MAPA Omaha - Council Bluffs Metropolitan Area Planning Agency

# TRANSPORTATION TECHNICAL ADVISORY COMMITTEE MEETING

Friday, June 18, 2021 | 10:00 a.m.

## AGENDA

This meeting of the Transportation Technical Advisory Committee will be held in the training room on the lower level of the Metro Transit building. It will be streamed live through MAPA's Facebook page. Anyone interested in viewing the meeting should go to facebook.com/MAPA2222/.

### Action Items

#### For TTAC Approval

**A. Approval of the Minutes from the May 21, 2021 Meeting**

#### Recommendations to MAPA's Board of Directors

**B. Final FY2022 Transportation Improvement Program (TIP)**
Court Barber will present the final TIP for FY2022, including new projects for the 5310, Mini-Grant, and Transportation Alternatives Programs.

### Discussion Items

**C. MetroNEXT Update**
Evan Schweitz from Metro Transit will present an update on their progress with the MetroNEXT initiative.

**D. Iowa DOT Pavement Overlays**
Scott Schram will present on Iowa DOT experience with high performance thin lift overlays.

**E. Traffic Safety Performance Measures (PM1) Progress Report**
Jim Boerner will present on annual progress towards the safety reliability targets.

**F. Additional Business**

### Future Meetings/Events

- Board of Directors: June 24, 2021
- TTAC: July 16, 2021

# Agenda Item A
# Meeting Minutes

OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY
Transportation Technical Advisory Committee
Minutes of the May 21, 2021 Meeting

The Transportation Technical Advisory Committee met on Friday, May 21, 2021. The meeting was held in the training room on the lower level of the Metro Transit building.

The meeting was called to order at 10:04 a.m.

VOTING MEMBERS, NON-VOTING MEMBERS, AND GUESTS

STAFF

| | |
|---|---|
| Court Barber | Metropolitan Area Planning Agency |
| Mike Helgerson | Metropolitan Area Planning Agency |
| Megan Walker (virtual) | Metropolitan Area Planning Agency |
| Travis Halm (virtual) | Metropolitan Area Planning Agency |
| Jim Boerner (virtual) | Metropolitan Area Planning Agency |

MEMBERS

| | |
|---|---|
| Derek Miller | City of Omaha |
| Eric Williams | PMRNRD |
| Jim Kowach | City of Omaha |
| Joe Soucie | City of La Vista |
| Matt Cox | City of Council Bluffs |
| Dennis Wilson | Sarpy County |
| Dean Dunn | City of Bellevue |
| Dan Giittinger | City of Gretna |
| Mark Stursma | City of Papillion |
| Barbara Gerbino-Bevins | NDOT |

GUESTS

| | |
|---|---|
| Matt Selinger | JEO |

AGENDA ITEMS

A. Ratification of Virtual Meeting Action Items

Helgerson presented the list of items over the last year MAPA recommends ratifying. Wilson asked for additional clarification, Helgerson explained the potential issues with the approval of items in virtual meetings throughout 2020 and what most of the items consist of.

Stursma moved to ratify the listed virtual meeting items, seconded by Soucie. Motion carried.

B. Approval of the Minutes from the April 16, 2021 Meeting

No questions, comments, or revisions were brought forward. Soucie moved to approve the minutes, seconded by Cox. Motion carried.

C. Amendment 5 to the FY2021 Transportation Improvement Program (TIP)

Barber presented the amendment. No questions or comments were offered.

Soucie moved to approve the amendment, seconded by Stursma. Motion carried.

D. Amendment 1 to the FY2021 Unified Planning Work Program (UPWP)

Helgerson presented the amendment. No questions or comments were offered.

Giittinger moved to approve the amendment, seconded by Soucie. Motion carried.

E. Final FY2022 Unified Planning Work Program (UPWP)

Helgerson presented the new UPWP. Williams asked about what resiliency means as mentioned in the UPWP and whether that includes planning for climate change. Helgerson responded that the resiliency in the UPWP focuses mostly on specific impacts locally like flooding and the pandemic.

F. Open Public Comment Period for the Draft FY2022 Transportation Improvement Program (TIP)

Barber presented the draft TIP. Williams asked whether electric vehicles are being considered as part of the FTA Section 5310 awards. Barber responded that they are not, but that it would be a good topic of discussion with NDOT and the CTC. Walker commented that there are other federal funding programs that are designed for upgrades of this kind, but that they have not been pursued locally in the past. Helgerson commented that one of those programs is being used by Metro Transit to fund electrification efforts.

Soucie moved to open the draft tip for public comment, seconded by Cox. Motion carried.

G. STBG-MAPA Buy-Back Program for Regional CRRSAA Apportionment - Nebraska

Helgerson presented the proposed buy-back program as developed by MAPA, its working group, and NDOT. Soucie asked about the working group's request to have the buy-back done at 100% instead of 90% as proposed by NDOT, with 10% of the funding reserved by the state. Helgerson explained the state position, primarily that they do not wish to set a precedent for fully funding swaps of this kind. Williams asked about the TAP Committee's recommendation of transferring $2,000,000 of the apportionment to TAP projects, given that the plan does not include it. Barber responded that with NDOT's reluctance to complete that transfer and the buy-back MAPA re-evaluated the TAP situation and is working with NDOT on a solution, though the first year of the 2022 TIP should not be impacted because schedule shifts will enable programmed projects to move forward as planned.

H. System Reliability Performance Measures (PM3) Progress Report

Boerner presented the report. Williams asked about the change in travel time reliability as seen during 2020 and how continued changes in commute patterns might affect system planning going forward. Boerner responded that this is something MAPA intends to study, at least on a small scale in the near term, but that it is unknown how large an effect the changes will have.

I. Additional Business

No additional business was conducted by the committee.

J. Adjournment

The meeting was adjourned at 11:10 a.m.

# Agenda Item B
# Final FY2022 TIP

# TRANSPORTATION IMPROVEMENT PROGRAM

## 2022 - 2027

MAPA Omaha - Council Bluffs Metropolitan Area Planning Agency

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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 24th Day of June 2021

_____

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.

_____ Date _____
Ryan Huff, Division Manager, Strategic Planning, Nebraska Department of Transportation

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

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

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# Section 1 - About the Transportation Improvement Program

## 1.1 Legislative equirements

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

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

Section 5310, Federal Transit Act (49 U.S.C. §5310), authorizes the Secretary of the USDOT to make grants for the provision of transportation services meeting the special needs of seniors and individuals with disabilities. Generally, funds from this program can be used for operating expense by coordinated transit providers and for capital expenditures such as new vehicles, automatic vehicle location (AVL) systems, and other equipm

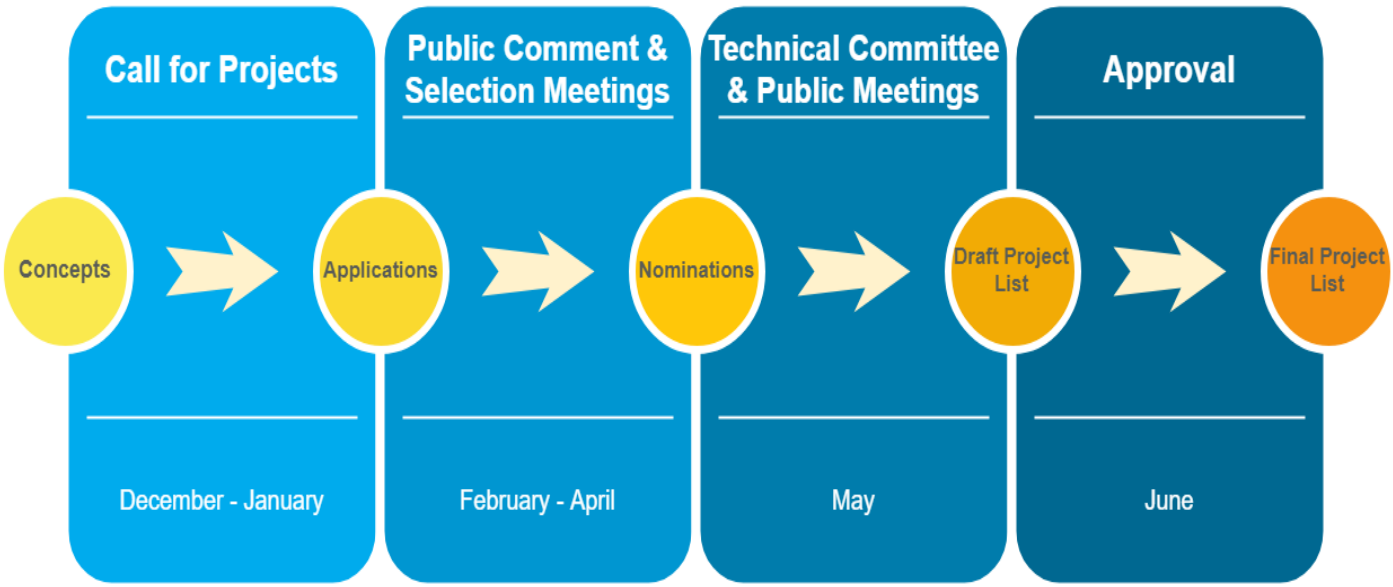
MAPA has been designated by the governors of Nebraska and Iowa to administer the Section 5310 program for the Omaha-Council Bluffs region. The Coordinated Transit Committee oversees the development of MAPA's Coordinated Transportation Plan (CTP) – the guiding document for the Section 5310 program's administration.

