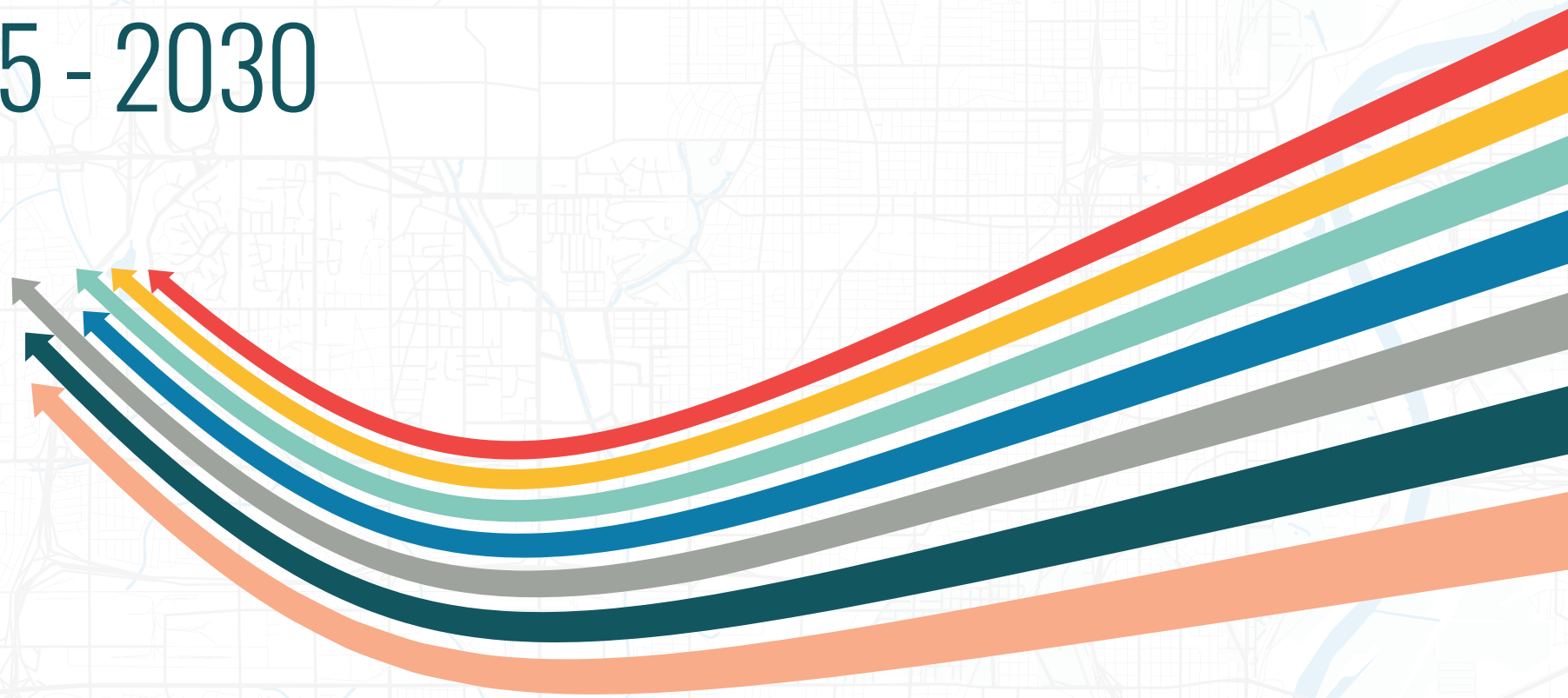


TRANSPORTATION IMPROVEMENT PROGRAM

2025 - 2030



MAPA

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OMAHA-COUNCIL BLUFFS METROPOLITAN AREA PLANNING AGENCY

RESOLUTION NUMBER 2024 – 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 2025 - 2030 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 2025 - 2030 TIP, and recommends said program be forwarded to the appropriate state and federal agencies.

PASSED this 27th Day of June 2024

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, Transportation Development 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.

Carbon Reduction Program (CRP) Funding - CRP provides funding for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. CRP funds are apportioned to states on a formula basis. A portion of this funding is allocated to MPOs.

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 FY2024 is available to be spent from FY2024 to FY2027.

Beginning in FY2019, some projects in the Iowa portion of MAPA's TMA became eligible for Iowa DOT's Swap program. Projects that would have received STBG funds can swap those funds for Iowa Primary Road funds. In the development of the FY2019 program, representatives from MAPA and Iowa DOT met to review upcoming projects and identify candidates for Swap. MAPA has agreed to participate in the Swap program and projects identified as eligible in coordination with Iowa DOT are marked as 'STBG-MAPA (Swap)' in the project tables in Section 5. SWAP is being discontinued with the passing of the IIJA. Projects identified as SWAP will be eligible to continue through fiscal year 2023, but projects letting in future years will not be SWAP eligible.

Transportation Alternatives Program (TAP)

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

Pedestrian and Bicycle Facilities (including ADA improvements)

Vegetation Management

Safe Routes for Non-Drivers

Conversion of Abandoned Railway Corridors to Trails

Scenic Turn-Outs and Overlooks

Outdoor Advertising Management

Historic Preservation & Rehabilitation of Historic Transportation Facilities

Archaeological Activities

Environmental Mitigation

Stormwater Mitigation

Wildlife Management

Carbon Reduction Program (CRP)

CRP projects are federally funded, community-based projects that focus on reducing transportation emissions and include TAP-eligible projects, development of alternative fuel infrastructure, and other efforts to aid in adoption of alternative transportation. Much like the STBG-MAPA program, funding for these projects is suballocated to the MAPA region by the states.

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.

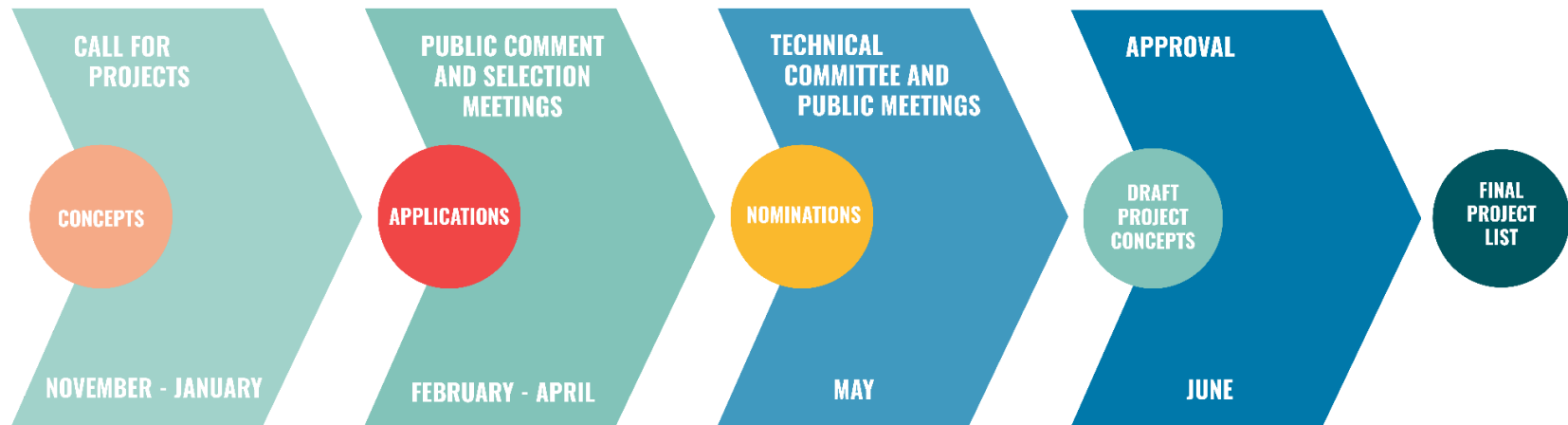
MAPA has been designated by the governors of Nebraska and Iowa to administer the Section 5310 program for the Omaha-Council Bluffs region. The Coordinated Transit Committee oversees the development of MAPA's Coordinated Transportation Plan (CTP) – the guiding document for the Section 5310 program's administration.

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.

FY2025 Project Selection Schedule & Public Involvement

MAPA issued a call for projects on October 30, 2023 and accepted applications through January 12, 2024. Project selection proceeded according to the following schedule:

- Open the Call - October 30, 2023
- Applications Due - January 12, 2024
- Public Comment Period for Applications - February 2024
- Project Selection Meetings - March/April 2024
- TTAC & Board Review of Draft TIP - May 2024
- Public Comment Period for the Draft TIP - May & June 2024
- TTAC & Board Approval of Final TIP - June 2024
- Award Notifications - July 2024

317 comments were received on proposed projects. An analysis of the feedback is included with this TIP as Appendix A.

The draft TIP was released for public comment on May 23, 2024. This section will be updated with the results of this comment period when the final TIP is approved on June 27, 2024.

2.2 Project Selection Criteria

MAPA's Project Selection Policy Guide

For more information regarding project selection criteria and other project selection related items, please check out MAPA's [Project Selection Policy Guide](#).

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). Beginning July 1, 2024, MAPA will collect a "TIP fee" for federal-aid projects in the Transportation Improvement Program (TIP) funded through the regional Carbon Reduction Program (CRP). These funding sources are identified in the TIP as STBG-MAPA, TAP-MAPA, and CRP-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, TAP-MAPA, and CRP-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:

- For Nebraska projects, increasing a project's cost by 20% or \$2 million, whichever is greater
- For Iowa projects, increasing a project's federal aid by 30% or \$2 million

- Adding a project to, or removing a project from 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	'25 Fed. Aid	'25 Total	'26 Fed. Aid	'26 Total	'27 Fed. Aid	'27 Total	'28 Fed. Aid	'28 Total	Non-Fed Total	Fed Total	Total Cost	Spend Auth.	Bal.
BRI / HBRRP	\$10,184.00	\$13,794.00	\$0.00	\$0.00	\$0.00	\$0.00	\$2,324.00	\$2,347.24	\$4,191.00	\$12,508.00	\$16,699.00	\$12,508.00	\$0.00
CMAQ	\$10,066.44	\$12,583.05	\$6,444.66	\$6,509.11	\$0.00	\$0.00	\$0.00	\$0.00	\$4,127.77	\$16,511.10	\$20,638.87	\$16,511.10	\$0.00
CRP-MAPA	\$4,503.45	\$5,629.31	\$1,852.20	\$1,870.72	\$7,705.15	\$7,782.20	\$1,692.54	\$1,709.47	\$3,938.34	\$15,753.34	\$19,691.68	\$16,763.78	\$1,010.44
Discretionary	\$7,858.78	\$16,864.88	\$37,709.80	\$37,973.70	\$0.00	\$0.00	\$0.00	\$0.00	\$19,558.85	\$45,568.58	\$65,127.43	\$45,568.58	\$0.00
HSIP	\$457.51	\$508.35	\$3,720.00	\$3,757.20	\$3,726.00	\$3,763.26	\$0.00	\$0.00	\$727.84	\$7,903.51	\$8,631.35	\$7,903.51	\$0.00
NHPP	\$27,135.00	\$34,630.00	\$67,102.00	\$67,601.31	\$22,560.00	\$22,747.30	\$35,557.00	\$35,864.17	\$28,346.00	\$152,354.00	\$180,700.00	\$152,354.00	\$0.00
STBG-MAPA	\$20,383.06	\$30,474.82	\$14,728.59	\$14,875.88	\$8,330.00	\$8,413.30	\$40,206.70	\$40,608.77	\$13,780.82	\$83,648.35	\$97,429.17	\$83,872.44	\$224.09
STBG-State	\$24,094.00	\$29,061.00	\$714.00	\$721.14	\$4,812.00	\$4,860.12	\$0.00	\$0.00	\$6,371.00	\$29,620.00	\$35,991.00	\$29,620.00	\$0.00
TAP-MAPA	\$1,773.80	\$2,217.50	\$1,684.00	\$1,700.84	\$3,615.60	\$3,651.76	\$0.00	\$0.00	\$1,768.60	\$7,073.40	\$8,842.00	\$11,127.16	\$4,053.76
TAP-State	\$368.00	\$460.00	\$5,920.00	\$5,979.20	\$7,500.00	\$7,575.00	\$9,392.00	\$9,485.92	\$3,920.00	\$23,180.00	\$27,100.00	\$23,180.00	\$0.00
Total	\$106,824.04	\$146,222.91	\$139,875.25	\$140,989.10	\$58,248.75	\$58,792.94	\$89,172.24	\$90,015.57	\$86,730.22	\$394,120.28	\$480,850.50	\$399,408.57	\$5,288.29

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

Program	'25 Fed. Aid	'25 Total	'26 Fed. Aid	'26 Total	'27 Fed. Aid	'27 Total	'28 Fed. Aid	'28 Total	Non-Fed Total	Fed Total	Total Cost	Spend Auth.	Bal
CHBP	\$1,500.00	\$2,000.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$500.00	\$1,500.00	\$2,000.00	\$1,500.00	\$0.00
HSIP	\$90.00	\$100.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$10.00	\$90.00	\$100.00	\$90.00	\$0.00
NHPP	\$2,044.80	\$2,999.00	\$2,520.00	\$2,800.00	\$6,292.80	\$6,355.73	\$6,252.30	\$6,314.82	\$2,628.10	\$17,109.90	\$19,738.00	\$17,109.90	\$0.00
PL	\$144.18	\$180.23	\$144.18	\$180.23	\$144.18	\$145.62	\$0.00	\$0.00	\$108.15	\$432.54	\$540.69	\$432.54	\$0.00
STBG-MAPA	\$2,405.00	\$3,006.00	\$0.00	\$0.00	\$4,528.00	\$4,573.28	\$4,525.00	\$4,570.25	\$4,114.00	\$11,458.00	\$15,572.00	\$28,637.98	\$17,179.98
TAP-MAPA	\$0.00	\$0.00	\$90.00	\$100.00	\$721.35	\$728.56	\$0.00	\$0.00	\$190.34	\$811.35	\$1,001.69	\$1,116.71	\$305.36
Total	\$6,183.98	\$8,285.23	\$2,754.18	\$3,080.23	\$11,686.33	\$11,803.19	\$10,777.30	\$10,885.07	\$7,550.59	\$31,401.79	\$38,952.38	\$48,887.13	\$17,485.34

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

Program	'25 Fed. Aid	'25 Total	'26 Fed. Aid	'26 Total	'27 Fed. Aid	'27 Total	'28 Fed. Aid	'28 Total	Non-Fed Total	Fed Total	Total Cost	Spend Auth.	Bal.
BRI / HBRRP	\$10,184.00	\$10,285.84	\$0.00	\$0.00	\$0.00	\$0.00	\$2,324.00	\$2,347.24	\$4,191.00	\$12,508.00	\$16,699.00	\$12,508.00	\$0.00
CHBP	\$1,500.00	\$1,515.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$500.00	\$0.00	\$2,000.00	\$1,500.00	\$0.00
CMAQ	\$10,066.44	\$10,167.10	\$6,444.66	\$6,509.11	\$0.00	\$0.00	\$0.00	\$0.00	\$4,127.77	\$16,511.10	\$20,638.87	\$16,511.10	\$0.00
CRP-MAPA	\$4,503.45	\$4,548.48	\$1,852.20	\$1,870.72	\$7,705.15	\$7,782.20	\$1,692.54	\$1,709.47	\$3,938.34	\$15,753.34	\$19,691.68	\$18,045.02	\$2,291.68
Discretionary	\$7,858.78	\$7,937.37	\$37,709.80	\$37,973.70	\$0.00	\$0.00	\$0.00	\$0.00	\$19,558.85	\$45,568.58	\$65,127.43	\$45,568.58	\$0.00

