

that follow. For all funding categories, MAPA estimates an annual 3% inflation in costs, as recommended by the Federal Highway Administration (FHWA).

7.3.1 – REVENUE PROJECTIONS FOR FEDERAL HIGHWAY FUNDING

MAPA analyzed past Transportation Improvement Programs (TIPs) and obligation summaries provided by NDOT and Iowa DOT to identify and estimate the level of funding available from Federal Highway Administration (FHWA) programs on an annual basis. From this annual average, MAPA estimate a 3% rise per year in federal revenues for Nebraska and a 2% rise per year for federal revenues for Iowa projects. These increases reflect the overall trend in funding growth for MAPA’s regional STP funding in both states over the past five years, and are reasonable estimates of future growth in revenue.

Funding estimates for Fiscal Years 2016-2019 were taken from revenue and programming estimates from MAPA’s Final FY2016 Transportation Improvement Program. The funding during each of the other five-year band of funding was derived by summing the total anticipated funding in each year. Inflation was added to each of these bands to capture the anticipated growth in federal revenues. A summary of this process is included in Table 7.1 (next page). Additionally, MAPA anticipates a significant decrease in the amount of National Highway Performance Program (NHPP) funding spent in the Iowa portion of the TMA once the Council Bluffs Interstate System (CBIS) project is complete. Presently, Iowa DOT anticipates that construction of the final phases of this \$2 billion project will be completed in 2023. As such, NHPP revenues and expenditures in Iowa are likely to decrease sharply as that major project is completed within the planning period. State-directed revenues such as NHPP and STP-State funding were not estimated based on historic levels of investment in the MAPA region. Funding for these programs was only identified when NDOT or Iowa DOT had directed to specific projects within the program.

Other State Directed Revenues

MAPA has included forecasts for many state-directed revenue categories (CMAQ, HSIP and Highway Bridge Program (STP-HBP) funding) based on historic funding levels for each program. Decision-making for these programs generally lies with NDOT and Iowa DOT, MAPA’s analysis of past funding indicated that these revenues can reasonably be anticipated in the future for local jurisdictions in the MAPA region. MAPA utilizes the flexibility provided under 23 CFR § 450.326(h) to group “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 will be constrained within the TIP based on available funding in a program year, but will not be listed as regionally significant investments in the LRTP due to their scale and scope. Anticipated project groupings, anticipated project types, and their relationship to the transportation planning process are included below:

Air Quality Projects: 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

Long Range Transportation Plan 2040

outreach and marketing activities, equipment purchases, vehicle replacements, and capital improvements which meet the criteria in 23 CFR 771.117(c).

Safety Projects: 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 meet the criteria in 23 CFR 771.117(c), traffic signal upgrades, guardrail, equipment purchases, rumble strips, and protective devices at railroad crossings

System Preservation Projects: All 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 which meet the criteria in 23 CFR 771.117(c).

Planning Activities: All STBG-funding planning activities including corridor studies, regional plans, and planning efforts in support for the Long Range Transportation Plan (LRTP).

Discretionary Projects: These include projects funded with competitive, one-time, or otherwise unique federal awards that are difficult to predict. The types of projects included here can vary, but they all share a distinct separation from those funded through annual funding formulas.