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

Walkability, Access, & Equity

**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 Fede al 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:

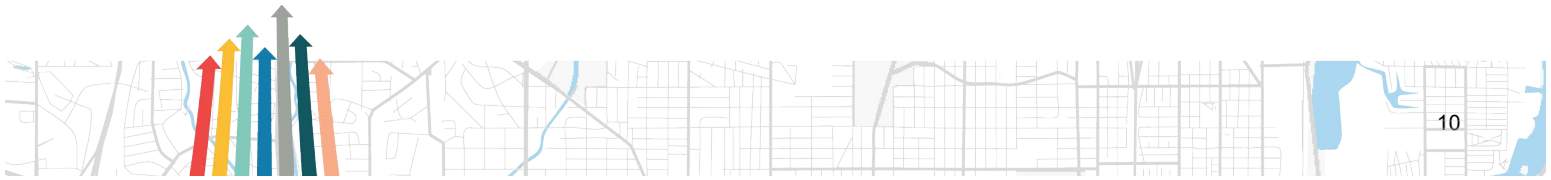
1. Supporting the State DOT Performance Targets; or

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**

| Asset | Target % Exceeding Useful Life Benchmark |
|---|---|
| **Council Bluffs STS** | |
| Rolling Stock | 25.000 |
| **Metro Transit** | |
| 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 a n 2045 defines a vision for the transportation system over the next 20 years, while the Five-Year Program and STIP identify specific investments over the next four to five years. The TAMP has a 10-year planning horizon and helps ensure that investments in the Five-Year Program and STIP are consistent with Iowa DOT's longer-term vision. Starting in 2019, the TAMP will also integrate the pavement and bridge performance targets.

The Iowa DOT conferred with numerous stakeholder groups, including MAPA and local owners of NHS assets, as part of its target setting process. The methodology used to set targets used current and historical data on condition and funding to forecast future condition. Asset management focuses on performing the right treatment at the right time to optimize investments and outcomes. Management systems are utilized to predict bridge and pavement needs and help determine the amount of funding needed for stewardship of the system. The TAMP discusses the major investment categories that the Commission allocates funding through. Once the Commission approves the funding for these categories, Iowa DOT recommends the allocation of the funds to specific projects using the processes described in the TAMP. Pavement and bridge projects are programmed to help meet the desired program outcomes documented in the TAMP.

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 f 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.

# 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 |
| **Total** | **$60,360.40** | **$54,195.40** | **$55,725.70** | **$26,312.58** | **$50,017.25** | **$246,611.33** | **$210,593.84** | **$13,999.76** |

**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 |
| **Total** | **$66,332.30** | **$7,686.00** | **$12,550.60** | **$37,594.55** | **$14,480.35** | **$138,643.80** | **$124,746.75** | **$583.30** |

**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 |
| **Total** | **$126,692.70** | **$61,881.40** | **$68,276.30** | **$63,907.13** | **$64,497.60** | **$385,255.13** | **$352,650.11** | **$31,892.58** |

**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)**

| Fund Name | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|---|---|---|---|---|---|
| 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)**

| Advance Construction Project | Project Number | Phase | Local Funding |
|---|---|---|---|
| 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 |
| | | **Total** | **$10,443.91** |

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

| Lead Agency | 2022 | 2023 | 2024 | 2025 |
|---|---|---|---|---|
| Bellevue | $2,573.00 | $1,590.40 | $3,632.59 | $4,216.56 |
| Omaha | $6,833.53 | $734.00 | $14,780.06 | $0.00 |
| **Sum** | **$9,406.53** | **$2,324.40** | **$18,412.65** | **$4,216.56** |

## 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....

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 DO 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 |
|---|---|---|---|---|
| **5307** | | | | |
| Spending Authority | $7,246.30 | $7,649.10 | $7,877.56 | $7,877.56 |
| **5339(a)** | | | | |
| Spending Authority | $1,075.00 | $1,021.42 | $1,075.00 | $0.00 |
| **5310** | | | | |
| 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 |
| **Total** | **$798.66** | **$724.30** | **$695.50** | **$458.60** |

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

| | FY22 | FY23 | FY24 | FY25 |
|---|---|---|---|---|

| | FY22 | FY23 | FY24 | FY25 |
|---|---|---|---|---|
| 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)**

| Fund Name | FY22 | FY23 | FY24 | FY25 |
|---|---|---|---|---|
| % Capital | 91% | 90% | 92% | 76.43% |
| % Operations | 8% | 8% | 8% | 0.00% |
| **Total Programmed** | **99%** | **98%** | **100%** | **76.43%** |

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 | **Rollingstock** | | | | | |
| | 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 |
| | | | | | | |
| | **Transit Enhancements** | | | | | |
| | 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 |
| | | | | | | |
| | **Support Equipment & Facilities** | | | | | |
| | 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 |
| | | | | | | |
| | **Unified Work Program** | | | | | |
| | 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 & O | 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 |
| | | | | | | |
| | **Capital Operations** | | | | | |
| | 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 |
| | | | | | | |
| | **Management Education and Training** | | | | | |
| | 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 |
| | | | | | | |
| | | | | | | |
| **5307 Projects** | | | $7,626,016.80 | $7,722,016.80 | $7,919,793.60 | $0.00 |
| **Previous year Available Apportionment** | | | $4,308,872.00 | $3,929,155.20 | $3,856,227.40 | $3,813,994.80 |
| **Projected Current Year Apportionment** | | | $7,246,300.00 | $7,649,089.00 | $7,877,561.00 | $7,877,561.00 |
| **Total 5307 Apportionment Available** | | | $11,555,172.00 | $11,578,244.20 | $11,733,788.40 | $11,691,555.80 |
| **Balance** | | | $3,929,155.20 | $3,856,227.40 | $3,813,994.80 | $11,691,555.80 |

Table 3.21 - Section 5339 Program of Projects by Obligation Year (in $1,000s)

| Funding Source | Project Name | Activity Line Item | 2022 | 2023 | 2024 | 2025 |
|---|---|---|---|---|---|---|
| FTA 5339 | Rolling Stock (35' Bus Replacement) | 11.12.02 | $0.00 | $0.00 | $0.00 | $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 | $1,075,000.00 | $1,021,418.00 | $1,075,000.00 | $0.00 |
| | | | | | | |
| | | | | | | |
| | | Total | $1,075,000.00 | $1,021,418.00 | $1,075,000.00 | $0.00 |
| | | Federal | $913,750.00 | $868,205.30 | $913,750.00 | $0.00 |
| | | Local | $161,250.00 | $153,212.70 | $161,250.00 | $0.00 |
| | | | | | | |
| | | | | | | |
| 5339 Projects | | | $1,075,000.00 | $868,205.30 | $1,075,000.00 | $0.00 |
| 5339 Apportionment | | | $1,104,740.00 | $868,206.00 | $1,104,740.00 | $1,104,740.00 |
| Balance | | | $29,740.00 | $0.70 | $29,740.00 | $1,104,740.00 |

# Section 4 - Environmental Justice

## 4.1 Environmental Justice Populatio s

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:

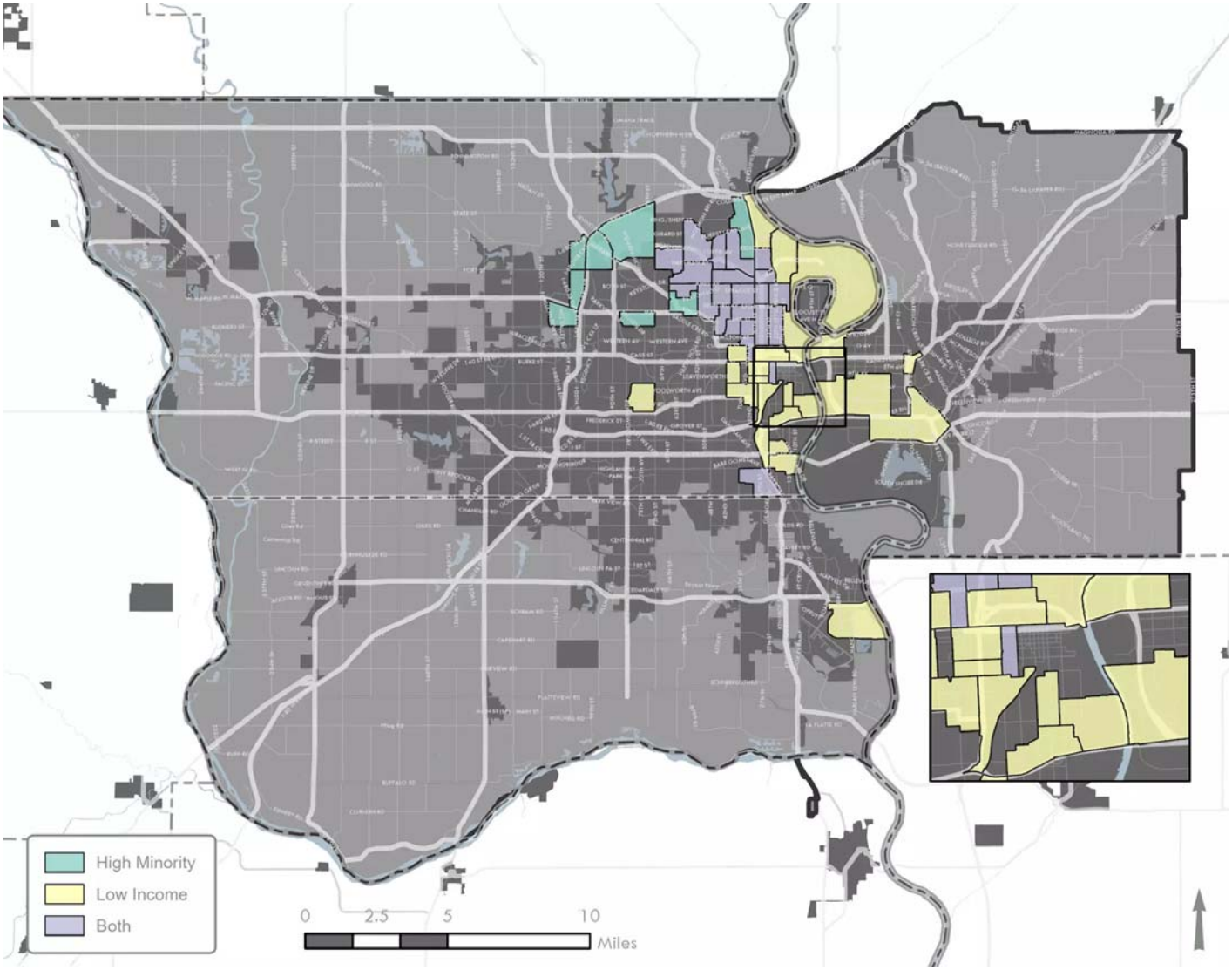
1. Avoiding, minimizing, or mitigating disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.