Program	'25 Fed. Aid	'25 Total	'26 Fed. Aid	'26 Total	'27 Fed. Aid	'27 Total	'28 Fed. Aid	'28 Total	Non-Fed Total	Fed Total	Total Cost	Spend Auth.	Bal.
FTA 5339	\$1,107.00	\$1,118.07	\$513.70	\$518.84	\$565.07	\$570.72	\$3,721.58	\$3,758.80	\$1,476.84	\$2,167.35	\$7,384.19	\$7,145.59	\$1,238.24
HSIP	\$547.51	\$552.99	\$3,720.00	\$3,757.20	\$3,726.00	\$3,763.26	\$0.00	\$0.00	\$737.84	\$7,903.51	\$8,731.35	\$7,993.51	\$0.00
NHPP	\$29,179.80	\$29,471.60	\$69,622.00	\$70,146.51	\$28,852.80	\$29,103.03	\$41,809.30	\$42,178.99	\$30,974.10	\$152,354.00	\$200,438.00	\$169,463.90	\$0.00
PL	\$144.18	\$145.62	\$144.18	\$145.62	\$144.18	\$145.62	\$0.00	\$0.00	\$108.15	\$0.00	\$540.69	\$432.54	\$0.00
STBG-MAPA	\$22,788.06	\$23,015.94	\$14,728.59	\$14,875.88	\$12,858.00	\$12,986.58	\$44,731.70	\$45,179.02	\$17,894.82	\$83,648.35	\$113,001.17	\$112,510.42	\$17,404.07
STBG-State	\$24,094.00	\$24,315.85	\$714.00	\$721.14	\$4,812.00	\$4,860.12	\$0.00	\$0.00	\$6,371.00	\$29,620.00	\$35,991.00	\$29,620.00	\$0.00
TAP-MAPA	\$1,773.80	\$1,791.54	\$1,774.00	\$1,791.74	\$4,336.95	\$4,380.32	\$0.00	\$0.00	\$1,958.94	\$7,073.40	\$9,843.69	\$12,243.87	\$4,359.12
TAP-State	\$368.00	\$371.68	\$5,920.00	\$5,979.20	\$7,500.00	\$7,575.00	\$9,392.00	\$9,485.92	\$3,920.00	\$23,180.00	\$27,100.00	\$23,180.00	\$0.00
Total	\$114,115.02	\$115,237.08	\$143,143.13	\$144,289.66	\$70,500.15	\$71,166.85	\$103,671.12	\$104,659.44	\$95,757.65	\$396,287.63	\$527,187.07	\$456,722.53	\$25,293.11

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

Fund Name	2025	2026	2027	2028	2029	2030
Beginning Balance	\$18,271.98	\$18,386.98	\$20,953.98	\$19,041.98	\$17,179.98	\$16,526.18
Spending Authority	\$2,520.00	\$2,567.00	\$2,616.00	\$2,663.00	\$2,711.00	\$2,765.22
Project Cost	\$2,405.00	\$0.00	\$4,528.00	\$4,525.00	\$3,364.80	\$1,500.00
Final Balance	\$18,386.98	\$20,953.98	\$19,041.98	\$17,179.98	\$16,526.18	\$17,791.40

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

Fund Name	2025	2026	2027	2028	2029	2030
Beginning Balance	\$6,190.44	\$4,655.38	\$9,151.79	\$20,430.79	\$224.09	\$7,612.09
Spending Authority	\$18,848.00	\$19,225.00	\$19,609.00	\$20,000.00	\$20,401.00	\$20,809.02
Project Cost	\$20,383.06	\$14,728.59	\$8,330.00	\$40,206.70	\$13,013.00	\$13,997.00
Final Balance	\$4,655.38	\$9,151.79	\$20,430.79	\$224.09	\$7,612.09	\$14,424.11

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

Fund Name	2025	2026	2027	2028	2029	2030
Beginning Balance	\$71.71	\$319.71	\$486.71	\$30.36	\$305.36	\$589.36
Spending Authority	\$248.00	\$257.00	\$265.00	\$275.00	\$284.00	\$289.68
Project Cost	\$0.00	\$90.00	\$721.35	\$0.00	\$0.00	\$0.00
Final Balance	\$319.71	\$486.71	\$30.36	\$305.36	\$589.36	\$879.04

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

Fund Name	2025	2026	2027	2028	2029	2030
Beginning Balance	\$1,639.16	\$2,167.36	\$2,831.36	\$1,610.76	\$4,053.76	\$6,545.76
Spending Authority	\$2,302.00	\$2,348.00	\$2,395.00	\$2,443.00	\$2,492.00	\$2,541.84
Project Cost	\$1,773.80	\$1,684.00	\$3,615.60	\$0.00	\$0.00	\$0.00
Final Balance	\$2,167.36	\$2,831.36	\$1,610.76	\$4,053.76	\$6,545.76	\$9,087.60

Table 3.8 - Iowa CRP Program Summary (in \$1,000s)

Fund Name	2025	2026	2027	2028	2029	2030
Beginning Balance	\$416.17	\$626.06	\$840.14	\$1,058.51	\$1,281.24	\$1,508.43
Spending Authority	\$209.89	\$214.08	\$218.37	\$222.73	\$227.19	\$231.73
Project Cost	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Final Balance	\$626.06	\$840.14	\$1,058.51	\$1,281.24	\$1,508.43	\$1,740.16

Table 3.9 - Nebraska CRP Program Summary (in \$1,000s)

Fund Name	2025	2026	2027	2028	2029	2030
Beginning Balance	\$6,734.00	\$4,664.01	\$5,293.94	\$120.57	\$1,010.44	\$3,644.50
Spending Authority	\$2,433.46	\$2,482.13	\$2,531.78	\$2,582.41	\$2,634.06	\$2,686.74
Project Cost	\$4,503.45	\$1,852.20	\$7,705.15	\$1,692.54	\$0.00	\$0.00
Final Balance	\$4,664.01	\$5,293.94	\$120.57	\$1,010.44	\$3,644.50	\$6,331.24

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
Storz Expy & Sorensen Pkwy Resurfacing	UTIL-CON-CE (AC)	\$8,240.48
	Total	\$8,240.48

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

Fiscal Year	Count
2025	\$17,228.96
2026	\$11,402.59
2028	\$14,950.00
Sum	\$43,581.55

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 2025)

	Non-Federal O&M	Federal O&M	Total O&M
Iowa DOT O&M	\$0	\$1,616,616	\$1,616,616
Iowa Cities O&M	\$6,868,433	\$2,581,237	\$9,449,669
Nebraska O&M	\$116,947,119	\$45,025,215	\$161,972,333
Total O&M	\$123,815,552	\$49,223,067	\$173,038,619

Table 3.11 - Projected Operations & Maintenance (FY 2026)

	Non-Federal O&M	Federal O&M	Total O&M
Iowa DOT O&M	\$0	\$1,642,315	\$1,642,315
Iowa Cities O&M	\$7,074,486	\$2,658,674	\$9,733,159
Nebraska O&M	\$120,455,532	\$46,375,971	\$166,831,503
Total O&M	\$127,530,018	\$50,676,960	\$178,206,978

Table 3.12 - Projected Operations & Maintenance (FY 2027)

	Non-Federal O&M	Federal O&M	Total O&M
Iowa DOT O&M	\$0	\$1,713,874	\$1,713,874
Iowa Cities O&M	\$7,286,720	\$2,738,434	\$10,025,154
Nebraska O&M	\$124,069,198	\$47,767,250	\$171,836,448
Total O&M	\$131,355,919	\$52,219,558	\$183,575,477

Table 3.13 - Projected Operations & Maintenance (FY 2028)

	Non-Federal O&M	Federal O&M	Total O&M
Iowa DOT O&M	\$0	\$1,739,968	\$1,739,968
Iowa Cities O&M	\$7,505,322	\$2,820,587	\$10,325,909
Nebraska O&M	\$127,791,274	\$49,200,268	\$176,991,542
Total O&M	\$135,296,596	\$53,760,823	\$189,057,419

Projected Total Non-Federal-Aid Revenues

Table 3.14 Projected Total Non-Federal-Aid Revenues

	2025	2026	2027	2028
Revenues				
Iowa Cities	\$18,956,470	\$19,335,599	\$19,722,311	\$20,116,758
Nebraska	\$239,848,177	\$244,645,141	\$249,538,043	\$254,528,804
Total Revenues	\$258,804,647	\$263,980,740	\$269,260,355	\$274,645,562

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

	2025	2026	2027	2028
Revenues				
Primary Road Fund	\$817.60	\$826.70	\$830.80	\$838.30
TIME-21	\$135.00	\$135.00	\$135.00	\$135.00
Miscellaneous	\$25.00	\$25.00	\$25.00	\$25.00
Federal Aid	\$516.00	\$512.40	\$512.40	\$512.40
Total	\$1,493.60	\$1,499.10	\$1,503.20	\$1,510.70

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

	2025	2026	2027	2028
Statewide Allocations				
Operations & Maintenance	\$408.90	\$415.40	\$433.50	\$440.10
Back of Program Line Items & Rail Hwy.	\$199.90	\$202.90	\$203.90	\$209.60
Total	\$608.80	\$618.30	\$637.40	\$649.70
Funds Available for ROW/Construction	\$884.80	\$880.80	\$865.80	\$861.00

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	2025	2026	2027	2028
5307				
Spending Authority	\$12,500.00	\$13,750.00	\$15,125.00	\$16,637.50
5310				
Spending Authority	\$922.00	\$933.00	\$943.00	\$0.00
5339				
Spending Authority	\$1,100.00	\$1,210.00	\$1,331.00	\$1,464.10

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

Activity	2025	2026	2027	2028
3rd Party Contracted Services - 11.71.13	\$185.00	\$108.03	\$243.96	\$243.96
Program Administration - 11.80.00	\$50.00	\$50.00	\$0.00	\$0.00
Replacement Van - 11.12.15	\$150.00	\$0.00	\$0.00	\$0.00
Under 30' Bus Expansion - 11.13.04	\$166.00	\$0.00	\$0.00	\$0.00
Under 30' Bus Replacement - 11.12.04	\$415.00	\$0.00	\$640.37	\$640.37
Total	\$966.00	\$158.03	\$884.33	\$884.33

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

	FY25	FY26	FY27	FY28
Apportionment	\$922.00	\$933.00	952.00	971
Project Cost	\$883.00	\$158.03	884.33	884
Balance	\$39.00	\$774.97	67.67	87

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

Fund Name	FY25	FY26	FY27	FY28
% Capital	90.35%	11.58%	92.89%	0%
% Operations	5.42%	5.36%	0.00%	0%
Total Programmed	95.77%	16.94%	92.89%	0%

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

Fiscal Year	Federal	Local	Total	Project Details
Capitalized Operations				
2025	\$9,098.95	\$2,274.74	\$11,373.69	Capitalized Operations
2026	\$9,189.94	\$2,297.49	\$11,487.43	Capitalized Operations
2027	\$9,281.84	\$2,320.46	\$11,602.30	Capitalized Operations
2028	\$9,374.66	\$2,343.66	\$11,718.32	Capitalized Operations
4-Year Total - Capitalized Operations	\$36,945.39	\$9,236.35	\$46,181.74	
Support Equipment and Facilities				

Fiscal Year	Federal	Local	Total	Project Details
2025	\$5,153.46	\$1,288.37	\$6,441.83	Support Equipment and Facilities
2026	\$5,308.07	\$1,327.02	\$6,635.09	Support Equipment and Facilities
2027	\$5,467.31	\$1,366.83	\$6,834.14	Support Equipment and Facilities
2028	\$5,631.33	\$1,407.83	\$7,039.16	Support Equipment and Facilities
4-Year Total - Support Equipment and Facilities	\$21,560.17	\$5,390.05	\$26,950.22	
Transit Enhancements - Shelters				
2025	\$488.80	\$122.20	\$611.00	Transit Enhancements - Shelters
2026	\$503.46	\$125.87	\$629.33	Transit Enhancements - Shelters
2027	\$518.57	\$129.64	\$648.21	Transit Enhancements - Shelters
2028	\$534.12	\$133.53	\$667.65	Transit Enhancements - Shelters
4-Year Total - Transit Enhancements - Shelters	\$2,044.95	\$511.24	\$2,556.19	
Unified Work Program & Planning				
2025	\$1,212.48	\$303.12	\$1,515.60	Unified Work Program & Planning

Fiscal Year	Federal	Local	Total	Project Details
2026	\$1,248.85	\$312.21	\$1,561.06	Unified Work Program & Planning
2027	\$1,286.32	\$321.58	\$1,607.90	Unified Work Program & Planning
2028	\$1,324.91	\$331.23	\$1,656.14	Unified Work Program & Planning
4-Year Total - Unified Work Program & Planning	\$5,072.56	\$1,268.14	\$6,340.70	
4-Year Total	\$65,623.07	\$16,405.78	\$82,028.85	

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

	FY2025	FY2026	FY2027	FY2028
Beginning Balance	\$24,113.90	\$20,660.21	\$18,159.89	\$16,730.85
Spending Authority	\$12,500.00	\$13,750.00	\$15,125.00	\$16,637.50
Project Cost	\$15,953.69	\$16,250.32	\$16,554.04	\$16,865.02
Final Balance	\$20,660.21	\$18,159.89	\$16,730.85	\$16,503.33

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

Fiscal Year	Federal	Local	Total	Project Details
Eng/Design Admin/Maint Facility				
2025	\$40.00	\$10.00	\$50.00	Eng/Design Admin/Maint Facility
2026	\$44.00	\$11.00	\$55.00	Eng/Design Admin/Maint Facility
2027	\$48.40	\$12.10	\$60.50	Eng/Design Admin/Maint Facility
2028	\$53.24	\$13.31	\$66.55	Eng/Design Admin/Maint Facility
Total - Eng/Design Admin/Maint Facility	\$185.64	\$46.41	\$232.05	
Rehab/Renovate Admin/Maint Facility				
2025	\$360.00	\$90.00	\$450.00	Rehab/Renovate Admin/Maint Facility
2026	\$396.00	\$99.00	\$495.00	Rehab/Renovate Admin/Maint Facility
2027	\$435.60	\$108.90	\$544.50	Rehab/Renovate Admin/Maint Facility
2028	\$479.16	\$119.79	\$598.95	Rehab/Renovate Admin/Maint Facility
Total - Rehab/Renovate Admin/Maint Facility	\$1,670.76	\$417.69	\$2,088.45	
Rolling Stock				

