

# TRANSPORTATION IMPROVEMENT PROGRAM

2022 - 2027



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OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY

RESOLUTION NUMBER 2021 – 43

WHEREAS, the members of the Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) have been formally designated by their respective legislative bodies to act as the official representative in planning matters of mutual concern; and,

WHEREAS, MAPA is the designated Metropolitan Planning Organization (MPO) for the Omaha-Council Bluffs Transportation Management Area (TMA); and,

WHEREAS, it is the responsibility of the MPO, in conjunction with the States, to certify that the transportation planning process complies with all applicable federal laws and regulations; and

WHEREAS, a fiscally constrained and prioritized Transportation Improvement Program (TIP) for intermodal planning is required by the U.S. Department of Transportation (DOT) and was developed by the MPO for the Omaha-Council Bluffs metropolitan area; and,

WHEREAS, the Fiscal Year 2022 - 2027 Transportation Improvement Program (TIP), which defines the capital improvements for streets, highways, transit, enhancements and airports for the jurisdictions in the TMA for a six-year period, and having been submitted for public review according to MAPA's public participation procedures, has been given due consideration by the MAPA Board of Directors; therefore be it

RESOLVED, that MAPA approves the FY 2022 - 2027 TIP, and recommends said program be forwarded to the appropriate state and federal agencies.

PASSED this 24<sup>th</sup> Day of June 2021

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Doug Kindig  
Chair, MAPA Board of Directors

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## MPO Self Certification

The Nebraska Department of Transportation, the Iowa Department of Transportation, and the Metropolitan Area Planning Agency hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) **23 U.S.C. 134, 49 CFR 5303, and this subpart;**  
*MAPA collaborates with local, State and public transportation agencies to carry out a continuing, cooperative and comprehensive (3C) metropolitan planning process through its Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and other transportation planning activities.*
- (2) **In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;**  
*MAPA is designated as an attainment area. However, MAPA is closely monitoring air quality reports and standards while working on a proactive public outreach and reduced transit fare initiative to reduce ozone with local agencies, NDOT, Iowa DOT, NDEQ, IDNR, EPA and Metro Transit of Omaha.*
- (3) **Title VI of the Civil Rights act of 1964, as amended (42 U.S.C. 2000d-1 ) and 49 CFR part 21;**  
*MAPA recently updated its Title VI plan and outreach efforts to better serve and involve the protected classes under Title VI of the Civil Rights Act of 1964.*
- (4) **49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;**  
*MAPA's Public Involvement Plan (PIP) (section 2) guides MAPA's outreach efforts to ensure that no person is discriminated against on the basis of race, color, creed, national origin, sex or age in the transportation planning process. This applies to MAPA's LRTP, TIP, UPWP, and other transportation planning activities.*
- (5) **Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;**  
*MAPA maintains a recently updated Disadvantaged Business Enterprise (DBE) Program including agency DBE contract goals.*
- (6) **23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;**  
*MAPA does not receive Federal-aid highway construction funds and does not let construction contracts. With regard to other transportation planning activities, see above comments under point 4.*
- (7) **The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C 12101 et seq.) and 49 CFR parts 27, 37, and 38;**
- (8) **The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;**
- (9) **Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and**
- (10) **Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.**  
*MAPA has an Equal Employment Opportunity Policy that includes not only prohibiting employment discrimination on the basis of race, color, creed, or national origin, it also prohibits discrimination on the basis of age, non-job related physical or mental disability and gender. This policy also includes all publications and advertisements and our website. MAPA advertises and posts public notices in minority focused news media. These policies pertain to MAPA programs. MAPA's committees are diverse in gender, age, and race and pass recommendations for approval of policies and documents to the MAPA Board of Directors.*

MAPA is exempt from the requirements of 23 U.S.C. § 134(d)(2) and 49 U.S.C. § 5303(d)(2), as amended by the FAST Act §§ 1201 and 3003 because: (1) MAPA was organized under the authority of the Neb. Rev. Stat. §§ 13-801 through 13-827 and §§ 28E.1 through 28E.14 of the Iowa Code, which were both in effect on or before December 18, 1991; (2) these laws have not been amended after December 18, 1991, as regards MAPA's structure or organization; and (3) MAPA has not been designated or re-designated after December 18, 1991.

\_\_\_\_\_  
Ryan Huff, Division Manager, Strategic Planning, Nebraska Department of Transportation

Date \_\_\_\_\_

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Stuart Anderson, Director, Planning, Programming, and Modal Division, Iowa Department of Transportation

Date \_\_\_\_\_

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Gregory P. Youell, Executive Director, Metropolitan Area Planning Agency

Date \_\_\_\_\_

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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 Metropolitan Planning Organizations (MPOs, such as MAPA) 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, and 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 for at least the next four fiscal years as required by federal regulations. MAPA has chosen to program six years to better coordinate with the six year plans prepared by local jurisdictions for their own infrastructure improvements.

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 implement these projects, but they are not in the four-year, fiscally-constrained program. These 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. Administrative policies of the Nebraska and Iowa Departments of Transportation require MAPA to update the TIP annually. After approval by the MAPA Board of Directors, the TIP is sent to the governors of Nebraska and Iowa, typically represented by NDOT and Iowa DOT, for approval. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) also review the TIP and have final approval of State Transportation Improvement Plans (STIPs) 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.

**FAST Act** - The Fixing America's Surface Transportation Act is the funding and authorization bill that governs federal surface transportation spending and is the source of all federal funds that the region receives.

**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** - The Moving Ahead for Progress in the 21st Century Act (MAP-21) is the previous funding and authorization bill (prior to the FAST Act) 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 the MPO for the Omaha-Council Bluffs Transportation Management Area (TMA) 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** – Section of the Civil Rights Act of 1964 that stating, “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** - Shared public passenger transport service which is available for general public use, 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 FY2022 is available to be spent from FY2020 to FY2025.

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

### 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

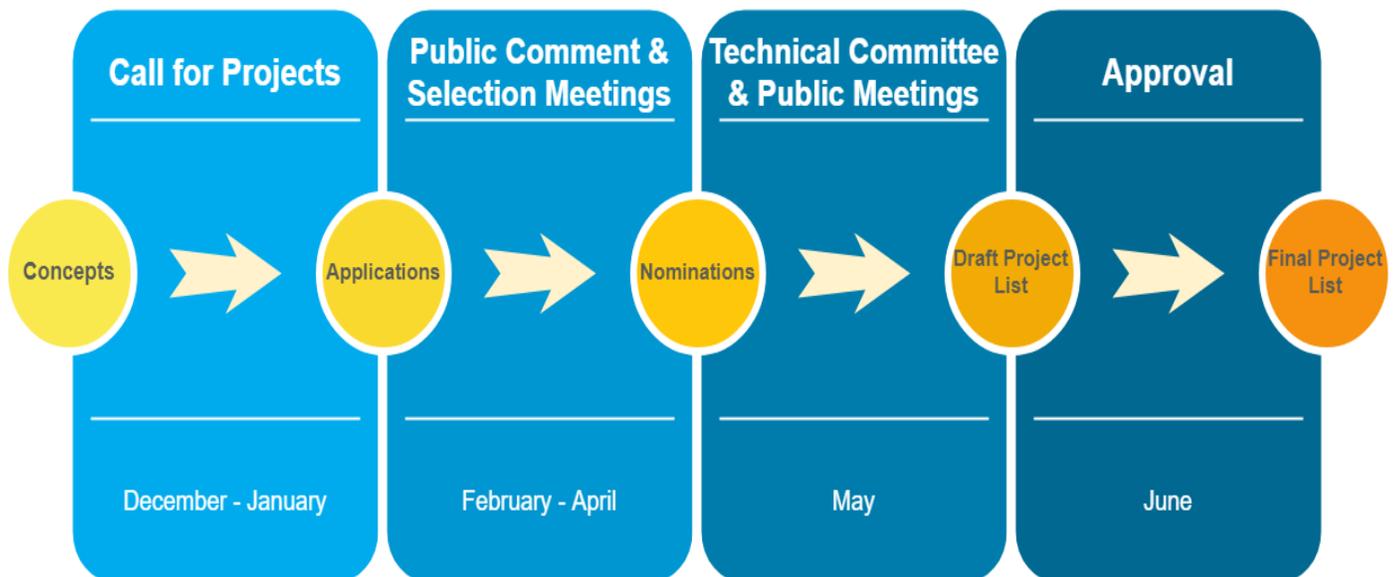
MAPA has been designated by the governors of Nebraska and Iowa to administer the Section 5310 program for the Omaha-Council Bluffs region. The Coordinated Transit Committee oversees the development of MAPA's Coordinated Transportation Plan (CTP) – the guiding document for the Section 5310 program's administration.

Under the FAST Act MAPA receives approximately \$600,000 of Section 5310 funding annually from FTA to fund these kinds of projects throughout the metropolitan region.

## Section 2 - Project Select on

### 2.1 General Process and Selection Criteria

The transportation planning processes described above informs the project selection process for MAPA's TIP. 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 safety, signalization, operations, and maintenance needs. Project selection methodology differs depending on the funding program and location. The graphic below displays the 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.



MAPA staff releases project applications for public comment via the MAPA website, Facebook, Twitter, a paid public notice, and a press release. The Project Selection Subcommittee (ProSeCom - STBG), Transportation Alternatives Program Committee (TAP-C - TAP), and the Coordinated Transit Committee (CTC - 5310) evaluate projects for their following the public comment period. 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 deemed relevant to 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 a subsequent appeals hearing.

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

## FY2022 Project Selection Schedule

- October 30, 2020 - Call for Projects
- January 08, 2021 - Application Deadline
- February 16, 2021 - Applications Released for Public Comment
- March 18, 2021 - TAP-C Selection Meeting
- April 13, 2021 - 5310 Selection Meeting
- May 20, 2021 - ProSeCom Selection Meeting
- May 21, 2021 - Draft TIP Presented to TTAC
- May 27, 2021 - Draft TIP Presented to Board of Directors & Released for Public Comment
- 021 - Draft TIP Public Meeting
- June 18, 2021 - Final TIP Presented to TTAC
- June 24, 2021 - 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)

Future Year Level of Service

Reliability Index

Environmental Justice (EJ) Areas

Redevelopment Areas

Pavement Condition

Percentage Local Match (points awarded over 30% match)

Ability to Advance Construct (AC) Project

Crashes per Million Vehicles & Crash Severity Index

Bridge Sufficiency

Bridge Status (Structurally Deficient and/or Functionally Obsolete)

Bridge Detour Length

Transportation Emphasis Areas

#### Alternative Transportation

Public Health Benefits

Percentage Local Match (points awarded over 30% match)

Air Quality Benefits

Community Neighborhood Facilities & Land Use Connectivity

Link-Node Ratio

Bicycle & Pedestrian Safety

## **Systems Management**

Delay Reduction (2040 Level of Service Improvement)  
Percentage Local Match

Benefits of Proposed Study  
Multi-Jurisdictional Impacts

## **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 based on criteria in the Heartland 2050 Action Plan: 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 in 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 October 1 annually. 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. Failure to pay the TIP fee could result in project removal from the TIP or reprogramming to an illustrative year of the TIP program.

The TIP fee shall apply to projects included in the TIP that are part of the Federal-aid swap. The amount of the TIP fee assessed shall be the ratios identified in sections 2.3.5.1 and 2.3.5.2 toward the federal funds swapped for the local project. For example, if a local jurisdiction swaps \$1 million in federal funds for state funds, then the TIP fee would be \$10,000, or 1%, of \$1 million.

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

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.

The TIP fee must be paid with non-federal funds according to federal matching requirements. The TIP Fee is not an eligible cost for Federal aid or Swap reimbursement.

## **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

The FAST-Act requires states and MPOs to use performance based transportation planning practices. MPO TIPs must 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). In addition, MAPA supports Iowa and Nebraska DOT's system and freight reliability targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

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 from stakeholder committees in order to determine whether to support state DOT targets, or to develop separate targets for the MAPA region. 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

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. 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 Nebraska and Iowa DOTs 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 will be produced annually by MAPA to NDOT and Iowa DOT.

The baseline period of 2015-2019 was used to develop the 2021 safety performance measure targets. 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)**

Category ↓	Baseline	Target
1. Number of fatalities	58.200	61.900
2. Fatality rate	0.906	0.999
3. Number of serious injuries	534.000	473.5
4. Serious Injury Rate	8.317	7.357
5. Number of fatal and series injuries (non-motorized)	67.400	65.900

### 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 coordinated with Metro Transit and the City of Council Bluffs to review the ages, conditions, and useful life status of equipment, rolling stock and facilities (as applicable). Targets were jointly agreed upon based on the investment program laid out in the FY2018 Transportation Improvement Program (TIP).

Compliance with the FTA final rule on Transit Asset Management (TAM) 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

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 established 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	25.000
<b>Metro Transit</b>	
Facilities	0.000
Rolling Stock	26.000
Equipment	100.000

### Pavement and Bridge Performance Measures

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

Setting a regional target is challenging at present because:

- MAPA lacks a historical dataset from which to forecast a trend
- Differences exist in the data collected and forecasting tools between the two states
- MAPA is not responsible for selecting projects on the National Highway System

MAPA has chosen to support the pavement and bridge targets submitted by the Iowa and Nebraska Departments of Transportation in their most recent baseline period performance reports. The MPO supports these targets by reviewing and programming all Interstate and National Highway System projects within 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 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.

