

TRANSPORTATION TECHNICAL ADVISORY COMMITTEE



Friday, June 16, 2023 | 10:00a

Boardroom - Main Level of the Metro Transit Building

AGENDA

Action Items

For TTAC Approval

- A. Approval of the Minutes from the May 19, 2023 meeting**
- B. Carbon Reduction Program (CRP) Committee**

Court Barber will present MAPA's proposal for how to select projects under the Carbon Reduction Program.

Recommendations to MAPA's Board of Directors

- C. Amendment 3 to the 2050 Long Range Transportation Plan (LRTP)**

Court Barber will present the amendment, which includes the addition of projects sponsored by NDOT, the PMRNRD, the City of Bellevue, and the City of Omaha.

- D. Final FY2024 Transportation Improvement Program**

Court Barber will present the final program, including a demonstration of fiscal constraint and a request for recommending approval of the document.

- E. Amendment 9 to the FY2023 Transportation Improvement Program**

Michael Blank will present the amendment, which includes changes to a project sponsored by NDOT and the addition of two projects sponsored by the City of Omaha.

Discussion Items

- F. Safety Report**

Jim Boerner will present on the regional progress towards the current PM1 safety targets.

- G. Member Agency Updates (time permitting)**

- H. Additional Business (time permitting)**

Future Meetings & Events

- **MAPA Board of Directors: Thursday, July 27, 2023**
- **TTAC Meeting/Project Selection Criteria Workshop: Friday, July 21, 2023 (likely a 2 hour block)**

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



Friday, May 19, 2023 | 10:00a
Boardroom - Main Level of the Metro Transit Building

Attendance

MINUTES

In attendance:

TTAC Voting Members

David Goedeken - City of Bellevue
Kristine Stokes - City of Gretna
Austin Rowser - City of Omaha
Jeff Riesselman - City of Omaha
Mike Kleffner - City of Papillion
Dan Kutielek - Douglas County
Lauren Cencic - Metro
Craig Wacker - NDOT
Tim Weander - NDOT
Eric Williams - PMRNRD

TTAC Non Voting Members & Guests

Krista Wassenaar - City of Omaha (alternate)
*Brian Guy (alternate)
Sherri Levers - Metro (alternate)
Maurice Hinchey - NDOT (alternate)
Damion Stern - NDOT (alternate)
*Kaine McClelland - NDOT
Jessica Smith - Benesch
Mark Tuch - Burns & McDonnell
Lee Myers - AARP
*Bart Pugh - Schemmer
*Kara Kosiski - Olsson
*Jeremy Williams - HDR
*Chris Rolling - Olsson
*Ngani Ndimbie - High Street

MAPA Staff

Carlos Morales
Michael Blank
Travis Halm
Lindsey Button
*Jim Boerner

**Attended virtually. Voting members are not eligible to vote while attending virtually and do not count for quorum.
Neither the Chairperson nor Vice Chairperson were in attendance.*

Morales called the meeting to order at 10:04am.

Action Items

For TTAC Approval

A. Approval of the Minutes from the April 21, 2023 meeting

Kleffner motioned to approve the minutes from the April 21, 2023 meeting. Seconded by Wassenaar. Motion passed unanimously.

B. TTAC Chairperson Nominations & Election

Current nominees are Todd Pfitzer and Dennis Wilson

Krista nominated Mike Kleffner. Kleffner accepted the nomination.

No additional information was provided from either Todd Pfitzer or Dennis Wilson on their willingness to participate, however, both have been long term members of TTAC in good standing, and have served in the role of Vice Chair and Chairperson respectively.

Rowser motioned to elect Todd Pfitzer as the new chairperson of TTAC. Seconded by Kutilek. Motion passed with 9 votes in favor.

C. TTAC Vice-Chairperson Nominations & Election

Vice Chair nominations include Eric Williams, Dennis Wilson, and Austin Rowser. Morales opened the floor for additional nominations. Weander nominated Mike Kleffner. Kleffner accepted the nomination.

No additional discussion.

Cencic motioned to elect Eric Williams as vice-chairperson of TTAC. Seconded by Wacker. Motion failed with 5 in favor.

Rowser motioned to elect Mike Kleffner as vice-chairperson of TTAC. Seconded by Stokes. Motion passed with 6 in favor.

D. Coordinated Transit Committee (CTC) Membership Recommendation

Halm presented on the CTC membership. The CTC is a subcommittee of TTAC whose membership is adjusted and approved by the CTC on an annual basis. Per committee bylaws the TTAC chairperson must sign off on the CTC membership list. Voting membership and non-voting membership lists were presented. Halm asked for a recommendation that the Chair sign off on the membership list.

Kleffner made a motion to approve the CTC membership list. Seconded by Rowser. Motion passed unanimously.

Recommendations to MAPA's Board of Directors

E. FY2023 Unified Planning Work Program (UPWP) Budget Amendment

Carlos Morales presented a budget amendment to the FY 2023 UPWP. This amendment serves as an annual reconciliation of MAPA's work program with actual program costs, balancing staff work effort based on actual expenditures. It also adjusts work activities and effort anticipated through June 30. Several contracting opportunities are anticipated during FY2023, including the City of Omaha Active Mobility Study, Congestion Mitigation Air Quality (CMAQ) Little Steps and TDM programs, and 5310 Subrecipients.

Weander motioned to approve the budget amendment to the FY2023 UPWP as presented. Kleffner seconded. Motion passed unanimously.

F. Final MAPA FY2024 Unified Planning Work Program (UPWP)

Carlos Morales presented the FY2024 UPWP. The draft UPWP was presented at the April meeting. Updates to the draft include incorporating comments from state and federal partners regarding complete streets, final planning subrecipients, updated contracting projections for Safe Streets for All (changes to project timeline), and updated to include a new contract for Missouri River Multimodal Bridge Study, which will be conducted with private funds. Total activities did not change. Subcontracts went down by approximately \$1mill, which is reflected in the change in the overall budget.

Stokes motioned to approve the FY2024 UPWP as presented. Seconded by Cencic. Motion passed unanimously.

G. Draft FY2024 Transportation Improvement Program (TIP)

Michael Blank presented the draft HY2024 TIP, including a demonstration of fiscal constraint and a request to open a public comment period. The Draft TIP includes no new regional projects. Tables show fiscal constraint through 2029.

Kleffner made a motion to recommend opening of the 30 day comment period for the FY 2024 Draft TIP to the MAPA board. Seconded by Kutilek. Motion passed unanimously.

Williams asked if there would be an additional action item at TTAC following the public comment period before TTAC is set to vote on final approval of the FY2024 TIP. Morales noted that the TIP will be presented to TTAC at the end of June for final approval. Call for projects for the next TIP will open this fall.

H. Amendment 8 to the FY2023 Transportation Improvement Program

Michael Blank presented Amendment 8 to the FY 2023 TIP. This amendment included the changes below;

- The FTA Section 5310 Program is updated with new vehicle cost estimates. A small transit bus awards slated for delivery between 2021 and 2026 are increased from ~\$70,000 to \$83,000 and all lowered floor minivan awards slated for delivery between 2021 and 2026 are increased from ~\$40,000 to \$75,000; the total program impact is an increase of project costs in the amount of \$648,740
- The City of Omaha's Levi Carter Park Trail is decreasing TAP funding from UTIL-CON-CE in FY2025 from \$1,587,000 to \$1,107,000; STBG funding in this category for FY2025 increased from \$0 to \$480,000. This change shifts STBG funding from the Applewood Creek Trail project in order to maintain fiscal constraint of TAP due to that project being fully funded with TAP funding.
- The City of Carter Lake's Walking and Bike Trail project location description is changed to: In the City of Carter Lake: trail connecting existing trail segments at N 5th St., Redick Blvd, Q Avenue, and Hessman Dr, N 17th St. and Corene Blvd, N13th St.

Kleffner made a motion to approve the amendment. Seconded by Rowser. Motion passed unanimously.

Discussion Items

I. Carbon Reduction Strategy Follow-Up Discussion

Craig Wacker of NDOT discussed the State's Carbon Reduction Program. This program brings in \$9 million to the State of Nebraska over 6 years. All eligibility guidance has been written very broadly so NDOT is still working through it. As a requirement of this program, NDOT is in development of their Carbon Reduction Strategy and just completed one on one consultations with the MPOs. NDOT is looking for ways to reduce the carbon footprint in the State of Nebraska and talked to MPOs about how they will be planning to spend their apportionment. MAPA's apportionment is around \$2 mill/yr.

The easiest eligibility is that anything eligible for TAP is eligible for CRP. Some CMAQ programs are also eligible for CRP, but not all. NDOT is looking pretty heavily at the use of sustainable pavements and recyclable materials, as this is listed as an eligible project if you can prove that you are going above and beyond your typical practices. Unfortunately, Nebraska is one of the leading states in the use of sustainable pavements, which means the typical practice is one of the best out there. NDOT is going to look for a way to not publish themselves for above standard practices and find a way to use funds for sustainable mixes. NDOT will be discussing with local communities to see what the local practices are in pavement. If it's not equivalent to NDOT, they will be trying to utilize this as an argument for a lowered typical practice. NDOT has bought out small community funds, so has a lot of funds that need to be spent. Lincoln and MAPA were the only funds not bought out.

MAPA and communities can utilize CRP for a broad range of activities including supplementing the TAP program, standard paving projects if sustainability of materials is increased, replacing incandescent lighting with LEDs, etc. NDOT challenged the MPOs to look through the TIP and find projects that are already in there that may be eligible. NDOT's priority is to ensure funds are let on time, and may not be able to spend funds on new projects until later

years, so are looking for projects already in the federal aid pipeline. MAPA developed a list of TIP projects that could be eligible for CRP and provided this list to NDOT.

NDOT will be trying to make their case as best they can and any assistance the local members can make will be appreciated. NDOT will be reaching out to ask about current mixes used by the jurisdictions.

Kleffner asked if pavement sealers and things like that would be an option. Wacker is unsure. When NDOT started asking questions to FHWA they came back and said NDOT would have to send a specific project that proves the new project is more carbon emission reduction than what you would typically do. They won't give us a yes or no on a programmatic level, but will say yes on lighting and TAP projects. In later years they'll start putting together FAQs, and will start being able to weed out what kinds of projects are and are not eligible. It will get easier as the program goes on. Right now it's a case by case basis. NDOT is going to try to make the case for utilization of their current pavement mix under the argument that just because they are currently using best practice doesn't mean they should be penalized and not permitted to spend funds when the same mix could be used in Iowa as an eligible project as they are not currently using as sustainable a pavement mix.

Williams asked for clarification on funding amounts; \$2mill to MAPA and \$6mill to the State. Wacker confirmed these funding amounts are provided on an annual basis. Button clarified that because MAPA did not do a call for projects this fiscal year, these funds will roll over into FY2024, and MAPA will have approximately \$4mill available when they open their call for projects in the Fall.

Williams asked for clarification on the timeline of when funds need to be spent given the desire for projects to move quickly. Wacker noted that recipients have 4 years from the start of the bill to obligate the first year of funds. First year of funds must be obligated by Sept 30 2025. Funds come from the Bipartisan Infrastructure Law. Williams clarified that when MAPA opens their call for projects in the Fall, CRP funded projects must be let by September 2025.

Weander commented that this program would require a reduction in the carbon footprint while still utilizing materials that use carbon. Morales clarified that other projects are also eligible, including construction geared towards reducing single occupancy vehicle trips and adding trees to the right of way,

Williams asked for clarification that all TAP projects would be eligible for CRP as well as most CMAQ projects. Wacker and Button confirmed.

Morales clarified that sustainable pavement is the strategy from the State. MAPA will be developing their own priorities as a part of their project selection process with ProSeCom and TAP-C. MAPA has priorities looking at vulnerable road users, projects to come out of active transportation plans and vision zero plans, sidewalk enhancements, and transit. There will be further discussion in the coming months. State priorities do not necessarily reflect MAPA priorities.

Williams appreciated this clarification and emphasized the need to make sure we get projects identified as eligible and moved towards funding.

Morales noted that MAPA shares the States concerns regarding letting projects within the allocated time frame, and is aligned with the State in prioritizing the spending of these funds.

J. MAPA Federal Performance Measure Update - Truck & Travel Time Reliability PM3 Update

Michael Blank presented an update on progress towards the 2022-2025 Truck and Travel Time reliability performance measures. MAPA sets its own standards for PM1 and PM3. PM3 looks at travel time reliability for all vehicles across both interstate and non-interstate NHS, and truck travel time reliability on the interstate only.

This progress report is provided to DOT and FHWA division offices and is due June 15th of each year. There is currently only two months of new data available since target setting. Along with performance reporting, this report

also provides a list of future projects which should improve reliability. These projects were provided, along with other Carbon Reduction Program input, during NDOT Carbon Reduction Strategy development.

Blank presented figures of interstate travel time reliability, non-interstate travel time reliability, and truck travel time reliability (interstate only).

Tim noted that queuing of the Interstate on the Iowa side could skew the Nebraska data slightly. Morales clarified that this report includes locations calibrated in the national database. Reliability has been increasing since the pandemic due to more vehicles on the roadway with a dip in December, likely due to Holiday or storm events.

Kleffner asked who is compiling this data. Blank clarified that data is compiled by Jim Boerner, MAPA transportation planner.

Weander asked for clarification on the x axis in the figure presented on truck travel time reliability. Boerner clarified that measures presented are the 50th and 95th percentile of truck traffic. Perfect is 1.0. 1.5 or higher is unreliable, and something we want to stay away from. Of the three measures, the Truck Travel Time Reliability is the most limiting, and the easiest to see that there are needs for improvement.

Kleffner asked about the cause of the spike in Jan of 19 [*reduction in truck travel time reliability*]. Boerner noted that these spikes are typically weather related. Blizzards and the closure of i-80 would have had an impact here as well. Monthly data is provided to MAPA as a number on a chart that is pulled from the dataset. MAPA has requested additional information. Reliability is often due to construction. Truck reliability is often incident or weather related.

Weander posed a hypothetical question. If the numbers were at 1.5 and above CRP does not allow for the adding of lanes, even though this would reduce idling time and carbon emissions. Wacker clarified that you can't use CRP to add lanes, but that doesn't mean you can't add lanes. Weander asked if making travel time more efficient is part of the carbon reduction program. Wacker noted that a part of it is making travel time more efficient, but they're looking more at urban core/ signal timing etc. Boerner noted that a related strategy MAPA has proposed in discussion with NDOT and Iowa DOT is how do we manage incidents and traffic diversions efficiently through the city networks to reduce idling time. Acknowledges our congestion generally is non recurring. Morales provided some contrast in that areas like Chicago and Los Angeles are up around 3 or 4 on the truck travel time reliability Index. Our issues are not consistent / persistent, and are rather non recurring.

K. Member Agency Updates (time permitting)

Metro (Cencic): no updates

Douglas County (Kutelik): F St improvement hwy 31 is moving forward. Working into phases. Intersection will be phase 1. Second phase asking various participants to tell us when they will have SID funds to afford that project and haven't heard back. 2-3 projects working on with developers. West of 204th on Fort St will be open next week. Lots of development out there, with houses going up at 242nd. Douglas County is working to keep up with developers. Weander asked if the County is responsible for maintenance of the roadway every time SIDs go up, and how are you handling the additional miles? Kutelik noted we count on the city of Omaha annexing. The current mayor is very aggressive in this respect, which solves the problem somewhat. Weander asked if in the winter do you do all your own forces or contract out? Kutelik noted that we use all our own. Kleffner - go into the SIDs for snow removal.

Gretna (Stokes): Lots of development going on. Development is non stop.

Kleffner interrupted to ask another question of Douglas County. Does the County go into the SIDs for snow removal? Kutelik clarified not for maintenance, but yes for snow removal. Williams asked if Gretna could update. Stokes continued.

New stoplight going in around 188th for the new Hy Vee opens June 13th. Gretna Landing is also ongoing.

City of Omaha (Rowser): Starting to hit stride with transportation projects. 156th st project from Dodge and Pacific is paved out quite a ways and closed to traffic while under construction. 108th Blondo to Dodge is also closed due to construction. Utility delays but starting to go well. Wassenar noted that the Baby Bob is going to be pushed back a bit due to material supply chain issues but will be starting in October. 42nd St bridges are also happening and should be done at the end of the year. Reissleman added information about the unplanned water main break on center 105th to 108th. Currently westbound is closed with one lane open eastbound. Next week hopefully it will switch to one lane in each direction. The latest update is 12 weeks until completion. They are putting in all new mains as they work through repairs.

NDOT (Weander): upcoming public meeting on 275 and 72nd intersection (Lst and 72nd) to replace the bridge and possibly interchange. NDOT will follow up with specifics for this public meeting. Plans to redo that intersection. Hinchey provided Next month Tim Weander is retiring, and Tom Goodbarn district 1 will be taking over sometime in June.

Papillon (Kleffner): multiple developments ongoing. No other updates.

NDOT (Wacker): NDOT will be putting out a general public survey and stakeholder survey regarding the carbon reduction strategy. You may be getting an email with a link to the stakeholder survey. Also doing a virtual public meeting in the next month or so but it is not yet scheduled. Starting a complete streets project now with the first meeting in July to look at what NDOT can do in terms of complete streets policy, what that looks like for a state agency and what we would like to put into it, what we are currently doing we can put into complete streets. Will do some stakeholder things, but not everything has been finalized as to how this will go. Kickoff in a few months.

PMRNRD (Williams): no updates

Bellevue (Goedeken): Doug Clark has left the city of Bellevue, Dave Goedeken is the new PWKs director. Fort crook road bridge is in the closing stages, with crews currently working on erosion control and sidewalks. Asphalt program approved. Concrete rehab underway. Downtown streetscaping project ongoing to keep up with development in the area.

NDOT (Hinchey): Provided updates on various construction projects throughout the region, including 10-12 bridges on highway 75 undergoing deck repairs and overlay, an overnight closure of 480 on May 31st for installation of a new sign structure, and numerous other bridge and highway improvement and repair projects throughout the region. Stern noted that NDOT will need to discuss project moves with the City of Omaha. NDOT is pushing 132nd st approach replacement 1 year, and other bridges to be pushed.

L. Additional Business (time permitting)

Morales provided a reminder that June 14th is the Council of Officials meeting in Fort Calhoun. MAPA will ensure it's on the website, and if not, will share the meeting information with TTAC

Weander noted that Martin Marietta is opening a new pit on the East side of Hwy75 with active work starting on Monday and for the next month they'll be blasting. Will have short term closures on hwy75 in that location with 5-15 minute delay for blasting. This will be ongoing for the next month or so.

Rowser motioned to adjourn the meeting at 11:14am. Seconded by Weander. Motion passed unanimously.

Future Meetings & Events

- **MAPA Board of Directors: Thursday, May 25, 2023**
- **TTAC Meeting: Friday, June 16, 2023**

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

Agenda Item B

Carbon Reduction Program

STAFF REPORT



DATE: 06/09/2023

FROM: Court Barber

RE: Carbon Reduction Program Project Selection

Type of Approval: FINAL

Committee Approval (TTAC): TBD

Date of Committee Meeting: 06/16/2023

Background

The [Carbon Reduction Program \(CRP\)](#) was introduced as a new formula fund category with the Infrastructure Investment and Jobs Act (IIJA). This program provides about \$2.3M annually for regional projects that help meet federal and state carbon reduction goals. Similar to the Surface Transportation Block Grant (STBG) and Transportation Alternatives (TAP) programs, CRP will need to be included as part of MAPA's project selection process when developing the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).

Projects seeking to use STBG and/or TAP funding follow an application process that includes the use of project selection subcommittees, the Project Selection Committee (ProSeCom) and TAP Committee (TAP-C), respectively. These committees were established by TTAC for the purpose of assisting with project prioritization.

Discussion

MAPA staff feel project selection for CRP should follow the same procedure as for STBG and TAP, meaning a subcommittee of TTAC will need to assist with prioritization. The simplest options for accomplishing this include:

1. Forming a new CRP committee with a structure similar to that of ProSeCom or TAP-C;
2. Housing CRP application review under TAP-C; and
3. Housing CRP application review under ProSeCom.

Because of the similarity of CRP to STBG and TAP and in the interest of reducing the need for meetings, MAPA staff do not recommend option 1. The added burden on both staff and members of TTAC seems like wasted effort when the goals of the program align so well with the others.

MAPA staff see two major differences between options 2 and 3:

- While CRP eligibility is similar to both TAP and STBG, it is more closely related to that of TAP. Eligibility for STBG is much broader than TAP or CRP and the specific eligibilities of both TAP and CRP are closely aligned; CRP eligibility specifically calls out any project eligible under TAP is also eligible under CRP; and
- TAP-C currently reviews project applications for a significantly smaller regional apportionment than ProSeCom and deals with a lower volume of applications per TIP cycle, leaving them with more capacity to take on additional responsibilities.

Recommendations

Because CRP has similar goals and eligibility criteria to those of TAP, MAPA staff recommends empowering TAP-C to help prioritize projects under CRP. This will necessitate an update to TAP-C's bylaws, to be reviewed and discussed by TTAC in a future meeting.