Fiscal Year	Federal	Local	Total	Project Details
2025	\$640.00	\$160.00	\$800.00	Rolling Stock
2026	\$0.00	\$0.00	\$0.00	Rolling Stock
2027	\$0.00	\$0.00	\$0.00	Rolling Stock
2028	\$3,100.00	\$775.00	\$3,875.00	Rolling Stock
Total - Rolling Stock	\$3,740.00	\$935.00	\$4,675.00	
Training				
2025	\$67.00	\$16.75	\$83.75	Training
2026	\$73.70	\$18.43	\$92.13	Training
2027	\$81.07	\$20.27	\$101.34	Training
2028	\$89.18	\$22.29	\$111.47	Training
Total - Training	\$310.95	\$77.74	\$388.69	
Total	\$5,907.35	\$1,476.84	\$7,384.19	

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

	FY2025	FY2026	FY2027	FY2028
Beginning Balance	\$2,040.49	\$2,033.49	\$2,729.79	\$3,495.72
Spending Authority	\$1,100.00	\$1,210.00	\$1,331.00	\$1,464.10
Project Cost	\$1,107.00	\$513.70	\$565.07	\$3,721.58
Final Balance	\$2,033.49	\$2,729.79	\$3,495.72	\$1,238.24

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

Fund Name	2024	2025	2026	2027
5307				
Spending Authority	\$11,950.00	\$12,308.50	\$12,677.76	\$13,058.09
5310				
Spending Authority	\$891.51	\$890.00	\$890.00	\$890.00
5339				
Spending Authority	\$1,015.00	\$1,045.45	\$1,076.81	\$1,109.12

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	\$7,599.12	\$1,899.78	\$9,498.90	Capitalized Operations
2025	\$8,105.20	\$2,026.30	\$10,131.50	Capitalized Operations
2026	\$8,789.82	\$2,197.45	\$10,987.27	Capitalized Operations
2027	\$8,965.47	\$2,241.37	\$11,206.84	Capitalized Operations
4-Year Total - Capitalized Operations	\$33,459.61	\$8,364.90	\$41,824.51	
Support Equipment and Facilities				

Fiscal Year	Federal	Local	Total	Project Details
2024	\$4,230.48	\$1,057.62	\$5,288.10	Support Equipment and Facilities
2025	\$4,819.10	\$1,204.77	\$6,023.87	Support Equipment and Facilities
2026	\$4,966.52	\$1,241.63	\$6,208.15	Support Equipment and Facilities
2027	\$4,906.10	\$1,226.53	\$6,132.63	Support Equipment and Facilities
4-Year Total - Support Equipment and Facilities	\$18,922.20	\$4,730.55	\$23,652.75	
Transit Enhancements				
2024	\$4,484.00	\$1,121.00	\$5,605.00	Transit Enhancements
2025	\$578.52	\$144.63	\$723.15	Transit Enhancements
2026	\$435.81	\$108.95	\$544.76	Transit Enhancements
2027	\$1,253.75	\$313.44	\$1,567.19	Transit Enhancements
4-Year Total - Transit Enhancements	\$6,752.08	\$1,688.02	\$8,440.10	
Unified Work Program & Planning				
2024	\$846.40	\$211.60	\$1,058.00	Unified Work Program & Planning

Fiscal Year	Federal	Local	Total	Project Details
2025	\$977.18	\$244.30	\$1,221.48	Unified Work Program & Planning
2026	\$1,007.86	\$251.96	\$1,259.82	Unified Work Program & Planning
2027	\$1,038.68	\$259.67	\$1,298.35	Unified Work Program & Planning
4-Year Total - Unified Work Program & Planning	\$3,870.12	\$967.53	\$4,837.65	
4-Year Total	\$63,004.01	\$15,751.00	\$78,755.01	

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

	FY2024	FY2025	FY2026	FY2027
Beginning Balance	\$22,860.37	\$17,650.37	\$15,478.87	\$12,956.62
Spending Authority	\$11,950.00	\$12,308.50	\$12,677.76	\$13,058.09
Project Cost	\$17,160.00	\$14,480.00	\$15,200.01	\$16,164.00
Final Balance	\$17,650.37	\$15,478.87	\$12,956.62	\$9,850.71

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

Fiscal Year	Federal	Local	Total	Project Details
Eng/Design Admin/Maint Facility				
2025	\$200.00	\$50.00	\$250.00	Eng/Design Admin/Maint Facility
2026	\$200.00	\$50.00	\$250.00	Eng/Design Admin/Maint Facility
2027	\$200.00	\$50.00	\$250.00	Eng/Design Admin/Maint Facility
Total - Eng/Design Admin/Maint Facility	\$600.00	\$150.00	\$750.00	
Rehab/Renovate Admin/Maint Facility				
2024	\$1,358.40	\$339.60	\$1,698.00	Rehab/Renovate Admin/Maint Facility
2025	\$1,200.00	\$300.00	\$1,500.00	Rehab/Renovate Admin/Maint Facility
2026	\$1,189.20	\$297.30	\$1,486.50	Rehab/Renovate Admin/Maint Facility
2027	\$800.00	\$200.00	\$1,000.00	Rehab/Renovate Admin/Maint Facility
Total - Rehab/Renovate Admin/Maint Facility	\$4,547.60	\$1,136.90	\$5,684.50	
Training				
2024	\$41.60	\$10.40	\$52.00	Training

Fiscal Year	Federal	Local	Total	Project Details
2025	\$68.80	\$17.20	\$86.00	Training
2026	\$70.40	\$17.60	\$88.00	Training
2027	\$68.00	\$17.00	\$85.00	Training
Total - Training	\$248.80	\$62.20	\$311.00	
Total	\$5,396.40	\$1,349.10	\$6,745.50	

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

	FY2024	FY2025	FY2026	FY2027
Beginning Balance	\$1,928.11	\$1,543.11	\$1,119.76	\$736.97
Spending Authority	\$1,015.00	\$1,045.45	\$1,076.81	\$1,109.12
Project Cost	\$1,400.00	\$1,468.80	\$1,459.60	\$1,068.00
Final Balance	\$1,543.11	\$1,119.76	\$736.97	\$778.09

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.

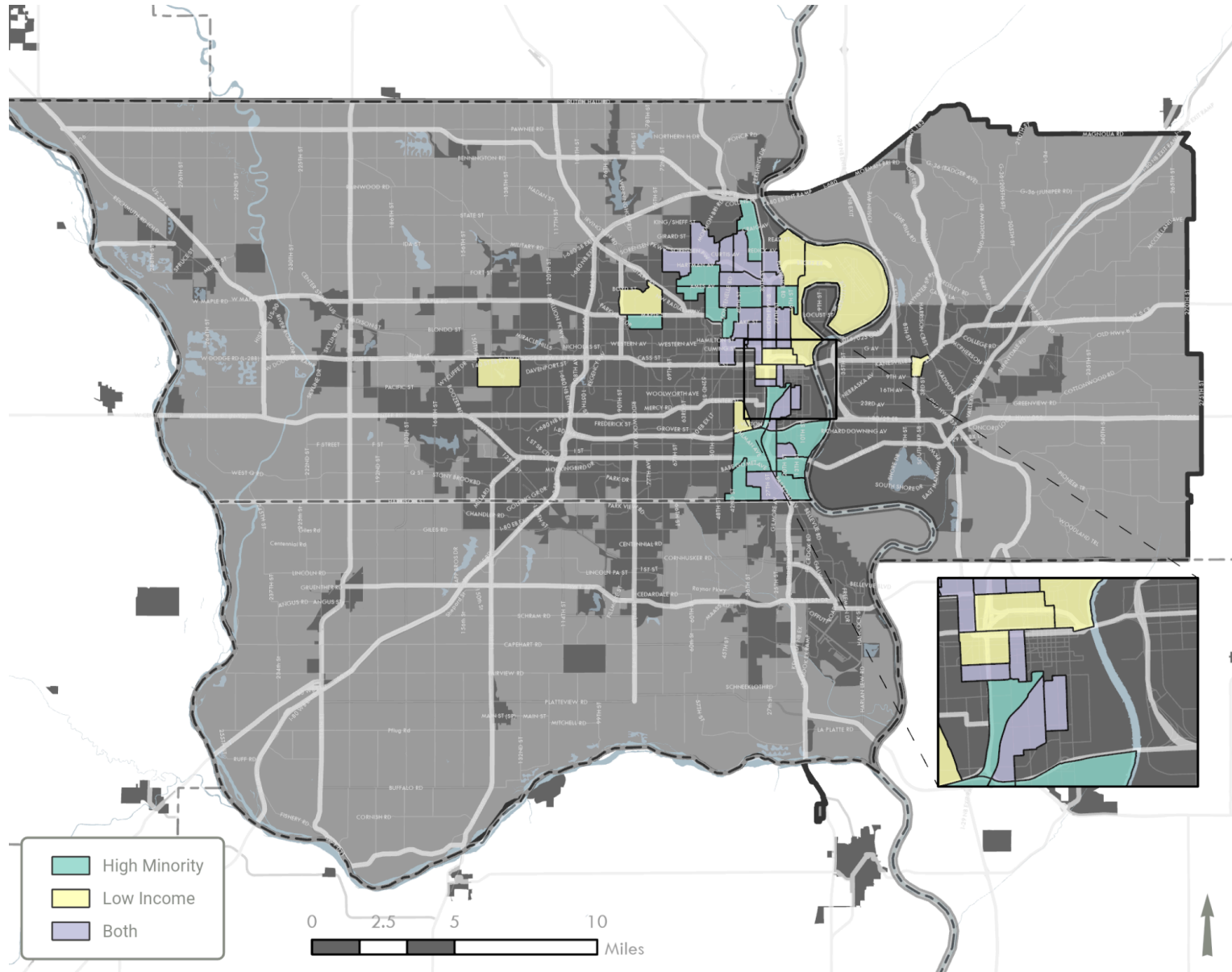
The three fundamental environmental justice principles include:

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

Non-Spatial Projects

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

4.3 Findings

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

Distribution of Equity

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

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

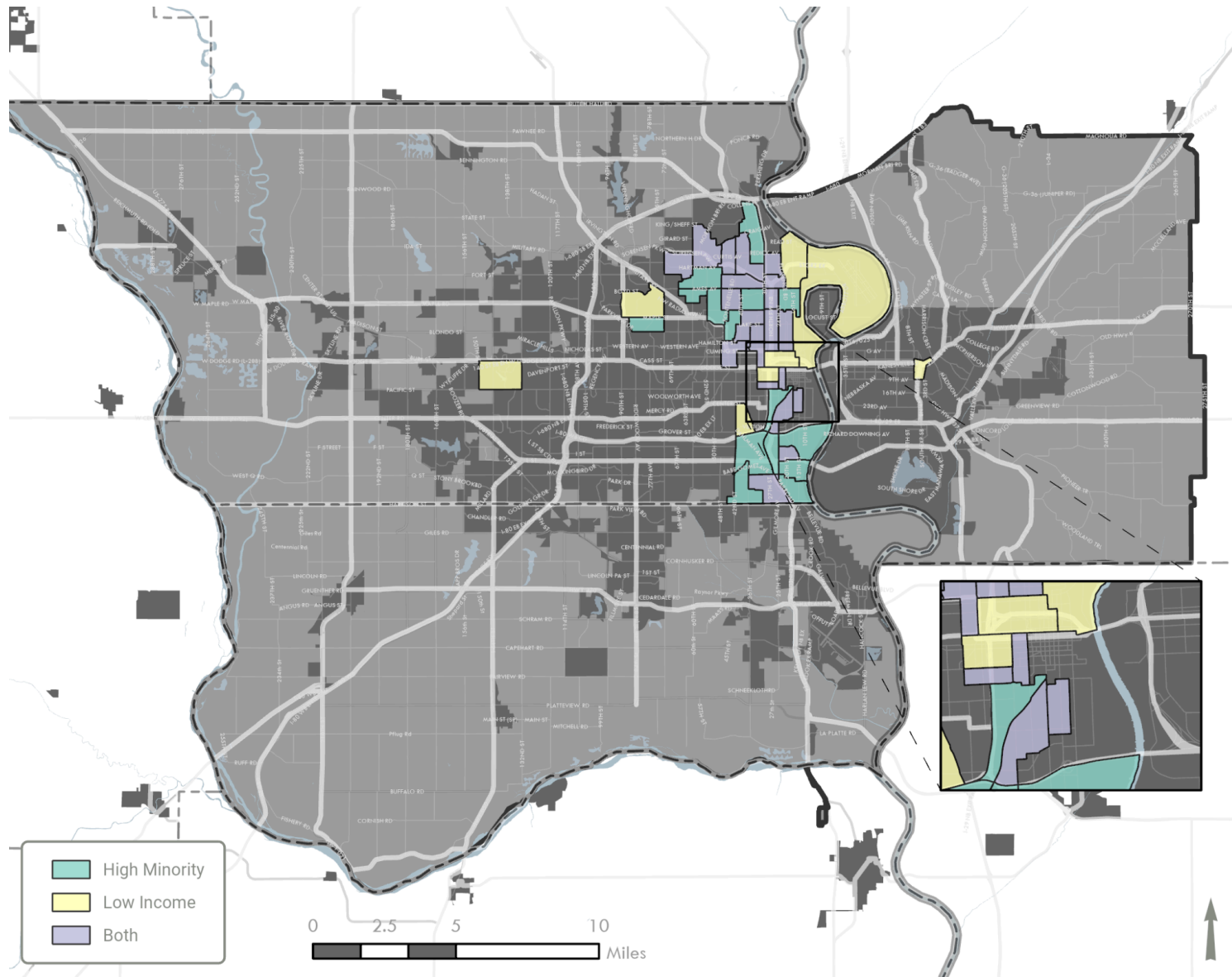


Table 4.1 - Environmental Justice Projects (in \$1,000s)

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	Target Letting/Obligation Date	Project Status
Iowa			
City of Carter Lake			
IA-48 689	Carter Lake Walking and Bike Trail	04/16/2024	Construction underway.
City of Council Bluffs			
IA-35 677	City/County Connector Trail		Project delayed due to funding issues.
IA-52 785	TSL Container Freight Station, Phase 1	06/18/2024	Project on target to let June 2024.
IA-52 799	Benton Street Bridge over Indian Creek	12/19/2023	Project let.
	Council Bluffs Multimodal Connection and Expansion PEL Study		Preliminary work underway, federally funded portion to begin July 2024.

Control #	Project Name	Target Letting/Obligation Date	Project Status
Iowa DOT			
IA-45 310	I-680: AT W JCT I-29 (EB & WB)		Project let.
IA-52 488	IM-NHS-29()--03-78		Project let.
IA-45 306			Project let.
IA-55 439			
IA-55 441			
MAPA			

Control #	Project Name	Target Letting/Obligation Date	Project Status
IA-29 733	MAPA MPO Planning Allocation		
	Iowa 5310 Vehicle Purchases		Funding flexed to Iowa DOT for purchases.
	Iowa 5310 Service Contracts		Service contract beginning May 2024.
Pottawattamie County			
IA-29 802	Pottawattamie County Multi-Use Trail - Phase 1	10/17/2023	NEPA under review, planned letting fall 2023.
Nebraska			
City of Bellevue			
NE-2 2288	36th Street Phase II		Project let.