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 10percentof 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.

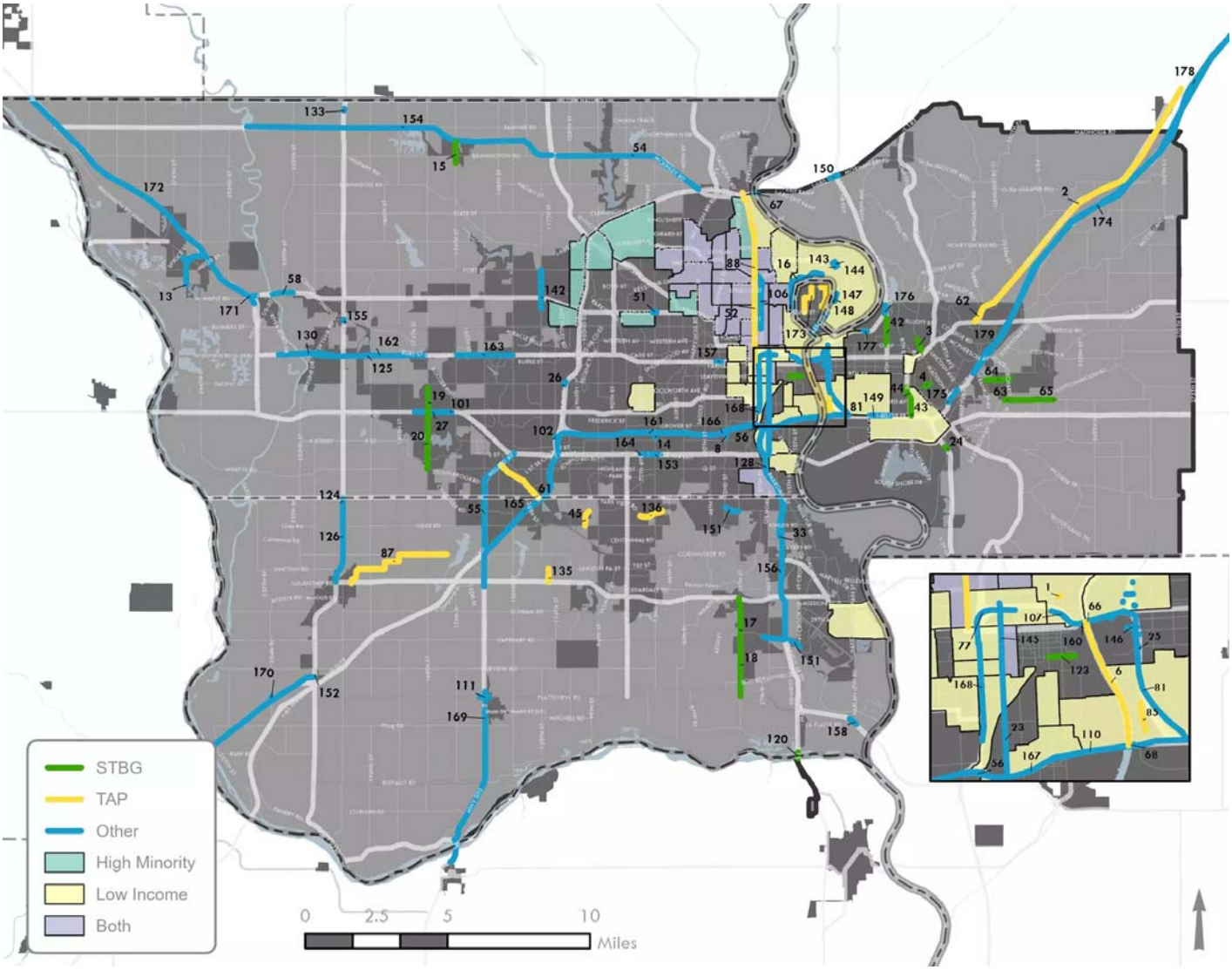



**Table 4.1 - Environmental Justice Projects (in $1,000s)**

| 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 Fed ral 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 |
| | | **Total** | **$492,642.50** | | **$491,348.13** | **$1,294** | |

# 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 |
|---|---|---|
| **Air Quality** | | |
| **Omaha** | | |
| | Eastern Nebraska Electric Vehicle CMAQ Grant | Project proceeding through procurement |
| **Bridge** | | |
| **Council Bluffs** | | |
| IA-44990 | North Broadway Bridge over Indian Creek | Let on March 16, 2021, construction to begin in December 2021 |
| **Iowa DOT** | | |
| IA-38153 | I-80: I-29/80/480 | Project in progress. |
| **NDOT** | | |
| 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 |

| Control # | Project Name | Status May 2021 |
|---|---|---|
| NE-22773 | I-80 Bridge Repair | Letting 5/6/2021 |
| **Intersection** | | |
| 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 |
| **ITS/Signalization** | | |
| 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 |
| **Omaha** | | |
| 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 |
| **Maintenance** | | |
| **NDOT** | | |
| NE-22832 | Districtwide Pavement Marking | Letting 9/30/2021, Beginning Construction 3/1/2022 |
| **Multi-Modal Improvement** | | |
| **Council Bluffs** | | |
| IA-35677 | City/County Connector Trail | Prelim. plans due 9/29/2021, target letting date 3/15/2022 |
| **Omaha** | | |
| NE-22571 | North Downtown Riverfront Pedestrian Bridge | Project proceeding through design with letting anticipated in August 2021 |
| **New Road** | | |
| **Council Bluffs** | | |
| 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 |
| **Resurfacing** | | |
| **Iowa DOT** | | |
| IA-45410 | IA-92 Pavement Rehab | |
| **NDOT** | | |
| NE-22578 | US-275: West Papillion Creek Bridge West | Letting now 8/29/2024. Pushed due to adequate pavement condition. |

| Control # | Project Name | Status May 2021 |
|---|---|---|
| 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 |
| **Road Improvement** | | |
| **Council Bluffs** | | |
| IA-34126 | South Expressway Reconstuction - Phase 1 | City under contract with HDR for conceptual design and scoping which should be complete in June 2021; anticipated letting winter FY2022 |
| **Road Widening** | | |
| **Bellevue** | | |
| NE-22288 | 36th Street Phase II | Project proceeding through ROW with letting anticipated in September 2022 |
| **Omaha** | | |
| NE-22209 | 168th Street - West Center Road to Q Street | Project proceeding through PE and NEPA with letting anticipated in October 2021 |
| **Roadway & Trail** | | |
| **MAPA** | | |
| | 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. |
| **Omaha Airport Authority** | | |
| | Terminal Access Road | Project currently under design, bidding to take place Fall 2020 |
| **Trail** | | |
| **La Vista** | | |
| NE-22757 | Applewood Creek Trail | Notice to proceed issued for final design, working through ROW with anticipated letting in December 2021 |
| **PMRNRD** | | |

| Control # | Project Name | Status May 2021 |
|---|---|---|
| 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 |
| **Transit** | | |
| **MAPA** | | |
| | 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. |
| **Metro** | | |
| | 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. |

| Control # | Project Name | Status May 2021 |
|---|---|---|
| | 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.