Pavement and bridge targets are established for four year periods with the current period ending in 2021. 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	1. Percentage of pavements of the Interstate System in Good condition	49.400
Iowa DOT	2. Percentage of pavements of the Interstate System in Poor condition	2.700
Iowa DOT	3. Percentage of pavements of the non-Interstate NHS in Good condition	46.900
Iowa DOT	4. Percentage of pavements of the non-Interstate NHS in Poor condition	14.500
Iowa DOT	5. Percentage of NHS bridges classified as in Good condition	44.600
Iowa DOT	6. Percentage of NHS bridges classified as in Poor condition	3.200

**Table 2.3 B - Nebraska DOT Pavement and Bridge Targets**

State	Category ↓	Target
Nebraska DOT	1. Percentage of pavements of the Interstate System in Good condition	50.000
Nebraska DOT	2. Percentage of pavements of the Interstate System in Poor condition	5.000
Nebraska DOT	3. Percentage of pavements of the non-Interstate NHS in Good condition	40.000
Nebraska DOT	4. Percentage of pavements of the non-Interstate NHS in Poor condition	10.000
Nebraska DOT	5. Percentage of NHS bridges classified as in Good condition	55.000
Nebraska DOT	6. Percentage of NHS bridges classified as in Poor condition	10.000

## 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.

The Iowa DOT conferred with numerous stakeholder groups, including MAPA, as part of its target setting process. Variability within the existing travel time dataset was used to forecast future condition. Projects focused on improving pavement and bridge condition also often help improve system reliability and freight movement. Additional projects focused specifically on improving these areas of system performance are developed in alignment with the target-setting process for related performance measures, and the freight improvement strategies and freight investment plan included in the State Freight Plan. This plan includes a detailed analysis and prioritization of freight bottlenecks, which are locations that should be considered for further study and possibly for future improvements. The process also involved extensive input from State, MPO, RPA, and industry representatives. State projects identified in the freight investment plan and programmed in the STIP were highly-ranked freight bottlenecks.

Following a mid-period review, MAPA has chosen to modify the Non-Interstate and Freight Travel Time Reliability targets. These targets were adopted by the MAPA Executive Board in December of 2020. The 4-year targets listed below will end in 2021.

**Table 2.4 - System and Freight Reliability Targets**

Category ↓	Target
1. Interstate Travel Time Reliability	94.700
2. Non-Interstate Travel Time Reliability	87.300
3. Freight Travel Time Reliability	1.280

## Transit Safety Performance Measures

Compliance with transit safety performance based planning requirements begins on July 20, 2021. To comply with the transit safety performance measures MPOs can choose to support the targets set by their local large urban transit provider(s) or set their own unique targets. MPOs should include the following language to ensure TIPs are compliant with transit safety requirements.

Public transit projects included in the STIP align with the transit safety planning and target setting processes undertaken by the transit agencies and MPOs. While the Iowa DOT provided assistance with the development of initial Public Transportation Agency Safety Plans (PTASPs), each large urban transit provider is responsible for implementing its PTASP, which includes transit safety targets. Investments are made in alignment with PTASPs with the intent of

keeping the state’s public transit operations, vehicles, and facilities safe and meeting transit safety targets. State and federal funding sources that can be used by transit agencies for operations, vehicles, 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.

The Omaha, Nebraska Metro Public Transportation Agency Safety Plan (PTASP) Revision 1, was approved by the Transit Authority of the City of Omaha, DBA, Metro Transit on December 10, 2020. Safety performances measures included therein were adopted without modification by the MAPA Board of Directors in April, 2021.

The transit safety performance measures for fixed route service are listed below in Table 2.5, and the paratransit measures in Table 2.6:

**Table 2.5 - Fixed Route Transit Safety Targets**

Organization ↓	Category	Baseline	Target
Metro Transit	Facilities Total	0.000	0
Metro Transit	Facilities Per 100,000 VRM	0.000	0
Metro Transit	Injuries Total	9.400	Reduction From Baseline
Metro Transit	Injuries Per 100,000 VRM	0.024	Reduction From Baseline
Metro Transit	Safety Events Total	8.400	Reduction From Baseline
Metro Transit	Safety Events Per 100,000 VRM	0.211	Reduction From Baseline
Metro Transit	System Reliability (Total VRM Between Failures)	1406.000	Increase From Baseline

**Table 2.6 - Paratransit Safety Targets**

Organization ↓	Category	Baseline	Target
Metro Transit	Facilities Total	0.000	0
Metro Transit	Facilities Per 100,000 VRM	0.000	0
Metro Transit	Injuries Total	0.200	0
Metro Transit	Injuries Per 100,000 VRM	0.025	0
Metro Transit	Safety Events Total	0.200	0
Metro Transit	Safety Events Per 100,000 VRM	0.025	0
Metro Transit	System Reliability (Total VRM Between Failures)	2718.000	Increase From Baseline

## 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 \_\_\_\_\_ 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 the 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. Additional insight into Iowa DOT's programming process and can be found at [https://iowadot.gov/program\\_management/five-year-program](https://iowadot.gov/program_management/five-year-program).

## 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 	'22 Fed. Aid	'23 Fed. Aid	'24 Fed. Aid	'25 Fed. Aid	Non-Fed	Total	Spend Auth.	Bal.
CMAQ	\$2,906.96	\$0.00	\$0.00	\$0.00	\$726.74	\$3,633.70	\$2,906.96	\$0.00
DPS	\$715.57	\$0.00	\$0.00	\$0.00	\$178.89	\$894.46	\$715.57	\$0.00
HSIP	\$0.00	\$2,966.00	\$0.00	\$0.00	\$221.00	\$3,187.00	\$2,966.00	\$0.00
NHPP	\$18,121.00	\$32,668.00	\$36,211.00	\$11,317.00	\$27,951.00	\$126,268.00	\$98,317.00	\$0.00
STBG-MAPA	\$27,857.75	\$14,640.40	\$18,662.65	\$4,466.56	\$10,734.07	\$76,361.43	\$78,500.66	\$12,873.30
STBG-State	\$7,297.65	\$2,529.00	\$0.00	\$10,214.00	\$5,498.16	\$25,538.81	\$20,040.65	\$0.00
TAP-MAPA	\$3,461.47	\$1,392.00	\$852.05	\$315.02	\$4,707.39	\$10,727.93	\$7,147.00	\$1,126.46
<b>Total</b>	<b>\$60,360.40</b>	<b>\$54,195.40</b>	<b>\$55,725.70</b>	<b>\$26,312.58</b>	<b>\$50,017.25</b>	<b>\$246,611.33</b>	<b>\$210,593.84</b>	<b>\$13,999.76</b>

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

Program 	'22 Fed. Aid	'23 Fed. Aid	'24 Fed. Aid	'25 Fed. Aid	Non-Fed	Total	Spend Auth.	Bal
DPS	\$1,244.20	\$0.00	\$0.00	\$0.00	\$311.00	\$1,555.20	\$1,244.20	\$0.00
HSIP	\$1,900.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,900.00	\$1,900.00	\$0.00
NHPP	\$62,512.20	\$2,952.00	\$5,466.60	\$37,126.80	\$12,006.40	\$120,064.00	\$108,057.60	\$0.00
PL	\$133.00	\$133.00	\$133.00	\$0.00	\$99.00	\$498.00	\$399.00	\$0.00
STBG-MAPA (Swap)	\$220.90	\$4,313.00	\$6,951.00	\$467.75	\$1,910.95	\$13,863.60	\$11,952.65	\$0.00
TAP-MAPA	\$322.00	\$288.00	\$0.00	\$0.00	\$153.00	\$763.00	\$1,193.30	\$583.30
<b>Total</b>	<b>\$66,332.30</b>	<b>\$7,686.00</b>	<b>\$12,550.60</b>	<b>\$37,594.55</b>	<b>\$14,480.35</b>	<b>\$138,643.80</b>	<b>\$124,746.75</b>	<b>\$583.30</b>

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

Program 	'22 Fed. Aid	'23 Fed. Aid	'24 Fed. Aid	'25 Fed. Aid	Non-Fed	Total	Spend Auth.	Bal.
CMAQ	\$2,906.96	\$0.00	\$0.00	\$0.00	\$726.74	\$3,633.70	\$2,906.96	\$0.00
DPS	\$1,959.77	\$0.00	\$0.00	\$0.00	\$489.89	\$2,449.66	\$1,959.77	\$0.00

Program 	'22 Fed. Aid	'23 Fed. Aid	'24 Fed. Aid	'25 Fed. Aid	Non-Fed	Total	Spend Auth.	Bal.
HSIP	\$1,900.00	\$2,966.00	\$0.00	\$0.00	\$221.00	\$5,087.00	\$4,866.00	\$0.00
NHPP	\$80,633.20	\$35,620.00	\$41,677.60	\$48,443.80	\$39,957.40	\$246,332.00	\$206,374.60	\$0.00
PL	\$133.00	\$133.00	\$133.00	\$0.00	\$99.00	\$498.00	\$399.00	\$0.00
STBG-MAPA	\$27,857.75	\$14,640.40	\$18,662.65	\$4,466.56	\$10,734.07	\$76,361.43	\$95,810.18	\$30,182.82
STBG-MAPA (Swap)	\$220.90	\$4,313.00	\$6,951.00	\$467.75	\$1,910.95	\$13,863.60	\$11,952.65	\$0.00
STBG-State	\$7,297.65	\$2,529.00	\$0.00	\$10,214.00	\$5,498.16	\$25,538.81	\$20,040.65	\$0.00
TAP-MAPA	\$3,783.47	\$1,680.00	\$852.05	\$315.02	\$4,860.39	\$11,490.93	\$8,340.30	\$1,709.76
<b>Total</b>	<b>\$126,692.70</b>	<b>\$61,881.40</b>	<b>\$68,276.30</b>	<b>\$63,907.13</b>	<b>\$64,497.60</b>	<b>\$385,255.13</b>	<b>\$352,650.11</b>	<b>\$31,892.58</b>

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

Fund Name	2022	2023	2024	2025	2026	2027
Beginning Balance	\$8,989.60	\$10,878.62	\$8,635.62	\$3,754.62	\$5,356.87	\$3,257.87
Spending Authority	\$2,109.92	\$2,070.00	\$2,070.00	\$2,070.00	\$2,070.00	\$2,070.00
Project Cost	\$220.90	\$4,313.00	\$6,951.00	\$467.75	\$4,169.00	\$0.00
Final Balance	\$10,878.62	\$8,635.62	\$3,754.62	\$5,356.87	\$3,257.87	\$5,327.87

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

Fund Name	2022	2023	2024	2025	2026	2027
Beginning Balance	\$13,700.66	\$2,042.91	\$3,602.51	\$1,139.86	\$12,873.30	\$29,073.30
Spending Authority	\$16,200.00	\$16,200.00	\$16,200.00	\$16,200.00	\$16,200.00	\$16,200.00
Project Cost	\$27,857.75	\$14,640.40	\$18,662.65	\$4,466.56	\$0.00	\$0.00
Final Balance	\$2,042.91	\$3,602.51	\$1,139.86	\$12,873.30	\$29,073.30	\$45,273.30

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

Fund Name	2022	2023	2024	2025	2026	2027
Beginning Balance	\$758.30	\$544.30	\$365.30	\$474.30	\$583.30	\$692.30
Spending Authority	\$108.00	\$109.00	\$109.00	\$109.00	\$109.00	\$109.00
Project Cost	\$322.00	\$288.00	\$0.00	\$0.00	\$0.00	\$0.00
Final Balance	\$544.30	\$365.30	\$474.30	\$583.30	\$692.30	\$801.30

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

<b>Fund Name</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>
Beginning Balance	\$2,775.00	\$406.53	\$107.53	\$348.48	\$1,126.46	\$379.86
Spending Authority	\$1,093.00	\$1,093.00	\$1,093.00	\$1,093.00	\$1,093.00	\$1,093.00
Project Cost	\$3,461.47	\$1,392.00	\$852.05	\$315.02	\$1,839.60	\$1,218.00
Final Balance	\$406.53	\$107.53	\$348.48	\$1,126.46	\$379.86	\$254.86

### 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)**

<b>Advance Construction Project</b>	<b>Project Number</b>	<b>Phase</b>	<b>Local Funding</b>
2021 Bellevue Resurfacing Project	NE-22835	UTIL-CON-CE (AC)	\$3,624.59
2021 Omaha Resurfacing Program		UTIL-CON-CE (AC)	\$6,085.32
North Downtown Riverfront Pedestrian Bridge	NE-22571	UTIL-CON-CE (AC)	\$734.00
		<b>Total</b>	<b>\$10,443.91</b>

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

<b>Lead Agency</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
Bellevue	\$2,573.00	\$1,590.40	\$3,632.59	\$4,216.56
Omaha	\$6,833.53	\$734.00	\$14,780.06	\$0.00
<b>Sum</b>	<b>\$9,406.53</b>	<b>\$2,324.40</b>	<b>\$18,412.65</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-p...](https://iowadot.gov/program_management/five-year-p...)

Table 3.10 - Projected Operations & Maintenance (FY 2022)

	Non-Federal O&M	Federal O&M	Total O&M
Iowa DOT O&M	\$0	\$1,413,492	\$1,413,492
Iowa Cities O&M	\$7,203,295	\$2,440,852	\$9,644,147
Nebraska O&M	\$103,906,256	\$42,440,583	\$146,346,839
Total O&M	\$111,109,551	\$46,294,927	\$157,404,478

Table 3.11 - Projected Operations & Maintenance (FY 2023)

	Non-Federal O&M	Federal O&M	Total O&M
Iowa DOT O&M	\$0	\$1,456,616	\$1,456,616
Iowa Cities O&M	\$7,419,394	\$2,514,078	\$9,933,471
Nebraska O&M	\$107,023,444	\$43,713,801	\$150,737,244
Total O&M	\$114,442,837	\$47,684,494	\$162,127,332

Table 3.12 - Projected Operations & Maintenance (FY 2024)

	Non-Federal O&M	Federal O&M	Total O&M
Iowa DOT O&M	\$0	\$1,504,131	\$1,504,131
Iowa Cities O&M	\$7,641,975	\$2,589,500	\$10,231,475
Nebraska O&M	\$110,234,147	\$45,025,215	\$155,259,362
Total O&M	\$117,876,123	\$49,118,845	\$166,994,968

Table 3.13 - Projected Operations & Maintenance (FY 2025)

	Non-Federal O&M	Federal O&M	Total O&M
Iowa DOT O&M	\$0	\$1,551,248	\$1,551,248
Iowa Cities O&M	\$7,871,235	\$2,667,185	\$10,538,419
Nebraska O&M	\$113,541,172	\$46,375,971	\$159,917,143
Total O&M	\$121,412,406	\$50,594,404	\$172,006,810

#### Projected Total Non-Federal-Aid Revenues

Table 3.14 Projected Total Non-Federal-Aid Revenues

Revenues	2022	2023	2024	2025
Iowa Cities	\$29,282,182	\$29,867,826	\$30,465,182	\$31,074,486
Nebraska	\$226,014,294	\$230,534,580	\$235,145,271	\$239,848,177
Total Revenues	\$255,296,476	\$260,402,406	\$265,610,454	\$270,922,663

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

Revenues	2022	2023	2024	2025
Primary Road Fund	\$724.00	\$726.30	\$732.50	\$737.00
TIME-21	\$135.00	\$135.00	\$135.00	\$135.00
Miscellaneous	\$25.00	\$25.00	\$25.00	\$25.00
Federal Aid	\$372.70	\$372.70	\$372.70	\$372.70
Total	\$1,256.70	\$1,259.00	\$1,265.20	\$1,269.70

Table 3.16 - Projected Iowa DOT Statewide Allocations (in millions of dollars)

Statewide Allocations	2022	2023	2024	2025
Operations & Maintenance	\$354.00	\$364.80	\$376.70	\$388.50
Miscellaneous Programs	\$45.60	\$45.80	\$46.10	\$46.30
Consultant Services	\$85.00	\$85.00	\$85.00	\$85.00
Contract Maintenance	\$35.90	\$36.40	\$36.90	\$37.40
Railroad Crossing Protection	\$5.00	\$5.00	\$5.00	\$5.00
Total	\$525.50	\$537.00	\$549.70	\$562.20
Funds Available for ROW/Construction	\$731.20	\$722.00	\$715.50	\$707.50

### 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 fiscally constrained in the regional Transportation Improvement Program and are included in below.