Control #	Project Name	Target Letting/Obligation Date	Project Status
	Cornhusker Road – 36th Street to Fort Crook Road Corridor Study		530 form submitted to NDOT. Study scope and RFQ in development.
NE-2 2937	Fort Crook Road Bridge Feasibility and Planning and Environmental Linkages		Scope and RFQ in development.
City of Gretna			
NE-2 2862	Gretna to Wehrspann Trail		Project in development, construction phase shifting to FFY2026.
City of La Vista			
NE-2 2885	84th St Trail, Giles to Harrison, La Vista		Preliminary work underway, construction anticipated in 2025 or 2026.
City of Omaha			
NE-2 2865	Omaha Signal Infrastructure Phase C1		Project let 02/01/2024.

Control #	Project Name	Target Letting/Obligation Date	Project Status
NE-2 2848	33rd & Hamilton Mini Roundabout		Design & NEPA ongoing.
NE-2 2916	Urban Core 2-Way Conversion Study		Funding obligated, project kickoff early May 2024.
NE-2 2913	N-64 / Link 28-K Corridor Study, Omaha		Funding obligated, City of Omaha working on professional services agreement with NDOT.
NE-2 2911	West Maple Road Corridor Study		Funding obligated, City of Omaha working on professional services agreement with NDOT.
NE-2 2924	Midtown Medical Center Bikeway Connection		Preliminary phases beginning before the end of FFY2024; construction to begin in FFY2026.
NE-2 2903	Signal Operations Center St, 42nd St, and 60th St		Project on hold, planning to move forward in FFY2025.
	Blackstone Streetscape Improvements	08/25/2026	Starting PE & NEPA.

Control #	Project Name	Target Letting/Obligation Date	Project Status
NE-2 2932	24th Street Streetscape Improvements	10/20/2026	Starting PE & NEPA.
	Ames Avenue Safe Mobility Recovery Plan		Project in development.
NE-2 2935	Signal Infrastructure Phase F1		Project in development.
NE-2 2934	Signal Infrastructure Phase E2		Project in development, letting Fall 2026.
NE-2 2941	Storz Expy & Sorensen Pkwy Resurfacing		Project in development.
City of Papillion			
NE-2 2930	East 6th Street, 72nd - 84th		Preliminary phases started.

Control #	Project Name	Target Letting/Obligation Date	Project Status
Douglas County			
NE-2 2929	Western Douglas County Trail		Preliminary work in development.
MAPA			
	MAPA 5310 Administration		Administrative duties ongoing.
	Nebraska 5310 Vehicle Purchases		Funding application submitted to FTA, previous year purchases coming later in 2024.
	Nebraska 5310 Service Contracts		2024 contracts underway.
Metro Transit			
	Support Equipment and Facilities		TrAMS application in development, to be submitted by the end of May 2024.

Control #	Project Name	Target Letting/Obligation Date	Project Status
	Rolling Stock		TrAMS application in development, to be submitted by the end of May 2024.
	Transit Enhancements - Shelters		TrAMS application in development, to be submitted by the end of May 2024.
	Unified Work Program & Planning		TrAMS application in development, to be submitted by the end of May 2024.
	Capitalized Operations		TrAMS application in development, to be submitted by the end of May 2024.
	Rehab/Renovate Admin/Maint Facility		TrAMS application in development, to be submitted by the end of May 2024.
	Transit Enhancements - Transit Centers		TrAMS application in development, to be submitted by the end of May 2024.
NDOT			

Control #	Project Name	Target Letting/Obligation Date	Project Status
NE-2 2853	NH-80-9(202)		Construction occurring in 2025.
NE-2 2843	US-275: N-64 - L28B		On schedule for completion late 2024.
NE-2 2841	US-6: South 234th St		Project construction moving to 2026.
NE-2 2833	N-50: Louisville - Springfield		Project construction moving to 2025.
NE-2 2822	I-80: 60th St - 24th St, Omaha		On schedule for completion late 2024.
NE-2 2821	I-80: N-50 - 50th St, Omaha		Project construction moving to 2025.
NE-2 2812	US-6: 156th St - 132nd St, Omaha		Project construction moving to 2025.

Control #	Project Name	Target Letting/Obligation Date	Project Status
NE-2 2811	US-6: Skyline Dr - 168th St, Omaha		On schedule for completion late 2024.
NE-2 2810	I-80: S Papillion Cr & Papillion Cr Bridges		On schedule for completion late 2024.
NE-2 2807	I-480 Missouri River Bridge		Construction to begin soon with completion in 2026.
NE-2 2805	N-50: N-50/N-31 Intersection		On schedule for completion in 2024.
NE-2 2697	US-75: US-75 Bridges, Bellevue Ph 2		Construction in 2025.
NE-2 2636	N-31: Elkhorn Viaduct		Construction in 2025
NE-2 2597	N-36: Elkhorn River - N-133		Construction in 2025.

Control #	Project Name	Target Letting/Obligation Date	Project Status
NE-2 2703	I-480, 12th St-Mo River Bridge Paint		On schedule for completion late 2024.
NE-2 2857	US-75, Hamilton St.-Fort St.		Construction in 2025.
NE-2 2859	US-75, US-34 to I-80		Construction occurring in 2024.
NE-2 2861	US-6, Fairview Rd.- Harrison St.		Construction occurring in 2024 in Douglas County, and 2025 in Sarpy County.
NE-2 2852	I-680: Pacific to Dodge		Construction in 2026.
NE-2 2899	I-680: District 2-B High Mast Tower Replacement.		Project construction moving to 2025.
NE-2 2850	I-80: N-50 Ramp		Preliminary phases underway, construction to begin in 2025.

Control #	Project Name	Target Letting/Obligation Date	Project Status
NE-2 2874	US-75: US - 75 & N 48th St		Preliminary phases underway, construction to begin in 2025.
NE-2 2886	I-680: Fort St - Missouri River		Construction moving to 2025.
NE-2 2887	I-80: I-80/I-680 Interchange - Q St (WB), Omaha		On schedule for completion early to mid 2025.
NE-2 2898	US-275: District 2-A High Mast Tower Replacement		Preliminary phases underway, construction to begin in 2025.
NE-2 2900	I-680: District 2-C High Mast Tower Replacement		Construction moving to 2025.
NE-2 2918	I-80: Jct N-66 - Platte River		Preliminary phases underway, construction to begin later in 2024.
NE-2 2919	I-80: Platte River - Millard East		Preliminary phases underway, construction to begin in 2025.

Control #	Project Name	Target Letting/Obligation Date	Project Status
NE-2 2861 A	US-6, Harrison St. - Dodge St.		On schedule for completion late 2024.
PMRNRD			
NE-2 2931	Elkhorn River Trail Bridge		Preliminary work underway.
Sarpy County			
NE-2 2951	Sarpy County Concrete Panel Repair		Project in development.
NE-2 2845	168th St. Hwy 370 - Harrison St.		PE-NEPA-FD underway.

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

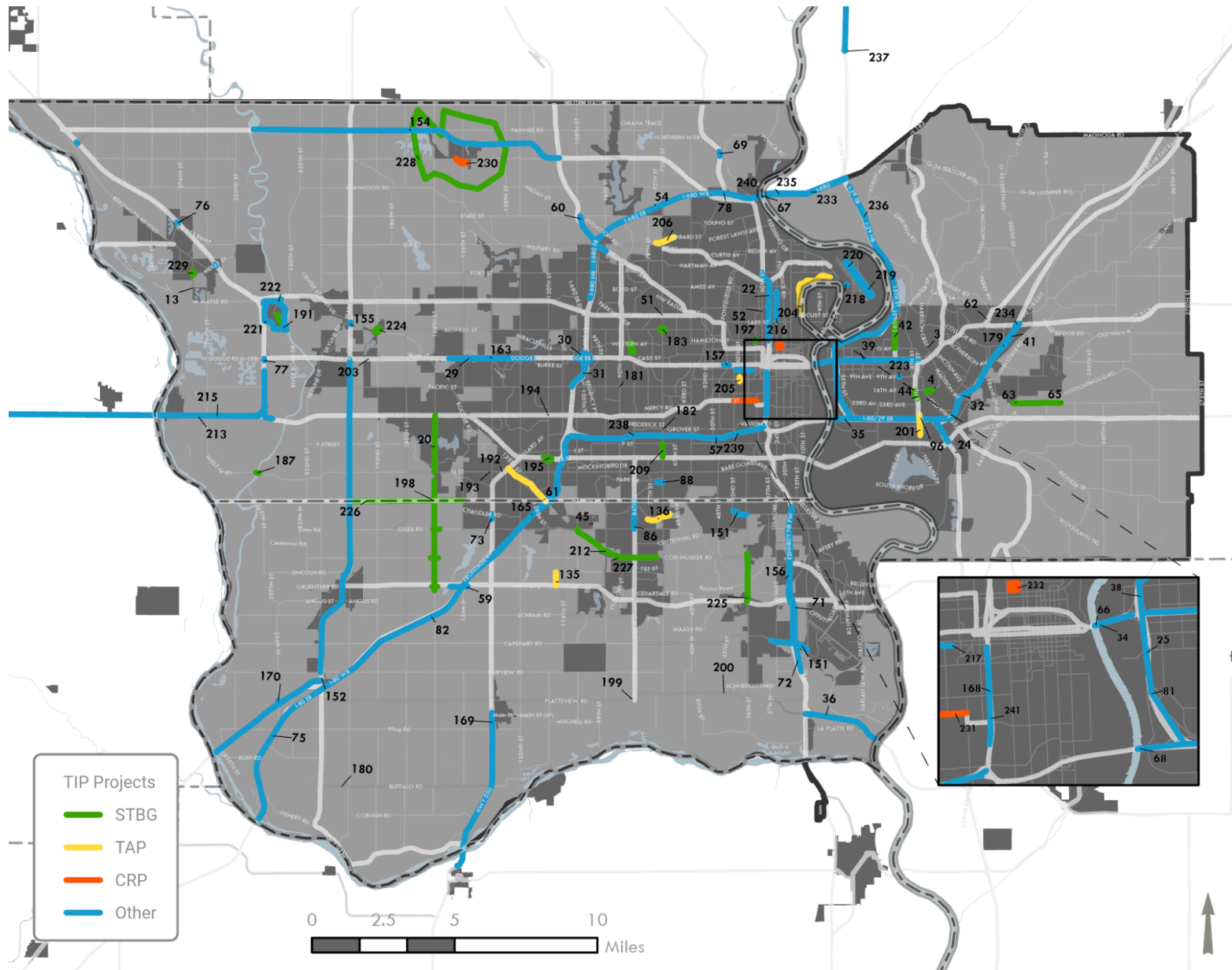


Table 5.2 - Mapped Project List

TIP ID	Project	Lead Agency	Map Number
2022-032	33rd & Hamilton Mini Roundabout	City of Omaha	3
2015-012	W Graham Ave Reconstruction	City of Council Bluffs	4
2022-037	NH-80-9(202)	NDOT	13
2015-054	168th Street - West Center Road to Q Street	City of Omaha	20
2023-016	US-75, Hamilton St.-Fort St.	NDOT	22
2023-018	US-6, Fairview Rd.- Harrison St.	NDOT	24
2015-086	275 Bridge Cleaning	Iowa DOT	25
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
2023-054	-	Iowa DOT	35
2023-055	-	Iowa DOT	36
2023-058	-	Iowa DOT	39

TIP ID	Project	Lead Agency	Map Number
2023-059	-	Iowa DOT	40
2023-060	-	Iowa DOT	41
2016-034	North 16th Street Reconstruction	City of Council Bluffs	42
2016-036	South Expressway Reconstruction - Phase 2	City of Council Bluffs	44
2023-061	-	Iowa DOT	45
2024-002	US-275, L-28B - N-92 Resurfacing and Bridge Repairs	NDOT	51
2024-004	I-80: N-50 Ramp	NDOT	52
2024-005	I-680: Irvington Rd - Missouri River	NDOT	54
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
2024-012	I-680: Fort St - Missouri River	NDOT	62
2017-019	East Beltway: Greenview Road - West Segment	City of Council Bluffs	63

TIP ID	Project	Lead Agency	Map Number
2017-021	East Beltway: Greenview Road - East Segment	City of 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
2024-010	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
2024-020	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
2024-018	I-80: Sarpy County Interchange	NDOT	82
2018-022	Heartland 2050 Mini-Grant Program	MAPA	84

TIP ID	Project	Lead Agency	Map Number
2023-071	84th St Trail, Giles to Harrison, La Vista	City of La Vista	86
2023-073	Burlington Avenue Extension	City of Ralston	88
2018-030	2018 Bellevue Resurfacing Project	City of Bellevue	90
2018-034	MAPA MPO Planning Allocation	MAPA	93
2023-074	Signal Infrastructure Phase D2	City of Omaha	94
2023-075	Signal Infrastructure Phase E1	City of Omaha	95
2024-021	I-29: IA 192 Interchange in Council Bluffs (NB)	Iowa DOT	96
2021-007	Schram Spur N-370 Undercrossing and Trail Segment	City of Papillion	135
2021-008	Thompson Creek Trail	City of La Vista	136
2021-016	2021 Bellevue Resurfacing Project	City of Bellevue	151
2022-003	US-6: Linoma Beach - N-31	NDOT	152
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

TIP ID	Project	Lead Agency	Map Number
2022-008	US-6: Saddle Creek Rd Bridge	NDOT	157
2022-014	US-6: 156th St - 132nd St, Omaha	NDOT	163
2022-016	I-80: N-50 - 50th St, Omaha	NDOT	165
2022-021	N-50: Louisville - Springfield	NDOT	169
2022-022	US-6: South 234th St	NDOT	170
2022-031	I-80 PAVEMENT REHAB: FRANKLIN AVE TO US 6	Iowa DOT	179
2023-001	72nd St & Blondo St intersection improvements	City of Omaha	183
2023-008	Signal Infrastructure Phase X	City of Omaha	185
2023-006	Bridge Replacement - Q St. at Elkhorn River	Douglas County	187
2023-015	River Road Drive	Village of Waterloo	191
2023-003	120th St & L St Intersection Improvements	City of Omaha	195
2023-013	Roundabout Program	City of Omaha	197
2023-070	168th St. Hwy 370 - Harrison St.	Sarpy County	198
2023-029	South Expressway Trail, Phase I	City of Council Bluffs	201

TIP ID	Project	Lead Agency	Map Number
2023-025	Levi Carter Park Trail	City of Omaha	204
2023-027	Midtown Medical Center Bikeway Connection	City of Omaha	205
2023-028	Sorensen Trail 72nd Street Underpass	PMRNRD	206
2023-004	72nd Street – L Street to F Street	City of Omaha	209
2023-005	East 6th Street, 72nd - 84th	City of Papillion	212
2023-086	Planning for N-92 between Mead and US-6/N-31	NDOT	213
2021-017	Platte River East	NDOT	215
2023-087	24th Street Streetscape Improvements	City of Omaha	216
2023-088	Blackstone Streetscape Improvements	City of Omaha	217
2024-023	Eppley Pedestrian Bridge	Omaha Airport Authority	218
2024-024	Eppley Airfield Lighting Phase 2	Omaha Airport Authority	219
2024-025	Reconstruct Runway End 14R, Txy A	Omaha Airport Authority	220
2024-040	Western Douglas County Trail	Douglas County	221
2024-041	Elkhorn River Trail Bridge	PMRNRD	222

