-CON-CE	STBG-State	\$1,141.00	\$409.00	\$205.00	\$527.00
			<b>Total - N-50/Platteview Road Intersection</b>	<b>\$1,191.00</b>	<b>\$409.00</b>	<b>\$230.00</b>	<b>\$552.00</b>
<b>Elkhorn River Approaches</b>							
<b>NE-22692</b>							
<b>Conc repair, joint/crack seal, br repair/overlay</b>							
<b>L-28B approach roadway at Elkhorn River and area 0.64 mi east of the bridge</b>							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
NDOT	2019	PE-NEPA-FD	State-Nebraska	\$96.00	\$0.00	\$96.00	\$0.00
NDOT	2020	UTIL-CON-CE	NHPP	\$2,817.00	\$2,254.00	\$563.00	\$0.00
			<b>Total - Elkhorn River Approaches</b>	<b>\$2,913.00</b>	<b>\$2,254.00</b>	<b>\$659.00</b>	<b>\$0.00</b>

### L-28B Bridge Repair

22765

Bridge repair

L-28B bridges from US-275 to US-6/N-31

NDOT	2022	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
NDOT	2023	UTIL-CON-CE	NHPP	\$1,160.00	\$928.00	\$232.00	\$0.00
			<b>Total - L-28B Bridge Repair</b>	<b>\$1,161.00</b>	<b>\$928.00</b>	<b>\$233.00</b>	<b>\$0.00</b>

### N-36 Resurfacing

NE-22598

Mill, resurface, br repair, curb/flume

N-36 from approx 0.4 mi east of N-133 east to just west of WB I-680

NDOT	2020	PE-NEPA-FD	State-Nebraska	\$303.00	\$0.00	\$303.00	\$0.00
NDOT	2020	ROW	State-Nebraska	\$40.00	\$0.00	\$40.00	\$0.00
NDOT	2021	UTIL-CON-CE	STBG-State	\$4,033.00	\$3,227.00	\$806.00	\$0.00

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			<b>Total - N-36 Resurfacing</b>	<b>\$4,376.00</b>	<b>\$3,227.00</b>	<b>\$1,149.00</b>	<b>\$0.00</b>
<b>N-370 Traffic Signal Phasing</b>							
<b>NE-22754</b>							
<b>Traffic signal phasing</b>							
<b>N-370 from Gretna to Bellevue</b>							
NDOT	2019	PE-NEPA-FD	State-Nebraska	\$5.00	\$0.00	\$5.00	\$0.00
NDOT	2020	UTIL-CON-CE	NHPP	\$122.00	\$80.00	\$20.00	\$22.00
			<b>Total - N-370 Traffic Signal Phasing</b>	<b>\$127.00</b>	<b>\$80.00</b>	<b>\$25.00</b>	<b>\$22.00</b>
<b>N-370 - Douglas County Line</b>							
<b>NE-22741</b>							
<b>Interconnect traffic signals w/fiber optic cable, install warning beacons</b>							
<b>N-50 corridor from N-370 to Douglas County Line</b>							
NDOT	2019	PE-NEPA-FD	State-Nebraska	\$35.00	\$0.00	\$35.00	\$0.00
NDOT	2020	UTIL-CON-CE	HSIP	\$948.00	\$797.00	\$145.00	\$6.00
			<b>Total - N-370 - Douglas County Line</b>	<b>\$983.00</b>	<b>\$797.00</b>	<b>\$180.00</b>	<b>\$6.00</b>
<b>N-50 Concrete Repair</b>							
<b>NE-22602</b>							
<b>Concrete repair, mill, asphalt resurfacing, br repair, curb ramps</b>							
<b>N-50 from approx 0.2 mi south of N-370 north to Jct US-275/N-92</b>							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
NDOT	2021	PE-NEPA-FD	State-Nebraska	\$117.00	\$0.00	\$117.00	\$0.00
NDOT	2021	ROW	State-Nebraska	\$10.00	\$0.00	\$10.00	\$0.00
NDOT	2022	UTIL-CON-CE	NHPP	\$6,959.00	\$5,093.00	\$1,576.00	\$290.00
NDOT	2022	UTIL-CON-CE	STBG-State	\$1,217.00	\$1,217.00	\$0.00	\$0.00
			<b>Total - N-50 Concrete Repair</b>	<b>\$8,303.00</b>	<b>\$6,310.00</b>	<b>\$1,703.00</b>	<b>\$290.00</b>
<b>Elkhorn River East</b>							
<b>NE-22656</b>							
<b>Concrete pavement</b>							
<b>N-64 EB from just east of the Elkhorn River to the west limits of Omaha</b>							
NDOT	2021	PE-NEPA-FD	State-Nebraska	\$86.00	\$0.00	\$86.00	\$0.00
NDOT	2022	UTIL-CON-CE	NHPP	\$2,620.00	\$2,096.00	\$467.00	\$57.00
			<b>Total - Elkhorn River East</b>	<b>\$2,706.00</b>	<b>\$2,096.00</b>	<b>\$553.00</b>	<b>\$57.00</b>
<b>N-85: Giles Rd. - Harrison St.</b>							
<b>NE-22712</b>							
<b>Concrete repair, resurfacing</b>							
<b>N-85 from Giles Rd. to Harrison St. in La Vista</b>							
NDOT	2019	PE-NEPA-FD	State-Nebraska	\$20.00	\$0.00	\$20.00	\$0.00

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
NDOT	2020	UTIL- CON- CE	State-Nebraska	\$1,038.00	\$0.00	\$1,038.00	\$0.00
			<b>Total - N-85: Giles Rd. - Harrison St.</b>	<b>\$1,058.00</b>	<b>\$0.00</b>	<b>\$1,058.00</b>	<b>\$0.00</b>
<b>N-92: Over Platte River</b>							
<b>22764</b>							
<b>Bridge repair</b>							
<b>N-92 over the Platte River approx 1.5 &amp; 1.8 mi east of Yutan</b>							
NDOT	2022	PE- NEPA- FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
NDOT	2023	UTIL- CON- CE	NHPP	\$1,082.00	\$866.00	\$216.00	\$0.00
			<b>Total - N-92: Over Platte River</b>	<b>\$1,083.00</b>	<b>\$866.00</b>	<b>\$217.00</b>	<b>\$0.00</b>
<b>US-75: NB Ramp to Storz Expressway</b>							
<b>NE-22696</b>							
<b>Conc repair, joint/crack seal, conc pvmt replacement</b>							
<b>NB ramp to Storz Expry, Omaha</b>							
NDOT	2019	PE- NEPA- FD	State-Nebraska	\$283.00	\$0.00	\$283.00	\$0.00
NDOT	2020	UTIL- CON- CE	State-Nebraska	\$1,273.00	\$0.00	\$873.00	\$400.00
			<b>Total - US-75: NB Ramp to Storz Expressway</b>	<b>\$1,556.00</b>	<b>\$0.00</b>	<b>\$1,156.00</b>	<b>\$400.00</b>
<b>I-680/US-6 Bridges, Omaha</b>							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>NE-22593</b>							
<b>Bridge repair/overlay</b>							
<b>On 11 bridges on I-680 and US-6 in Douglas County</b>							
NDOT	2020	PE-NEPA-FD	State-Nebraska	\$294.00	\$0.00	\$294.00	\$0.00
NDOT	2021	UTIL-CON-CE	NHPP	\$2,315.00	\$1,942.00	\$373.00	\$0.00
			<b>Total - I-680/US-6 Bridges, Omaha</b>	<b>\$2,609.00</b>	<b>\$1,942.00</b>	<b>\$667.00</b>	<b>\$0.00</b>
<b>24th Street Interstate Bridge</b>							
<b>NE-22635</b>							
<b>Bridge repair and overlay</b>							
<b>On 24th Street over I-80. Begin R.P. 453.37</b>							
NDOT	2019	PE-NEPA-FD	State-Nebraska	\$115.00	\$0.00	\$115.00	\$0.00
NDOT	2020	UTIL-CON-CE	NHPP	\$1,187.00	\$561.00	\$63.00	\$563.00
			<b>Total - 24th Street Interstate Bridge</b>	<b>\$1,302.00</b>	<b>\$561.00</b>	<b>\$178.00</b>	<b>\$563.00</b>
<b>I-680: I-80 to Fort Street</b>							
<b>NE-22585</b>							
<b>Conc. Repair, surface seal, joint seal</b>							
<b>On I-680 from I-80 to Fort Street in Omaha</b>							
NDOT	2019	PE-NEPA-FD	State-Nebraska	\$10.00	\$0.00	\$10.00	\$0.00

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
NDOT	2020	UTIL- CON- CE	NHPP	\$2,566.00	\$2,309.00	\$257.00	\$0.00
			<b>Total - I-680: I-80 to Fort Street</b>	<b>\$2,576.00</b>	<b>\$2,309.00</b>	<b>\$267.00</b>	<b>\$0.00</b>
<b>US-275: West Papillion Creek Bridge West</b>							
<b>NE-22578</b>							
<b>Concrete repair, asphalt resurfacing, bridge repair, approach repair</b>							
<b>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</b>							
NDOT	2021	PE- NEPA- FD	State-Nebraska	\$77.00	\$0.00	\$77.00	\$0.00
NDOT	2022	UTIL- CON- CE	NHPP	\$1,882.00	\$1,405.00	\$351.00	\$126.00
			<b>Total - US-275: West Papillion Creek Bridge West</b>	<b>\$1,959.00</b>	<b>\$1,405.00</b>	<b>\$428.00</b>	<b>\$126.00</b>
<b>Nebraska Statewide Van Pool</b>							
<b>NE-00955</b>							
<b>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</b>							
<b>Statewide (Nebraska)</b>							
NDOT	2018	UTIL- CON- CE	CMAQ	\$76.32	\$76.32	\$0.00	\$0.00
NDOT	2019	UTIL- CON- CE	CMAQ	\$61.80	\$61.80	\$0.00	\$0.00

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
NDOT	2020	UTIL- CON- CE	CMAQ	\$48.00	\$48.00	\$0.00	\$0.00
			<b>Total - Nebraska Statewide Van Pool</b>	<b>\$186.12</b>	<b>\$186.12</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>US-275: 25th Street - 23rd Street</b>							
<b>NE-22630</b>							
<b>Widen for left turn lanes, traffic signal upgrade, mill, resurface, concrete repair</b>							
<b>US-275 from 1/2 block west of 25th St to 1/2 block east of 23rd St in Omaha</b>							
NDOT	2019	PE- NEPA- FD	State-Nebraska	\$210.00	\$0.00	\$189.00	\$21.00
NDOT	2020	ROW	State-Nebraska	\$178.00	\$0.00	\$160.00	\$18.00
NDOT	2020	UTIL- CON- CE	HSIP	\$1,136.00	\$853.00	\$186.00	\$97.00
NDOT	2020	UTIL- CON- CE	NHPP	\$666.00	\$666.00	\$0.00	\$0.00
			<b>Total - US-275: 25th Street - 23rd Street</b>	<b>\$2,190.00</b>	<b>\$1,519.00</b>	<b>\$535.00</b>	<b>\$136.00</b>
<b>West Branch Papillion Creek Bridge</b>							
<b>NE-22578A</b>							
<b>Bridge repair/overlay</b>							
<b>US-275 over W Branch Papillion Creek in Omaha</b>							
NDOT	2020	PE- NEPA- FD	State-Nebraska	\$42.00	\$0.00	\$42.00	\$0.00
NDOT	2021	UTIL- CON- CE	NHPP	\$1,610.00	\$1,288.00	\$322.00	\$0.00