Agenda Item C
2050 Long Range
Transportation Plan
Amendment 3

2050 LRTP Amendment 3

June 2023



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	928	Regional	Grouped Projects - Nebraska Planning	\$2,120,000	\$24,000,000
NE	600	Gretna	Gretna to Wehrspann Trail	\$666,000	\$1,000,000
NE	565	Bellevue	36th Street Phase II	\$11,913,000	\$20,000,000
NE	586	PMRNRD	US Highway 34 Bike and Walking Trail Phase 2	\$3,500,000	\$4,500,000

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

State	Lead Agency	Project Name	Project Cost
NE	NDOT	HSIP-80-9(124)	\$6,500,000
NE	Omaha	24th Street Streetscape Improvements	\$5,600,000
NE	Omaha	Blackstone Streetscape Improvements	\$3,720,000
NE	Bellevue	Bellevue Streetscape Improvements	TBD

An updated list of all new projects is attached to this summary.

Tables Affected (see attached for a list of updated tables)

- 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

Anticipated Federal Revenues

Nebraska

Figures in \$1,000s

Funding Category	Annual Average	Short-Term (2021-2030)	Mid-Term (2031-2040)	Long-Term (2041-2050)	Total
CMAQ (NE)	\$1,225.00	\$8,857.00	\$11,901.00	\$16,000.00	\$36,758.00
Earmark (NE)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
HSIP (NE)	\$2,258.00	\$17,871.00	\$21,782.00	\$28,079.00	\$67,732.00
NHPP (NE)	\$30,964.00	\$484,326.00	\$429,992.00	\$524,157.00	\$1,438,475.00
PL	\$7,417.00	\$15,343.00	\$17,166.00	\$20,925.00	\$53,434.00
STBG-HBP (NE)	\$1,633.00	\$26,809.00	\$15,870.00	\$21,325.00	\$64,004.00
STBG-MAPA (NE)	\$15,071.00	\$200,000.00	\$205,187.00	\$264,436.00	\$669,623.00
STBG-State (NE)	\$7,505.00	\$153,154.00	\$104,222.00	\$127,046.00	\$384,422.00
TAP-MAPA (NE)	\$2,000.00	\$20,000.00	\$15,870.00	\$21,325.00	\$57,195.00
Total	\$68,073.00	\$926,360.00	\$821,990.00	\$1,023,293.00	\$2,771,643.00

Iowa

Figures in \$1,000s

Funding Category	Annual Average	Short-Term (2021-2030)	Mid-Term (2031-2040)	Long-Term (2041-2050)	Total
CMAQ (IA)	\$151.00	\$1,691.00	\$2,061.00	\$2,513.00	\$6,265.00
Earmark (IA)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
HSIP (IA)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
NHPP (IA)	\$143.00	\$380,000.00	\$1,945.00	\$2,371.00	\$384,316.00
STBG-HBP (IA)	\$714.00	\$7,978.00	\$9,724.00	\$11,854.00	\$29,556.00
STBG-MAPA (IA)	\$3,531.00	\$25,528.00	\$34,308.00	\$46,107.00	\$105,943.00
STBG-State (IA)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
TAP-MAPA (IA)	\$245.00	\$1,771.00	\$2,380.00	\$3,199.00	\$7,350.00
Total	\$4,784.00	\$416,968.00	\$50,418.00	\$66,044.00	\$533,430.00

Summary of Regionally Significant Roadway & Trail Projects

Figures in \$1,000s

State	Short-Term (2021-2030)	Mid-Term (2031-2040)	Long-Term (2041-2050)	Total
Iowa	\$476,728.00	\$134,134	\$178,937.00	\$789,799.00
Nebraska	\$1,752,698.46	\$1,475,560	\$1,605,857.00	\$4,834,115.46
Total	\$2,229,426.46	\$1,609,694	\$1,784,794.00	\$5,623,914.46

MAPA Federal-Aid Fiscal Constraint Overview

Federal Revenue

Figures in \$1,000s

Revenue Type	Short-Term (2021-2030)	Mid-Term (2031-2040)	Long-Term (2041-2050)	Federal Total
Iowa	\$416,968.00	\$50,418.00	\$66,044.00	\$533,430.00
Nebraska	\$926,360.00	\$821,990.00	\$1,023,293.00	\$2,771,643.00
Total	\$1,343,328.00	\$872,408.00	\$1,089,337.00	\$3,305,073.00

Federal Match

Figures in \$1,000s

State	Short-Term (2021-2030)	Mid-Term (2031-2040)	Long-Term (2041-2050)	Total
Iowa	\$82,844.40	\$10,026.24	\$13,208.80	\$106,079.44
Nebraska	\$227,300.73	\$160,826.62	\$200,287.80	\$588,415.15
Total	\$310,145.13	\$170,852.86	\$213,496.60	\$694,494.59

Federal Cost

Figures in \$1,000s

Type	Short-Term (2021-2030)	Mid-Term (2031-2040)	Long-Term (2041-2050)	Total
Iowa	\$331,377.60	\$40,104.96	\$52,835.20	\$424,317.76
Nebraska	\$872,630.77	\$643,997.36	\$802,080.20	\$2,318,708.33

Type	Short-Term (2021-2030)	Mid-Term (2031-2040)	Long-Term (2041-2050)	Total
Total	\$1,204,008.37	\$684,102.32	\$854,915.40	\$2,743,026.09

Balance

Figures in \$1,000s

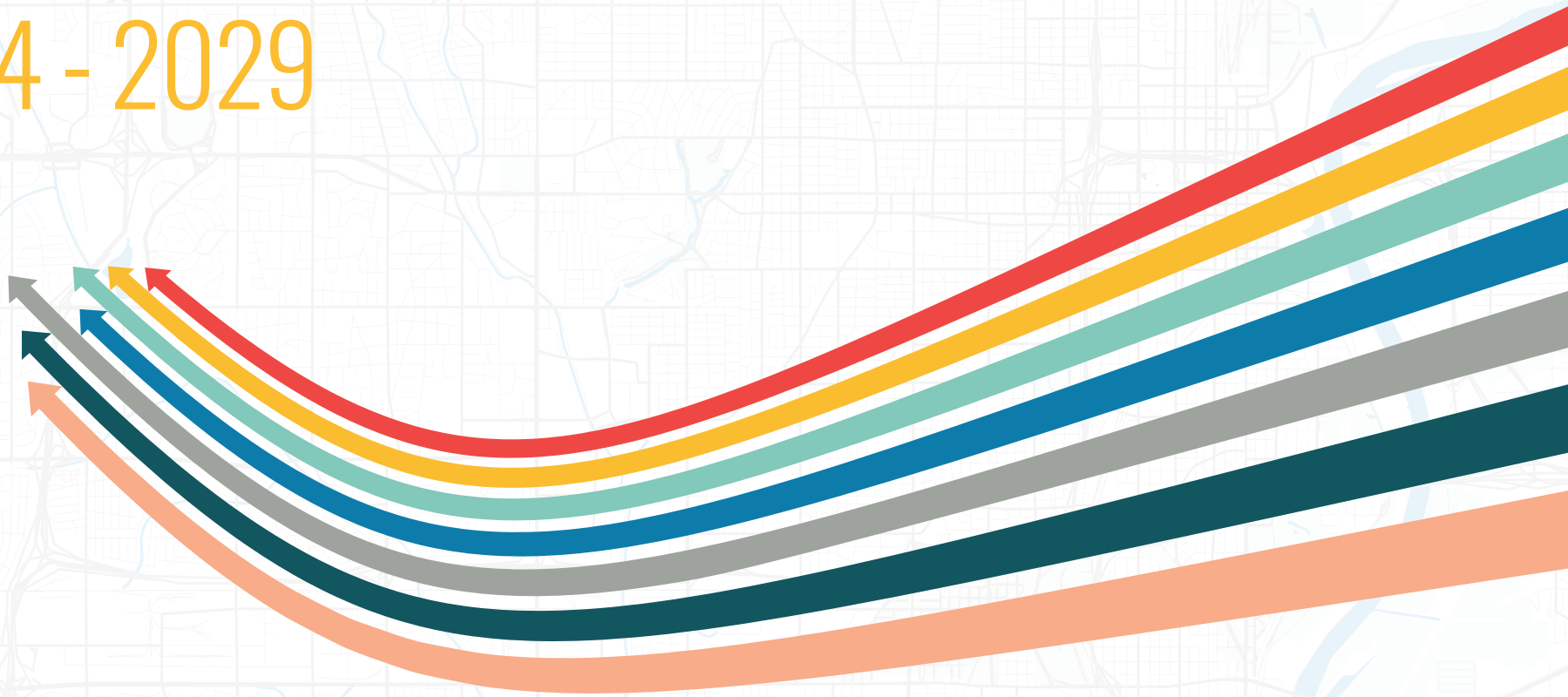
Balance	Short-Term (2021-2030)	Mid-Term (2031-2040)	Long-Term (2041-2050)	Total
Iowa	\$2,746.00	\$286.80	\$0.00	\$3,033
Nebraska	\$16,783.50	\$151,687.02	\$184,906.00	\$353,377
Regional Balance	\$19,529.50	\$151,973.82	\$184,906.00	\$356,409

Agenda Item D

Final FY2024 Transportation Improvement Program

TRANSPORTATION IMPROVEMENT PROGRAM

2024 - 2029



MAPA

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OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY

RESOLUTION NUMBER 2023 – 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 2024 - 2029 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 2024 - 2029 TIP, and recommends said program be forwarded to the appropriate state and federal agencies.

PASSED this 22nd Day of June 2023

Doug Kindig
Chair, MAPA Board of Directors

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MPO Self Certification

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Date _____

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

Date _____

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

Date _____

Michael Helgerson, Executive Director, Metropolitan Area Planning Agency

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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 region's federal funds as well as the Federal Aid Process.

Infrastructure Investment and Jobs Act (IIJA) - IIJA, also known as the Bipartisan Infrastructure Law (BIL), 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)

Safe Routes for Non-Drivers

Conversion of Abandoned Railway Corridors to Trails

Scenic Turn-Outs and Overlooks

Outdoor Advertising Management

Vegetation Management

Archaeological Activities

Environmental Mitigation

Stormwater Mitigation

Wildlife Management

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

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

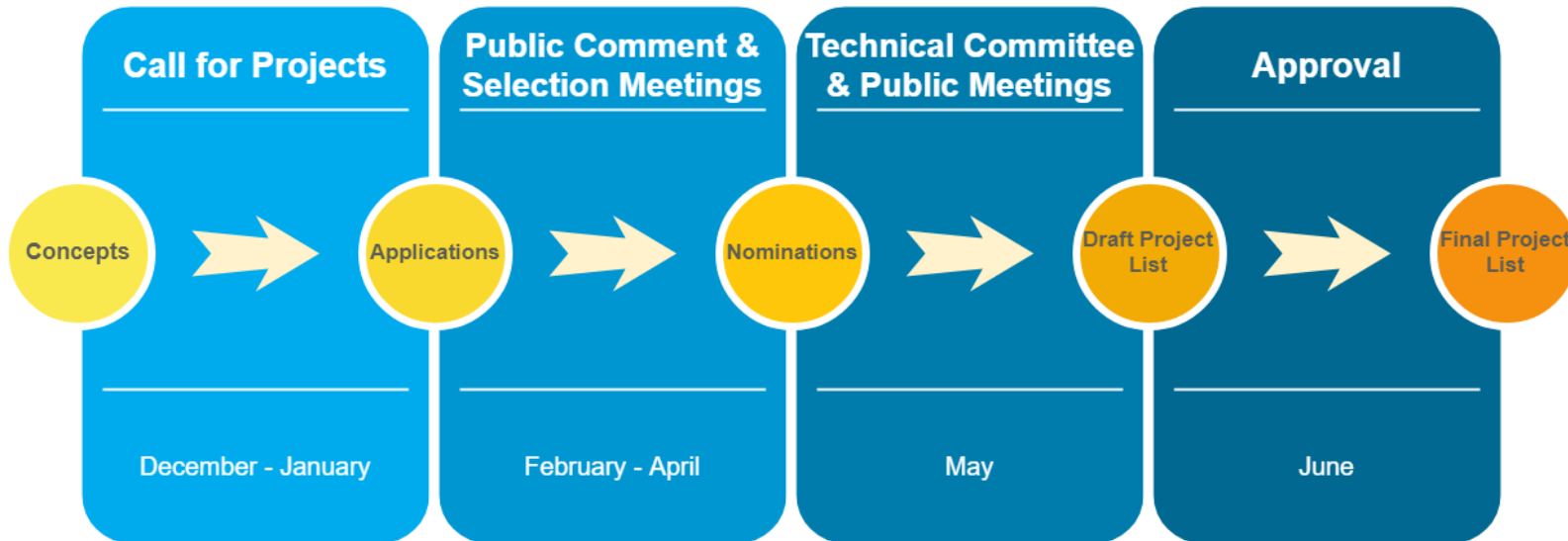
MAPA has been designated by the governors of Nebraska and Iowa to administer the Section 5310 program for the Omaha-Council Bluffs region. The Coordinated Transit Committee oversees the development of MAPA's Coordinated Transportation Plan (CTP) – the guiding document for the Section 5310 program's administration.

Under the 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.

FY2024 Project Selection Schedule

MAPA did not issue a call for projects as part of the development of the FY2024 TIP. Regional funding programs are at capacity and no additional funding is available for allocation this year.

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

Pavement Condition

Percentage Local Match (points awarded over 30% match)

Bridge Detour Length

Transportation Emphasis Areas

Alternative Transportation

Public Health Benefits

Percentage Local Match (points awarded over 30% match)

Air Quality Benefits

Walkability, Access, & Equity

Community Neighborhood Facilities & Land Use Connectivity

Link-Node Ratio

Bicycle & Pedestrian Safety

Systems Management

Delay Reduction (2040 Level of Service Improvement)

Percentage Local Match

Benefits of Proposed Study

Multi-Jurisdictional Impacts

Heartland 2050 Mini-Grant Selection Criteria

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

TAP Selection Criteria

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

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

5310 Selection Criteria

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

2.3 TIP Fee

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

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

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

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

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

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

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

2.4 Other Federal Transportation Programs

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

Congestion Mitigation and Air Quality (CMAQ)

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

Highway Safety Improvement Program (HSIP)

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

System Preservation Projects

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

Federal Transit Administration Projects

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

Federal Aviation Administration Programs

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

2.5 Performance Based Planning Measures

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

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

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

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

Safety Performance Measures

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

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

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

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

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

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

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

The baseline period of 2016-2020 was used to develop the 2021 safety performance measure targets. Nebraska serious injury data is currently unavailable for 2021 and therefore baseline data for: Number of serious injuries; Serious injury rate; and Number of fatal and serious injuries (non-motorized) data for 2020 is included in the table below. 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 2020	Baseline 2021	Projection	Target
1. Number of fatalities	-	61.200	66.3	63.900
2. Fatality rate	-	0.951	0.955	0.935
3. Number of serious injuries	508.8	-	499.2	489.2
4. Serious Injury Rate	8.570	-	8.085	8.024
5. Number of fatal and series injuries (non-motorized)	62.6	-	62.0	60.5

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
Council Bluffs STS	
Rolling Stock	25.000
Metro Transit	
Facilities	0.000
Rolling Stock	26.000
Equipment	100.000

Pavement and Bridge Performance Measures

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

Setting a regional target is challenging at present because:

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

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

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

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

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	Two Year Target	Four Year Target
Iowa DOT	1. Percentage of pavements of the Interstate System in Good condition	55.0	55.0
Iowa DOT	2. Percentage of pavements of the Interstate System in Poor condition	3.0	3.0
Iowa DOT	3. Percentage of pavements of the non-Interstate NHS in Good condition	35.0	35.0
Iowa DOT	4. Percentage of pavements of the non-Interstate NHS in Poor condition	6.0	6.0
Iowa DOT	5. Percentage of NHS bridges classified as in Good condition	52.5	56.0
Iowa DOT	6. Percentage of NHS bridges classified as in Poor condition	5.0	6.6

Table 2.3 B - Nebraska DOT Pavement and Bridge Targets

State	Category	Two Year Target	Four Year Target
Nebraska DOT	1. Percentage of pavements of the Interstate System in Good condition	65.0	65.0
Nebraska DOT	2. Percentage of pavements of the Interstate System in Poor condition	5.0	5.0
Nebraska DOT	3. Percentage of pavements of the non-Interstate NHS in Good condition	40.0	40.0
Nebraska DOT	4. Percentage of pavements of the non-Interstate NHS in Poor condition	10.0	10.0
Nebraska DOT	5. Percentage of NHS bridges classified as in Good condition	55.0	55.0
Nebraska DOT	6. Percentage of NHS bridges classified as in Poor condition	10.0	10.0

System and Freight Reliability Performance Measures

As a result of the stakeholder process, MAPA elected to establish its own targets for system and freight reliability performance measures, and as a bi-state MPO, MAPA coordinated with both the Nebraska Department of Transportation (NDOT) and the Iowa Department of Transportation (Iowa DOT) in the process of adopting its own region-wide targets. These targets have since been integrated into the metropolitan transportation planning process and include a description of the anticipated effect of the TIP toward achieving system reliability targets in the MTP, linking investment priorities in the TIP to these reliability targets.

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

MAPA has elected to adopt their own targets for system reliability, given many differences between the urban nature of the metropolitan area compared to statewide metrics in Nebraska and Iowa. These targets were developed based upon traffic and congestion data 5-year trends within the metro and were calculated based upon projected travel and corrective action.

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

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

Table 2.4 - System and Freight Reliability Targets

Category	Two Year Target	Four Year Target
1. Interstate Travel Time Reliability	98.0	98.0
2. Non-Interstate Travel Time Reliability	96.5	96.5
3. Freight Travel Time Reliability	1.26	1.25

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 lowa 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 circumstances 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 compare 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 between 92% and 98% of that total balance in its various programs. This obligation limitation is a safeguard that is utilized to ensure that funding exists for all states and programs in a given year.

Each year prior to development of the Iowa DOT's Five-Year Program and the Statewide Transportation Improvement Program both state and federal revenue forecasts are completed to determine the amount of funding available for programming. These forecasts are a critical component in the development of the Five-Year Program and as such are reviewed with the Iowa Transportation Commission. The primary sources of state funding to the DOT are the Primary Road Fund and TIME-21 Fund. These state funds are used for the operation, maintenance and construction of the Primary Road System. The amount of funding available for operations and maintenance are determined by legislative appropriations. Additional funding is set aside for statewide activities including engineering costs. The remaining funding is available for right of way and construction activities associated with the highway program.

Along with the state funds, the highway program utilizes a portion of the federal funds that are allocated to the state. A federal funding forecast is prepared each year based on the latest apportionment information available. This forecast includes the various federal programs and identifies which funds are allocated to the Iowa DOT for programming and which funds are directed to locals through the MPO/RPA planning process, Highway Bridge Program, and various grant programs. Implementation of a federal aid swap will increase the amount of federal funds that are utilized by the Iowa DOT. Additional insight into Iowa DOT's programming process and can be found at https://iowadot.gov/program_management/five-year-program.