**Table 3.17 - Anticipated FTA Funding (in \$1,000s)**

Fund Name	2022	2023	2024	2025
<b>5307</b>				
Spending Authority	\$7,246.30	\$7,649.10	\$7,877.56	\$7,877.56
<b>5339(a)</b>				
Spending Authority	\$1,075.00	\$1,021.42	\$1,075.00	\$0.00
<b>5310</b>				
Spending Authority	\$600.00	\$600.00	\$600.00	\$600.00

**Table 3.17 - Section 5310 Program of Projects by Obligation Year (in \$1,000s)**

Activity	2022	2023	2024	2025
3rd Party Contracted Services - 11.71.13	\$262.06	\$417.50	\$317.50	\$185.00
Program Administration - 11.80.00	\$100.00	\$50.00	\$50.00	\$0.00
Replacement Van - 11.12.15	\$74.20	\$28.80	\$0.00	\$86.40
Under 30' Bus Expansion - 11.13.04	\$0.00	\$0.00	\$0.00	\$120.00
Under 30' Bus Replacement - 11.12.04	\$362.40	\$228.00	\$328.00	\$67.20
<b>Total</b>	<b>\$798.66</b>	<b>\$724.30</b>	<b>\$695.50</b>	<b>\$458.60</b>

**Table 3.18 - Section 5310 Program Summary by Apportionment Year (in \$1,000s)**

	FY22	FY23	FY24	FY25

	<b>FY22</b>	<b>FY23</b>	<b>FY24</b>	<b>FY25</b>
Apportionment	\$600.00	\$600.00	\$600.00	\$600.00
Project Cost	\$598.90	\$588.11	\$600.00	\$458.60
Balance	\$1.10	\$11.89	\$0.00	\$141.40

**Table 3.19 - 5310 Capital-Operations Breakdown (figures in \$1,000s)**

<b>Fund Name</b>	<b>FY22</b>	<b>FY23</b>	<b>FY24</b>	<b>FY25</b>
% Capital	91%	90%	92%	76.43%
% Operations	8%	8%	8%	0.00%
<b>Total Programmed</b>	<b>99%</b>	<b>98%</b>	<b>100%</b>	<b>76.43%</b>

Table 3.20 - Section 5307 Program of Projects by Obligation Year (in \$1,000s)

Funding Source	Project Name	Activity Line Item	2022	2023	2024	2025
FTA 5307	<b>Rollingstock</b>					
	Rolling Stock (60' Bus Addition)	11.13.06	\$0.00	\$0.00	\$0.00	\$0.00
	Rolling Stock (35' Bus Replacement)	11.12.02	\$2,225,000.00	\$2,400,000.00	\$2,566,221.00	\$0.00
	Rolling Stock (30' Bus Replacement)	11.12.03	\$0.00	\$0.00	\$0.00	\$0.00
	Rolling Stock (<30' Bus Replacement)	11.12.04	\$0.00	\$0.00	\$0.00	\$0.00
	<b>Transit Enhancements</b>					
	Engineer/Design Bus Terminal	11.31.01	\$25,000.00	\$25,000.00	\$25,000.00	\$0.00
	Engineering Shelters	11.31.10	\$15,000.00	\$15,000.00	\$15,000.00	\$0.00
	Transit Enhancement Shelters	11.32.10	\$50,000.00	\$75,000.00	\$50,000.00	\$0.00
	Acquire Furn/Graphics	11.32.08	\$0.00	\$50,000.00	\$0.00	\$0.00
	Acquisition Signage	11.32.09	\$0.00	\$50,000.00	\$0.00	\$0.00
	Construction Shelters	11.33.10	\$50,000.00	\$50,000.00	\$50,000.00	\$0.00
	<b>Support Equipment &amp; Facilities</b>					
	Shop Equipment	11.42.06	\$10,000.00	\$15,000.00	\$25,000.00	\$0.00
	Computer Hardware	11.42.07	\$10,000.00	\$15,000.00	\$60,000.00	\$0.00
	Computer Software	11.42.08	\$10,000.00	\$15,000.00	\$100,000.00	\$0.00
	Surveillance/Security	11.42.09	\$100,000.00	\$100,000.00	\$100,000.00	\$0.00
	Support Vehicles	11.42.11	\$150,000.00	\$0.00	\$50,000.00	\$0.00
	Office Equipment	11.42.20	\$10,000.00	\$15,000.00	\$15,000.00	\$0.00
	Const admin/Maint Facility	11.44.03	\$25,000.00	\$0.00	\$25,000.00	\$0.00
	<b>Unified Work Program</b>					
	Program Support and Administration	44.21.00	\$137,000.00	\$137,000.00	\$137,000.00	\$0.00
	Short Range Transportation Planning	44.24.00	\$225,000.00	\$225,000.00	\$225,000.00	\$0.00
	Planning Emphasis - Management & Op	44.26.15	\$225,000.00	\$225,000.00	\$225,000.00	\$0.00
	Planning Emphasis - Safety & Security	44.26.16	\$150,000.00	\$150,000.00	\$150,000.00	\$0.00
	Planning - Other Activities	44.27.00	\$261,521.00	\$261,521.00	\$261,521.00	\$0.00
	<b>Capital Operations</b>					
	Preventative Maintenance (Bus)	11.7A.00	\$4,000,000.00	\$4,000,000.00	\$4,000,000.00	\$0.00
	Preventative Maintenance (BGE)	11.7A.00	\$600,000.00	\$600,000.00	\$600,000.00	\$0.00
	ADA Services	11.7C.00	\$1,100,000.00	\$1,100,000.00	\$1,100,000.00	\$0.00
	Transit Employee Education & Training	11.7D.00	\$55,000.00	\$55,000.00	\$55,000.00	\$0.00
	Project Administration	11.79.00	\$75,000.00	\$50,000.00	\$40,000.00	\$0.00
	<b>Management Education and Training</b>					
	Employee Travel	50.10.00	\$10,000.00	\$10,000.00	\$10,000.00	\$0.00
	Employee Tuition/Fees	50.20.00	\$4,000.00	\$4,000.00	\$5,000.00	\$0.00
	Employee Housing/Meals	50.30.00	\$10,000.00	\$10,000.00	\$10,000.00	\$0.00
		Total	\$9,532,521.00	\$9,652,521.00	\$9,899,742.00	\$0.00
		Federal	\$7,626,016.80	\$7,722,016.80	\$7,919,793.60	\$0.00
		Local	\$1,906,504.20	\$1,930,504.20	\$1,979,948.40	\$0.00
<b>5307 Projects</b>			\$7,626,016.80	\$7,722,016.80	\$7,919,793.60	\$0.00
<b>Previous year Available Apportionment</b>			\$4,308,872.00	\$3,929,155.20	\$3,856,227.40	\$3,813,994.80
<b>Projected Current Year Apportionment</b>			\$7,246,300.00	\$7,649,089.00	\$7,877,561.00	\$7,877,561.00
<b>Total 5307 Apportionment Available</b>			\$11,555,172.00	\$11,578,244.20	\$11,733,788.40	\$11,691,555.80
<b>Balance</b>			\$3,929,155.20	\$3,856,227.40	\$3,813,994.80	\$11,691,555.80



## Section 4 - Environmental Justice

### 4.1 Environmental Justice Populations

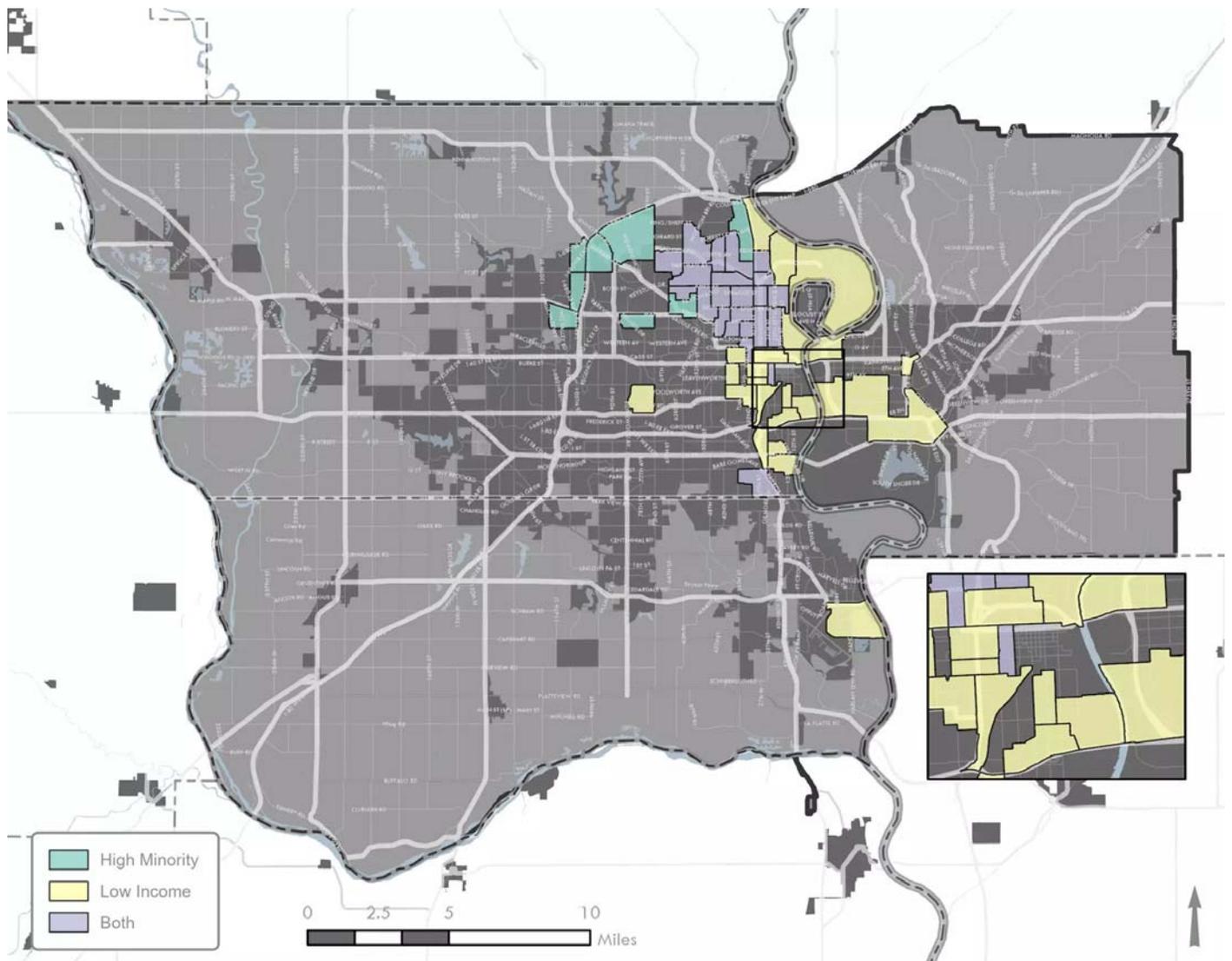
In 1997, the United States Department of Transportation (US DOT) issued its Order to Address Environmental Justice in Minority Populations and Low-Income Populations. The order addresses the requirements of Executive Order 12898 and sets forth US DOT's policy to promote the principles of environmental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



## 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 on the next page.

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 10 percent of the project funds allocated to the EJ areas.