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			<b>Total - West Branch Papillion Creek Bridge</b>	<b>\$1,652.00</b>	<b>\$1,288.00</b>	<b>\$364.00</b>	<b>\$0.00</b>
<b>US-6 at Harrison St.</b>							
<b>NE-22616</b>							
<b>Add right turn lane</b>							
<b>US-6 (NB) at Harrison St at Douglas/Sarpy Co line</b>							
NDOT	2020	PE- NEPA- FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
NDOT	2021	UTIL- CON- CE	NHPP	\$231.00	\$185.00	\$46.00	\$0.00
			<b>Total - US-6 at Harrison St.</b>	<b>\$232.00</b>	<b>\$185.00</b>	<b>\$47.00</b>	<b>\$0.00</b>
<b>US-6: Traffic Signal Fiber Interconnect</b>							
<b>NE-22753</b>							
<b>Add fiber optic to connect traffic signals</b>							
<b>US-6 in the vicinity of Gretna to Omaha and on N-31</b>							
NDOT	2019	PE- NEPA- FD	State-Nebraska	\$2.00	\$0.00	\$2.00	\$0.00
NDOT	2020	UTIL- CON- CE	NHPP	\$998.00	\$558.00	\$140.00	\$300.00
			<b>Total - US-6: Traffic Signal Fiber Interconnect</b>	<b>\$1,000.00</b>	<b>\$558.00</b>	<b>\$142.00</b>	<b>\$300.00</b>
<b>US-6 at 192nd St.</b>							
<b>NE-22721</b>							
<b>Interchange improvements - project must be added to LRTP</b>							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>US-6/192nd St interchange</b>							
NDOT	2022	PE-NEPA-FD	State-Nebraska	\$100.00	\$0.00	\$100.00	\$0.00
NDOT	2023	UTIL-CON-CE	State-Nebraska	\$20,971.00	\$0.00	\$20,971.00	\$0.00
			<b>Total - US-6 at 192nd St.</b>	<b>\$21,071.00</b>	<b>\$0.00</b>	<b>\$21,071.00</b>	<b>\$0.00</b>
<b>North Freeway: Parker - Fort St.</b>							
<b>NE-22647</b>							
<b>Resurfacing</b>							
<b>US-75 (North Freeway) from Parker St. to Fort St. in Omaha</b>							
NDOT	2021	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
NDOT	2022	UTIL-CON-CE	NHPP	\$8,793.00	\$7,034.00	\$1,759.00	\$0.00
			<b>Total - North Freeway: Parker - Fort St.</b>	<b>\$8,794.00</b>	<b>\$7,034.00</b>	<b>\$1,760.00</b>	<b>\$0.00</b>
<b>US-75(SB): Chandler Rd. to I-480</b>							
<b>22756</b>							
<b>Mill, resurface, and bridge repair</b>							
<b>US-75 (SB) from Chandler Rd to I-480</b>							
NDOT	2020	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
NDOT	2021	UTIL-CON-CE	NHPP	\$3,673.00	\$2,938.00	\$735.00	\$0.00

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			<b>Total - US-75(SB): Chandler Rd. to I-480</b>	<b>\$3,674.00</b>	<b>\$2,938.00</b>	<b>\$736.00</b>	<b>\$0.00</b>
<b>US-75 Bridge Approaches, Bellevue</b>							
<b>NE-22634</b>							
<b>4 bridges repair/overlay, replace approaches, seal bridge rails &amp; pier columns</b>							
<b>US-75 bridge approaches from 0.3 mi south of Bellevue north to Chandler Rd</b>							
NDOT	2020	PE- NEPA- FD	State-Nebraska	\$106.00	\$0.00	\$106.00	\$0.00
NDOT	2021	UTIL- CON- CE	NHPP	\$3,346.00	\$2,677.00	\$669.00	\$0.00
			<b>Total - US-75 Bridge Approaches, Bellevue</b>	<b>\$3,452.00</b>	<b>\$2,677.00</b>	<b>\$775.00</b>	<b>\$0.00</b>
<b>US-75(SB) 'J' St. Bridge</b>							
<b>NE-22614</b>							
<b>Bridge repair &amp; overlay</b>							
<b>US-75 bridge at 'J' Street</b>							
NDOT	2022	PE- NEPA- FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
NDOT	2023	PE- NEPA- FD	NHPP	\$1,430.00	\$1,144.00	\$286.00	\$0.00
			<b>Total - US-75(SB) 'J' St. Bridge</b>	<b>\$1,431.00</b>	<b>\$1,144.00</b>	<b>\$287.00</b>	<b>\$0.00</b>
<b>US-75 Creighton Area Bridges</b>							
<b>NE-22733</b>							
<b>US-75 bridges from I-480 to near Hamilton St. in Omaha</b>							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
NDOT	2019	PE-NEPA-FD	State-Nebraska	\$161.00	\$0.00	\$161.00	\$0.00
NDOT	2020	UTIL-CON-CE	NHPP	\$4,188.00	\$3,350.00	\$838.00	\$0.00
			<b>Total - US-75 Creighton Area Bridges</b>	<b>\$4,349.00</b>	<b>\$3,350.00</b>	<b>\$999.00</b>	<b>\$0.00</b>
			<b>Total</b>	<b>\$131,206.12</b>	<b>\$85,334.12</b>	<b>\$43,376.00</b>	<b>\$2,496.00</b>

Table 5.3 B - Locally Sponsored TIP Projects: Nebraska

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>Heartland 2050 Mini-Grant Program</b>							
<b>Heartland 2050 Mini-Grant Program</b>							
MAPA	2020	General Planning	STBG-MAPA	\$525.00	\$420.00	\$0.00	\$105.00
MAPA	2021	General Planning	STBG-MAPA	\$312.50	\$250.00	\$0.00	\$62.50
			<b>Total - Heartland 2050 Mini-Grant Program</b>	<b>\$837.50</b>	<b>\$670.00</b>	<b>\$0.00</b>	<b>\$167.50</b>
<b>North Downtown Riverfront Pedestrian Bridge</b>							
<b>NE-22571</b>							
<b>Pedestrian bridge to connect the western terminus of the Bob Kerry Pedestrian Bridge spanning Riverfront Drive and Union Pacific Railroad.</b>							
<b>10th and Fahey Drive</b>							
Omaha	2014	PE-NEPA-FD	TCSP	\$660.00	\$500.00	\$0.00	\$160.00

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Omaha	2016	PE-NEPA-FD	TAP-MAPA	\$90.00	\$78.00	\$0.00	\$12.00
Omaha	2016	ROW	Local	\$50.00	\$0.00	\$0.00	\$50.00
Omaha	2018	PE-NEPA-FD	TAP-MAPA	\$1,130.00	\$904.00	\$0.00	\$226.00
Omaha	2021	UTIL-CON-CE	TAP-MAPA	\$6,092.00	\$1,365.00	\$0.00	\$4,727.00
			<b>Total - North Downtown Riverfront Pedestrian Bridge</b>	<b>\$8,022.00</b>	<b>\$2,847.00</b>	<b>\$0.00</b>	<b>\$5,175.00</b>

**180th Street, N. HWS Cleveland Blvd. to West Maple Road**

**NE-22224**

**4 Lane Urban, New Bridge over Old Lincoln Highway, Union Pacific Railroad, and Papillion Creek**

**180th St., HWS Cleveland Blvd. to W Maple Rd. and Blondo St., 183rd St. to 175th St.**

Douglas	2008	PE-NEPA-FD	STBG-MAPA	\$860.00	\$688.00	\$0.00	\$172.00
Douglas	2009	PE-NEPA-FD	STBG-MAPA	\$1,180.00	\$944.00	\$0.00	\$236.00
Douglas	2014	PE-NEPA-FD	STBG-MAPA	\$625.00	\$500.00	\$0.00	\$125.00
Douglas	2017	PE-NEPA-FD	STBG-MAPA	\$488.41	\$390.73	\$0.00	\$97.68
Douglas	2019	UTIL-CON-CE (AC)	STBG-MAPA	\$29,144.00	\$0.00	\$0.00	\$29,144.00
Douglas	2019	UTIL-CON-CE	Local	\$7,286.00	\$0.00	\$0.00	\$7,286.00
Douglas	2019	ROW	STBG-MAPA	\$3,360.00	\$2,688.00	\$0.00	\$672.00
Douglas	2020	AC Conversion	STBG-MAPA	\$0.00	\$29,144.00	\$0.00	-\$29,144.00

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			<b>Total - 180th Street, N. HWS Cleveland Blvd. to West Maple Road</b>	<b>\$42,943.41</b>	<b>\$34,354.73</b>	<b>\$0.00</b>	<b>\$8,588.68</b>
<b>36th Street Phase I N-370 - Sheridan</b>							
<b>NE-22276</b>							
<b>Widen 2 lane Rural to 4 lane Urban.</b>							
<b>36th St - N-370 to Sheridan</b>							
Bellevue	2017	PE-NEPA-FD	STBG-MAPA	\$132.50	\$106.00	\$0.00	\$26.50
Bellevue	2019	UTIL-CON-CE (AC)	STBG-MAPA	\$5,546.25	\$0.00	\$0.00	\$5,546.25
Bellevue	2019	UTIL-CON-CE	STBG-MAPA	\$9,455.00	\$7,563.00	\$0.00	\$1,892.00
Bellevue	2019	ROW	STBG-MAPA	\$322.50	\$258.00	\$0.00	\$64.50
Bellevue	2024	AC Conversion	STBG-MAPA	\$0.00	\$4,437.00	\$0.00	-\$4,437.00
			<b>Total - 36th Street Phase I N-370 - Sheridan</b>	<b>\$15,456.25</b>	<b>\$12,364.00</b>	<b>\$0.00</b>	<b>\$3,092.25</b>
<b>Leavenworth Street - 7th Street to 13th Street Reconfiguration</b>							
<p><b>The project will reconfigure the existing 4-lane section of Leavenworth Street between 7th Street and 13th Street to a 2-lane section with bike lanes, additional on-street parking, sidewalk improvements, and curb extensions at intersections. The total project length is 0.41 miles. Anticipated construction activities may include utility work, paving, grading, and drainage for curb extensions (including ADA improvements), as well as traffic signal modification, an asphalt overlay of the road surface, signage, and striping. The general layout of the reconfigured street will be similar to the attached conceptual striping plan, although changes will occur through the design process, and it is anticipated that curb extensions will be constructed at most intersections as part of the project.</b></p>							
<b>Along Leavenworth Street from 7th Street to 13th Street</b>							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Omaha	2020	PE-NEPA-FD	TAP-MAPA	\$194.00	\$155.00	\$0.00	\$39.00
Omaha	2023	UTIL-CON-CE	TAP-MAPA	\$723.75	\$579.00	\$0.00	\$144.75
			<b>Total - Leavenworth Street - 7th Street to 13th Street Reconfiguration</b>	<b>\$917.75</b>	<b>\$734.00</b>	<b>\$0.00</b>	<b>\$183.75</b>

**Giles Road/42nd Street SRTS**

**Construct 6ft wide concrete sidewalks to close gaps in the existing network and help provide safe routes from residential areas to nearby schools.**

**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 Street**

Bellevue	2023	UTIL-CON-CE	TAP-MAPA	\$347.50	\$278.00	\$0.00	\$69.50
			<b>Total - Giles Road/42nd Street SRTS</b>	<b>\$347.50</b>	<b>\$278.00</b>	<b>\$0.00</b>	<b>\$69.50</b>

**West Papio Trail - Millard Connection**

**Connection of northern and southern portions of the West Papio Trail in the Millar neighborhood**

**Along West Papillion Creek from near 137th & Millard to Harry Anderson Drive**

PMRNRD	2020	PE-NEPA-FD	TAP-MAPA	\$125.00	\$100.00	\$0.00	\$25.00
PMRNRD	2021	ROW	TAP-MAPA	\$150.00	\$120.00	\$0.00	\$30.00
PMRNRD	2022	UTIL-CON-CE	TAP-MAPA	\$1,802.50	\$1,442.00	\$0.00	\$360.50
			<b>Total - West Papio Trail - Millard Connection</b>	<b>\$2,077.50</b>	<b>\$1,662.00</b>	<b>\$0.00</b>	<b>\$415.50</b>