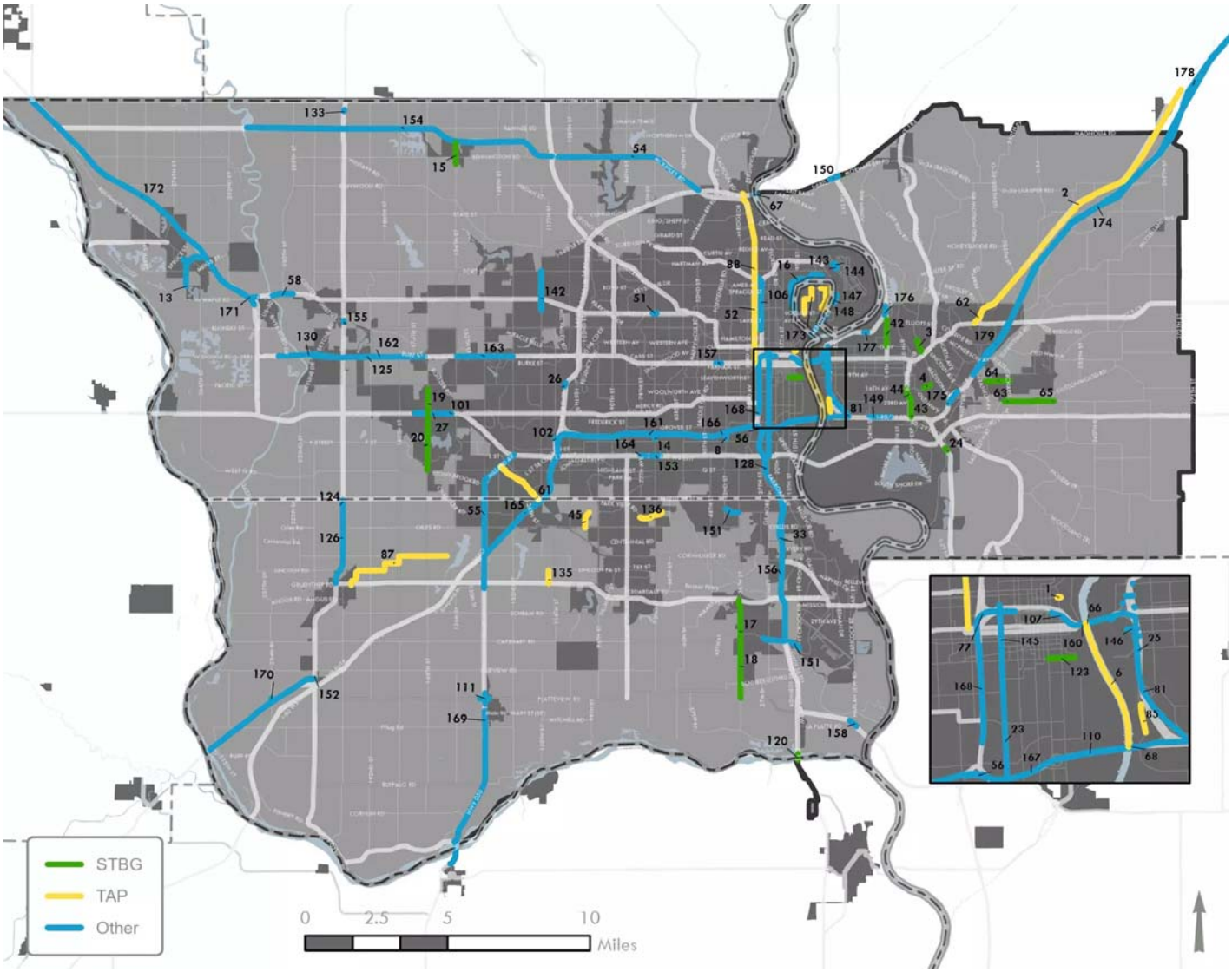



**Table 5.2 - Mapped Project List**

| 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 Reconstuction - 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 | PMRNRD | 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 Progam | 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 |
|---|---|---|---|---|---|---|---|
| **156th Street** | | | | | | | |
| **NE-22233** | | | | | | | |
| **Replace existing road from Papio Creek to Spur 28F.** | | | | | | | |
| **Bennington** | | | | | | | |
| 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 |
| | | | **Total - 156th Street** | **$4,567.69** | **$3,593.98** | **$0.00** | **$973.71** |
| **168th Street - West Center Road to Poppleton Street** | | | | | | | |
| **NE-22210** | | | | | | | |
| **Widen 2 Lane to 4 Lane Urban Divided with Turn Lanes** | | | | | | | |
| **West Center Rd to Poppleton Street** | | | | | | | |
| 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 |
| | | | **Total - 168th Street - West Center Road to Poppleton Street** | **$11,548.78** | **$8,668.78** | **$0.00** | **$2,880.00** |
| **168th Street - West Center Road to Q Street** | | | | | | | |
| **NE-22209** | | | | | | | |
| **West Center Rd to Q Street** | | | | | | | |
| Omaha | 2018 | PE-NEPA-FD | STBG-MAPA | $272.95 | $218.36 | $0.00 | $54.59 |
| Omaha | 2019 | ROW | STBG-MAPA | $4,000.00 | $3,200.00 | $0.00 | $800.00 |
| Omaha | 2022 | UTIL-CON-CE | STBG-MAPA | $18,600.00 | $14,880.00 | $0.00 | $3,720.00 |
| | | | **Total - 168th Street - West Center Road to Q Street** | **$22,872.95** | **$18,298.36** | **$0.00** | **$4,574.59** |
| **36th Street Phase I N-370 - Sheridan** | | | | | | | |
| **NE-22276** | | | | | | | |
| **Widen 2 lane Rural to 4 lane Urban.** | | | | | | | |
| **36th St - N-370 to Sheridan** | | | | | | | |
| 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 |
| | | | **Total - 36th Street Phase I N-370 - Sheridan** | **$22,044.00** | **$15,577.00** | **$0.00** | **$6,467.00** |
| **36th Street Phase II** | | | | | | | |
| **NE-22288** | | | | | | | |
| **Sheridan to Platteview Rd** | | | | | | | |
| 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 |
| | | | **Total - 36th Street Phase II** | **$16,956.25** | **$13,565.00** | **$0.00** | **$3,391.25** |
| **42nd Street Bridge, C to D Street** | | | | | | | |
| **NE-22627** | | | | | | | |
| **The replacement of two adjacent pin-and-hanger bridges** | | | | | | | |
| **On 42nd Street between C and D streets** | | | | | | | |

| 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 |
| | | | **Total - 42nd Street Bridge, C to D Street** | **$6,087.00** | **$0.00** | **$0.00** | **$6,087.00** |
| **72nd & D Street Viaduct** | | | | | | | |
| **NE-22628** | | | | | | | |
| **Replacement and widening of existing bridge structure** | | | | | | | |
| **On 72nd Street just south of I-80, at about D Street** | | | | | | | |
| 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 |
| | | | **Total - 72nd & D Street Viaduct** | **$7,782.00** | **$0.00** | **$0.00** | **$7,782.00** |
| **Applewood Creek Trail** | | | | | | | |
| **NE-22757** | | | | | | | |
| **Construction of multi-use trail, ten-foot (10') box culvert under Giles Road, utility relocation** | | | | | | | |
| **F** | | | | | | | |
| | | | | | | | .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 |
| | | | **Total - Applewood Creek Trail** | **$1,628.04** | **$1,206.43** | **$0.00** | **$421.61** |
| **Gretna to Wehrspann Trail** | | | | | | | |
| | | | | | | | |
| **10ft wide concrete bike/pedestrian trail** | | | | | | | |
| **From the City of Gretna to Wehrspann Lake** | | | | | | | |
| 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 |
| | | | **Total - Gretna to Wehrspann Trail** | **$994.25** | **$795.40** | **$0.00** | **$198.85** |
| **North Downtown Riverfront Pedestrian Bridge** | | | | | | | |

| Lead Agency | Fiscal Year | Phase | Fund Source | Total Cost | Federal | State | Local |
|---|---|---|---|---|---|---|---|
| **NE-22571** | | | | | | | |
| **Pedestrian bridge to connect the western terminus of the Bob Kerry Pedestrian Bridge spanning Riverfront Drive and Union Pacific Railroad.** | | | | | | | |
| **10th and Fahey Drive** | | | | | | | |
| 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 |
| | | | **Total - North Downtown Riverfront Pedestrian Bridge** | **$9,700.46** | **$5,136.57** | **$0.00** | **$4,563.89** |
| **Schram Spur N-370 Undercrossing and Trail Segment** | | | | | | | |
| **A grade-seperated 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.** | | | | | | | |
| **The trail will connect Lincoln Road to N-370 between mile marker 74.44 and 74.45** | | | | | | | |
| 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 |
| | | | **Total - Schram Spur N-370 Undercrossing and Trail Segment** | **$2,499.09** | **$1,999.27** | **$0.00** | **$499.82** |
| **Thompson Creek Trail** | | | | | | | |
| **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.** | | | | | | | |
| **In the City of La Vista from S. 69th St to La Vista Central Park** | | | | | | | |
| 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 |
| | | | **Total - Thompson Creek Trail** | **$1,911.00** | **$1,528.80** | **$0.00** | **$382.20** |

| Lead Agency | Fiscal Year | Phase | Fund Source | Total Cost | Federal | State | Local |
|---|---|---|---|---|---|---|---|
| **US Highway 34 Bike and Walking Trail Phase 2** | | | | | | | |
| **NE-22770** | | | | | | | |
| **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.** | | | | | | | |
| **Existing US-34 bridge over the Platte River between Sarpy and Cass Counties** | | | | | | | |
| 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 |
| | | | **Total - US Highway 34 Bike and Walking Trail Phase 2** | **$2,850.00** | **$2,280.00** | **$0.00** | **$570.00** |
| **West Papio Trail - Millard Connection** | | | | | | | |
| | | | | | | | |
| **Con** | | | | | | | |
| **Along West Papillion Creek from near 137th & Millard to Harry Anderson Drive** | | | | | | | |
| 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 |
| | | | **Total - West Papio Trail - Millard Connection** | **$2,077.50** | **$1,662.00** | **$0.00** | **$415.50** |
| | | | **Total** | **$113,519.01** | **$74,311.59** | **$0.00** | **$39,207.42** |

**Table 5.3 C - State Sponsored TIP Projects: Iowa**

| Fiscal Year | Phase | Fund Source | Total Cost | Federal | State | Local |
|---|---|---|---|---|---|---|
| **Iowa DOT** | | | | | | |
| **I-80: I-29/80/480** | | | | | | |
| **IA-38153** | | | | | | |
| **Grade and pave, bridge new, grading** | | | | | | |
| **I-80: I-29/80/480 INTERSTATES IN COUNCIL BLUFFS (CBIS) STATE SHARE** | | | | | | |
| 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 |
| | | **Total - Iowa DOT** | **$535,464.00** | **$470,569.50** | **$64,894.50** | **$0.00** |

| 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 |
|---|---|---|---|---|---|---|
| **Carter Lake** | | | | | | |
| **Carter Lake Walking and Bike Trail** | | | | | | |
| **IA-48689** | | | | | | |
| **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 thoughout 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.** | | | | | | |
| **In the City of Carter Lake along the route shown in the proposed map.** | | | | | | |
| 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 |
| | | **Total - Carter Lake** | **$400.00** | **$320.00** | **$0.00** | **$80.00** |
| **Council Bluffs** | | | | | | |
| **East Beltway: Greenview Road - East Segment** | | | | | | |
| **IA-35682** | | | | | | |
| **Reconstruction of existing roadway** | | | | | | |
| **Along Greenwood Road from Ridgewood Drive to Cottonwood Drive** | | | | | | |
| 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 |
| **East Beltway: Greenview Road - West Segment** | | | | | | |
| **IA-35679** | | | | | | |
| **Along Greenwood Road from State Orchard Drive to Ridgewood Drive** | | | | | | |
| 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 |
| **City/County Connector Trail** | | | | | | |
| **IA-35677** | | | | | | |
| **Trail connection between the City of Council Bluffs trail system and the Pottawattamie County Trail system** | | | | | | |
| **Along Railroad Highway from Kanesville Boulevard to the Council Bluffs Corporate Limits** | | | | | | |
| 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 |
| **W Graham Ave Reconstruction** | | | | | | |
| **IA-25419** | | | | | | |

