

# TRANSPORTATION TECHNICAL ADVISORY COMMITTEE



Friday, June 17, 2022 | 10:00a  
Boardroom - Main Level of the Metro Transit Building

## AGENDA

### Action Items

For TTAC Approval

- A. Approval of the Minutes from the May 20, 2022 meeting.**

Recommendations to MAPA's Board of Directors

- B. Final FY 2023-2028 Transportation Improvement Program (TIP)**  
Court Barber will present the final TIP, including newly selected projects and a demonstration of fiscal constraint.
- C. Amendment 7 - FY2022 Transportation Improvement Program (TIP)**  
Court Barber will present amendment 7, which includes changes to a project sponsored by the City of Council Bluffs.
- D. Amendment 2 - 2050 Long Range Transportation Plan (LRTP)**  
Court Barber will present amendment 2, which includes changes to projects sponsored by the City of Omaha, City of Bellevue, City of Gretna, the PMRNRD, and Metro Transit.

### Discussion Items

- E. Member Agency Updates**
- F. Additional Business**

### Future Meetings & Events

- MAPA Board of Directors: Thursday, June 23, 2022
- TTAC: Friday, July 15, 2022

*Meeting Quorum: The presence of ten (10) members of TTAC at an officially called meeting shall constitute a quorum.*

# **Agenda Item A**

## **Meeting Minutes**

# Transportation Technical Advisory Committee (TTAC) Meeting



Friday May 20, 2022

Metropolitan Area Planning Agency  
2222 Cuming Street, Omaha, NE 68102  
402-444-6866

## MINUTES

In attendance:

### Voting Members

Dean Dunn (City of Bellevue)  
Dan Glittering (City of Gretna)  
Pat Dowse (City of La Vista)  
Derek Miller (City of Omaha)  
Todd Pfitzer (City of Omaha)  
Krista Wassenaar (City of Omaha)  
Mike Kleffner (City of Papillion)  
Dan Kutilek (Douglas County)  
Craig Wacker (NDOT)  
Maurice Hinchey (NDOT)  
Damion Stern (NDOT)  
Eric Williams (PMRNRD)  
Ivan Maldonado (Metro Transit)

### Non Voting Members

Bart Pugh (Schemmer)  
Jessica Smith (Alfred Benesch & Co.)  
Kara Kosiski (Olsson)  
Lee Myers (AARP)

### MAPA

Mike Helgersen (MAPA)  
Carlos Morales (MAPA)  
Court Barber (MAPA)  
Jim Boerner (MAPA)  
Lindsey Button (MAPA)

**Todd Pfitzer called the meeting to order at 10:02am.**

### Action Items

- A. Approval of the Minutes from the December 3, 2021, March 18, 2022, and the April 22, 2022 Meetings

There was no discussion or questions raised regarding the meeting minutes.

**Mike Kleffner made a motion to approve the minutes from the December 3, 2021, March 18, 2022, and April 22, 2022 meetings. Dan Kutilek seconded this motion.**

**Yay: 13**

**Nay: 0**

**Motion carried.**

## Recommendations to MAPA's Board of Directors

### B. [Draft FY2023-2028 Transportation Improvement Program \(TIP\)](#)

Court Barber presented a summary of the draft TIP, including newly selected projects and a demonstration of fiscal constraint.

MAPA expressed appreciation of the time and effort put in by the selection committees over multiple meetings to provide project selection recommendations for all funding groups. This year MAPA received over 40 applications with a total requested dollar amount over 200 million. The current implementation year project status will be updated by the end of today. Court Barber briefly reviewed all new regional projects recommended for funding with a note that total listed cost reflect total project cost. Awards will be 80% of this total.

- STBG (total project cost \$68,728,000)
- TAP (total project cost \$11,105,000)
- Heartland 2050 Mini-Grants (total project cost \$400,000),
- FTA Section 5310 (total project cost 798,030).

**Mike Kleffner made a motion to recommend opening the TIP draft for public comment. Todd Pfitzer seconded the motion.**

**Yay: 13**

**Nay: 0**

**Motion carried**

### C. Amendment 1 to the FY2022 Unified Planning Work Program (UPWP)

Mike Helgerson presented the amendment to MAPA's FY2022 program. This is a yearly amendment to consolidate funding. \$41,000 of RPL funding to carry over to the FY2023 UPWP. Recommendation today to provide those attachments to MAPA board.

**Mike Kleffner made a motion to recommend approval of the amendment to MAPA's Board of Directors. Maurice Hinchey seconded the motion.**

**Yays: 13**

**Nays: 0**

**Motion carried**

### D. Final FY2023 Unified Planning Work Program (UPWP)

Mike Helgerson presented the final program for MAPA's 2023 fiscal year. Major changes since the previous discussion primarily pertained to the end result of this year's project selection. The statement of work remains the same.

No questions were raised regarding the FY2023 UPWP.

With TTAC recommendation, MAPA will take the UPWP to their board including any changes made by the finance committee.

**Derek Miller motioned to approve the UPWP recommendation. Pat Dowse Seconded.**

**Yay: 13**

**Nay: 0**

**Motion carried**

**E. [Amendment 6 - FY2022 Transportation Improvement Program \(TIP\)](#)**

Court Barber presented amendment 6, which included changes to projects sponsored by Iowa DOT and the City of Omaha.

Revisions included funding increases to Omaha's 168th Street and West Center Road to:

- Q Street project from \$9,000,000 to \$17,400,000 in local funding for UTIL-CON-CE (AC) in FY2022, and from \$7,200,000 to \$13,720,000 in STBG-MAPA funding for AC Conversion in FY2025,
- Removal of \$38,476,800 of NHPP funding for UTIL-CON-CE in FY2025 for Iowa DOT's I-80: Madison Ave. interchange project in council bluffs, with an increase in NHPP funding in FY2022 for UTIL-CON-CE from \$4,500,000 to \$57,578,400.

Amendment 6 also includes the addition of two new projects; City of Omaha Signal Infrastructure Phases D1 and C2.

Specifics of funding modifications were noted in the slides and committee packet. In addition to the revisions noted in the packet sent to committee members, there was a last minute request for a change to Metro Transits program, as they will be switching the way they are spending 5307 funding.

No questions were raised regarding Amendment 6.

**Todd Pfitzer made a motion to recommend Amendment 6 to the FY2022 TIP. Mike Kleffner seconded the motion.**

**Yays: 13**

**Nays: 0**

**Motion carried**

**F. [Draft Amendment 2 - 2050 Long Range Transportation Plan \(L RTP\)](#)**

Court Barber presented amendment 2, which includes changes to projects sponsored by the City of Omaha, City of Bellevue, City of Gretna, the PMRNRD, and Metro Transit.

Summary of changes went out with the TTAC packet. Four projects were updated to align with cost increases and to ensure synchronicity with the remainder of the TIP. One project (the City of Omaha's 168th Street - West Center Road to Q Street) was a large enough cost change to require an L RTP amendment, while the other three were close enough that MAPA decided to include all four projects in order to prevent requiring another potential amendment in the future.

An additional 17 projects were identified through local planning efforts since the adoption of the LRTP. These projects were listed in the packet provided to the committee.

MAPA will also be fixing some minor errors to the LRTP document text with updates to language regarding transit and Metro Next.

As these changes are fairly substantive, MAPA must conduct a public meeting to review these changes. This meeting will be merged with the public meeting held for the TIP on June 8th. This is a larger amount of public engagement than we would typically see for these amendments.

**Mike Klefner made a motion to recommend approval of amendment 2. Pat Dowse seconded the motion.**

**Yays: 13**

**Nays: 0**

**Motion carried.**

## Discussion Items

### G. Debrief NDOT Coordination

Carlos Morales, Mike Helgerson provided an update on ongoing coordination efforts with NDOT. Many TTAC committee members attended the NDOT Grants workshop last week to discuss the IIJA and various discretionary grants that are featured in this new act. Coordination efforts are being made to determine how the group may be able to package various projects to match regional plans and needs to make the most of these new funding opportunities. It was suggested that there may be meetings in the future, possibly twice a year, to review and coordinate discretionary grant applications across multiple local jurisdictions and the State. There is an unprecedented amount of funding available to communities, and through proper coordination, we can make our applications more competitive, be more resource conscious and create partnerships that allow for cost reduction for community partners as well. MAPA has also created a slide deck to summarize NOFO information for new grant opportunities as they become available. This resource will be made available on the [MAPA website](#).

Craig Wacker stated that NDOTs strategic planning office has opened up an RFWQ for ongoing planning consultant services, and expanded these services to make them available to LPAs and MPOs for use in grant application and other transportation planning work. This resource has already been used for some last minute short window applications, and will be a great opportunity for smaller project needs.

Todd Pfitzer congratulated MAPA and NDOT for this effort. He found last week's workshop to be very helpful in the grant application process, and noted that the slide decks will be very helpful as well in increasing funding application success moving forward.

Carlos Morales stated that MAPA is open to discussion with new partners to determine how best to navigate NOFOs in terms of actions and next steps. After initial reviews we will be able to bring in additional partners and determine if there is a coordination need at the federal level, or if a project may be better suited to non federal funding opportunities.

Mike Helgerson noted that we can fund some projects, but not all. We want to understand how to get to that decision document / NEPA review. Federal agencies want to make sure that projects are shovel ready and that funds can be spend within that period of performance. There could be opportunities for seed funding that would get these projects ready for federal funding. This model is more sustainable, makes us more agile, and enables us to take advantage of new funding opportunities as they arise.

#### H. Annual Update on Truck and Travel Time Reliability Measure (PM3)

Jim Boerner provided a brief update on MAPA progress and planned target-setting process for the second evaluation period. Slide decks will be made available on the MAPA website. The main takeaways included that the TMA has an exceptionally high performance when compared to other major metros, but that there are limitations and challenges that arise from using the data as presented. Next steps will include regional discussions with signal corridor operators to ensure consistency in reporting, and working to include additional data (such as posted speed limits) to get a more accurate understanding of truck and travel time reliability.

#### I. Safe Streets for All

Jim Boerner presented on the Safe Streets for All (SS4A) program, the NOFO for which was released on Monday of this week. Slide deck will be made available on the [MAPA website](#).

SS4A builds off national roadway safety guidance, implements a safe system approach, and adopts safe streets solutions. These are large value awards and include three primary grant activities; Action Plan Grants, Supplemental Planning Activities for those with an eligible action plan, and Implementation Grants. Eligible recipients include MPOs, local jurisdictions and tribal governments. This program specifically does NOT include States as eligible recipients, which differs from historical norms and represents a large change safety funding in framework. There is a strong focus on teamwork and including multiple jurisdictions in an application, and to involve the MPO in the planning and implementation process. As with vision zero, there needs to be a clearly stated goal (such as achieving zero roadway deaths, or setting a goal to reach  $\frac{2}{3}$  reduction by a given year) in order for an application to be competitive.

Priorities laid out in the NOFO include low cost, high impact strategies. An applicant would not need to have high level details, but will have to show the nature of the crashes and fatalities seen in the area, provide goals for solutions they would look to implement, and include equity, environmental justice, and performance measures. The NOFO also sets out very specific requirements for baseline analyses using FARS data paired with information based on total population and disadvantaged populations. Jim presented and compared maps of crash location data for MAPAs TMA, as well as Des Moines, Salt Lake City, and Kansas City TMAs for reference.

MAPA has put together a series of training topics with NDOT that will be provided over the course of this year that will help provide base understanding to assist with planning grant applications. This sets us up well for this program. MAPA is looking to collect and pass on best



practices for safety planning in the region, and to submit safety related projects to multiple funding opportunities.

MAPA will be investigating an application for a planning grant under SS4A. Jim provided a brief overview of the Comprehensive Safety Action Plan Process. The first step will be looking for leadership commitment and champions. MAPA will be looking to talk with all members to determine scope and location, where the greatest needs are, and what plans can be constructed. The application process does not appear to be too lengthy, so getting leadership commitment and setting bounds and goals is the most important piece here.

SS4A also has a longer lead time than other funding applications, with an application deadline of September 15th. This is a natural extension of what MAPA has been working towards the MAPA safety committee. This will be a great opportunity provided there is interest from community partners, and may also be an opportunity for a dedicated funding source to address community needs.

There is a section of the NOFO that allows a community that already has a vision zero action plan to perform a step by step process to determine if it would meet the criteria for a SS4A action plan. Todd Pfitzer made reference to Complete Streets Omaha and stated that leadership would like to continue to evolve in that program. Today is the first executive committee meeting for Omaha's Vision Zero.

No other questions or comments were raised about the SS4A program.

#### J. Member Agency Updates

##### **MAPA (Mike Helgersen):**

Certification review was this week. Initial report out - commendations for the work being done; mini-grants, block talks, public engagement strategies, visualization. Recommendations - how MAPA conducts planning process, recommended changes to committees and representation, engagement opportunities and who is able to participate in the planning process. Justin Luther will present to our board next week and there will be a formal report 4-6 months from now; Indianapolis trip at the end of April - successful trip with lots of discussion on trails and transit strategies and looking at growth and development opportunities to incorporate multi modal transportation; Streetcar session with Council Bluffs; TIP in process.

**PMNRD (Eric Williams);** Western Douglas county trail ribbon cutting June 21st; NEAT in person site visits by bike on Saturday; Submitted CE for hwy 74/75 crossing.

**Douglas County (Dan Kutelig);** 180th project is underway with Hawkins plan to complete by this fall

**City of Papillion (Mike Kleffner);** Currently contracting and going through selection for design and NEPA on the Hwy 370 trail underpass; Subdivision infrastructure improvements.

**City of La Vista (Pat Dowse);** Atwood creek trail open for bid in June and will move forward; Asset preservation; East LaVista Sewer rehabilitation project had a no bid situation for the first



time in a while so will rebid at the end of the month to start in 2023; Minor signal change outs of signal heads and striping.

**City of Omaha Public Works (Todd Pfitzer & Krista Wassenaar);** Master plan CMAQ funded project will be meeting this week with Douglas County as the plan involves some of their signals in phase 3 of implementation; Working to get the CIP finished up and have had good coordination with MAPA this year working to get the CIP to mirror the TIP; Notes on various improvement project; Streetcar; College World Series coming up in June. Project at 168th St from Q to Center has received NEPA sign off and is moving into PSNE. This project started in 2007.

**City of Bellevue (Dean Dunn);** No updates

**NDOT Planning (Craig Wacker);** Going through all discretionary grants in the new bill and looking at what the NOFOs will look like; Electric vehicles infrastructure plan has to be turned into FHWA by August 1st (fast turn around). Doing a new RFQ because we needed to tap into the oncall consultants a lot for this one. Will include the i80 corridor for the 1st (and likely 2nd) year of funding. Must do alternative fuel corridors before we can expand out to other areas; Carbon reduction program - Will get started on a new reduction strategy plan sometime this summer for the Carbon Reduction Program. Will be procuring a consultant for that in the future, coordinated by the MPOs. MPO region will get 2mill in CRP funds to spend - vague guidance on state run vs. MAPA run. Similar to CMAC, but more opportunities (kind of a blending of CMAC and TAP).

City of Omaha Planning (Derek Miller); No updates

**NDOT Engineering (Maurice Hinchey);** Introduction of District 2s new project delivery engineer, Damion Stern, who will be taking over for Barb; Progress updates on numerous infrastructure improvement, repaving, bridge work, striping, barrier replacement, trail, repair, intersections, road closures, and other projects.

**Metro Transit (Ivan Maldonado);** Metro next study was completed last month and adopted by the board. Will improved signage at all bus stops, new shelters and amenities, returning routes to pre covid levels, increased frequency of service and expanding coverage areas, and looking at other options for regional transportation / travel. More information is available in the plan.

#### K. Additional Business

No additional business.

**Motion to adjourn made by Maurice Hinchey. Meeting was adjourned at 11:46am.**

# **Agenda Item B**

**Final FY2023-2028 TIP**

**[Click Here to View the  
Summary](#)**

# TRANSPORTATION IMPROVEMENT PROGRAM

2023 - 2028



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OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY

RESOLUTION NUMBER 2022 – xx

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 2023 - 2028 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 2023 - 2028 TIP, and recommends said program be forwarded to the appropriate state and federal agencies.