**156th Street**

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>NE-22233</b>							
<b>Replace existing road from Papio Creek to Spur 28F.</b>							
<b>Bennington</b>							
Bennington	2009	PE-NEPA-FD	STBG-MAPA	\$53.92	\$38.96	\$0.00	\$14.96
Bennington	2015	PE-NEPA-FD (AC)	STBG-MAPA	\$70.00	\$0.00	\$0.00	\$70.00
Bennington	2016	PE-NEPA-FD	STBG-MAPA	\$172.52	\$138.02	\$0.00	\$34.50
Bennington	2019	ROW	STBG-MAPA	\$141.25	\$113.00	\$0.00	\$28.25
Bennington	2020	UTIL-CON-CE	STBG-MAPA	\$2,273.75	\$1,819.00	\$0.00	\$454.75
			<b>Total - 156th Street</b>	<b>\$2,711.44</b>	<b>\$2,108.98</b>	<b>\$0.00</b>	<b>\$602.46</b>
<b>US Highway 34 Bike and Walking Trail Phase 2</b>							
<b>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.</b>							
<b>Existing US-34 bridge over the Platte River between Sarpy and Cass Counties</b>							
PMRNRD	2019	PE-NEPA-FD	STBG-MAPA	\$400.00	\$320.00	\$0.00	\$80.00
PMRNRD	2020	PE-NEPA-FD	STBG-MAPA	\$100.00	\$80.00	\$0.00	\$20.00
PMRNRD	2021	UTIL-CON-CE	STBG-MAPA	\$1,500.00	\$1,200.00	\$0.00	\$300.00
			<b>Total - US Highway 34 Bike and Walking Trail Phase 2</b>	<b>\$2,000.00</b>	<b>\$1,600.00</b>	<b>\$0.00</b>	<b>\$400.00</b>
<b>Applewood Creek Trail</b>							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>NE-22757</b>							
<b>Construction of multi-use trail, ten-foot (10') box culvert under Giles Road, utility relocation</b>							
<b>From Giles Road north along Applewood Creek between Giles and Harrison</b>							
La Vista	2019	PE-NEPA-FD	TAP-MAPA	\$215.95	\$172.76	\$0.00	\$43.19
La Vista	2021	UTIL-CON-CE	TAP-MAPA	\$1,842.09	\$1,473.67	\$0.00	\$368.42
			<b>Total - Applewood Creek Trail</b>	<b>\$2,058.04</b>	<b>\$1,646.43</b>	<b>\$0.00</b>	<b>\$411.61</b>
<b>24th Street Road Diet</b>							
<b>NE-22506</b>							
<b>Reduce excess capacity with 4-lane to 3-lane road diet and facilitate multi-modal options.</b>							
<b>From L Street to Leavenworth Street.</b>							
Omaha	2016	PE-NEPA-FD	HSIP	\$331.00	\$297.90	\$0.00	\$33.10
Omaha	2019	ROW	HSIP	\$79.00	\$71.10	\$0.00	\$7.90
Omaha	2020	UTIL-CON-CE	HSIP	\$3,009.09	\$2,708.18	\$0.00	\$300.91
			<b>Total - 24th Street Road Diet</b>	<b>\$3,419.09</b>	<b>\$3,077.18</b>	<b>\$0.00</b>	<b>\$341.91</b>
<b>Gretna to Wehrspann Trail</b>							
<b>10ft wide concrete bike/pedestrian trail</b>							
<b>From the City of Gretna to Wehrspann Lake</b>							
Gretna	2020	PE-NEPA-FD	TAP-MAPA	\$86.60	\$69.28	\$0.00	\$17.32
Gretna	2020	UTIL-CON-CE	TAP-MAPA	\$82.06	\$65.64	\$0.00	\$16.42

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Gretna	2020	ROW	TAP-MAPA	\$20.00	\$16.00	\$0.00	\$4.00
Gretna	2021	UTIL-CON-CE	TAP-MAPA	\$666.25	\$533.00	\$0.00	\$133.25
			<b>Total - Gretna to Wehrspann Trail</b>	<b>\$854.91</b>	<b>\$683.92</b>	<b>\$0.00</b>	<b>\$170.99</b>
<b>85th &amp; Burt/Western Safety Improvements</b>							
<b>The improvements include replacing two existing stop controlled intersections with roundabouts.</b>							
<b>In the City of Omaha at the intersection of North 85th St. and Burt St. and the intersection of North 85th St. and Western Avenue.</b>							
Omaha	2019	PE-NEPA-FD	HSIP	\$188.79	\$169.91	\$0.00	\$18.88
Omaha	2020	ROW	HSIP	\$67.50	\$60.75	\$0.00	\$6.75
Omaha	2021	UTIL-CON-CE		\$1,052.33	\$931.79	\$0.00	\$120.54
			<b>Total - 85th &amp; Burt/Western Safety Improvements</b>	<b>\$1,308.62</b>	<b>\$1,162.45</b>	<b>\$0.00</b>	<b>\$146.17</b>
<b>30th Street Road Diet</b>							
<b>NE-22706</b>							
<b>Restriping of the roadway to three lanes and striping of bicycle lanes</b>							
<b>On 30th Street, from Cuming Street to Ames Street</b>							
Omaha	2016	PE-NEPA-FD	HSIP	\$266.38	\$211.61	\$0.00	\$54.77
Omaha	2019	ROW	HSIP	\$30.00	\$27.00	\$0.00	\$3.00
Omaha	2020	UTIL-CON-CE	HSIP	\$2,961.29	\$1,561.29	\$0.00	\$1,400.00
			<b>Total - 30th Street Road Diet</b>	<b>\$3,257.67</b>	<b>\$1,799.90</b>	<b>\$0.00</b>	<b>\$1,457.77</b>

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>42nd Street Bridge, C to D Street</b>							
<b>NE-22627</b>							
<b>The replacement of two adjacent pin-and-hanger bridges</b>							
<b>On 42nd Street between C and D streets</b>							
Omaha	2022	UTIL-CON-CE	Local ACC	\$4,123.00	\$0.00	\$0.00	\$4,123.00
Omaha	2022	ROW	Local ACC	\$746.00	\$0.00	\$0.00	\$746.00
Omaha	2022	UTIL-CON-CE	Local	\$1,031.00	\$0.00	\$0.00	\$1,031.00
Omaha	2022	ROW	Local	\$187.00	\$0.00	\$0.00	\$187.00
			<b>Total - 42nd Street Bridge, C to D Street</b>	<b>\$6,087.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$6,087.00</b>
<b>72nd &amp; D Street Viaduct</b>							
<b>NE-22628</b>							
<b>Replacement and widening of existing bridge structure</b>							
<b>On 72nd Street just south of I-80, at about D Street</b>							
Omaha	2023	UTIL-CON-CE	Local	\$1,291.00	\$0.00	\$0.00	\$1,291.00
Omaha	2023	ROW	Local	\$265.00	\$0.00	\$0.00	\$265.00
Omaha	2023	UTIL-CON-CE	Local ACC	\$5,165.00	\$0.00	\$0.00	\$5,165.00
Omaha	2023	ROW	Local ACC	\$1,061.00	\$0.00	\$0.00	\$1,061.00
			<b>Total - 72nd &amp; D Street Viaduct</b>	<b>\$7,782.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$7,782.00</b>
<b>36th Street Phase II</b>							
<b>NE-22288</b>							
<b>Widen 2 lane Rural to 4 lane Urban.</b>							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>Sheridan to Platteview Rd</b>							
Bellevue	2019	PE-NEPA-FD	STBG-MAPA	\$956.25	\$765.00	\$0.00	\$191.25
Bellevue	2019	ROW	STBG-MAPA	\$579.30	\$463.44	\$0.00	\$115.86
Bellevue	2023	UTIL-CON-CE	STBG-MAPA	\$11,013.28	\$8,810.62	\$0.00	\$2,202.66
			<b>Total - 36th Street Phase II</b>	<b>\$12,548.83</b>	<b>\$10,039.06</b>	<b>\$0.00</b>	<b>\$2,509.77</b>
<b>120th Street</b>							
<b>NE-22277</b>							
<b>Widen 2 Lane to 4 Lane Urban Divided with Turn Lanes</b>							
<b>Stonegate Dr to Fort St</b>							
Omaha	2018	PE-NEPA-FD	STBG-MAPA	\$746.25	\$597.00	\$0.00	\$149.25
Omaha	2019	ROW	STBG-MAPA	\$1,412.00	\$1,129.00	\$0.00	\$283.00
Omaha	2019	UTIL-CON-CE	STBG-MAPA	\$1,412.00	\$1,129.00	\$0.00	\$283.00
Omaha	2023	UTIL-CON-CE	STBG-MAPA	\$17,411.00	\$13,914.00	\$0.00	\$3,497.00
			<b>Total - 120th Street</b>	<b>\$20,981.25</b>	<b>\$16,769.00</b>	<b>\$0.00</b>	<b>\$4,212.25</b>
<b>MAPA Long Range Transportation Plan Support</b>							
<b>Utilize consultants on-call for various portions of the LRTP including marketing and public involvement activities such as the development of brochures, websites, info-graphics, surveys, and citizen engagement events</b>							
<b>Throughout the region</b>							
MAPA	2020	General Planning	STBG-MAPA	\$40.00	\$32.00	\$0.00	\$8.00
MAPA	2021	General Planning	STBG-MAPA	\$45.00	\$36.00	\$0.00	\$9.00

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			<b>Total - MAPA Long Range Transportation Plan Support</b>	<b>\$85.00</b>	<b>\$68.00</b>	<b>\$0.00</b>	<b>\$17.00</b>
<b>2014 Omaha Resurfacing Package</b>							
<b>NE-22605</b>							
<b>Package of resurfacing projects on eligible Federal-aid roadways.</b>							
<b>Various locations</b>							
Omaha	2014	UTIL-CON-CE (AC)	STBG-MAPA	\$3,312.77	\$0.00	\$0.00	\$3,312.77
Omaha	2014	UTIL-CON-CE	Local	\$828.19	\$0.00	\$0.00	\$828.19
Omaha	2016	AC Conversion	STBG-MAPA	\$0.00	\$735.00	\$0.00	-\$735.00
Omaha	2018	AC Conversion	STBG-MAPA	\$0.00	\$1,400.00	\$0.00	-\$1,400.00
Omaha	2022	AC Conversion	STBG-MAPA	\$0.00	\$1,596.73	\$0.00	-\$1,596.73
			<b>Total - 2014 Omaha Resurfacing Package</b>	<b>\$4,140.96</b>	<b>\$3,731.73</b>	<b>\$0.00</b>	<b>\$409.23</b>
<b>Omaha Signal Infrastructure - Phase A1</b>							
<b>NE-22608A</b>							
<b>Deployment of traffic signal network and traffic management system.</b>							
<b>Various Locations Throughout City</b>							
Omaha	2019	ROW	STBG-MAPA	\$100.00	\$80.00	\$0.00	\$20.00
Omaha	2019	UTIL-CON-CE	STBG-MAPA	\$3,792.88	\$3,034.28	\$0.00	\$758.60

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			<b>Total - Omaha Signal Infrastructure - Phase A1</b>	<b>\$3,892.88</b>	<b>\$3,114.28</b>	<b>\$0.00</b>	<b>\$778.60</b>
<b>2020 Bellevue Resurfacing Project</b>							
<b>Various locations throughout the City of Bellevue</b>							
Bellevue	2019	PE-NEPA-FD (AC)	STBG-MAPA	\$8.00	\$0.00	\$0.00	\$8.00
Bellevue	2019	PE-NEPA-FD	Local	\$2.00	\$0.00	\$0.00	\$2.00
Bellevue	2020	UTIL-CON-CE (AC)	STBG-MAPA	\$1,582.40	\$0.00	\$0.00	\$1,582.40
Bellevue	2020	UTIL-CON-CE	Local	\$395.60	\$0.00	\$0.00	\$395.60
Bellevue	2023	AC Conversion	STBG-MAPA	\$0.00	\$1,590.40	\$0.00	-\$1,590.40
			<b>Total - 2020 Bellevue Resurfacing Project</b>	<b>\$1,988.00</b>	<b>\$1,590.40</b>	<b>\$0.00</b>	<b>\$397.60</b>
<b>2016 Omaha Resurfacing Program</b>							
<b>NE-22681</b>							
<b>Resurfacing of federal-aid eligible roadways in the City of Omaha</b>							
<b>Various locations throughout the City of Omaha</b>							
Omaha	2016	UTIL-CON-CE (AC)	STBG-MAPA	\$4,080.00	\$0.00	\$0.00	\$4,080.00
Omaha	2016	UTIL-CON-CE	Local	\$1,020.00	\$0.00	\$0.00	\$1,020.00
Omaha	2024	AC Conversion	STBG-MAPA	\$663.00	\$3,552.20	\$663.00	-\$3,552.20