3.2 Fiscal Constraint and Federal Funding Tables

The tables below list the total federal funding amounts programmed in MAPA's TIP for each federal funding program by year and demonstrate 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	'24 Fed. Aid	'24 Total	'25 Fed. Aid	'25 Total	'26 Fed. Aid	'26 Total	'27 Fed. Aid	'27 Total	Non-Fed Total	Fed Total	Total Cost	Spend Auth.	Bal.
CMAQ	\$195.88	\$244.85	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$48.97	\$195.88	\$244.85	\$195.88	\$0.00
HBRRP	\$15,283.00	\$16,981.00	\$14,043.00	\$14,183.43	\$13,253.00	\$13,385.53	\$10,326.00	\$10,427.63	\$11,732.00	\$52,905.00	\$64,637.00	\$52,905.00	\$0.00
HSIP	\$5,436.00	\$7,869.00	\$3,473.00	\$3,507.73	\$3,846.00	\$3,884.46	\$1,350.00	\$1,363.50	\$5,344.00	\$14,105.00	\$19,449.00	\$14,105.00	\$0.00
NHPP	\$32,292.00	\$39,948.00	\$20,137.00	\$20,338.37	\$20,267.00	\$20,457.57	\$31,705.00	\$31,988.38	\$22,701.00	\$104,401.00	\$127,102.00	\$104,401.00	\$0.00
Other Discretionary	\$4,300.00	\$8,065.00	\$3,440.00	\$3,474.40	\$32,640.00	\$32,853.20	\$0.00	\$0.00	\$17,085.00	\$40,380.00	\$57,465.00	\$40,380.00	\$0.00
STBG-MAPA	\$28,904.70	\$29,261.95	\$19,308.96	\$19,502.05	\$16,403.59	\$16,567.63	\$7,277.00	\$7,349.77	\$4,259.25	\$71,894.25	\$76,153.50	\$91,943.00	\$20,048.75
STBG-State	\$9,021.00	\$10,372.00	\$17,118.00	\$17,261.59	\$8,392.00	\$8,475.92	\$4,812.00	\$4,860.12	\$6,833.00	\$39,343.00	\$46,176.00	\$39,343.00	\$0.00
TAP-MAPA	\$2,036.60	\$2,545.75	\$3,575.80	\$3,611.56	\$1,839.60	\$1,858.00	\$1,218.00	\$1,230.18	\$2,167.75	\$8,670.00	\$10,837.75	\$10,448.00	\$1,778.00
Total	\$97,469.18	\$115,287.55	\$81,095.76	\$81,879.13	\$96,641.19	\$97,482.31	\$56,688.00	\$57,219.58	\$70,170.97	\$331,894.13	\$402,065.10	\$353,720.88	\$21,826.75

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

Program	'24 Fed. Aid	'24 Total	'25 Fed. Aid	'25 Total	'26 Fed. Aid	'26 Total	'27 Fed. Aid	'27 Total	Non-Fed Total	Fed Total	Total Cost	Spend Auth.	Bal
CHBP	\$1,100.00	\$1,100.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$1,100.00	\$1,100.00	\$1,100.00	\$0.00
NHFP	\$1,536.00	\$1,536.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$384.00	\$1,536.00	\$1,920.00	\$1,536.00	\$0.00
NHPP	\$57,252.60	\$63,614.00	\$1,613.70	\$1,793.00	\$0.00	\$0.00	\$6,292.80	\$6,355.73	\$7,239.90	\$65,159.10	\$72,399.00	\$65,159.10	\$0.00
PL	\$144.18	\$180.23	\$144.18	\$180.23	\$144.18	\$145.62	\$144.18	\$145.62	\$144.20	\$576.72	\$720.92	\$576.72	\$0.00
STBG-MAPA	\$4,528.00	\$5,660.00	\$2,405.00	\$3,006.00	\$3,364.80	\$3,398.45	\$1,500.00	\$1,515.00	\$2,949.20	\$11,797.80	\$14,747.00	\$22,722.73	\$10,924.93
TAP-MAPA	\$1,888.70	\$2,361.20	\$0.00	\$0.00	\$90.00	\$90.90	\$721.35	\$728.56	\$662.84	\$2,700.05	\$3,362.89	\$2,730.41	\$30.36
Total	\$66,449.48	\$74,451.43	\$4,162.88	\$4,979.23	\$3,598.98	\$3,634.97	\$8,658.33	\$8,744.91	\$11,380.14	\$82,869.67	\$94,249.81	\$93,824.96	\$10,955.29

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

Program	'24 Fed. Aid	'24 Total	'25 Fed. Aid	'25 Total	'26 Fed. Aid	'26 Total	'27 Fed. Aid	'27 Total	Non-Fed Total	Fed Total	Total Cost	Spend Auth.	Bal.
CHBP	\$1,100.00	\$1,111.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$1,100.00	\$1,100.00	\$0.00
CMAQ	\$195.88	\$197.84	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$48.97	\$195.88	\$244.85	\$195.88	\$0.00
HRRP	\$15,283.00	\$15,435.83	\$14,043.00	\$14,183.43	\$13,253.00	\$13,385.53	\$10,326.00	\$10,427.63	\$11,732.00	\$52,905.00	\$64,637.00	\$52,905.00	\$0.00
HSIP	\$5,436.00	\$5,490.36	\$3,473.00	\$3,507.73	\$3,846.00	\$3,884.46	\$1,350.00	\$1,363.50	\$5,344.00	\$14,105.00	\$19,449.00	\$14,105.00	\$0.00
NHFP	\$1,536.00	\$1,551.36	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$384.00		\$1,920.00	\$1,536.00	\$0.00
NHPP	\$89,544.60	\$90,219.91	\$21,750.70	\$21,968.21	\$20,267.00	\$20,457.57	\$37,997.80	\$38,344.10	\$29,940.90	\$104,401.00	\$199,501.00	\$169,560.10	\$0.00
Other Discretionary	\$4,300.00	\$4,343.00	\$3,440.00	\$3,474.40	\$32,640.00	\$32,853.20	\$0.00	\$0.00	\$17,085.00	\$40,380.00	\$57,465.00	\$40,380.00	\$0.00
PL	\$144.18	\$145.62	\$144.18	\$145.62	\$144.18	\$145.62	\$144.18	\$145.62	\$144.20		\$720.92	\$576.72	\$0.00
STBG-MAPA	\$33,432.70	\$33,757.03	\$21,713.96	\$21,931.10	\$19,768.39	\$19,966.07	\$8,777.00	\$8,864.77	\$7,208.45	\$71,894.25	\$90,900.50	\$114,665.73	\$30,973.68
STBG-State	\$9,021.00	\$9,111.21	\$17,118.00	\$17,261.59	\$8,392.00	\$8,475.92	\$4,812.00	\$4,860.12	\$6,833.00	\$39,343.00	\$46,176.00	\$39,343.00	\$0.00
TAP-MAPA	\$3,925.30	\$3,964.55	\$3,575.80	\$3,611.56	\$1,929.60	\$1,948.90	\$1,939.35	\$1,958.74	\$2,830.59	\$8,670.00	\$14,200.64	\$13,178.41	\$1,808.36
Total	\$163,918.66	\$165,327.71	\$85,258.64	\$86,083.64	\$100,240.17	\$101,117.27	\$65,346.33	\$65,964.48	\$81,551.11	\$331,894.13	\$496,314.91	\$447,545.84	\$32,782.04

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

Fund Name	2024	2025	2026	2027	2028	2029
Beginning Balance	\$12,548.00	\$10,491.73	\$10,606.73	\$9,808.93	\$10,924.93	\$9,062.93
Spending Authority	\$2,471.73	\$2,520.00	\$2,567.00	\$2,616.00	\$2,663.00	\$2,711.00
Project Cost	\$4,528.00	\$2,405.00	\$3,364.80	\$1,500.00	\$4,525.00	\$0.00
Final Balance	\$10,491.73	\$10,606.73	\$9,808.93	\$10,924.93	\$9,062.93	\$11,773.93

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

Fund Name	2024	2025	2026	2027	2028	2029
Beginning Balance	\$3,774.00	\$5,356.30	\$4,895.34	\$7,716.75	\$20,048.75	\$9,898.75
Spending Authority	\$18,487.00	\$18,848.00	\$19,225.00	\$19,609.00	\$20,000.00	\$20,401.00
Project Cost	\$16,904.70	\$19,308.96	\$16,403.59	\$7,277.00	\$30,150.00	\$0.00
Final Balance	\$5,356.30	\$4,895.34	\$7,716.75	\$20,048.75	\$9,898.75	\$30,299.75

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

Fund Name	2024	2025	2026	2027	2028	2029
Beginning Balance	\$1,720.00	\$71.71	\$319.71	\$486.71	\$30.36	\$305.36
Spending Authority	\$240.41	\$248.00	\$257.00	\$265.00	\$275.00	\$284.00
Project Cost	\$1,888.70	\$0.00	\$90.00	\$721.35	\$0.00	\$0.00
Final Balance	\$71.71	\$319.71	\$486.71	\$30.36	\$305.36	\$589.36

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

Fund Name	2024	2025	2026	2027	2028	2029
Beginning Balance	\$1,146.00	\$1,366.40	\$92.60	\$601.00	\$1,778.00	\$4,221.00
Spending Authority	\$2,257.00	\$2,302.00	\$2,348.00	\$2,395.00	\$2,443.00	\$2,492.00
Project Cost	\$2,036.60	\$3,575.80	\$1,839.60	\$1,218.00	\$0.00	\$0.00
Final Balance	\$1,366.40	\$92.60	\$601.00	\$1,778.00	\$4,221.00	\$6,713.00

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	2024	2025	2026
Bellevue	\$0.00	\$5,806.96	\$3,632.59
Omaha	\$12,981.74	\$11,422.00	\$6,520.00
Sum	\$12,981.74	\$17,228.96	\$10,152.59

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. View Iowa DOT's program at: 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 2024)

	Non-Federal O&M	Federal O&M	Total O&M
Iowa DOT O&M	\$0	\$1,512,126	\$1,413,492
Iowa Cities O&M	\$11,705,019	\$3,127,180	\$14,832,199
Nebraska O&M	\$110,233,876	\$45,025,215	\$155,259,090
Total O&M	\$121,938,895	\$49,664,521	\$171,603,416

Table 3.11 - Projected Operations & Maintenance (FY 2025)

	Non-Federal O&M	Federal O&M	Total O&M
Iowa DOT O&M	\$0	\$1,560,029	\$1,560,029
Iowa Cities O&M	\$12,056,170	\$3,220,996	\$15,277,165
Nebraska O&M	\$113,540,892	\$46,375,971	\$159,916,863
Total O&M	\$125,597,062	\$51,156,996	\$176,754,057

Table 3.12 - Projected Operations & Maintenance (FY 2026)

	Non-Federal O&M	Federal O&M	Total O&M
Iowa DOT O&M	\$0	\$1,608,331	\$1,608,331
Iowa Cities O&M	\$12,417,855	\$3,317,625	\$15,735,480
Nebraska O&M	\$116,947,119	\$47,767,250	\$164,714,369
Total O&M	\$129,364,973	\$52,693,207	\$182,058,180

Table 3.13 - Projected Operations & Maintenance (FY 2027)

	Non-Federal O&M	Federal O&M	Total O&M
Iowa DOT O&M	\$0	\$1,657,032	\$1,657,032
Iowa Cities O&M	\$12,790,390	\$3,417,154	\$16,207,544
Nebraska O&M	\$120,455,532	\$49,200,268	\$169,655,800
Total O&M	\$133,245,923	\$54,274,454	\$187,520,377

Projected Total Non-Federal-Aid Revenues

Table 3.14 Projected Total Non-Federal-Aid Revenues

	2024	2025	2026	2027
Revenues				
Iowa Cities	\$57,546,003	\$58,696,924	\$59,870,862	\$61,068,279
Nebraska	\$235,145,271	\$239,848,177	\$244,645,140	\$249,538,043
Total Revenues	\$292,691,275	\$298,545,100	\$304,516,002	\$310,606,322

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

	2024	2025	2026	2027
Revenues				
Primary Road Fund	\$768.90	\$774.80	\$781.00	\$787.10
TIME-21	\$135.00	\$135.00	\$135.00	\$135.00
Miscellaneous	\$25.00	\$25.00	\$25.00	\$25.00
Federal Aid	\$497.00	\$505.10	\$513.30	\$513.30
Total	\$1,425.90	\$1,439.90	\$1,454.30	\$1,460.40

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

	2024	2025	2026	2027
Statewide Allocations				
Operations & Maintenance	\$378.80	\$390.80	\$402.90	\$415.10
Back of Program Line Items & Rail Hwy.	\$184.80	\$186.00	\$187.00	\$188.00
Total	\$563.60	\$576.80	\$589.90	\$603.10
Funds Available for ROW/Construction	\$862.30	\$863.10	\$864.40	\$857.30

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	2024	2025	2026	2027
5307				
Spending Authority	\$11,622.40	\$10,000.00	\$10,000.00	\$10,000.00
5310				
Spending Authority	\$891.51	\$890.00	\$890.00	\$890.00
5339				
Spending Authority	\$14,543.80	\$0.00	\$0.00	\$0.00

Table 3.18 - Section 5310 Program of Projects by Obligation Year (in \$1,000s)

Activity	2024	2025	2026
3rd Party Contracted Services - 11.71.13	\$296.00	\$185.00	\$108.03
Program Administration - 11.80.00	\$50.00	\$50.00	\$50.00
Replacement Van - 11.12.15	\$0.00	\$150.00	\$0.00
Under 30' Bus Expansion - 11.13.04	\$0.00	\$166.00	\$0.00
Under 30' Bus Replacement - 11.12.04	\$332.00	\$415.00	\$0.00
Total	\$678.00	\$966.00	\$158.03

Table 3.19 - Section 5310 Program Summary by Apportionment Year (in \$1,000s)

	FY24	FY25	FY26	FY27
Apportionment	\$890.00	\$890.00	\$890.00	600.00
Project Cost	\$761.00	\$883.00	\$158.03	0.00
Balance	\$129.00	\$7.00	\$731.97	600.00

Table 3.20 - 5310 Capital-Operations Breakdown (figures in \$1,000s)

Fund Name	FY24	FY25	FY26	FY27
% Capital	80%	93.60%	12.14%	0.00
% Operations	6%	5.62%	5.62%	0.00
Total Programmed	86%	99.22%	17.76%	0.00

Table 3.21 - 5307 Program of Projects (figures in \$1,000s)

Fiscal Year	Federal	Local	Total	Project Details
Capitalized Operations				
2024	\$8,017.50	\$2,004.38	\$10,021.88	Capitalized Operations
2025	\$8,230.00	\$2,057.50	\$10,287.50	Capitalized Operations
2026	\$8,230.00	\$2,057.50	\$10,287.50	Capitalized Operations
2027	\$8,230.00	\$2,057.50	\$10,287.50	Capitalized Operations
4-Year Total - Capitalized Operations	\$32,707.50	\$8,176.88	\$40,884.38	
Support Equipment and Facilities				

Fiscal Year	Federal	Local	Total	Project Details
2024	\$225.00	\$56.25	\$281.25	Support Equipment and Facilities
2025	\$375.00	\$93.75	\$468.75	Support Equipment and Facilities
2026	\$375.00	\$93.75	\$468.75	Support Equipment and Facilities
2027	\$375.00	\$93.75	\$468.75	Support Equipment and Facilities
4-Year Total - Support Equipment and Facilities	\$1,350.00	\$337.50	\$1,687.50	
Transit Enhancements				
2024	\$140.00	\$35.00	\$175.00	Transit Enhancements
2025	\$240.00	\$60.00	\$300.00	Transit Enhancements
2026	\$240.00	\$60.00	\$300.00	Transit Enhancements
2027	\$240.00	\$60.00	\$300.00	Transit Enhancements
4-Year Total - Transit Enhancements	\$860.00	\$215.00	\$1,075.00	
Unified Work Program & Planning				
2024	\$998.52	\$249.63	\$1,248.15	Unified Work Program & Planning

Fiscal Year	Federal	Local	Total	Project Details
2025	\$998.52	\$249.63	\$1,248.15	Unified Work Program & Planning
2026	\$998.52	\$249.63	\$1,248.15	Unified Work Program & Planning
2027	\$998.52	\$249.63	\$1,248.15	Unified Work Program & Planning
4-Year Total - Unified Work Program & Planning	\$3,994.08	\$998.52	\$4,992.60	
4-Year Total	\$38,911.58	\$9,727.90	\$48,639.48	

Table 3.22 - 5307 Program Summary (figures in \$1,000s)

	FY2024	FY2025	FY2026	FY2027
Beginning Balance	\$20,870.00	\$23,111.38	\$23,267.86	\$23,424.34
Spending Authority	\$11,622.40	\$10,000.00	\$10,000.00	\$10,000.00
Project Cost	\$9,381.02	\$9,843.52	\$9,843.52	\$0.00
Final Balance	\$23,111.38	\$23,267.86	\$23,424.34	\$33,424.34

Table 3.23 - 5339 Program of Projects (figures in \$1,000s)

Project Name	Fiscal Year	Federal	Local	Total	Project Details
No data					

Table 3.24 - 5339 Program Summary (figures in \$1,000s)

	FY2024	FY2025	FY2026	FY2027
Beginning Balance	\$1,250.00	\$15,793.80	\$15,793.80	\$15,793.80
Spending Authority	\$14,543.80	\$0.00	\$0.00	\$0.00
Project Cost	\$0.00	\$0.00	\$0.00	\$0.00
Final Balance	\$15,793.80	\$15,793.80	\$15,793.80	\$15,793.80

Section 4 - Environmental Justice

4.1 Environmental Justice Populations

In 1997, the United States Department of Transportation (US DOT) issued its Order to Address Environmental Justice in Minority Populations and Low-Income Populations. The order addresses the requirements of Executive Order 12898 and sets forth US DOT's policy to promote the principles of environmental justice in all programs, policies, and activities under its jurisdiction. Since the DOT Order was issued, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have been working with their state and local transportation partners to make sure that the principles of environmental justice are integrated into every aspect of their mission.

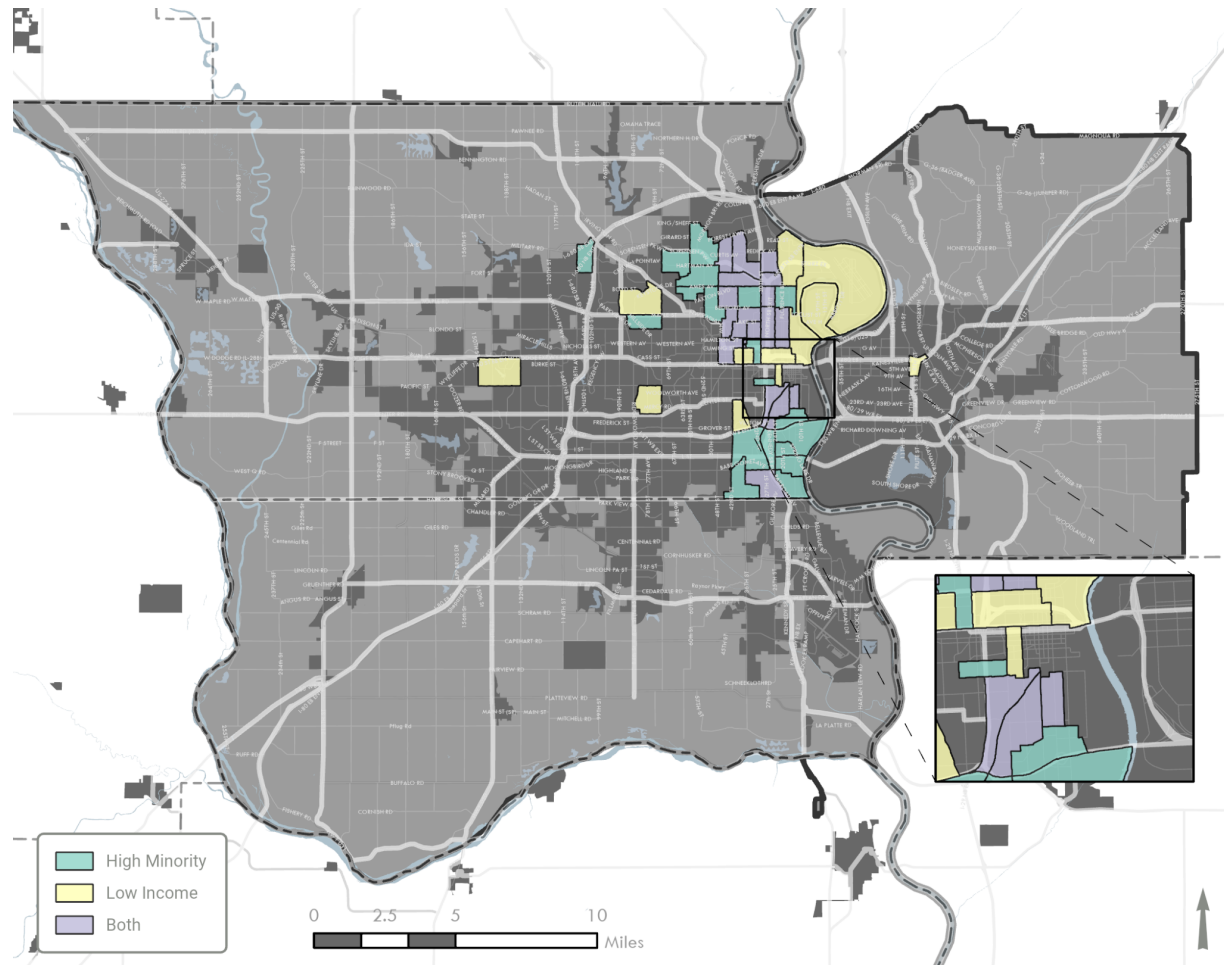
The three fundamental environmental justice principles include:

1. Avoiding, minimizing, or mitigating disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
2. Ensuring the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. Preventing the denial of, reduction of, or significant delay in the receipt of benefits by minority and low-income populations.

To identify environmentally sensitive populations, MAPA conducted an analysis of census data at the tract level (2010 US Census and 2012-2015 American Community Survey). The analysis reviewed MAPA TMA populations to evaluate whether areas of disproportionate minority and low-income populations exist. The percentage of the population within each census tracts identified as low-income or minority was compared to the TMA average, using a normal range of one standard deviation above and below the average; 68 percent of all measurements fall within one standard deviation of the average in a normally distributed dataset. The remaining 32 percent is above and below this regional average. The MAPA TMA Percent Minority and Percent Poverty data sets are positively skewed and not normally distributed. To account for this, the data square root value was used to transform the dataset into a normal distribution. Those census tracts with a score greater than one standard deviation above the average (square root value) have a concentrated minority or low income population.

The following map illustrates the locations of EJ areas within the TMA by displaying census tracts with a ratio of minority and/or low-income populations significantly higher than the TMA average. The concentrations of minority or low-income populations were defined by the above mentioned methodology.

Figure 4.1 - Environmental Justice Areas in the MAPA Region



4.2 Funding Equity and Project Burden/Benefit

Environmentally sensitive areas were examined in relation to this Transportation Improvement Program's (TIP) fiscally constrained and federally funded roadway & trail projects for potential externalities that may affect these areas adversely. Projects are grouped into categories to evaluate their effects on travel time, pollution, accessibility, and system maintenance. The locations of roadway projects were analyzed for equitable distribution of funding relative to the needs of the region. MAPA compared the environmentally sensitive areas to the programmed projects and joined them into one map to show the location of each project relative to the areas with potential environmental justice concerns. The map overlay can be seen on the next page. Fiscal analysis of projects within and outside of the EJ area is also done to evaluate the federal spending by project type in EJ and non EJ areas.