PASSED this 23rd Day of June 2022

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Doug Kindig  
Chair, MAPA Board of Directors

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## MPO Self Certification

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

**1) 23 U.S.C. 134, 49 CFR 5303, and this subpart;**

*MAPA collaborates with local, State and public transportation agencies to carry out a continuing, cooperative and comprehensive (3C) metropolitan planning process through its Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and other transportation planning activities.*

**2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93;**

*MAPA is designated as an attainment area. However, MAPA is closely monitoring air quality reports and standards while working on a proactive public outreach and reduced transit fare initiative to reduce ozone with local agencies, NDOT, Iowa DOT, NDEQ, IDNR, EPA and Metro Transit of Omaha.*

**3) Title VI of the Civil Rights act of 1964, as amended (42 U.S.C. 2000d-1 ) and 49 CFR part 21;**

*MAPA recently updated its Title VI plan and outreach efforts to better serve and involve the protected classes under Title VI of the Civil Rights Act of 1964.*

**4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity;**

*MAPA's Public Involvement Plan (PIP) (section 2) guides MAPA's outreach efforts to ensure that no person is discriminated against on the basis of race, color, creed, national origin, sex or age in the transportation planning process. This applies to MAPA's LRTP, TIP, UPWP, and other transportation planning activities.*

**5) Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;**

*MAPA maintains a recently updated Disadvantaged Business Enterprise (DBE) Program including agency DBE contract goals.*

**6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;**

*MAPA does not receive Federal-aid highway construction funds and does not let construction contracts. With regard to other transportation planning activities, see above comments under point 4.*

**7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C 12101 et seq.) and 49 CFR parts 27, 37, and 38;**

**8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;**

**9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and**

**10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.**

*MAPA has an Equal Employment Opportunity Policy that includes not only prohibiting employment discrimination on the basis of race, color, creed, or national origin, it also prohibits discrimination on the basis of age, non-job related physical or mental disability and gender. This policy also includes all publications and advertisements and our website. MAPA advertises and posts public notices in minority focused news media. These policies pertain to MAPA programs. MAPA's committees are diverse in gender, age, and race and pass recommendations for approval of policies and documents to the MAPA Board of Directors.*

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

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

Date \_\_\_\_\_

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

Date \_\_\_\_\_

\_\_\_\_\_  
Michael Helgerson, Executive Director, Metropolitan Area Planning Agency

Date \_\_\_\_\_



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# Section 1 - About the Transportation Improvement Program

## 1.1 Legislative Requirements

The current authorized federal transportation legislation is the Infrastructure Investment and Jobs Act (IIJA). 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 was the funding and authorization bill that governed federal surface transportation spending during the period of 2016 through 2021. Its successor is the Infrastructure Investment and

Jobs Act (IIJA).

**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.

**Infrastructure Investment and Jobs Act (IIJA)** - IIJA is the funding and authorization bill that governs federal surface transportation spending and is the source of all federal funds that the region receives.

**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; this program was discontinued during the development of the FY2023 TIP. Projects beyond FY2023 will no longer be SWAP-eligible.

**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 Infrastructure Investment and Jobs Act (IIJA) 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 FY2023 is available to be spent from FY2023 to FY2026.

Beginning in FY2019, some projects in the Iowa portion of MAPA’s TMA became 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. **SWAP is being discontinued with the passing of the IIJA. Projects identified as SWAP will be eligible to continue through fiscal year 2023, but projects letting in future years will not be SWAP eligible.**

## Transportation Alternatives Program (TAP)

TAP projects are federally funded, community-based projects that expand travel choices and enhance the transportation experience by integrating modes and improving the cultural, historic, and environmental aspects of our transportation infrastructure. Much like the STBG-MAPA program, funding for these projects is suballocated to the MAPA region by the states. TAP projects must be one of several eligible activities and must relate to surface transportation, including the following:

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

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

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

MAPA has been designated by the governors of Nebraska and Iowa to administer the Section 5310 program for the Omaha-Council Bluffs region. The Coordinated Transit Committee oversees the development of MAPA’s Coordinated

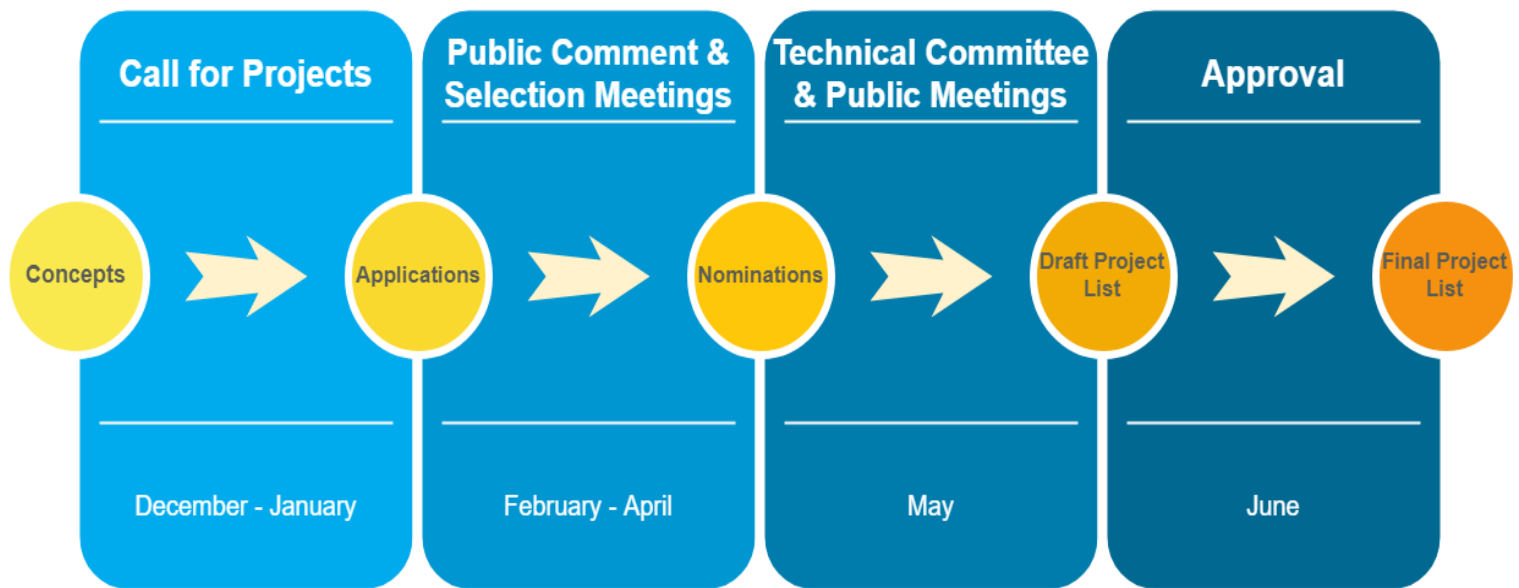
Transportation Plan (CTP) – the guiding document for the Section 5310 program’s administration.

Under the IIJA MAPA receives approximately \$900,000 of Section 5310 funding annually from FTA to fund these kinds of projects throughout the metropolitan region.

## Section 2 - Project Selection

### 2.1 General Process and Selection Criteria

The transportation planning processes described above 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.



## FY2023 Project Selection Schedule

- October 30, 2021 - Call for Projects
- January 08, 2022 - Application Deadline
- February 16, 2022 - Applications Released for Public Comment
- March 25, 2022 - TAP-C Selection Meeting
- April 12, 2022 - 5310 Selection Meeting
- April 21, 2022 - ProSeCom Selection Meeting
- May 20, 2022 - Draft TIP Presented to TTAC & Released for Public Comment
- May 26, 2022 - Draft TIP Presented to Board of Directors
- June 08, 2022 - Draft TIP Public Meeting
- June 17, 2022 - Final TIP Presented to TTAC
- June 23, 2022 - Final TIP Presented to Board of Directors

## 2.2 Project Selection Criteria

### STBG Selection Criteria

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

#### General Roadway

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

#### Alternative Transportation

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

#### Systems Management

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

## Heartland 2050 Mini-Grant Selection Criteria

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

## TAP Selection Criteria

MAPA coordinated with local stakeholders on its Regional Bicycle-Pedestrian Plan to identify and prioritize corridors for bicycle and pedestrian infrastructure. During the fall of 2014, the TAP-C updated MAPA's TAP criteria using a prioritization model developed in the Regional Bicycle-Pedestrian Plan. These criteria are based upon a diverse set of socioeconomic and transportation-related data that assist the TAP-C with funding decisions. The revised criteria are comprised of measures in the following categories:

Factor	Weight	Selection Criteria	Data Source	Buffer
				(if applicable)
Support	5	Local Match %	Project Application	–
		Multi-Jurisdictional/ Partnerships	Project Application and Documentation	–
Safety	7	Physical Separation of Proposed Facility	Project Application and MAPA Review	–
		Density of Pedestrian Crashes (Pedestrian Crashes (2011- 2013)/Route Length)	NDOT Highway Safety Improvement Database; INTRANS Crash Database	–
		Posted Speed Limit	Project Application and MAPA Review	–
		Future Traffic Volume (ADT)	MAPA Travel Demand Model	Volume within Project Corridor
Demand	6	Population density within 1/2 mile	MAPA Land Use Activity Allocation Model (LUAAM)	1/2 Mile
		Employment density within 1/2 mile	MAPA Land Use Activity Allocation Model (LUAAM)	1/2 Mile
		Proximity to Schools (Including Universities)	INFOGROUP data and MAPA Review	1/4 Mile
Connectivity	9	Level of Transit Service	Metro Transit	1/4 Mile
		Connectivity to Existing Facilities	MAPA Regional Bicycle- Pedestrian Master Plan	1/4 Mile
		Connectivity to MAPA Priority Corridors	MAPA Project Selection Committee (ProSeCom)	1/4 Mile
Equity	6	Proximity to Environmental Justice Areas	MAPA Transportation Improvement Program (TIP)	Within EJ Area; partially within EJ area
		Community Access to a Vehicle (% No Vehicle Households)	2012 American Community Survey	1/2 Mile

## 5310 Selection Criteria

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

## 2.3 TIP Fee

Beginning July 1, 2018, MAPA will collect a "TIP fee" for federal-aid projects in the Transportation Improvement Program (TIP) funded through the regional Surface Transportation Block Grant Program (STBG) and the regional Transportation Alternatives Program (TAP). These funding sources are identified in the TIP as STBG-MAPA and TAP-MAPA, respectively. The fee will be collected from members that are within the Transportation Management Area (TMA), also referred to as the Metropolitan Planning Organization (MPO). The amount of the TIP fee and the specific federal funding programs for which the fee is required shall be identified in the TIP annually and approved by the Board of Directors.

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

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

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

The TIP fee does not apply to projects utilizing other funding sources that are included in the TIP (State projects, transit projects, HSIP/TSIP, CMAQ, etc.). STBG-MAPA and TAP-MAPA projects with total project costs less than \$100,000 and all planning studies shall be exempt from the TIP fee.

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

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

## 2.4 Other Federal Transportation Programs

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

### Congestion Mitigation and Air Quality (CMAQ)

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

### Highway Safety Improvement Program (HSIP)

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

### System Preservation Projects

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

### Federal Transit Administration Projects

Federal funding for transit projects under Sections 5339 - Bus and Bus Facilities and 5307 - Urbanized Area Formula - are directed to Metro Transit to support their operations.

### Federal Aviation Administration Programs

In addition to surface transportation projects, the MAPA TIP also includes a list of projects programmed by the Federal Aviation Administration (FAA) of the USDOT. Under the FAST Act, federally funded airport improvement projects are must be contained in the regional Transportation Improvement Plan. For that purpose, MAPA coordinates annually with the Omaha Airport Authority to ensure that regionally significant projects are included within the Transportation Improvement Program.

## 2.5 Performance Based Planning Measures

The FAST-Act requires states and MPOs to use performance based transportation planning practices. MPO TIPs must document compliance with each of the performance based planning categories. Categories currently implemented include Safety (PM 1), Transit Asset Management (TAM), Pavement and Bridge Condition (PM 2), and System and Freight Reliability (PM 3). In addition, MAPA supports Iowa and Nebraska DOT's system and freight reliability targets by reviewing and programming all Interstate and National Highway System projects within the MPO boundary that are included in the DOT's Transportation Improvement Program.

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

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

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

## Safety Performance Measures

Compliance with safety performance based planning requirements began May 27, 2018 for MPOs. To satisfy the safety performance measure MPOs can choose to support the DOT safety targets or MPOs can set their own unique targets. MAPA chose to set its own unique targets for the Omaha-Council Bluffs region.

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

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages to include:

1. Number of Fatalities
2. Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 Million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries


The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for these five safety performance measures. MPOs must establish their HSIP targets by February 27 of the calendar year in which they apply.

As a result of the stakeholder process, MAPA elected to establish its own HSIP targets for safety performance measures. As a bi-state MPO, MAPA coordinated with both the Nebraska Department of Transportation (NDOT) and the Iowa Department of Transportation (Iowa DOT) in the process of adopting its own region-wide targets. Targets for the MAPA region were identified using VMT estimates for all public roads within the planning area to establish rate targets. These targets have since been integrated into the metropolitan transportation planning process and include a description of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to these safety targets.

MAPA will coordinate with both Nebraska and Iowa DOTs on the manner in which they will report targets to the respective state agencies. A systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP will be produced annually by MAPA to NDOT and Iowa DOT.

The baseline period of 2015-2019 was used to develop the 2021 safety performance measure targets. The following safety performance measures have been adopted by the MAPA Executive Board:

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

Category 	Baseline	Target
1. Number of fatalities	60.400	61.900
2. Fatality rate	0.942	0.999
3. Number of serious injuries	513.000	484.9
4. Serious Injury Rate	8.000	7.450
5. Number of fatal and series injuries (non-motorized)	64.000	63.5

## 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
<b>Council Bluffs STS</b>	
Rolling Stock	25.000
<b>Metro Transit</b>	
Facilities	0.000
Rolling Stock	26.000
Equipment	100.000

## Pavement and Bridge Performance Measures

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

Setting a regional target is challenging at present because:

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

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

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

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



recommends the allocation of the funds to specific projects using the processes described in the TIP. 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


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

**Table 2.6 - Paratransit Safety Targets**

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

## 2.6 Revisions to the TIP

### Amendments

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

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

Amendments require public review and re-demonstration of fiscal constraint. Formal amendments should be submitted to MAPA staff at least two weeks prior to one of the eleven regularly scheduled meetings of the Transportation Technical Advisory Committee (TTAC). Staff will review the amendment for impact on fiscal constraint and other factors and present the proposed amendment to TTAC. The amendment is then considered by the MAPA Board of Directors and submitted to the state DOTs and FHWA/FTA for final approval and incorporation into the Statewide Transportation Improvement Programs (STIP).

TIP amendment requests which may drastically alter the fiscal constraint of MAPA's regional funding and/or constitute a "new project" based on major scope changes may be recommended to MAPA's project selection committees to be prioritized in the next application cycle. In general, reconsideration of a project in this way would only occur when requests would greatly exceed the base TIP amendment thresholds or when construction costs increase 100% or more.

### Administrative Modifications

Administrative modifications involve minor changes to TIP projects. These include any changes that do not meet the criteria listed for an amendment. For instance, if a project is moved from the third year to the second year within the fiscally-constrained TIP it would not constitute a "major" change and thus, would not trigger an amendment. Other examples of revisions that would be eligible for an administrative modification include cost changes that are less than amounts described above, minor changes to project descriptions, or splitting an entry already in the TIP, where the intent is not to add a new project that is distinct from the original TIP entry, but to more smoothly implement the original TIP entry.

To process the Administrative Modification, MAPA submits a letter with the proposed project change to NDOT and FHWA/FTA, and for projects in Iowa, MAPA submits proposed project modifications through the Transportation Project Management System (TPMS). After approval, the changes will be made in the MAPA TIP document and the Statewide Transportation Improvement Programs (STIP).

Projects that are eligible as administrative modifications can still be changed as an amendment. MAPA staff reserve the right to process a proposed revision as an amendment even if a project qualifies as an administrative modification.

### Emergency Amendments

Occasionally, situations may arise when an emergency amendment to the TIP is necessary. These are processed on an expedited basis due to circumstance which cannot wait for the next TTAC or MAPA Board meeting. For example, the American Recovery and Reinvestment Act of 2009 ("Stimulus") required several changes to cost estimates in the TIP to be made in an expedited manner in order to meet deadlines and remain eligible for federal funding. Such amendments are

only allowed by MAPA in cooperation with the States of Nebraska and Iowa, FHWA/FTA, and the local jurisdictions involved with the project(s). Emergency amendments are not used as a means of circumventing review by TTAC or the public, but are only utilized in response to truly extraordinary circumstances in which expedited processing of an amendment of a non-controversial matter is necessary.

If all parties involved with a project agree that an emergency amendment is necessary, then the amendment and documentation will be prepared by MAPA staff. TTAC voting members will be notified of the proposed emergency amendment and a meeting will be scheduled. In accordance with the Open Meetings Laws of both Iowa and Nebraska, MAPA will provide 24 hours of advance notice of any emergency meeting in public places and on the MAPA website. Following the emergency TTAC meeting, the MAPA Board of Directors will consider any emergency amendments. Emergency amendments may be considered at a regularly scheduled Board or TTAC meeting, specially-convened meetings, or by voice vote via telephone or a videoconference. If teleconferencing or videoconferencing technology is to be used to conduct a voice vote, locations at which the public can hear and participate in the emergency meeting will be noted in the meeting notice. Teleconferencing or videoconferencing will only be used when a meeting of the full Board or TTAC is impractical, and at least one Board or TTAC member will be present at the location where the public is gathering to participate in the meeting. In all cases, the emergency circumstances necessitating the meeting and the use of teleconferencing or videoconferencing technology will be noted in the meeting agenda and minutes.

## Section 3 - Fiscal Constraint

### 3.1 Background and Assumptions

MAPA's Transportation Improvement Program (TIP) includes a financial plan that provides reasonable estimates for costs, revenues, and strategies for the projects and programs identified in the TIP. Here we assess the project costs by funding program and compares them to the anticipated revenues in each funding program. MAPA's TIP must be fiscally-constrained, meaning that project costs must not exceed reasonably anticipated funding revenues.