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			<b>Total - 2016 Omaha Resurfacing Program</b>	<b>\$5,763.00</b>	<b>\$3,552.20</b>	<b>\$663.00</b>	<b>\$1,547.80</b>
<b>Omaha Resurfacing Program</b>							
<b>OMA-051515-001</b>							
Omaha	2020	UTIL-CON- CE (AC)	STBG-MAPA	\$4,571.71	\$0.00	\$0.00	\$4,571.71
Omaha	2024	AC Conversion	STBG-MAPA	\$0.00	\$4,571.71	\$0.00	-\$4,571.71
			<b>Total - Omaha Resurfacing Program</b>	<b>\$4,571.71</b>	<b>\$4,571.71</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>2018 Bellevue Resurfacing Project</b>							
<b>NE-22736</b>							
<b>Resurfacing projects in the City of Bellevue</b>							
<b>Various locations within the City of Bellevue</b>							
Bellevue	2018	UTIL-CON- CE (AC)	STBG-MAPA	\$4,216.56	\$0.00	\$0.00	\$4,216.56
Bellevue	2018	UTIL-CON- CE	Local	\$1,054.14	\$0.00	\$0.00	\$1,054.14
Bellevue	2025	AC Conversion	STBG-MAPA	\$0.00	\$4,216.56	\$0.00	-\$4,216.56
			<b>Total - 2018 Bellevue Resurfacing Project</b>	<b>\$5,270.70</b>	<b>\$4,216.56</b>	<b>\$0.00</b>	<b>\$1,054.14</b>
<b>2018 Omaha Resurfacing Program</b>							
<b>NE-22735</b>							
<b>Resurfacing projects in the City of Omaha</b>							
<b>Various locations within the City of Omaha</b>							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Omaha	2018	UTIL-CON-CE (AC)	STBG-MAPA	\$5,142.54	\$0.00	\$0.00	\$5,142.54
Omaha	2024	AC Conversion	STBG-MAPA	\$0.00	\$5,142.54	\$0.00	-\$5,142.54
			<b>Total - 2018 Omaha Resurfacing Program</b>	<b>\$5,142.54</b>	<b>\$5,142.54</b>	<b>\$0.00</b>	<b>\$0.00</b>

**168th Street - West Center Road to Poppleton Street**

**NE-22210**

**Widen 2 Lane to 4 Lane Urban Divided with Turn Lanes**

**West Center Rd to Poppleton**

Omaha	2018	PE-NEPA-FD	STBG-MAPA	\$750.00	\$600.00	\$0.00	\$150.00
Omaha	2019	ROW	STBG-MAPA	\$1,250.00	\$1,000.00	\$0.00	\$250.00
Omaha	2020	UTIL-CON-CE	STBG-MAPA	\$8,300.00	\$6,640.00	\$0.00	\$1,660.00
Omaha	2022	AC Conversion	STBG-MAPA	\$0.00	\$360.00	\$0.00	-\$360.00
			<b>Total - 168th Street - West Center Road to Poppleton Street</b>	<b>\$10,300.00</b>	<b>\$8,600.00</b>	<b>\$0.00</b>	<b>\$1,700.00</b>

**168th Street - West Center Road to Q Street**

**NE-22209**

**West Center Rd to Q Street**

Omaha	2018	PE-NEPA-FD	STBG-MAPA	\$272.95	\$218.36	\$0.00	\$54.59
Omaha	2019	ROW	STBG-MAPA	\$4,000.00	\$3,200.00	\$0.00	\$800.00

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Omaha	2021	UTIL-CON-CE	STBG-MAPA	\$18,600.00	\$14,880.00	\$0.00	\$3,720.00
			<b>Total - 168th Street - West Center Road to Q Street</b>	<b>\$22,872.95</b>	<b>\$18,298.36</b>	<b>\$0.00</b>	<b>\$4,574.59</b>
<b>2017 Omaha Resurfacing Program</b>							
<b>NE-22718</b>							
<b>Resurfacing of federal-aid eligible corridors within the City of Omaha</b>							
<b>Within the City of Omaha</b>							
Omaha	2017	UTIL-CON-CE	Local	\$1,219.20	\$0.00	\$0.00	\$1,219.20
Omaha	2017	PE-NEPA-FD	Local	\$10.00	\$8.00	\$0.00	\$2.00
Omaha	2017	UTIL-CON-CE (AC)	STBG-MAPA	\$4,876.80	\$0.00	\$0.00	\$4,876.80
Omaha	2022	AC Conversion	STBG-MAPA	\$0.00	\$4,876.80	\$0.00	-\$4,876.80
			<b>Total - 2017 Omaha Resurfacing Program</b>	<b>\$6,106.00</b>	<b>\$4,884.80</b>	<b>\$0.00</b>	<b>\$1,221.20</b>
			<b>Total</b>	<b>\$203,744.50</b>	<b>\$149,567.23</b>	<b>\$663.00</b>	<b>\$53,514.27</b>

Table 5.3 C - State Sponsored TIP Projects: Iowa

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>Iowa DOT</b>						
<b>I-80: I-29/80/480</b>						
<b>IA-38153</b>						
<b>Grade and pave, bridge new, grading</b>						

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>I-80: I-29/80/480 INTERSTATES IN COUNCIL BLUFFS (CBIS) STATE SHARE</b>						
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	\$44,394.00	\$39,955.00	\$4,439.00	\$0.00
2021	UTIL-CON-CE	NHPP	\$140,915.00	\$126,824.00	\$14,091.00	\$0.00
2022	UTIL-CON-CE	NHPP	\$144,688.00	\$130,220.00	\$14,468.00	\$0.00
2023	UTIL-CON-CE	NHPP	\$3,818.00	\$3,437.00	\$381.00	\$0.00
<b>US 34: Missouri River N of Plattsmouth Nebraska</b>						
<b>IA-37979</b>						
<b>Miscellaneous</b>						
<b>Missouri River N of Plattsmouth Nebraska</b>						
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
<b>I-480: Missouri River in Council Bluffs</b>						
<b>IA-38123</b>						
<b>Bridge deck overlay and bridge cleaning (Iowa state share)</b>						
<b>On I-480 over the Missouri River</b>						
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
2023	UTIL-CON-CE	State-Iowa	\$2,402.00	\$0.00	\$2,402.00	\$0.00
<b>I-680: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>						
<b>IA-38124</b>						
<b>Bridge deck overlay, bridge painting, and bridge cleaning (Iowa state share)</b>						

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>On I-680 over the Missouri River</b>						
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
2023	UTIL-CON-CE	State-Iowa	\$48.00	\$0.00	\$48.00	\$0.00
<b>I-80: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>						
<b>IA-38118</b>						
<b>Bridge cleaning (Iowa state share)</b>						
<b>On I-80 over the Missouri River</b>						
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
2023	UTIL-CON-CE	State-Iowa	\$42.00	\$0.00	\$42.00	\$0.00
<b>275 Bridge Cleaning</b>						
<b>IA-38013</b>						
<b>Bridge cleaning</b>						
<b>US 275: MISSOURI RIVER IN COUNCIL BLUFFS</b>						
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
2023	UTIL-CON-CE	State-Iowa	\$57.00	\$0.00	\$57.00	\$0.00
		<b>Total - Iowa DOT</b>	<b>\$534,296.00</b>	<b>\$476,869.00</b>	<b>\$57,427.00</b>	<b>\$0.00</b>
		<b>Total</b>	<b>\$534,296.00</b>	<b>\$476,869.00</b>	<b>\$57,427.00</b>	<b>\$0.00</b>

Table 5.3 D - Locally Sponsored TIP Projects: Iowa

<b>Fiscal Year</b>	<b>Phase</b>	<b>Fund Source</b>	<b>Total Cost</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>
<b>Council Bluffs</b>						
<b>East Beltway: Greenview Road - East Segment</b>						
<b>IA-35682</b>						
<b>Reconstruction of existing roadway</b>						
<b>Along Greenwood Road from Ridgewood Drive to Cottonwood Drive</b>						
2020	PE-NEPA-FD	STBG-MAPA	\$125.00	\$100.00	\$0.00	\$25.00
2020	ROW	STBG-MAPA	\$7.50	\$6.00	\$0.00	\$1.50
2021	UTIL-CON-CE	STBG-MAPA	\$1,475.00	\$1,180.00	\$0.00	\$295.00
<b>East Beltway: Greenview Road - West Segment</b>						
<b>IA-35679</b>						
<b>Along Greenwood Road from State Orchard Drive to Ridgewood Drive</b>						
2020	PE-NEPA-FD	STBG-MAPA	\$261.00	\$209.00	\$0.00	\$52.00
2021	ROW	STBG-MAPA	\$169.00	\$94.00	\$0.00	\$75.00
2022	UTIL-CON-CE	STBG-MAPA	\$3,111.00	\$2,489.00	\$0.00	\$622.00
<b>City/County Connector Trail</b>						
<b>IA-35677</b>						
<b>Trail connection between the City of Council Bluffs trail system and the Pottawattamie County Trail system</b>						
<b>Along Railroad Highway from Kanesville Boulevard to the Council Bluffs Corporate Limits</b>						
2019	UTIL-CON-CE	TAP-MAPA	\$576.00	\$461.00	\$0.00	\$115.00
<b>River Road Trail</b>						
<b>Bike/pedestrian trail along River Road in Council Bluffs</b>						
<b>Along River Road from Nebraska Ave. to the south, terminating at Warren Distribution</b>						
2022	UTIL-CON-CE	TAP-MAPA	\$410.00	\$328.00	\$0.00	\$82.00
<b>W Graham Ave Reconstruction</b>						
<b>IA-25419</b>						
<b>Reconstruction of street and utilities</b>						
<b>High Street to Fairmont Avenue</b>						

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
2024	UTIL-CON-CE	STBG-MAPA	\$2,919.00	\$2,335.00	\$0.00	\$584.00
<b>Harrison Street Reconstruction</b>						
<b>IA-25422</b>						
<b>Reconstruction of streets and utilities</b>						
<b>Kanesville Boulevard to Morgan Street</b>						
2024	UTIL-CON-CE	STBG-MAPA (Swap)	\$5,765.00	\$4,612.00	\$0.00	\$1,153.00
<b>North 16th Street Reconstruction</b>						
<b>IA-34125</b>						
<b>Reconstruction of roadway and utility work</b>						
<b>On 16th Street (Highway 192) from Avenue G to Nash Boulevard</b>						
2022	UTIL-CON-CE	STBG-MAPA (Swap)	\$5,356.25	\$4,285.00	\$0.00	\$1,071.25
<b>South Expressway Reconstruction - Phase 2</b>						
<b>CB-033115-003</b>						
<b>Reconstruction of roadway and utility work</b>						
<b>On Highway 192 from 21st Street north to 16th Street</b>						
2023	UTIL-CON-CE	STBG-MAPA	\$4,313.00	\$3,450.00	\$0.00	\$863.00
<b>South Expressway Reconstruction - Phase 1</b>						
<b>IA-34126</b>						
<b>On Highway 192 from I-80 north to 21st Street</b>						
2021	UTIL-CON-CE	STBG-MAPA (Swap)	\$3,260.00	\$3,260.00	\$0.00	\$0.00
<b>Interstate Utility Relocation</b>						
<b>IA-29716</b>						
<b>Sanitary sewer relocations for the Council Bluffs Interstate Improvements from 9th Avenue to 400 ft. north of 2nd Avenue east of I-29 in Council Bluffs, IA.</b>						
<b>On I-29 at Mosquito Creek</b>						
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	\$1,426.00	\$1,141.00	\$0.00	\$285.00

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
2019	UTIL-CON-CE	STBG-MAPA	\$961.00	\$768.00	\$0.00	\$193.00
2020	UTIL-CON-CE	STBG-MAPA	\$516.00	\$413.00	\$0.00	\$103.00
<b>East Beltway: Stevens Road - West Segment</b>						
<b>IA-35678</b>						
<b>Construction of roadway on new alignment</b>						
<b>On Stevens Road from State Orchard Road to intersection with Norwood Drive</b>						
2021	PE-NEPA-FD	STBG-MAPA	\$164.00	\$131.00	\$0.00	\$33.00
2021	ROW	STBG-MAPA	\$146.00	\$117.00	\$0.00	\$29.00
2022	UTIL-CON-CE	STBG-MAPA	\$1,800.00	\$1,440.00	\$0.00	\$360.00
<b>Iowa Riverfront Trail III</b>						
<b>IA-1581</b>						
<b>Ped/Bike Grade and Pave</b>						
<b>Recreation Trail Connection Along Missouri River</b>						
2020	UTIL-CON-CE	TAP-MAPA	\$323.00	\$258.00	\$0.00	\$65.00
		<b>Total - Council Bluffs</b>	<b>\$34,800.00</b>	<b>\$28,450.00</b>	<b>\$0.00</b>	<b>\$6,350.00</b>
<b>MAPA</b>						
<b>MAPA MPO Planning Allocation</b>						
<b>IA-29733</b>						
<b>MPO allocation of Federal Planning (PL) Funding</b>						
<b>Iowa portion of the MAPA TMA</b>						
2020	General Planning	PL	\$166.00	\$133.00	\$0.00	\$33.00
2021	General Planning	PL	\$166.00	\$133.00	\$0.00	\$33.00
2022	General Planning	PL	\$166.00	\$133.00	\$0.00	\$33.00
2023	General Planning	PL	\$166.00	\$133.00	\$0.00	\$33.00
		<b>Total - MAPA</b>	<b>\$664.00</b>	<b>\$532.00</b>	<b>\$0.00</b>	<b>\$132.00</b>
<b>Pottawattamie</b>						

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>Pottawattamie County Multi-Use Trail - Phase 1</b>						
<b>IA-29802</b>						
<b>Multi-use recreational trail</b>						
<b>From Council Bluffs north to 330th Street along the Railroad Highway, approximately 7 miles</b>						
2020	UTIL-CON-CE	TAP-MAPA	\$298.70	\$238.70	\$0.00	\$60.00
		<b>Total - Pottawattamie</b>	<b>\$298.70</b>	<b>\$238.70</b>	<b>\$0.00</b>	<b>\$60.00</b>
		<b>Total</b>	<b>\$35,762.70</b>	<b>\$29,220.70</b>	<b>\$0.00</b>	<b>\$6,542.00</b>

## 5.2 Regionally Significant Transit Projects

The following projects utilize federal aid managed by the Federal Transit Administration.