### ***Non-Spatial Projects***

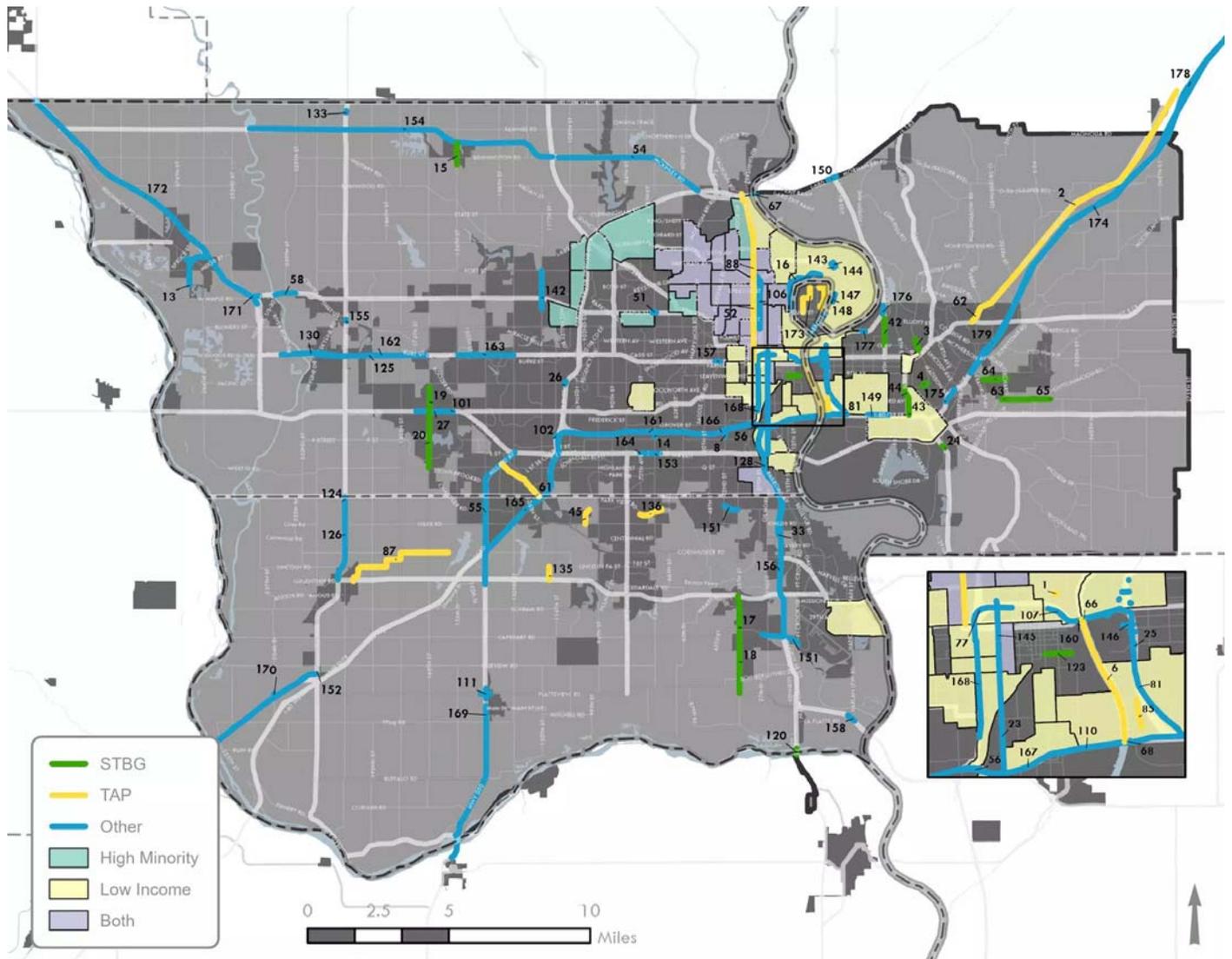
Many projects do not have a single spatial location or a location specific impact. For example, a traffic control center impacts the complete jurisdiction with technology and system management. Furthermore, a traffic signal project may occur at various locations throughout a jurisdiction and these locations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

## **4.3 Findings**

To assess the level to which environmental justice populations will be impacted by the projects listed in 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 (in \$1,000s)**

TIP ID	Project Name	EJ Category 	Total Federal Funding	EJ Percent	EJ Funding	Non-EJ Funding	Map Number
2018-010	Dewey - 20th St, Omaha (I-480)	Roadway & Bridge Maintenance	\$578.00	35.32%	\$204.15	\$374	77
2019-013	I-80: 13th St. to Iowa Line	Roadway & Bridge Maintenance	\$332.00	100.00%	\$332.00	\$0	110
2019-005	I-80/480/680 Barrier	Roadway & Bridge Maintenance	\$778.00	66.00%	\$513.48	\$265	102
2019-009	North Freeway: Parker - Fort St.	Roadway & Bridge Maintenance	\$6,648.00	100.00%	\$6,648.00	\$0	106

TIP ID	Project Name	EJ Category 	Total Federal Funding	EJ Percent	EJ Funding	Non-EJ Funding	Map Number
2020-006	US-75(SB): Chandler Rd. to I-480	Roadway & Bridge Maintenance	\$4,100.00	84.00%	\$3,444.00	\$656	128
2017-005	I-80/480/US-75 Bridge Painting	Roadway & Bridge Maintenance	\$5,324.00	100.00%	\$5,324.00	\$0	56
2016-036	South Expressway Reconstuction - Phase 2	Roadway & Bridge Maintenance	\$4,313.00	100.00%	\$4,313.00	\$0	44
2018-017	I-80: I-29/80/480	Roadway & Bridge Maintenance	\$470,569.50	100.00%	\$470,569.50	\$0	81
		<b>Total</b>	<b>\$492,642.50</b>		<b>\$491,348.13</b>	<b>\$1,294</b>	

## Section 5 - TIP 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 Previous Implementation Year Project Status

Per FHWA and FTA regulations, MAPA has included a status update on the projects programmed in the current implementation year when this TIP was adopted. Information included in this section of the TIP provides a current characterization of the progress made during the current fiscal year for both FHWA- and FTA-funded projects. Table 5.1 below provides a status update for roadway, trail, and transit projects.

**Table 5.1 - Previous Implementation Year Projects**

Control #	Project Name	Status May 2021
<b>Air Quality</b>		
<b>Omaha</b>		
	Eastern Nebraska Electric Vehicle CMAQ Grant	Project proceeding through procurement
<b>Bridge</b>		
<b>Council Bluffs</b>		
IA-44990	North Broadway Bridge over Indian Creek	Let on March 16, 2021, construction to begin in December 2021
<b>Iowa DOT</b>		
IA-38153	I-80: I-29/80/480	Project in progress.
<b>NDOT</b>		
NE-22578A	West Branch Papillion Creek Bridge	Letting 8/26/2021
NE-22593	I-680/US-6 Bridges, Omaha	Letting 7/22/2021 with a start date of 5/1/2022
NE-22611	I-480: 20th Street - Missouri River Bridges (EB)	Let on 1/28/2021, Began Construction on 3/15/2021
NE-22611A	I-480: 20th Street - Missouri River Bridges (WB)	This project no longer exists, it was merged into NE-22611 A few years ago.
NE-22634	US-75 Bridge Approaches, Bellevue	Letting 8/26/2021
NE-22703	I-480, 12th St-Mo River Bridge Paint	Letting 8/25/2022
NE-22765	L-28B Bridge Repair	Letting 8/25/2022

<b>Control #</b>	<b>Project Name</b>	<b>Status May 2021</b>
NE-22773	I-80 Bridge Repair	Letting 5/6/2021
<b>Intersection</b>		
NE-22616	US-6 at Harrison St.	Letting 7/22/2021 with a start date of 10/1/2021
NE-22726	N-50/Platteview Road Intersection	Letting 8/26/2021
<b>ITS/Signalization</b>		
NE-22630	US-275: 25th Street - 23rd Street	Let on 2/25/2021, Beginning Construction on 6/1/2021
NE-22753	US-6: Traffic Signal Fiber Interconnect	Let on 12/10/2020, Began Construction on 3/22/2021
NE-22754	N-370 Traffic Signal Phasing	Let on 12/10/2020, Beginning Construction on 9/21/2021
<b>Omaha</b>		
NE-22608A	Omaha Signal Infrastructure - Phase A1	Project in proceeding through design
NE-22608B	Omaha Signal Infrastructure Phase B1	Letting anticipated in July 2021
NE-22727B	Omaha Signal Infrastructure Phase B2	Letting anticipated in July 2021
<b>Maintenance</b>		
<b>NDOT</b>		
NE-22832	Districtwide Pavement Marking	Letting 9/30/2021, Beginning Construction 3/1/2022
<b>Multi-Modal Improvement</b>		
<b>Council Bluffs</b>		
IA-35677	City/County Connector Trail	Prelim. plans due 9/29/2021, target letting date 3/15/2022
<b>Omaha</b>		
NE-22571	North Downtown Riverfront Pedestrian Bridge	Project proceeding through design with letting anticipated in August 2021
<b>New Road</b>		
<b>Council Bluffs</b>		
IA-35678	East Beltway: Stevens Road - West Segment	City under contract with Schemmer for roadway design, preliminary plans due in November 2021 with letting in April 2022
<b>Resurfacing</b>		
<b>Iowa DOT</b>		
IA-45410	IA-92 Pavement Rehab	
<b>NDOT</b>		
NE-22578	US-275: West Papillion Creek Bridge West	Letting now 8/29/2024. Pushed due to adequate pavement condition.

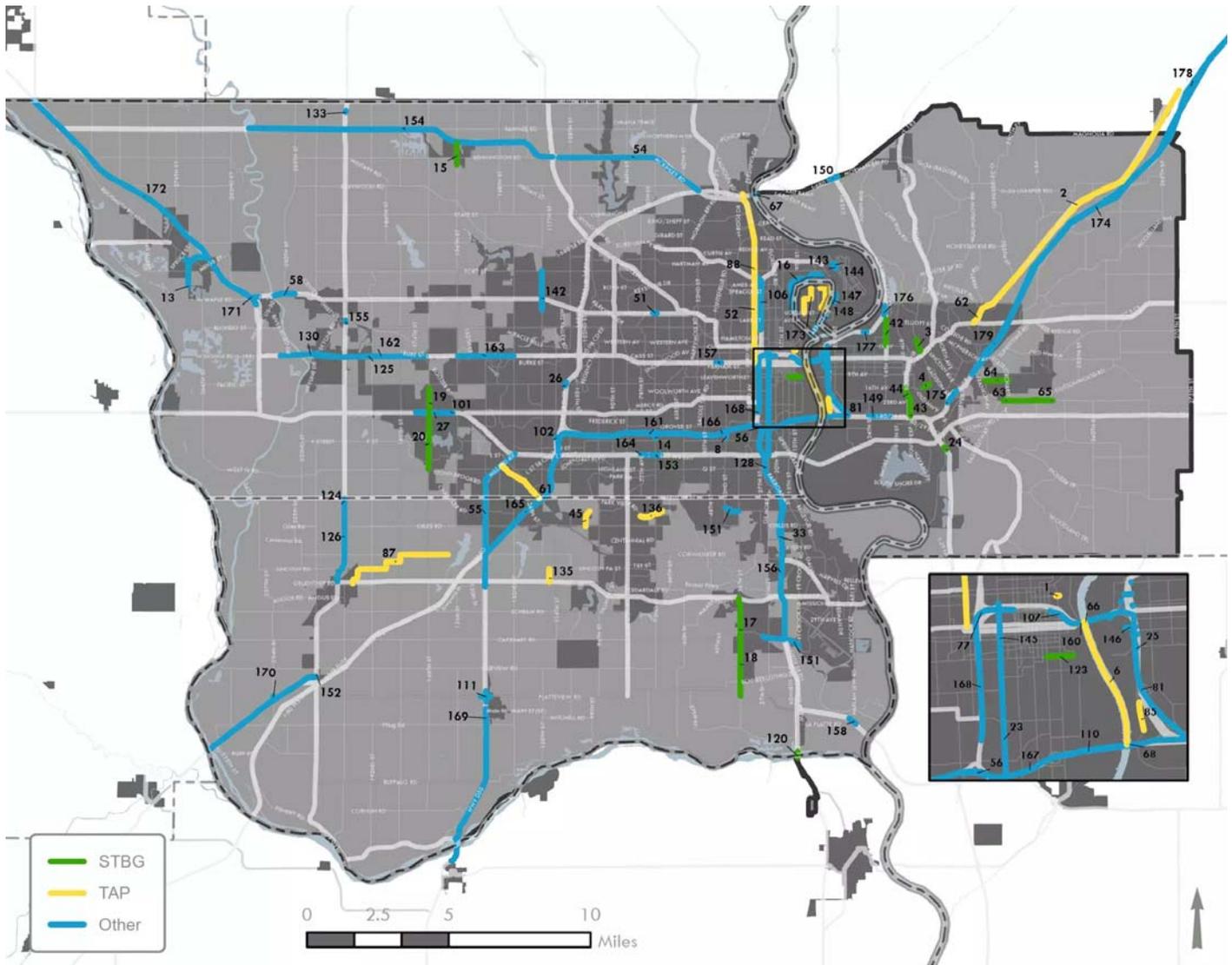
<b>Control #</b>	<b>Project Name</b>	<b>Status May 2021</b>
NE-22585	I-680: I-80 to Fort Street	Let on 2/25/2021, Began Construction on 4/26/2021
NE-22598	N-36 Resurfacing	Letting 8/26/2021
NE-22644	Omaha FY-2021 Municipal Resurfacing	This is a funding-only project. Funding was distributed to Omaha in FY 2021.
NE-22647	North Freeway: Parker - Fort St.	Letting 8/25/2022
6	Elkhorn River East	Letting 8/25/2022
NE-22692	Elkhorn River Approaches	Let on 9/24/2020, Beginning Construction on 6/1/2021
NE-22708	Dewey - 20th St, Omaha (I-480)	Letting 7/22/2021 with a start date of 11/1/2021
NE-22724	I-80: 13th St. to Iowa Line	Letting 7/22/2021 with a start date of 11/1/2021
NE-22756	US-75(SB): Chandler Rd. to I-480	Letting 8/26/2021
<b>Road Improvement</b>		
<b>Council Bluffs</b>		
IA-34126	South Expressway Reconstruction - Phase 1	City under contract with HDR for conceptual design and scoping which should be complete in June 2021; anticipated letting winter FY2022
<b>Road Widening</b>		
<b>Bellevue</b>		
NE-22288	36th Street Phase II	Project proceeding through ROW with letting anticipated in September 2022
<b>Omaha</b>		
NE-22209	168th Street - West Center Road to Q Street	Project proceeding through PE and NEPA with letting anticipated in October 2021
<b>Roadway &amp; Trail</b>		
<b>MAPA</b>		
	Highway 75 Corridor & Redevelopment Strategy	Study in progress.
	MAPA Long Range Transportation Plan Support	LRTP in progress, to be completed before the end of FY2020.
<b>Omaha Airport Authority</b>		
	Terminal Access Road	Project currently under design, bidding to take place Fall 2020
<b>Trail</b>		
<b>La Vista</b>		
NE-22757	Applewood Creek Trail	Notice to proceed issued for final design, working through ROW with anticipated letting in December 2021
<b>PMNRD</b>		

<b>Control #</b>	<b>Project Name</b>	<b>Status May 2021</b>
NE-22770	US Highway 34 Bike and Walking Trail Phase 2	Project proceeding through NEPA with letting anticipated in September 2022
	West Papio Trail - Millard Connection	Working on agreements, project construction pushed to FY2023
<b>Transit</b>		
<b>MAPA</b>		
	Replacement Van - 11.12.15	Project in progress.
	Program Administration - 11.80.00	Project in progress.
	Computer Hardware - 11.42.07	Project in progress.
	Under 30' Bus Replacement - 11.12.04	Project in progress.
	3rd Party Contracted Services - 11.71.13	Project in progress.
<b>Metro</b>		
	Employee Housing/Meals	Project in progress.
	Employee Tuition/Fees	Project in progress.
	Employee Travel	Project in progress.
	Project Administration	Project in progress.
	Transit Employee Education & Training	Project in progress.
	ADA Services	Project in progress.
	Preventative Maintenance (BGE)	Project in progress.
	Preventative Maintenance (Bus)	Project in progress.
	Planning - Other Activities	Project in progress.
	Planning Emphasis - Safety & Security	Project in progress.
	Planning Emphasis - Management & Ops	Project in progress.
	Short Range Transportation Planning	Project in progress.
	Program Support and Administration	Project in progress.
	Office Equipment	Project in progress.
	Surveillance/Security	Project in progress.
	Computer Software	Project in progress.
	Computer Hardware	Project in progress.
	Shop Equipment	Project in progress.
	Construction Shelters	Project in progress.
	Acquisition Signage	Project in progress.