The fiscal constraint analysis in this TIP is dependent upon figures provided by the USDOT, the Federal Highway Administration (FHWA), the Iowa Department of Transportation (Iowa DOT), and the Nebraska Department of Transportation (NDOT). For Federal-Aid projects in the MAPA region, local jurisdictions are identified and the specific matching funds required for the Federal-Aid program are allocated by project.

This TIP also identifies the "operations and maintenance" expenditures by jurisdiction as required by the IIJA, 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 IIJA 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

## 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 	'23 Fed. Aid	'24 Fed. Aid	'25 Fed. Aid	'26 Fed. Aid	Non-Fed	Total	Spend Auth.	Bal.
CMAQ	\$3,568.21	\$0.00	\$0.00	\$0.00	\$892.05	\$4,460.26	\$3,568.21	\$0.00
DPS	\$715.57	\$0.00	\$0.00	\$0.00	\$178.89	\$894.46	\$715.57	\$0.00
HSIP	\$9,209.51	\$477.00	\$0.00	\$0.00	\$114.84	\$9,801.35	\$9,686.51	\$0.00
NHPP	\$73,650.00	\$48,005.00	\$42,781.00	\$0.00	\$29,080.00	\$193,516.00	\$164,436.00	\$0.00
STBG-MAPA	\$16,850.00	\$12,635.69	\$17,628.96	\$16,803.59	\$8,356.75	\$72,274.99	\$68,804.00	\$4,885.76
STBG-State	\$2,006.00	\$2,463.00	\$18,292.00	\$0.00	\$5,199.00	\$27,960.00	\$22,761.00	\$0.00
TAP-MAPA	\$4,057.00	\$1,972.05	\$3,502.02	\$1,839.60	\$6,049.17	\$17,419.84	\$11,775.00	\$404.33
<b>Total</b>	<b>\$110,056.29</b>	<b>\$65,552.74</b>	<b>\$82,203.98</b>	<b>\$18,643.19</b>	<b>\$49,870.70</b>	<b>\$326,326.90</b>	<b>\$281,746.29</b>	<b>\$5,290.09</b>

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

Program 	'23 Fed. Aid	'24 Fed. Aid	'25 Fed. Aid	'26 Fed. Aid	Non-Fed	Total	Spend Auth.	Bal
CHBP	\$0.00	\$0.00	\$0.00	\$2,080.00	\$520.00	\$2,600.00	\$2,080.00	\$0.00
DPS	\$1,244.20	\$0.00	\$0.00	\$0.00	\$311.00	\$1,555.20	\$1,244.20	\$0.00
NHPP	\$60,102.60	\$53,138.85	\$37,126.80	\$2,693.55	\$23,767.20	\$176,829.00	\$153,061.80	\$0.00
PL	\$115.57	\$231.14	\$115.57	\$0.00	\$116.00	\$578.28	\$462.28	\$0.00
STBG-MAPA	\$0.00	\$4,528.00	\$0.00	\$3,419.00	\$1,919.00	\$9,866.00	\$19,181.92	\$11,234.92
STBG-MAPA (Swap)	\$8,405.49	\$0.00	\$0.00	\$0.00	\$2,101.13	\$10,506.62	\$8,405.49	\$0.00
TAP-MAPA	\$378.00	\$687.00	\$0.00	\$0.00	\$254.00	\$1,319.00	\$2,095.78	\$1,030.78
<b>Total</b>	<b>\$70,245.86</b>	<b>\$58,584.99</b>	<b>\$37,242.37</b>	<b>\$8,192.55</b>	<b>\$28,988.33</b>	<b>\$203,254.10</b>	<b>\$186,531.47</b>	<b>\$12,265.70</b>




Program 	'23 Fed. Aid	'24 Fed. Aid	'25 Fed. Aid	'26 Fed. Aid	Non-Fed	Total	Spend Auth.	Bal.
CHBP	\$0.00	\$0.00	\$0.00	\$2,080.00	\$520.00	\$2,600.00	\$2,080.00	\$0.00
CMAQ	\$3,568.21	\$0.00	\$0.00	\$0.00	\$892.05	\$4,460.26	\$3,568.21	\$0.00
DPS	\$1,959.77	\$0.00	\$0.00	\$0.00	\$489.89	\$2,449.66	\$1,959.77	\$0.00
HSIP	\$9,209.51	\$477.00	\$0.00	\$0.00	\$114.84	\$9,801.35	\$9,686.51	\$0.00
NHPP	\$133,752.60	\$101,143.85	\$79,907.80	\$2,693.55	\$52,847.20	\$370,345.00	\$317,497.80	\$0.00
PL	\$115.57	\$231.14	\$115.57	\$0.00	\$116.00	\$578.28	\$462.28	\$0.00
STBG-MAPA	\$16,850.00	\$17,163.69	\$17,628.96	\$20,222.59	\$10,275.75	\$82,140.99	\$87,985.92	\$16,120.68
STBG-MAPA (Swap)	\$8,405.49	\$0.00	\$0.00	\$0.00	\$2,101.13	\$10,506.62	\$8,405.49	\$0.00
STBG-State	\$2,006.00	\$2,463.00	\$18,292.00	\$0.00	\$5,199.00	\$27,960.00	\$22,761.00	\$0.00
TAP-MAPA	\$4,435.00	\$2,659.05	\$3,502.02	\$1,839.60	\$6,303.17	\$18,738.84	\$13,870.78	\$1,435.11
<b>Total</b>	<b>\$180,302.15</b>	<b>\$124,137.73</b>	<b>\$119,446.35</b>	<b>\$26,835.74</b>	<b>\$78,859.03</b>	<b>\$529,581.00</b>	<b>\$468,277.76</b>	<b>\$17,555.79</b>

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

Fund Name	2023	2024	2025	2026	2027	2028
Beginning Balance	\$10,489.00	\$4,193.43	\$1,816.43	\$4,010.43	\$2,829.43	\$3,612.43
Spending Authority	\$2,109.92	\$2,151.00	\$2,194.00	\$2,238.00	\$2,283.00	\$2,329.00
Project Cost	\$8,405.49	\$4,528.00	\$0.00	\$3,419.00	\$1,500.00	\$5,525.00
Final Balance	\$4,193.43	\$1,816.43	\$4,010.43	\$2,829.43	\$3,612.43	\$416.43

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

Fund Name	2023	2024	2025	2026	2027	2028
Beginning Balance	\$700.00	\$374.00	\$4,592.31	\$4,154.35	\$4,885.76	\$15,494.76
Spending Authority	\$16,524.00	\$16,854.00	\$17,191.00	\$17,535.00	\$17,886.00	\$18,243.00
Project Cost	\$16,850.00	\$12,635.69	\$17,628.96	\$16,803.59	\$7,277.00	\$30,150.00
Final Balance	\$374.00	\$4,592.31	\$4,154.35	\$4,885.76	\$15,494.76	\$3,587.76

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

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Fund Name	2023	2024	2025	2026	2027	2028
Project Cost	\$378.00	\$687.00	\$0.00	\$0.00	\$0.00	\$0.00
Final Balance	\$1,020.78	\$562.78	\$796.78	\$1,030.78	\$1,264.78	\$1,498.78

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

Fund Name	2023	2024	2025	2026	2027	2028
Beginning Balance	\$3,775.00	\$1,718.00	\$1,745.95	\$243.93	\$404.33	\$1,186.33
Spending Authority	\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00	\$2,000.00
Project Cost	\$4,057.00	\$1,972.05	\$3,502.02	\$1,839.60	\$1,218.00	\$0.00
Final Balance	\$1,718.00	\$1,745.95	\$243.93	\$404.33	\$1,186.33	\$3,186.33

### 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	Phase	Local Funding
No Advance Construction Projects Currently Programmed		

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

Lead Agency	2023	2024	2025	2026
Bellevue	\$0.00	\$0.00	\$5,806.96	\$3,632.59
NDOT	\$13,004.00	\$0.00	\$0.00	\$0.00
Omaha	\$0.00	\$12,085.69	\$11,422.00	\$6,520.00
<b>Sum</b>	<b>\$13,004.00</b>	<b>\$12,085.69</b>	<b>\$17,228.96</b>	<b>\$10,152.59</b>

### 3.4 Operations & Maintenance

The figures below were developed in consultation with state and local governments. Federal-aid and non-federal-aid estimates were derived by dividing the total operations and maintenance costs based on the mileage on the federal-aid system, as is the practice by Iowa DOT. MAPA estimates an inflation rate of 3 percent per year for operations and maintenance costs. Estimated revenues assume a more conservative growth rate of 2 percent per year. Iowa DOT’s full program is available online at: [https://iowadot.gov/program\\_management/five-year-program](https://iowadot.gov/program_management/five-year-program).

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 estimate 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 is 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 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, bridge programs, and other various grant programs. Implementation of a federal aid swap will increase the amount of federal funds that are utilized by the Iowa DOT.

Table 3.10 - Projected Operations & Maintenance (FY 2023)

	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	\$11,501,741	\$2,960,426	\$14,462,167
Nebraska O&M	\$107,023,180	\$43,713,801	\$150,736,981
Total O&M	\$118,524,922	\$48,087,718	\$166,612,640

Table 3.11 - Projected Operations & Maintenance (FY 2024)

	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	\$11,846,793	\$3,049,238	\$14,896,032
Nebraska O&M	\$110,233,876	\$45,025,215	\$155,259,090
Total O&M	\$122,080,669	\$49,531,069	\$171,611,738

Table 3.12 - Projected Operations & Maintenance (FY 2025)

<b>Total O&amp;M</b>	<b>\$125,743,089</b>	<b>\$51,020,818</b>	<b>\$176,763,907</b>
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Table 3.13 - Projected Operations & Maintenance (FY 2026)

	<b>Non-Federal O&amp;M</b>	<b>Federal O&amp;M</b>	<b>Total O&amp;M</b>
<b>Iowa DOT O&amp;M</b>	<b>\$0</b>	<b>\$1,551,248</b>	<b>\$1,551,248</b>
<b>Iowa Cities O&amp;M</b>	<b>\$12,568,263</b>	<b>\$3,234,937</b>	<b>\$15,803,200</b>
<b>Nebraska O&amp;M</b>	<b>\$116,947,119</b>	<b>\$47,767,250</b>	<b>\$164,714,369</b>
<b>Total O&amp;M</b>	<b>\$129,515,382</b>	<b>\$52,553,435</b>	<b>\$182,068,817</b>

Projected Total Non-Federal-Aid Revenues

Table 3.14 Projected Total Non-Federal-Aid Revenues

<b>Revenues</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
<b>Iowa Cities</b>	<b>\$42,852,843</b>	<b>\$43,709,900</b>	<b>\$44,584,098</b>	<b>\$45,475,780</b>
<b>Nebraska</b>	<b>\$230,534,580</b>	<b>\$235,145,271</b>	<b>\$239,848,177</b>	<b>\$244,645,140</b>
<b>Total Revenues</b>	<b>\$273,387,423</b>	<b>\$278,855,171</b>	<b>\$284,432,275</b>	<b>\$290,120,920</b>

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

<b>Revenues</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
<b>Primary Road Fund</b>	<b>\$747.30</b>	<b>\$753.10</b>	<b>\$758.00</b>	<b>\$764.90</b>
<b>TIME-21</b>	<b>\$135.00</b>	<b>\$135.00</b>	<b>\$135.00</b>	<b>\$135.00</b>
<b>Miscellaneous</b>	<b>\$25.00</b>	<b>\$25.00</b>	<b>\$25.00</b>	<b>\$25.00</b>
<b>Federal Aid</b>	<b>\$487.80</b>	<b>\$496.10</b>	<b>\$504.70</b>	<b>\$513.40</b>
<b>Total</b>	<b>\$1,395.10</b>	<b>\$1,409.20</b>	<b>\$1,422.70</b>	<b>\$1,438.30</b>

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

<b>Statewide Allocations</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
<b>Operations &amp; Maintenance</b>	<b>\$367.90</b>	<b>\$379.60</b>	<b>\$391.90</b>	<b>\$404.20</b>
<b>Miscellaneous Programs</b>	<b>\$46.30</b>	<b>\$47.10</b>	<b>\$47.80</b>	<b>\$48.30</b>
<b>Consultant Services</b>	<b>\$76.00</b>	<b>\$76.00</b>	<b>\$76.00</b>	<b>\$76.00</b>
<b>Statewide Operations</b>	<b>\$9.00</b>	<b>\$9.00</b>	<b>\$9.00</b>	<b>\$9.00</b>
<b>Contract Maintenance</b>	<b>\$36.40</b>	<b>\$36.90</b>	<b>\$37.40</b>	<b>\$37.90</b>
<b>Railroad Crossing Protection</b>	<b>\$5.00</b>	<b>\$5.00</b>	<b>\$5.00</b>	<b>\$5.00</b>
<b>Total</b>	<b>\$540.60</b>	<b>\$553.60</b>	<b>\$567.10</b>	<b>\$580.40</b>
<b>Funds Available for ROW/Construction</b>	<b>\$854.50</b>	<b>\$855.60</b>	<b>\$855.60</b>	<b>\$857.90</b>

## 3.5 Federal Transit Administration Programs

Federal-aid transit projects in the MAPA region are funded through the Federal Transit Administration (FTA) of the USDOT. Federal funding for transit projects under Sections 5339 - Bus and Bus Facilities and 5307 - Urbanized Area Formula - are directed to Metro Transit to support their operations, while MAPA receives funding from Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities. Federally funded transit improvement projects must be fiscally constrained in the regional TIP and are included in below.

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

Fund Name	2023	2024	2025	2026
<b>5310</b>				
Spending Authority	\$891.51	\$890.00	\$890.00	\$890.00
<b>5339(a)</b>				
Spending Authority	\$2,997.65	\$1,104.70	\$868.20	\$1,104.70
<b>5307</b>				
Spending Authority	\$10,000.00	\$10,000.00	\$9,000.00	\$8,000.00

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

Activity	2023	2024	2025	2026
3rd Party Contracted Services - 11.71.13	\$367.52	\$296.00	\$185.00	\$108.03
Program Administration - 11.80.00	\$50.00	\$50.00	\$50.00	\$50.00
Replacement Van - 11.12.15	\$28.80	\$0.00	\$86.40	\$0.00
Under 30' Bus Expansion - 11.13.04	\$0.00	\$0.00	\$120.00	\$0.00
Under 30' Bus Replacement - 11.12.04	\$405.00	\$254.00	\$370.20	\$0.00
<b>Total</b>	<b>\$851.32</b>	<b>\$600.00</b>	<b>\$811.60</b>	<b>\$158.03</b>

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

	FY23	FY24	FY25	FY26
Balance	\$841.51	\$38.68	\$290.00	\$78.40

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

Fund Name	FY23	FY24	FY25
% Capital	90%	62%	85.57%
% Operations	6%	6%	5.62%
<b>Total Programmed</b>	<b>96%</b>	<b>68%</b>	<b>91.19%</b>

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

Funding Source	Project Name	Activity Line Item	2021	2022	2023	2024	2025	2026
FTA 5307	<b>Rollingstock</b>							
	Rolling Stock (60' Bus Addition)	11.13.06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Rolling Stock (35' Bus Replacement)	11.12.02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Rolling Stock (30' Bus Replacement)	11.12.03	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Rolling Stock (<30' Bus Replacement)	11.12.04	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Rehab/Rebuild Capital Bus	11.14.40	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<b>Transit Enhancements</b>							
	Eng/Design Bus Terminal	11.31.01	\$ -	\$ -	\$ 150,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00
	Eng./Design Passenger Shelters	11.31.10	\$ -	\$ -	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
	Stationary Fare Equipment	11.32.06	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Acquire Furniture & Graphics	11.32.08	\$ 25,000.00	\$ -	\$ 50,000.00	\$ -	\$ 50,000.00	\$ 50,000.00
	Bus Route Signing	11.32.09	\$ -	\$ -	\$ 50,000.00	\$ -	\$ 50,000.00	\$ 50,000.00
	Transit Enhancement Shelters	11.32.10	\$ -	\$ -	\$ 500,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00
	Construct Bus Station	11.33.02	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Construct Bus Passenger Shelters	11.33.10	\$ -	\$ -	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00
	<b>Support Equipment &amp; Facilities</b>							
	Eng./Design Admin/Maint Facility	11.41.03	\$ 225,000.00	\$ -	\$ 150,000.00	\$ -	\$ -	\$ -
	Shop Equipment	11.42.06	\$ 794,500.00	\$ -	\$ 15,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00
	Computer Hardware	11.42.07	\$ 80,000.00	\$ -	\$ 15,000.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00
	Computer Software	11.42.08	\$ 350,000.00	\$ -	\$ 600,000.00	\$ 50,000.00	\$ 100,000.00	\$ 100,000.00
	Security Project	11.42.09	\$ 40,000.00	\$ -	\$ 100,000.00	\$ 50,000.00	\$ 100,000.00	\$ 100,000.00
	Support Vehicles	11.42.11	\$ 100,000.00	\$ -	\$ -	\$ -	\$ 50,000.00	\$ 50,000.00
	Office Equipment	11.42.20	\$ 75,000.00	\$ -	\$ 50,000.00	\$ 15,000.00	\$ 15,000.00	\$ 15,000.00
	Construct Admin/Maint Facility	11.43.03	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Capital Enhancement	11.44.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Rehab/Renovate Admin Facility	11.44.01	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Rehab/Renovate Admin/Maint Facility	11.44.03	\$ 750,000.00	\$ -	\$ 1,300,000.00	\$ 25,000.00	\$ 25,000.00	\$ 25,000.00
	Acquisition/Radios	11.63.03	\$ 15,000.00	\$ -	\$ -	\$ -	\$ -	\$ -
	<b>Unified Work Program</b>							

[illegible]

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

Funding Source	Project Name	Activity Line Item	2022	2023	2024	2025	2026
FTA 5339	Rolling Stock						
	Rolling Stock (<30' Bus Replacement)	11.12.04	\$ 675,000.00	\$ -	\$ -	\$ -	\$ -
	Eng/Design Admin/Maint Facility	11.41.03	\$ 275,000.00	\$ -	\$ -	\$ -	\$ -
	Rehab/Renovate Admin/Maint Facility	11.44.03	\$ 1,600,000.00	\$ -	\$ -	\$ -	\$ -
	Transit Related Education & Training	11.7D.00	\$ 56,054.00	\$ -	\$ -	\$ -	\$ -
		Total	\$ 2,606,054.00	\$ -	\$ -	\$ -	\$ -
		Federal	\$ 2,084,843.20	\$ -	\$ -	\$ -	\$ -
		Local	\$ 521,210.80	\$ -	\$ -	\$ -	\$ -
5339 Projects			\$ 2,084,843.20	\$ -	\$ -	\$ -	\$ -
5339 Apportionment			\$ 2,094,719.00	\$ 902,943.00	\$ 1,104,740.00	\$ 868,206.00	\$ 1,104,740.00
Balance			\$ 9,875.80	\$ 902,943.00	\$ 1,104,740.00	\$ 868,206.00	\$ 1,104,740.00

## Section 4 - Environmental Justice

MAPA's environmental justice analysis for the FY2023 Transportation Improvement Program is still in progress. MAPA will update the draft document with a complete analysis as soon as possible.