Table 5.4 A - Regionally Significant Transit Projects: Nebraska

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>City of Bellevue 5310 Vehicle Purchases</b>							
Bellevue	2022	Small Transit Bus	FTA 5310	\$66.55	\$53.24	\$0.00	\$13.31
Bellevue	2017	Small Transit Bus	FTA 5310	\$60.00	\$48.00	\$0.00	\$12.00
Bellevue	2018	Small Transit Bus	FTA 5310	\$60.00	\$48.00	\$0.00	\$12.00
			<b>Total - City of Bellevue 5310 Vehicle Purchases</b>	<b>\$186.55</b>	<b>\$149.24</b>	<b>\$0.00</b>	<b>\$37.31</b>
<b>Black Hills Works 5310 Operations</b>							
Black Hills Works	2019	Operational Expenditures	FTA 5310	\$89.44	\$44.72	\$0.00	\$44.72
Black Hills Works	2019	Operational Expenditures	FTA 5310	\$13.22	\$6.61	\$0.00	\$6.61

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Black Hills Works	2019	Operational Expenditures	FTA 5310	\$77.78	\$38.89	\$0.00	\$38.89
Black Hills Works	2019	Operational Expenditures	FTA 5310	\$108.70	\$54.35	\$0.00	\$54.35
Black Hills Works	2020	Operational Expenditures	FTA 5310	\$130.02	\$65.01	\$0.00	\$65.01
Black Hills Works	2021	Operational Expenditures	FTA 5310	\$9.44	\$4.72	\$0.00	\$4.72
Black Hills Works	2022	Operational Expenditures	FTA 5310	\$66.55	\$33.28	\$0.00	\$33.28
			<b>Total - Black Hills Works 5310 Operations</b>	<b>\$495.15</b>	<b>\$247.58</b>	<b>\$0.00</b>	<b>\$247.58</b>
<b>Bryant Resource Center 5310 Operations (award declined)</b>							
Bryant Resource Center	2021	Operational Expenditures	FTA 5310	\$70.80	\$35.40	\$0.00	\$35.40
Bryant Resource Center	2020	Operational Expenditures	FTA 5310	\$14.24	\$7.12	\$0.00	\$7.12
Bryant Resource Center	2017	Operational Expenditures	FTA 5310	\$18.05	\$7.45	\$0.00	\$10.60
			<b>Total - Bryant Resource Center 5310 Operations (award declined)</b>	<b>\$103.09</b>	<b>\$49.97</b>	<b>\$0.00</b>	<b>\$53.12</b>
<b>Eastern Nebraska Human Service Agency 5310 Vehicle Purchases</b>							
Eastern Nebraska Human Services Agency	2017	Lowered Floor Minivan	FTA 5310	\$59.39	\$47.51	\$0.00	\$11.88

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Eastern Nebraska Human Services Agency	2019	Lowered Floor Minivan	FTA 5310	\$82.80	\$66.30	\$0.00	\$16.50
Eastern Nebraska Human Services Agency	2016	Lowered Floor Minivan	FTA 5310	\$51.61	\$41.29	\$0.00	\$10.32
Eastern Nebraska Human Services Agency	2018	Lowered Floor Minivan	FTA 5310	\$111.00	\$88.80	\$0.00	\$22.20
			<b>Total - Eastern Nebraska Human Service Agency 5310 Vehicle Purchases</b>	<b>\$304.80</b>	<b>\$243.90</b>	<b>\$0.00</b>	<b>\$60.90</b>

**Florence Home for the Aged 5310 Operations**

Florence Home for the Aged	2017	Operational Expenditures	FTA 5310	\$91.16	\$45.58	\$0.00	\$45.58
Florence Home for the Aged	2016	Operational Expenditures	FTA 5310	\$39.22	\$19.61	\$0.00	\$19.61
Florence Home for the Aged	2019	Operational Expenditures	FTA 5310	\$85.57	\$42.78	\$0.00	\$42.78
Florence Home for the Aged	2020	Operational Expenditures	FTA 5310	\$26.45	\$13.23	\$0.00	\$13.23
Florence Home for the Aged	2021	Operational Expenditures	FTA 5310	\$57.82	\$28.91	\$0.00	\$28.91

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Florence Home for the Aged	2018	Operational Expenditures	FTA 5310	\$85.46	\$42.73	\$0.00	\$42.73
Florence Home for the Aged	2022	Operational Expenditures	FTA 5310	\$163.35	\$81.68	\$0.00	\$81.68
			<b>Total - Florence Home for the Aged 5310 Operations</b>	<b>\$549.03</b>	<b>\$274.52</b>	<b>\$0.00</b>	<b>\$274.52</b>

#### Florence Home for the Aged 5310 Vehicle Purchase

Florence Home for the Aged	2021	Lowered Floor Minivan	FTA 5310	\$39.16	\$31.33	\$0.00	\$7.83
Florence Home for the Aged	2019	Lowered Floor Minivan	FTA 5310	\$41.44	\$33.15	\$0.00	\$8.29
Florence Home for the Aged	2021	Small Transit Bus	FTA 5310	\$65.56	\$52.45	\$0.00	\$13.11
Florence Home for the Aged	2016	Lowered Floor Minivan	FTA 5310	\$39.22	\$31.38	\$0.00	\$7.84
Florence Home for the Aged	2018	Small Transit Bus	FTA 5310	\$45.30	\$36.24	\$0.00	\$9.06
Florence Home for the Aged	2018	Small Transit Bus	FTA 5310	\$16.40	\$13.12	\$0.00	\$3.28
			<b>Total - Florence Home for the Aged 5310 Vehicle Purchase</b>	<b>\$247.08</b>	<b>\$197.67</b>	<b>\$0.00</b>	<b>\$49.41</b>

#### Friendship Program 5310 Vehicle Purchases

Friendship Program	2019	Small Transit Bus	FTA 5310	\$61.60	\$49.28	\$0.00	\$12.32
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Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Friendship Program	2018	Lowered Floor Minivan	FTA 5310	\$37.00	\$29.60	\$0.00	\$7.40
			<b>Total - Friendship Program 5310 Vehicle Purchases</b>	<b>\$98.60</b>	<b>\$78.88</b>	<b>\$0.00</b>	<b>\$19.72</b>
<b>Heartland Family Service 5310 Operations</b>							
Heartland Family Service	2020	Operational Expenditures	FTA 5310	\$16.79	\$8.40	\$0.00	\$8.40
Heartland Family Service	2021	Operational Expenditures	FTA 5310	\$36.58	\$18.29	\$0.00	\$18.29
			<b>Total - Heartland Family Service 5310 Operations</b>	<b>\$53.37</b>	<b>\$26.69</b>	<b>\$0.00</b>	<b>\$26.69</b>
<b>Heartland Family Service 5310 Vehicle Purchase</b>							
Heartland Family Service	2022	Small Transit Bus	FTA 5310	\$66.55	\$53.24	\$0.00	\$13.31
			<b>Total - Heartland Family Service 5310 Vehicle Purchase</b>	<b>\$66.55</b>	<b>\$53.24</b>	<b>\$0.00</b>	<b>\$13.31</b>
<b>Intercultural Senior Center 5310 Operations</b>							
Intercultural Senior Center	2018	Operational Expenditures	FTA 5310	\$31.80	\$15.90	\$0.00	\$15.90
Intercultural Senior Center	2018	Operational Expenditures	FTA 5310	\$39.68	\$19.84	\$0.00	\$19.84
			<b>Total - Intercultural Senior Center 5310 Operations</b>	<b>\$71.48</b>	<b>\$35.74</b>	<b>\$0.00</b>	<b>\$35.74</b>
<b>Intercultural Senior Center 5310 Vehicle Purchase</b>							
Intercultural Senior Center	2019	Small Transit Bus	FTA 5310	\$61.60	\$49.28	\$0.00	\$12.32

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			<b>Total - Intercultural Senior Center 5310 Vehicle Purchase</b>	<b>\$61.60</b>	<b>\$49.28</b>	<b>\$0.00</b>	<b>\$12.32</b>
<b>City of La Vista 5310 Vehicle Purchases</b>							
La Vista	2022	Small Transit Bus	FTA 5310	\$66.55	\$53.24	\$0.00	\$13.31
La Vista	2019	Small Transit Bus	FTA 5310	\$61.60	\$49.28	\$0.00	\$12.32
			<b>Total - City of La Vista 5310 Vehicle Purchases</b>	<b>\$128.15</b>	<b>\$102.52</b>	<b>\$0.00</b>	<b>\$25.63</b>
<b>MAPA 5310 Administration</b>							
MAPA	2017	Administration	FTA 5310	\$50.00	\$50.00	\$0.00	\$0.00
MAPA	2016	Administration	FTA 5310	\$37.77	\$37.77	\$0.00	\$0.00
MAPA	2020	Administration	FTA 5310	\$50.00	\$50.00	\$0.00	\$0.00
MAPA	2020	Administration	FTA 5310	\$50.00	\$50.00	\$0.00	\$0.00
MAPA	2018	Administration	FTA 5310	\$55.00	\$55.00	\$0.00	\$0.00
MAPA	2022	Administration	FTA 5310	\$50.00	\$50.00	\$0.00	\$0.00
MAPA	2021	Administration	FTA 5310	\$50.00	\$50.00	\$0.00	\$0.00
			<b>Total - MAPA 5310 Administration</b>	<b>\$342.77</b>	<b>\$342.77</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Metro Transit 5310 Operations - AVL</b>							
Metro	2019	Operational Expenditures	FTA 5310	\$150.00	\$75.00	\$0.00	\$75.00
			<b>Total - Metro Transit 5310 Operations - AVL</b>	<b>\$150.00</b>	<b>\$75.00</b>	<b>\$0.00</b>	<b>\$75.00</b>
<b>North 30th Street Transit Amenities</b>							
Metro	2019	UTIL-CON-CE	FTA 5307	\$656.25	\$525.00	\$0.00	\$131.25

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			<b>Total - North 30th Street Transit Amenities</b>	<b>\$656.25</b>	<b>\$525.00</b>	<b>\$0.00</b>	<b>\$131.25</b>
<b>Rolling Stock</b>							
Metro	2021	35' Bus Replacement - 11.12.02	FTA 5339	\$1,062.29	\$902.94	\$0.00	\$159.34
Metro	2020	35' Bus Replacement - 11.12.02	FTA 5339	\$1,007.22	\$805.78	\$0.00	\$201.44
Metro	2023	35' Bus Replacement - 11.12.02	FTA 5339	\$1,021.42	\$868.21	\$0.00	\$153.21
Metro	2022	35' Bus Replacement - 11.12.02	FTA 5339	\$1,075.00	\$913.75	\$0.00	\$161.25
			<b>Total - Rolling Stock</b>	<b>\$4,165.93</b>	<b>\$3,490.68</b>	<b>\$0.00</b>	<b>\$675.24</b>
<b>Nebraska Statewide Van Pool</b>							
<b>NE-00955</b>							
NDOT	2019	UTIL-CON-CE	FTA 5311	\$105.00	\$84.00	\$0.00	\$21.00
NDOT	2018	UTIL-CON-CE	FTA 5311	\$90.00	\$72.00	\$0.00	\$18.00
NDOT	2020	UTIL-CON-CE	FTA 5311	\$60.00	\$48.00	\$0.00	\$12.00
			<b>Total - Nebraska Statewide Van Pool</b>	<b>\$255.00</b>	<b>\$204.00</b>	<b>\$0.00</b>	<b>\$51.00</b>
<b>New Cassel Retirement Center 5310 Operations</b>							
New Cassel Retirement Center	2020	Operational Expenditures	FTA 5310	\$7.59	\$3.80	\$0.00	\$3.80
New Cassel Retirement Center	2021	Operational Expenditures	FTA 5310	\$24.78	\$12.39	\$0.00	\$12.39