| Fiscal Year | Phase | Fund Source | Total Cost | Federal | State | Local |
|---|---|---|---|---|---|---|
| **Reconstruction of street and utilities** | | | | | | |
| **High Street to Fairmont Avenue** | | | | | | |
| 2024 | UTIL-CON-CE | STBG-MAPA (Swap) | $3,006.00 | $2,405.00 | $0.00 | $601.00 |
| **North 16th Street Reconstruction** | | | | | | |
| **IA-34125** | | | | | | |
| **Reconstruction of roadway and utility work** | | | | | | |
| **On 16th Street (Highway 192) from Avenue G to Nash Boulevard** | | | | | | |
| 2024 | UTIL-CON-CE | STBG-MAPA (Swap) | $5,683.00 | $4,546.00 | $0.00 | $1,137.00 |
| **South Expressway Reconstuction - Phase 2** | | | | | | |
| **IA-36984** | | | | | | |
| **Reconstruciton of roadway and utility work** | | | | | | |
| **On Highway 192 from 21st Street north to 16th Street** | | | | | | |
| 2023 | UTIL-CON-CE | STBG-MAPA (Swap) | $4,313.00 | $4,313.00 | $0.00 | $0.00 |
| **South Expressway Reconstuction - Phase 1** | | | | | | |
| **IA-34126** | | | | | | |
| **On Highway 192 from I-80 north to 21st Street** | | | | | | |
| 2021 | UTIL-CON-CE | STBG-MAPA (Swap) | $3,260.00 | $3,260.00 | $0.00 | $0.00 |
| **East Beltway: Stevens Road - West Segment** | | | | | | |
| **IA-35678** | | | | | | |
| **Construction of roadway on new alignment** | | | | | | |
| **On Stevens Road from State Orchard Road to intersection with Norwood Drive** | | | | | | |
| 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 |
| | | **Total - Council Bluffs** | **$24,617.55** | **$21,207.85** | **$0.00** | **$3,409.70** |
| **Pottawattamie** | | | | | | |
| **Pottawattamie County Multi-Use Trail - Phase 1** | | | | | | |
| **IA-29802** | | | | | | |
| **Multi-use recreational trail** | | | | | | |
| **From Council Bluffs north to 330th Street along the Railroad Highway, approximately 7 miles** | | | | | | |
| 2020 | UTIL-CON-CE | TAP-MAPA | $298.70 | $238.70 | $0.00 | $60.00 |
| | | **Total - Pottawattamie** | **$298.70** | **$238.70** | **$0.00** | **$60.00** |
| | | **Total** | **$25,316.25** | **$21,766.55** | **$0.00** | **$3,549.70** |

## 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 |
|---|---|---|---|---|---|---|---|---|---|

| 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 |
| | | **Total** | **$12,250.00** | **$2,500.00** | **$14,750.00** |

## 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 |
|---|---|---|---|---|---|
| **Omaha Signal Infrastructure Phase B1** | | | | | |
| 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 |
| | | | **Total - Omaha Signal Infrastructure Phase B1** | **$2,120.58** | **$2,650.73** |
| **Omaha Signal Infrastructure Phase B2** | | | | | |
| NE-22727B | Omaha | CMAQ | UTIL-CON-CE | $2,537.60 | $3,172.00 |
| | | | **Total - Omaha Signal Infrastructure Phase B2** | **$2,537.60** | **$3,172.00** |
| **Omaha Signal Infrastructure Phase B3** | | | | | |
| NE-22728B | Omaha | STBG-State | UTIL-CON-CE | $2,920.65 | $3,650.81 |
| | | | **Total - Omaha Signal Infrastructure Phase B3** | **$2,920.65** | **$3,650.81** |
| **US-6 at Harrison St.** | | | | | |

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

**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 |
|---|---|---|---|---|---|
| **I-80: FRANKLIN AVE BRIDGES TO CO RD G30 INTERCHANGE** | | | | | |
| IA-48580 | Iowa DOT | HSIP | UTIL-CON-CE | $1,900.00 | $1,900.00 |
| | | | **Total - I-80: FRANKLIN AVE BRIDGES TO CO RD G30 INTERCHANGE** | **$1,900.00** | **$1,900.00** |
| **N-50/Platteview Road Intersection** | | | | | |

| State_ID | Lead Agency | Federal Funding Source | Phase | Federal Fu i | Total Funding |
|---|---|---|---|---|---|
| NE-22726 | NDOT | STBG-State | UTIL-CON-CE | $971.00 | $2,218.00 |
| | | | **Total - N-50/Platteview Road Intersection** | **$971.00** | **$2,218.00** |
| | | | **Total** | **$2,871.00** | **$4,118.00** |

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

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

**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 |
|---|---|---|---|---|---|
| **Fort Crook Road Corridor Study** | | | | | |
| | Bellevue | STBG-MAPA | General Planning | $100.00 | $125.00 |

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

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

| State_ID | Lead Agency | Federal Funding Source | Phase | Federal Funding | Total Funding |
|---|---|---|---|---|---|
| **Heartland 2050 Mini-Grant Progam** | | | | | |
| | MAPA | STBG-MAPA | General Planning | $250.00 | $312.50 |
| | | | **Total - Heartland 2050 Mini-Grant Progam** | **$250.00** | **$312.50** |
| **MAPA MPO Planning Allocation** | | | | | |
| | MAPA | PL | General Planning | $133.00 | $166.00 |

| State_ID | Lead Agency | Federal Funding Source | Phase | Federal Fun in | Total Funding |
|---|---|---|---|---|---|
| | | | **Total - MAPA MPO Planning Allocation** | **$133.00** | **$166.00** |
| | | | **Total** | **$383.00** | **$478.50** |

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

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

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

| State_ID | Lead Agency | Federal Funding Source | Phase | Federal Funding | Total Funding |
|---|---|---|---|---|---|
| **Heartland 2050 Mini-Grant Progam** | | | | | |
| | MAPA | STBG-MAPA | General Planning | $250.00 | $312.50 |

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

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

| State_ID | Lead Agency | Federal Funding Source | Phase | Federal Funding | Total Funding |
|---|---|---|---|---|---|
| **2014 Omaha Resurfacing Package** | | | | | |
| NE-22605 | Omaha | STBG-MAPA | AC Conversion | $1,596.73 | $1,596.73 |
| | | | **Total - 2014 Omaha Resurfacing Package** | **$1,596.73** | **$1,596.73** |
| **2017 Omaha Resurfacing Program** | | | | | |
| NE-22718 | Omaha | STBG-MAPA | AC Conversion | $4,876.80 | $4,876.80 |
| | | | **Total - 2017 Omaha Resurfacing Program** | **$4,876.80** | **$4,876.80** |
| **2021 Bellevue Resurfacing Project** | | | | | |
| 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 |
| | | | **Total - 2021 Bellevue Resurfacing Project** | **$0.00** | **$4,426.04** |
| **2021 Omaha Resurfacing Program** | | | | | |

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

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

| State_ID | Lead Agency | Federal Funding Source | Phase | Federal Fun ing | Total Funding |
|---|---|---|---|---|---|
| | | | **Total - I-680: Missouri River in Council Bluffs - Eastbound & Westbound** | **$0.00** | **$48.00** |
| **I-80 TRAFFIC SIGNS: US 6 IN COUNCIL BLUFFS TO JORDAN CREEK** | | | | | |
| | Iowa DOT | State-Iowa | UTIL-CON-CE | $0.00 | $1,500.00 |
| | | | **Total - I-80 TRAFFIC SIGNS: US 6 IN COUNCIL BLUFFS TO JORDAN CREEK** | **$0.00** | **$1,500.00** |
| **I-80: 13th St West, Omaha** | | | | | |
| | NDOT | State-Nebraska | PE-NEPA-FD | $0.00 | $1.00 |
| | | | **Total - I-80: 13th St West, Omaha** | **$0.00** | **$1.00** |
| **I-80: 13th St. to Iowa Line** | | | | | |
| NE-22724 | NDOT | NHPP | UTIL-CON-CE | $332.00 | $369.00 |
| | | | **Total - I-80: 13th St. to Iowa Line** | **$332.00** | **$369.00** |
| **I-80: 60th St - 24th St, Omaha** | | | | | |
| | NDOT | State-Nebraska | PE-NEPA-FD | $0.00 | $1.00 |
| | | | **Total - I-80: 60th St - 24th St, Omaha** | **$0.00** | **$1.00** |
| **I-80: Accide** | | | | | |
| | NDOT | State-Nebraska | PE-NEPA-FD | $0.00 | $1.00 |
| | | | **Total - I-80: Accident Investigation Sites, Omaha** | **$0.00** | **$1.00** |
| **I-80: MADISON AVE INTERCHANGE IN COUNCIL BLUFFS** | | | | | |
| 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 |
|---|---|---|---|---|---|
| | | | **Total - I-80: MADISON AVE INTERCHANGE IN COUNCIL BLUFFS** | **$4,500.00** | **$5,000.00** |
| | | | **Total** | **$23,284.23** | **$39,639.22** |