<b>Control #</b>	<b>Project Name</b>	<b>Status May 2021</b>
	Acquire Furn/Graphics	Project in progress.
	Transit Enhancement Shelters	Project in progress.
	Engineering Shelters	Project in progress.
	Engineer/Design Bus Terminal	Project in progress.
	Rolling Stock (	Project in progress.
	Rolling Stock (30' Bus Replacement)	Project in progress.
	Rolling Stock (35' Bus Replacement)	Project in progress.
	Project Administration	Project in progress.
	Construct Power Distribution	Project in progress.
	Engineer/Design power Distribution	Project in progress.
	Security Project	Project in progress.
	Computer Software	Project in progress.
	Computer Hardware	Project in progress.
	Construct Bus Maint/Admin Facility	Project in progress.
	Engineer/Design Bus Maint/Admin Facility	Project in progress.

## 5.2 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 5.2 - Mapped Project List**

TIP ID	Project Name	Lead Agency	Map Number 
2015-001	North Downtown Riverfront Pedestrian Bridge	Omaha	1
2015-012	W Graham Ave Reconstruction	Council Bluffs	4
2015-019	2014 Omaha Resurfacing Package	Omaha	7
2015-048	36th Street Phase I N-370 - Sheridan	Bellevue	17
2015-050	36th Street Phase II	Bellevue	18
2015-054	168th Street - West Center Road to Q Street	Omaha	20
2016-034	North 16th Street Reconstruction	Council Bluffs	42
2016-036	South Expressway Reconstruction - Phase 2	Council Bluffs	44
2016-037	Applewood Creek Trail	La Vista	45
2016-071	2016 Omaha Resurfacing Program	Omaha	53
2017-017	West Papio Trail - Millard Connection	PMNRD	61

TIP ID	Project Name	Lead Agency	Map Number
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
2017-032	2017 Omaha Resurfacing Program	Omaha	71
2018-022	Heartland 2050 Mini-Grant Program	MAPA	84
2018-025	Gretna to Wehrspann Trail	Gretna	87
2018-030	2018 Bellevue Resurfacing Project	Bellevue	90
2018-038	2018 Omaha Resurfacing Program	Omaha	97
2019-023	US Highway 34 Bike and Walking Trail Phase 2	PMRNRD	120

**Table 5.3 A - State Sponsored TIP Projects: Nebraska**

Project Name	Control #	Description	Location	Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
No regionally significant projects programmed under this category. See Section 5.4 Grouped Project Categories for other listings.											

**Table 5.3 B - Locally Sponsored TIP Projects: Nebraska**

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>156th Street</b>							
<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	\$4,130.00	\$3,304.00	\$0.00	\$826.00
<b>Total - 156th Street</b>				<b>\$4,567.69</b>	<b>\$3,593.98</b>	<b>\$0.00</b>	<b>\$973.71</b>
<b>168th Street - West Center Road to Poppleton Street</b>							
<b>NE-22210</b>							
<b>Widen 2 Lane to 4 Lane Urban Divided with Turn Lanes</b>							
<b>West Center Rd to Poppleton Street</b>							
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	\$4,100.00	\$3,280.00	\$0.00	\$820.00

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Omaha	2020	UTIL-CON-CE	STBG-MAPA	\$5,448.78	\$3,788.78	\$0.00	\$1,660.00
			<b>Total - 168th Street - West Center Road to Poppleton Street</b>	<b>\$11,548.78</b>	<b>\$8,668.78</b>	<b>\$0.00</b>	<b>\$2,880.00</b>
<b>168th Street - West Center Road to Q Street</b>							
<b>NE-22209</b>							
<b>West Center Rd to Q Street</b>							
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
Omaha	2022	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>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	ROW	STBG-MAPA	\$322.50	\$258.00	\$0.00	\$64.50
Bellevue	2020	UTIL-CON-CE	STBG-MAPA	\$15,800.00	\$12,640.00	\$0.00	\$3,160.00
Bellevue	2020	UTIL-CON-CE (AC)	STBG-MAPA	\$3,216.00	\$0.00	\$0.00	\$3,216.00
Bellevue	2022	AC Conversion	STBG-MAPA	\$2,573.00	\$2,573.00	\$0.00	\$0.00
			<b>Total - 36th Street Phase I N-370 - Sheridan</b>	<b>\$22,044.00</b>	<b>\$15,577.00</b>	<b>\$0.00</b>	<b>\$6,467.00</b>
<b>36th Street Phase II</b>							
<b>NE-22288</b>							
<b>Sheridan to Platteview Rd</b>							
Bellevue	2019	PE-NEPA-FD	STBG-MAPA	\$956.25	\$765.00	\$0.00	\$191.25
Bellevue	2021	ROW	STBG-MAPA	\$1,000.00	\$800.00	\$0.00	\$200.00
Bellevue	2023	UTIL-CON-CE	STBG-MAPA	\$15,000.00	\$12,000.00	\$0.00	\$3,000.00
			<b>Total - 36th Street Phase II</b>	<b>\$16,956.25</b>	<b>\$13,565.00</b>	<b>\$0.00</b>	<b>\$3,391.25</b>
<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>							

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
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 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
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
			<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>Applewood Creek Trail</b>							
<b>NE-22757</b>							
<b>Construction of multi-use trail, ten-foot (10') box culvert under Giles Road, utility relocation</b>							
<b>F</b>							
							.19
La Vista	2021	ROW	TAP-MAPA	\$50.00	\$40.00	\$0.00	\$10.00
La Vista	2022	UTIL-CON-CE	TAP-MAPA	\$1,242.09	\$993.67	\$0.00	\$248.42
La Vista	2022	UTIL-CON-CE	STBG-MAPA	\$120.00	\$0.00	\$0.00	\$120.00
			<b>Total - Applewood Creek Trail</b>	<b>\$1,628.04</b>	<b>\$1,206.43</b>	<b>\$0.00</b>	<b>\$421.61</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	2022	PE-NEPA-FD	TAP-MAPA	\$103.50	\$82.80	\$0.00	\$20.70
Gretna	2023	ROW	TAP-MAPA	\$20.00	\$16.00	\$0.00	\$4.00
Gretna	2024	UTIL-CON-CE	TAP-MAPA	\$870.75	\$696.60	\$0.00	\$174.15
			<b>Total - Gretna to Wehrspann Trail</b>	<b>\$994.25</b>	<b>\$795.40</b>	<b>\$0.00</b>	<b>\$198.85</b>
<b>North Downtown Riverfront Pedestrian Bridge</b>							

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<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
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	2020	ROW	TAP-MAPA	\$50.00	\$40.00	\$0.00	\$10.00
Omaha	2022	UTIL-CON-CE	TAP-MAPA	\$6,092.00	\$2,165.00	\$0.00	\$3,927.00
Omaha	2022	UTIL-CON-CE	DPS	\$894.46	\$715.57	\$0.00	\$178.89
Omaha	2022	UTIL-CON-CE (AC)	TAP-MAPA	\$734.00	\$0.00	\$0.00	\$734.00
Omaha	2023	AC Conversion	TAP-MAPA	\$0.00	\$734.00	\$0.00	-\$734.00
			<b>Total - North Downtown Riverfront Pedestrian Bridge</b>	<b>\$9,700.46</b>	<b>\$5,136.57</b>	<b>\$0.00</b>	<b>\$4,563.89</b>
<b>Schram Spur N-370 Undercrossing and Trail Segment</b>							
<p><b>A grade-separated trail undercrossing between 114th and 120th Streets east of Schram Creek is proposed to be constructed underneath N-370. The 260 foot long Schram Spur Undercrossing will be designed to support the futuresix-lane cross-section of N-370 with a 9-foot x 16-foot reinforced concrete box culvert. Concurrently with proposed undercrossing, Papillion will fund the design and construction of the Schram Creek Spur segment between the N-370 Undercrossing and Lincoln Road. The 10-foot wide concrete trail will provide access to the Lincoln Road on-street bike lanes and SID funded segments of Schram Spur between Schram Road to WP-6 where easements have already been secured by subdivision agreement.</b></p>							
<b>The trail will connect Lincoln Road to N-370 between mile marker 74.44 and 74.45</b>							
Papillion	2024	PE-NEPA-FD	TAP-MAPA	\$194.31	\$155.45	\$0.00	\$38.86
Papillion	2025	PE-NEPA-FD	TAP-MAPA	\$110.28	\$88.22	\$0.00	\$22.06
Papillion	2026	UTIL-CON-CE	TAP-MAPA	\$2,194.50	\$1,755.60	\$0.00	\$438.90
			<b>Total - Schram Spur N-370 Undercrossing and Trail Segment</b>	<b>\$2,499.09</b>	<b>\$1,999.27</b>	<b>\$0.00</b>	<b>\$499.82</b>
<b>Thompson Creek Trail</b>							
<p><b>This project will establish a 10ft wide, concrete, east/west multi-use recreational trail from the existing Keystone trail head at S 69th St. to Central Park, including a 130ft span trail bridge and improvements to the signal at 72nd St. and Parkview Blvd.</b></p>							
<b>In the City of La Vista from S. 69th St to La Vista Central Park</b>							
La Vista	2025	PE-NEPA-FD	TAP-MAPA	\$283.50	\$226.80	\$0.00	\$56.70
La Vista	2026	ROW	TAP-MAPA	\$105.00	\$84.00	\$0.00	\$21.00
La Vista	2027	UTIL-CON-CE	TAP-MAPA	\$1,522.50	\$1,218.00	\$0.00	\$304.50
			<b>Total - Thompson Creek Trail</b>	<b>\$1,911.00</b>	<b>\$1,528.80</b>	<b>\$0.00</b>	<b>\$382.20</b>

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>US Highway 34 Bike and Walking Trail Phase 2</b>							
<b>NE-22770</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	2022	UTIL-CON-CE	STBG-MAPA	\$2,350.00	\$1,880.00	\$0.00	\$470.00
			<b>Total - US Highway 34 Bike and Walking Trail Phase 2</b>	<b>\$2,850.00</b>	<b>\$2,280.00</b>	<b>\$0.00</b>	<b>\$570.00</b>
<b>West Papio Trail - Millard Connection</b>							
<b>Con</b>							
<b>Along West Papillion Creek from near 137th &amp; Millard to Harry Anderson Drive</b>							
PMRNRD	2022	ROW	TAP-MAPA	\$150.00	\$120.00	\$0.00	\$30.00
PMRNRD	2022	PE-NEPA-FD	TAP-MAPA	\$125.00	\$100.00	\$0.00	\$25.00
PMRNRD	2023	UTIL-CON-CE	TAP-MAPA	\$802.50	\$642.00	\$0.00	\$160.50
PMRNRD	2023	UTIL-CON-CE	STBG-MAPA	\$1,000.00	\$800.00	\$0.00	\$200.00
			<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>
			<b>Total</b>	<b>\$113,519.01</b>	<b>\$74,311.59</b>	<b>\$0.00</b>	<b>\$39,207.42</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>							
<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	\$227,000.00	\$192,950.00	\$34,050.00	\$0.00	
2022	UTIL-CON-CE	NHPP	\$60,575.00	\$54,517.50	\$6,057.50	\$0.00	
2023	UTIL-CON-CE	NHPP	\$3,280.00	\$2,952.00	\$328.00	\$0.00	
2024	UTIL-CON-CE	NHPP	\$4,180.00	\$3,762.00	\$418.00	\$0.00	
			<b>Total - Iowa DOT</b>	<b>\$535,464.00</b>	<b>\$470,569.50</b>	<b>\$64,894.50</b>	<b>\$0.00</b>

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
		Total	\$535,464.00	\$470,569.50	\$64,894.50	\$0.00

Table 5.3 D - Locally Sponsored TIP Projects: Iowa

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>Carter Lake</b>						
<b>Carter Lake Walking and Bike Trail</b>						
<b>IA-48689</b>						
<b>Engineering and construction of approximately 1.7 miles of 8 foot wide concrete bike/pedestrian trail throughout the City of Carter Lake. The proposed trail would provide a safe trail loop throughout Carter Lake; and connect to the City of Omaha's existing trail at Kiwanis Park, which goes north along Abbott Drive to Levi Carter Park.</b>						
<b>In the City of Carter Lake along the route shown in the proposed map.</b>						
2022	PE-NEPA-FD	TAP-MAPA	\$40.00	\$32.00	\$0.00	\$8.00
2023	UTIL-CON-CE	TAP-MAPA	\$360.00	\$288.00	\$0.00	\$72.00
		<b>Total - Carter Lake</b>	<b>\$400.00</b>	<b>\$320.00</b>	<b>\$0.00</b>	<b>\$80.00</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>						
2025	PE-NEPA-FD	STBG-MAPA (Swap)	\$141.00	\$113.00	\$0.00	\$28.00
2025	ROW	STBG-MAPA (Swap)	\$8.45	\$6.75	\$0.00	\$1.70
2026	UTIL-CON-CE	STBG-MAPA (Swap)	\$1,710.00	\$1,368.00	\$0.00	\$342.00
<b>East Beltway: Greenview Road - West Segment</b>						
<b>IA-35679</b>						
<b>Along Greenwood Road from State Orchard Drive to Ridgewood Drive</b>						
2025	PE-NEPA-FD	STBG-MAPA (Swap)	\$303.00	\$242.00	\$0.00	\$61.00
2025	ROW	STBG-MAPA (Swap)	\$133.00	\$106.00	\$0.00	\$27.00
2026	UTIL-CON-CE	STBG-MAPA (Swap)	\$3,501.00	\$2,801.00	\$0.00	\$700.00
<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>						
2021	PE-NEPA-FD	TAP-MAPA	\$125.00	\$100.00	\$0.00	\$25.00
2021	ROW	TAP-MAPA	\$125.00	\$100.00	\$0.00	\$25.00
2022	UTIL-CON-CE	TAP-MAPA	\$363.00	\$290.00	\$0.00	\$73.00
<b>W Graham Ave Reconstruction</b>						
<b>IA-25419</b>						