MAPA TIP projects were mapped in a Geographic Information System (GIS) and spatially analyzed for proximity and location within the environmental justice areas. Based on the transportation projects spatial relationship to Environmental Justice areas, the project funding was distributed in a variety of ways. The various spatial relationships and funding distributions are outlined below:

Completely within EJ Area

Projects located completely within EJ areas had 100 percent of the project funding allocated to the EJ areas.

Completely outside EJ Area

Projects located completely outside EJ areas had zero percent of the project funding allocated to the EJ areas.

Partially within EJ Area

Projects partially located within EJ areas had the project funding distributed proportionally. For example, if a one mile long road project had half of its length within EJ areas, 50 percent of the project funding was allocated to the EJ areas.

Adjacency to EJ Area

Many times major roadways are the census tract boundaries that were used in defining EJ areas (see Appendix D: Demographic Profile of the MAPA TMA for complete methodology of determining EJ areas). If a transportation project was located on an EJ boundary it is considered adjacent. The project funding was distributed proportionally based on its adjacency. For example, if a one mile long road project had half its length adjacent to an EJ area, 50 percent of the project funding was allocated to the EJ areas.

Abutting an EJ Area

When a project begins or ends abutting an EJ area the project falls within this category. These projects had 10percentof the project funds allocated to the EJ areas.

Non-Spatial Projects

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

4.3 Findings

To assess the level to which environmental justice populations will be impacted by the projects listed in this TIP, MAPA staff reviewed the total project listing, distribution of equity, and assumed benefits and burdens based upon the methodology in this section. Using the methodology described above MAPA makes the following observations.

Distribution of Equity

Through analysis of the projects listed in this TIP and the project overlay map it is apparent that in terms of geographical distribution, most location-specific projects fall outside of any Environmental Justice area. Considering the region’s anticipated future growth, most of the region’s capital roadway projects are located in the suburban and developing areas where new development will require new capacity. The Environmental Justice areas are located in fully developed urban areas and MAPA forecasts little need to increase roadway capacities in these regions. Many traffic counts in the Environmental Justice areas have been declining or remaining stable in recent years. However, several major projects are within or have a spatial relationship to EJ areas.

Figure 4.2 - TIP Projects & Environmental Justice Areas in the MAPA Region

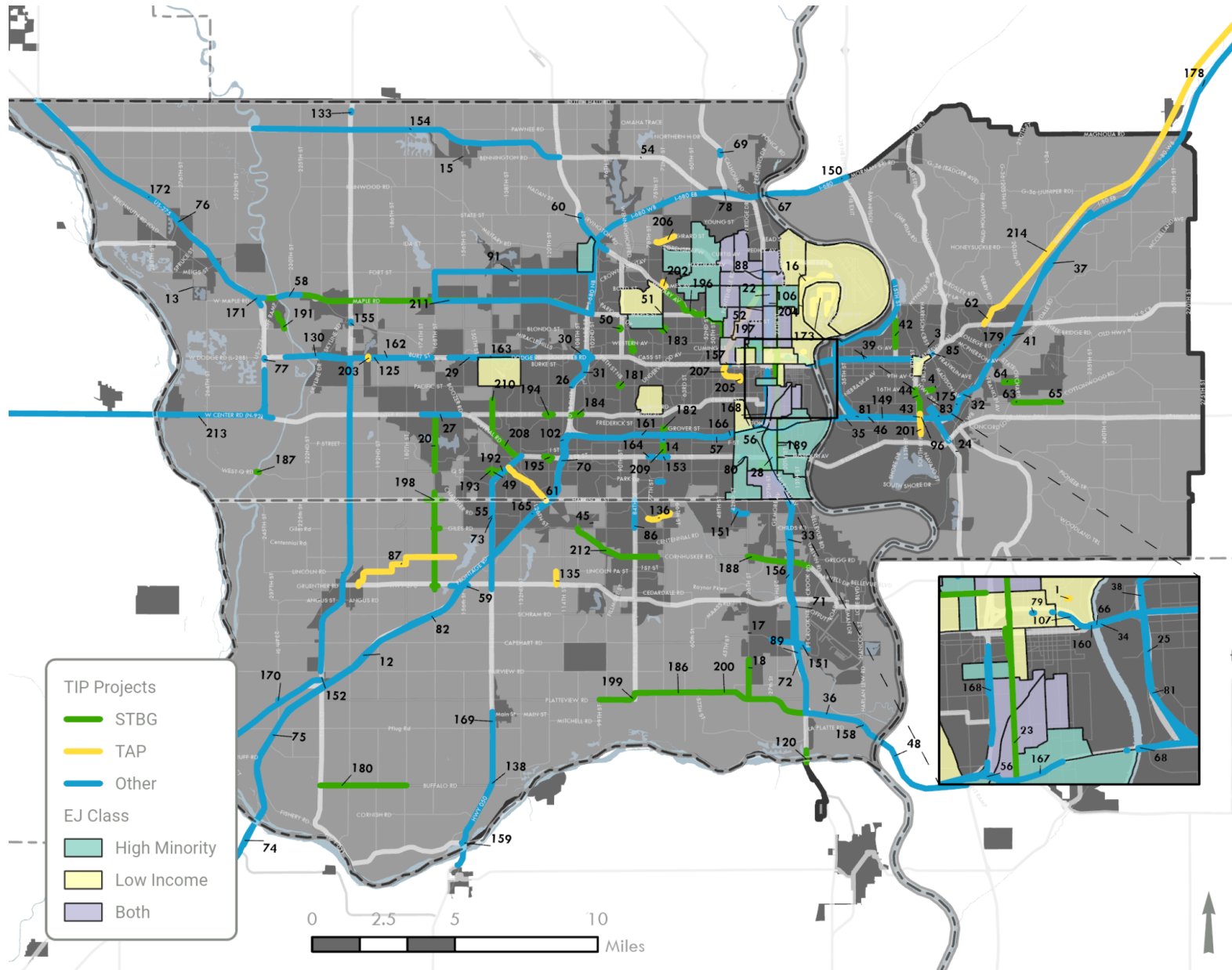


Table 4.1 - Environmental Justice Projects (in \$1,000s)

TIP ID	Project Name	EJ Category	Total Federal Funding	EJ Percent	EJ Funding	Non-EJ Funding	Map Number
2023-025	Levi Carter Park Trail	Active Transportation & Air Quality	\$1,587.00	100%	\$1,587.00	\$0	204
2023-013	Roundabout Program	Planning	\$250.00	100%	\$250.00	\$0	197
2022-038	NH-480-9(13)	Roadway & Bridge Maintenance	\$8,710.00	45%	\$3,842.63	\$4,867	15
2022-019	I-480, Bancroft St - Dewey St, Omaha	Roadway & Bridge Maintenance	\$93.00	84%	\$77.44	\$16	168
2022-018	I-80, 13th St West, Omaha	Roadway & Bridge Maintenance	\$133.00	100%	\$133.00	\$0	167
2022-017	I-80: 60th St - 24th St, Omaha	Roadway & Bridge Maintenance	\$5,659.00	47%	\$2,613.58	\$3,045	166
2022-014	US-6: 156th St - 132nd St, Omaha	Roadway & Bridge Maintenance	\$1,050.00	45%	\$466.41	\$584	163
2022-011	I-480 Missouri River Bridge	Roadway & Bridge Maintenance	\$3,144.00	48%	\$1,505.49	\$1,639	160
2022-008	US-6: Saddle Creek Rd Bridge	Roadway & Bridge Maintenance	\$2,324.00	100%	\$2,324.00	\$0	157
2017-005	I-80/480/US-75 Bridge Painting	Roadway & Bridge Maintenance	\$5,324.00	100%	\$5,324.00	\$0	56
2019-010	I-480, 12th St-Mo River Bridge Paint	Roadway & Bridge Maintenance	\$8,025.00	100%	\$8,025.00	\$0	107

TIP ID	Project Name	EJ Category	Total Federal Funding	EJ Percent	EJ Funding	Non-EJ Funding	Map Number
2023-016	US-75, Hamilton St.-Fort St.	Roadway & Bridge Maintenance	\$144.00	100%	\$144.00	\$0	22
2023-017	US-75, US-34 to I-80	Roadway & Bridge Maintenance	\$4,713.00	27%	\$1,226.97	\$3,486	23
2023-019	US-75, Chandler Road - F Street	Roadway & Bridge Maintenance	\$16,735.00	81%	\$13,444.76	\$3,290	26
2023-020	US-75, NB US-75 Q St - F St	Roadway & Bridge Maintenance	\$858.00	100%	\$858.00	\$0	28
2024-001	I-480, 20th-12th Bridge Painting	Roadway & Bridge Maintenance	\$12,420.00	100%	\$12,420.00	\$0	79
2024-003	US-275, 38th St Viaduct	Roadway & Bridge Maintenance	\$6,983.00	100%	\$6,983.00	\$0	80
2024-012	I-680: Fort St - Missouri River	Roadway & Bridge Maintenance	\$175.00	15%	\$24.80	\$150	62
2023-001	72nd St & Blondo St intersection improvements	Safety, Intersection, & ITS	\$3,350.00	21%	\$702.26	\$2,648	183
		Total	\$81,677.00	-	\$61,952.34	\$19,725	-

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 2023
IA		

Control #	Project Name	Status May 2023
Carter Lake		
IA-48 689	Carter Lake Walking and Bike Trail	NEPA under review, planned letting fall 2023.
Council Bluffs		
IA-35 677	City/County Connector Trail	Utility clearance and contracts turned in not yet finished, planned letting summer 2023.
IA-52 786	South Expressway Trail, Phase I	Preliminary phase is moving to 2024.
IA-52 785	TSL Container Freight Station, Phase 1	NEPA under review, planned letting fall 2023.
IA-35 678	East Beltway: Stevens Road - West Segment	Project let, construction commencing.
IA-34 126	South Expressway Reconstuction - Phase 1	Project let, construction underway.

Control #	Project Name	Status May 2023
IA-25 419	W Graham Ave Reconstruction	Project construction is occurring in 2025.
Iowa DOT		
IA-52 488	IM-NHS-29()-03-78	Currently active, expected to be completed FY2023.
IA-52 496	I29 Pavement & Bridge Rehab	Currently active, expected to be completed FY2023.
NA	FY2023 Iowa 5310 Vehicle Purchases	Funding is to be obligated before the end of the fiscal year, but vehicle supply remains limited.
MAPA		
IA-29 733	MAPA MPO Planning Allocation	MAPA's planning work continues throughout the region.

Control #	Project Name	Status May 2023
NA	FY2023 Iowa 5310 Service Contracts	Funding is to be obligated before the end of the fiscal year with subrecipient contracts to follow.
Pottawattamie		
IA-29 802	Pottawattamie County Multi-Use Trail - Phase 1	NEPA under review, planned letting fall 2023.
NE		
Bellevue		
	Fort Crook Road Corridor Study	Consultant selected to complete the project, scoping and agreement development underway.
	Cornhusker Road – 36th Street to Fort Crook Road Corridor Study	Study scope and RFQ in development.
	Fort Crook Road Bridge Feasibility and Planning and Environmental Linkages	Study scope and RFQ in development.

Control #	Project Name	Status May 2023
NE-2 2288	36th Street Phase II	Letting date shifted from September to November, programming will move into 2024
Gretna		
NE-2 2862	Gretna to Wehrspann Trail	Scoping should be by FFY2023, construction to begin in FFY2024.
	Western Sarpy Transportation Enhancement Plan	Funding obligated. Project kick-off scheduled early June 2023.
La Vista		
	La Vista Bicycle & Pedestrian Mobility Plan	Consultant selected to complete the project, scoping and agreement development underway.
NE-2 2885	84th St Trail, Giles to Harrison, La Vista	NEPA analysis to begin before the end of FFY2023, construction slated for late FFY2025.
MAPA		

Control #	Project Name	Status May 2023
NE-2 2882	Travel Demand Management	An updated contract is in development with additional work slated for 2023 and 2024.
NE-2 2881	Little Steps Cleaner Air	Sponsorship contract with regional bike share program in-progress, to be in place by August 2023.
NA	Comprehensive Safety Action Plan	MAPA received award letter, now awaiting notification that funding is ready for obligation.
NA	FY2023 Nebraska 5310 Service Contracts	TrAMS application in development, to be submitted by the end of May 2023.
NA	MAPA 5310 Administration	Administration of the program is ongoing.
Metro		
NA	72nd & Ames Transit Access & Pedestrian Amenities	Metro Transit received award letter, now awaiting notification that funds have been transferred to FTA from FHWA.

Control #	Project Name	Status May 2023
NA	24th Street Transit Corridor Design	Metro Transit received award letter, now awaiting notification that funding is ready for obligation.
NA	Unified Work Program & Planning	TrAMS application in development, to be submitted by the end of May 2023.
NA	Support Equipment and Facilities	TrAMS application in development, to be submitted by the end of May 2023.
NA	Rolling Stock	TrAMS application in development, to be submitted by the end of May 2023.
NA	Transit Enhancements	TrAMS application in development, to be submitted by the end of May 2023.
NA	Capitalized Operations	TrAMS application in development, to be submitted by the end of May 2023.
NA	Preventative Maintenance	TrAMS application in development, to be submitted by the end of May 2023.

Control #	Project Name	Status May 2023
NDOT		
NE-2 2810	I-80: S Papillion Cr & Papillion Cr Bridges	Construction occurring in 2024.
NE-2 2807	I-480 Missouri River Bridge	Project construction moving to 2024.
NE-2 2623	I-80/480/680 Barrier	Project letting occurred and was awarded for construction.
NE-2 2703	I-480, 12th St-Mo River Bridge Paint	Project construction moving to 2024.
NE-2 2805	N-50: N-50/N-31 Intersection	Project construction moving to 2024.
NE-2 2899	I-680: District 2-B High Mast Tower Replacement.	Project construction moving to 2024.

Control #	Project Name	Status May 2023
NE-2 2844	US-275: Douglas Co Line - N-64	Project construction moving to 2024.
NE-2 2843	US-275: N-64 - L28B	Project construction moving to 2024.
NE-2 2833	N-50: Louisville - Springfield	Project construction moving to 2024.
NE-2 2824	I-480, Bancroft St - Dewey St, Omaha	Project construction moving to 2024.
NE-2 2823	I-80, 13th St West, Omaha	Project construction moving to 2024.
NE-2 2812	US-6: 156th St - 132nd St, Omaha	Project construction moving to 2024.
NE-2 2811	US-6: Skyline Dr - 168th St, Omaha	Project construction moving to 2024.

Control #	Project Name	Status May 2023
NE-2 2612	N-31 Bridges North of N-36	Project construction moving to 2025.
NE-2 2859	US-75, US-34 to I-80	Construction occurring in 2024.
NE-2 2861	US-6, Fairview Rd.- Dodge St.	Construction occurring in 2024 in Douglas County, and 2025 in Sarpy County.
NE-2 2867	US-75, NB US-75 Q St - F St	Construction occurring in 2024.
NE-2 2828	I-80: Accident Investigation Sites, Omaha	Project construction moving to 2024.
NE-2 2822	I-80: 60th St - 24th St, Omaha	Project construction moving to 2024.
NE-2 2602	N-50 Concrete Repair	Preparing for June 2023 letting.

Control #	Project Name	Status May 2023
NE-2 2647	North Freeway: Parker - Fort St.	Project letting occurred and was awarded for construction.
NE-2 2841	US-6: South 234th St	Construction occurring in 2024.
NE-2 2787	US-34: US-34 at Harlan Lewis Rd	Project no longer proceeding to construction.
NE-2 2853	NH-80-9(202)	Construction occurring in 2025.
NE-2 2848	HSIP-28(139)	Preliminary phases have started.
NE-2 2856	HSIP-80-9(204)	Project letting occurred and was awarded for construction.
NE-2 2847	HSIP-80-9(124)	Project construction moving to 2024.

Control #	Project Name	Status May 2023
NA	FY2023 Nebraska 5310 Vehicle Purchases	Funding is to be obligated before the end of the fiscal year, but vehicle supply remains limited.
Omaha		
NE-2 2880	Omaha Signal Infrastructure Phase D1	Kickoff meeting for design on May 15th.
NE-2 2905	Signal Infrastructure Phase D2	Letting fall 2024, moving to 2024 TIP.
NE-2 2904	Signal Infrastructure Phase E1	Letting fall 2024, moving to 2024 TIP.
NE-2 2902	Signal Operations West Maple Rd and Fort St	Scoping to begin soon.
NE-2 2903	Signal Operations Center St, 42nd St, and 60th St	Won't begin until Phase C1 is constructed, likely FY2024.

Control #	Project Name	Status May 2023
	33rd & Hamilton Mini Roundabout	Design & NEPA ongoing.
NE-2 2865	Omaha Signal Infrastructure Phase C1	Currently in design.
NE-2 2877	Signal Operations 144th St/Q St	Kick-off meeting held April 2023.
NE-2 2878	Signal Operations 90th St/Blondo St	Kick-off meeting held April 2023.
NE-2 2879	Omaha Signal Infrastructure Phase C2	Kickoff meeting for design on May 25th.
NE-2 2571	North Downtown Riverfront Pedestrian Bridge	Project let, construction commencing.
	Omaha Urban Core Street Reconfiguration Study	Project might move to 2024 depending on status of the program agreement.

Control #	Project Name	Status May 2023
	Cuming St/ NW Radial Hwy/ Military Ave Corridor Study	Project might move to 2024 depending on status of the program agreement.
	Roundabout Program	This project is not starting until 2024.
	West Maple from I-680 to US 275	Working with NDOT on agreements.
	Beltline Trail to Field Club Trail Connection Study	Project moving to 2024.
NE-2 2849	2022 Omaha Resurfacing Program	May 11, 2023 Letting.
Papillion		
NE-2 2873	Schram Spur N-370 Undercrossing and Trail Segment	Design phase is ongoing.
PMRNRD		

Control #	Project Name	Status May 2023
	West Papio Trail - Millard Connection	Preliminary phases moved to 2024, construction moving to 2025.
NE-2 2770	US Highway 34 Bike and Walking Trail Phase 2	Construction planned for 2023.
Ralston		
	Burlington Avenue Extension	Preliminary phases to begin in 2023 with construction in 2025/2026.
Sarpy		
NE-2 2845	168th St. Hwy 370 - Harrison St.	Program agreement in development with NDOT, preliminary phases to begin by the end of FFY2023.

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 also in this section.