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
New Cassel Retirement Center	2022	Operational Expenditures	FTA 5310	\$114.95	\$57.48	\$0.00	\$57.48
			<b>Total - New Cassel Retirement Center 5310 Operations</b>	<b>\$147.32</b>	<b>\$73.67</b>	<b>\$0.00</b>	<b>\$73.67</b>
<b>New Cassel Retirement Center 5310 Vehicle Purchase</b>							
New Cassel Retirement Center	2022	Small Transit Bus	FTA 5310	\$66.55	\$53.24	\$0.00	\$13.31
			<b>Total - New Cassel Retirement Center 5310 Vehicle Purchase</b>	<b>\$66.55</b>	<b>\$53.24</b>	<b>\$0.00</b>	<b>\$13.31</b>
<b>Notre Dame Housing 5310 Vehicle Purchase</b>							
Notre Dame Housing	2019	Small Transit Bus	FTA 5310	\$60.00	\$48.00	\$0.00	\$12.00
			<b>Total - Notre Dame Housing 5310 Vehicle Purchase</b>	<b>\$60.00</b>	<b>\$48.00</b>	<b>\$0.00</b>	<b>\$12.00</b>
<b>Omaha Housing Authority 5310 Vehicle Purchases</b>							
Omaha Housing Authority	2018	Small Transit Bus	FTA 5310	\$60.00	\$48.00	\$0.00	\$12.00
			<b>Total - Omaha Housing Authority 5310 Vehicle Purchases</b>	<b>\$60.00</b>	<b>\$48.00</b>	<b>\$0.00</b>	<b>\$12.00</b>
<b>City of Papillion 5310 Vehicle Purchases</b>							
Papillion	2016	Small Transit Bus	FTA 5310	\$44.37	\$35.50	\$0.00	\$8.87
Papillion	2016	Small Transit Bus	FTA 5310	\$13.93	\$11.14	\$0.00	\$2.79

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Papillion	2021	Small Transit Bus	FTA 5310	\$64.90	\$51.92	\$0.00	\$12.98
Papillion	2020	Small Transit Bus	FTA 5310	\$30.43	\$24.34	\$0.00	\$6.09
Papillion	2020	Small Transit Bus	FTA 5310	\$32.83	\$26.26	\$0.00	\$6.57
			<b>Total - City of Papillion 5310 Vehicle Purchases</b>	<b>\$186.46</b>	<b>\$149.16</b>	<b>\$0.00</b>	<b>\$37.30</b>
<b>Region 5 Services 5310 Vehicle Purchases</b>							
Region 5 Services	2021	Small Transit Bus	FTA 5310	\$64.90	\$51.92	\$0.00	\$12.98
			<b>Total - Region 5 Services 5310 Vehicle Purchases</b>	<b>\$64.90</b>	<b>\$51.92</b>	<b>\$0.00</b>	<b>\$12.98</b>
<b>Sarpy County 5310 Capitalized Cost of Contracting</b>							
Sarpy	2020	Capital Expenditures	FTA 5310	\$0.00	\$0.00	\$0.00	\$0.00
Sarpy	2020	Capital Expenditures	FTA 5310	\$8.75	\$7.00	\$0.00	\$1.75
			<b>Total - Sarpy County 5310 Capitalized Cost of Contracting</b>	<b>\$8.75</b>	<b>\$7.00</b>	<b>\$0.00</b>	<b>\$1.75</b>
			<b>Total</b>	<b>\$8,529.38</b>	<b>\$6,577.67</b>	<b>\$0.00</b>	<b>\$1,951.75</b>

Table 5.4 B - Regionally Significant Transit Projects: Iowa

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>City of Council Bluffs 5310 Capitalized Cost of Contracting</b>							
Council Bluffs	2020	Capital Expenditures	FTA 5310	\$113.56	\$90.85	\$0.00	\$22.71

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Council Bluffs	2021	Capital Expenditures	FTA 5310	\$110.63	\$88.50	\$0.00	\$22.13
Council Bluffs	2019	Capital Expenditures	FTA 5310	\$31.10	\$24.88	\$0.00	\$6.22
Council Bluffs	2022	Capital Expenditures	FTA 5310	\$18.15	\$14.52	\$0.00	\$3.63
Council Bluffs	2018	Capital Expenditures	FTA 5310	\$90.61	\$72.49	\$0.00	\$18.12
Council Bluffs	2022	Capital Expenditures	FTA 5310	\$118.53	\$94.82	\$0.00	\$23.71
Council Bluffs	2019	Capital Expenditures	FTA 5310	\$57.25	\$45.80	\$0.00	\$11.45
			<b>Total - City of Council Bluffs 5310 Capitalized Cost of Contracting</b>	<b>\$539.83</b>	<b>\$431.86</b>	<b>\$0.00</b>	<b>\$107.97</b>
<b>City of Council Bluffs 5310 Operations</b>							
Council Bluffs	2017	Operational Expenditures	FTA 5310	\$154.76	\$77.38	\$0.00	\$77.38
Council Bluffs	2016	Operational Expenditures	FTA 5310	\$150.38	\$75.19	\$0.00	\$75.19
			<b>Total - City of Council Bluffs 5310 Operations</b>	<b>\$305.14</b>	<b>\$152.57</b>	<b>\$0.00</b>	<b>\$152.57</b>
<b>City of Council Bluffs 5310 Vehicle Purchases</b>							
Council Bluffs	2022	Light-duty Bus	FTA 5310	\$45.37	\$36.30	\$0.00	\$9.07
Council Bluffs	2016	Light-duty Bus	FTA 5310	\$212.31	\$169.85	\$0.00	\$42.46
Council Bluffs	2017	Light-duty Bus	FTA 5310	\$109.24	\$87.39	\$0.00	\$21.85
			<b>Total - City of Council Bluffs 5310 Vehicle Purchases</b>	<b>\$366.92</b>	<b>\$293.54</b>	<b>\$0.00</b>	<b>\$73.38</b>

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>Crossroads of Western Iowa 5310 Vehicle Purchases</b>							
Crossroads of Western Iowa/SWITA	2020	Lowered Floor Minivan	FTA 5310	\$117.88	\$94.30	\$0.00	\$23.58
Crossroads of Western Iowa/SWITA	2018	Lowered Floor Minivan	FTA 5310	\$80.82	\$64.66	\$0.00	\$16.16
Crossroads of Western Iowa/SWITA	2018	Lowered Floor Minivan	FTA 5310	\$18.25	\$14.35	\$0.00	\$3.90
			<b>Total - Crossroads of Western Iowa 5310 Vehicle Purchases</b>	<b>\$216.95</b>	<b>\$173.31</b>	<b>\$0.00</b>	<b>\$43.64</b>
<b>Southwest Iowa Planning Council 5310 Vehicle Purchases</b>							
SWITA	2020	Lowered Floor Minivan	FTA 5310	\$11.23	\$8.98	\$0.00	\$2.25
SWITA	2020	Lowered Floor Minivan	FTA 5310	\$31.90	\$25.52	\$0.00	\$6.38
			<b>Total - Southwest Iowa Planning Council 5310 Vehicle Purchases</b>	<b>\$43.13</b>	<b>\$34.50</b>	<b>\$0.00</b>	<b>\$8.63</b>
			<b>Total</b>	<b>\$1,471.97</b>	<b>\$1,085.78</b>	<b>\$0.00</b>	<b>\$386.19</b>

## 5.3 Federal Aviation Administration 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 must be listed in the regional Transportation Improvement Program. For that purpose, the following projects have been programmed by the Omaha Airport Authority.

Table 5.5 - Omaha Airport Authority Improvement Program (in \$1,000s)

Fiscal Year ↓	Project Name	Fund Source	Federal Funding	Local Funding	Total
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Fiscal Year ↓	Project Name	Fund Source	Federal Funding	Local Funding	Total
2020	Airfield Lighting	FAA AIP	\$1,125.00	\$375.00	\$1,500.00
2021	Airfield Apron Rehabilitation	FAA AIP	\$11,250.00	\$3,750.00	\$15,000.00
2022	Airfield Pump Station Rehab	FAA AIP	\$12,250.00	\$2,500.00	\$14,750.00
2023	Airfield Security Projects	FAA AIP	\$1,125.00	\$375.00	\$1,500.00
		<b>Total</b>	<b>\$25,750.00</b>	<b>\$7,000.00</b>	<b>\$32,750.00</b>

## 5.4 Grouped Project Categories

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

Table 5.6 - Air Quality Projects FY2020 - FY2023

These generally include, but are not limited to, CMAQ-funded activities in accordance with and subject to the provisions of NDOT’s Interim CMAQ Guidance and Iowa DOT’s Iowa Clean Air Attainment Program (ICAAP). Anticipated project types include: air quality outreach and marketing activities, equipment purchases, vehicle replacements, and capital improvements which are subject to Categorical Exclusions (CE) or Program Agreements (PAs).

<b>Control #</b>	<b>Lead Agency</b>	<b>Project Name</b>	<b>Total Funding</b>	<b>Federal Funding</b>
NE-22754	NDOT	N-370 Traffic Signal Phasing	\$127.00	\$80.00
NE-22753	NDOT	US-6: Traffic Signal Fiber Interconnect	\$1,000.00	\$558.00
NE-22616	NDOT	US-6 at Harrison St.	\$232.00	\$185.00
NE-00955	NDOT	Nebraska Statewide Van Pool	\$441.12	\$390.12
		<b>Total</b>	<b>\$1,800.12</b>	<b>\$1,213.12</b>

Table 5.7 - Safety Projects FY2020 - FY2023

These generally include, but are not limited to, HSIP funded activities in accordance with the priorities of the State Highway Safety Plan (SHSP) cooperatively developed by both NDOT and Iowa DOT. These plans provide the framework for safety planning in each state and are the framework for the long-range goals identified in Chapter 14 of this plan. Anticipated project types include: capital improvements (such as intersection improvements) which are subject to CEs or PAs, traffic signal upgrades, guardrail, equipment purchases, rumble strips, and protective devices at railroad crossings.

Control #	Lead Agency	Project Name	Total Funding	Federal Funding
NE-22721	NDOT	US-6 at 192nd St.	\$21,071.00	\$0.00
	Omaha	85th & Burt/Western Safety Improvements	\$1,308.62	\$1,162.45
NE-22726	NDOT	N-50/Platteview Road Intersection	\$1,191.00	\$409.00
NE-22741	NDOT	N-370 - Douglas County Line	\$983.00	\$797.00
NE-22506	Omaha	24th Street Road Diet	\$3,419.09	\$3,077.18
NE-22630	NDOT	US-275: 25th Street - 23rd Street	\$2,190.00	\$1,519.00
NE-22706	Omaha	30th Street Road Diet	\$3,257.67	\$1,799.90
		<b>Total</b>	<b>\$33,420.38</b>	<b>\$8,764.53</b>

Table 5.8 - Planning Activities FY2020 - FY2023

These generally include, but are not limited to, STBG-funding planning activities including corridor studies, regional plans, and planning efforts.

Control #	Lead Agency	Project Name	Total Funding	Federal Funding
	MAPA	MAPA Long Range Transportation Plan Support	\$85.00	\$68.00
	MAPA	Heartland 2050 Mini-Grant Program	\$837.50	\$670.00
IA-29733	MAPA	MAPA MPO Planning Allocation	\$664.00	\$532.00
		<b>Total</b>	<b>\$1,586.50</b>	<b>\$1,270.00</b>

Table 5.9 - System Preservation Projects FY2020 - FY2023

These generally include, but are not limited to, NHPP and STBG-funded bridge projects through the quantitative asset management models managed by the Nebraska Department of Transportation (NDOT) and Iowa DOT and non-regionally significant system preservation activities including resurfacing, patching, crack-sealing, painting, and other minor system preservation activities subject to CEs or PAs.