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>Reconstruction of street and utilities</b>						
<b>High Street to Fairmont Avenue</b>						
2024	UTIL-CON-CE	STBG-MAPA (Swap)	\$3,006.00	\$2,405.00	\$0.00	\$601.00
<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>						
2024	UTIL-CON-CE	STBG-MAPA (Swap)	\$5,683.00	\$4,546.00	\$0.00	\$1,137.00
<b>South Expressway Reconstruction - Phase 2</b>						
<b>IA-36984</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 (Swap)	\$4,313.00	\$4,313.00	\$0.00	\$0.00
<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>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	ROW	STBG-MAPA (Swap)	\$146.00	\$117.00	\$0.00	\$29.00
2022	UTIL-CON-CE	STBG-MAPA (Swap)	\$244.90	\$195.90	\$0.00	\$49.00
2022	UTIL-CON-CE	DPS	\$1,555.20	\$1,244.20	\$0.00	\$311.00
		<b>Total - Council Bluffs</b>	<b>\$24,617.55</b>	<b>\$21,207.85</b>	<b>\$0.00</b>	<b>\$3,409.70</b>
<b>Pottawattamie</b>						
<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>\$25,316.25</b>	<b>\$21,766.55</b>	<b>\$0.00</b>	<b>\$3,549.70</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**

Project Name	Control #	Lead Agency 	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
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Project Name	Control #	Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
No Data									

**Table 5.4 B - Regionally Significant Transit Projects: Iowa**

Project Name	Control #	Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
No Data									

## 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
2022	Airfield Pump Station Rehab	FAA AIP	\$12,250.00	\$2,500.00	\$14,750.00
		<b>Total</b>	<b>\$12,250.00</b>	<b>\$2,500.00</b>	<b>\$14,750.00</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 in Fiscal Year 1**

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>Omaha Signal Infrastructure Phase B1</b>					
NE-22608B	Omaha	CMAQ	UTIL-CON-CE	\$369.36	\$461.70
NE-22608B	Omaha	STBG-MAPA	UTIL-CON-CE	\$1,751.22	\$2,189.03
			<b>Total - Omaha Signal Infrastructure Phase B1</b>	<b>\$2,120.58</b>	<b>\$2,650.73</b>
<b>Omaha Signal Infrastructure Phase B2</b>					
NE-22727B	Omaha	CMAQ	UTIL-CON-CE	\$2,537.60	\$3,172.00
			<b>Total - Omaha Signal Infrastructure Phase B2</b>	<b>\$2,537.60</b>	<b>\$3,172.00</b>
<b>Omaha Signal Infrastructure Phase B3</b>					
NE-22728B	Omaha	STBG-State	UTIL-CON-CE	\$2,920.65	\$3,650.81
			<b>Total - Omaha Signal Infrastructure Phase B3</b>	<b>\$2,920.65</b>	<b>\$3,650.81</b>
<b>US-6 at Harrison St.</b>					

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
NE-22616	NDOT	NHPP	UTIL-CON-CE	\$304.00	\$380.00
			<b>Total - US-6 at Harrison St.</b>	<b>\$304.00</b>	<b>\$380.00</b>
			<b>Total</b>	<b>\$7,882.83</b>	<b>\$9,853.54</b>

**Table 5.7 - Air Quality Projects in Fiscal Year 2**

Project Name	State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
No projects under this category in this fiscal year.						

**Table 5.8 - Air Quality Projects in Fiscal Year 3**

Project Name	State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
No projects under this category in this fiscal year.						

**Table 5.9 - Air Quality Projects in Fiscal Year 4**

Project Name	State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
No projects under this category in this fiscal year.						

**Table 5.10 - Safety Projects in Fiscal Year 1**

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>I-80: FRANKLIN AVE BRIDGES TO CO RD G30 INTERCHANGE</b>					
IA-48580	Iowa DOT	HSIP	UTIL-CON-CE	\$1,900.00	\$1,900.00
			<b>Total - I-80: FRANKLIN AVE BRIDGES TO CO RD G30 INTERCHANGE</b>	<b>\$1,900.00</b>	<b>\$1,900.00</b>
<b>N-50/Platteview Road Intersection</b>					

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
NE-22726	NDOT	STBG-State	UTIL-CON-CE	\$971.00	\$2,218.00
			<b>Total - N-50/Platteview Road Intersection</b>	<b>\$971.00</b>	<b>\$2,218.00</b>
			<b>Total</b>	<b>\$2,871.00</b>	<b>\$4,118.00</b>

**Table 5.11 - Safety Projects in Fiscal Year 2**

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>US-6 at 192nd St.</b>					
NE-22721	NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$379.00

**Table 5.12 - Safety Projects in Fiscal Year 3**

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>US-6 at 192nd St.</b>					
NE-22721	NDOT	State-Nebraska	UTIL-CON-CE	\$0.00	\$20,971.00
			<b>Total - US-6 at 192nd St.</b>	<b>\$0.00</b>	<b>\$20,971.00</b>
			<b>Total</b>	<b>\$0.00</b>	<b>\$20,971.00</b>

**Table 5.13 - Safety Projects in Fiscal Year 4**

Project Name	State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
No projects under this category in this fiscal year.						

**Table 5.14 - Planning Projects in Fiscal Year 1**

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>Fort Crook Road Corridor Study</b>					
	Bellevue	STBG-MAPA	General Planning	\$100.00	\$125.00

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
			<b>Total - Fort Crook Road Corridor Study</b>	<b>\$100.00</b>	<b>\$125.00</b>
<b>MAPA MPO Planning Allocation</b>					
IA-29733	MAPA	PL	General Planning	\$133.00	\$166.00
			<b>Total - MAPA MPO Planning Allocation</b>	<b>\$133.00</b>	<b>\$166.00</b>
<b>Omaha Bicycle and Pedestrian Master Plan</b>					
	Omaha	STBG-MAPA	General Planning	\$200.00	\$250.00
			<b>Total - Omaha Bicycle and Pedestrian Master Plan</b>	<b>\$200.00</b>	<b>\$250.00</b>
<b>On-Call Travel Demand Management</b>					
IA-48688	MAPA	STBG-MAPA (Swap)	General Planning	\$25.00	\$31.25
			<b>Total - On-Call Travel Demand Management</b>	<b>\$25.00</b>	<b>\$31.25</b>
			<b>Total</b>	<b>\$458.00</b>	<b>\$572.25</b>

**Table 5.15 - Planning Projects in Fiscal Year 2**

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>Heartland 2050 Mini-Grant Program</b>					
	MAPA	STBG-MAPA	General Planning	\$250.00	\$312.50
			<b>Total - Heartland 2050 Mini-Grant Program</b>	<b>\$250.00</b>	<b>\$312.50</b>
<b>MAPA MPO Planning Allocation</b>					
	MAPA	PL	General Planning	\$133.00	\$166.00

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
			<b>Total - MAPA MPO Planning Allocation</b>	<b>\$133.00</b>	<b>\$166.00</b>
			<b>Total</b>	<b>\$383.00</b>	<b>\$478.50</b>

**Table 5.16 - Planning Projects in Fiscal Year 3**

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>Heartland 2050 Mini-Grant Program</b>					
	MAPA	STBG-MAPA	General Planning	\$250.00	\$312.50
			<b>Total - Heartland 2050 Mini-Grant Program</b>	<b>\$250.00</b>	<b>\$312.50</b>
<b>MAPA MPO Planning Allocation</b>					
IA-29733	MAPA	PL	General Planning	\$133.00	\$166.00
			<b>Total - MAPA MPO Planning Allocation</b>	<b>\$133.00</b>	<b>\$166.00</b>
<b>US-275: US-275/72nd St Interchange, Omaha</b>					
NE-22469	NDOT	NHPP	UTIL-CON-CE	\$10,326.00	\$13,210.00
	NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$855.00
			<b>Total - US-275: US-275/72nd St Interchange, Omaha</b>	<b>\$10,326.00</b>	<b>\$14,065.00</b>
			<b>Total</b>	<b>\$10,709.00</b>	<b>\$14,543.50</b>

**Table 5.17 - Planning Projects in Fiscal Year 4**

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>Heartland 2050 Mini-Grant Program</b>					
	MAPA	STBG-MAPA	General Planning	\$250.00	\$312.50

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
			<b>Total - Heartland 2050 Mini-Grant Program</b>	<b>\$250.00</b>	<b>\$312.50</b>
<b>US-275: US-275/72nd St Interchange, Omaha</b>					
NE- 22469	NDOT	State-Nebraska	ROW	\$0.00	\$385.00
			<b>Total - US-275: US- 275/72nd St Interchange, Omaha</b>	<b>\$0.00</b>	<b>\$385.00</b>
			<b>Total</b>	<b>\$250.00</b>	<b>\$697.50</b>

**Table 5.18 - System Preservation Projects in Fiscal Year 1**

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>2014 Omaha Resurfacing Package</b>					
NE- 22605	Omaha	STBG-MAPA	AC Conversion	\$1,596.73	\$1,596.73
			<b>Total - 2014 Omaha Resurfacing Package</b>	<b>\$1,596.73</b>	<b>\$1,596.73</b>
<b>2017 Omaha Resurfacing Program</b>					
NE- 22718	Omaha	STBG-MAPA	AC Conversion	\$4,876.80	\$4,876.80
			<b>Total - 2017 Omaha Resurfacing Program</b>	<b>\$4,876.80</b>	<b>\$4,876.80</b>
<b>2021 Bellevue Resurfacing Project</b>					
NE- 22835	Bellevue	Local	UTIL-CON-CE	\$0.00	\$801.45
NE- 22835	Bellevue	STBG-MAPA	UTIL-CON-CE (AC)	\$0.00	\$3,624.59
			<b>Total - 2021 Bellevue Resurfacing Project</b>	<b>\$0.00</b>	<b>\$4,426.04</b>
<b>2021 Omaha Resurfacing Program</b>					

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
	Omaha	Local	UTIL-CON-CE	\$0.00	\$1,521.33
	Omaha	STBG-MAPA	UTIL-CON-CE (AC)	\$0.00	\$6,085.32
			<b>Total - 2021 Omaha Resurfacing Program</b>	<b>\$0.00</b>	<b>\$7,606.65</b>
<b>275 Bridge Cleaning</b>					
IA-38013	Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$57.00
			<b>Total - 275 Bridge Cleaning</b>	<b>\$0.00</b>	<b>\$57.00</b>
<b>Dewey - 20th St, Omaha (I-480)</b>					
NE-22708	NDOT	NHPP	UTIL-CON-CE	\$578.00	\$702.00
NE-22708	NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$2.00
			<b>Total - Dewey - 20th St, Omaha (I-480)</b>	<b>\$578.00</b>	<b>\$704.00</b>
<b>Elkhorn River East</b>					
NE-22656					.00
			<b>Total - Elkhorn River East</b>	<b>\$0.00</b>	<b>\$88.00</b>
<b>I-29 Bridge Rehab in Council Bluffs</b>					
	Iowa DOT	NHPP	UTIL-CON-CE	\$1,834.20	\$2,038.00
			<b>Total - I-29 Bridge Rehab in Council Bluffs</b>	<b>\$1,834.20</b>	<b>\$2,038.00</b>
<b>I-29: 25TH ST 1.0 MI S OF N 16TH ST IN COUNCIL BLUFFS (NB &amp; SB)</b>					
	Iowa DOT	NHPP	UTIL-CON-CE	\$1,660.50	\$1,845.00
			<b>Total - I-29: 25TH ST 1.0 MI S OF N 16TH ST IN COUNCIL BLUFFS (NB &amp; SB)</b>	<b>\$1,660.50</b>	<b>\$1,845.00</b>

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>I-480, 12th St-Mo River Bridge Paint</b>					
NE-22703	NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$15.00
			<b>Total - I-480, 12th St-Mo River Bridge Paint</b>	<b>\$0.00</b>	<b>\$15.00</b>
<b>I-480: Bancroft St - Dewey St, Omaha</b>					
	NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$1.00
			<b>Total - I-480: Bancroft St - Dewey St, Omaha</b>	<b>\$0.00</b>	<b>\$1.00</b>
<b>I-480: I-480 Missouri River Bridge</b>					
	NDOT	State-Iowa	PE-NEPA-FD	\$0.00	\$234.00
	NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$161.00
			<b>Total - I-480: I-480 Missouri River Bridge</b>	<b>\$0.00</b>	<b>\$395.00</b>
<b>I-480: Missouri River in Council Bluffs</b>					
IA-38123	Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$30.00
			<b>Total - I-480: Missouri River in Council Bluffs</b>	<b>\$0.00</b>	<b>\$30.00</b>
<b>I-680/US-6 Bridges, Omaha</b>					
NE-22593	NDOT	NHPP	UTIL-CON-CE	\$7,906.00	\$9,040.00
			<b>Total - I-680/US-6 Bridges, Omaha</b>	<b>\$7,906.00</b>	<b>\$9,040.00</b>
<b>I-680: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>					
IA-38124	Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$48.00