## 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 2022
<b>Iowa</b>		
<b>Carter Lake</b>		
IA-48689	Carter Lake Walking and Bike Trail	Project has entered preliminary engineering with preliminary plans to come in June 2022.
<b>Council Bluffs</b>		
IA-35677	City/County Connector Trail	Preliminary plans submitted, construction moving to FY2023
IA-35678	East Beltway: Stevens Road - West Segment	Moving to FY2023, letting planned for January 2023
IA-34126	South Expressway Reconstruction - Phase 1	Moving to FY2023, letting planned for December 2022
<b>Iowa DOT</b>		
IA-48592	I-29 Bridge Rehab in Council Bluffs	Project on schedule to be let by the end of FY2022
IA-48597	I-29: 25TH ST 1.0 MI S OF N 16TH ST IN COUNCIL BLUFFS (NB & SB)	Project on schedule to be let by the end of FY2022
IA-38153	I-80: I-29/80/480	Project on schedule to be let by the end of FY2022

Control #	Project Name	Status May 2022
IA-48565	I-80: MADISON AVE INTERCHANGE IN COUNCIL BLUFFS	Project on schedule to be let by the end of FY2022
IA-48580	I-80: FRANKLIN AVE BRIDGES TO CO RD G30 INTERCHANGE	Project on schedule to be let by the end of FY2022
IA-50936	IHSIPX-029-4(137)58--08-78	Project on schedule to be let by the end of FY2022
<b>Pottawattamie</b>		
IA-29802	Pottawattamie County Multi-Use Trail - Phase 1	Moving to FY2023, letting planned for December 2022
<b>Nebraska</b>		
<b>Bellevue</b>		
	Fort Crook Road Corridor Study	Project development in progress, obligation may be delayed until FY2023
NE-22276	36th Street Phase I N-370 - Sheridan	Construction let in FY2020; AC conversion delayed until FY2024
NE-22288	36th Street Phase II	ROW in progress, construction letting planned for FY2023
<b>Gretna</b>		
NE-22862	Gretna to Wehrspann Trail	PE-NEPA-FD in progress
<b>La Vista</b>		
NE-22757	Applewood Creek Trail	Project to be let summer 2022
<b>MAPA</b>		
NE-22839	Neighborhood Expanded Access to Trails Study	Funds obligated, study underway
<b>NDOT</b>		
NE-22611	I-480: 20th Street - Missouri River Bridges (EB)	Let on 1/28/2021, Began Construction on 3/15/2021, Construction will continue to Spring of 2023.
NE-22634	US-75 Bridge Approaches, Bellevue	Let on 12/16/2021, Construction scheduled to begin 6/27/2022
NE-22578A	West Branch Papillion Creek Bridge	Project was let on 8/26/2021, construction starting 5/1/2022
NE-22765	L-28B Bridge Repair	Letting 8/25/2022
NE-22593	I-680/US-6 Bridges, Omaha	Was let on 8/26/2021, Construction is scheduled to begin 3/14/2022

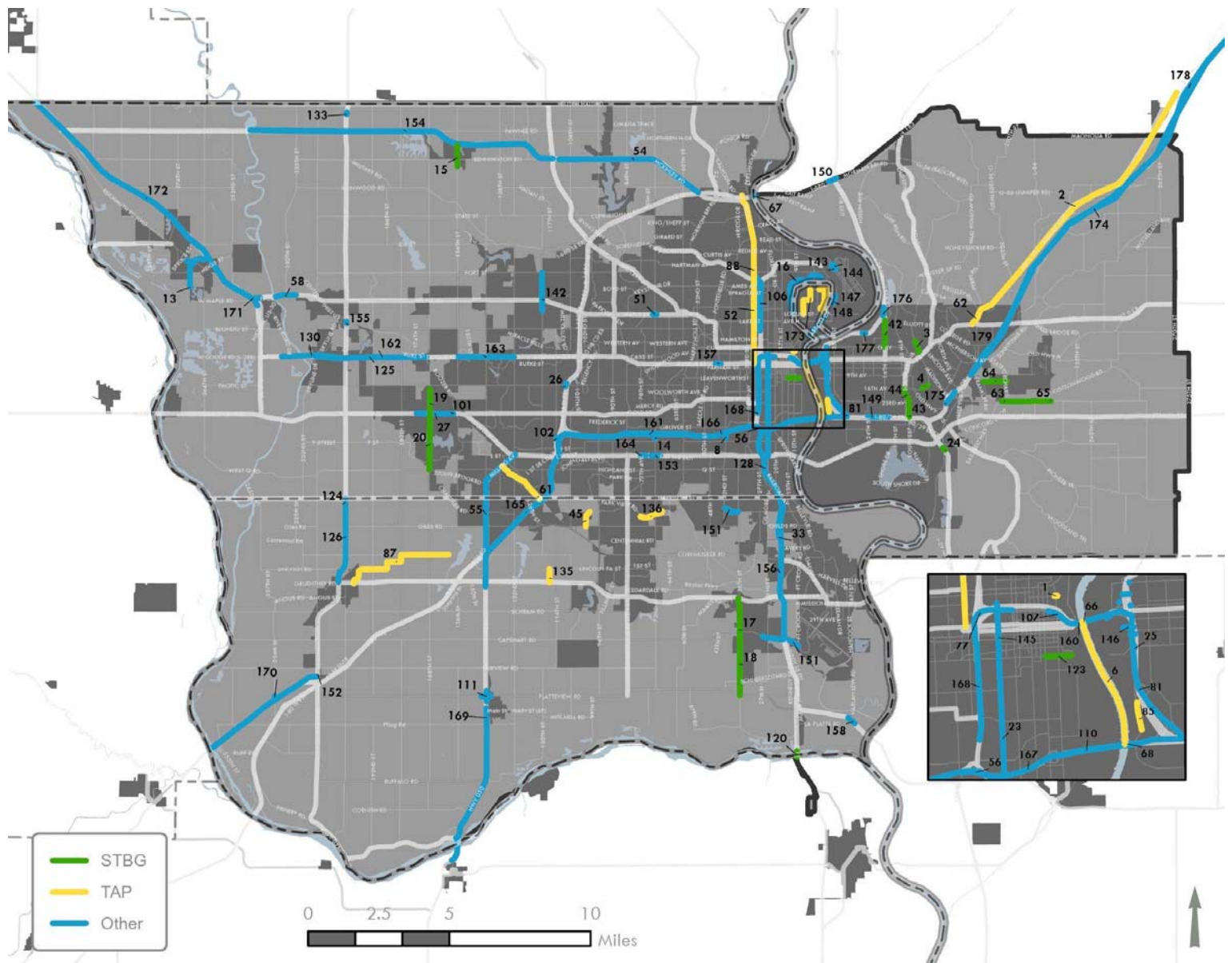
Control #	Project Name	Status May 2022
NE-22616	US-6 at Harrison St.	This project was completed in Fall of 2021.
NE-22726	N-50/Platteview Road Intersection	Let on 9/30/2021, Construction scheduled to begin 6/1/2022
NE-22731	NH-34-7(132)	Project to be let before the end of FY2022
NE-22598	N-36 Resurfacing	Let on 2/10/2022, Construction scheduled to begin 4/1/2022
NE-22602	N-50 Concrete Repair	Letting 8/25/2022
NE-22708	Dewey - 20th St, Omaha (I-480)	Letting 7/22/2021 with a start date of 10/11/2022
NE-22756	US-75(SB): Chandler Rd. to I-480	Let on 12/16/2021, Construction scheduled to begin 6/27/2022
NE-22724	I-80: 13th St. to Iowa Line	Letting 7/22/2021 with a start date of 11/1/2021
NE-22656	Elkhorn River East	Letting 8/25/2022
NE-22647	North Freeway: Parker - Fort St.	Letting 8/25/2022
NE-22847	HSIP-80-9(124)	Project to be let before the end of FY2022
NE-22856	HSIP-80-9(204)	Letting 7/21/2022
NE-22848	HSIP-28(139)	PE proceeding
<b>Omaha</b>		
	Omaha Bicycle and Pedestrian Master Plan	Funds obligated, study underway
	33rd & Hamilton Mini Roundabout	Project details in development
NE-22608B	Omaha Signal Infrastructure Phase B1	Project let FY2021
NE-22727B	Omaha Signal Infrastructure Phase B2	Project let FY2021
NE-22728B	Omaha Signal Infrastructure Phase B3	Project ready for construction
NE-22865	Omaha Signal Infrastructure Phase C1	PE-NEPA-FD in progress

Control #	Project Name	Status May 2022
NE-22858	Omaha Signal Operations Dodge St. Midtown	Project underway as of May 2, 2022
NE-22571	North Downtown Riverfront Pedestrian Bridge	ROW in progress, construction to begin spring/summer 2023
NE-22605	2014 Omaha Resurfacing Package	Ready for AC conversion
NE-22718	2017 Omaha Resurfacing Program	Ready for AC conversion
NE-22209	168th Street - West Center Road to Q Street	ROW in progress, construction to begin late in 2022
<b>Omaha Airport Authority</b>		
	Airfield Pump Station Rehab	Project proceeding with construction
<b>PMRNRD</b>		
NE-22770	US Highway 34 Bike and Walking Trail Phase 2	Project to be let before the end of FY2022
	West Papio Trail - Millard Connection	Project let, construction has begun
<b>Regional</b>		
<b>MAPA</b>		
	Computer Hardware - 11.42.07	Project in progress.
	3rd Party Contracted Services - 11.71.13	Project in progress.
	Replacement Van - 11.12.15	Project in progress.
	Program Administration - 11.80.00	Project in progress.
	Under 30' Bus Replacement - 11.12.04	Project in progress.
<b>Metro</b>		
	Engineer/Design Bus Terminal	Project in progress.
	Acquisition Signage	Project in progress.
	Computer Software	Project in progress.
	Computer Hardware	Project in progress.
	Computer Hardware	Project in progress.
	Acquire Furn/Graphics	Project in progress.
	Shop Equipment	Project in progress.
	Security Project	Project in progress.
	Rolling Stock (	Project in progress.
	Program Support and Administration	Project in progress.


Control #	Project Name	Status May 2022
	Short Range Transportation Planning	Project in progress.
	Planning Emphasis - Safety & Security	Project in progress.
	Surveillance/Security	Project in progress.
	Project Administration	Project in progress.
	Employee Housing/Meals	Project in progress.
	Employee Tuition/Fees	Project in progress.
	Employee Travel	Project in progress.
	ADA Services	Project in progress.
	Planning Emphasis - Management & Ops	Project in progress.
	Preventative Maintenance (Bus)	Project in progress.
	Preventative Maintenance (BGE)	Project in progress.
	Transit Employee Education & Training	Project in progress.
	Construction Shelters	Project in progress.
	Planning - Other Activities	Project in progress.
	Computer Software	Project in progress.
	Office Equipment	Project in progress.
	Engineer/Design power Distribution	Project in progress.
	Engineer/Design Bus Maint/Admin Facility	Project in progress.
	Engineering Shelters	Project in progress.
	Construct Power Distribution	Project in progress.
	Transit Enhancement Shelters	Project in progress.
	Construct Bus Maint/Admin Facility	Project in progress.
	Rolling Stock (35' Bus Replacement)	Project in progress.
	Rolling Stock (30' Bus Replacement)	Project in progress.
	Project Administration	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	OLA	Map Number 
2015-001	North Downtown Riverfront Pedestrian Bridge	Omaha	1
2015-012	W Graham Ave Reconstruction	Council Bluffs	4
2015-043	72nd & D Street Viaduct	Omaha	14
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
2016-035	South Expressway Reconstuction - Phase 1	Council Bluffs	43
2016-036	South Expressway Reconstuction - Phase 2	Council Bluffs	44

TIP ID	Project Name	OLA	Map Number 
2016-071	2016 Omaha Resurfacing Program	Omaha	53
2017-017	West Papio Trail - Millard Connection	PMRNRD	61
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
2018-022	Heartland 2050 Mini-Grant Program	MAPA	84
2018-025	Gretna to Wehrspann Trail	Gretna	87
2018-030	2018 Bellevue Resurfacing Project	Bellevue	90
2018-038	2018 Omaha Resurfacing Program	Omaha	97

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


Lead Agency 	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>I-680/US-6 Bridges, Omaha</b>							
<b>NE-22593</b>							
<b>Bridge repair/overlay</b>							
<b>On 11 bridges on I-680 and US-6 in Douglas County</b>							
NDOT	2021	PE- NEPA- FD	State-Nebraska	\$294.00	\$0.00	\$294.00	\$0.00
NDOT	2022	UTIL- CON-CE	NHPP	\$9,040.00	\$7,906.00	\$1,025.00	\$109.00
			<b>Total - I-680/US-6 Bridges, Omaha</b>	<b>\$9,334.00</b>	<b>\$7,906.00</b>	<b>\$1,319.00</b>	<b>\$109.00</b>
<b>I-680: Pacific to Dodge</b>							
<b>NE-22852</b>							
<b>Install additional lane on NB and SB on I-680 from Pacific to Dodge</b>							
<b>On I-680 from Pacific Street to West Dodge Road</b>							
NDOT	2023	PE- NEPA- FD		\$1.00	\$0.00	\$1.00	\$0.00
NDOT	2025	UTIL- CON-CE	NHPP	\$5,053.00	\$5,053.00	\$0.00	\$0.00
NDOT	2025	UTIL- CON-CE		\$561.00	\$0.00	\$561.00	\$0.00


Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			<b>Total - I-680: Pacific to Dodge</b>	<b>\$5,615.00</b>	<b>\$5,053.00</b>	<b>\$562.00</b>	<b>\$0.00</b>
<b>North Freeway: Parker - Fort St.</b>							
<b>NE-22647</b>							
<b>Resurfacing</b>							
<b>US-75 (North Freeway) from Parker St. to Fort St. in Omaha</b>							
NDOT	2021	PE-NEPA-FD	State-Nebraska	\$320.00	\$0.00	\$207.00	\$113.00
NDOT	2023	UTIL-CON-CE	NHPP	\$13,115.00	\$6,731.00	\$1,683.00	\$4,701.00
			<b>Total - North Freeway: Parker - Fort St.</b>	<b>\$13,435.00</b>	<b>\$6,731.00</b>	<b>\$1,890.00</b>	<b>\$4,814.00</b>
			<b>Total</b>	<b>\$28,384.00</b>	<b>\$19,690.00</b>	<b>\$3,771.00</b>	<b>\$4,923.00</b>