TIP ID	Project	Lead Agency	Map Number
2024-043	9th Avenue Bridge Replacement	City of Council Bluffs	223
2025-001	192nd & Blondo Improvements Study	City of Omaha	224
2025-002	36th Street Improvements from Cornhusker Road to N-370 – Phase 1	City of Bellevue	225
2025-004	168th Street & Harrison Street Corridors Improvements	City of Omaha	226
2025-005	Portal Road/6th Street Improvements – Phase 2	City of Papillion	227
2025-008	Bennington Trail and Park Plan Update	City of Bennington	228
2025-010	N 270th and E Meigs Traffic Study	City of Valley	229
2025-014	Bennington Big Papio Trail	City of Bennington	230
2025-015	Center Street Safety and Multi-modal Improvements	City of Omaha	231
2025-016	Electrical Upgrades and Charging Stations Project	Metro Transit	232
2025-017	IHSIPX-680()--08-78	Iowa DOT	233
2025-018	IMN-080()--0E-78	Iowa DOT	234
2025-020	IMN-680()--0E-78	Iowa DOT	235
2025-021	IMX-029()--02-78	Iowa DOT	236

TIP ID	Project	Lead Agency	Map Number
2025-022	IMX-029()--02-78	Iowa DOT	237
2025-023	I-80: 72nd St - 84th St, Omaha	NDOT	238
2025-026	I-80: 50th St - I-480, Omaha	NDOT	239
2025-027	I-680: Mormon Bridge	NDOT	240
2025-028	I-480: Bancroft St - Dewey St	NDOT	241

Table 5.3 A - TIP Projects by Sponsor: Nebraska

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
2015-001 NE-22571 North Downtown Riverfront Pedestrian Bridge							
Pedestrian bridge to connect the western terminus of the Bob Kerry Pedestrian Bridge spanning Riverfront Drive and Union Pacific Railroad.							
10th and Fahey Drive							
City of Omaha	2014	PE-NEPA-FD	TCSP	\$660.00	\$500.00	\$0.00	\$160.00

City of Omaha	2016	PE-NEPA-FD	TAP-MAPA	\$90.00	\$78.00	\$0.00	\$12.00
City of Omaha	2016	ROW	STBG-MAPA	\$50.00	\$0.00	\$0.00	\$50.00
City of Omaha	2018	PE-NEPA-FD	TAP-MAPA	\$1,130.00	\$904.00	\$0.00	\$226.00
City of Omaha	2020	ROW	TAP-MAPA	\$50.00	\$40.00	\$0.00	\$10.00
City of Omaha	2023	UTIL-CON-CE	TAP-MAPA	\$6,826.00	\$2,899.00	\$0.00	\$3,927.00
City of Omaha	2023	UTIL-CON-CE	Demo	\$894.46	\$715.57	\$0.00	\$178.89
			Total - 2015-001 NE-22571 North Downtown Riverfront Pedestrian Bridge	\$9,700.46	\$5,136.57	\$0.00	\$4,563.89
2015-043 NE-22628 72nd & D Street Viaduct							
Replacement and widening of existing bridge structure							
On 72nd Street just south of I-80, at about D Street							

City of Omaha	2023	ROW	Local ACC	\$1,061.00	\$0.00	\$0.00	\$1,061.00
City of Omaha	2023	UTIL-CON -CE	Local ACC	\$5,165.00	\$0.00	\$0.00	\$5,165.00
City of Omaha	2023	UTIL-CON -CE	STBG-MAPA	\$1,291.00	\$0.00	\$0.00	\$1,291.00
City of Omaha	2023	ROW	STBG-MAPA	\$265.00	\$0.00	\$0.00	\$265.00
			Total - 2015-043 NE-22628 72nd & D Street Viaduct	\$7,782.00	\$0.00	\$0.00	\$7,782.00
2015-050 NE-22288 36th Street Phase II							
Widen 2 lane Rural to 4 lane Urban.							
Sheridan to Platteview Rd							
City of Bellevue	2019	PE-NEPA- FD	STBG-MAPA	\$956.25	\$765.00	\$0.00	\$191.25
City of Bellevue	2022	ROW	STBG-MAPA	\$1,000.00	\$800.00	\$0.00	\$200.00

City of Bellevue	2024	UTIL-CON-CE	STBG-MAPA	\$15,000.00	\$12,000.00	\$0.00	\$3,000.00
			Total - 2015-050 NE-22288 36th Street Phase II	\$16,956.25	\$13,565.00	\$0.00	\$3,391.25
2015-054 NE-22209 168th Street - West Center Road to Q Street							
Widen 2 Lane to 4 Lane Urban Divided with Turn Lanes							
West Center Rd to Q Street							
City of Omaha	2018	PE-NEPA-FD	STBG-MAPA	\$272.95	\$218.36	\$0.00	\$54.59
City of Omaha	2019	ROW	STBG-MAPA	\$4,000.00	\$3,200.00	\$0.00	\$800.00
City of Omaha	2022	UTIL-CON-CE (AC)	STBG-MAPA	\$17,150.00	\$0.00	\$0.00	\$17,150.00
City of Omaha	2022	UTIL-CON-CE	STBG-MAPA	\$18,600.00	\$14,880.00	\$0.00	\$3,720.00
City of Omaha	2025	AC Conversion	STBG-MAPA	\$7,200.00	\$7,200.00	\$0.00	\$0.00

City of Omaha	2026	AC Conversion	STBG-MAPA	\$6,520.00	\$6,520.00	\$0.00	\$0.00
			Total - 2015-054 NE-22209 168th Street - West Center Road to Q Street	\$53,742.95	\$32,018.36	\$0.00	\$21,724.59
2017-017 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	2025	ROW	TAP-MAPA	\$150.00	\$120.00	\$0.00	\$30.00
PMRNR D	2025	PE-NEPA-FD	TAP-MAPA	\$125.00	\$100.00	\$0.00	\$25.00
PMRNR D	2027	UTIL-CON-CE	STBG-MAPA	\$1,000.00	\$800.00	\$0.00	\$200.00
PMRNR D	2027	UTIL-CON-CE	TAP-MAPA	\$802.50	\$642.00	\$0.00	\$160.50

			Total - 2017-017 West Papio Trail - Millard Connection	\$2,077.50	\$1,662.00	\$0.00	\$415.50
2018-025 NE-22862 Gretna to Wehrspann Trail							
10ft wide concrete bike/pedestrian trail							
From the City of Gretna to Wehrspann Lake							
City of Gretna	2023	PE-NEPA- FD	TAP-MAPA	\$242.00	\$166.00	\$0.00	\$76.00
City of Gretna	2024	ROW	TAP-MAPA	\$50.00	\$40.00	\$0.00	\$10.00
City of Gretna	2024	UTIL-CON -CE	TAP-MAPA	\$1,641.80	\$1,299.00	\$0.00	\$342.80
			Total - 2018-025 NE-22862 Gretna to Wehrspann Trail	\$1,933.80	\$1,505.00	\$0.00	\$428.80
2019-023 NE-22770 US Highway 34 Bike and Walking Trail Phase 2							
Install deck and trail surface along east side of the north bound lanes of US Highway 34 and complete trail connections to Allied Road at the north, and Beach Road to the south.							
Existing US-34 bridge over the Platte River between Sarpy and Cass Counties							

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	2023	UTIL-CON -CE	STBG-MAPA	\$3,747.96	\$2,997.96	\$0.00	\$750.00
			Total - 2019-023 NE-22770 US Highway 34 Bike and Walking Trail Phase 2	\$4,247.96	\$3,397.96	\$0.00	\$850.00
2020-003 NE-22721 US-6 at 192nd St.							
Interchange modification							
US-6/192nd St interchange							
NDOT	2022	PE-NEPA- FD	State-Nebraska	\$1,610.00	\$0.00	\$1,610.00	\$0.00
NDOT	2023	ROW	State-Nebraska	\$2,526.00	\$0.00	\$2,526.00	\$0.00
NDOT	2024	UTIL-CON -CE	State-Nebraska	\$10,056.00	\$0.00	\$8,097.00	\$1,959.00

			Total - 2020-003 NE-22721 US-6 at 192nd St.	\$14,192.00	\$0.00	\$12,233.00	\$1,959.00
2020-012 Airfield Pump Station Rehab							
Omaha Eppley Airfield							
Omaha Airport Authori ty	2022	UTIL-CON -CE	FAA AIP	\$14,750.00	\$12,250.00	\$0.00	\$2,500.00
Omaha Airport Authori ty	2027	UTIL-CON -CE	FAA AIP	\$14,750.00	\$12,250.00	\$0.00	\$2,500.00
			Total - 2020-012 Airfield Pump Station Rehab	\$29,500.00	\$24,500.00	\$0.00	\$5,000.00
2020-021 Terminal Access Road							
Reconstruction, widening and extension of the existing access road to the Eppley Airfield Terminal							
Eppley Airfield in Omaha, Nebraska							

Omaha Airport Authority	2020	UTIL-CON-CE	FAA AIP	\$6,500.00	\$1,500.00	\$0.00	\$5,000.00
Omaha Airport Authority	2023	UTIL-CON-CE	FAA AIP	\$60,000.00	\$40,000.00	\$0.00	\$20,000.00
			Total - 2020-021 Terminal Access Road	\$66,500.00	\$41,500.00	\$0.00	\$25,000.00
2020-022 Terminal Modernization Program							
Expansion and rehabilitation of the Eppley Airfield Terminal to meet passenger growth							
Omaha Airport Authority	2024	UTIL-CON-CE	FAA AIP	\$685,000.00	\$300,000.00	\$0.00	\$385,000.00
Omaha Airport Authority	2024	PE-NEPA-FD	FAA AIP	\$40,000.00	\$20,000.00	\$0.00	\$20,000.00
Omaha Airport	2025	UTIL-CON-CE	FAA AIP	\$12,000.00	\$9,000.00	\$0.00	\$3,000.00

Authority							
			Total - 2020-022 Terminal Modernization Program	\$737,000.00	\$329,000.00	\$0.00	\$408,000.00
2021-005 ORBT Launch Operations							
Support for the launch of ORBT in Omaha							
ORBT route along Dodge Street in the City of Omaha							
Metro Transit	2021	Transfer to FTA 5307	STBG-MAPA	\$182.89	\$146.31	\$0.00	\$36.58
			Total - 2021-005 ORBT Launch Operations	\$182.89	\$146.31	\$0.00	\$36.58
2021-007 NE-22873 Schram Spur N-370 Undercrossing and Trail Segment							
<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 future six-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							
City of Papillion	2022	PE-NEPA-FD	TAP-MAPA	\$194.31	\$155.45	\$0.00	\$38.86
City of Papillion	2023	PE-NEPA-FD	TAP-MAPA	\$110.28	\$88.22	\$0.00	\$22.06
City of Papillion	2027	UTIL-CON-CE	TAP-MAPA	\$2,194.50	\$1,755.60	\$0.00	\$438.90
City of Papillion	2027	UTIL-CON-CE	TAP-State	\$7,500.00	\$7,500.00	\$0.00	\$0.00
			Total - 2021-007 NE-22873 Schram Spur N-370 Undercrossing and Trail Segment	\$9,999.09	\$9,499.27	\$0.00	\$499.82
2021-008 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							

City of La Vista	2025	PE-NEPA-FD	TAP-MAPA	\$283.50	\$226.80	\$0.00	\$56.70
City of La Vista	2026	ROW	TAP-MAPA	\$105.00	\$84.00	\$0.00	\$21.00
City of La Vista	2027	UTIL-CON-CE	TAP-MAPA	\$1,522.50	\$1,218.00	\$0.00	\$304.50
			Total - 2021-008 Thompson Creek Trail	\$1,911.00	\$1,528.80	\$0.00	\$382.20
2023-001 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.							
City of Omaha	2026	PE-NEPA-FD	STBG-MAPA	\$437.50	\$350.00	\$0.00	\$87.50
City of Omaha	2028	UTIL-CON-CE	STBG-MAPA	\$3,750.00	\$3,000.00	\$0.00	\$750.00
			Total - 2023-001 72nd St & Blondo St intersection improvements	\$4,187.50	\$3,350.00	\$0.00	\$837.50

2023-003 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							
City of Omaha	2026	PE-NEPA-FD	STBG-MAPA	\$470.00	\$376.00	\$0.00	\$94.00
City of Omaha	2028	UTIL-CON-CE	STBG-MAPA	\$4,250.00	\$3,400.00	\$0.00	\$850.00
			Total - 2023-003 120th St & L St Intersection Improvements	\$4,720.00	\$3,776.00	\$0.00	\$944.00
2023-004 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.							

City of Omaha	2026	PE-NEPA-FD	STBG-MAPA	\$1,250.00	\$1,000.00	\$0.00	\$250.00
City of Omaha	2028	UTIL-CON-CE	STBG-MAPA	\$11,250.00	\$9,000.00	\$0.00	\$2,250.00
			Total - 2023-004 72nd Street – L Street to F Street	\$12,500.00	\$10,000.00	\$0.00	\$2,500.00

2023-005 NE-22930 East 6th Street, 72nd - 84th

This project is 0.65 miles in length and is located on East 6th St in the City of Papillion, Sarpy County, starting 0.21 miles west of the 72nd Stand Cornhusker Rd, extending east to 0.13 miles east of the junction of East 6th St and N Washington St (84th St). Construction may begin and/or end approximately 500 feet ahead of or beyond the actual project limits to accommodate transitioning the pavement. The improvements on this project consist of removal and replacement of existing pavement including curb and paved shoulders where present, modifying lane geometry from a 2 lane segment to a curbed 3 lane segment with a two way left turn lane for the length of the project, and removal and replacement of storm sewers, adjusting utilities to grade, grading, utility relocations, removal and replacement of sidewalks to meet ADA standards, and the addition of 10' wide shared use path on the south side of East 6th St for the length of the project, addition of retaining walls, street lighting, and traffic control devices. Grading will be required for the entire length of this project. This project will not be constructed under traffic. A detour will be provided for pedestrians and vehicles. Work on the designated detour route is not anticipated. Night work is not anticipated. Additional property rights will be required to build this project. Access to adjacent properties will be maintained for most properties during construction but may be limited at times due to phasing requirements. There are a few residential properties with access only to East 6th St that will require additional coordination to determine feasibility of maintaining access and/or duration of loss of access.

In the Cities of Papillion and LaVista on 6th Street/Cornhusker Road from east of the intersection of 6th Street/Cornhusker Road and 84th Street to west of the intersection of Cornhusker Road and 72nd Street.