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
			<b>Total - I-680: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>	<b>\$0.00</b>	<b>\$48.00</b>
<b>I-80 TRAFFIC SIGNS: US 6 IN COUNCIL BLUFFS TO JORDAN CREEK</b>					
	Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$1,500.00
			<b>Total - I-80 TRAFFIC SIGNS: US 6 IN COUNCIL BLUFFS TO JORDAN CREEK</b>	<b>\$0.00</b>	<b>\$1,500.00</b>
<b>I-80: 13th St West, Omaha</b>					
	NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$1.00
			<b>Total - I-80: 13th St West, Omaha</b>	<b>\$0.00</b>	<b>\$1.00</b>
<b>I-80: 13th St. to Iowa Line</b>					
NE- 22724	NDOT	NHPP	UTIL-CON-CE	\$332.00	\$369.00
			<b>Total - I-80: 13th St. to Iowa Line</b>	<b>\$332.00</b>	<b>\$369.00</b>
<b>I-80: 60th St - 24th St, Omaha</b>					
	NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$1.00
			<b>Total - I-80: 60th St - 24th St, Omaha</b>	<b>\$0.00</b>	<b>\$1.00</b>
<b>I-80: Accide</b>					
	NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$1.00
			<b>Total - I-80: Accident Investigation Sites, Omaha</b>	<b>\$0.00</b>	<b>\$1.00</b>
<b>I-80: MADISON AVE INTERCHANGE IN COUNCIL BLUFFS</b>					
IA- 48565	Iowa DOT	NHPP	UTIL-CON-CE	\$4,500.00	\$5,000.00

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
			<b>Total - I-80: MADISON AVE INTERCHANGE IN COUNCIL BLUFFS</b>	<b>\$4,500.00</b>	<b>\$5,000.00</b>
			<b>Total</b>	<b>\$23,284.23</b>	<b>\$39,639.22</b>

**Table 5.19 - System Preservation Projects in Fiscal Year 2**

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>2020 Bellevue Resurfacing Project</b>					
NE-22775	Bellevue	STBG-MAPA	AC Conversion	\$1,590.40	\$1,590.40
			<b>Total - 2020 Bellevue Resurfacing Project</b>	<b>\$1,590.40</b>	<b>\$1,590.40</b>
<b>275 Bridge Cleaning</b>					
IA-38013	Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$57.00
			<b>Total - 275 Bridge Cleaning</b>	<b>\$0.00</b>	<b>\$57.00</b>
<b>Elkhorn River East</b>					
NE-22656	NDOT	NHPP	UTIL-CON-CE	\$2,517.00	\$3,146.00
			<b>Total - Elkhorn River East</b>	<b>\$2,517.00</b>	<b>\$3,146.00</b>
<b>I-480, 12th St-Mo River Bridge Paint</b>					
NE-22703	NDOT	NHPP	UTIL-CON-CE	\$3,619.00	\$4,021.00
			<b>Total - I-480, 12th St-Mo River Bridge Paint</b>	<b>\$3,619.00</b>	<b>\$4,0</b>
<b>roft St - Dewey St, Omaha</b>					
	NDOT	NHPP	UTIL-CON-CE	\$80.00	\$89.00

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
			<b>Total - I-480: Bancroft St - Dewey St, Omaha</b>	<b>\$80.00</b>	<b>\$89.00</b>
<b>I-480: I-480 Missouri River Bridge</b>					
	NDOT	NHPP	UTIL-CON-CE	\$3,879.00	\$4,310.00
	NDOT	State-Iowa	UTIL-CON-CE	\$0.00	\$6,280.00
			<b>Total - I-480: I-480 Missouri River Bridge</b>	<b>\$3,879.00</b>	<b>\$10,590.00</b>
<b>I-480: Missouri River in Council Bluffs</b>					
IA-38123	Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$3,131.00
			<b>Total - I-480: Missouri River in Council Bluffs</b>	<b>\$0.00</b>	<b>\$3,131.00</b>
<b>I-680: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>					
IA-38124	Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$48.00
			<b>Total - I-680: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>	<b>\$0.00</b>	<b>\$48.00</b>
<b>I-80 TRAFFIC SIGNS: US 6 IN COUNCIL BLUFFS TO JORDAN CREEK</b>					
	Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$1,000.00
			<b>Total - I-80 TRAFFIC SIGNS: US 6 IN COUNCIL BLUFFS TO JORDAN CREEK</b>	<b>\$0.00</b>	<b>\$1,000.00</b>
<b>I-80/480/680 Barrier</b>					
NE-22623	NDOT	NHPP	UTIL-CON-CE	\$778.00	\$864.00
			<b>Total - I-80/480/680 Barrier</b>	<b>\$778.00</b>	<b>\$864.00</b>

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>I-80/480/US-75 Bridge Painting</b>					
NE-22609	NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$94.00
			<b>Total - I-80/480/US-75 Bridge Painting</b>	<b>\$0.00</b>	<b>\$94.00</b>
<b>I-80: 13th St West, Omaha</b>					
	NDOT	NHPP	UTIL-CON-CE	\$35.00	\$39.00
			<b>Total - I-80: 13th St West, Omaha</b>	<b>\$35.00</b>	<b>\$39.00</b>
<b>I-80: 24TH ST TO INDIAN CREEK IN COUNCIL BLUFFS</b>					
IA-45270	Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$1,750.00
			<b>Total - I-80: 24TH ST TO INDIAN CREEK IN COUNCIL BLUFFS</b>	<b>\$0.00</b>	<b>\$1,750.00</b>
<b>I-80: 60th St - 24th St, Omaha</b>					
	NDOT	NHPP	UTIL-CON-CE	\$6,331.00	\$7,034.00
			<b>Total - I-80: 60th St - 24th St, Omaha</b>	<b>\$6,331.00</b>	<b>\$7,034.00</b>
<b>I-80: Accident Investigation Sites, Omaha</b>					
	NDOT	HSIP	UTIL-CON-CE	\$1,989.00	\$2,210.00
			<b>Total - I-80: Accident Investigation Sites, Omaha</b>	<b>\$1,989.00</b>	<b>\$2,210.00</b>
<b>I-80: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>					
IA-38118	Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$42.00
			<b>Total - I-80: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>	<b>\$0.00</b>	<b>\$42.00</b>

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>I-80: S Papillion Cr &amp; Papillion Cr Bridges</b>					
	NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$1.00
			<b>Total - I-80: S Papillion Cr &amp; Papillion Cr Bridges</b>	<b>\$0.00</b>	<b>\$1.00</b>
<b>L-28B Bridge Repair</b>					
NE-22765	NDOT	NHPP	UTIL-CON-CE	\$1,378.00	\$1,7
			<b>Total - L-28B Bridge Repair</b>	<b>\$1,378.00</b>	<b>\$1,774.00</b>
<b>N-31 Bridges North of N-36</b>					
NE-22612	NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$90.00
			<b>Total - N-31 Bridges North of N-36</b>	<b>\$0.00</b>	<b>\$90.00</b>
<b>N-31: Elkhorn Viaduct</b>					
	NDOT	State-Nebraska	ROW	\$0.00	\$100.00
			<b>Total - N-31: Elkhorn Viaduct</b>	<b>\$0.00</b>	<b>\$100.00</b>
<b>N-50 Concrete Repair</b>					
NE-22602	NDOT	HSIP	UTIL-CON-CE	\$977.00	\$977.00
NE-22602	NDOT	NHPP	UTIL-CON-CE	\$6,900.00	\$10,306.00
NE-22602	NDOT	STBG-State	UTIL-CON-CE	\$2,529.00	\$2,529.00
			<b>Total - N-50 Concrete Repair</b>	<b>\$10,406.00</b>	<b>\$13,812.00</b>
<b>N-50: N-50/N-31 Intersection</b>					
	NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$1.00

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
			<b>Total - N-50: N-50/N-31 Intersection</b>	<b>\$0.00</b>	<b>\$1.00</b>
			<b>Total</b>	<b>\$32,602.40</b>	<b>\$51,483.40</b>

**Table 5.20 - System Preservation Projects in Fiscal Year 3**

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>2016 Omaha Resurfacing Program</b>					
NE-22681	Omaha	STBG-MAPA	AC Conversion	\$3,552.20	\$4,215.20
			<b>Total - 2016 Omaha Resurfacing Program</b>	<b>\$3,552.20</b>	<b>\$4,215.20</b>
<b>2018 Omaha Resurfacing Program</b>					
NE-22735	Omaha	STBG-MAPA	AC Conversion	\$5,142.54	\$5,142.54
			<b>Total - 2018 Omaha Resurfacing Program</b>	<b>\$5,142.54</b>	<b>\$5,142.54</b>
<b>2021 Bellevue Resurfacing Project</b>					
NE-22835	Bellevue	STBG-MAPA	AC Conversion	\$3,632.59	\$0.00
			<b>Total - 2021 Bellevue Resurfacing Project</b>	<b>\$3,632.59</b>	<b>\$0.00</b>
<b>2021 Omaha Resurfacing Program</b>					
	Omaha	STBG-MAPA	AC Conversion	\$6,085.32	\$6,085.32
			<b>Total - 2021 Omaha Resurfacing Program</b>	<b>\$6,085.32</b>	<b>\$6,085.32</b>
<b>275 Bridge Cleaning</b>					
IA-38013	Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$57.00

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
			<b>Total - 275 Bridge Cleaning</b>	<b>\$0.00</b>	<b>\$57.00</b>
<b>I-480: Missouri River in Council Bluffs</b>					
IA-38123	Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$0.00
			<b>Total - I-480: Missouri River in Council Bluffs</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>I-680: AT W JCT I-29 (EB &amp; WB)</b>					
IA-45310	Iowa DOT	NHPP	UTIL-CON-CE	\$1,704.60	\$1,894.00
			<b>Total - I-680: AT W JCT I-29 (EB &amp; WB)</b>	<b>\$1,704.60</b>	<b>\$1,894.00</b>
<b>I-680: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>					
IA-38124	Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$48.00
			<b>Total - I-680: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>	<b>\$0.00</b>	<b>\$48.00</b>
<b>I-80 TRAFFIC SIGNS: US 6 IN COUNCIL BLUFFS TO JORDAN CREEK</b>					
	Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$1,000.00
			<b>Total - I-80 TRAFFIC SIGNS: US 6 IN COUNCIL BLUFFS TO JORDAN CREEK</b>	<b>\$0.00</b>	<b>\$1,000.00</b>
<b>I-80/480/US-75 Bridge Painting</b>					
NE-22609	NDOT	NHPP	UTIL-CON-CE	\$5,324.00	\$5,916.00
			<b>Total - I-80/480/US-75 Bridge Painting</b>	<b>\$5,324.00</b>	<b>\$5,916.00</b>
<b>I-80: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>					

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
IA-38118	Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$42.00
			<b>Total - I-80: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>	<b>\$0.00</b>	<b>\$42.00</b>
<b>I-80: N-50 - 50th St, Omaha</b>					
	NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$1.00
			<b>Total - I-80: N-50 - 50th St, Omaha</b>	<b>\$0.00</b>	<b>\$1.00</b>
<b>I-80: S Papillion Cr &amp; Papillion Cr Bridges</b>					
	NDOT	NHPP	UTIL-CON-CE	\$1,041.00	\$1,157.00
			<b>Total - I-80: S Papillion Cr &amp; Papillion Cr Bridges</b>	<b>\$1,041.00</b>	<b>\$1,157.00</b>
<b>N-31 Bridg</b>					
NE-22612	NDOT	State-Nebraska	ROW	\$0.00	\$5.00
			<b>Total - N-31 Bridges North of N-36</b>	<b>\$0.00</b>	<b>\$5.00</b>
<b>N-31: Elkhorn Viaduct</b>					
NE-22636	NDOT	NHPP	UTIL-CON-CE	\$4,759.00	\$7,013.00
			<b>Total - N-31: Elkhorn Viaduct</b>	<b>\$4,759.00</b>	<b>\$7,013.00</b>
<b>N-36: Elkhorn River - N-133</b>					
	NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$1.00
			<b>Total - N-36: Elkhorn River - N- 133</b>	<b>\$0.00</b>	<b>\$1.00</b>
<b>N-50: Louisville - Springfield</b>					
	NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$1.00

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
			<b>Total - N-50: Louisville - Springfield</b>	<b>\$0.00</b>	<b>\$1.00</b>
<b>US-275: Douglas Co Line - N-64</b>					
	NDOT	NHPP	UTIL-CON-CE	\$2,249.00	\$2,811.00
			<b>Total - US-275: Douglas Co Line - N- 64</b>	<b>\$2,249.00</b>	<b>\$2,811.00</b>
<b>US-275: N-64 - L28B</b>					
	NDOT	NHPP	UTIL-CON-CE	\$4,260.00	\$5,325.00
			<b>Total - US-275: N-64 - L28B</b>	<b>\$4,260.00</b>	<b>\$5,325.00</b>
<b>US-275: West Papillion Creek Bridge West</b>					
NE- 22578	NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$77.00
			<b>Total - US-275: West Papillion Creek Bridge West</b>	<b>\$0.00</b>	<b>\$77.00</b>
<b>US-34: US-34 at Harlan Lewis Rd</b>					
NE- 22787	NDOT	NHPP	UTIL-CON-CE	\$3,527.00	\$4,409.00
			<b>Total - US-34: US-34 at Harlan Lewis Rd</b>	<b>\$3,527.00</b>	<b>\$4,409.00</b>
<b>US-6: 156th St - 132nd St, Omaha</b>					
	NDOT	NHPP	UTIL-CON-CE	\$938.00	\$1,172.00
			<b>Total - US-6: 156th St - 132nd St, Omaha</b>	<b>\$938.00</b>	<b>\$1,172.00</b>
<b>US-6: Linoma Beach - N-31</b>					
	NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$573.00
			<b>Total - US-6: Linoma Beach - N-31</b>	<b>\$0.00</b>	<b>\$573.00</b>

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>US-6: Saddle Creek Rd Bridge</b>					
	NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$1.00
			<b>Total - US-6: Saddle Creek Rd Bridge</b>	<b>\$0.00</b>	<b>\$1.00</b>
<b>US-6: Skyline Dr - 168th St, Omaha</b>					
	NDOT	NHPP	UTIL-CON-CE	\$3,787.00	\$4,734.00
			<b>Total - US-6: Skyline Dr - 168th St, Omaha</b>	<b>\$3,787.00</b>	<b>\$4,734.00</b>
			<b>Total</b>	<b>\$46,002.25</b>	<b>\$51,680.06</b>