Figure 5.1 - TIP Project Map

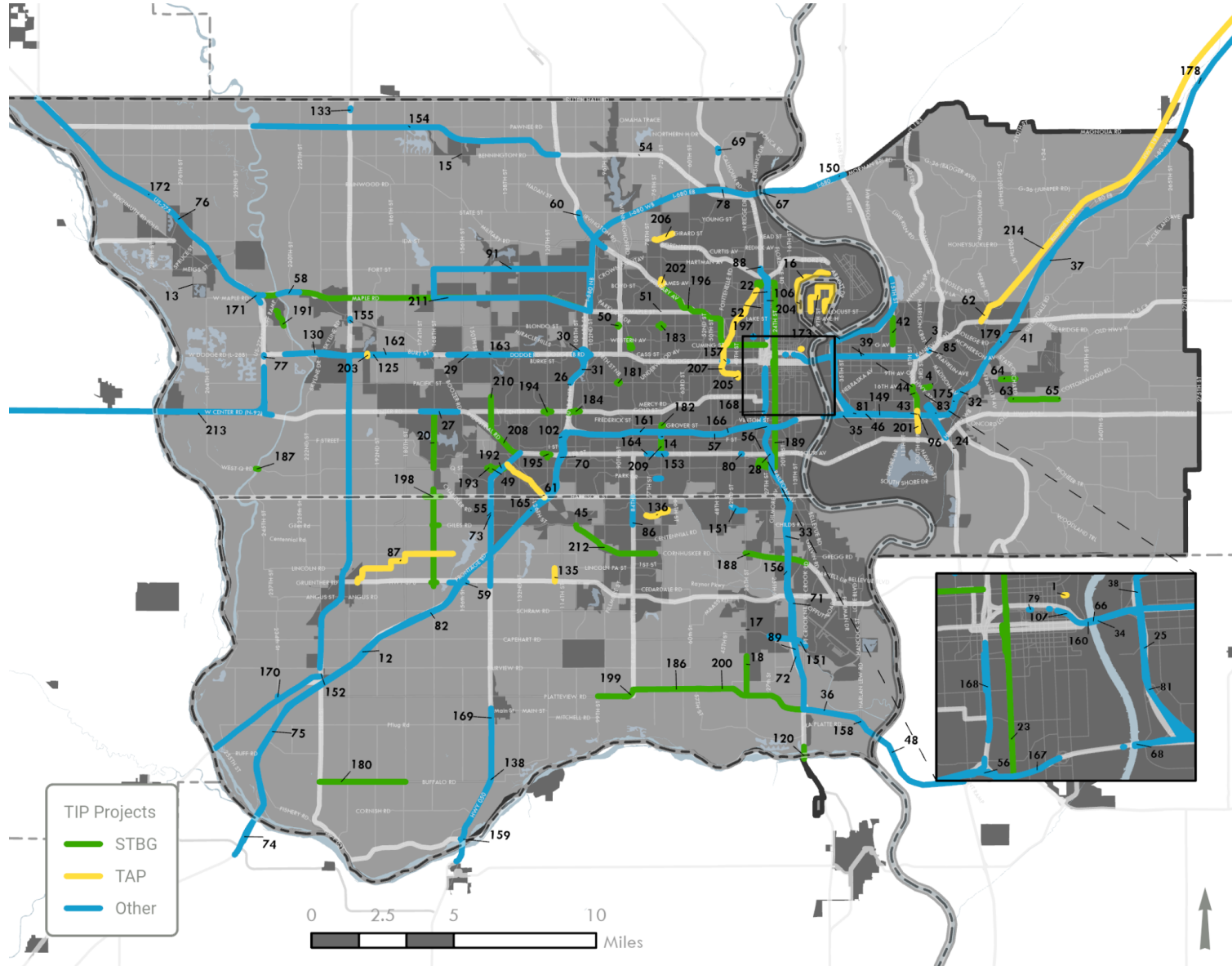


Table 5.2 - Mapped Project List

TIP ID	Project Name	OLA	Map Number
2015-001	North Downtown Riverfront Pedestrian Bridge	Omaha	1
2022-032	33rd & Hamilton Mini Roundabout	Omaha	3
2015-012	W Graham Ave Reconstruction	Council Bluffs	4
2022-043	Omaha Signal Infrastructure Phase C2	Omaha	5
2023-030	La Vista Bicycle & Pedestrian Mobility Plan	La Vista	6
2023-032	Western Sarpy Transportation Enhancement Plan	Gretna	7
2021-020	2022 Omaha Resurfacing Program	Omaha	8
2021-021	Omaha Signal Infrastructure Phase C1	Omaha	9
2022-020	I-80: Accident Investigation Sites, Omaha	NDOT	10
2022-036	HSIP-80-9(124)	NDOT	12

2022-037	NH-80-9(202)	NDOT	13
2015-043	72nd & D Street Viaduct	Omaha	14
2022-038	NH-480-9(13)	NDOT	15
2015-050	36th Street Phase II	Bellevue	18
2022-042	2020 Omaha Resurfacing Program	Omaha	19
2015-054	168th Street - West Center Road to Q Street	Omaha	20
2022-044	Omaha Signal Infrastructure Phase D1	Omaha	21
2023-016	US-75, Hamilton St.-Fort St.	NDOT	22
2023-017	US-75, US-34 to I-80	NDOT	23
2023-018	US-6, Fairview Rd.- Dodge St.	NDOT	24
2015-086	275 Bridge Cleaning	Iowa DOT	25
2023-019	US-75, Chandler Road - F Street	NDOT	26

2023-020	US-75, NB US-75 Q St - F St	NDOT	28
2023-021	US-6, 161st St.-127th St.	NDOT	29
2023-022	I-680 & US-6 Interchange	NDOT	30
2023-024	I-680: Pacific to Dodge	NDOT	31
2023-050	IM-NHS-29()-03-78	Iowa DOT	32
2023-052		Iowa DOT	33
2023-053		Iowa DOT	34
2023-054		Iowa DOT	35
2023-055		Iowa DOT	36
2023-056		Iowa DOT	37
2023-057		Iowa DOT	38
2023-058		Iowa DOT	39

2023-059		Iowa DOT	40
2023-060		Iowa DOT	41
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
2023-061		Iowa DOT	45
2023-051	I29 Pavement & Bridge Rehab	Iowa DOT	46
2023-064	Signal Operations 144th St/Q St	Omaha	49
2023-065	Signal Operations 90th St/Blondo St	Omaha	50
2024-002	US-275, L-28B - N-92 Resurfacing and Bridge Repairs	NDOT	51
2024-004	I-80: N-50 Ramp	NDOT	52
2016-071	2016 Omaha Resurfacing Program	Omaha	53

2024-005	I-680: Irvington Rd - Missouri River	NDOT	54
2017-005	I-80/480/US-75 Bridge Painting	NDOT	56
2024-006	I-80: 50th St - I-480	NDOT	57
2024-008	I-80: N-370 to N-50	NDOT	59
2024-007	I-680: Fort St.- Blair High Rd.	NDOT	60
2017-017	West Papio Trail - Millard Connection	PMRNRD	61
2017-018	City/County Connector Trail	Council Bluffs	62
2024-012	I-680: Fort St - Missouri River	NDOT	62
2017-019	East Beltway: Greenview Road - West Segment	Council Bluffs	63
2017-020	East Beltway: Stevens Road - West Segment	Council Bluffs	64
2017-021	East Beltway: Greenview Road - East Segment	Council Bluffs	65
2017-023	I-480: Missouri River in Council Bluffs	Iowa DOT	66

2017-024	I-680: Missouri River in Council Bluffs - Eastbound & Westbound	Iowa DOT	67
2017-026	I-80: Missouri River in Council Bluffs - Eastbound & Westbound	Iowa DOT	68
2024-009	US-75: US - 75 & N 48th St	NDOT	69
2024-013	I-80: I-80/I-680 Interchange - Q St (WB),Omaha	NDOT	70
2024-010	US-75: Fairview Rd - Childs Rd	NDOT	71
2024-011	US-75: US-75, Fairview Rd NB On-Ramp	NDOT	72
2024-017	N-50: South Papillion Creek Bridge	NDOT	73
2024-019	I-80: Jct N-66 - Platte River	NDOT	74
2024-020	I-80: Platte River - Millard East	NDOT	75
2024-015	US-275: District 2-A High Mast Tower Replacement	NDOT	76
2024-014	US-275: US-275 & W Dodge Rd, Omaha	NDOT	77
2024-016	I-680: District 2-C High Mast Tower Replacement	NDOT	78

2024-001	I-480, 20th-12th Bridge Painting	NDOT	79
2024-003	US-275, 38th St Viaduct	NDOT	80
2024-018	I-80: Sarpy County Interchange	NDOT	82
2023-066	TSL Container Freight Station, Phase 1	Council Bluffs	83
2018-022	Heartland 2050 Mini-Grant Program	MAPA	84
2023-069	Benton Street Bridge over Indian Creek	Council Bluffs	85
2023-071	84th St Trail, Giles to Harrison, La Vista	La Vista	86
2018-025	Gretna to Wehrspann Trail	Gretna	87
2023-073	Burlington Avenue Extension	Ralston	88
2023-078	Fort Crook Road Bridge Feasibility and Planning and Environmental Linkages	Bellevue	89
2018-030	2018 Bellevue Resurfacing Project	Bellevue	90
2023-076	Signal Operations West Maple Rd and Fort St	Omaha	91

2018-034	MAPA MPO Planning Allocation	MAPA	93
2023-074	Signal Infrastructure Phase D2	Omaha	94
2023-075	Signal Infrastructure Phase E1	Omaha	95
2024-021	I-29: IA 192 Interchange in Council Bluffs (NB)	Iowa DOT	96
2018-038	2018 Omaha Resurfacing Program	Omaha	97
2019-010	I-480, 12th St-Mo River Bridge Paint	NDOT	107
2019-023	US Highway 34 Bike and Walking Trail Phase 2	PMRNRD	120
2020-003	US-6 at 192nd St.	NDOT	125
2021-001	N-31 Bridges North of N-36	NDOT	133
2021-007	Schram Spur N-370 Undercrossing and Trail Segment	Papillion	135
2021-008	Thompson Creek Trail	La Vista	136
2021-004	N-50 West	NDOT	138

2021-014	I-80: 24TH ST TO INDIAN CREEK IN COUNCIL BLUFFS	Iowa DOT	149
2021-015	I-680: AT W JCT I-29 (EB & WB)	Iowa DOT	150
2021-016	2021 Bellevue Resurfacing Project	Bellevue	151
2022-003	US-6: Linoma Beach - N-31	NDOT	152
2022-004	US-275/72nd St, Omaha	NDOT	153
2022-005	N-36: Elkhorn River - N-133	NDOT	154
2022-006	N-31: Elkhorn Viaduct	NDOT	155
2022-007	US-75: US-75 Bridges, Bellevue Ph 2	NDOT	156
2022-008	US-6: Saddle Creek Rd Bridge	NDOT	157
2022-010	N-50: N-50/N-31 Intersection	NDOT	159
2022-011	I-480 Missouri River Bridge	NDOT	160
2022-012	I-80: S Papillion Cr & Papillion Cr Bridges	NDOT	161

2022-013	US-6: Skyline Dr - 168th St, Omaha	NDOT	162
2022-014	US-6: 156th St - 132nd St, Omaha	NDOT	163
2022-015	US-275: Big Papillion Creek Bridge In Omaha	NDOT	164
2022-016	I-80: N-50 - 50th St, Omaha	NDOT	165
2022-017	I-80: 60th St - 24th St, Omaha	NDOT	166
2022-018	I-80, 13th St West, Omaha	NDOT	167
2022-019	I-480, Bancroft St - Dewey St, Omaha	NDOT	168
2022-021	N-50: Louisville - Springfield	NDOT	169
2022-022	US-6: South 234th St	NDOT	170
2022-023	US-275: N-64 - L28B	NDOT	171
2022-024	US-275: Douglas Co Line - N-64	NDOT	172
2022-025	Carter Lake Walking and Bike Trail	Carter Lake	173

2022-030	I-80 TRAFFIC SIGNS: US 6 IN COUNCIL BLUFFS TO JORDAN CREEK	Iowa DOT	178
2022-031	I-80 PAVEMENT REHAB: FRANKLIN AVE TO US 6	Iowa DOT	179
2023-001	72nd St & Blondo St intersection improvements	Omaha	183
2023-002	108th St & West Center Rd	Omaha	184
2023-008	Signal Infrastructure Phase X	Omaha	185
2023-007	Sarpy County Concrete Panel Repair	Sarpy	186
2023-006	Bridge Replacement - Q St. at Elkhorn River	Douglas	187
2023-010	Cornhusker Road – 36th Street to Fort Crook Road Corridor Study	Bellevue	188
2023-009	24th Street Transit Corridor Design	Metro	189
2023-011	Omaha Urban Core Street Reconfiguration Study	Omaha	190
2023-015	River Road Drive	Waterloo	191
2023-003	120th St & L St Intersection Improvements	Omaha	195

2023-012	Cuming St/ NW Radial Hwy/ Military Ave Corridor Study	Omaha	196
2023-013	Roundabout Program	Omaha	197
2023-070	168th St. Hwy 370 - Harrison St.	Sarpy	198
2023-029	South Expressway Trail, Phase I	Council Bluffs	201
2023-026	72nd & Ames Transit Access & Pedestrian Amenities	Metro	202
2023-025	Levi Carter Park Trail	Omaha	204
2023-027	UNMC & Field Club Connector Bridge	Omaha	205
2023-028	Sorensen Trail 72nd Street Underpass	PMRNRD	206
2023-031	Beltline Trail to Field Club Trail Connection Study	Omaha	207
2023-004	72nd Street – L Street to F Street	Omaha	209
2023-014	West Maple from I-680 to US 275	Omaha	211
2023-005	6th Street/Cornhusker Road/Portal	Papillion	212

2023-086	Planning for N-92 between Mead and US-6/N-31	NDOT	213
2015-007	Pottawattamie County Multi-Use Trail - Phase 1	Pottawattamie	214

Table 5.3 A - State Sponsored TIP Projects: Nebraska

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
I-680: Fort St.- Blair High Rd.							
NE-22860							
Lane addition, resurfacing							
I-680, Fort St.- Blair High Rd., Omaha							
NDOT	2024	PE-NEPA-FD	State-Nebraska	\$338.00	\$0.00	\$338.00	\$0.00
NDOT	2028	UTIL-CON-CE	NHPP	\$32,932.00	\$29,639.00	\$3,293.00	\$0.00
			Total - I-680: Fort St.- Blair High Rd.	\$33,270.00	\$29,639.00	\$3,631.00	\$0.00
I-680: Pacific to Dodge							
NE-22852							

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Install additional lane on NB and SB on I-680 from Pacific to Dodge							
On I-680 from Pacific Street to West Dodge Road							
NDOT	2024	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
NDOT	2026	UTIL-CON-CE	NHPP	\$5,614.00	\$5,053.00	\$561.00	\$0.00
			Total - I-680: Pacific to Dodge	\$5,615.00	\$5,053.00	\$562.00	\$0.00
I-80: 50th St - I-480							
NE-22855							
Lane addition, pavement replacement							
I-80, 50th - I-480, Omaha							
NDOT	2024	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
NDOT	2028	UTIL-CON-CE	NHPP	\$45,539.00	\$40,985.00	\$4,554.00	\$0.00
			Total - I-80: 50th St - I-480	\$45,540.00	\$40,985.00	\$4,555.00	\$0.00
I-80: N-370 to N-50							

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
NE-22871							
Construct interchange							
I-80, N-370 to N-50							
NDOT	2024	PE-NEPA-FD	State-Nebraska	\$65.00	\$0.00	\$65.00	\$0.00
NDOT	2028	UTIL-CON-CE	NHPP	\$11,929.00	\$10,736.00	\$1,193.00	\$0.00
			Total - I-80: N-370 to N-50	\$11,994.00	\$10,736.00	\$1,258.00	\$0.00
I-80: N-50 Ramp							
NE-22850							
Lane addition							
I-80, N-50 Ramp, Omaha							
NDOT	2024	PE-NEPA-FD	State-Nebraska	\$122.00	\$0.00	\$122.00	\$0.00
NDOT	2025	UTIL-CON-CE	NHPP	\$3,259.00	\$2,933.00	\$326.00	\$0.00
			Total - I-80: N-50 Ramp	\$3,381.00	\$2,933.00	\$448.00	\$0.00

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
US-275: US-275 & W Dodge Rd, Omaha							
NE-22888							
Intersection improvements							
US-275, US-275 & W Dodge Rd, Omaha							
NDOT	2024	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
NDOT	2025	UTIL-CON-CE	HSIP	\$3,859.00	\$3,473.00	\$386.00	\$0.00
			Total - US-275: US-275 & W Dodge Rd, Omaha	\$3,860.00	\$3,473.00	\$387.00	\$0.00
US-75: Fairview Rd - Childs Rd							
NE-22875							
Install median guardrail							
US-75, Fairview Rd - Childs Rd							
NDOT	2024	PE-NEPA-FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
NDOT	2026	UTIL-CON-CE	HSIP	\$2,640.00	\$2,376.00	\$264.00	\$0.00
			Total - US-75: Fairview Rd - Childs Rd	\$2,641.00	\$2,376.00	\$265.00	\$0.00
			Total	\$106,301.00	\$95,195.00	\$11,106.00	\$0.00

Table 5.3 B - Locally Sponsored TIP Projects: Nebraska

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
108th St & West Center Rd							
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.							
City of Omaha at 108th St & West Center Rd							
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

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			Total - 108th St & West Center Rd	\$9,343.75	\$7,475.00	\$0.00	\$1,868.75
120th St & L St Intersection Improvements							
Construct geometric modifications to address crash patterns and improve operations of the intersection including dual northbound right turn lanes and additional westbound through lane							
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							
Omaha	2026	PE-NEPA-FD	STBG-MAPA	\$470.00	\$376.00	\$0.00	\$94.00
Omaha	2028	UTIL-CON-CE	STBG-MAPA	\$4,250.00	\$3,400.00	\$0.00	\$850.00
			Total - 120th St & L St Intersection Improvements	\$4,720.00	\$3,776.00	\$0.00	\$944.00
168th Street - West Center Road to Q Street							
NE-22209							
Widen 2 Lane to 4 Lane Urban Divided with Turn Lanes							
West Center Rd to Q Street							

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
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
			Total - 168th Street - West Center Road to Q Street	\$53,742.95	\$32,018.36	\$0.00	\$21,724.59
36th Street Phase II							
NE-22288							
Widen 2 lane Rural to 4 lane Urban.							
Sheridan to Platteview Rd							

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
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
			Total - 36th Street Phase II	\$16,956.25	\$13,565.00	\$0.00	\$3,391.25
6th Street/Cornhusker Road/Portal							
<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>							
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

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
			Total - 6th Street/Cornhusker Road/Portal	\$11,500.00	\$9,200.00	\$0.00	\$2,300.00
72nd & Ames Transit Access & Pedestrian Amenities							
<p>Metro and the City of Omaha are combining to improve pedestrian safety in the area of North 72nd St and Ames Ave. Metro Currently has stops which do not have amenities. There are no shelters, pads or paved surfaces from stops to the bus way, making it difficult to board and alight passengers. Project will enhance passenger experience by constructing concrete bus pads and adding new shelters. Along with enhanced shelters, the existing sidewalks on the east of 72nd Street will be newly constructed to fix failing concrete and to meet City of Omaha standards for sidewalks. New ADA ramps will be constructed at the intersection of 72nd and Ames. These improvements will provide safe access to bus stops and adjacent properties.</p>							
North 72nd St and Ames Ave, Omaha, Nebraska.							
Metro	2023	UTIL-CON-CE	TAP-MAPA	\$630.00	\$500.00	\$0.00	\$130.00
			Total - 72nd & Ames Transit Access & Pedestrian Amenities	\$630.00	\$500.00	\$0.00	\$130.00
72nd & D Street Viaduct							
NE-22628							
Replacement and widening of existing bridge structure							

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
On 72nd Street just south of I-80, at about D Street							
Omaha	2023	ROW	Local ACC	\$1,061.00	\$0.00	\$0.00	\$1,061.00
Omaha	2023	UTIL-CON-CE	Local ACC	\$5,165.00	\$0.00	\$0.00	\$5,165.00
Omaha	2023	UTIL-CON-CE	STBG-MAPA	\$1,291.00	\$0.00	\$0.00	\$1,291.00
Omaha	2023	ROW	STBG-MAPA	\$265.00	\$0.00	\$0.00	\$265.00
			Total - 72nd & D Street Viaduct	\$7,782.00	\$0.00	\$0.00	\$7,782.00
72nd St & Blondo St intersection improvements							
Constructing right turn lanes and lengthening left turn lanes.							
In the City of Omaha at 72nd St & Blondo St.							
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
			Total - 72nd St & Blondo St intersection improvements	\$4,187.50	\$3,350.00	\$0.00	\$837.50
72nd Street – L Street to F Street							
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
			Total - 72nd Street – L Street to F Street	\$12,500.00	\$10,000.00	\$0.00	\$2,500.00
Bridge Replacement - Q St. at Elkhorn River							
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.							