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


Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>108th St &amp; West Center Rd</b>							
<b>Modification of I-680 NB Offramp to West Center Rd, reconstruct pedestrian bridge over West Center Rd, construct new eastbound right turn lane, lengthen westbound left turn lane, reconfigure northbound approach to provide dual left turn lanes, and close driveway near intersection.</b>							
<b>City of Omaha at 108th St &amp; West Center Rd</b>							
Omaha	2026	PE-NEPA-FD	STBG-MAPA	\$906.25	\$725.00	\$0.00	\$181.25
Omaha	2028	UTIL-CON-CE	STBG-MAPA	\$8,437.50	\$6,750.00	\$0.00	\$1,687.50
			<b>Total - 108th St &amp; West Center Rd</b>	<b>\$9,343.75</b>	<b>\$7,475.00</b>	<b>\$0.00</b>	<b>\$1,868.75</b>
<b>120th St &amp; L St Intersection Improvements</b>							
<b>Construct geometric modifications to address crash patterns and improve operations of the intersection including dual northbound right turn lanes and additional westbound through lane</b>							
<b>In the City of Omaha at 120th Street, from M Street to L Street; L Street from westbound right turn off-ramp at 120th Street to 120th Street southbound right turn off-ramp at L Street</b>							
Omaha	2026	PE-NEPA-FD	STBG-MAPA	\$470.00	\$376.00	\$0.00	\$94.00




Lead Agency 	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Omaha	2028	UTIL-CON-CE	STBG-MAPA	\$4,250.00	\$3,400.00	\$0.00	\$850.00
			<b>Total - 120th St &amp; L St Intersection Improvements</b>	<b>\$4,720.00</b>	<b>\$3,776.00</b>	<b>\$0.00</b>	<b>\$944.00</b>
<b>168th Street - West Center Road to Q Street</b>							
<b>NE-22209</b>							
<b>Widen 2 Lane to 4 Lane Urban Divided with Turn Lanes</b>							
<b>West Center Rd to Q Street</b>							
Omaha	2018	PE-NEPA-FD	STBG-MAPA	\$272.95	\$218.36	\$0.00	\$54.59
Omaha	2019	ROW	STBG-MAPA	\$4,000.00	\$3,200.00	\$0.00	\$800.00
Omaha	2022	UTIL-CON-CE (AC)	STBG-MAPA	\$17,150.00	\$0.00	\$0.00	\$17,150.00
Omaha	2022	UTIL-CON-CE	STBG-MAPA	\$18,600.00	\$14,880.00	\$0.00	\$3,720.00
Omaha	2025	AC Conversion	STBG-MAPA	\$7,200.00	\$7,200.00	\$0.00	\$0.00
Omaha	2026	AC Conversion	STBG-MAPA	\$6,520.00	\$6,520.00	\$0.00	\$0.00
			<b>Total - 168th Street - West Center Road to Q Street</b>	<b>\$53,742.95</b>	<b>\$32,018.36</b>	<b>\$0.00</b>	<b>\$21,724.59</b>
<b>36th Street Phase I N-370 - Sheridan</b>							
<b>NE-22276</b>							
<b>Widen 2 lane Rural to 4 lane Urban.</b>							
<b>36th St - N-370 to Sheridan</b>							
Bellevue	2017	PE-NEPA-FD	STBG-MAPA	\$132.50	\$106.00	\$0.00	\$26.50
Bellevue	2019	ROW	STBG-MAPA	\$322.50	\$258.00	\$0.00	\$64.50
Bellevue	2020	UTIL-CON-CE	STBG-MAPA	\$15,800.00	\$12,640.00	\$0.00	\$3,160.00
Bellevue	2020	UTIL-CON-CE (AC)	STBG-MAPA	\$3,216.00	\$0.00	\$0.00	\$3,216.00
Bellevue	2022	AC Conversion	STBG-MAPA	\$2,573.00	\$2,573.00	\$0.00	\$0.00

Lead Agency 	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			<b>Total - 36th Street Phase I N-370 - Sheridan</b>	<b>\$22,044.00</b>	<b>\$15,577.00</b>	<b>\$0.00</b>	<b>\$6,467.00</b>
<b>36th Street Phase II</b>							
<b>NE-22288</b>							
<b>Sheridan to Platteview Rd</b>							
Bellevue	2019	PE-NEPA- FD	STBG-MAPA	\$956.25	\$765.00	\$0.00	\$191.25
Bellevue	2022	ROW	STBG-MAPA	\$1,000.00	\$800.00	\$0.00	\$200.00
Bellevue	2023	UTIL-CON- CE	STBG-MAPA	\$15,000.00	\$12,000.00	\$0.00	\$3,000.00
			<b>Total - 36th Street Phase II</b>	<b>\$16,956.25</b>	<b>\$13,565.00</b>	<b>\$0.00</b>	<b>\$3,391.25</b>
<b>42nd Street Bridge, C to D Street</b>							
<b>NE-22627</b>							
<b>The replacement of two adjacent pin-and-hanger bridges</b>							
<b>On 42nd Street between C and D streets</b>							
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	STBG-MAPA	\$1,031.00	\$0.00	\$0.00	\$1,031.00
Omaha	2022	ROW	STBG-MAPA	\$187.00	\$0.00	\$0.00	\$187.00
			<b>Total - 42nd Street Bridge, C to D Street</b>	<b>\$6,087.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$6,087.00</b>
<b>6th Street/Cornhusker Road/Portal</b>							
<p>6th Street/Cornhusker Road improvements proposed between Giles Road and 72nd Street in Papillion and LaVista, Nebraska will be completed to safely accommodate the future growth and vehicle travel anticipated along the corridor. Roadway cross-section/widening and intersection improvements will be completed and incorporate recommendations for siting access locations and driveway consolidations. Three roadway cross-sections are planned to be supported by eight intersection improvements to achieve acceptable traffic operations under future traffic volumes. A 10-foot wide multi-use sidewalk will be completed on the south side of the corridor between 108th and 72nd Street to support active transportation demand and connectivity with the West Papio Trail.</p>							
<p>In the Cities of Papillion and LaVista on 6th Street/Cornhusker Road from the intersection of 6th Street/Cornhusker Road and 96th Street to the intersection of Cornhusker Road and 72nd Street.</p>							


Lead Agency 	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Papillion	2026	PE-NEPA-FD	STBG-MAPA	\$1,500.00	\$1,200.00	\$0.00	\$300.00
Papillion	2028	UTIL-CON-CE	STBG-MAPA	\$10,000.00	\$8,000.00	\$0.00	\$2,000.00
			<b>Total - 6th Street/Cornhusker Road/Portal</b>	<b>\$11,500.00</b>	<b>\$9,200.00</b>	<b>\$0.00</b>	<b>\$2,300.00</b>
<b>72nd &amp; Ames Transit Access &amp; Pedestrian Amenities</b>							
Metro	2023	UTIL-CON-CE	TAP-MAPA	\$630.00	\$500.00	\$0.00	\$130.00
			<b>Total - 72nd &amp; Ames Transit Access &amp; Pedestrian Amenities</b>	<b>\$630.00</b>	<b>\$500.00</b>	<b>\$0.00</b>	<b>\$130.00</b>
<b>72nd &amp; D Street Viaduct</b>							
<b>NE-22628</b>							
<b>Replacement and widening of existing bridge structure</b>							
<b>On 72nd Street just south of I-80, at about D Street</b>							
Omaha	2023	UTIL-CON-CE	Local ACC	\$5,165.00	\$0.00	\$0.00	\$5,165.00
Omaha	2023	ROW	Local ACC	\$1,061.00	\$0.00	\$0.00	\$1,061.00
Omaha	2023	ROW	STBG-MAPA	\$265.00	\$0.00	\$0.00	\$265.00
Omaha	2023	UTIL-CON-CE	STBG-MAPA	\$1,291.00	\$0.00	\$0.00	\$1,291.00
			<b>Total - 72nd &amp; D Street Viaduct</b>	<b>\$7,782.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$7,782.00</b>
<b>72nd St &amp; Blondo St intersection improvements</b>							
<b>Constructing right turn lanes and lengthening left turn lanes.</b>							
<b>In the City of Omaha at 72nd St &amp; Blondo St.</b>							
Omaha	2026	PE-NEPA-FD	STBG-MAPA	\$437.50	\$350.00	\$0.00	\$87.50
Omaha	2028	UTIL-CON-CE	STBG-MAPA	\$3,750.00	\$3,000.00	\$0.00	\$750.00

Lead Agency 	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			<b>Total - 72nd St &amp; Blondo St intersection improvements</b>	<b>\$4,187.50</b>	<b>\$3,350.00</b>	<b>\$0.00</b>	<b>\$837.50</b>
<b>72nd Street – L Street to F Street</b>							
The project will widen 72nd Street. The southern limit will be coordinated with NDOT's project at 72nd & L Street and will tie into the City's future project at 72nd Street Bridge at D Street project on the north side of the intersection of F Street. The project will reconstruct the existing pavement with new concrete pavement, reconfigure turning lanes and intersections as necessary, update or add a storm drainage system and install new traffic signals. Multi-modal connectivity along the corridor will be analyzed and constructed based on need.							
In the City of Omaha, the project is proposed to coordinate the southern limit with NDOT's project at 72nd & L Street and tie into the future 72nd Street Bridge at D Street project on the north side of the intersection at F Street.							
Omaha	2026	PE-NEPA-FD	STBG-MAPA	\$1,250.00	\$1,000.00	\$0.00	\$250.00
Omaha	2028	UTIL-CON-CE	STBG-MAPA	\$11,250.00	\$9,000.00	\$0.00	\$2,250.00
			<b>Total - 72nd Street – L Street to F Street</b>	<b>\$12,500.00</b>	<b>\$10,000.00</b>	<b>\$0.00</b>	<b>\$2,500.00</b>
<b>Applewood Creek Trail</b>							
<b>NE-22757</b>							
<b>Construction of multi-use trail, ten-foot (10') box culvert under Giles Road, utility relocation</b>							
<b>From Giles Road north along Applewood Creek between Giles and Harrison</b>							
La Vista	2019	PE-NEPA-FD	TAP-MAPA	\$215.95	\$172.76	\$0.00	\$43.19
La Vista	2021	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	\$600.00	\$480.00	\$0.00	\$120.00
			<b>Total - Applewood Creek Trail</b>	<b>\$2,108.04</b>	<b>\$1,686.43</b>	<b>\$0.00</b>	<b>\$421.61</b>
<b>Bridge Replacement - Q St. at Elkhorn River</b>							
Remove existing Bridge and replace with new structure. Type, size and length to be determined.							
In Douglas County, along Q Street on existing alignment over the Elkhorn River.							
Douglas	2027	UTIL-CON-CE	STBG-MAPA	\$4,596.25	\$3,677.00	\$0.00	\$919.25


Lead Agency 	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			<b>Total - Bridge Replacement - Q St. at Elkhorn River</b>	<b>\$4,596.25</b>	<b>\$3,677.00</b>	<b>\$0.00</b>	<b>\$919.25</b>
<b>Gretna to Wehrspann Trail</b>							
<b>NE-22862</b>							
<b>10ft wide concrete bike/pedestrian trail</b>							
<b>From the City of Gretna to Wehrspann Lake</b>							
Gretna	2022	PE-NEPA-FD	TAP-MAPA	\$103.50	\$82.80	\$0.00	\$20.70
Gretna	2023	ROW	TAP-MAPA	\$20.00	\$16.00	\$0.00	\$4.00
Gretna	2024	UTIL-CON-CE	TAP-MAPA	\$870.75	\$696.60	\$0.00	\$174.15
			<b>Total - Gretna to Wehrspann Trail</b>	<b>\$994.25</b>	<b>\$795.40</b>	<b>\$0.00</b>	<b>\$198.85</b>
<b>Levi Carter Park Trail</b>							
Omaha	2025	UTIL-CON-CE	TAP-MAPA	\$1,983.00	\$1,587.00	\$0.00	\$396.00
			<b>Total - Levi Carter Park Trail</b>	<b>\$1,983.00</b>	<b>\$1,587.00</b>	<b>\$0.00</b>	<b>\$396.00</b>
<b>North Downtown Riverfront Pedestrian Bridge</b>							
<b>NE-22571</b>							
<b>Pedestrian bridge to connect the western terminus of the Bob Kerry Pedestrian Bridge spanning Riverfront Drive and Union Pacific Railroad.</b>							
<b>10th and Fahey Drive</b>							
Omaha	2014	PE-NEPA-FD	TCSP	\$660.00	\$500.00	\$0.00	\$160.00
Omaha	2016	PE-NEPA-FD	TAP-MAPA	\$90.00	\$78.00	\$0.00	\$12.00
Omaha	2016	ROW	STBG-MAPA	\$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	2023	UTIL-CON-CE	TAP-MAPA	\$6,826.00	\$2,899.00	\$0.00	\$3,927.00

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Omaha	2023	UTIL-CON-CE	DPS	\$894.46	\$715.57	\$0.00	\$178.89
			<b>Total - North Downtown Riverfront Pedestrian Bridge</b>	<b>\$9,700.46</b>	<b>\$5,136.57</b>	<b>\$0.00</b>	<b>\$4,563.89</b>
<b>River Road Drive</b>							
<p>Reconstruction of River Road Drive would remove the existing rural section roadway and replace it with a new concrete roadway. The east side will maintain the rural section and the west side (mostly residential) will be converted to an urban section. The curb section is being added to the west side to provide separation and protection for the sidewalk at that location. The existing sidewalk will be removed and replaced as needed to maintain pedestrian access to the area. Storm sewer will be added to pick up storm water along the roadway and the existing ditch on the east side will be cleaned out/rebuilt to improve drainage and reduce standing water.</p>							
<p>Along River Road Drive starting at, and including, the intersection of Blondo Street and ending at the 1st Street Intersection.</p>							
Waterloo	2025	PE-NEPA-FD	STBG-MAPA	\$187.50	\$150.00	\$0.00	\$37.50
Waterloo	2026	UTIL-CON-CE	STBG-MAPA	\$1,687.50	\$1,350.00	\$0.00	\$337.50
			<b>Total - River Road Drive</b>	<b>\$1,875.00</b>	<b>\$1,500.00</b>	<b>\$0.00</b>	<b>\$375.00</b>
<b>Roundabout Program</b>							
<p>Omaha will utilize funds from this program to leverage Highway Safety Improvement Program (HSIP) funds for various roundabout projects in the City. Currently, Nebraska Department of Transportation does not allow for use of HSIP funds to pay for design and NEPA phases of projects. The funds in the program would be utilized to help pay for the design and NEPA phases only; construction and ROW would be funded through HSIP. Currently, Omaha has currently has roundabout locations under development for HSIP funds. It is anticipated to build one project per year with approximately \$250,000 of STBG funds being requested each year, for annual projects of total costs less than \$1.5 million.</p>							
<p>Various intersections throughout the City of Omaha to be identified throughout the program for roundabout improvements.</p>							
Omaha	2023	PE-NEPA-FD	STBG-MAPA	\$312.50	\$250.00	\$0.00	\$62.50
			<b>Total - Roundabout Program</b>	<b>\$312.50</b>	<b>\$250.00</b>	<b>\$0.00</b>	<b>\$62.50</b>
<b>Sarpy County Concrete Panel Repair</b>							
<p>This project will consist of 9" Concrete Pavement removed and replaced over roughly 1.9 miles split between 84th and Plattview road to Capehart road and Plattview road from 84th to 27th street.</p>							
<p>In Sarpy County along 84th from Plattview to Capehart and Along Plattview Road from 84th to 27th Street</p>							

Lead Agency ↓	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Sarpy	2026	UTIL-CON-CE	STBG-MAPA	\$1,562.50	\$1,250.00	\$0.00	\$312.50
			<b>Total - Sarpy County Concrete Panel Repair</b>	<b>\$1,562.50</b>	<b>\$1,250.00</b>	<b>\$0.00</b>	<b>\$312.50</b>
<b>Schram Spur N-370 Undercrossing and Trail Segment</b>							
<p>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.</p>							
<b>The trail will connect Lincoln Road to N-370 between mile marker 74.44 and 74.45</b>							
Papillion	2024	PE-NEPA-FD	TAP-MAPA	\$194.31	\$155.45	\$0.00	\$38.86
Papillion	2025	PE-NEPA-FD	TAP-MAPA	\$110.28	\$88.22	\$0.00	\$22.06
Papillion	2026	UTIL-CON-CE	TAP-MAPA	\$2,194.50	\$1,755.60	\$0.00	\$438.90
			<b>Total - Schram Spur N-370 Undercrossing and Trail Segment</b>	<b>\$2,499.09</b>	<b>\$1,999.27</b>	<b>\$0.00</b>	<b>\$499.82</b>
<b>Signal Infrastructure Phase X - simplify to Omaha city boundary</b>							
<p>Omaha's existing traffic signal infrastructure and technology is aging and obsolete. Many safety, operational, and intelligent transportation systems cannot be deployed given the age and state of the existing infrastructure. As recommended in the Traffic Signal System Master Plan, which was approved in October 2013, the City of Omaha needs to update its infrastructure to address these needs. This project will implement improvements identified in the Master Plan at up to 69 signals.</p>							
<b>Improvements will be deployed at up to 69 signals throughout the City of Omaha.</b>							
Omaha	2026	PE-NEPA-FD	STBG-MAPA	\$500.00	\$400.00	\$0.00	\$100.00
Omaha	2027	UTIL-CON-CE	STBG-MAPA	\$4,500.00	\$3,600.00	\$0.00	\$900.00
			<b>Total - Signal Infrastructure Phase X - simplify to Omaha city boundary</b>	<b>\$5,000.00</b>	<b>\$4,000.00</b>	<b>\$0.00</b>	<b>\$1,000.00</b>
<b>Sorensen Trail 72nd Street Underpass</b>							