City of Papillion	2024	PE-NEPA-FD	STBG-MAPA	\$1,087.18	\$869.74	\$0.00	\$217.44
City of Papillion	2028	ROW	STBG-MAPA	\$500.00	\$400.00	\$0.00	\$100.00
City of Papillion	2028	UTIL-CON-CE	STBG-MAPA	\$8,751.13	\$6,957.70	\$0.00	\$1,793.43
			Total - 2023-005 NE-22930 East 6th Street, 72nd - 84th	\$10,338.31	\$8,227.44	\$0.00	\$2,110.87
2023-006 NE-22906 Bridge Replacement - Q St. at Elkhorn River							
<p>The project will replace the West "Q" Road bridge over the Elkhorn River, immediately west of the 245th Street intersection. A westbound left turn lane would be added along West "Q" Road at 245th Street. The bridge would be wide enough for striping at the 245th Street intersection, to account for the new left turn lane. At each end of the project a taper section would be constructed to match the existing 24' wide West "Q" Road surface. The bridge substructure elements, abutments and piers, would be constructed wide enough to allow for a separated pedestrian facility should be desired at a later date. A pedestrian trail is shown in planning documents through the area, but no detailed plans or locations have been determined.</p>							
In Douglas County, along Q Street on existing alignment over the Elkhorn River.							
Douglas County	2027	ROW	STBG-MAPA	\$100.00	\$80.00	\$0.00	\$20.00

Douglas County	2027	UTIL-CON-CE	STBG-MAPA	\$4,500.00	\$3,600.00	\$0.00	\$900.00
			Total - 2023-006 NE-22906 Bridge Replacement - Q St. at Elkhorn River	\$4,600.00	\$3,680.00	\$0.00	\$920.00
2023-007 NE-22951 Sarpy County Concrete Panel Repair							
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.							
In Sarpy County along 84th from Platteview to Capehart and Along Platteview Road from 84th to 27th Street							
Sarpy County	2024	UTIL-CON-CE (AC)	Local	\$1,562.50	\$0.00	\$0.00	\$1,562.50
Sarpy County	2026	AC Conversion	STBG-MAPA	\$0.00	\$1,250.00	\$0.00	-\$1,250.00
			Total - 2023-007 NE-22951 Sarpy County Concrete Panel Repair	\$1,562.50	\$1,250.00	\$0.00	\$312.50
2023-008 Signal Infrastructure Phase X							

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.

Improvements will be deployed at up to 69 signals throughout the City of Omaha.

City of Omaha	2025	PE-NEPA-FD	STBG-MAPA	\$500.00	\$400.00	\$0.00	\$100.00
City of Omaha	2027	UTIL-CON-CE	STBG-MAPA	\$4,500.00	\$3,600.00	\$0.00	\$900.00
			Total - 2023-008 Signal Infrastructure Phase X	\$5,000.00	\$4,000.00	\$0.00	\$1,000.00

2023-013 Roundabout Program

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.

Various intersections throughout the City of Omaha to be identified throughout the program for roundabout improvements.

City of Omaha	2025	PE-NEPA-FD	STBG-MAPA	\$312.50	\$250.00	\$0.00	\$62.50
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			Total - 2023-013 Roundabout Program	\$312.50	\$250.00	\$0.00	\$62.50
2023-015 River Road Drive							
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.							
Along River Road Drive starting at, and including, the intersection of Blondo Street and ending at the 1st Street Intersection.							
Village of Waterloo	2025	PE-NEPA-FD	STBG-MAPA	\$187.50	\$150.00	\$0.00	\$37.50
Village of Waterloo	2026	UTIL-CON-CE	STBG-MAPA	\$1,687.50	\$1,350.00	\$0.00	\$337.50
			Total - 2023-015 River Road Drive	\$1,875.00	\$1,500.00	\$0.00	\$375.00
2023-024 NE-22852 I-680: Pacific to Dodge							
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	\$519.00	\$0.00	\$519.00	\$0.00
NDOT	2025	ROW	State-Nebraska	\$50.00	\$0.00	\$50.00	\$0.00
NDOT	2026	UTIL-CON-CE	NHPP	\$11,667.00	\$10,405.00	\$1,156.00	\$106.00
			Total - 2023-024 NE-22852 I-680: Pacific to Dodge	\$12,236.00	\$10,405.00	\$1,725.00	\$106.00
2023-025 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.							
City of Omaha	2025	UTIL-CON-CE	TAP-MAPA	\$1,384.00	\$1,107.00	\$0.00	\$277.00

City of Omaha	2025	PE-NEPA-FD	STBG-MAPA	\$600.00	\$480.00	\$0.00	\$120.00
			Total - 2023-025 Levi Carter Park Trail	\$1,984.00	\$1,587.00	\$0.00	\$397.00
2023-026 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 Transit	2023	UTIL-CON-CE	TAP-MAPA	\$630.00	\$500.00	\$0.00	\$130.00
			Total - 2023-026 72nd & Ames Transit Access & Pedestrian Amenities	\$630.00	\$500.00	\$0.00	\$130.00
2023-027 NE-22924 Midtown Medical Center Bikeway Connection							

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.

Bridge across Leavenworth St. 39th St. Marcy St to Jones St., Omaha, Nebraska

City of Omaha	2024	PE-NEPA-FD	TAP-MAPA	\$1,125.00	\$900.00	\$0.00	\$225.00
City of Omaha	2025	ROW	TAP-State	\$60.00	\$48.00	\$0.00	\$12.00
City of Omaha	2025	UTIL-CON-CE	TAP-State	\$200.00	\$160.00	\$0.00	\$40.00
City of Omaha	2028	UTIL-CON-CE	TAP-State	\$11,740.00	\$9,392.00	\$0.00	\$2,348.00
			Total - 2023-027 NE-22924 Midtown Medical Center Bikeway Connection	\$13,125.00	\$10,500.00	\$0.00	\$2,625.00

2023-028 Sorensen Trail 72nd Street Underpass

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.

72nd Street north of Sorensen Parkway, Omaha, NE

PMRNR D	2025	PE-NEPA- FD	TAP-MAPA	\$275.00	\$220.00	\$0.00	\$55.00
PMRNR D	2026	UTIL-CON -CE	TAP-MAPA	\$2,000.00	\$1,600.00	\$0.00	\$400.00
			Total - 2023-028 Sorensen Trail 72nd Street Underpass	\$2,275.00	\$1,820.00	\$0.00	\$455.00

2023-073 Burlington Avenue Extension

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.

Burlington Avenue, Ralston

City of Ralston	2023	PE-NEPA- FD	Discretionary	\$800.00	\$0.00	\$0.00	\$800.00
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City of Ralston	2025	UTIL-CON-CE	Discretionary	\$6,800.00	\$2,000.00	\$0.00	\$4,800.00
			Total - 2023-073 Burlington Avenue Extension	\$7,600.00	\$2,000.00	\$0.00	\$5,600.00
2023-087 NE-22932 24th Street Streetscape Improvements							
The project is located on North 24th Street from Ohio Street to Sahler Street in Omaha, Nebraska in Douglas County. The proposed improvements are approximately 1 miles long. Improvements include restriping, pedestrian nodes to shorten crossing distances and delineate parking, landscaping, signage, sidewalk ramps, sidewalk, and storm sewer modifications along the corridor.							
In the City of Omaha along 24th Street from Ohio Street to Sahler Street.							
City of Omaha	2024	PE-NEPA-FD	Discretionary	\$536.60	\$429.28	\$0.00	\$107.32
City of Omaha	2025	ROW	Discretionary	\$60.00	\$48.00	\$0.00	\$12.00
City of Omaha	2026	UTIL-CON-CE	Discretionary	\$4,400.50	\$3,520.40	\$0.00	\$880.10
			Total - 2023-087 NE-22932 24th Street Streetscape Improvements	\$4,997.10	\$3,997.68	\$0.00	\$999.42

2023-088 Blackstone Streetscape Improvements							
The purpose of this project is to improve pedestrian safety along Harney Street by reconstructing sidewalks and instituting safer pedestrian crossing operations. The need of this project is to address pedestrian safety concerns of a corridor that has experienced and will continue to experience increasing pedestrian traffic. This project was initiated via a Community Project Funding (CPF) grant.							
In the City of Omaha, along Harney Street from S 41st and S 35th St.							
City of Omaha	2024	PE-NEPA-FD	Discretionary	\$303.01	\$153.32	\$19.09	\$130.60
City of Omaha	2025	PE-NEPA-FD	Discretionary	\$79.88	\$40.42	\$5.03	\$34.43
City of Omaha	2025	ROW	Discretionary	\$60.00	\$30.36	\$3.78	\$25.86
City of Omaha	2026	UTIL-CON-CE	Discretionary	\$3,062.05	\$1,549.40	\$192.91	\$1,319.74
			Total - 2023-088 Blackstone Streetscape Improvements	\$3,504.94	\$1,773.50	\$220.81	\$1,510.63
2024-004 NE-22850 I-80: N-50 Ramp							
Lane addition							

I-80, N-50 Ramp, Omaha							
NDOT	2024	PE-NEPA-FD	State-Nebraska	\$75.00	\$0.00	\$75.00	\$0.00
NDOT	2025	UTIL-CON-CE	NHPP	\$5,947.00	\$5,352.00	\$595.00	\$0.00
			Total - 2024-004 NE-22850 I-80: N-50 Ramp	\$6,022.00	\$5,352.00	\$670.00	\$0.00
2024-006 NE-22855 I-80: 50th St - I-480							
Lane addition, pavement replacement							
I-80, 50th - I-480, Omaha							
NDOT	2025	PE-NEPA-FD	State-Nebraska	\$1,821.00	\$0.00	\$1,821.00	\$0.00
NDOT	2026	UTIL-CON-CE	NHPP	\$50,142.00	\$43,937.00	\$6,205.00	\$0.00
			Total - 2024-006 NE-22855 I-80: 50th St - I-480	\$51,963.00	\$43,937.00	\$8,026.00	\$0.00
2024-007 NE-22860 I-680: Fort St.- Blair High Rd.							

Lane addition, resurfacing							
I-680, Fort St.- Blair High Rd., Omaha							
NDOT	2025	PE-NEPA-FD	State-Nebraska	\$1,664.00	\$0.00	\$1,664.00	\$0.00
NDOT	2026	ROW	State-Nebraska	\$20.00	\$0.00	\$20.00	\$0.00
NDOT	2029	UTIL-CON-CE	NHPP	\$48,615.00	\$43,753.00	\$4,862.00	\$0.00
			Total - 2024-007 NE-22860 I-680: Fort St.- Blair High Rd.	\$50,299.00	\$43,753.00	\$6,546.00	\$0.00
2024-008 NE-22871 I-80: N-370 to N-50							
Construct interchange							
I-80, N-370 to N-50							
NDOT	2025	PE-NEPA-FD	State-Nebraska	\$508.00	\$0.00	\$508.00	\$0.00
NDOT	2027	ROW	State-Nebraska	\$1,600.00	\$0.00	\$1,600.00	\$0.00

NDOT	2028	UTIL-CON -CE	NHPP	\$14,191.00	\$11,049.00	\$3,142.00	\$0.00
			Total - 2024-008 NE-22871 I-80: N-370 to N-50	\$16,299.00	\$11,049.00	\$5,250.00	\$0.00
2024-010 NE-22875 US-75: Fairview Rd - Childs Rd							
Install median guardrail							
US-75, Fairview Rd - Childs Rd							
NDOT	2025	PE-NEPA- FD	State-Nebraska	\$1.00	\$0.00	\$1.00	\$0.00
NDOT	2027	UTIL-CON -CE	HSIP	\$2,640.00	\$2,376.00	\$264.00	\$0.00
			Total - 2024-010 NE-22875 US-75: Fairview Rd - Childs Rd	\$2,641.00	\$2,376.00	\$265.00	\$0.00
2024-014 NE-22888 US-275: US-275 & W Dodge Rd, Omaha							
Intersection improvements							
US-275, US-275 & W Dodge Rd, Omaha							

NDOT	2025	PE-NEPA-FD	State-Nebraska	\$556.00	\$0.00	\$556.00	\$0.00
			Total - 2024-014 NE-22888 US-275: US-275 & W Dodge Rd, Omaha	\$556.00	\$0.00	\$556.00	\$0.00
			Total	\$1,174,953.75	\$638,542.89	\$35,491.81	\$500,919.05

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
2024-014 NE-22888 US-275: US-275 & W Dodge Rd, Omaha							
Intersection improvements							

US-275, US-275 & W Dodge Rd, Omaha							
NDOT	2026	UTIL-CON -CE	HSIP	\$4,133.00	\$3,720.00	\$413.00	\$0.00
			Total - 2024-014 NE-22888 US-275: US-275 & W Dodge Rd, Omaha	\$4,133.00	\$3,720.00	\$413.00	\$0.00
2024-022 Millard Taxilane Reconstruction							
Reconstruction of the taxilane at the Millard Airport.							
At the Millard Airport within the City of Omaha.							

Omaha Airport Authority	2024	UTIL-CON -CE	FAA AIP	\$1,450.00	\$1,305.00	\$0.00	\$145.00
			Total - 2024-022 Millard Taxilane Reconstruction	\$1,450.00	\$1,305.00	\$0.00	\$145.00
2024-023 Eppley Pedestrian Bridge							
Construction of a pedestrian bridge.							
At Eppley Airfield within the City of Omaha							
Omaha Airport Authority	2026	UTIL-CON -CE	FAA AIP	\$7,000.00	\$5,250.00	\$0.00	\$1,750.00

			Total - 2024-023 Eppley Pedestrian Bridge	\$7,000.00	\$5,250.00	\$0.00	\$1,750.00
2024-024 Eppley Airfield Lighting Phase 2							
Installation of new lighting.							
Omaha Airport Authority	2028	UTIL-CON -CE	FAA AIP	\$6,000.00	\$4,500.00	\$0.00	\$1,500.00
			Total - 2024-024 Eppley Airfield Lighting Phase 2	\$6,000.00	\$4,500.00	\$0.00	\$1,500.00
2024-025 Reconstruct Runway End 14R, Txy A							

Runway reconstruction							
Omaha Airport Authority	2029	UTIL-CON -CE	FAA AIP	\$22,800.00	\$17,100.00	\$0.00	\$5,700.00
			Total - 2024-025 Reconstruct Runway End 14R, Txy A	\$22,800.00	\$17,100.00	\$0.00	\$5,700.00
2024-034 Omaha Resurfacing Program							
This is a funding placeholder for resurfacing tied to the 108th & West Center Road project (2023-002).							