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Douglas	2027	UTIL-CON-CE	STBG-MAPA	\$4,596.25	\$3,677.00	\$0.00	\$919.25
			Total - Bridge Replacement - Q St. at Elkhorn River	\$4,596.25	\$3,677.00	\$0.00	\$919.25
Burlington Avenue Extension							
<p>The project's goal several items, including the need to reduce the future conflicts associated with movement of people in a residential area where the streets still serve as a truck route. The project would extend Burlington Avenue over Ralston Creek and connect with 72nd Street. Private property will need to be acquired and depending upon the engineering, buildings may need to be demolished. A two-lane street is envisioned with a box culvert connection or traditional bridge over Ralston Creek.</p>							
Burlington Avenue, Ralston							
Ralston	2023	PE-NEPA-FD	Other Discretionary	\$800.00	\$0.00	\$0.00	\$800.00
Ralston	2025	UTIL-CON-CE	Other Discretionary	\$6,800.00	\$2,000.00	\$0.00	\$4,800.00
			Total - Burlington Avenue Extension	\$7,600.00	\$2,000.00	\$0.00	\$5,600.00
Gretna to Wehrspann Trail							
NE-22862							
10ft wide concrete bike/pedestrian trail							

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
From the City of Gretna to Wehrspann Lake							
Gretna	2022	PE-NEPA-FD	TAP-MAPA	\$103.50	\$82.80	\$0.00	\$20.70
Gretna	2023	ROW	TAP-MAPA	\$20.00	\$16.00	\$0.00	\$4.00
Gretna	2024	UTIL-CON-CE	TAP-MAPA	\$870.75	\$696.60	\$0.00	\$174.15
			Total - Gretna to Wehrspann Trail	\$994.25	\$795.40	\$0.00	\$198.85
Levi Carter Park Trail							
<p>A multi-use pedestrian and bicycle trail will be built along the north and west sides of Carter Lake in Levi Carter Park in order to improve safety of people walking and bicycling within the park and to better connect the park with the existing regional trail system. The new trail would connect from the existing Locust Street Trail at the intersection of Locust Street and Carter Lake Shore Drive to the existing Riverfront Trail at the northeast section of Levi Carter Park. The total approximate project length is 2.26 miles long. Anticipated construction activity includes: grading; installation of culverts to manage stormwater runoff; construction of retaining walls in areas with cross-slopes; construction of a 10 ft wide, 6-inch thick, concrete trail; and fence installation in areas with retaining walls.</p>							
North and west sides of Carter Lake in Levi Carter Park, Omaha, Nebraska.							
Omaha	2025	UTIL-CON-CE	TAP-MAPA	\$1,384.00	\$1,107.00	\$0.00	\$277.00

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Omaha	2025	PE-NEPA-FD	STBG-MAPA	\$600.00	\$480.00	\$0.00	\$120.00
			Total - Levi Carter Park Trail	\$1,984.00	\$1,587.00	\$0.00	\$397.00
North Downtown Riverfront Pedestrian Bridge							
NE-22571							
Pedestrian bridge to connect the western terminus of the Bob Kerry Pedestrian Bridge spanning Riverfront Drive and Union Pacific Railroad.							
10th and Fahey Drive							
Omaha	2014	PE-NEPA-FD	TCSP	\$660.00	\$500.00	\$0.00	\$160.00
Omaha	2016	PE-NEPA-FD	TAP-MAPA	\$90.00	\$78.00	\$0.00	\$12.00
Omaha	2016	ROW	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
			Total - North Downtown Riverfront Pedestrian Bridge	\$9,700.46	\$5,136.57	\$0.00	\$4,563.89
River Road Drive							
<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
			Total - River Road Drive	\$1,875.00	\$1,500.00	\$0.00	\$375.00
Roundabout Program							

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<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 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	2024	PE-NEPA-FD	STBG-MAPA	\$312.50	\$250.00	\$0.00	\$62.50
			Total - Roundabout Program	\$312.50	\$250.00	\$0.00	\$62.50
<p>Sarpy County Concrete Panel Repair</p>							
<p>This project will consist of 9" Concrete Pavement removed and replaced over roughly 1.9 miles split between 84th and Platteview road to Capehart road and Platteview road from 84th to 27th street.</p>							
<p>In Sarpy County along 84th from Platteview to Capehart and Along Platteview Road from 84th to 27th Street</p>							
Sarpy	2026	UTIL-CON-CE	STBG-MAPA	\$1,562.50	\$1,250.00	\$0.00	\$312.50
			Total - Sarpy County Concrete Panel Repair	\$1,562.50	\$1,250.00	\$0.00	\$312.50
<p>Schram Spur N-370 Undercrossing and Trail Segment</p>							

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
NE-22873							
<p>A grade-separated trail undercrossing between 114th and 120th Streets east of Schram Creek is proposed to be constructed underneath N-370. The 260 foot long Schram Spur Undercrossing will be designed to support the futuresix-lane cross-section of N-370 with a 9-foot x 16-foot reinforced concrete box culvert. Concurrently with proposed undercrossing, Papillion will fund the design and construction of the Schram Creek Spur segment between the N-370 Undercrossing and Lincoln Road. The 10-foot wide concrete trail will provide access to the Lincoln Road on-street bike lanes and SID funded segments of Schram Spur between Schram Road to WP-6 where easements have already been secured by subdivision agreement.</p>							
The trail will connect Lincoln Road to N-370 between mile marker 74.44 and 74.45							
Papillion	2022	PE-NEPA-FD	TAP-MAPA	\$194.31	\$155.45	\$0.00	\$38.86
Papillion	2023	PE-NEPA-FD	TAP-MAPA	\$110.28	\$88.22	\$0.00	\$22.06
Papillion	2026	UTIL-CON-CE	TAP-MAPA	\$2,194.50	\$1,755.60	\$0.00	\$438.90
			Total - Schram Spur N-370 Undercrossing and Trail Segment	\$2,499.09	\$1,999.27	\$0.00	\$499.82
Signal Infrastructure Phase X							

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<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>							
<p>Improvements will be deployed at up to 69 signals throughout the City of Omaha.</p>							
Omaha	2025	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
			Total - Signal Infrastructure Phase X	\$5,000.00	\$4,000.00	\$0.00	\$1,000.00
<p>Sorensen Trail 72nd Street Underpass</p>							
<p>This project proposes a trail underpass crossing of 72nd Street north of Sorensen Parkway following a former rail corridor. The NRD is currently working with CHI Health on development of a trail connection from the east side of 72nd Street up to Girard Street along the same rail corridor. This project would continue the trail from the east side of 72nd Street, provide a separated grade crossing, and continue a trail connection to the north side of Sorensen Parkway near the intersection with 73rd Plaza. The underpass length is expected to be approximately 215 feet, with the trail connection being approximately 1,750 feet.</p>							
<p>72nd Street north of Sorensen Parkway, Omaha, NE</p>							
PMRNR D	2024	PE-NEPA-FD	TAP-MAPA	\$275.00	\$220.00	\$0.00	\$55.00

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
PMRNR D	2025	UTIL-CON-CE	TAP-MAPA	\$2,000.00	\$1,600.00	\$0.00	\$400.00
			Total - Sorensen Trail 72nd Street Underpass	\$2,275.00	\$1,820.00	\$0.00	\$455.00
Thompson Creek Trail							
This project will establish a 10ft wide, concrete, east/west multi-use recreational trail from the existing Keystone trail head at S 69th St. to Central Park, including a 130ft span trail bridge and improvements to the signal at 72nd St. and Parkview Blvd.							
In the City of La Vista from S. 69th St to La Vista Central Park							
La Vista	2025	PE-NEPA-FD	TAP-MAPA	\$283.50	\$226.80	\$0.00	\$56.70
La Vista	2026	ROW	TAP-MAPA	\$105.00	\$84.00	\$0.00	\$21.00
La Vista	2027	UTIL-CON-CE	TAP-MAPA	\$1,522.50	\$1,218.00	\$0.00	\$304.50
			Total - Thompson Creek Trail	\$1,911.00	\$1,528.80	\$0.00	\$382.20
UNMC & Field Club Connector Bridge							

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
<p>This project will construct a dedicated pedestrian and bicycle connection across Leavenworth Street in order to improve safety and comfort of people traveling on foot or bicycle between the Field Club Trail, the main part of the University of Nebraska Medical Center (UNMC) campus, and neighborhoods both north and south of Leavenworth Street. The initial alternatives examined for this project identify a preferred option that includes a multi-use trail bridge over Leavenworth Street at 39th Street. The southern approach of this bridge would connect to the Field Club Trail on the north side of Marcy Street. The northern approach of the bridge would be located on the south side of Jones Street at 39th Street. Anticipated construction activity may include, but is not limited to: utility work; grading; paving; construction of bridge span, abutments, and approaches; and lighting and landscaping improvements. The length of the proposed project is anticipated to be approximately 0.15 miles. UNMC would dedicate right-of-way and/or easements for this project and contribute the local matching funds for the project construction.</p>							
<p>Bridge across Leavenworth St. 39th St. Marcy St to Jones St., Omaha, Nebraska</p>							
Omaha	2024	PE-NEPA-FD	TAP-MAPA	\$1,125.00	\$900.00	\$0.00	\$225.00
			Total - UNMC & Field Club Connector Bridge	\$1,125.00	\$900.00	\$0.00	\$225.00
<p>US Highway 34 Bike and Walking Trail Phase 2</p>							
<p>NE-22770</p>							
<p>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.</p>							
<p>Existing US-34 bridge over the Platte River between Sarpy and Cass Counties</p>							

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
PMRNR D	2019	PE-NEPA-FD	STBG-MAPA	\$400.00	\$320.00	\$0.00	\$80.00
PMRNR D	2020	PE-NEPA-FD	STBG-MAPA	\$100.00	\$80.00	\$0.00	\$20.00
PMRNR D	2024	UTIL-CON-CE	STBG-MAPA	\$3,747.96	\$2,997.96	\$0.00	\$750.00
			Total - US Highway 34 Bike and Walking Trail Phase 2	\$4,247.96	\$3,397.96	\$0.00	\$850.00
West Papio Trail - Millard Connection							
Connection of northern and southern portions of the West Papio Trail in the Millard neighborhood.							
Along West Papillion Creek from near 137th & Millard to Harry Anderson Drive.							
PMRNR D	2024	ROW	TAP-MAPA	\$150.00	\$120.00	\$0.00	\$30.00
PMRNR D	2024	PE-NEPA-FD	TAP-MAPA	\$125.00	\$100.00	\$0.00	\$25.00

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
PMRNR D	2025	UTIL-CON-CE	STBG-MAPA	\$1,000.00	\$800.00	\$0.00	\$200.00
PMRNR D	2025	UTIL-CON-CE	TAP-MAPA	\$802.50	\$642.00	\$0.00	\$160.50
			Total - West Papio Trail - Millard Connection	\$2,077.50	\$1,662.00	\$0.00	\$415.50
			Total	\$169,122.96	\$111,388.36	\$0.00	\$57,734.60

Table 5.3 C - State Sponsored TIP Projects: Iowa

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Iowa DOT						
I-29: IA 192 Interchange in Council Bluffs (NB)						
IA-54569						
II 29: At the IA 192 Interchange in Council Bluffs (NB)						

2027	UTIL-CON-CE	NHPP	\$6,992.00	\$6,292.80	\$699.20	\$0.00
		Total - Iowa DOT	\$6,992.00	\$6,292.80	\$699.20	\$0.00
		Total	\$6,992.00	\$6,292.80	\$699.20	\$0.00

Table 5.3 D - Locally Sponsored TIP Projects: Iowa

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Carter Lake						
Carter Lake Walking and Bike Trail						
IA-48689						
Engineering and construction of approximately 1.7 miles of 8 foot wide concrete bike/pedestrian trail throughout the City of Carter Lake. The proposed trail would provide a safe trail loop 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.						
2023	UTIL-CON-CE	TAP-MAPA	\$360.00	\$288.00	\$0.00	\$72.00
2023	PE-NEPA-FD	TAP-MAPA	\$40.00	\$32.00	\$0.00	\$8.00
		Total - Carter Lake	\$400.00	\$320.00	\$0.00	\$80.00

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Council Bluffs						
City/County Connector Trail						
IA-35677						
Trail connection between the City of Council Bluffs trail system and the Pottawattamie County Trail system						
Along Railroad Highway from Kaneshville Boulevard to the Council Bluffs Corporate Limits						
2023	PE-NEPA-FD	TAP-MAPA	\$125.00	\$100.00	\$0.00	\$25.00
2023	ROW	TAP-MAPA	\$125.00	\$100.00	\$0.00	\$25.00
2023	UTIL-CON-C E	TAP-MAPA	\$363.00	\$290.00	\$0.00	\$73.00
East Beltway: Greenview Road - East Segment						
IA-35682						
Reconstruction of existing roadway						
Along Greenwood Road from Ridgewood Drive to Cottonwood Drive						

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
2027	UTIL-CON-C E	STBG-MAPA	\$1,875.00	\$1,500.00	\$0.00	\$375.00
East Beltway: Greenview Road - West Segment						
IA-35679						
Along Greenwood Road from State Orchard Drive to Ridgewood Drive						
2025	PE-NEPA-FD	STBG-MAPA	\$318.75	\$255.00	\$0.00	\$63.75
2025	ROW	STBG-MAPA	\$157.73	\$126.18	\$0.00	\$31.55
2026	UTIL-CON-C E	STBG-MAPA	\$3,729.52	\$2,983.62	\$0.00	\$745.90
East Beltway: Stevens Road - West Segment						
IA-35678						
Construction of roadway on new alignment						
On Stevens Road from State Orchard Road to intersection with Norwood Drive						
2023	UTIL-CON-C E	DPS	\$1,555.20	\$1,244.20	\$0.00	\$311.00

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
2023	ROW	STBG-MAPA	\$230.00	\$184.00	\$0.00	\$46.00
2023	UTIL-CON-C E	STBG-MAPA	\$2,960.98	\$2,368.78	\$0.00	\$592.20
North 16th Street Reconstruction						
IA-34125						
Reconstruction of roadway and utility work						
On 16th Street (Highway 192) from Avenue G to Nash Boulevard						
2028	UTIL-CON-C E	STBG-MAPA	\$6,906.00	\$4,525.00	\$0.00	\$2,381.00
South Expressway Reconstruction - Phase 1						
IA-34126						
Reconstruction of roadway and utility work						
On Highway 192 from I-80 north to 21st Street						
2023	UTIL-CON-C E	STBG-MAPA (Swap)	\$5,775.00	\$4,620.00	\$0.00	\$1,155.00

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
South Expressway Reconstruction - Phase 2						
IA-36984						
On Highway 192 from 21st Street north to 16th Street						
2024	UTIL-CON-C E	STBG-MAPA	\$5,660.00	\$4,528.00	\$0.00	\$1,132.00
South Expressway Trail, Phase I						
IA-52786						
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.						
2024	PE-NEPA-FD	TAP-MAPA	\$100.00	\$90.00	\$0.00	\$10.00
2025	UTIL-CON-C E	TAP-MAPA	\$901.69	\$721.35	\$0.00	\$180.34
W Graham Ave Reconstruction						
IA-25419						

Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
Reconstruction of street and utilities						
High Street to Fairmont Avenue						
2025	UTIL-CON-CE	STBG-MAPA (Swap)	\$3,006.00	\$2,405.00	\$0.00	\$601.00
		Total - Council Bluffs	\$33,788.87	\$26,041.13	\$0.00	\$7,747.74
Pottawattamie						
Pottawattamie County Multi-Use Trail - Phase 1						
IA-29802						
Multi-use recreational trail						
From Council Bluffs north to 330th Street along the Railroad Highway, approximately 7 miles						
2024	UTIL-CON-CE	TAP-MAPA	\$298.70	\$238.70	\$0.00	\$60.00
		Total - Pottawattamie	\$298.70	\$238.70	\$0.00	\$60.00
		Total	\$34,487.57	\$26,599.83	\$0.00	\$7,887.74

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: Iowa

Project Name	FY1 Total - All Funding	FY2 Total - All Funding		
Iowa DOT				
FY2024 Iowa 5310 Vehicle Purchases	\$103.75			
FY2025 Iowa 5310 Vehicle Purchases		\$103.75		
Total - Iowa DOT	\$103.75	\$103.75		
MAPA				
FY2024 Iowa 5310 Service Contracts	\$175.00			
FY2025 Iowa 5310 Service Contracts		\$160.00		
Total - MAPA	\$175.00	\$160.00		
Total	\$278.75	\$263.75		

Table 5.4 B - Regionally Significant Transit Projects: Nebraska

Project Name	FY1 Total - All Funding	FY2 Total - All Funding	FY3 Total - All Funding	FY4 Total - All Funding
Support Equipment and Facilities	\$281.25	\$468.75	\$468.75	\$468.75
Transit Enhancements	\$175.00	\$300.00	\$300.00	\$300.00
Capitalized Operations	\$10,021.88	\$10,287.50	\$10,287.50	\$10,287.50
Total	\$10,478.13	\$11,056.25	\$11,056.25	\$11,056.25
MAPA				
MAPA 5310 Administration	\$50.00	\$50.00	\$50.00	
FY2024 Nebraska 5310 Service Contracts	\$417.00			
FY2025 Nebraska 5310 Service Contracts		\$210.00		
FY2026 Nebraska 5310 Service Contracts			\$216.06	
Total - MAPA	\$467.00	\$260.00	\$266.06	

Project Name	FY1 Total - All Funding	FY2 Total - All Funding	FY3 Total - All Funding	FY4 Total - All Funding
NDOT				
FY2024 Nebraska 5310 Vehicle Purchases	\$311.25			
FY2025 Nebraska 5310 Vehicle Purchases		\$810.00		
Total - NDOT	\$311.25	\$810.00		
Total	\$11,256.38	\$12,126.25	\$11,322.31	\$11,056.25

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

Fiscal Year	Project Name	Fund Source	Federal Funding	Local Funding	Total
2024	Terminal Modernization Program	FAA AIP	\$300,000.00	\$385,000.00	\$685,000.00
2024	Terminal Modernization Program	FAA AIP	\$20,000.00	\$20,000.00	\$40,000.00
2024	Millard Taxilane Reconstruction	FAA AIP	\$1,305.00	\$145.00	\$1,450.00
2025	Terminal Modernization Program	FAA AIP	\$9,000.00	\$3,000.00	\$12,000.00
2026	Eppley Pedestrian Bridge	FAA AIP	\$5,250.00	\$1,750.00	\$7,000.00
2027	Airfield Pump Station Rehab	FAA AIP	\$12,250.00	\$2,500.00	\$14,750.00
		Total	\$347,805.00	\$412,395.00	\$760,200.00

5.4 Grouped Project Categories

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

Table 5.6 - Air Quality Projects in Fiscal Year 1

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
Signal Operations Center St, 42nd St, and 60th St				
Omaha	CMAQ	General Planning	\$195.88	\$244.85
		Total - Signal Operations Center St, 42nd St, and 60th St	\$195.88	\$244.85
		Total	\$195.88	\$244.85

Table 5.7 - Air Quality 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 5.8 - 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
HSIP-80-9(124)				
NDOT	HSIP	UTIL-CON-CE	\$3,763.00	\$4,333.00
NDOT	NHPP	UTIL-CON-CE	\$1,364.00	\$1,364.00
		Total - HSIP-80-9(124)	\$5,127.00	\$5,697.00
US-6 at 192nd St.				
NDOT	State-Nebraska	UTIL-CON-CE	\$0.00	\$10,056.00
		Total - US-6 at 192nd St.	\$0.00	\$10,056.00
		Total	\$5,127.00	\$15,753.00

Table 5.11 - Safety 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 5.12 - 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
Heartland 2050 Mini-Grant Program				
MAPA	STBG-MAPA	General Planning	\$250.00	\$312.50
		Total - Heartland 2050 Mini-Grant Program	\$250.00	\$312.50
I-80: Sarpy County Interchange				
NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$1,000.00
		Total - I-80: Sarpy County Interchange	\$0.00	\$1,000.00
MAPA MPO Planning Allocation				
MAPA	PL	General Planning	\$144.18	\$180.23
		Total - MAPA MPO Planning Allocation	\$144.18	\$180.23
West Maple from I-680 to US 275				
Omaha	STBG-MAPA	General Planning	\$425.00	\$531.25
		Total - West Maple from I-680 to US 275	\$425.00	\$531.25

		Total	\$819.18	\$2,023.98
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Table 5.15 - Planning Projects in Fiscal Year 2

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
Heartland 2050 Mini-Grant Program				
MAPA	STBG-MAPA	General Planning	\$250.00	\$312.50
		Total - Heartland 2050 Mini-Grant Program	\$250.00	\$312.50
MAPA MPO Planning Allocation				
MAPA	PL	General Planning	\$144.18	\$180.23
		Total - MAPA MPO Planning Allocation	\$144.18	\$180.23
		Total	\$394.18	\$492.73

Table 5.16 - Planning Projects in Fiscal Year 3

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
MAPA MPO Planning Allocation				

MAPA	PL	General Planning	\$144.18	\$180.23
		Total - MAPA MPO Planning Allocation	\$144.18	\$180.23
		Total	\$144.18	\$180.23

Table 5.17 - Planning Projects in Fiscal Year 4

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
MAPA MPO Planning Allocation				
MAPA	PL	General Planning	\$144.18	\$180.23
		Total - MAPA MPO Planning Allocation	\$144.18	\$180.23
		Total	\$144.18	\$180.23

Table 5.18 - System Preservation Projects in Fiscal Year 1

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
lowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$45.00

Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$883.00
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$7,000.00
		Total	\$0.00	\$7,928.00
2016 Omaha Resurfacing Program				
Omaha	STBG-MAPA	AC Conversion	\$3,552.20	\$4,215.20
		Total - 2016 Omaha Resurfacing Program	\$3,552.20	\$4,215.20
2018 Omaha Resurfacing Program				
Omaha	STBG-MAPA	AC Conversion	\$5,142.54	\$5,142.54
		Total - 2018 Omaha Resurfacing Program	\$5,142.54	\$5,142.54
2022 Omaha Resurfacing Program				
Omaha	STBG-MAPA	AC Conversion	\$4,287.00	\$0.00
		Total - 2022 Omaha Resurfacing Program	\$4,287.00	\$0.00
275 Bridge Cleaning				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$57.00

		Total - 275 Bridge Cleaning	\$0.00	\$57.00
Benton Street Bridge over Indian Creek				
Council Bluffs	CHBP	UTIL-CON-CE	\$1,100.00	\$1,100.00
		Total - Benton Street Bridge over Indian Creek	\$1,100.00	\$1,100.00
I-480, 12th St-Mo River Bridge Paint				
NDOT	HBRRP	UTIL-CON-CE	\$8,025.00	\$8,917.00
		Total - I-480, 12th St-Mo River Bridge Paint	\$8,025.00	\$8,917.00
I-480, 20th-12th Bridge Painting				
NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$64.00
		Total - I-480, 20th-12th Bridge Painting	\$0.00	\$64.00
I-480, Bancroft St - Dewey St, Omaha				
NDOT	NHPP	UTIL-CON-CE	\$93.00	\$103.00
		Total - I-480, Bancroft St - Dewey St, Omaha	\$93.00	\$103.00
I-480 Missouri River Bridge				

NDOT	HBRRP	UTIL-CON-CE	\$3,144.00	\$3,493.00
NDOT	State-Iowa	UTIL-CON-CE	\$0.00	\$5,090.00
NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$200.00
		Total - I-480 Missouri River Bridge	\$3,144.00	\$8,783.00
I-480: Missouri River in Council Bluffs				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$30.00
		Total - I-480: Missouri River in Council Bluffs	\$0.00	\$30.00
I-680: AT W JCT I-29 (EB & WB)				
Iowa DOT	NHPP	UTIL-CON-CE	\$1,809.00	\$2,010.00
		Total - I-680: AT W JCT I-29 (EB & WB)	\$1,809.00	\$2,010.00
I-680: District 2-B High Mast Tower Replacement.				
NDOT	STBG-State	UTIL-CON-CE	\$3,150.00	\$3,500.00
		Total - I-680: District 2-B High Mast Tower Replacement.	\$3,150.00	\$3,500.00
I-680: District 2-C High Mast Tower Replacement				