Lead Agency 	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
PMRNRD	2024	PE-NEPA-FD	TAP-MAPA	\$275.00	\$220.00	\$0.00	\$55.00
PMRNRD	2025	UTIL-CON-CE	TAP-MAPA	\$2,000.00	\$1,600.00	\$0.00	\$400.00
			<b>Total - Sorensen Trail 72nd Street Underpass</b>	<b>\$2,275.00</b>	<b>\$1,820.00</b>	<b>\$0.00</b>	<b>\$455.00</b>
<b>Thompson Creek Trail</b>							
<b>This project will establish a 10ft wide, concrete, east/west multi-use recreational trail from the existing Keystone trail head at S 69th St. to Central Park, including a 130ft span trail bridge and improvements to the signal at 72nd St. and Parkview Blvd.</b>							
<b>In the City of La Vista from S. 69th St to La Vista Central Park</b>							
La Vista	2025	PE-NEPA-FD	TAP-MAPA	\$283.50	\$226.80	\$0.00	\$56.70
La Vista	2026	ROW	TAP-MAPA	\$105.00	\$84.00	\$0.00	\$21.00
La Vista	2027	UTIL-CON-CE	TAP-MAPA	\$1,522.50	\$1,218.00	\$0.00	\$304.50
			<b>Total - Thompson Creek Trail</b>	<b>\$1,911.00</b>	<b>\$1,528.80</b>	<b>\$0.00</b>	<b>\$382.20</b>
<b>UNMC &amp; Field Club Connector Bridge</b>							
Omaha	2024	PE-NEPA-FD	TAP-MAPA	\$1,125.00	\$900.00	\$0.00	\$225.00
			<b>Total - UNMC &amp; Field Club Connector Bridge</b>	<b>\$1,125.00</b>	<b>\$900.00</b>	<b>\$0.00</b>	<b>\$225.00</b>
<b>US Highway 34 Bike and Walking Trail Phase 2</b>							
<b>NE-22770</b>							
<b>Install deck and trail surface along east side of the north bound lanes of US Highway 34 and complete trail connections to Allied Road at the north, and Beach Road to the south.</b>							
<b>Existing US-34 bridge over the Platte River between Sarpy and Cass Counties</b>							
PMRNRD	2019	PE-NEPA-FD	STBG-MAPA	\$400.00	\$320.00	\$0.00	\$80.00
PMRNRD	2020	PE-NEPA-FD	STBG-MAPA	\$100.00	\$80.00	\$0.00	\$20.00
PMRNRD	2022	UTIL-CON-CE	STBG-MAPA	\$2,350.00	\$1,880.00	\$0.00	\$470.00



Lead Agency 	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			<b>Total - US Highway 34 Bike and Walking Trail Phase 2</b>	<b>\$2,850.00</b>	<b>\$2,280.00</b>	<b>\$0.00</b>	<b>\$570.00</b>
<b>West Papio Trail - Millard Connection</b>							
<b>Connection of northern and southern portions of the West Papio Trail in the Millar neighborhood</b>							
<b>Along West Papillion Creek from near 137th &amp; Millard to Harry Anderson Drive</b>							
PMRNRD	2022	PE-NEPA-FD	TAP-MAPA	\$125.00	\$100.00	\$0.00	\$25.00
PMRNRD	2022	ROW	TAP-MAPA	\$150.00	\$120.00	\$0.00	\$30.00
PMRNRD	2023	UTIL-CON-CE	STBG-MAPA	\$1,000.00	\$800.00	\$0.00	\$200.00
PMRNRD	2023	UTIL-CON-CE	TAP-MAPA	\$802.50	\$642.00	\$0.00	\$160.50
			<b>Total - West Papio Trail - Millard Connection</b>	<b>\$2,077.50</b>	<b>\$1,662.00</b>	<b>\$0.00</b>	<b>\$415.50</b>
			<b>Total</b>	<b>\$190,363.04</b>	<b>\$125,533.83</b>	<b>\$0.00</b>	<b>\$64,829.21</b>

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

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>Iowa DOT</b>						
<b>I-80: I-29/80/480</b>						
<b>IA-38153</b>						
<b>Grade and pave, bridge new, grading</b>						
<b>I-80: I-29/80/480 INTERSTATES IN COUNCIL BLUFFS (CBIS) STATE SHARE</b>						
2018	UTIL-CON-CE	NHPP	\$121,786.00	\$109,608.00	\$12,178.00	\$0.00
2019	UTIL-CON-CE	NHPP	\$74,249.00	\$66,825.00	\$7,424.00	\$0.00
2020	UTIL-CON-CE	NHPP	\$44,394.00	\$39,955.00	\$4,439.00	\$0.00
2021	UTIL-CON-CE	NHPP	\$227,000.00	\$192,950.00	\$34,050.00	\$0.00
2022	UTIL-CON-CE	NHPP	\$60,575.00	\$54,517.50	\$6,057.50	\$0.00
2023	UTIL-CON-CE	NHPP	\$3,280.00	\$2,952.00	\$328.00	\$0.00
2024	UTIL-CON-CE	NHPP	\$4,180.00	\$3,762.00	\$418.00	\$0.00
		<b>Total - Iowa DOT</b>	<b>\$535,464.00</b>	<b>\$470,569.50</b>	<b>\$64,894.50</b>	<b>\$0.00</b>

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

Table 5.3 D - Locally Sponsored TIP Projects: Iowa

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>Carter Lake</b>						
<b>Carter Lake Walking and Bike Trail</b>						
<b>IA-48689</b>						
Engineering and construction of approximately 1.7 miles of 8 foot wide concrete bike/pedestrian trail throughout the City of Carter Lake. The proposed trail would provide a safe trail loop throughout Carter Lake; and connect to the City of Omaha's existing trail at Kiwanis Park, which goes north along Abbott Drive to Levi Carter Park.						
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
		<b>Total - Carter Lake</b>	<b>\$400.00</b>	<b>\$320.00</b>	<b>\$0.00</b>	<b>\$80.00</b>
<b>Council Bluffs</b>						
<b>South Expressway Trail, Phase I</b>						
North of the Interstate overpass, the South Expressway Reconstruction Project, Phase I includes a segment of trail on the east side of the roadway. The proposed trail will connect with the trail extension constructed with the roadway reconstruction project.						
2023	PE-NEPA-FD	TAP-MAPA	\$100.00	\$90.00	\$0.00	\$10.00
2024	UTIL-CON-CE	TAP-MAPA	\$859.00	\$687.00	\$0.00	\$172.00
<b>East Beltway: Greenview Road - East Segment</b>						
<b>IA-35682</b>						
<b>Reconstruction of existing roadway</b>						
<b>Along Greenwood Road from Ridgewood Drive to Cottonwood Drive</b>						
2027	UTIL-CON-CE	STBG-MAPA	\$1,875.00	\$1,500.00	\$0.00	\$375.00
<b>East Beltway: Greenview Road - West Segment</b>						
<b>IA-35679</b>						
<b>Along Greenwood Road from State Orchard Drive to Ridgewood Drive</b>						
2026	UTIL-CON-CE	STBG-MAPA	\$4,206.00	\$3,419.00	\$0.00	\$787.00
<b>City/County Connector Trail</b>						
<b>IA-35677</b>						
<b>Trail connection between the City of Council Bluffs trail system and the Pottawattamie County Trail system</b>						

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<b>Along Railroad Highway from Kanesville Boulevard to the Council Bluffs Corporate Limits</b>						
2022	PE-NEPA-FD	TAP-MAPA	\$125.00	\$100.00	\$0.00	\$25.00
2022	UTIL-CON-CE	TAP-MAPA	\$363.00	\$290.00	\$0.00	\$73.00
2022	ROW	TAP-MAPA	\$125.00	\$100.00	\$0.00	\$25.00
<b>W Graham Ave Reconstruction</b>						
<b>IA-25419</b>						
<b>Reconstruction of street and utilities</b>						
<b>High Street to Fairmont Avenue</b>						
2023	UTIL-CON-CE	STBG-MAPA (Swap)	\$3,006.00	\$2,405.00	\$0.00	\$601.00
<b>North 16th Street Reconstruction</b>						
<b>IA-34125</b>						
<b>Reconstruction of roadway and utility work</b>						
<b>On 16th Street (Highway 192) from Avenue G to Nash Boulevard</b>						
2028	UTIL-CON-CE	STBG-MAPA	\$6,906.00	\$5,525.00	\$0.00	\$1,381.00
<b>South Expressway Reconstruction - Phase 2</b>						
<b>IA-36984</b>						
<b>Reconstrucion of roadway and utility work</b>						
<b>On Highway 192 from 21st Street north to 16th Street</b>						
2024	UTIL-CON-CE	STBG-MAPA	\$5,660.00	\$4,528.00	\$0.00	\$1,132.00
<b>South Expressway Reconstruction - Phase 1</b>						
<b>IA-34126</b>						
<b>On Highway 192 from I-80 north to 21st Street</b>						
2023	UTIL-CON-CE	STBG-MAPA (Swap)	\$5,775.00	\$4,620.00	\$0.00	\$1,155.00
<b>East Beltway: Stevens Road - West Segment</b>						
<b>IA-35678</b>						
<b>Construction of roadway on new alignment</b>						
<b>On Stevens Road from State Orchard Road to intersection with Norwood Drive</b>						
2021	ROW	STBG-MAPA (Swap)	\$146.00	\$117.00	\$0.00	\$29.00
2023	UTIL-CON-CE	STBG-MAPA (Swap)	\$1,725.62	\$1,380.49	\$0.00	\$345.13
2023	UTIL-CON-CE	DPS	\$1,555.20	\$1,244.20	\$0.00	\$311.00
		<b>Total - Council Bluffs</b>	<b>\$32,426.82</b>	<b>\$26,005.69</b>	<b>\$0.00</b>	<b>\$6,421.13</b>
<b>Pottawattamie</b>						
<b>Pottawattamie County Multi-Use Trail - Phase 1</b>						
<b>IA-29802</b>						

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Multi-use recreational trail						
From Council Bluffs north to 330th Street along the Railroad Highway, approximately 7 miles						
2022	UTIL-CON-CE	TAP-MAPA	\$298.70	\$238.70	\$0.00	\$60.00
		Total - Pottawattamie	\$298.70	\$238.70	\$0.00	\$60.00
		Total	\$33,125.52	\$26,564.39	\$0.00	\$6,561.13

## 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
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
No Data					

## 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**

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>Omaha Signal Infrastructure Phase C1</b>				
Omaha	CMAQ	UTIL-CON-CE	\$2,576.13	\$3,220.16
		<b>Total - Omaha Signal Infrastructure Phase C1</b>	<b>\$2,576.13</b>	<b>\$3,220.16</b>
<b>Omaha Signal Infrastructure Phase C2</b>				
Omaha	CMAQ	PE-NEPA-FD	\$341.29	\$426.61
		<b>Total - Omaha Signal Infrastructure Phase C2</b>	<b>\$341.29</b>	<b>\$426.61</b>
<b>Omaha Signal Infrastructure Phase D1</b>				
Omaha	CMAQ	PE-NEPA-FD	\$301.12	\$376.40
		<b>Total - Omaha Signal Infrastructure Phase D1</b>	<b>\$301.12</b>	<b>\$376.40</b>
<b>Signal Operations 144th St/Q St</b>				
Omaha	CMAQ	General Planning	\$170.47	\$213.09
		<b>Total - Signal Operations 144th St/Q St</b>	<b>\$170.47</b>	<b>\$213.09</b>
<b>Signal Operations 90th St/Blondo St</b>				
Omaha	CMAQ	General Planning	\$179.20	\$224.00
		<b>Total - Signal Operations 90th St/Blondo St</b>	<b>\$179.20</b>	<b>\$224.00</b>
		<b>Total</b>	<b>\$3,568.21</b>	<b>\$4,460.26</b>

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

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>Omaha Signal Infrastructure Phase C2</b>				
Omaha	Local	UTIL-CON-CE	\$0.00	\$3,131.19
		<b>Total - Omaha Signal Infrastructure Phase C2</b>	<b>\$0.00</b>	<b>\$3,131.19</b>
<b>Omaha Signal Infrastructure Phase D1</b>				
Omaha	Local	UTIL-CON-CE	\$0.00	\$3,123.38
		<b>Total - Omaha Signal Infrastructure Phase D1</b>	<b>\$0.00</b>	<b>\$3,123.38</b>
		<b>Total</b>	<b>\$0.00</b>	<b>\$6,254.57</b>

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

Project Name	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	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**

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>33rd &amp; Hamilton Mini Roundabout</b>				
Omaha	HSIP	UTIL-CON-CE	\$457.51	\$508.35
		<b>Total - 33rd &amp; Hamilton Mini Roundabout</b>	<b>\$457.51</b>	<b>\$508.35</b>
<b>HSIP-28(139)</b>				
NDOT	HSIP	ROW	\$18.00	\$20.00
		<b>Total - HSIP-28(139)</b>	<b>\$18.00</b>	<b>\$20.00</b>
<b>HSIP-80-9(124)</b>				

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
NDOT	State-Nebraska	UTIL-CON-CE	\$0.00	\$541.00
NDOT	HSIP	UTIL-CON-CE	\$4,872.00	\$4,872.00
		<b>Total - HSIP-80-9(124)</b>	<b>\$4,872.00</b>	<b>\$5,413.00</b>
<b>HSIP-80-9(204)</b>				
NDOT	State-Nebraska	UTIL-CON-CE	\$0.00	\$71.00
NDOT	HSIP	UTIL-CON-CE	\$640.00	\$640.00
		<b>Total - HSIP-80-9(204)</b>	<b>\$640.00</b>	<b>\$711.00</b>
<b>US-6 at 192nd St.</b>				
NDOT	State-Nebraska	UTIL-CON-CE	\$0.00	\$8,360.00
		<b>Total - US-6 at 192nd St.</b>	<b>\$0.00</b>	<b>\$8,360.00</b>
		<b>Total</b>	<b>\$5,987.51</b>	<b>\$15,012.35</b>

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

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>HSIP-28(139)</b>				
NDOT	HSIP	UTIL-CON-CE	\$477.00	\$539.00

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

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

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

Project Name	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**

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
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Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>24th Street Transit Corridor Final Design</b>				
Metro	STBG-MAPA	PE-NEPA-FD	\$3,000.00	\$3,750.00
		<b>Total - 24th Street Transit Corridor Final Design</b>	<b>\$3,000.00</b>	<b>\$3,750.00</b>
<b>Beltline Trail to Field Club Trail Connection Study</b>				
Omaha	STBG-MAPA	General Planning	\$120.00	\$150.00
		<b>Total - Beltline Trail to Field Club Trail Connection Study</b>	<b>\$120.00</b>	<b>\$150.00</b>
<b>Cornhusker Road – 36th Street to Fort Crook Road Corridor Study</b>				
Bellevue	STBG-MAPA	General Planning	\$100.00	\$125.00
		<b>Total - Cornhusker Road – 36th Street to Fort Crook Road Corridor Study</b>	<b>\$100.00</b>	<b>\$125.00</b>
<b>La Vista Bicycle &amp; Pedestrian Mobility Plan</b>				
La Vista	STBG-MAPA	General Planning	\$80.00	\$100.00
		<b>Total - La Vista Bicycle &amp; Pedestrian Mobility Plan</b>	<b>\$80.00</b>	<b>\$100.00</b>
<b>MAPA MPO Planning Allocation</b>				
MAPA	PL	General Planning	\$115.57	\$144.57
		<b>Total - MAPA MPO Planning Allocation</b>	<b>\$115.57</b>	<b>\$144.57</b>
<b>Omaha Urban Core Street Reconfiguration Study</b>				
Omaha	STBG-MAPA	General Planning	\$400.00	\$500.00
		<b>Total - Omaha Urban Core Street Reconfiguration Study</b>	<b>\$400.00</b>	<b>\$500.00</b>
<b>US-275: US-275/72nd St Interchange, Omaha</b>				
NDOT	State-Nebraska	ROW	\$0.00	\$385.00
		<b>Total - US-275: US-275/72nd St Interchange, Omaha</b>	<b>\$0.00</b>	<b>\$385.00</b>
<b>Western Sarpy Transportation Enhancement Plan</b>				
Gretna	STBG-MAPA	General Planning	\$100.00	\$150.00



Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
		Total - Western Sarpy Transportation Enhancement Plan	\$100.00	\$150.00
		Total	\$3,915.57	\$5,304.57

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

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>Cuming St/ NW Radial Hwy/ Military Ave Corridor Study</b>				
Omaha	STBG-MAPA	General Planning	\$300.00	\$375.00
		Total - Cuming St/ NW Radial Hwy/ Military Ave Corridor Study	\$300.00	\$375.00
<b>Heartland 2050 Mini-Grant Program</b>				
MAPA	STBG-MAPA	General Planning	\$250.00	\$312.50
		Total - Heartland 2050 Mini-Grant Program	\$250.00	\$312.50
<b>MAPA MPO Planning Allocation</b>				
MAPA	PL	General Planning	\$115.57	\$144.57
MAPA	PL	General Planning	\$115.57	\$144.57
		Total - MAPA MPO Planning Allocation	\$231.14	\$289.14
<b>US-275: US-275/72nd St Interchange, Omaha</b>				
NDOT	NHPP	UTIL-CON-CE	\$10,326.00	\$13,210.00
		Total - US-275: US-275/72nd St Interchange, Omaha	\$10,326.00	\$13,210.00
<b>West Maple from I-680 to US 275</b>				
Omaha		General Planning	\$425.00	\$531.25
		Total - West Maple from I-680 to US 275	\$425.00	\$531.25
		Total	\$11,532.14	\$14,717.89