**Table 5.21 - System Preservation Projects in Fiscal Year 4**

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>2018 Bellevue Resurfacing Project</b>					
NE-22736	Bellevue	STBG-MAPA	AC Conversion	\$4,216.56	\$0.00
			<b>Total - 2018 Bellevue Resurfacing Project</b>	<b>\$4,216.56</b>	<b>\$0.00</b>
<b>275 Bridge Cleaning</b>					
IA-38013	Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$57.00
			<b>Total - 275 Bridge Cleaning</b>	<b>\$0.00</b>	<b>\$57.00</b>
<b>I-480: Missouri River in Council Bluffs</b>					
IA-38123	Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$30.00
			<b>Total - I-480: Missouri River in Council Bluffs</b>	<b>\$0.00</b>	<b>\$30.00</b>
<b>I-680: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>					

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
IA-38124	Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$48.00
			<b>Total - I-680: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>	<b>\$0.00</b>	<b>\$48.00</b>
<b>I-80 PAVEMENT REHAB: FRANKLIN AVE TO US 6</b>					
	Iowa DOT	NHPP	UTIL-CON-CE	\$3,150.00	\$3,500.00
			<b>Total - I-80 PAVEMENT REHAB: FRANKLIN AVE TO US 6</b>	<b>\$3,150.00</b>	<b>\$3,500.00</b>
<b>I-80: MADISON AVE INTERCHANGE IN COUNCIL BLUFFS</b>					
IA-48565	Iowa DOT	NHPP	UTIL-CON-CE	\$33,976.80	\$37,752.00
			<b>Total - I-80: MADISON AVE INTERCHANGE IN COUNCIL BLUFFS</b>	<b>\$33,976.80</b>	<b>\$37,752.00</b>
<b>I-80: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>					
	Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$42.00
			<b>Total - I-80: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>	<b>\$0.00</b>	<b>\$42.00</b>
<b>I-80: N-50 - 50th St, Omaha</b>					
	NDOT	NHPP	UTIL-CON-CE	\$6,846.00	\$7,607.00
			<b>Total - I-80: N-50 - 50th St, Omaha</b>	<b>\$6,846.00</b>	<b>\$7,607.00</b>
<b>N-31 Bridges North of N-36</b>					
NE-22612	NDOT	STBG-State	UTIL-CON-CE	\$2,133.00	\$2,666.00

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
			<b>Total - N-31 Bridges North of N-36</b>	<b>\$2,133.00</b>	<b>\$2,666.00</b>
<b>N-36: Elkhorn River - N-133</b>					
NE- 22597	NDOT	STBG-State	UTIL-CON-CE	\$3,792.00	\$4,740.00
			<b>Total - N-36: Elkhorn River - N- 133</b>	<b>\$3,792.00</b>	<b>\$4,740.00</b>
<b>N-50: Louisville - Springfield</b>					
	NDOT	STBG-State	UTIL-CON-CE	\$454.00	\$568.00
			<b>Total - N-50: Louisville - Springfield</b>	<b>\$454.00</b>	<b>\$568.00</b>
<b>US-275: West Papillion Creek Bridge West</b>					
NE- 22578	NDOT	NHPP	UTIL-CON-CE	\$1,405.00	\$1,882.00
			<b>Total - US-275: West Papillion Creek Bridge West</b>	<b>\$1,405.00</b>	<b>\$1,882.00</b>
<b>US-6: Linoma Beach - N-31</b>					
NE- 21597	NDOT	STBG-State	UTIL-CON-CE	\$3,108.00	\$3,885.00
			<b>Total - US-6: Linoma Beach - N-31</b>	<b>\$3,108.00</b>	<b>\$3,885.00</b>
<b>US-6: Saddle Creek Rd Bridge</b>					
NE- 22761	NDOT	NHPP	UTIL-CON-CE	\$998.00	\$1,248.00
			<b>Total - US-6: Saddle Creek Rd Bridge</b>	<b>\$998.00</b>	<b>\$1,248.00</b>
<b>US-6: South 234th St</b>					
	NDOT	STBG-State	UTIL-CON-CE	\$727.00	\$909.00
			<b>Total - US-6: South 234th St</b>	<b>\$727.00</b>	<b>\$909.00</b>

State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>US-75: US-75 Bridges, Bellevue Ph 2</b>					
NE-22697	NDOT	NHPP	UTIL-CON-CE	\$2,068.00	\$2,585.00
			<b>Total - US-75: US-75 Bridges, Bellevue Ph 2</b>	<b>\$2,068.00</b>	<b>\$2,585.00</b>
			<b>Total</b>	<b>\$62,874.36</b>	<b>\$67,519.00</b>

**Table 5.22 - Discretionary Projects in Fiscal Year 1**

Project Name	State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
No projects under this category in this fiscal year.						

**Table 5.23 - Discretionary Projects in Fiscal Year 2**

Project Name	State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
No projects under this category in this fiscal year.						

**Table 5.24 - Discretionary Projects in Fiscal Year 3**

Project Name	State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
No projects under this category in this fiscal year.						

**Table 5.25 - Discretionary Projects in Fiscal Year 4**

Project Name	State_ID	Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
No projects under this category in this fiscal year.						

## 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 5.26 - Locally Funded Projects**

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
<b>Bellevue</b>				
ST 22(1)	Street	Resurfacing	\$125,000.00	2022
ST 22(2)	Street	Resurfacing	\$525,000.00	2022
ST 22(3)	Street	Resurfacing	\$280,000.00	2022
ST 22(4)	Street	Resurfacing	\$300,000.00	2022
ST 22(5)	Street	Resurfacing	\$225,000.00	2022
ST 22(6)	Street	Resurfacing	\$217,000.00	2022
ST 22(7)	Street	Resurfacing	\$430,000.00	2022
ST 22(8)	Street	Resurfacing	\$280,000.00	2022
ST 22(9)	Street	Drainage Improvements	\$1,250,000.00	2022
ST 22(10)	Street	Purchase Vehicles	\$0.00	2022
ST 22(11)	Street	Drainage Improvements	\$95,000.00	2022
ST 22(12)	Street	Reconstruction	\$2,385,000.00	2022
ST 22(13)	Street	Reconstruction	\$510,000.00	2022
ST 22(14)	Street	Reconstruction	\$10,000,000.00	2022
ST 22(15)	Street	Construction	\$5,960,000.00	2022
ST 22(16)	Street	Drainage Improvements	\$200,000.00	2022
ST(17)	Street	Concrete Repair	\$114,000.00	2022
ST(18)				
ST 22(19)	Street	Concrete Repair	\$167,000.00	2022
ST 23(1)	Street	Concrete Repair	\$600,000.00	2023
ST 23(2)	Street	Concrete Repair	\$120,000.00	2023

<b>Project ID</b>	<b>Project Type</b>	<b>Project Description</b>	<b>Total Project Cost</b>	<b>Target Construction Year</b>
ST 23(3)	Street	Ditch Rehab	\$400,000.00	2023
ST 23(4)	Street	Resurfacing	\$255,000.00	2023
ST 23(5)	Street	Concrete Repair	\$135,000.00	2023
ST 23(6)	Street	Concrete Repair	\$160,000.00	2023
ST 23(7)	Street	Replace Vehicles	\$0.00	2023
ST 23(8)	Street	Construction	\$2,980,000.00	2023
ST 23(9)	Street	Reconstruction & Drainage	\$350,000.00	2023
ST 23(10)	Street	Drainage Improvement	\$496,000.00	2023
ST 23(11)	Street	Drainage & Sidewalk	\$880,000.00	2023
ST 23(12)	Street	Drainage Improvement	\$110,000.00	2023
ST 23(13)	Street	Resurfacing	\$100,000.00	2023
ST 23(14)	Street	Resurfacing	\$60,000.00	2023
ST 23(15)	Street	Resurfacing	\$220,000.00	2023
ST 23(16)	Street	Concrete Repair	\$380,000.00	2023
ST 23(17)	Street	Concrete Repair	\$190,000.00	2023
ST 23(18)	Street	Concrete Repair	\$210,000.00	2023
ST 23(19)	Street	Concrete Repair	\$1,020,000.00	2023
ST 23(20)	Street	Concrete Repair	\$345,000.00	2023
ST 23(21)	Street	Concrete Repair	\$145,000.00	2023
ST 24(1)	Street	Resurfacing	\$250,000.00	2024

<b>Project ID</b>	<b>Project Type</b>	<b>Project Description</b>	<b>Total Project Cost</b>	<b>Target Construction Year</b>
ST 24(2)	Street	Resurfacing	\$210,000.00	2024
ST 24(3)	Street	Ditch Rehab	\$400,000.00	2024
ST 24(4)	Street	Resurfacing	\$480,000.00	2024
ST 24(5)	Street	Resurfacing	\$710,000.00	2024
ST 24(6)	Street	Resurfacing	\$385,000.00	2024
ST 24(7)	Street	Resurfacing	\$360,000.00	2024
ST 24 (8)	Street	Resurfacing	\$925,000.00	2024
ST 24(9)	Street	Resurfacing	\$855,000.00	2024
ST 24(10)	Street	Resurfacing	\$275,000.00	2024
ST 24(11)	Street	Concrete Repair	\$315,000.00	2024
ST 24(12)	Street	Cocnrete Repair	\$220,000.00	2024
ST 24(13)	Street	Concrete Repair	\$195,000.00	2024
ST 24(14)	Street	Concrete Repair	\$315,000.00	2024
ST 24(15)	Street	Concrete Repair	\$340,000.00	2024
ST 24(16)	Street	Concrete Repair	\$265,000.00	2024
ST 24(17)	Street	Concrete Repair	\$130,000.00	2024
ST 24(18)	Street	Concrete Repair	\$90,000.00	2024
ST 24(19)	Street	Purchase Vehicles	\$0.00	2024
ST 25(1)	Street	Resurfacing	\$4,975,000.00	2025
ST 25(2)	Street	Concrete Repair	\$2,830,000.00	2025
ST 25(3)	Street	Concrete Overlay	\$2,550,000.00	2025

<b>Project ID</b>	<b>Project Type</b>	<b>Project Description</b>	<b>Total Project Cost</b>	<b>Target Construction Year</b>
ST 25(4)	Street	Reconstruction	\$3,000,000.00	2025
ST 25(5)	Street	Brick relaying	\$185,000.00	2025
ST 25(6)	Street	Signal Replacemement	\$285,000.00	2025
ST 25(7)	Street	Drainage Improvement	\$95,000.00	2025
ST 25(8)	Street	Storm Sewer Replacement	\$100,000.00	2025
ST 25(9)	Street	Construct Access Road	\$3,000,000.00	2025
ST 25(10)	Street	Purchase Vehicles	\$560,000.00	2025
<b>Bennington</b>				
M-152-(54)	Transportation	Add Speed Table to Street	\$12,000.00	
M-152-(35)	Transportation	Concrete, Curb Work/Ramps, Utilities, Construction Detour, Storm Sewer/Culverts, Erosion Control	\$675,000.00	2022
M-152-(34)	Transportation	Concrete, Sidewalk/Trail, Curb work/ramps, Utilities, Traffic Control, Construction Detour, Storm Sewer/Culverts, Erosion Control	\$575,000.00	
M-152-(30)	Transportation	Asphalt, Sidewalk/Trail, Grading, Curb work/ramps, Traffic Control, Construction Detour, Storm Sewer/Culverts, Erosion Control	\$375,000.00	
M-152-(36)	Transportation	Concrete, Sidewalk/Trail, Curb Work, Storm Sewer/Culverts, Erosion Control	\$120,000.00	
M-152-(37)	Transportation	Concrete, Sidewalk/Trail, Curb Work/Ramps, Utilities, Construction Detour, Storm Sewer, Erosion Control	\$460,000.00	
M-152-(40)	Transportation	Concrete, Construction Detour	\$40,000.00	
M-152-(41)	Transportation	Asphalt, Sidewalk/Trail, Curb Ramp, Construction Detour	\$45,000.00	

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
M-152-(42)	Transportation	Asphalt, Curb Ramp, Traffic Control	\$35,000.00	
<b>Council Bluffs</b>				
CD-22-01	Community Development			
CD-22-03	Community Development			
PR-22-02	Parks and Recreation			
PR-22-15	Parks and Recreation			
PR-22-17	Parks and Recreation			
PW-22-12	Public Works	Pavement and Sewer		
PW-22-13	Public Works			
PW-22-16	Public Works			
PW-22-17	Public Works			
<b>Douglas County</b>				
C-28(172)	Safety improvements	Grading and fencing	\$1,200,000.00	2023
C-28(253)		Grading	\$500,000.00	2025
C-28(327)	Safety improvements	Add auxillary lane	\$1,200,000.00	2024
C-28(386)	Safety improvements	Add auxillary lane	\$9,000,000.00	2024
C-28(405)	Intersection improvement	Add auxillary lane, lighting, utility work	\$1,500,000.00	2023
C-28(417)	Safety improvements	Add auxillary lanes	\$2,500,000.00	2024

<b>Project ID</b>	<b>Project Type</b>	<b>Project Description</b>	<b>Total Project Cost</b>	<b>Target Construction Year</b>
C-28(419)	Safety improvements	Add auxillary lanes	\$1,750,000.00	2025-26
C-28(420)	Road widening	Add auxillary lanes	\$1,500,000.00	2022
C-28(423)	Bridge replacement	Construct bridge	\$500,000.00	2023
C-28(425)	Bridge	Construct bridge	\$300,000.00	2022
C-28(441)	Road widening	Add auxillary lanes	\$750,000.00	2022
C-28(456)	Road widening	Add auxillary lanes	\$510,000.00	2022
C-28(458)	Final design	Planning and development	\$850,000.00	2024

## About MAPA

The Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) is a regional Council of Governments. It was created in 1967 under the terms of an interlocal agreement to provide a forum for coordinating local planning and development activities. As an organization of local governments, we exist to help member governments address problems that are regional in scope and may cross jurisdictional boundaries.

MAPA has no regulatory powers. It can consider any matter which may or should involve interlocal governmental cooperation or coordination. It recommends, but does not implement, plans and programs that it prepares, reviews or adopts. It also provides review and comment on local applications for federal and state funds.

The Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) prepared this report with funding from the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, and in part through local matching funds of MAPA's member governments. These contents are the responsibility of the MAPA.

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