NDOT	STBG-State	UTIL-CON-CE	\$3,600.00	\$4,000.00
		Total - I-680: District 2-C High Mast Tower Replacement	\$3,600.00	\$4,000.00
I-680: Fort St - Missouri River				
NDOT	NHPP	UTIL-CON-CE	\$175.00	\$194.00
		Total - I-680: Fort St - Missouri River	\$175.00	\$194.00
I-680: Irvington Rd - Missouri River				
NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$1.00
		Total - I-680: Irvington Rd - Missouri River	\$0.00	\$1.00
I-680: Missouri River in Council Bluffs - Eastbound & Westbound				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$48.00
		Total - I-680: Missouri River in Council Bluffs - Eastbound & Westbound	\$0.00	\$48.00
I-680 & US-6 Interchange				
NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$66.00
		Total - I-680 & US-6 Interchange	\$0.00	\$66.00

I-80, 13th St West, Omaha				
NDOT	NHPP	UTIL-CON-CE	\$133.00	\$148.00
		Total - I-80, 13th St West, Omaha	\$133.00	\$148.00
I-80/480/US-75 Bridge Painting				
NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$215.00
		Total - I-80/480/US-75 Bridge Painting	\$0.00	\$215.00
I-80: 60th St - 24th St, Omaha				
NDOT	NHPP	UTIL-CON-CE	\$5,659.00	\$6,288.00
		Total - I-80: 60th St - 24th St, Omaha	\$5,659.00	\$6,288.00
		Total	\$39,869.74	\$52,809.74

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	\$45.00
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$5,000.00
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$924.00
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$1,254.00
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$400.00
		Total	\$0.00	\$7,623.00
2018 Bellevue Resurfacing Project				
Bellevue	STBG-MAPA	AC Conversion	\$4,216.56	\$4,216.56
		Total - 2018 Bellevue Resurfacing Project	\$4,216.56	\$4,216.56
2020 Bellevue Resurfacing Project				
Bellevue	STBG-MAPA	AC Conversion	\$1,590.40	\$1,590.40
		Total - 2020 Bellevue Resurfacing Project	\$1,590.40	\$1,590.40

2020 Omaha Resurfacing Program				
Omaha	STBG-MAPA	AC Conversion	\$4,222.00	\$4,222.00
		Total - 2020 Omaha Resurfacing Program	\$4,222.00	\$4,222.00
275 Bridge Cleaning				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$57.00
		Total - 275 Bridge Cleaning	\$0.00	\$57.00
I-480: Missouri River in Council Bluffs				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$30.00
		Total - I-480: Missouri River in Council Bluffs	\$0.00	\$30.00
I-680: Missouri River in Council Bluffs - Eastbound & Westbound				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$48.00
		Total - I-680: Missouri River in Council Bluffs - Eastbound & Westbound	\$0.00	\$48.00
I-80: Missouri River in Council Bluffs - Eastbound & Westbound				

Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$42.00
		Total - I-80: Missouri River in Council Bluffs - Eastbound & Westbound	\$0.00	\$42.00
I-80: N-50 - 50th St, Omaha				
NDOT	NHPP	UTIL-CON-CE	\$6,846.00	\$7,607.00
		Total - I-80: N-50 - 50th St, Omaha	\$6,846.00	\$7,607.00
I-80 PAVEMENT REHAB: FRANKLIN AVE TO US 6				
Iowa DOT	NHPP	UTIL-CON-CE	\$959.40	\$1,066.00
		Total - I-80 PAVEMENT REHAB: FRANKLIN AVE TO US 6	\$959.40	\$1,066.00
I-80: Platte River - Millard East				
NDOT	NHPP	UTIL-CON-CE	\$3,016.00	\$3,351.00
		Total - I-80: Platte River - Millard East	\$3,016.00	\$3,351.00
N-31 Bridges North of N-36				
NDOT	HBRRP	UTIL-CON-CE	\$2,133.00	\$2,666.00

		Total - N-31 Bridges North of N-36	\$2,133.00	\$2,666.00
N-31: Elkhorn Viaduct				
NDOT	HBRRP	UTIL-CON-CE	\$4,759.00	\$7,013.00
		Total - N-31: Elkhorn Viaduct	\$4,759.00	\$7,013.00
N-36: Elkhorn River - N-133				
NDOT	STBG-State	UTIL-CON-CE	\$15,518.00	\$19,397.00
		Total - N-36: Elkhorn River - N-133	\$15,518.00	\$19,397.00
N-50 West				
NDOT	State-Nebraska	ROW	\$0.00	\$20.00
		Total - N-50 West	\$0.00	\$20.00
US-275/72nd St, Omaha				
NDOT	State-Nebraska	ROW	\$0.00	\$385.00
		Total - US-275/72nd St, Omaha	\$0.00	\$385.00
US-275: District 2-A High Mast Tower Replacement				

NDOT	STBG-State	UTIL-CON-CE	\$1,600.00	\$2,000.00
		Total - US-275: District 2-A High Mast Tower Replacement	\$1,600.00	\$2,000.00
US-275, L-28B - N-92 Resurfacing and Bridge Repairs				
NDOT	NHPP	UTIL-CON-CE	\$2,022.00	\$2,528.00
NDOT	State-Nebraska	ROW	\$0.00	\$5.00
		Total - US-275, L-28B - N-92 Resurfacing and Bridge Repairs	\$2,022.00	\$2,533.00
US-6, Fairview Rd.- Dodge St.				
NDOT	NHPP	UTIL-CON-CE	\$2,199.00	\$3,354.00
		Total - US-6, Fairview Rd.- Dodge St.	\$2,199.00	\$3,354.00
US-6: Linoma Beach - N-31				
NDOT	State-Nebraska	PE-NEPA-FD	\$0.00	\$617.00
		Total - US-6: Linoma Beach - N-31	\$0.00	\$617.00
		Total	\$49,081.36	\$67,837.96

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	\$45.00
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$5,000.00
		Total	\$0.00	\$5,045.00
2021 Bellevue Resurfacing Project				
Bellevue	STBG-MAPA	AC Conversion	\$3,632.59	\$3,632.59
		Total - 2021 Bellevue Resurfacing Project	\$3,632.59	\$3,632.59
275 Bridge Cleaning				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$57.00

		Total - 275 Bridge Cleaning	\$0.00	\$57.00
I-480, 20th-12th Bridge Painting				
NDOT	NHPP	UTIL-CON-CE	\$12,420.00	\$13,800.00
		Total - I-480, 20th-12th Bridge Painting	\$12,420.00	\$13,800.00
I-480: Missouri River in Council Bluffs				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$30.00
		Total - I-480: Missouri River in Council Bluffs	\$0.00	\$30.00
I-680: Missouri River in Council Bluffs - Eastbound & Westbound				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$48.00
		Total - I-680: Missouri River in Council Bluffs - Eastbound & Westbound	\$0.00	\$48.00
I-80/480/US-75 Bridge Painting				
NDOT	HBRRP	UTIL-CON-CE	\$5,324.00	\$5,916.00
		Total - I-80/480/US-75 Bridge Painting	\$5,324.00	\$5,916.00

I-80: Missouri River in Council Bluffs - Eastbound & Westbound				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$42.00
		Total - I-80: Missouri River in Council Bluffs - Eastbound & Westbound	\$0.00	\$42.00
N-50: South Papillion Creek Bridge				
NDOT	NHPP	UTIL-CON-CE	\$420.00	\$525.00
		Total - N-50: South Papillion Creek Bridge	\$420.00	\$525.00
N-50 West				
NDOT	HSIP	UTIL-CON-CE	\$1,470.00	\$3,731.00
NDOT	STBG-State	UTIL-CON-CE	\$8,392.00	\$8,392.00
		Total - N-50 West	\$9,862.00	\$12,123.00
US-275, 38th St Viaduct				
NDOT	HBRRP	UTIL-CON-CE	\$6,983.00	\$8,729.00
		Total - US-275, 38th St Viaduct	\$6,983.00	\$8,729.00

US-275: Big Papillion Creek Bridge In Omaha				
NDOT	HBRRP	UTIL-CON-CE	\$946.00	\$1,183.00
		Total - US-275: Big Papillion Creek Bridge In Omaha	\$946.00	\$1,183.00
US-75, Chandler Road - F Street				
NDOT	State-Nebraska	ROW	\$0.00	\$50.00
		Total - US-75, Chandler Road - F Street	\$0.00	\$50.00
US-75: US-75, Fairview Rd NB On-Ramp				
NDOT	NHPP	UTIL-CON-CE	\$352.00	\$440.00
		Total - US-75: US-75, Fairview Rd NB On-Ramp	\$352.00	\$440.00
		Total	\$39,939.59	\$51,620.59

Table 5.21 - System Preservation Projects in Fiscal Year 4

Lead Agency	Federal Funding Source	Phase	Federal Funding	Total Funding
275 Bridge Cleaning				

Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$57.00
		Total - 275 Bridge Cleaning	\$0.00	\$57.00
I-480: Missouri River in Council Bluffs				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$30.00
		Total - I-480: Missouri River in Council Bluffs	\$0.00	\$30.00
I-680: Missouri River in Council Bluffs - Eastbound & Westbound				
Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$48.00
		Total - I-680: Missouri River in Council Bluffs - Eastbound & Westbound	\$0.00	\$48.00
I-680 & US-6 Interchange				
NDOT	NHPP	UTIL-CON-CE	\$4,109.00	\$4,566.00
		Total - I-680 & US-6 Interchange	\$4,109.00	\$4,566.00
I-80: Missouri River in Council Bluffs - Eastbound & Westbound				

Iowa DOT	State-Iowa	UTIL-CON-CE	\$0.00	\$42.00
		Total - I-80: Missouri River in Council Bluffs - Eastbound & Westbound	\$0.00	\$42.00
NH-480-9(13)				
NDOT	NHPP	UTIL-CON-CE	\$8,710.00	\$11,900.00
		Total - NH-480-9(13)	\$8,710.00	\$11,900.00
Platte River East				
NDOT	HSIP	UTIL-CON-CE	\$1,350.00	\$1,350.00
NDOT	NHPP	UTIL-CON-CE	\$2,151.00	\$2,839.00
		Total - Platte River East	\$3,501.00	\$4,189.00
US-275/72nd St, Omaha				
NDOT	HBRRP	UTIL-CON-CE	\$10,326.00	\$13,210.00
		Total - US-275/72nd St, Omaha	\$10,326.00	\$13,210.00
US-6: Linoma Beach - N-31				

NDOT	STBG-State	UTIL-CON-CE	\$4,812.00	\$6,015.00
		Total - US-6: Linoma Beach - N-31	\$4,812.00	\$6,015.00
US-75, Chandler Road - F Street				
NDOT	NHPP	UTIL-CON-CE	\$16,735.00	\$21,486.00
		Total - US-75, Chandler Road - F Street	\$16,735.00	\$21,486.00
		Total	\$48,193.00	\$61,543.00

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
Bellevue				
ST 22(3)		2022 Overlay Projects	\$350,000.00	2022

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
ST 22(4)		2022 Reconstruction Projects	\$2,935,000.00	2022
ST 22(6)		Bridge Repairs	\$1,770,000.00	2022
ST 22(10)		Road Construction	\$80,000.00	2022
ST 23(2)		Concrete Projects	\$2,790,000.00	2023
ST 23(4)		2023 Reconstruction Projects	\$4,800,000.00	2023
ST 23(11)		Signal Improvements	\$75,000.00	2023
ST 24(2)		2024 Concrete Projects	\$2,855,000.00	2024
ST 24(3)		2024 Overlay Projects	\$2,405,000.00	2024
ST 24(4)		Capehart Rd; Kennedy Freeway to Dow St	\$1,125,000.00	2024

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
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 24(11)		Ft Crook Rd; Cornhusker Rd to Capehart Rd	\$650,000.00	2024
ST 25(2)		2025 Concrete Projects	\$2,710,000.00	2025
ST 25(3)		2025 Overlay Projects	\$2,550,000.00	2025
ST 23(10)		Road Construction	\$3,000,000.00	2025
ST 23(11)		Signal Improvements	\$285,000.00	2025
ST 26(3)		2026 Overlay Projects	\$390,000.00	2026
ST 27(2)		2027 Concrete Projects	\$1,225,000.00	2027

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
ST 27(3)		2027 Overlay Projects	\$325,000.00	2027
ST 27(4)		2027 Reconstruction Projects	\$2,965,000.00	2027
Bennington				
M-152-(50)		156th St - Repair pavement approaches to bridge over West Papio Creek on the south end (maybe complete with the Kempten Creek turn lane project)	\$35,000.00	2022
M-152-(52)		Citywide annual street preservation project (armor coat)	\$50,000.00	2022
M-152-(54)		Molley St - add speed table to street	\$12,000.00	2022
M-152-(35)		Warehouse St - Concrete, Curb Work/Ramps, Utilities, Construction, Detour, Storm Sewer/Culverts, Erosion Control	\$675,000.00	2022
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

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
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 -(36)		157th Cir - Concrete, Sidewalk/Trail, Curb Work, Storm Sewer/Culverts, Erosion Control	\$120,000.00	2027
M-152 -(37)		157th St - Concrete, Sidewalk/Trail, Curb Work/Ramps, Utilities, Construction Detour, Storm Sewer, Erosion Control	\$460,000.00	2027
M-152 -(40)		153rd Cir - Concrete, Construction Detour	\$40,000.00	2027
M-152 -(41)		Howard Lane - Asphalt, Sidewalk/Trail, Curb Ramp, Construction Detour	\$45,000.00	2027
M-152 -(42)		156th Av Cir - Asphalt, Curb Ramp, Traffic Control	\$35,000.00	2027
Douglas				
C-28(1 72)		ROW; grading, fencing, utilities, erosion 255th St - "Q" St to Harrison St	\$1,200,000.00	2025
C-28(2 53)		Grading; erosion control White Deer Lane, Edith Marie Ave	\$500,000.00	2027

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
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(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(419)		Add auxiliary lane, ROW; utilities; traffic control; sewer; erosion Irvington Rd - State St to McKinley St	\$1,750,000.00	2027
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(423)		New Bridge 28' x 70'; ROW; erosion control State St - 0.4 mile w/o 252nd St	\$500,000.00	2023
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(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(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(458)		Final Design, add auxiliary lane, grading, erosion control Irvington Rd - Ida St to Vane St	\$850,000.00	2025
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(466)		ROW, Design, Construction, ASIP 156th St - Fort St to Ida St	\$9,000,000.00	2027
C-28(476)		ASIP, Professional Engineering, ROW, Construction 156th St - Ida St to State St	\$9,000,000.00	2027
C-28(477)		Widen shoulders; ROW; sewer; erosion; grading; fencing 225th St - West Maple Rd to Bennington Rd	\$600,000.00	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(485)		Flatten curve; grading, fencing, storm sewer and erosion control Harrison St - 213th St to 225th St	\$750,000.00	2024
C-28(494)		Add auxiliary lane, 3-lane, grading, storm sewer/culvert 114th St and Reynolds St	\$1,126,000.00	2022

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
C-28(512)		Improve intersection; coordinate w/ SID's; ROW; utility; traffic device 168th and Ida St	\$1,500,000.00	2024
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(540)		Bridge C002800650: ROW, grading, erosion control 288th - 0.1 mile n/o Bennington Rd	\$350,000.00	2022
C-28(541)		New Bridge Bennington Rd - 0.4 mile e/o 288th St	\$350,000.00	2022
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(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(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

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
C-28(564)		New Bridge - No. 349 192nd St - 0.3 mile n/o Bennington Rd	\$300,000.00	2024
C-28(567)		Coordinate w/ SID's; add auxiliary lane; ROW, traffic control device, sewer 168th St and Reynolds St	\$400,000.00	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(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(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(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(581)		Add auxiliary lane, ROW, grading, sidewalk; Coordinate w/ SID 168th St at Reddick Avenue	\$862,000.00	2022
C-28(582)		Grading, curb work, ROW; coordinate w/ SID 96th St between State St and Irvington Rd	\$1,300,000.00	2022

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
C-28(585)		ROW; grading, overlay 300th St - Ida St to UPRR	\$1,000,000.00	2025
C-28(586)		Replace bridge 2802810 deck "Q" St Bridge over Elkhorn River	\$2,500,000.00	2024
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(588)		3-lane, grading, storm sewer and erosion control Bennington Rd and 168th St	\$920,000.00	2023
C-28(590)		ROW; grading 66th St - Northern Hills Drive to Twin Brooks Plz	\$379,200.00	2023
C-28(594)		Acquire ROW; grading; 3-lane; erosion control; storm sewer culvert 228th and "Q" Street	\$200,000.00	2023
C-28(595)		PCC; ROW; grading Harrison St w/o 204th St	\$1,165,000.00	2022
C-28(596)		Left turn lane, bridge re-deck, bridge rail 252nd and Ida St Intersection	\$250,000.00	2027
C-28(597)		Grade & construct 3 lane section; coordinate w/ SIDs; ROW 180th and Fort St Intersection	\$2,200,000.00	2025

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
C-28(598)		RCB 613; ROW; erosion control "F" St at 252nd St	\$300,000.00	2024
C-28(599)		Concrete box culvert; ROW 252nd St and Fort Circle	\$500,000.00	2024
C-28(600)		3-lane; grading; ROW Military Road at 171st St	\$350,000.00	2022
C-28(601)		Auxilliary 3-lane; ROW State St - Hwy 133 to 114th St	\$750,000.00	2024
C-28(602)		Pave shoulders; grading; ROW; remove roadside obstacles; storm sewer "Q" St - 252nd St to "I" St	\$500,000.00	2023
C-28(603)		3-lane; ROW; grading; erosion control 156th St at Kempton Creek Drive	\$350,000.00	2024
C-28(604)		Maintenance surfacing Various	\$1,400,000.00	2022
C-28(605)		Asphalt surfacing Various	\$2,600,000.00	2022
C-28(606)		Concrete panels Various	\$300,000.00	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
C-28(608)		Widen existing road; ROW Bennington Rd - 180th St to 204th St	\$750,000.00	2025
C-28(609)		New bridge 2810405 P Elk City Drive w/o Elk City	\$600,000.00	2025
C-28(610)		2-lane; ROW; erosion control; storm sewer Fremont St - 91st Circle to Newport St	\$200,000.00	2025
C-28(611)		New structure C002811310; ROW; erosion control 276th St - 0.15 mile n/o Hwy 36	\$300,000.00	2025
C-28(612)		New structure C002800205 P County Rd 0.3 mile w/o 276th St	\$300,000.00	2025
C-28(613)		282nd St 0.3 mile s/o Dutch Hall Rd	\$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
SP-2008(09)		Traffic signal 156th and State St	\$200,000.00	2023

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
SP-20 14(04)		Wetland bank 0.5 mile n/o 168th and Bennington Rd	\$1,400,000.00	2022
SP-20 19(15)		Traffic signal 168th and Daniel St	\$150,000.00	2023
SP-20 21(01)		Traffic signal; OPS and SID 156th and Iowa St	\$150,000.00	2022
SP-20 21(02)		Bridge 2815305; grading; ROW; utility; erosion control 36th St - 150 feet s/o Ponca Road	\$600,000.00	2022
SP-20 21(03)		Bridge approach; guardrail 228th St and West Dodge Road	\$42,000.00	2022
Gretna				
M-315 (141)		Street PCC Pavement Improvements		2022
M-315 (115)		220th Street - Fairview Road to R&R Road & R&R Road - 217th Street to 220th Street		2022
M-315 (135)		Capehart Road-East of Highway 6 to City Limits		2022

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
M-315 (142)		Lincoln Road - Highway 6/31 East		2022
M-315 (101)		R&R Road - Highway 6/31 to 217th Street		2027
M-315 (102)		Fairview Road - Highway 6/31 to 220th Street		2027
M-315 (70)		Alley between N. McKenna Ave & Aberdeen Street (North of Wallace St.)		2027
M-315 (112)		Angus Street - Cherokee Street to Bryan Street		2027
M-315 (126)		US Highway 6/31 - Jansen Drive Decel Turn Lane		2027
M-315 (129)		Platteview Road - West of Highway 31		2027
M-315 (125)		Apache Drive - Paradise Drive to Gruenther Road		2027
M-315 (96)		200th Street North of Highway 370		2027

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
M-315 (144)		Schram Road Lewison Lane to 192nd Street		2027
M-315 (146)		192nd Street - Schram Road to Hilltop Drive		2027
M-315 (147)		204th Street - Covington Blvd South		2027
M-315 (144)		W. Gruenther Road - 213th Street to 216th Street		2027
M-315 (140)		216th Street - Angus St. South to RR Tracks		2027
M-315 (96)		Fairview Road - US Highway 6/31 West		2027
M-315 (145)		Westplains Road - Pontiac Drive to Pawnee Drive		2027
La Vista				
STRT- 20-00 1		Annual Street Resurfacing	\$2,500,000.00	2027