<b>Control #</b>	<b>Lead Agency</b>	<b>Project Name</b>	<b>Total Funding</b>	<b>Federal Funding</b>
22773	NDOT	I-80 Bridge Repair	\$5,821.00	\$5,238.00
22765	NDOT	L-28B Bridge Repair	\$1,161.00	\$928.00
22764	NDOT	N-92: Over Platte River	\$1,083.00	\$866.00
22756	NDOT	US-75(SB): Chandler Rd. to I-480	\$3,674.00	\$2,938.00
NE-22614	NDOT	US-75(SB) 'J' St. Bridge	\$1,431.00	\$1,144.00
NE-22623	NDOT	I-80/480/680 Barrier	\$864.00	\$778.00
NE-22643	NDOT	Omaha FY-2020 Municipal Resurfacing	\$400.00	\$0.00
NE-22644	NDOT	Omaha FY-2021 Municipal Resurfacing	\$400.00	\$0.00
NE-22647	NDOT	North Freeway: Parker - Fort St.	\$8,794.00	\$7,034.00
NE-22656	NDOT	Elkhorn River East	\$2,706.00	\$2,096.00
NE-22703	NDOT	I-480, 12th St-Mo River Bridge Paint	\$3,407.00	\$3,065.00
NE-22705	NDOT	Omaha FY-2022 Municipal Resurfacing	\$400.00	\$0.00
NE-22745	NDOT	Omaha FY-2023 Municipal Resurfacing	\$400.00	\$0.00
	Bellevue	2020 Bellevue Resurfacing Project	\$1,988.00	\$1,590.40
NE-22732	NDOT	I-480 Creighton Area Bridges	\$2,209.00	\$1,880.00
NE-22724	NDOT	I-80: 13th St. to Iowa Line	\$166.00	\$148.00
NE-22578A	NDOT	West Branch Papillion Creek Bridge	\$1,652.00	\$1,288.00
IA-37979	Iowa DOT	US 34: Missouri River N of Plattsmouth Nebraska	\$180.00	\$0.00
NE-22734	NDOT	Platte River Bridges West of Valley	\$1,719.00	\$1,275.00
NE-22712	NDOT	N-85: Giles Rd. - Harrison St.	\$1,058.00	\$0.00
NE-13305	NDOT	I-80: N-66 to N-50	\$1,213.00	\$1,087.00

<b>Control #</b>	<b>Lead Agency</b>	<b>Project Name</b>	<b>Total Funding</b>	<b>Federal Funding</b>
NE-22696	NDOT	US-75: NB Ramp to Storz Expressway	\$1,556.00	\$0.00
NE-22733	NDOT	US-75 Creighton Area Bridges	\$4,349.00	\$3,350.00
NE-22593	NDOT	I-680/US-6 Bridges, Omaha	\$2,609.00	\$1,942.00
NE-22578	NDOT	US-275: West Papillion Creek Bridge West	\$1,959.00	\$1,405.00
NE-22594	NDOT	(EB) I-80 Bridges In Omaha	\$5,127.00	\$4,441.00
NE-22611	NDOT	I-480: 20th Street - Missouri River Bridges (EB)	\$10,159.00	\$8,404.00
NE-22611A	NDOT	I-480: 20th Street - Missouri River Bridges (WB)	\$10,631.00	\$9,275.00
NE-22634	NDOT	US-75 Bridge Approaches, Bellevue	\$3,452.00	\$2,677.00
NE-22635	NDOT	24th Street Interstate Bridge	\$1,302.00	\$561.00
OMA-051515-001	Omaha	Omaha Resurfacing Program	\$4,571.71	\$4,571.71
NE-22605	Omaha	2014 Omaha Resurfacing Package	\$4,140.96	\$3,731.73
NE-22598	NDOT	N-36 Resurfacing	\$4,376.00	\$3,227.00
NE-22602	NDOT	N-50 Concrete Repair	\$8,303.00	\$6,310.00
NE-22609	NDOT	I-80/480/US-75 Bridge Painting	\$5,921.00	\$5,324.00
NE-22681	Omaha	2016 Omaha Resurfacing Program	\$5,763.00	\$3,552.20
IA-38123	Iowa DOT	I-480: Missouri River in Council Bluffs	\$3,678.00	\$0.00
IA-38124	Iowa DOT	I-680: Missouri River in Council Bluffs - Eastbound & Westbound	\$192.00	\$0.00
IA-38118	Iowa DOT	I-80: Missouri River in Council Bluffs - Eastbound & Westbound	\$168.00	\$0.00

Control #	Lead Agency	Project Name	Total Funding	Federal Funding
NE-22585	NDOT	I-680: I-80 to Fort Street	\$2,576.00	\$2,309.00
NE-22718	Omaha	2017 Omaha Resurfacing Program	\$6,106.00	\$4,884.80
NE-22692	NDOT	Elkhorn River Approaches	\$2,913.00	\$2,254.00
NE-22708	NDOT	Dewey - 20th St, Omaha (I-480)	\$435.00	\$356.00
IA-38153	Iowa DOT	I-80: I-29/80/480	\$529,850.00	\$476,869.00
IA-38013	Iowa DOT	275 Bridge Cleaning	\$228.00	\$0.00
NE-22736	Bellevue	2018 Bellevue Resurfacing Project	\$5,270.70	\$4,216.56
NE-22735	Omaha	2018 Omaha Resurfacing Program	\$5,142.54	\$5,142.54
		<b>Total</b>	<b>\$671,504.91</b>	<b>\$586,158.94</b>

## 5.5 Regionally Significant Locally Funded Projects

Transportation projects with a regional impact, but do not utilize federal aid can be found in this section. These projects come from local planning documents, primarily capital improvement plans.

Table 5.10 - Locally Funded Projects

Project ID	Project Type	Project Description	Project Funding	Year
<b>Bennington</b>				
M-152(23)	Resurfacing	Concrete 3 Lane: 156th St from 1 block South of Warehouse St to CW Haden Drive and Bennington Rd from Papio Creek Bridge to Stark St	\$2,949.00	2018
M-152(44)	Resurfacing	Asphalt: Bennington Rd from the West Papio Creek Bridge to the Bennington High School Driveway	\$220.00	2018

<b>Project ID</b>	<b>Project Type</b>	<b>Project Description</b>	<b>Project Funding</b>	<b>Year</b>
M-152(35)	Resurfacing	Concrete: Warehouse St - Molley to Harvest Lane	\$475.00	2018
M-152(34)	Resurfacing	Concrete and Sidewalk Improvements: 156th Ave from N 2nd St to and including intersection at N 4th St	\$575.00	2018
M-152(30)	Resurfacing	Concrete: North 2nd St - 156th St to Allen St	\$375.00	2018
M-152(36)	Resurfacing	Concrete: 157th Circle - N 157th St to end of Cul-de-sac	\$120.00	2018
M-152(37)	Resurfacing	Concrete: 157th St - N 2nd St to 158th St	\$460.00	2018
M-152(40)	Resurfacing	Concrete: 153 Circle - 200 ft north of Elmwood Drive to 600 ft South of HWY 36	\$40.00	2018
M-152(41)	Resurfacing	Concrete: Howard Lane - 156th Ave to 156th St	\$45.00	2018
M-152(42)	Resurfacing	Asphalt: 156th Ave Circle	\$35.00	2018
M-152(45)	Resurfacing	Concrete: North 2nd St - 157th St to 156th St	\$300.00	2018
<b>Council Bluffs</b>				
PW-18-08	Reconstruction	S 6th Street - 10th to 11th Ave	\$450.00	2018
PW-18-14	Repair	Pump Station Rehab - I 80 Trash Rack	\$500.00	2018
PW-18-15	New Road	E Beltway - Segments A to D : US 6 to IA 92	\$8,058.00	2018

<b>Project ID</b>	<b>Project Type</b>	<b>Project Description</b>	<b>Project Funding</b>	<b>Year</b>
PW-18-16	Reconstruction	West Broadway Reconstruction (Segment 2) - 33rd St to 26th St	\$6,000.00	2018
PW-18-03	Other	East Manawa Sewer Rehab - Phase VI: Pavement, sewer	\$1,000.00	2018
PW-19-01	Repair	Citywide street and sidewalk repairs	\$1,000.00	2019
PW-19-16	New Road	E Beltway Segments A to D - US 6 to IA 92	\$7,648.00	2019
PW-19-20	Reconstruction	West Broadway Reconstruction - Segment 3 : 28th St to 24th St	\$6,000.00	2019
PW-20-16	Reconstruction	E Beltway Segments A through D: US 6 to IA 92	\$1,558.00	2020
PW-20-17	Reconstruction	South Expressway Reconstruction Phase 1: I 80 North, pavement, stormsewer	\$4,100.00	2020
PW-20-20	Reconstruction	West Broadway Reconstruction Segment 4 - 24th St to 20th St	\$6,000.00	2020
PW-18-01	Repair	Citywide Sewer Repairs	\$250.00	2018
PW-18-05	Repair	Rehab/ Repair Levee - Missouri River, Indian Creek, and Mosquito Creek	\$5,500.00	2018
PW-18-09	Repair	E Manawa Sewer Rehab Phase VI - pavement, sewer	\$1,000.00	2018
PW-18-15	Other	sewer relocations - interstate consolidation conflicts	\$628.00	2018
PW-19-02	Repair	citywide sewer repairs	\$1,000.00	2018, 2019

<b>Project ID</b>	<b>Project Type</b>	<b>Project Description</b>	<b>Project Funding</b>	<b>Year</b>
PW-19-06	Other	Repair/Rehab Levee - Missouri River, Indian Creek, and Mosquito Creek	\$6,000.00	2019
PW-19-09	Repair	E Manawa Sewer Rehab Phase VI - pavement, sewer	\$1,000.00	2019
PW-19-11	Other	28th St Storm Sewer Rehab Phase II - pavement, sewer	\$1,000.00	2019
PW-19-15	Other	Sewer relocations - interstate consolidation conflicts	\$640.00	2019
PW-20-02	Repair	Citywide sewer repairs	\$250.00	2020
PW-20-12	Repair	1st St Neighborhood Rehab Phase IX - pavement, sewer	\$1,000.00	2020
PW-21-01	Repair	Citywide street and sidewalk repairs	\$1,000.00	2021
PW-21-02	Repair	citywide sewer repair and maintenance	\$500.00	2021
PW-21-09	Repair	E Manawa Sewer Rehab Phase VI - pavement, sewer	\$1,000.00	2021
PW-21-16	Reconstruction	E Beltway Segments A to D - US 6 to IA 92	\$2,991.00	2021
PW-21-20	Reconstruction	West Broadway Reconstruction Segment 5 - 20th St to 15th St	\$6,000.00	2021
PW-17-07	Other	Fairmount Park - improvements to MI Graham area, pavilion, roads, parking, playground	\$850.00	2021
PR-20-03	New Road	River's Edge Park Phase III - Road extension to Ave G and development of North Bridge Area	\$5,000.00	2022

<b>Project ID</b>	<b>Project Type</b>	<b>Project Description</b>	<b>Project Funding</b>	<b>Year</b>
PW-22-01	Repair	Citywide street and sidewalk repairs	\$1,000.00	2022
PW-22-02	Repair	Citywide sewer repairs	\$250.00	2022
PW-22-08	Reconstruction	N 16th Street Reconstruction - Ave G to Nash Blvd	\$6,700.00	2022
PW-22-11	Repair	28th St Storm Sewer Rehab, Phase III - pavement, sewer	\$1,000.00	2022
PW-22-12	Repair	1st St Neighborhood Rehab, Phase X - pavement, sewer	\$1,000.00	2022
PW-22-15	Reconstruction	S 30th and 32 St Reconstruction - South Expressway RR crossings	\$800.00	2022
PW-22-16	Reconstruction	E Beltway Segments A to D - US 6 to IA 92	\$1,615.00	2022
PW-22-20	Other	College Road Sewer Extension	\$1,500.00	2022
PW-18-02	Repair	Citywide Sewer Repairs	\$250.00	2018
PW-20-01	Repair	citywide street and sidewalk repairs	\$1,000.00	2020
PW-18-12	Other	1st St Neighborhood Rehab Phase VIII - pavement, sewer	\$1,000.00	2018
<b>Douglas County</b>				
C-28(388)	Bridge	Replace Bridge: State Street East of 264th Street	\$300.00	2018
C-28(390)	Bridge	Replace Bridge: 264th Street south of Dutch Hall Road	\$790.00	2018