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

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

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

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

| State_ID | Lead Agency | Federal Funding Source | Phase | Federal Fun in | Total Funding |
|---|---|---|---|---|---|
| **I-80: S Papillion Cr & Papillion Cr Bridges** | | | | | |
| | NDOT | State-Nebraska | PE-NEPA-FD | $0.00 | $1.00 |
| | | | **Total - I-80: S Papillion Cr & Papillion Cr Bridges** | **$0.00** | **$1.00** |
| **L-28B Bridge Repair** | | | | | |
| NE-22765 | NDOT | NHPP | UTIL-CON-CE | $1,378.00 | $1,7 |
| | | | **Total - L-28B Bridge Repair** | **$1,378.00** | **$1,774.00** |
| **N-31 Bridges North of N-36** | | | | | |
| NE-22612 | NDOT | State-Nebraska | PE-NEPA-FD | $0.00 | $90.00 |
| | | | **Total - N-31 Bridges North of N-36** | **$0.00** | **$90.00** |
| **N-31: Elkhorn Viaduct** | | | | | |
| | NDOT | State-Nebraska | ROW | $0.00 | $100.00 |
| | | | **Total - N-31: Elkhorn Viaduct** | **$0.00** | **$100.00** |
| **N-50 Concrete Repair** | | | | | |
| 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 |
| | | | **Total - N-50 Concrete Repair** | **$10,406.00** | **$13,812.00** |
| **N-50: N-50/N-31 Intersection** | | | | | |
| | NDOT | State-Nebraska | PE-NEPA-FD | $0.00 | $1.00 |

| State_ID | Lead Agency | Federal Funding Source | Phase | Federal Funding | Total Funding |
|---|---|---|---|---|---|
| | | | **Total - N-50: N-50/N-31 Intersection** | **$0.00** | **$1.00** |
| | | | **Total** | **$32,602.40** | **$51,483.40** |

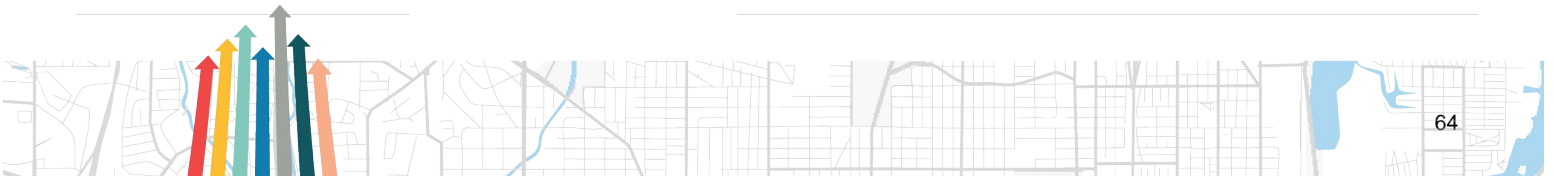
**Table 5.20 - System Preservation Projects in Fiscal Year 3**

| State_ID | Lead Agency | Federal Funding Source | Phase | Federal Funding | Total Funding |
|---|---|---|---|---|---|
| **2016 Omaha Resurfacing Program** | | | | | |
| NE-22681 | Omaha | STBG-MAPA | AC Conversion | $3,552.20 | $4,215.20 |
| | | | **Total - 2016 Omaha Resurfacing Program** | **$3,552.20** | **$4,215.20** |
| **2018 Omaha Resurfacing Program** | | | | | |
| NE-22735 | Omaha | STBG-MAPA | AC Conversion | $5,142.54 | $5,142.54 |
| | | | **Total - 2018 Omaha Resurfacing Program** | **$5,142.54** | **$5,142.54** |
| **2021 Bellevue Resurfacing Project** | | | | | |
| NE-22835 | Bellevue | STBG-MAPA | AC Conversion | $3,632.59 | $0.00 |
| | | | **Total - 2021 Bellevue Resurfacing Project** | **$3,632.59** | **$0.00** |
| **2021 Omaha Resurfacing Program** | | | | | |
| | Omaha | STBG-MAPA | AC Conversion | $6,085.32 | $6,085.32 |
| | | | **Total - 2021 Omaha Resurfacing Program** | **$6,085.32** | **$6,085.32** |
| **275 Bridge Cleaning** | | | | | |
| 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 |
|---|---|---|---|---|---|
| | | | **Total - 275 Bridge Cleaning** | **$0.00** | **$57.00** |
| **I-480: Missouri River in Council Bluffs** | | | | | |
| IA-38123 | Iowa DOT | State-Iowa | UTIL-CON-CE | $0.00 | $0.00 |
| | | | **Total - I-480: Missouri River in Council Bluffs** | **$0.00** | **$0.00** |
| **I-680: AT W JCT I-29 (EB & WB)** | | | | | |
| IA-45310 | Iowa DOT | NHPP | UTIL-CON-CE | $1,704.60 | $1,894.00 |
| | | | **Total - I-680: AT W JCT I-29 (EB & WB)** | **$1,704.60** | **$1,894.00** |
| **I-680: Missouri River in Council Bluffs - Eastbound & Westbound** | | | | | |
| IA-38124 | Iowa DOT | State-Iowa | UTIL-CON-CE | $0.00 | $48.00 |
| | | | **Total - I-680: Missouri River in Council Bluffs - Eastbound & Westbound** | **$0.00** | **$48.00** |
| **I-80 TRAFFIC SIGNS: US 6 IN COUNCIL BLUFFS TO JORDAN CREEK** | | | | | |
| | Iowa DOT | State-Iowa | UTIL-CON-CE | $0.00 | $1,000.00 |
| | | | **Total - I-80 TRAFFIC SIGNS: US 6 IN COUNCIL BLUFFS TO JORDAN CREEK** | **$0.00** | **$1,000.00** |
| **I-80/480/US-75 Bridge Painting** | | | | | |
| NE-22609 | NDOT | NHPP | UTIL-CON-CE | $5,324.00 | $5,916.00 |
| | | | **Total - I-80/480/US-75 Bridge Painting** | **$5,324.00** | **$5,916.00** |
| **I-80: Missouri River in Council Bluffs - Eastbound & Westbound** | | | | | |

| 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 |
| | | | **Total - I-80: Missouri River in Council Bluffs - Eastbound & Westbound** | **$0.00** | **$42.00** |
| **I-80: N-50 - 50th St, Omaha** | | | | | |
| | NDOT | State-Nebraska | PE-NEPA-FD | $0.00 | $1.00 |
| | | | **Total - I-80: N-50 - 50th St, Omaha** | **$0.00** | **$1.00** |
| **I-80: S Papillion Cr & Papillion Cr Bridges** | | | | | |
| | NDOT | NHPP | UTIL-CON-CE | $1,041.00 | $1,157.00 |
| | | | **Total - I-80: S Papillion Cr & Papillion Cr Bridges** | **$1,041.00** | **$1,157.00** |
| **N-31 Bridg** | | | | | |
| NE-22612 | NDOT | State-Nebraska | ROW | $0.00 | $5.00 |
| | | | **Total - N-31 Bridges North of N-36** | **$0.00** | **$5.00** |
| **N-31: Elkhorn Viaduct** | | | | | |
| NE-22636 | NDOT | NHPP | UTIL-CON-CE | $4,759.00 | $7,013.00 |
| | | | **Total - N-31: Elkhorn Viaduct** | **$4,759.00** | **$7,013.00** |
| **N-36: Elkhorn River - N-133** | | | | | |
| | NDOT | State-Nebraska | PE-NEPA-FD | $0.00 | $1.00 |
| | | | **Total - N-36: Elkhorn River - N-133** | **$0.00** | **$1.00** |
| **N-50: Louisville - Springfield** | | | | | |
| | NDOT | State-Nebraska | PE-NEPA-FD | $0.00 | $1.00 |

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



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

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

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

| 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 |
| | | | **Total - I-680: Missouri River in Council Bluffs - Eastbound & Westbound** | **$0.00** | **$48.00** |
| **I-80 PAVEMENT REHAB: FRANKLIN AVE TO US 6** | | | | | |
| | Iowa DOT | NHPP | UTIL-CON-CE | $3,150.00 | $3,500.00 |
| | | | **Total - I-80 PAVEMENT REHAB: FRANKLIN AVE TO US 6** | **$3,150.00** | **$3,500.00** |
| **I-80: MADISON AVE INTERCHANGE IN COUNCIL BLUFFS** | | | | | |
| IA-48565 | Iowa DOT | NHPP | UTIL-CON-CE | $33,976.80 | $37,752.00 |
| | | | **Total - I-80: MADISON AVE INTERCHANGE IN COUNCIL BLUFFS** | **$33,976.80** | **$37,752.00** |
| **I-80: Missouri River in Council Bluffs - Eastbound & Westbound** | | | | | |
| | Iowa DOT | State-Iowa | UTIL-CON-CE | $0.00 | $42.00 |
| | | | **Total - I-80: Missouri River in Council Bluffs - Eastbound & Westbound** | **$0.00** | **$42.00** |
| **I-80: N-50 - 50th St, Omaha** | | | | | |
| | NDOT | NHPP | UTIL-CON-CE | $6,846.00 | $7,607.00 |
| | | | **Total - I-80: N-50 - 50th St, Omaha** | **$6,846.00** | **$7,607.00** |
| **N-31 Bridges North of N-36** | | | | | |
| 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 |
|---|---|---|---|---|---|
| | | | **Total - N-31 Bridges North of N-36** | **$2,133.00** | **$2,666.00** |
| **N-36: Elkhorn River - N-133** | | | | | |
| NE-22597 | NDOT | STBG-State | UTIL-CON-CE | $3,792.00 | $4,740.00 |
| | | | **Total - N-36: Elkhorn River - N-133** | **$3,792.00** | **$4,740.00** |
| **N-50: Louisville - Springfield** | | | | | |
| | NDOT | STBG-State | UTIL-CON-CE | $454.00 | $568.00 |
| | | | **Total - N-50: Louisville - Springfield** | **$454.00** | **$568.00** |
| **US-275: West Papillion Creek Bridge West** | | | | | |
| NE-22578 | NDOT | NHPP | UTIL-CON-CE | $1,405.00 | $1,882.00 |
| | | | **Total - US-275: West Papillion Creek Bridge West** | **$1,405.00** | **$1,882.00** |
| **US-6: Linoma Beach - N-31** | | | | | |
| NE-21597 | NDOT | STBG-State | UTIL-CON-CE | $3,108.00 | $3,885.00 |
| | | | **Total - US-6: Linoma Beach - N-31** | **$3,108.00** | **$3,885.00** |
| **US-6: Saddle Creek Rd Bridge** | | | | | |
| NE-22761 | NDOT | NHPP | UTIL-CON-CE | $998.00 | $1,248.00 |
| | | | **Total - US-6: Saddle Creek Rd Bridge** | **$998.00** | **$1,248.00** |
| **US-6: South 234th St** | | | | | |
| | NDOT | STBG-State | UTIL-CON-CE | $727.00 | $909.00 |
| | | | **Total - US-6: South 234th St** | **$727.00** | **$909.00** |

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

**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 |
|---|---|---|---|---|
| **Bellevue** | | | | |
| 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 |

| Project ID | Project Type | Project Description | Total Project Cost | Target Construction Year |
|---|---|---|---|---|
| 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 |

| Project ID | Project Type | Project Description | Total Project Cost | Target Construction Year |
|---|---|---|---|---|
| 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 |

| Project ID | Project Type | Project Description | Total Project Cost | Target Construction Year |
|---|---|---|---|---|
| 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 |
| **Bennington** | | | | |
| 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 | |
| **Council Bluffs** | | | | |
| 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 | | | |
| **Douglas County** | | | | |
| 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 |

| Project ID | Project Type | Project Description | Total Project Cost | Target Construction Year |
|---|---|---|---|---|
| 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.