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

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>Heartland 2050 Mini-Grant Program</b>				
MAPA	STBG-MAPA	General Planning	\$250.00	\$312.50
		<b>Total - Heartland 2050 Mini-Grant Program</b>	<b>\$250.00</b>	<b>\$312.50</b>
<b>MAPA MPO Planning Allocation</b>				
MAPA	PL	General Planning	\$115.57	\$144.57
		<b>Total - MAPA MPO Planning Allocation</b>	<b>\$115.57</b>	<b>\$144.57</b>
		<b>Total</b>	<b>\$365.57</b>	<b>\$457.07</b>

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

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

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

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$1,284.00
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$4,000.00
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$45.00
		<b>Total</b>	<b>\$0.00</b>	<b>\$5,329.00</b>
<b>275 Bridge Cleaning</b>				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$57.00
		<b>Total - 275 Bridge Cleaning</b>	<b>\$0.00</b>	<b>\$57.00</b>
<b>Elkhorn River East</b>				
NDOT	NHPP	UTIL-CON-CE	\$3,076.00	\$3,866.00
		<b>Total - Elkhorn River East</b>	<b>\$3,076.00</b>	<b>\$3,866.00</b>
<b>I-480, 12th St-Mo River Bridge Paint</b>				

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
NDOT	NHPP	UTIL-CON-CE	\$3,619.00	\$4,021.00
		<b>Total - I-480, 12th St-Mo River Bridge Paint</b>	<b>\$3,619.00</b>	<b>\$4,021.00</b>
<b>I-480: 20th Street - Missouri River Bridges (EB)</b>				
NDOT	State-Nebraska	AC Conversion	\$0.00	-\$13,004.00
NDOT	NHPP	AC Conversion	\$13,004.00	\$13,004.00
		<b>Total - I-480: 20th Street - Missouri River Bridges (EB)</b>	<b>\$13,004.00</b>	<b>\$0.00</b>
<b>I-480: Bancroft St - Dewey St, Omaha</b>				
NDOT	State-Nebraska	UTIL-CON-CE	\$0.00	\$10.00
NDOT	NHPP	UTIL-CON-CE	\$93.00	\$93.00
		<b>Total - I-480: Bancroft St - Dewey St, Omaha</b>	<b>\$93.00</b>	<b>\$103.00</b>
<b>I-480: I-480 Missouri River Bridge</b>				
NDOT	State-Iowa	UTIL-CON-CE	\$0.00	\$5,090.00
NDOT	NHPP	UTIL-CON-CE	\$3,144.00	\$3,493.00
		<b>Total - I-480: I-480 Missouri River Bridge</b>	<b>\$3,144.00</b>	<b>\$8,583.00</b>
<b>I-480: Missouri River in Council Bluffs</b>				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$120.00
		<b>Total - I-480: Missouri River in Council Bluffs</b>	<b>\$0.00</b>	<b>\$120.00</b>
<b>I-680 &amp; US-6 Interchange</b>				
NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$1.00
		<b>Total - I-680 &amp; US-6 Interchange</b>	<b>\$0.00</b>	<b>\$1.00</b>
<b>I-680: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$48.00
		<b>Total - I-680: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>	<b>\$0.00</b>	<b>\$48.00</b>
<b>I-80 TRAFFIC SIGNS: US 6 IN COUNCIL BLUFFS TO JORDAN CREEK</b>				

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$1,122.00
		<b>Total - I-80 TRAFFIC SIGNS: US 6 IN COUNCIL BLUFFS TO JORDAN CREEK</b>	<b>\$0.00</b>	<b>\$1,122.00</b>
<b>I-80/480/680 Barrier</b>				
NDOT	NHPP	UTIL-CON-CE	\$1,387.00	\$1,541.00
		<b>Total - I-80/480/680 Barrier</b>	<b>\$1,387.00</b>	<b>\$1,541.00</b>
<b>I-80/480/US-75 Bridge Painting</b>				
NDOT	NHPP	UTIL-CON-CE	\$5,324.00	\$5,916.00
		<b>Total - I-80/480/US-75 Bridge Painting</b>	<b>\$5,324.00</b>	<b>\$5,916.00</b>
<b>I-80: 13th St West, Omaha</b>				
NDOT	State-Nebraska	UTIL-CON-CE	\$0.00	\$15.00
NDOT	NHPP	UTIL-CON-CE	\$133.00	\$133.00
		<b>Total - I-80: 13th St West, Omaha</b>	<b>\$133.00</b>	<b>\$148.00</b>
<b>I-80: 24TH ST TO INDIAN CREEK IN COUNCIL BLUFFS</b>				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$1,593.00
		<b>Total - I-80: 24TH ST TO INDIAN CREEK IN COUNCIL BLUFFS</b>	<b>\$0.00</b>	<b>\$1,593.00</b>
<b>I-80: 60th St - 24th St, Omaha</b>				
NDOT	NHPP	UTIL-CON-CE	\$6,025.00	\$6,694.00
		<b>Total - I-80: 60th St - 24th St, Omaha</b>	<b>\$6,025.00</b>	<b>\$6,694.00</b>
<b>I-80: Accident Investigation Sites, Omaha</b>				
NDOT	State-Nebraska	UTIL-CON-CE	\$0.00	\$169.00
NDOT	HSIP	UTIL-CON-CE	\$1,525.00	\$1,525.00
		<b>Total - I-80: Accident Investigation Sites, Omaha</b>	<b>\$1,525.00</b>	<b>\$1,694.00</b>
<b>I-80: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$42.00

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
		<b>Total - I-80: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>	<b>\$0.00</b>	<b>\$42.00</b>
		<b>Total</b>	<b>\$37,330.00</b>	<b>\$40,878.00</b>

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

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$7,000.00
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$1,511.00
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$45.00
		<b>Total</b>	<b>\$0.00</b>	<b>\$8,556.00</b>
<b>2016 Omaha Resurfacing Program</b>				
Omaha	STBG-MAPA	AC Conversion	\$3,552.20	\$4,215.20
		<b>Total - 2016 Omaha Resurfacing Program</b>	<b>\$3,552.20</b>	<b>\$4,215.20</b>
<b>2018 Omaha Resurfacing Program</b>				
Omaha	STBG-MAPA	AC Conversion	\$5,142.54	\$5,142.54
		<b>Total - 2018 Omaha Resurfacing Program</b>	<b>\$5,142.54</b>	<b>\$5,142.54</b>
<b>2022 Omaha Resurfacing Program</b>				
Omaha	STBG-MAPA	AC Conversion	\$3,390.95	\$3,390.95
		<b>Total - 2022 Omaha Resurfacing Program</b>	<b>\$3,390.95</b>	<b>\$3,390.95</b>
<b>275 Bridge Cleaning</b>				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$57.00
		<b>Total - 275 Bridge Cleaning</b>	<b>\$0.00</b>	<b>\$57.00</b>
<b>I-680: AT W JCT I-29 (EB &amp; WB)</b>				
Iowa DOT	NHPP	UTIL-CON-CE	\$1,704.60	\$1,894.00
		<b>Total - I-680: AT W JCT I-29 (EB &amp; WB)</b>	<b>\$1,704.60</b>	<b>\$1,894.00</b>

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>I-680: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$48.00
		<b>Total - I-680: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>	<b>\$0.00</b>	<b>\$48.00</b>
<b>I-80 TRAFFIC SIGNS: US 6 IN COUNCIL BLUFFS TO JORDAN CREEK</b>				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$914.00
		<b>Total - I-80 TRAFFIC SIGNS: US 6 IN COUNCIL BLUFFS TO JORDAN CREEK</b>	<b>\$0.00</b>	<b>\$914.00</b>
<b>I-80: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$42.00
		<b>Total - I-80: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>	<b>\$0.00</b>	<b>\$42.00</b>
<b>I-80: S Papillion Cr &amp; Papillion Cr Bridges</b>				
NDOT	NHPP	UTIL-CON-CE	\$4,114.00	\$4,571.00
		<b>Total - I-80: S Papillion Cr &amp; Papillion Cr Bridges</b>	<b>\$4,114.00</b>	<b>\$4,571.00</b>
<b>N-31 Bridges North of N-36</b>				
NDOT	STBG-State	UTIL-CON-CE	\$2,133.00	\$2,666.00
		<b>Total - N-31 Bridges North of N-36</b>	<b>\$2,133.00</b>	<b>\$2,666.00</b>
<b>N-31: Elkhorn Viaduct</b>				
NDOT	NHPP	UTIL-CON-CE	\$4,759.00	\$7,013.00
		<b>Total - N-31: Elkhorn Viaduct</b>	<b>\$4,759.00</b>	<b>\$7,013.00</b>
<b>N-50: Louisville - Springfield</b>				
NDOT	State-Nebraska	UTIL-CON-CE	\$838.00	\$838.00
NDOT	State-Nebraska	UTIL-CON-CE	\$0.00	\$210.00
		<b>Total - N-50: Louisville - Springfield</b>	<b>\$838.00</b>	<b>\$1,048.00</b>
<b>N-50: N-50/N-31 Intersection</b>				

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
NDOT	STBG-State	UTIL-CON-CE	\$330.00	\$423.00
		<b>Total - N-50: N-50/N-31 Intersection</b>	<b>\$330.00</b>	<b>\$423.00</b>
<b>NH-480-9(13)</b>				
NDOT	State-Nebraska	UTIL-CON-CE	\$0.00	\$1,556.00
NDOT	NHPP	UTIL-CON-CE	\$14,002.00	\$14,002.00
		<b>Total - NH-480-9(13)</b>	<b>\$14,002.00</b>	<b>\$15,558.00</b>
<b>US-275: Big Papillion Creek Bridge In Omaha</b>				
NDOT	NHPP	UTIL-CON-CE	\$430.00	\$538.00
		<b>Total - US-275: Big Papillion Creek Bridge In Omaha</b>	<b>\$430.00</b>	<b>\$538.00</b>
<b>US-34: US-34 at Harlan Lewis Rd</b>				
NDOT	NHPP	UTIL-CON-CE	\$3,527.00	\$4,409.00
		<b>Total - US-34: US-34 at Harlan Lewis Rd</b>	<b>\$3,527.00</b>	<b>\$4,409.00</b>
<b>US-6: Saddle Creek Rd Bridge</b>				
NDOT	NHPP	UTIL-CON-CE	\$2,324.00	\$2,905.00
		<b>Total - US-6: Saddle Creek Rd Bridge</b>	<b>\$2,324.00</b>	<b>\$2,905.00</b>
<b>US-6: South 234th St</b>				
NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$1.00
		<b>Total - US-6: South 234th St</b>	<b>\$0.00</b>	<b>\$1.00</b>
<b>US-75, Chandler Road - F Street</b>				
NDOT	State-Nebraska	UTIL-CON-CE	\$0.00	\$2,095.00
NDOT	NHPP	UTIL-CON-CE	\$8,379.00	\$8,379.00
		<b>Total - US-75, Chandler Road - F Street</b>	<b>\$8,379.00</b>	<b>\$10,474.00</b>
		<b>Total</b>	<b>\$54,626.29</b>	<b>\$73,865.69</b>

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

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$5,000.00
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$400.00
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$1,191.00
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$878.00
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$45.00
		<b>Total</b>	<b>\$0.00</b>	<b>\$7,514.00</b>
<b>2018 Bellevue Resurfacing Project</b>				
Bellevue	STBG-MAPA	AC Conversion	\$4,216.56	\$4,216.56
		<b>Total - 2018 Bellevue Resurfacing Project</b>	<b>\$4,216.56</b>	<b>\$4,216.56</b>
<b>2020 Bellevue Resurfacing Project</b>				
Bellevue	STBG-MAPA	AC Conversion	\$1,590.40	\$1,590.40
		<b>Total - 2020 Bellevue Resurfacing Project</b>	<b>\$1,590.40</b>	<b>\$1,590.40</b>
<b>2020 Omaha Resurfacing Program</b>				
Omaha	STBG-MAPA	AC Conversion	\$4,222.00	\$4,222.00
		<b>Total - 2020 Omaha Resurfacing Program</b>	<b>\$4,222.00</b>	<b>\$4,222.00</b>
<b>275 Bridge Cleaning</b>				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$57.00
		<b>Total - 275 Bridge Cleaning</b>	<b>\$0.00</b>	<b>\$57.00</b>
<b>I-680 &amp; US-6 Interchange</b>				
NDOT	State-Nebraska	UTIL-CON-CE	\$0.00	\$457.00
NDOT	NHPP	UTIL-CON-CE	\$4,109.00	\$4,109.00
		<b>Total - I-680 &amp; US-6 Interchange</b>	<b>\$4,109.00</b>	<b>\$4,566.00</b>
<b>I-680: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$48.00
		<b>Total - I-680: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>	<b>\$0.00</b>	<b>\$48.00</b>



Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>I-80 PAVEMENT REHAB: FRANKLIN AVE TO US 6</b>				
Iowa DOT	NHPP	UTIL-CON-CE	\$3,150.00	\$3,500.00
		<b>Total - I-80 PAVEMENT REHAB: FRANKLIN AVE TO US 6</b>	<b>\$3,150.00</b>	<b>\$3,500.00</b>
<b>I-80: MADISON AVE INTERCHANGE IN COUNCIL BLUFFS</b>				
Iowa DOT	NHPP	UTIL-CON-CE	\$33,976.80	\$37,752.00
		<b>Total - I-80: MADISON AVE INTERCHANGE IN COUNCIL BLUFFS</b>	<b>\$33,976.80</b>	<b>\$37,752.00</b>
<b>I-80: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$42.00
		<b>Total - I-80: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>	<b>\$0.00</b>	<b>\$42.00</b>
<b>I-80: N-50 - 50th St, Omaha</b>				
NDOT	NHPP	UTIL-CON-CE	\$6,846.00	\$7,607.00
		<b>Total - I-80: N-50 - 50th St, Omaha</b>	<b>\$6,846.00</b>	<b>\$7,607.00</b>
<b>N-36: Elkhorn River - N-133</b>				
NDOT	STBG-State	UTIL-CON-CE	\$10,256.00	\$12,820.00
		<b>Total - N-36: Elkhorn River - N- 133</b>	<b>\$10,256.00</b>	<b>\$12,820.00</b>
<b>N-50 West</b>				
NDOT	STBG-State	UTIL-CON-CE	\$2,497.00	\$3,121.00
		<b>Total - N-50 West</b>	<b>\$2,497.00</b>	<b>\$3,121.00</b>
<b>US-275: West Papillion Creek Bridge West</b>				
NDOT	NHPP	UTIL-CON-CE	\$1,405.00	\$1,882.00
		<b>Total - US-275: West Papillion Creek Bridge West</b>	<b>\$1,405.00</b>	<b>\$1,882.00</b>
<b>US-6, 161st St.-127th St.</b>				
NDOT	State-Nebraska	UTIL-CON-CE	\$0.00	\$4,224.00

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
NDOT	NHPP	UTIL-CON-CE	\$16,897.00	\$16,897.00
		<b>Total - US-6, 161st St.-127th St.</b>	<b>\$16,897.00</b>	<b>\$21,121.00</b>
<b>US-6: Linoma Beach - N-31</b>				
NDOT	STBG-State	UTIL-CON-CE	\$4,812.00	\$6,015.00
		<b>Total - US-6: Linoma Beach - N-31</b>	<b>\$4,812.00</b>	<b>\$6,015.00</b>
<b>US-6: South 234th St</b>				
NDOT	STBG-State	UTIL-CON-CE	\$727.00	\$909.00
		<b>Total - US-6: South 234th St</b>	<b>\$727.00</b>	<b>\$909.00</b>
<b>US-75: US-75 Bridges, Bellevue Ph 2</b>				
NDOT	NHPP	UTIL-CON-CE	\$3,360.00	\$4,200.00
		<b>Total - US-75: US-75 Bridges, Bellevue Ph 2</b>	<b>\$3,360.00</b>	<b>\$4,200.00</b>
		<b>Total</b>	<b>\$98,064.76</b>	<b>\$121,182.96</b>

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

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$5,000.00
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$45.00
Iowa DOT	NHPP	UTIL-CON-CE	\$1,788.30	\$1,987.00
Iowa DOT	CHBP	UTIL-CON-CE	\$2,080.00	\$2,600.00
		<b>Total</b>	<b>\$3,868.30</b>	<b>\$9,632.00</b>
<b>2021 Bellevue Resurfacing Project</b>				
Bellevue	STBG-MAPA	AC Conversion	\$3,632.59	\$3,632.59
		<b>Total - 2021 Bellevue Resurfacing Project</b>	<b>\$3,632.59</b>	<b>\$3,632.59</b>
<b>275 Bridge Cleaning</b>				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$57.00
		<b>Total - 275 Bridge Cleaning</b>	<b>\$0.00</b>	<b>\$57.00</b>