<b>Project ID</b>	<b>Project Type</b>	<b>Project Description</b>	<b>Project Funding</b>	<b>Year</b>
C-28(426)	Bridge	Replace bridge: 264th Street - 0.5 mile south of Highway 36	\$350.00	2018
C-28(427)	Bridge	Replace Bridge: 264th Street North of Rainwood Road	\$250.00	2018
C-28(428)	Bridge	Replace bridge with culvert: 264th Street north of State Street	\$250.00	2018
C-28(434)	Road Widening	4 Lane Concrete & replace bridges: 180th St - West Dodge Rd to West Maple Rd	\$9,800.00	2021, 2022
C-28(463)	Intersection	add turn lanes: Old Military Road and Rainwood Road	\$500.00	2018
C-28(464)	Road Widening	4 Lane PCC: 156th Street Phase 2: Pepperwood Drive to Corby Street	\$750.00	2019, 2020
C-28(480)	Road Widening	4 Lane PCC: Harrison Street from 147th Street to 157th Street	\$1,877.00	2018, 2019
C-28(532)	Resurfacing	PCC 3 Lane: Fort Street- 204th Street to 210th Street	\$1,000.00	2019, 2020
C-28(536)	Other	Maintenance Surfacing	\$1,300.00	2018
C-28(562)	Resurfacing	Asphalt Overlay	\$2,400.00	2018
C-28(389)	Bridge	Replace bridge: Dutch Hall Rd West of 264th St	\$400.00	2018, 2019
C-28(420)	Intersection	Asphalt and Add left turn lanes: 156 St and State St	\$1,500.00	2018, 2019
C-28(462)	Bridge	Replace Bridge: Dutch Hall Road east of 264th Street	\$750.00	2018, 2019

<b>Project ID</b>	<b>Project Type</b>	<b>Project Description</b>	<b>Project Funding</b>	<b>Year</b>
C-28(464)	Road Widening	4 Lane: 156th St - Pepperwood to Corby St	\$11,372.00	2019, 2020
C-28(474)D	New Road	Concrete: 132 St - State St to Reynolds St	\$646.00	2019, 2020
C-28(485)	Resurfacing	COMP: Harrison St - 210th St to 225th St	\$750.00	2019, 2020
C-28(529)	Road Widening	6 Lane Concrete: 192 St - West Dodge Road to Harney St	\$6,000.00	2019, 2020
C-28(547)	Resurfacing	3 Lane Concrete: "F" St west of 204th St	\$750.00	2018
C-28(558)	Road Widening	3 Lane Concrete: 144th St - Wood Valley Drive to Potter St	\$390.00	2018, 2019
C-28(560)	Intersection	Add turn lanes: 180th and Fort St	\$600.00	2019, 2020
C-28(567)	Road Widening	3 Lane Asphalt: 168th St - Potter St to Reynolds St	\$600.00	2018
C-28(539)	Resurfacing	3 Lane Asphalt: 168th Street - HWS Cleveland Blvd to Potter St	\$600.00	2018
SP-2007(03)	Other	River Bank Stabilization: 245 St South of "Q" St on Elkhorn River Bank	\$560.00	2020
C-28(550)	Intersection	3 Lane Asphalt: Blondo St at 186th St	\$425.00	2018, 2019
C-28(534)	Intersection	3 Lane: State St at Kilpatrick Parkway	\$600.00	2019, 2020
C-28(556)	Other	Replace Culvert: Military Rd - 0.5 mile west of 168th St	\$150.00	2020

<b>Project ID</b>	<b>Project Type</b>	<b>Project Description</b>	<b>Project Funding</b>	<b>Year</b>
C-28(494)	Resurfacing	Resurfacing and add auxiliary lanes: 114th and Reynolds St	\$210.00	2020, 2021
C-28(546)	Road Widening	4 Lane Concrete: 168th Street - West Dodge Road to Bedford Ave	\$17,000.00	2019
C-28(540)	Bridge	Replace Bridge with Culvert: 288th St - 0.1 mile north of Bennington Rd	\$350.00	2021, 2022
C-28(541)	Bridge	Replace Bridge with Culvert: Bennington Rd - 0.4 mile east of 288th St	\$350.00	2021, 2022
C-28(542)	Bridge	Replace bridge: 252nd St - 0.5 mile north of Pawnee Rd	\$400.00	2022, 2023
C-28(553)	Road Widening	2-3 Lane Asphalt: White Deer Lane, Eddie Marie Ave	\$500.00	2022, 2023
C-28(551)	Intersection	Left Turn Lanes: 120th and State St	\$200.00	2018
C-28(554)	Intersection	Right Turn Lanes: 156th St and Fort St	\$200.00	2019, 2020
SP-2005(06)	Other	Western Douglas County Trail- Valley, NE	\$5,400.00	2019, 2020
SP-2008(09)	ITS/Signalization	Traffic Signal: 156th and State St	\$100.00	2019
SP-2014(03)	Intersection	Add turn lanes: 180th and Harrison St	\$200.00	2019
SP-2016(05)	Other	Construct Drainage Ditch: Elk City NE, 225th St-Elk City Road to Bennington Road	\$200.00	2019
C-28(405)	Intersection	Add turn lanes: 168th and State St	\$1,500.00	2020

<b>Project ID</b>	<b>Project Type</b>	<b>Project Description</b>	<b>Project Funding</b>	<b>Year</b>
C-28(423)	Bridge	Replace bridge on State St: 0.4 mile west of 252nd St	\$500.00	2020
C-28(424)	Bridge	New bridge: 264th St - 0.2 mile north of Rainwood Road	\$540.00	2020
C-28(441)	Intersection	add left turn lanes: State St at Military Rd	\$750.00	2020
C-28(456)	Road Widening	3 Lane Asphalt: 156th St- Fort St to Curtis St	\$510.00	2020
C-28(458)	Road Widening	3 Lane Concrete: Irvington Rd - Ida St to Vane St	\$850.00	2021, 2022
C-28(468)	Road Widening	3 Lane Asphalt: State St - 147th St to Old Military Rd	\$1,400.00	2020, 2021
C-28(477)	Other	Widen Shoulders: 225th St - West Maple Rd to Bennington Rd	\$350.00	2020
C-28(417)	Resurfacing	Concrete and add auxiliary lanes: Irvington Rd - I 680 to State St	\$2,500.00	2021

Agenda Item E  
Amendment 6 to the FY2019-  
2024 TIP  
(Attachment Pending)

**Agenda Item F**  
**FY2020 Committee Membership**  
**Lists**

**FY 2020 TRANSPORTATION TECHNICAL ADVISORY COMMITTEE**

Dennis Wilson, Chairman                      Sarpy County Public Works Director

**Voting Members**

**Member / Alternate**

Chris Shewchuk  
Jeff Roberts / Dean Dunn  
Janet McCartney  
Brandon Garrett  
Matt Cox  
Dan Kutilek / Tom Doyle / Tom McDonald  
Scott Suhr / Scott Schram  
Joe Soucie / John Kottman  
Curt Simon  
Tim Weander / Maurice Hinchey / Drew Parks  
Craig Wacker  
Dan Owens  
Todd Pfitzer                      VICE CHAIRMAN  
Derek Miller  
Bob Stubbe  
Mark Stursma  
Jeff Thompson  
John Rasmussen  
Dan Freshman  
Bruce Fountain / Donna Lynam  
Dennis Wilson / Bill Herr                      CHAIRMAN

**Affiliation**

Bellevue Planning  
Bellevue Public Works  
Cass County Board of Commissioners  
Council Bluffs Community Development  
Council Bluffs Public Works  
Douglas County  
Iowa DOT District 4  
La Vista Public Works  
Metro Transit  
NDOT District 2  
NDOT Lincoln  
Omaha Airport Authority  
Omaha Public Works City Engineer  
Omaha Planning  
Omaha Public Works Director  
Papillion Planning  
Papillion Public Works  
Pottawattamie County Engineer  
Ralston  
Sarpy County Planning / Building Director  
Sarpy County Public Works

**Associates**

**Member**

Jim Jussel  
Dan Koenig  
Darla Hugaboom  
Justin Luther  
Daniel Nguyen  
Kyle Anderson  
Stephen Osberg  
Jason Carbee  
John Jorgensen  
Arobindu Das  
Sorin Juster  
Matthew Kruse  
Greg Youell  
Mike Piernicky / Nick Weander  
Karl Fredrickson  
Shane Swope / Doug Holle

**Affiliation**

Alfred Benesch & Company  
Council Bluffs Chamber of Commerce  
FHWA – Iowa Division  
FHWA – Nebraska Division  
Federal Transit Administration – Region VII  
Felsburg Holt & Ullevig  
Greater Omaha Chamber of Commerce  
HDR  
HGM Associates, Inc.  
Iteris, Inc.  
Kirkham Michael Associates  
Lamp, Rynearson & Associates, Inc.  
MAPA Executive Director  
Olsson Associates  
WSP USA Inc.  
The Schemmer Associates

Effective July 1, 2019

**FY 2020 COORDINATED TRANSIT COMMITTEE**

**Voting Agency**

Heartland Family Services  
Council Bluffs Special Transit Service

Bellevue Specialized Transportation  
Black Hills Works  
Crossroads of Western Iowa  
Eastern Nebraska Human Services Agency  
Empowerment Network  
Florence Home for the Aged  
Friendship Program  
Lutheran Family Services  
Metro Transit  
Nebraska Vocational Rehabilitation  
Omaha Association of the Blind  
Omaha Public Schools  
Papillion Special Transportation Services  
Southwest Iowa Transit Agency

**Non-Voting**

AARP  
City of Omaha  
Developmental Services of Nebraska  
Eastern Nebraska Office on Aging  
Easterseals  
Great Plains Veterans Affairs  
Happy Cab  
Heartland Workforce Solutions  
Intelli Ride  
Intercultural Senior Center  
Iowa DOT  
Maximillian Employment  
MCC  
Nebraska DOT  
Ollie Webb Center  
Ponca Tribe of Nebraska  
Pottawattamie County Veterans Affairs  
Sarpy County  
Sheltering Tree  
Sherwood Foundation  
Sisters of Notre Dame  
United Way  
UNO

**Representative(s)**

Lisa Picker - CHAIRMAN  
Ann Grober - VICE CHAIR  
  
Karen Jackson  
Bob Matthews / Phil Johnson  
Rita Hamele / Clint Sargent  
Randy Stonys  
Vicki Quaites-Ferris  
Lois Jordan / Ann Erickson  
Cliff Hall / Susan Stolinkski  
Rich Surber  
Kelley Shadden / David Jameson  
Melanee Peterson  
Mark Bulger  
Dan Stuche / Traci Shobe  
Lori Hansen  
Mark Lander / Daurine Peterson

**Representative(s)**

Lee Myers  
Meridith Dillon / Kelley  
Britt Sommers  
Chris Gillette / Yvonne Betts  
Shauna Dahlgren  
Amanda Vazquez  
John Davis  
Erin Porterfield  
Jamie Chambers  
Sarah Gilbert  
Scott Surh  
David Vaughn  
Lyndsie Gibbs  
Kari Ruse  
Lisa McMichael  
Jacob Olsufka  
Darlene McMartin  
Danielle Richler / Lisa Haire  
Shirley McNally  
Tess Larson  
Scott Adams  
Heather Tomczack  
Robert Blair

Effective July 1, 2019

## FY 2020 TRANSPORTATION ALTERNATIVES COMMITTEE MEMBERS

### Nominated Transportation Alternative Committee Officers

Todd Pfitzer, City of Omaha, Chair

Julie Harris, Bike Walk Nebraska

### Recommendation for Transportation Alternatives Committee Membership

City of Omaha Public Works	Todd Pfitzer
City of Omaha Planning	Kevin Carder
City of Omaha Parks	Dennis Bryers
City of Council Bluffs	Vincent Martorello
City of Bellevue	Chris Shewchuk
City of Springfield	Kathleen Gottsch
City of La Vista	Chris Solsberg
City of Papillion	Mark Stursma
Douglas County	Dan Kutilek
Sarpy County	Denny Wilson
Papio-Missouri River NRD	Eric Williams
Metro Transit	Evan Schweitz
IDOT	Scott Suhr
Douglas County Health Department	Andy Wessel
Alternative Transportation Advocate	Julie Harris, Bike Walk Nebraska
Public Health Advocate	Sarah Sjolie, Live Well Omaha
Public Representatives	Chris Behr/Mark Meisinger

Effective July 1, 2019

## FY 2020 PROJECT SELECTION COMMITTEE (ProSeCom) MEMBERS

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

Effective July 1, 2019