The U.S. government and its agencies assume no liability for the contents of this report or for the use of its contents. MAPA's Board of Directors released this draft document for public comment on May 27, 2021.

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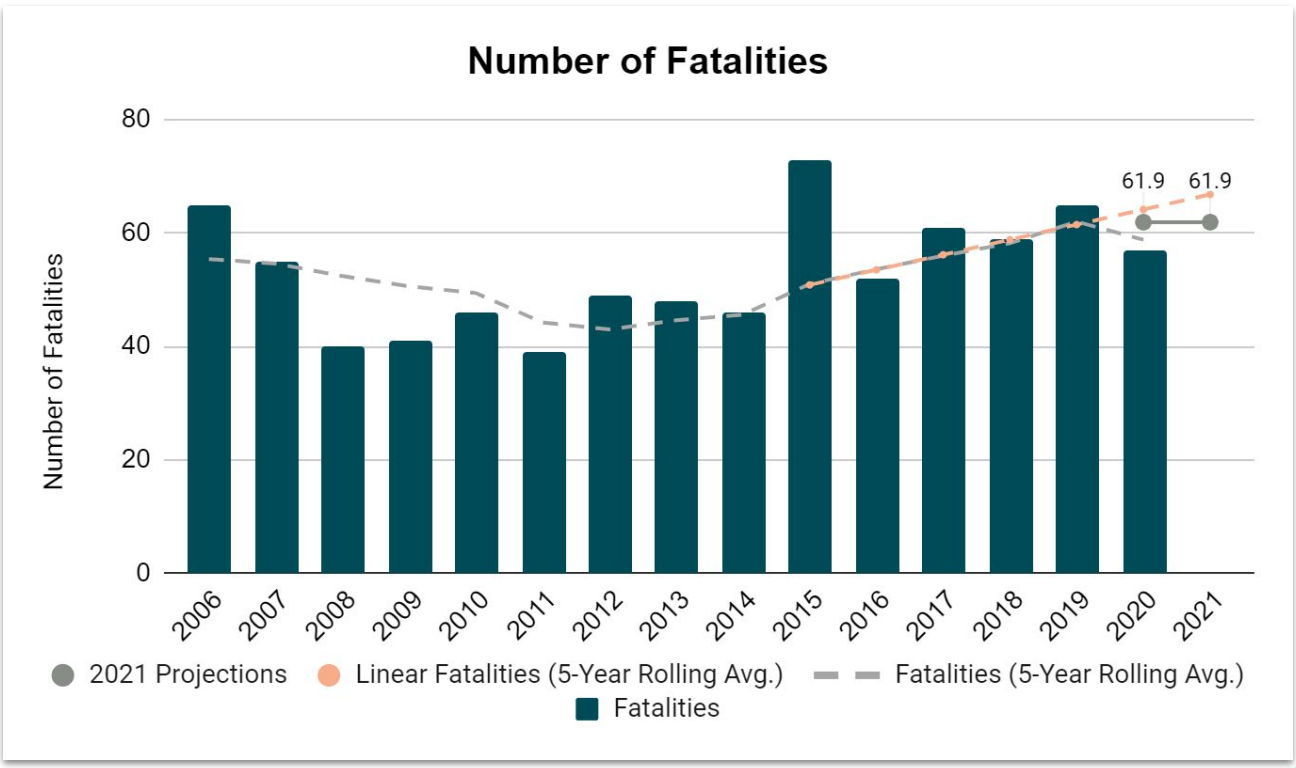
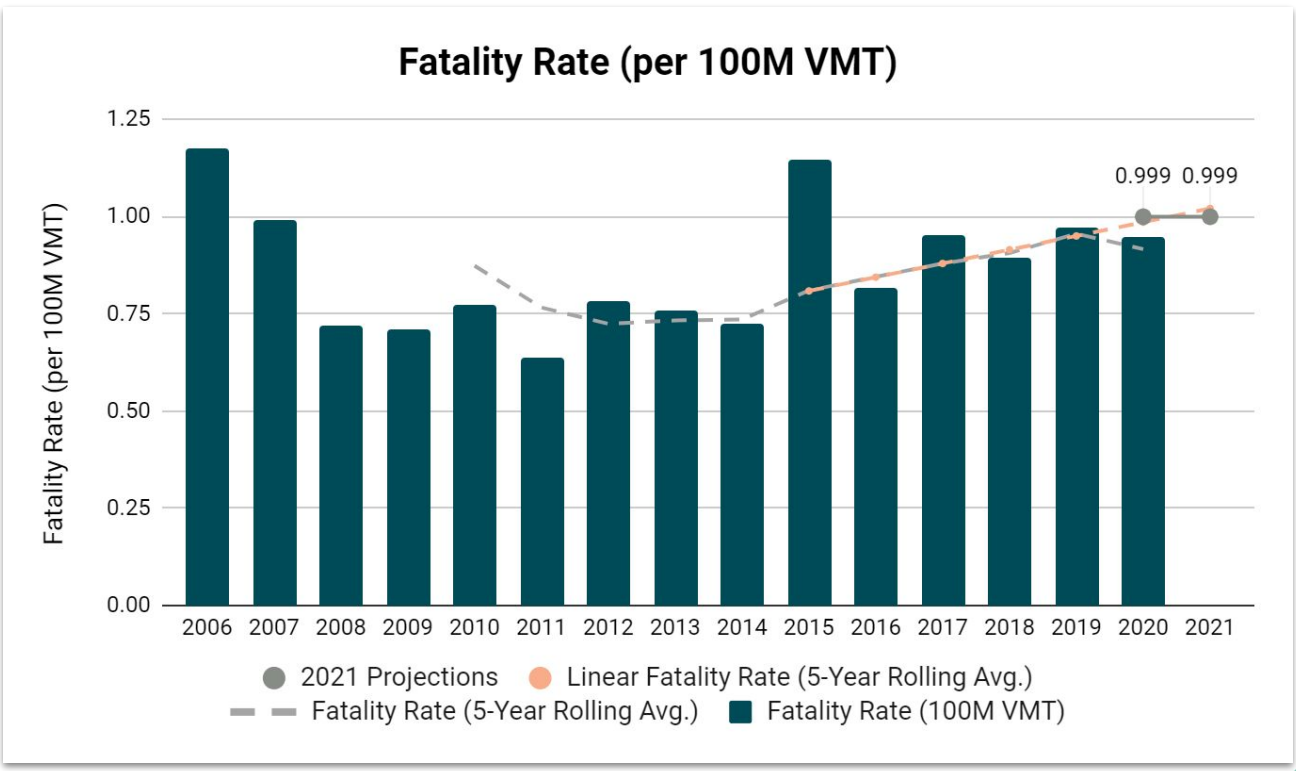
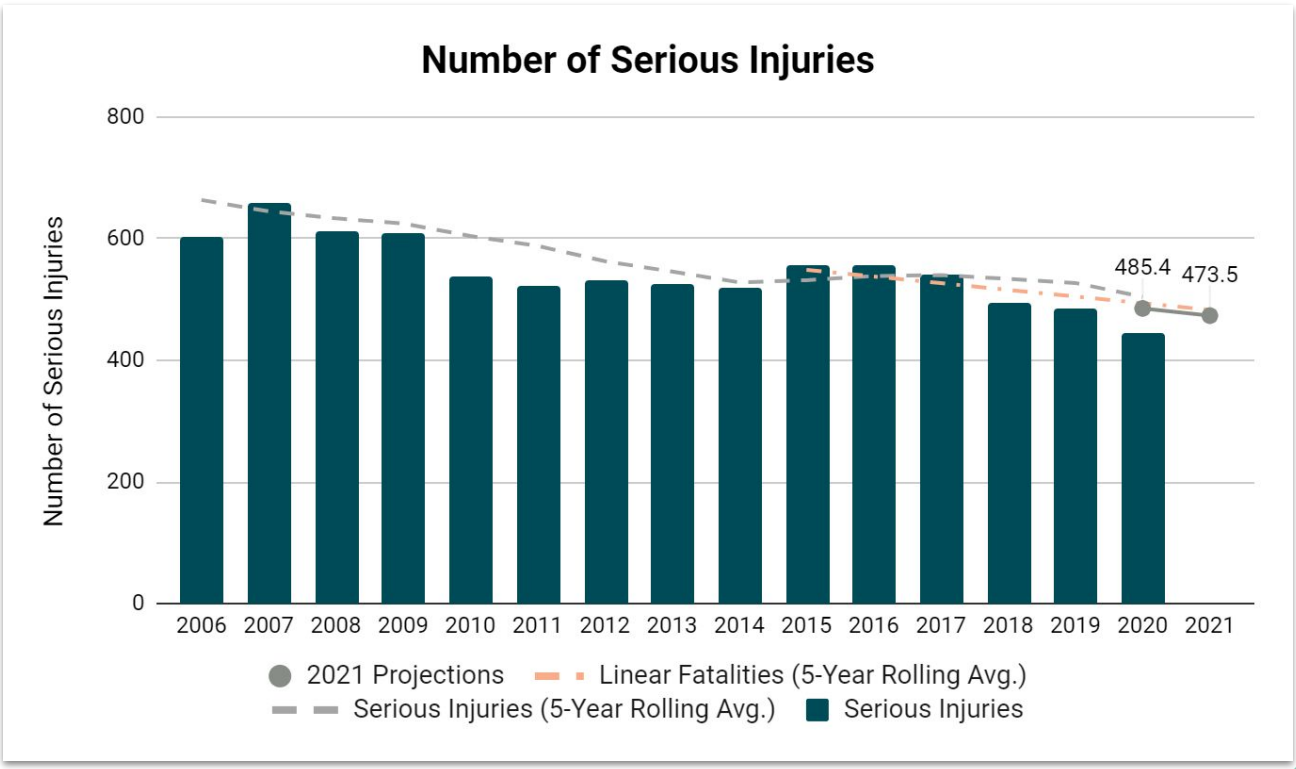
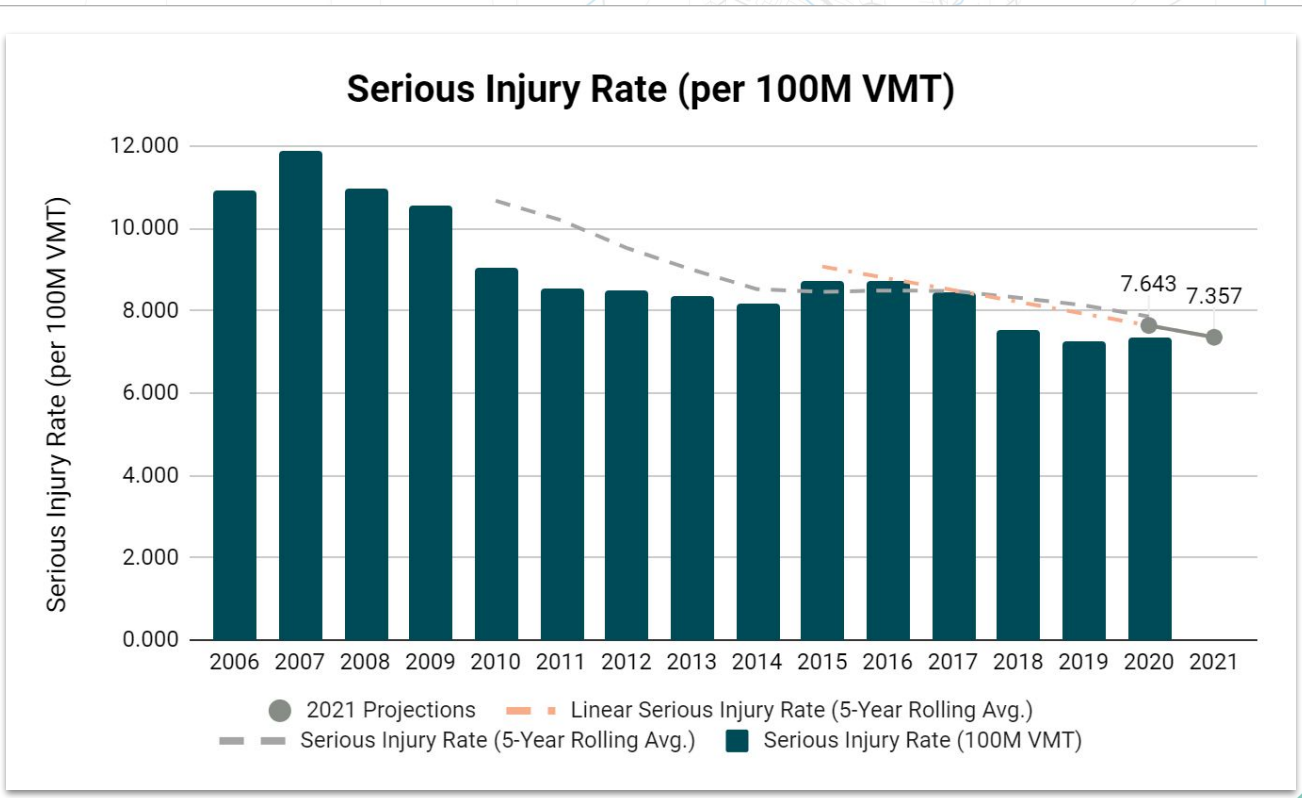
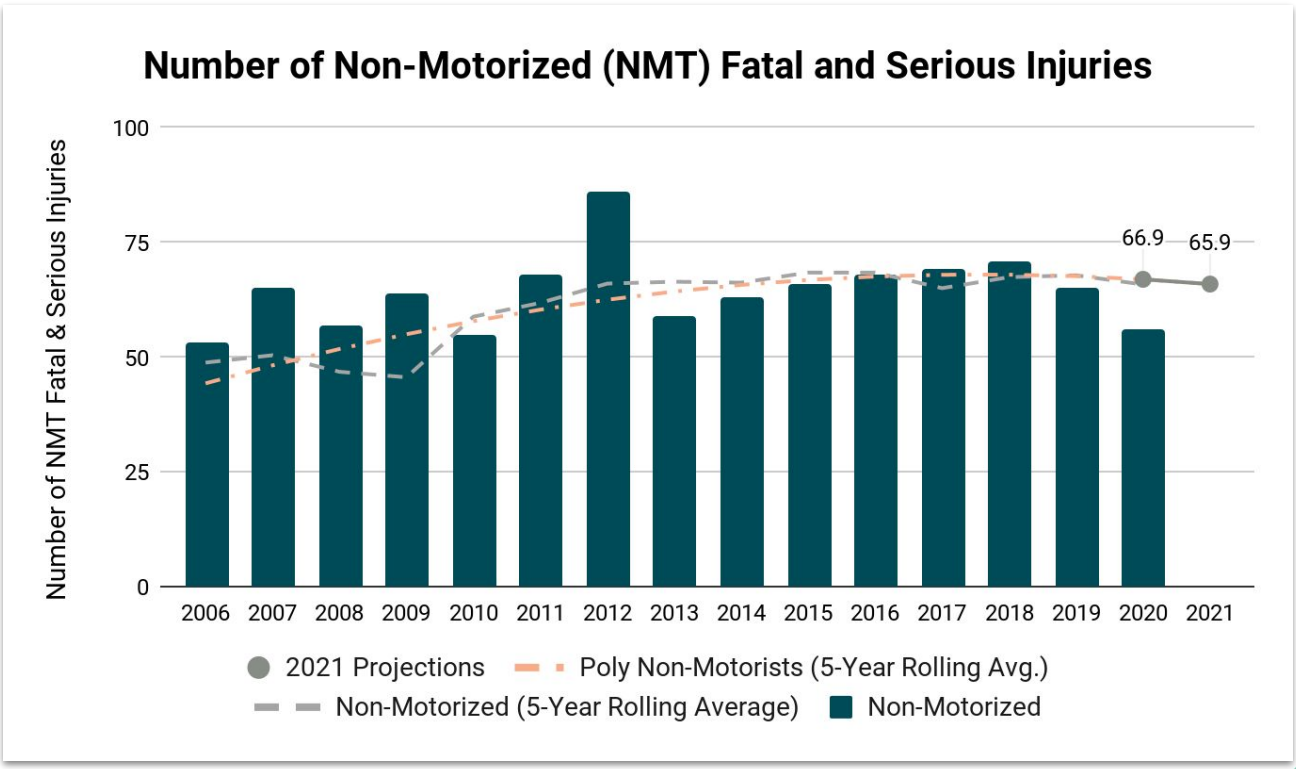
# Agenda Item E
# PM1 Progress Report