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
STRT-17-003		Giles Rd. Traffic Flow Improvements	\$2,944,000.00	2027
STRT-21-002		Civic Center Park Access Road	\$1,250,000.00	2023
STRT-21-005		Traffic Signal Battery Backup at Signalized Intersections	\$56,000.00	2022
STRT-17-005		84th St. Underpass	\$200,000.00	2023
STRT-17-004		West Leg Summer Drive	\$250,000.00	2023
STRT-23-002		Bridge Deck Maintenance	\$900,000.00	2024
STRT-23-004		Transportation Network Study	\$50,000.00	2025

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
STRT-24-002		City Parking Lot Poles - Southport	\$60,000.00	2025
Omaha				
1982T-506		Major Intersection Improvements	\$9,000,000.00	2027
1982T-511		Street Improvement Capital	\$2,100,000.00	2027
1982T-512		Street Improvement Districts	\$36,000,000.00	2027
1982T-515		Traffic Signal Installation	\$10,000,000.00	2027
1989T-507		Major Street Curb and Inlet Replacement Program	\$24,000,000.00	2027
1992T-508		Neighborhood Curb and Inlet Rehabilitation Program	\$27,000,000.00	2027
2000T-513		Traffic Calming Program	\$1,200,000.00	2027

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
2004T-502		Bridge Replacement and Reconstruction	\$12,219,000.00	2027
2006T-510		Sidewalks & ADA Ramps	\$2,700,000.00	2027
2006T-517		Infrastructure Rehabilitation	\$84,895,000.00	2027
2013T-503		Bicycle Parking Program	\$54,000.00	2027
2013T-504		Complete Streets Corridor Study Program	\$600,000.00	2027
2014T-207		UNO Arena Street Improvements	\$1,000,000.00	2022
2014T-309		Crossroads Infrastructure Improvements	\$6,500,000.00	2023
2015T-208		72nd Street Bridge at D Street	\$16,319,000.00	2022
2015T-416		192nd and Dodge Street Interchange	\$21,214,000.00	2025

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
2016T-124		48th Street - Harrison Street to Q Street	\$13,003,000.00	2023
2016T-421		156th Street - Pacific to Dodge	\$10,400,000.00	2023
2016T-422		114th Street – Pacific to West Center Road	\$8,105,000.00	2026
2016T-424		Fort Street – 123rd to 132nd Street	\$18,916,000.00	2025
2017T-214		Saddle Creek Development Infrastructure (UNMC)	\$18,000,000.00	2027
2017T-311		108th-Decatur Street to Burt Street	\$8,920,000.00	2022
2018T-127		North Downtown Truck Route Bypass	\$13,660,000.00	2025
2018T-425		Pacific Street - 169th to 178th Street	\$5,479,000.00	2026
2018T-519		Urban Design Retrofit Projects	\$2,040,000.00	2027

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
2019T-131		11th Street - IZard Street to Cuming Street	\$1,000,000.00	2024
2019T-132		12th Street - Millwork Avenue to Seward Street	\$1,500,000.00	2024
2019T-217		Farnam Street - Saddle Creek Road to Happy Hollow Blvd	\$2,100,000.00	2023
2019T-426		180th Street - Harney Street to Arbor Street	\$15,000,000.00	2024
2019T-520		Retaining Wall Program	\$4,500,000.00	2027
2019T-521		City of Omaha Master Plan Update	\$2,000,000.00	2023
2020T-134		Leavenworth Street - 7th to 13th Street	\$1,356,000.00	2023
2021T-509		Residential Resurfacing Program	\$60,000,000.00	2027
2022T-120		North Freeway (Hwy 75) Bridges - Parker Street to Ames Ave	\$3,900,000.00	2023

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
2022T-137		14th Street - Nicholas Street to Millwork Avenue	\$500,000.00	2025
2022T-138		Millwork Avenue - 13th Street to 14th Street	\$500,000.00	2025
2022T-405		Highway 50 (144th Street & Millard Avenue) - Harrison Street to L Street	\$980,000.00	2023
2022T-427		203rd Street - Veterans Drive to Cumberland Drive	\$485,000.00	2022
Papillion				
M483-228A		N. Osage St Connection - E 1st St to Osage Dr Design	\$36,667.00	2022
M483-252A		East 3rd St Connection to American Pkwy Design	\$36,667.00	2022
M483-226A		N Beadle St Connection - E 1st St to E 2nd St Design	\$36,667.00	2022
M483-236		Pavement Repair Program	\$2,200,000.00	2022

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
M483-242		Bond Payment	\$4,097,725.00	2022
M483-279		Traffic Signal Upgrades	\$200,000.00	2022
M483-288A		Hwy 370 Underpass	\$200,000.00	2022
M483-294		Signal Timing Study - S 72nd & Cornhusker Corridors	\$125,000.00	2022
M483-295		2nd St & S 84th St HAWK Signal	\$300,000.00	2022
M483-290		S Washington St & Cedardale Rd Turn Lane - Southbound to Eastbound	\$250,000.00	2023
M483-117		W 5th St - N Adams St to Cul-de-sac	\$100,000.00	2024
M483-169A		Cornhusker Rd./Sixth St./Portal Rd. Design - S 72nd St to S 108th St	\$300,000.00	2024
M483-254		Pavement Repair Program	\$2,350,000.00	2024

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
M483-255		Bond Payment	\$3,663,330.00	2024
M483-269		Schram Road - Hwy 50 to S 156th St	\$2,000,000.00	2024
M483-282		Traffic Signal Upgrades	\$200,000.00	2024
M483-262		Pavement Repair Program	\$2,404,000.00	2025
M483-292		N-85 Overlay	\$2,500,000.00	2025
M483-263		Bond Payment	\$3,057,587.00	2025
M483-283		Traffic Signal Upgrades	\$200,000.00	2025
M483-272		Pavement Repair Program	\$2,480,000.00	2026
M483-273		Bond Payment	\$2,895,967.00	2026

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
M483-284		Traffic Signal Upgrades	\$200,000.00	2026
M483-285		Pavement Repair Program	\$2,480,000.00	2027
M483-287		Bond Payment	\$1,627,777.00	2027
M483-286		Traffic Signal Upgrades	\$200,000.00	2027
Ralston				
M-508-(163)		84th Street New Bridge	\$400,000.00	2022
M-508-(164)		Miscellaneous Locations Concrete Panel Replacement	\$25,000.00	2022
M-508-(129)		75th Street Asphalt, Curb and Gutter, Storm Sewer, Sidewalk	\$110,000.00	2027
M-508-(149)		72nd Street Traffic Signal	\$300,000.00	2027

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
M-508 -(167)		Downtown Concrete Panel Replacement	\$160,000.00	2027
M-508 -(168)		84th Street to Miller Ave - Highland to Maywood Pavement Repairs, Curb and Gutter Repairs, Sidewalk Ramps	\$415,000.00	2027
M-508 -(169)		State Street Pavement Repairs, Curb and Gutter Repairs, Sidewalk Ramps	\$155,000.00	2027
M-508 -(170)		Seymour Street to Lakeview Street - 79th Street to 78th Street Pavement Repairs, Curb and Gutter Repairs, Sidewalk Ramps	\$375,000.00	2027
M-508 -(171)		Seymour Street Pavement Repairs, Curb and Gutter Repairs, Sidewalk Ramps	\$190,000.00	2027
M-508 -(172)		L Street Frontage Pavement Repairs, Curb and Gutter Repairs, Sidewalk Ramps	\$200,000.00	2027
M-508 -(173)		State Street Pavement Repairs, Curb and Gutter Repairs, Sidewalk Ramps	\$210,000.00	2027
M-508 -(174)		Monroe Street to Harrison Street - 86th Street to 84th Street Pavement Repairs, Curb and Gutter Repairs, Sidewalk Ramps	\$320,000.00	2027
M-508 -(175)		Monroe Street to Harrison street - 90th Street to 86th Street Pavement Repairs, Curb and Gutter Repairs, Sidewalk Ramps	\$500,000.00	2027

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
M-508 -(176)		Main Street Pavement Repairs, Curb and Gutter Repairs, Sidewalk Ramps	\$320,000.00	2027
M-508 -(177)		Oakwood Street to Maywood Street - Miller Ave to 75th Street Pavement Repairs, Curb and Gutter Repairs, Sidewalk Ramps	\$280,000.00	2027
M-508 -(178)		84th Street Viaduct Southeast Abutment Jersey barrier and Fence Repair	\$125,000.00	2027
M-508 -(179)		72nd Street and Harrison Street Intersection Pavement Repairs	\$20,000.00	2027
Sarpy				
19-10		150th Street - Realign 150th Street between HWY 370 and Shephard Street. Traffic signals at HWY 370 and 150th Street	\$1,000,000.00	2022
20-05		Cornhusker Road - Logistics Hub support project	\$155,000.00	2022
17-04		Cornhusker Road - Paving of 3-lane concrete section. Mix of rural and urban sections.	\$2,222,000.00	2022
19-27		Harrison Street - County cost to partner with Coventry Subdivision and Douglas County. Future reimbursement by next development to the south.	\$380,000.00	2022

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
19-05 A		Schram Road - Pave 3-lane and 2-lane sections in partnership with development.	\$1,000,000.00	2022
19-08		Wittmus Drive - County participation for one-lane of roadway in partnership with development	\$975,000.00	2022
10-05 B/C		168th Street - Bridge 147 & Paving - Replace bridge (winter 2020-2021). Paving of 168th Street from Morgan to Schram Road. Bridge priority ranking #7.	\$1,000,000.00	2022
17-01/ 18-01		180th Street Giles Road - 180th Street - Storage Road to Giles Road: Paving 3-lane urban section with a 4-span viaduct over BNSF RR and S. Papillion Creek. 180th Street - Giles Road to Meridian Road: Paving 4-lane urban divided section. 180th Street - Meridian Road to Cornhusker Road: Paving 3-lane urban section including a concrete box culvert and roundabout at the intersection of 180th Street and Cornhusker Road. Giles Road - 174th Street to S. Papillion Creek: Paving combination of 3-lane/4-lane urban divided section.	\$17,531,000.00	2022
19-15		114th Street - Phase 1: Widening 114th Street Schram Road to north of culvert, 100% development paid. Phase 2: Pave 2-lanes of 114th Street and replace culvert from north of culvert to Capehart Road to be completed when development occurs.	\$2,000,000.00	2027
18-15		150th Street - Project adjacent to Facebook Datacenter	\$1,000,000.00	2027

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
21-01		168th Street - Design to 60 percent plans. \$3.75 million in FY2028.	\$18,420,000.00	2027
19-04		36th Street - Preliminary design to 60 percent in cooperation with the City of Bellevue. Construction in FY2024.	\$500,000.00	2027
13-02		60th Street - Preliminary design FY2021, Final Design FY2022, ROW FY2022, Construction FY2022/23. Pending development.	\$5,271,000.00	2027
12-08		66th Street - Partnership project with La Vista.	\$250,000.00	2027
19-33		66th Street - New roadway to connect 66th Street.	\$500,000.00	2027
14-15		Buffalo Road Stream Stabilization - Project to protect Buffalo Road from adjacent stream. Papillion-Missour River Natural Resources District providing reimbursement.	\$2,175,000.00	2027
15-02		Cornhusker Road - New overpass over existing bridge and creek. \$5.3 million in FY2028	\$9,700,000.00	2027
19-07		Cornhusker Road - Paving project in partnership with the PMRNRD, Papillion, and SID 317.	\$1,360,000.00	2027
05-01		Harrison Street - Development dependent project, future construction estimate of \$2 million will be programmed pending future consideration.	\$2,200,000.00	2027

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
10-01		Harrison Street - Design for future roadway widening. Design in FY2023. ROW in FY2024.	\$594,000.00	2027
19-30		180th/192nd PEL/IJR - Planning and Environmental Linkages (PEL) Study leading to the Interchange Justification Report (IJR) for the new proposed interchange on I-80 in western Sarpy County	\$70,000.00	2027
20-01		Platteview Road - Corridor design to 60 percent in FY2021 (HWY 75 to 108th Street), 30 percent design in 2022 (108th Street to HWY 50), ROW acquisition in FY2022, construction in FY2023 and FY2024. Proposed set aside of additional funding to continue improvement further west.	\$38,600,000.00	2027
16-01		Schram Road - County cost to pave Schram Road adjacent to new subdivisions.	\$2,700,000.00	2027
19-06		Schram Road - Project adjacent to new PMRNRD Dam	\$3,500,000.00	2027
25-06		Meridian Road 192nd Street - Includes 192nd Street, Giles Road to Cornhusker Road. Grading 4-lane divided section, and paving a combination of 3-lane and 2-lane urban sections on Meridian Street between 180th and 192nd, and on 192nd Street between Cornhusker and Meridian, including a CBC structure. Additionally, grading and paving a 3-lane urban section on Giles Road, between S. Papio Creek and 192nd, including a 3-span viaduct over BNSF, and a single span bridge over S. Papio Creek. A roundabout is	\$37,269,000.00	2027

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
		proposed at the intersection of 192nd and Giles. Also includes Giles Road improvements from Papillion Creek to 192nd Street.		
17-03		Cornhusker Road 192nd Street - Includes 192nd Street, Cornhusker Road to Lincoln Road. Grading and paving a 3-lane urban section on 192nd Street. Additionally, grading and paving a 3-lane rural section on Cornhusker Road.	\$4,362,000.00	2027
25-09		180th Street - Grading and paving a 3-lane urban section between Cornhusker Road and HWY 370.	\$7,074,000.00	2027
10-04		Fort Crook Road - Bridge 235 - Alternatives Report - Repair, Replace, Abandon. Bridge priority #12. Preliminary design.	\$250,000.00	2027
17-10		Schram Road - Development driven.	\$0.00	2027
20-22		156th Street - New road on new alignment.	\$1,000,000.00	2027
21-07		Asphalt Overlay Program-Buffalo Road - FY2022 Project will focus on Buffalo Road.	\$1,370,000.00	2027
22-04		Capehart Road 204th Street	\$2,000,000.00	2027
22-05		108th Street	\$500,000.00	2027

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
05-02/ 03/04		Centennial Road - Paving of 2-lane section.	\$6,000,000.00	2027
21-03, Phase 2		Schram Road - Improve Schram Road to accommodate growth and new Gretna school.	\$2,215,000.00	2027
10-05 B/C		168th Street - Bridge 147 & Paving - Replace bridge (winter 2020-2021). Paving of 168th Street from Morgan to Schram Road. Bridge priority ranking #7.	\$1,000,000.00	2027
03-03		234th Street - Bridge 207 - Bridge replacement. Bridge priority #21. Design complete.	\$735,000.00	2027
12-02/ 19-24		75th Street - Bridge 46/120th Street - Bridge 72 - Replace bridge using the County Bridge Match Program (CBMP). Bridge priority #2. Preliminary design.	\$1,500,000.00	2027
20-26		Harlan Lewis Road & Bridge 5 Analysis	\$13,000.00	2022
21-08		Riha Road Intersection - Close Riha Road and HWY 50 intersection and improve HWY 50 and HWY 31 intersection. NDOT to reimburse in future years.	\$625,000.00	2027
21-06		Platteview Road - Intersection improvements with City of Springfield and NDOT	\$750,000.00	2027

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
14-03		Capehart Road Railroad Crossing - Safety improvement to BNSF crossing.	\$500,000.00	2022
03-02		Capehart Road - Bridge 210 - Replace and extend existing culvert. Roadway improvements. Bridge priority #29. Design complete.	\$750,000.00	2027
18-02		Platteview Road - Intersection improvements	\$350,000.00	2022
19-21		234th Street - Redfeather - Replace storm sewer	\$700,000.00	2027
20-25		Project Gemini - Improvements to Capehart Road, 156th Street, and Fairview Road in partnership with Papillion and Springfield. \$2.25 million in FY2028	\$1,150,000.00	2027
09-02		156th Street Intersection	\$190,000.00	2027
20-23		Fort Crook Road	\$0.00	2027
12-02/ 19-24		75th Street - Bridge 46/120th Street - Bridge 72 - Replace bridge using the County Bridge Match Program (CBMP). Bridge priority #2. Preliminary design.	\$1,500,000.00	2027
24-04		Schram Road Bridge Replacements	\$1,050,000.00	2022
23-04		Buffalo Road Bridge Replacements	\$1,697,000.00	2027

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
Springfield				
M-554 (14)		Main Street from NE Hwy. SO to approx. 150' east of Railroad Street Replace existing road with 25-50' wide, 9" concrete street	\$475,000.00	2022
M-554 (16)		Main Street from LA Bates Street to 10th Avenue Widen Existing Road to 31' with Curb & Gutter	\$904,000.00	2022
M-554 (30)		2nd Street from Main Street to Platteview Road Replace existing road with 24-35' wide, 8" concrete street	\$1,226,000.00	2022
M-554 (34)		Platteview Road from 2nd Street to east corporate limit line east of 5th Avenue Overlay existing road with 2.5" of asphalt	\$123,000.00	2022
M-554 (7)		Spruce Street from 3rd Street to 4th Street Replace existing road with 28' wide, 6" concrete street	\$111,000.00	2027
M-554 (8)		Spruce Street from 4th Street to 6th Street Replace existing road with 28' wide, 6" concrete street	\$217,000.00	2027
M-554 (31)		Platteview Drive from 2nd Street to end of pavement east of 5th Avenue Replace existing road with 26' wide, 6" concrete street	\$482,000.00	2027
Valley				

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
MS99 {73}		R.R. Crossing at Spruce Street		2022
MS99 {67}		Potter St.- 285th Cir. To 286th St.; 286th St. - 288th St. to Potter; 285th Ave. Cir. - Potter to end of Cul-de-sac		2022
MS99 {68}		State St. Overlay- 281st to 288th		2022
MS99 {69}		288th St. Overlay - State St. to 286th St.		2022
M599 {57}		Ginger Cove Connector- Ginger Cove Rd. to Ginger Woods Rd.		2022
M599 {54}		Intersection of Lakewood and Waring		2022
MS99 {74}		Condron Street- East St. to Center St.		2022
MS99 (70)		Mill and Overlay Ginger Cove Bridge Deck		2022
M599 {75}		Flatwater Estates Phase 1 {284th St., Mary St., 285th St., Bauman St., Martin Cir.)		2022

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
MS99 (17)		Platte St. -Valley to Gardiner		2027
M599 {18}		Park Ave. - Park Rd. to Whittingham		2027
M599 (19)		S. West - Meigs to So. City Limits		2027
M599 (41)		Intersection of Mayne and Harrier		2027
MS99 {31}		Intersection of East and Condron		2027
M599 {28}		Intersection of Third and Spruce		2027
MS99 (35)		Third Street - Locust to Spruce		2027
M599 (52)		Meigs St. - 290th to Ginger Woods Rd.		2027
MS99 (72)		Ginger Woods Rd. Overlay- Hwy 64 to Arcadia St.		2027

Project ID	Project Type	Project Description	Total Project Cost	Target Construction Year
M599 (71)		Sunset Circle & So. East St. Intersection		2027

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 will review this document for approval on June 22, 2023.

Please call 402-444-6866 to obtain permission of use.

Agenda Item E

FY2023 TIP Amendment 9

FY2023 TIP Amendment 9

Effective Date	06/22/2023
Referring Committee(s)	TTAC
Committee Recommendation	Pending
Staff Recommendation	Approve

Background

The FY2023 TIP was approved by the Board of Directors in June of 2022 and became effective October 1, 2022. Since then several amendments have been needed to accommodate cost and scope changes for projects within.

Revisions

Lead Agency	Project Name	Description	Details
Funding Increase			
NDOT	N-50 Concrete Repair	State funding in FY2023 for UTIL-CON-CE increased from \$2,534,000 to \$3,393,000, STBG-State increased from \$2,006,000 to \$3,153,000, NHPP funding increased from \$7,947,000 to \$9,941,000, HSIP funding increased from \$966,000 to \$1,379,000, and Omaha local funding increased from \$2,518,000 to \$2,720,000.	view
Project Added - New			
Omaha	24th Street Streetscape Improvements	Project added for streetscape improvements on 24th Street using Other Discretionary funding. FY2023 PE-NEPA-FD funding is \$329,600.00 federal and \$82,400.00 local. FY2025 PE-NEPA-FD funding is \$91,680.00 federal and \$22,920.00 local. FY2025 ROW funding is \$48,000.000 federal and \$12,000.00 local. FY2026 UTIL-CON-CE funding is \$3,514,400.00 federal and \$878,600.00 local.	view
Omaha	Blackstone Streetscape Improvements	Project added for streetscape improvements on Blackstone using Other Discretionary funding. FY2023 PE-NEPA-FD funding is \$153,320.00 federal, \$19,090.00 state, and \$130,600.00 local. FY2025 PE-NEPA-FD funding is \$40,420.00 federal, \$5,030.00 state, and \$34,430.00 local. FY2025 ROW funding is \$30,360.00 federal, \$3,780.00 state, and \$25,860.00 local. FY2026 UTIL-CON-CE funding is \$1,549,400.00 federal, \$192,910.00 state, and \$1,319,740.00 local.	view