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
<b>I-680: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$48.00
		<b>Total - I-680: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>	<b>\$0.00</b>	<b>\$48.00</b>
<b>I-80: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$42.00
		<b>Total - I-80: Missouri River in Council Bluffs - Eastbound &amp; Westbound</b>	<b>\$0.00</b>	<b>\$42.00</b>
		<b>Total</b>	<b>\$7,500.89</b>	<b>\$13,411.59</b>

Table 5.22 - Discretionary Projects in Fiscal Year 1

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

## 5.5 Regionally Significant Locally Funded Projects

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

**Table 5.26 - Locally Funded Projects**

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
<b>Bellevue</b>				
ST 23(4)		2023 Reconstruction Projects	\$4,800,000.00	2023
ST 24(4)		Capehart Rd; Kennedy Freeway to Dow St	\$1,125,000.00	2024
ST 23(11)		Signal Improvements	\$75,000.00	2023
ST 24(2)		2024 Concrete Projects	\$2,855,000.00	2024
ST 22(10)		Road Construction	\$80,000.00	2022
ST 23(2)		Concrete Projects	\$2,790,000.00	2023
ST 24(3)		2024 Overlay Projects	\$2,405,000.00	2024
ST 24(11)		Ft Crook Rd; Cornhusker Rd to Capehart Rd	\$650,000.00	2024
ST 23(11)		Signal Improvements	\$285,000.00	2025
ST 27(2)		2027 Concrete Projects	\$1,225,000.00	2027
ST 25(2)		2025 Concrete Projects	\$2,710,000.00	2025
ST 23(10)		Road Construction	\$3,000,000.00	2025
ST 24(7)		Cascio Addition; Kings Dr, Cascio Dr	\$2,090,000.00	2024
ST 24(9)		Mission Ave; Main St to Lincoln Rd	\$2,500,000.00	2024
ST 25(3)		2025 Overlay Projects	\$2,550,000.00	2025
ST 26(3)		2026 Overlay Projects	\$390,000.00	2026
ST 22(4)		2022 Reconstruction Projects	\$2,935,000.00	2022
ST 22(3)		2022 Overlay Projects	\$350,000.00	2022
ST 22(6)		Bridge Repairs	\$1,770,000.00	2022
ST 27(4)		2027 Reconstruction Projects	\$2,965,000.00	2027

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
ST 27(3)		2027 Overlay Projects	\$325,000.00	2027
<b>Bennington</b>				
M-152-(34)		156th St - Concrete, Sidewalk/Trail, Curb Work/Ramps, Utilities, Traffic Control, Construction Detour, Storm Sewer/Culverts, Erosion Control	\$575,000.00	2027
M-152-(30)		N 2nd St - Asphalt, Sidewalk/Trail, Grading, Curb Work/Ramps, Traffic Control, Construction Detour, Storm/Sewer Culverts, Erosion Control	\$375,000.00	2027
M-152-(41)		Howard Lane - Asphalt, Sidewalk/Trail, Curb Ramp, Construction Detour	\$45,000.00	2027
M-152-(40)		153rd Cir - Concrete, Construction Detour	\$40,000.00	2027
M-152-(42)		156th Av Cir - Asphalt, Curb Ramp, Traffic Control	\$35,000.00	2027
M-152-(35)		Warehouse St - Concrete, Curb Work/Ramps, Utilities, Construction, Detour, Storm Sewer/Culverts, Erosion Control	\$675,000.00	2022
M-152-(50)		156th St - Repair pavement approaches to bridge over West Papio Creek on the south end (maybe complete with the Kempton Creek turn lane project)	\$35,000.00	2022
M-152-(37)		157th St - Concrete, Sidewalk/Trail, Curb Work/Ramps, Utilities, Construction Detour, Storm Sewer, Erosion Control	\$460,000.00	2027
M-152-(36)		157th Cir - Concrete, Sidewalk/Trail, Curb Work, Storm Sewer/Culverts, Erosion Control	\$120,000.00	2027
M-152-(52)		Citywide annual street preservation project (armor coat)	\$50,000.00	2022

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
M-152-(54)		Molley St - add speed table to street	\$12,000.00	2022
<b>Douglas</b>				
C-28(405)		Coord w/ SIDs; ROW; flatten verticle curve; utility; lighting; traffic device; sewer; erosion control 168th and State St Intersection	\$6,000,000.00	2024
C-28(417)		3 lane urban section, sidewalk trail, grading, ROW, utility, storm sewer and erosion Irvington Rd - I-680 to State St	\$2,500,000.00	2025
C-28(327)		Auxiliary lane, flatten curve, grading, ROW, storm sewer and erosion control Fort St - Hwy 31 to 192nd St	\$2,000,000.00	2025
C-28(512)		Improve intersection; coordinate w/ SID's; ROW; utility; traffic device 168th and Ida St	\$1,500,000.00	2024
C-28(485)		Flatten curve; grading, fencing, storm sewer and erosion control Harrison St - 213th St to 225th St	\$750,000.00	2024
C-28(540)		Bridge C002800650: ROW, grading, erosion control 288th - 0.1 mile n/o Bennington Rd	\$350,000.00	2022
C-28(513)		New Bridge - C002800810 24' x 65'; ROW; grading; erosion control Rainwood Rd - 0.4 mile e/o 252nd St	\$800,000.00	2023
C-28(494)		Add auxiliary lane, 3-lane, grading, storm sewer/culvert 114th St and Reynolds St	\$1,126,000.00	2022
C-28(420)		Channelize intersection to 3 lanes; coordinate w/ SIDs; ROW; utility; traffic device; lighting 156th & State St	\$1,500,000.00	2025
C-28(419)		Add auxiliary lane, ROW; utilities; traffic control; sewer; erosion Irvington Rd - State St to McKinley St	\$1,750,000.00	2027

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
C-28(172)		ROW; grading, fencing, utilities, erosion 255th St - "Q" St to Harrison St	\$1,200,000.00	2025
C-28(425)		New bridge; ROW; grading; storm sewer and erosion control 264th St 0.2 mile n/o Hwy 36	\$300,000.00	2022
C-28(253)		Grading; erosion control White Deer Lane, Edith Marie Ave	\$500,000.00	2027
C-28(423)		New Bridge 28' x 70'; ROW; erosion control State St - 0.4 mile w/o 252nd St	\$500,000.00	2023
C-28(547)		northbound right turn lane; traffic signal, ROW, grading, Coordinate w/ SID "F" St west & east of 204th St	\$4,356,000.00	2022
C-28(553)		Coordinate w/ SID; grading, flatten vertical curve; ROW Fort St - 186th St to 192nd St	\$1,500,000.00	2025
C-28(542)		C002801735 - New Bridge 24' x 76'; ROW; erosion control 252nd St - 0.5 mile n/o Pawnee Rd	\$400,000.00	2024
C-28(554)		Add right turn lanes; grading; erosion control 156th and Fort St	\$350,000.00	2024
C-28(556)		Replace culvert Military Rd - 0.5 mile w/o 168th St	\$150,000.00	2023
C-28(541)		New Bridge Bennington Rd - 0.4 mile e/o 288th St	\$350,000.00	2022
C-28(572)		ROW; grading, flatten vertical curve, utilities, erosion 168th St s/o Old Military Rd to Rachel Snowdon Pkwy	\$1,575,000.00	2022
C-28(573)		ROW; sidewalk; grading; utilities; erosion; traffic device, coordinate w/ SID Fort St - 208th St to 212th St	\$1,600,000.00	2022
C-28(567)		Coordinate w/ SID's; add auxiliary lane; ROW, traffic control device, sewer 168th St and Reynolds St	\$400,000.00	2022

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
C-28(577)		ROW; grading, flatten vertical curve, erosion; traffic device; erosion control 222nd St - "Q" St north 0.6 mile	\$1,250,000.00	2023
C-28(581)		Add auxiliary lane, ROW, grading, sidewalk; Coordinate w/ SID 168th St at Reddick Avenue	\$862,000.00	2022
C-28(571)		Coordinate w/ SID; ROW, utilities, grading, erosion control Fort St - 183rd to 186th St	\$2,000,000.00	2025
C-28(580)		Grading, ROW; ILA w/ SID; 2020/2021,flatten vertical curve State St - Kilpatrick Ave to 176th St	\$1,543,000.00	2022
C-28(582)		Grading, curb work, ROW; coordinate w/ SID 96th St between State St and Irvington Rd	\$1,300,000.00	2022
C-28(564)		New Bridge - No. 349 192nd St - 0.3 mile n/o Bennington Rd	\$300,000.00	2024
C-28(441)		Add auxilliary lane; flatten curve; ROW; utility ; storm sewer and erosion control State St at Military Road - approximately 153rd St	\$1,835,000.00	2022
C-28(463)		ROW; Intersection Improvement; utility; traffic device; erosion control Old Military Rd and Rainwood Rd e/o 186th St	\$500,000.00	2024
C-28(478)		Flatten curve; ROW, 4-lane; ASIP; curb ramp; utility work; lighting; traffic device; storm sewer; erosion control "Q" St - 192nd St to 204th St	\$12,000,000.00	2024
C-28(476)		ASIP, Professional Engineering, ROW, Construction 156th St - Ida St to State St	\$9,000,000.00	2027
C-28(456)		Coordinate w/ SIDs; ROW, add auxiliary lane; grading; sewer; erosion control 156th St - Fort St to Corby St	\$510,000.00	2023



Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
C-28(477)		Widen shoulders; ROW; sewer; erosion; grading; fencing 225th St - West Maple Rd to Bennington Rd	\$600,000.00	2024
C-28(458)		Final Design, add auxiliary lane, grading, erosion control Irvington Rd - Ida St to Vane St	\$850,000.00	2025
C-28(466)		ROW, Design, Construction, ASIP 156th St - Fort St to Ida St	\$9,000,000.00	2027
C-28(597)		Grade & construct 3 lane section; coordinate w/ SIDs; ROW 180th and Fort St Intersection	\$2,200,000.00	2025
C-28(587)		Acquire ROW, curb work, flatten verticle curve; coordinate w/ R & L Carriers 117th & State St	\$1,400,000.00	2022
C-28(594)		Acquire ROW; grading; 3-lane; erosion control; storm sewer culvert 228th and "Q" Street	\$200,000.00	2023
C-28(588)		3-lane, grading, storm sewer and erosion control Bennington Rd and 168th St	\$920,000.00	2023
C-28(596)		Left turn lane, bridge re-deck, bridge rail 252nd and Ida St Intersection	\$250,000.00	2027
C-28(590)		ROW; grading 66th St - Northern Hills Drive to Twin Brooks Plz	\$379,200.00	2023
C-28(586)		Replace bridge 2802810 deck "Q" St Bridge over Elkhorn River	\$2,500,000.00	2024
C-28(599)		Concrete box culvert; ROW 252nd St and Fort Circle	\$500,000.00	2024
C-28(602)		Pave shoulders; grading; ROW; remove roadside obstacles; storm sewer "Q" St - 252nd St to "I" St	\$500,000.00	2023
SP-2021(02)		Bridge 2815305; grading; ROW; utility; erosion control 36th St - 150 feet s/o Ponca Road	\$600,000.00	2022

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
C-28(607)		3-lane; grading; ROW; traffic control Shongaska Rd north to County line 1,000 ft south	\$110,000.00	2025
SP-2021(03)		Bridge approach; guardrail 228th St and West Dodge Road	\$42,000.00	2022
C-28(611)		New structure C002811310; ROW; erosion control 276th St - 0.15 mile n/o Hwy 36	\$300,000.00	2025
C-28(614)		2-lane; grading; storm sewer/culvert; erosion control Rainwod Road e/o Rose Water Pkwy	\$200,000.00	2022
C-28(610)		2-lane; ROW; erosion control; storm sewer Fremont St - 91st Circle to Newport St	\$200,000.00	2025
C-28(603)		3-lane; ROW; grading; erosion control 156th St at Kempton Creek Drive	\$350,000.00	2024
C-28(612)		New structure C002800205 P County Rd 0.3 mile w/o 276th St	\$300,000.00	2025
SP-2014(04)		Wetland bank 0.5 mile n/o 168th and Bennington Rd	\$1,400,000.00	2022
SP-2019(15)		Traffic signal 168th and Daniel St	\$150,000.00	2023
SP-2021(01)		Traffic signal; OPS and SID 156th and Iowa St	\$150,000.00	2022
SP-2008(09)		Traffic signal 156th and State St	\$200,000.00	2023
C-28(613)		282nd St 0.3 mile s/o Dutch Hall Rd	\$300,000.00	2025
C-28(608)		Widen existing road; ROW Bennington Rd - 180th St to 204th St	\$750,000.00	2025
C-28(604)		Maintenance surfacing Various	\$1,400,000.00	2022
C-28(601)		Auxilliary 3-lane; ROW State St - Hwy 133 to 114th St	\$750,000.00	2024

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
C-28(605)		Asphalt surfacing Various	\$2,600,000.00	2022
C-28(600)		3-lane; grading; ROW Military Road at 171st St	\$350,000.00	2022
C-28(595)		PCC; ROW; grading Harrison St w/o 204th St	\$1,165,000.00	2022
C-28(585)		ROW; grading, overlay 300th St - Ida St to UPRR	\$1,000,000.00	2025
C-28(598)		RCB 613; ROW; erosion control "F" St at 252nd St	\$300,000.00	2024
C-28(606)		Concrete panels Various	\$300,000.00	2022

# 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 approved this document on June 23, 2022.

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# **Agenda Item C**

**Amendment 7 - FY2022 TIP**

# FY2022-2027 Amendment 7

Effective Date	06/23/2022
ONEDOT STIP Approval Date	
ONEDOT STIP Approval Letter	
MAPA Board Resolution	
NDOT Approval	

## Revisions

Lead Agency	Project Name	Description	Details
Project Description Update			
Council Bluffs	<a href="#">South Expressway Reconstruction - Phase 1</a>	Project location changed to: "In the city of Council Bluffs, On S EXPRESSWAY, from I-80 N .7 Miles to 250 feet south of 19th Avenue."	<a href="#">view</a>

# **Agenda Item D**

**Amendment 2 - 2050 LRTP**

# 2050 LRTP Amendment 2

June 2022



## Summary of Changes

Updated four projects to align with cost increases:

State	LRTP ID	Lead Agency	Project Name	Current Project Cost	Updated Project Cost
NE	600	Gretna	Gretna to Wehrspann Trail	\$666,000	\$1,000,000
NE	625	PMRNRD	US Hwy 34 Bike and Walking Trail	\$2,000,000	\$3,000,000
NE	565	Bellevue	36th Street Phase II	\$11,913,000	\$18,000,000
NE	567	Omaha	168th Street - West Center Road to Q Street	\$31,873,000	\$40,000,000

Added 17 projects identified through local planning efforts since the adoption of the LRTP:

State	Lead Agency	Project Name	Project Cost
NE	Omaha	Omaha Modern Streetcar	\$400,000,000
NE	Metro Transit	24th Street Transit Improvements	\$90,000,000
NE	Omaha	168th Street - Q Street to Harrison Street	\$20,000,000
NE	Omaha	Roundabout Program	\$2,000,000
NE	Omaha	Levi Carter Park Trail	\$1,800,000
NE	Omaha	UNMC Field Club Connector Bridge	\$5,400,000
NE	Metro Transit	72nd & Ames Transit Access & Ped. Amenities	\$630,000
NE	PMRNRD	Sorensen Trail 72nd Street Underpass	\$2,275,000
IA	Council Bluffs	South Expressway Trail, Phase I	\$1,000,000
NE	Omaha	72nd St & Blondo St	\$3,350,000



# 2050 LRTP Amendment 2

June 2022



State	Lead Agency	Project Name	Project Cost
NE	Omaha	108th St & West Center Rd	\$7,475,000
NE	Omaha	120th St & L St Intersection Improvements	\$3,776,000
NE	Omaha	72nd Street – L Street to F Street	\$10,000,000
NE	Papillion	6th Street/Cornhusker Road/Portal	\$11,700,000
NE	Douglas	Bridge Replacement - Q St. at Elkhorn River	\$3,677,000
NE	Sarpy	Sarpy County Concrete Panel Repair	\$1,250,000
NE	Omaha	Signal Infrastructure Phase X	\$4,000,000
NE	Waterloo	River Road Drive	\$1,500,000

## Revisions to Document Text

- Updated Table of Contents to make the document easier to navigate
- Page 1-10: Corrected table header and figure title
- Page 1-14: Added language related to performance-based planning in the Infrastructure Investment and Jobs Act (IIJA)
- Page 1-15: Corrected, “# Miles of Low-Street Bike Facilities” to “# Miles of Low-Stress On-Street Bike Facilities” and added targets from ConnectGO Strategies
- Page 1-17: IIJA Planning Factors Added to Table 1.2
- Page 3-6 to 3-9: Added narrative elements and a map from MetroNEXT, removed references to TDP
- Added language related to the Urban Core Strategy to Chapter 3, including information on the Total Mobility System

## Tables Affected

- P. 6-22 Summary of Regionally Significant Roadway and Bikeway Projects
- P. 6-24 Nebraska Short-Term Projects
- P. 6-36 Iowa Short-Term Projects
- P. 6-51 All Tables