City of Omaha	2028	AC Conversion	STBG-MAPA	\$1,263.13	\$874.62	\$0.00	\$388.51
			Total - 2024-034 Omaha Resurfacing Program	\$1,263.13	\$874.62	\$0.00	\$388.51
2024-039 NE-22941 Storz Expy & Sorensen Pkwy Resurfacing							
<p>The panel repair project is needed to remove roadway deficiencies such as scaling, spalling, blowups, faulting, potholes, pavement, cracks and deformation that exist in the selected concrete pavement surfaces. The purpose of this project is to improve the existing roadways for the safe travel of the public by correcting ride qualities to the existing concrete roadways and provide a smooth and safe driving surface for the traveling public.</p>							
<p>Various locations along Storz Expressway and Sorensen Parkway in the City of Omaha.</p>							

City of Omaha	2024	PE-NEPA-FD (AC)	STBG-MAPA	\$10.00	\$0.00	\$0.00	\$10.00
City of Omaha	2025	UTIL-CON-CE (AC)	STBG-MAPA	\$8,240.48	\$0.00	\$0.00	\$8,240.48
City of Omaha	2028	AC Conversion	STBG-MAPA	\$0.00	\$6,600.38	\$0.00	-\$6,600.38
			Total - 2024-039 NE-22941 Storz Expy & Sorensen Pkwy Resurfacing	\$8,250.48	\$6,600.38	\$0.00	\$1,650.10
2024-040 NE-22929 Western Douglas County Trail							

Waterloo trail - a combination of phases 4 and 5 of a planned trail which will complete the loop around Waterloo.							
Douglas County	2024	PE-NEPA-FD	TAP-State	\$400.00	\$320.00	\$0.00	\$80.00
Douglas County	2025	ROW	TAP-State	\$100.00	\$80.00	\$0.00	\$20.00
Douglas County	2026	UTIL-CON-CE	TAP-State	\$2,000.00	\$1,600.00	\$0.00	\$400.00
			Total - 2024-040 NE-22929 Western Douglas County Trail	\$2,500.00	\$2,000.00	\$0.00	\$500.00

2024-041 NE-22931 Elkhorn River Trail Bridge

The Elkhorn River Trail Bridge will be a regionally significant new connection constructing a bridge across the Elkhorn River with publicly accessible trail access on both sides of the river. The project will provide a dedicated active transportation connection for pedestrians, bicyclists, and other nonmotorized forms of transportation from the Elkhorn River Maple Access to a trail head on the west side of the River. This new connection will improve safety by separating active transportation and recreation users from vehicles. The project was identified in the Wester Douglas County Trails plan from 2004 and has been included in the Omaha metropolitan area trail master planning since that time. The project will provide an overlook location and safe viewing of the Elkhorn River.

PMRNRD	2024	PE-NEPA-FD	TAP-State	\$400.00	\$320.00	\$0.00	\$80.00
PMRNRD	2025	ROW	TAP-State	\$100.00	\$80.00	\$0.00	\$20.00
PMRNRD	2026	UTIL-CON-CE	TAP-State	\$5,400.00	\$4,320.00	\$0.00	\$1,080.00

			Total - 2024-041 NE-22931 Elkhorn River Trail Bridge	\$5,900.00	\$4,720.00	\$0.00	\$1,180.00
2025-002 36th Street Improvements from Cornhusker Road to N-370 – Phase 1							
<p>The project completes the first of three phases between Cornhusker Road and Highway 370. To complete this southernmost phase, Bellevue will construct the four-lane median divided cross section and access control to Raynor Road. The roadway design will make the section safer for local traffic and vehicles moving through the corridor. The bridge elevation will be raised to meet current floodplain mapping standards. A 10-foot wide shared use path will be constructed on the west side of the road to connect with sidewalks on cross streets to Raynor Road where connection to West Papio Trail can be utilized for crossing Big Papio Creek.</p>							
<p>This project is located along 36th Street in Bellevue from north of the intersection with Twin Creek Drive to south of the intersection with Raynor Drive.</p>							
City of Bellevue	2030	UTIL-CON -CE	STBG-MAPA	\$17,496.25	\$13,997.00	\$0.00	\$3,499.25

			Total - 2025-002 36th Street Improvements from Cornhusker Road to N-370 – Phase 1	\$17,496.25	\$13,997.00	\$0.00	\$3,499.25
2025-004 168th Street & Harrison Street Corridors Improvements							
<p>The project will design the 168th Street corridor from approximately V to Harrison Street and Harrison Street from 157th Street to 204th Street using the City's Complete Streets process to identify the community's needs, context of the area, and identify safety issues that need to be addressed. We anticipate that this will include widening of 168th Street and Harrison Street as well as providing sidewalk and/or trail access to provide connectivity, as appropriate. This project will coordinate closely with Sarpy County's 168th St. Hwy 370 - Harrison St. project and the City's 168th Street project from Q to Center, which is currently being constructed. This project will further determine overall project cost needs for construction and help to write an application to apply for federal funds for a shovel-ready project.</p>							
<p>The project will include 168th Street from V Street to Harrison Street as well as Harrison Street from 156th to 204th Streets. The project will be closely coordinated with Sarpy County's current 168th St. Hwy 370 - Harrison St. project currently funded through MAPA.</p>							
City of Omaha	2028	PE-NEPA-FD	STBG-MAPA	\$12,155.00	\$9,724.00	\$0.00	\$2,431.00

			Total - 2025-004 168th Street & Harrison Street Corridors Improvements	\$12,155.00	\$9,724.00	\$0.00	\$2,431.00
2025-005 Portal Road/6th Street Improvements – Phase 2							
<p>A 5-lane cross section will be designed and constructed between Giles Road and 96th Street. The 4-lane median divided cross section will be designed and constructed between 96th and 84th Street. Improvements will support future traffic operations and previous intersection improvements completed in the corridor. The number of driveway access to 84th street will be limited near intersections to improve traffic flow. A future Applewood Trail crossing at 101st will be supported with project design and intersection improvement. Trail design is not included in the scope of this project.</p>							
<p>Portal Road/6th Street Improvements: West Terminus is located at the intersection of Portal Road and Giles Road. East Terminus is located at the intersection of 6th Street and 84th Street. Project ties into previous intersection improvements completed at 96th Street and 84th Street. Project is a continuation of phasing to complete programmed corridor improvements between 84th Street and Magnolia Drive (Phase I).</p>							
City of Papillion	2029	UTIL-CON -CE	STBG-MAPA	\$15,953.75	\$12,763.00	\$0.00	\$3,190.75

			Total - 2025-005 Portal Road/6th Street Improvements – Phase 2	\$15,953.75	\$12,763.00	\$0.00	\$3,190.75
2025-013 Signal Infrastructure Phase Y							
Replacement of signal infrastructure including cabinets, controllers, software, detection, communications systems, and video monitoring capabilities, and accommodation of future technologies such as connected vehicle applications.							
Targeting Phase F1, which includes up to 69 signals in Midtown Omaha, in the western part of downtown, Gifford Park, Dundee, Hamilton, and Benson.							
City of Omaha	2025	UTIL-CON -CE	CRP-MAPA	\$5,629.31	\$4,503.45	\$0.00	\$1,125.86

			Total - 2025-013 Signal Infrastructure Phase Y	\$5,629.31	\$4,503.45	\$0.00	\$1,125.86
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2025-014 Bennington Big Papio Trail

Bennington plans to connect to the existing pedestrian trail along Bennington Road with two bridge under crossings that will bypass traffic at both 156th Street and Bennington Road. The under crossings will require grading, retaining walls, concrete and handrails. Alternate “at grade” safe crossings will be needed to account for times where there may be high water in the West Branch of the Big Papillion Creek. The trail will follow the creek and be surfaced with concrete. Beginning at the existing trail at the Papio Creek bridge and proceeding south and east, it will end in downtown Bennington near the intersection of Warehouse and Stark Streets. Along the trail, a short pedestrian foot bridge will be needed to allow crossing over a deep drainage ditch. The majority of the trail is located within the city-owned Neumeyer Farm Parkland, our new 52 acre regional park and sports complex currently under development.

The trail will be located along the West Branch of the Big Papio Creek in Bennington. It will start at the existing trail on the northwest corner of the Bennington Road Bridge over the creek and under-cross Bennington Road under the bridge. The trail proceeds along the creek and will also under-cross 156th Street at that bridge. After the undercrossing it will connect into the existing walkway on the 156th Street bridge to cross the creek and then follow the north bank as it winds toward downtown Bennington where the trail will end at the intersection of Warehouse Street and Stark Street.

City of Bennington	2028	UTIL-CON -CE	CRP-MAPA	\$2,115.68	\$1,692.54	\$0.00	\$423.14
			Total - 2025-014 Bennington Big Papio Trail	\$2,115.68	\$1,692.54	\$0.00	\$423.14
2025-015 Center Street Safety and Multi-modal Improvements							
The project will design the improvements to be made, coordinate utilities, acquire any necessary ROW, and construct the identified improvements with construction oversight.							
The project will be along Center Street and extend from 42nd Street to 32nd Street.							
City of Omaha	2027	UTIL-CON -CE	CRP-MAPA	\$9,631.44	\$7,705.15	\$0.00	\$1,926.29

			Total - 2025-015 Center Street Safety and Multi-modal Improvements	\$9,631.44	\$7,705.15	\$0.00	\$1,926.29
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2025-016 Electrical Upgrades and Charging Stations Project

Metro will convert an existing room in the lower level of the building to a new electrical room that will house new electrical equipment. Since the existing electrical room and switchgear are at capacity for any additional electrical loads, a new switchgear will be installed in the new electrical room. The switchgear will be sized to handle future building electrical loads and the expansion of EV charging stations. In anticipation of 6 additional electrical vehicles in the next five to six years, three electric charging stations and six dispensers will be installed. The electrical supply to both the existing and new electrical rooms will be connected so that a new generator can be installed through another project and run electrical components from both the existing and new switchgear.

This project will be implemented at 2222 Cuming Street, Omaha, Nebraska, at the primary location of the Regional Metropolitan Transit Authority of Omaha. All updated electrical infrastructure and charging stations installed in the project will be stationary within the building and maintained by Metro.

Metro Transit	2026	UTIL-CON -CE	CRP-MAPA	\$2,315.25	\$1,852.20	\$0.00	\$463.05
			Total - 2025-016 Electrical Upgrades and Charging Stations Project	\$2,315.25	\$1,852.20	\$0.00	\$463.05
			Total	\$124,593.29	\$98,307.34	\$413.00	\$25,872.95

Table 5.3 B - TIP Projects by Sponsor: Iowa

Lead Agency	Fiscal Year	Phase	Fund Source	Total Cost	Federal	State	Local
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.							
City of Carter Lake	2024	UTIL-C ON-CE	TAP-MAPA	\$360.00	\$288.00	\$0.00	\$72.00
City of Carter Lake	2024	PE-NE PA-FD	TAP-MAPA	\$40.00	\$32.00	\$0.00	\$8.00
			Total - Carter Lake Walking and Bike Trail	\$400.00	\$320.00	\$0.00	\$80.00
City/County Connector Trail							
IA-35677							
Trail connection between the City of Council Bluffs trail system and the Pottawattamie County Trail system							
Along Railroad Highway from Kaneshville Boulevard to the Council Bluffs Corporate Limits							

City of Council Bluffs	2024	PE-NE PA-FD	TAP-MAPA	\$125.00	\$100.00	\$0.00	\$25.00
City of Council Bluffs	2024	ROW	TAP-MAPA	\$125.00	\$100.00	\$0.00	\$25.00
City of Council Bluffs	2024	UTIL-C ON-CE	TAP-MAPA	\$1,412.50	\$1,130.00	\$0.00	\$282.50
			Total - City/County Connector Trail	\$1,662.50	\$1,330.00	\$0.00	\$332.50
East Beltway: Greenview Road - East Segment							
IA-35682							
Reconstruction of existing roadway							
Along Greenwood Road from Ridgewood Drive to Cottonwood Drive							
City of Council Bluffs	2030	UTIL-C ON-CE	STBG-MAPA	\$1,875.00	\$1,500.00	\$0.00	\$375.00
			Total - East Beltway: Greenview Road - East Segment	\$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							
City of Council Bluffs	2029	UTIL-C ON-CE	STBG-MAPA	\$4,206.00	\$3,364.80	\$0.00	\$841.20
			Total - East Beltway: Greenview Road - West Segment	\$4,206.00	\$3,364.80	\$0.00	\$841.20
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							
City of Council Bluffs	2023	UTIL-C ON-CE	Demo	\$1,555.20	\$1,244.20	\$0.00	\$311.00
City of Council Bluffs	2023	ROW	STBG-MAPA	\$230.00	\$184.00	\$0.00	\$46.00
City of Council Bluffs	2023	UTIL-C ON-CE	STBG-MAPA	\$2,960.98	\$2,368.78	\$0.00	\$592.20
			Total - East Beltway: Stevens Road - West Segment	\$4,746.18	\$3,796.98	\$0.00	\$949.20
I-29: IA 192 Interchange in Council Bluffs (NB)							

IA-54569							
II 29: At the IA 192 Interchange in Council Bluffs (NB)							
Iowa DOT	2027	UTIL-C ON-CE	NHPP	\$6,992.00	\$6,292.80	\$699.2 0	\$0.00
			Total - I-29: IA 192 Interchange in Council Bluffs (NB)	\$6,992.00	\$6,292.80	\$699.2 0	\$0.00
North 16th Street Reconstruction							
IA-34125							
Reconstruction of roadway and utility work							
On 16th Street (Highway 192) from Avenue G to Nash Boulevard							
City of Council Bluffs	2028	UTIL-C ON-CE	STBG-MAPA	\$6,906.00	\$4,525.00	\$0.00	\$2,381.00
			Total - North 16th Street Reconstruction	\$6,906.00	\$4,525.00	\$0.00	\$2,381.00
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							
Pottawattamie County	2024	UTIL-C ON-CE	TAP-MAPA	\$298.70	\$238.70	\$0.00	\$60.00
			Total - Pottawattamie County Multi-Use Trail - Phase 1	\$298.70	\$238.70	\$0.00	\$60.00
South Expressway Reconstruction - Phase 1							
IA-34126							
Reconstruciton of roadway and utility work							
On Highway 192 from I-80 north to 21st Street							
City of Council Bluffs	2023	UTIL-C ON-CE	STBG-MAPA (Swap)	\$5,775.00	\$4,620.00	\$0.00	\$1,155.00
			Total - South Expressway Reconstruction - Phase 1	\$5,775.00	\$4,620.00	\$0.00	\$1,155.00
South Expressway Reconstruction - Phase 2							
IA-36984							
Reconstruction of roadway and utility work							

On Highway 192 from 21st Street north to 16th Street							
City of Council Bluffs	2027	UTIL-C ON-CE	STBG-MAPA	\$5,660.00	\$4,528.00	\$0.00	\$1,132.00
			Total - South Expressway Reconstruction - Phase 2	\$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.							
City of Council Bluffs	2026	PE-NE PA-FD	TAP-MAPA	\$100.00	\$90.00	\$0.00	\$10.00
City of Council Bluffs	2027	UTIL-C ON-CE	TAP-MAPA	\$901.69	\$721.35	\$0.00	\$180.34
			Total - South Expressway Trail, Phase I	\$1,001.69	\$811.35	\$0.00	\$190.34
W Graham Ave Reconstruction							
IA-25419							

Reconstruction of street and utilities							
High Street to Fairmont Avenue							
City of Council Bluffs	2025	UTIL-C ON-CE	STBG-MAPA	\$3,006.00	\$2,405.00	\$0.00	\$601.00
			Total - W Graham Ave Reconstruction	\$3,006.00	\$2,405.00	\$0.00	\$601.00
			Total	\$42,529.07	\$33,732.63	\$699.20	\$8,097.24

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

Federal Funding Source	Phase	Federal Funding	Total Funding
Omaha Signal Infrastructure Phase C2			