Number of Fatalities
80
60
40
20
0
Number of Fatalities
61.9
61.9
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2021 Projections
Linear Fatalities (5-Year Rolling Avg.)
Fatalities (5-Year Rolling Avg.)
Fatalities


Fatality Rate (per 100M VMT)
1.25
1.00
0.75
0.50
0.25
0.00
Fatality Rate (per 100M VMT)
0.999
0.999
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2021 Projections
Linear Fatality Rate (5-Year Rolling Avg.)
Fatality Rate (5-Year Rolling Avg.)
Fatality Rate (100M VMT)


Number of Serious Injuries
800
600
400
200
0
Number of Serious Injuries
485.4
473.5
2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021
2021 Projections
Linear Fatalities (5-Year Rolling Avg.)
Serious Injuries (5-Year Rolling Avg.)
Serious Injuries


Serious Injury Rate (per 100M VMT)
12.000
10.000
8.000
6.000
4.000
2.000
0.000
Serious Injury Rate (per 100M VMT)
7.643
7.357
2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021
2021 Projections
Linear Serious Injury Rate (5-Year Rolling Avg.)
Serious Injury Rate (5-Year Rolling Avg.)
Serious Injury Rate (100M VMT)




# MAPA Progress Toward 2020 PM1 Targets

| NHPP Measure (5-Year Rolling Average) | 2015-2019 Baseline | 2020 Projected | 2020 Observed | Met Target | Better than Baseline | 2017-2021 Target |
|---|---|---|---|---|---|---|
| **Fatalities (#)** | 62.0 | 61.9 | 58.8 | ☑ | ☑ | 61.9 |
| **Fatality Rate (per 100 million VMT)** | 0.956 | 0.999 | 0.916 | ☑ | ☑ | 0.999 |
| **Serious Injuries (#)** | 527.2 | 485.4 | 504.6 | ☐ | ☑ | 473.5 |
| **Serious Injury Rate (per 100 million VMT)** | 8.135 | 7.643 | 7.861 | ☐ | ☑ | 7.357 |
| **Non-Motorized (# Fatal & Serious Injuries)** | 67.8 | 66.9 | 65.8 | ☑ | ☑ | 65.9 |