CMAQ	UTIL-CON-CE	\$2,724.68	\$3,405.85
	Total - Omaha Signal Infrastructure Phase C2	\$2,724.68	\$3,405.85
Omaha Signal Infrastructure Phase D1			
CMAQ	UTIL-CON-CE	\$2,717.89	\$3,397.36
	Total - Omaha Signal Infrastructure Phase D1	\$2,717.89	\$3,397.36
Signal Infrastructure Phase D2			
CMAQ	UTIL-CON-CE	\$1,781.77	\$2,227.21
	Total - Signal Infrastructure Phase D2	\$1,781.77	\$2,227.21
Signal Infrastructure Phase E1			
CMAQ	UTIL-CON-CE	\$2,666.10	\$3,332.63
	Total - Signal Infrastructure Phase E1	\$2,666.10	\$3,332.63
Signal Infrastructure Phase E2			
CMAQ	PE-NEPA-FD	\$88.00	\$110.00
	Total - Signal Infrastructure Phase E2	\$88.00	\$110.00

Signal Infrastructure Phase F1			
CMAQ	PE-NEPA-FD	\$88.00	\$110.00
	Total - Signal Infrastructure Phase F1	\$88.00	\$110.00
	Total	\$10,066.44	\$12,583.05

Table 5.7 - Air Quality Projects in Fiscal Year 2

Federal Funding Source	Phase	Federal Funding	Total Funding
Signal Infrastructure Phase E2			
CMAQ	UTIL-CON-CE	\$2,577.86	\$3,222.32
	Total - Signal Infrastructure Phase E2	\$2,577.86	\$3,222.32
Signal Infrastructure Phase F1			
CMAQ	UTIL-CON-CE	\$3,866.80	\$4,833.50
	Total - Signal Infrastructure Phase F1	\$3,866.80	\$4,833.50
	Total	\$6,444.66	\$8,055.82

Table 5.8 - Air Quality Projects in Fiscal Year 3

Project Name	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	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

Federal Funding Source	Phase	Federal Funding	Total Funding
33rd & Hamilton Mini Roundabout			
HSIP	UTIL-CON-CE	\$457.51	\$508.35
	Total - 33rd & Hamilton Mini Roundabout	\$457.51	\$508.35
	Total	\$457.51	\$508.35

Table 5.11 - Safety Projects in Fiscal Year 2

Project Name	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	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	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

Federal Funding Source	Phase	Federal Funding	Total Funding
192nd & Blondo Improvements Study			
STBG-MAPA	General Planning	\$630.00	\$787.50
	Total - 192nd & Blondo Improvements Study	\$630.00	\$787.50
Bennington Trail and Park Plan Update			
STBG-MAPA	General Planning	\$46.20	\$65.00
	Total - Bennington Trail and Park Plan Update	\$46.20	\$65.00
Climate Action and Resiliency Plan			

STBG-MAPA	Transfer to FTA 5307	\$168.00	\$210.00
	Total - Climate Action and Resiliency Plan	\$168.00	\$210.00
I-80: Sarpy County Interchange			
State-Nebraska	PE-NEPA-FD	\$0.00	\$2,500.00
	Total - I-80: Sarpy County Interchange	\$0.00	\$2,500.00
MAPA MPO Planning Allocation			
PL	General Planning	\$144.18	\$180.23
	Total - MAPA MPO Planning Allocation	\$144.18	\$180.23
N 270th and E Meigs Traffic Study			
STBG-MAPA	General Planning	\$42.00	\$52.50
	Total - N 270th and E Meigs Traffic Study	\$42.00	\$52.50
Planning for N-92 between Mead and US-6/N-31			
State-Nebraska	PE-NEPA-FD	\$0.00	\$5,950.00
	Total - Planning for N-92 between Mead and US-6/N-31	\$0.00	\$5,950.00

Regional Freight Study			
STBG-MAPA	General Planning	\$319.00	\$398.75
	Total - Regional Freight Study	\$319.00	\$398.75
Regional Planning Support			
STBG-MAPA	General Planning	\$315.00	\$393.75
	Total - Regional Planning Support	\$315.00	\$393.75
Safe Routes to School Program			
STBG-MAPA	General Planning	\$218.40	\$273.00
	Total - Safe Routes to School Program	\$218.40	\$273.00
Western Douglas County Trails Plan Update			
STBG-MAPA	General Planning	\$157.50	\$196.88
	Total - Western Douglas County Trails Plan Update	\$157.50	\$196.88
	Total	\$2,040.28	\$11,007.61

Table 5.15 - Planning Projects in Fiscal Year 2

Federal Funding Source	Phase	Federal Funding	Total Funding
Heartland 2050 Mini-Grant Program			
STBG-MAPA	General Planning	\$250.00	\$312.50
	Total - Heartland 2050 Mini-Grant Program	\$250.00	\$312.50
MAPA MPO Planning Allocation			
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

Federal Funding Source	Phase	Federal Funding	Total Funding
Heartland 2050 Mini-Grant Program			
STBG-MAPA	General Planning	\$250.00	\$312.50
	Total - Heartland 2050 Mini-Grant Program	\$250.00	\$312.50
MAPA MPO Planning Allocation			

PL	General Planning	\$144.18	\$180.23
	Total - MAPA MPO Planning Allocation	\$144.18	\$180.23
	Total	\$394.18	\$492.73

Table 5.17 - Planning Projects in Fiscal Year 4

Federal Funding Source	Phase	Federal Funding	Total Funding
Heartland 2050 Mini-Grant Program			
STBG-MAPA	General Planning	\$250.00	\$312.50
	Total - Heartland 2050 Mini-Grant Program	\$250.00	\$312.50
	Total	\$250.00	\$312.50

Table 5.18 - System Preservation Projects in Fiscal Year 1

Federal Funding Source	Phase	Federal Funding	Total Funding
State-Iowa	UTIL-CON-CE	\$0.00	\$45.00
State-Iowa	UTIL-CON-CE	\$0.00	\$5,000.00

State-Iowa	UTIL-CON-CE	\$0.00	\$924.00
State-Iowa	UTIL-CON-CE	\$0.00	\$1,254.00
State-Iowa	UTIL-CON-CE	\$0.00	\$400.00
	Total	\$0.00	\$7,623.00
2018 Bellevue Resurfacing Project			
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			
STBG-MAPA	AC Conversion	\$1,590.40	\$1,590.40
	Total - 2020 Bellevue Resurfacing Project	\$1,590.40	\$1,590.40
275 Bridge Cleaning			
State-Iowa	UTIL-CON-CE	\$0.00	\$57.00
	Total - 275 Bridge Cleaning	\$0.00	\$57.00
9th Avenue Bridge Replacement			

CHBP	UTIL-CON-CE	\$1,500.00	\$2,000.00
	Total - 9th Avenue Bridge Replacement	\$1,500.00	\$2,000.00
District 2 DMS Replacement			
State-Nebraska	PE-NEPA-FD	\$0.00	\$121.00
	Total - District 2 DMS Replacement	\$0.00	\$121.00
District 2 DMS Retrofit			
State-Nebraska	PE-NEPA-FD	\$0.00	\$3.00
	Total - District 2 DMS Retrofit	\$0.00	\$3.00
I-480: Bancroft St - Dewey St			
State-Nebraska	PE-NEPA-FD	\$0.00	\$1.00
	Total - I-480: Bancroft St - Dewey St	\$0.00	\$1.00
I-480: Missouri River in Council Bluffs			
State-Iowa	UTIL-CON-CE	\$0.00	\$30.00
	Total - I-480: Missouri River in Council Bluffs	\$0.00	\$30.00

I-680: District 2-B High Mast Tower Replacement.			
STBG-State	UTIL-CON-CE	\$3,346.00	\$3,718.00
	Total - I-680: District 2-B High Mast Tower Replacement.	\$3,346.00	\$3,718.00
I-680: District 2-C High Mast Tower Replacement			
STBG-State	UTIL-CON-CE	\$4,260.00	\$4,733.00
	Total - I-680: District 2-C High Mast Tower Replacement	\$4,260.00	\$4,733.00
I-680: Fort St - Missouri River			
NHPP	UTIL-CON-CE	\$340.00	\$378.00
	Total - I-680: Fort St - Missouri River	\$340.00	\$378.00
I-680: Irvington Rd - Missouri River			
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			
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: Mormon Bridge			
State-Nebraska	PE-NEPA-FD	\$0.00	\$1.00
	Total - I-680: Mormon Bridge	\$0.00	\$1.00
I-80: 50th St - I-480, Omaha			
NHPP	UTIL-CON-CE	\$307.00	\$341.00
	Total - I-80: 50th St - I-480, Omaha	\$307.00	\$341.00
I-80: 72nd St - 84th St, Omaha			
NHPP	UTIL-CON-CE	\$1,385.00	\$1,539.00
	Total - I-80: 72nd St - 84th St, Omaha	\$1,385.00	\$1,539.00
I-80: Missouri River in Council Bluffs - Eastbound & Westbound			
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			

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			
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			
NHPP	UTIL-CON-CE	\$3,016.00	\$3,351.00
	Total - I-80: Platte River - Millard East	\$3,016.00	\$3,351.00
IHSIPX-680()--08-78			
HSIP	UTIL-CON-CE	\$90.00	\$100.00
	Total - IHSIPX-680()--08-78	\$90.00	\$100.00
IMN-080()--0E-78			
State-Iowa	UTIL-CON-CE	\$0.00	\$700.00
	Total - IMN-080()--0E-78	\$0.00	\$700.00

N-31: Elkhorn Viaduct			
BRI / 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			
STBG-State	UTIL-CON-CE	\$13,817.00	\$17,271.00
	Total - N-36: Elkhorn River - N-133	\$13,817.00	\$17,271.00
N-50: Louisville - Springfield			
STBG-State	UTIL-CON-CE	\$1,071.00	\$1,339.00
	Total - N-50: Louisville - Springfield	\$1,071.00	\$1,339.00
N-50: South Papillion Creek Bridge			
State-Nebraska	PE-NEPA-FD	\$0.00	\$1.00
	Total - N-50: South Papillion Creek Bridge	\$0.00	\$1.00
Platte River East			
State-Nebraska	PE-NEPA-FD	\$0.00	\$1.00

	Total - Platte River East	\$0.00	\$1.00
US-275: District 2-A High Mast Tower Replacement			
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			
State-Nebraska	PE-NEPA-FD	\$0.00	\$66.00
	Total - US-275, L-28B - N-92 Resurfacing and Bridge Repairs	\$0.00	\$66.00
US-6: 156th St - 132nd St, Omaha			
NHPP	UTIL-CON-CE	\$2,191.00	\$5,280.00
	Total - US-6: 156th St - 132nd St, Omaha	\$2,191.00	\$5,280.00
US-6, 161st St.-127th St.			
State-Nebraska	PE-NEPA-FD	\$0.00	\$805.00
	Total - US-6, 161st St.-127th St.	\$0.00	\$805.00
US-6, Fairview Rd.- Harrison St.			

NHPP	UTIL-CON-CE	\$3,278.00	\$4,804.00
	Total - US-6, Fairview Rd.- Harrison St.	\$3,278.00	\$4,804.00
US-6: Linoma Beach - N-31			
State-Nebraska	PE-NEPA-FD	\$0.00	\$617.00
	Total - US-6: Linoma Beach - N-31	\$0.00	\$617.00
US-6: South 234th St			
State-Nebraska	ROW	\$0.00	\$5.00
	Total - US-6: South 234th St	\$0.00	\$5.00
US-75, Hamilton St.-Fort St.			
NHPP	UTIL-CON-CE	\$144.00	\$180.00
	Total - US-75, Hamilton St.-Fort St.	\$144.00	\$180.00
US-75: US-75 Bridges, Bellevue Ph 2			
BRI / HBRRP	UTIL-CON-CE	\$5,425.00	\$6,781.00
	Total - US-75: US-75 Bridges, Bellevue Ph 2	\$5,425.00	\$6,781.00

US-75: US-75, Fairview Rd NB On-Ramp			
State-Nebraska	PE-NEPA-FD	\$0.00	\$49.00
	Total - US-75: US-75, Fairview Rd NB On-Ramp	\$0.00	\$49.00
US-75: US - 75 & N 48th St			
NHPP	UTIL-CON-CE	\$157.00	\$209.00
	Total - US-75: US - 75 & N 48th St	\$157.00	\$209.00
	Total	\$60,298.36	\$85,687.96

Table 5.19 - System Preservation Projects in Fiscal Year 2

Federal Funding Source	Phase	Federal Funding	Total Funding
State-Iowa	UTIL-CON-CE	\$0.00	\$45.00
State-Iowa	UTIL-CON-CE	\$0.00	\$5,000.00
	Total	\$0.00	\$5,045.00
2021 Bellevue Resurfacing Project			

STBG-MAPA	AC Conversion	\$3,632.59	\$3,632.59
	Total - 2021 Bellevue Resurfacing Project	\$3,632.59	\$3,632.59
275 Bridge Cleaning			
State-Iowa	UTIL-CON-CE	\$0.00	\$57.00
	Total - 275 Bridge Cleaning	\$0.00	\$57.00
District 2 DMS Replacement			
NHPP	UTIL-CON-CE	\$2,920.00	\$3,244.00
	Total - District 2 DMS Replacement	\$2,920.00	\$3,244.00
District 2 DMS Retrofit			
NHPP	UTIL-CON-CE	\$769.00	\$854.00
	Total - District 2 DMS Retrofit	\$769.00	\$854.00
I-480: Bancroft St - Dewey St			
NHPP	UTIL-CON-CE	\$8,298.00	\$9,220.00
	Total - I-480: Bancroft St - Dewey St	\$8,298.00	\$9,220.00

I-480: Missouri River in Council Bluffs			
State-Iowa	UTIL-CON-CE	\$0.00	\$30.00
	Total - I-480: Missouri River in Council Bluffs	\$0.00	\$30.00
I-680: Missouri River in Council Bluffs - Eastbound & Westbound			
State-Iowa	UTIL-CON-CE	\$0.00	\$48.00
	Total - I-680: Missouri River in Council Bluffs - Eastbound & Westbound	\$0.00	\$48.00
I-680: Mormon Bridge			
NHPP	UTIL-CON-CE	\$773.00	\$859.00
	Total - I-680: Mormon Bridge	\$773.00	\$859.00
I-680 & US-6 Interchange			
State-Nebraska	PE-NEPA-FD	\$0.00	\$236.00
	Total - I-680 & US-6 Interchange	\$0.00	\$236.00
I-80: Missouri River in Council Bluffs - Eastbound & Westbound			
State-Iowa	UTIL-CON-CE	\$0.00	\$42.00

	Total - I-80: Missouri River in Council Bluffs - Eastbound & Westbound	\$0.00	\$42.00
IMN-680()--0E-78			
State-Iowa	UTIL-CON-CE	\$0.00	\$1,530.00
	Total - IMN-680()--0E-78	\$0.00	\$1,530.00
IMX-029()--02-78			
NHPP	UTIL-CON-CE	\$2,520.00	\$2,800.00
	Total - IMX-029()--02-78	\$2,520.00	\$2,800.00
US-275, L-28B - N-92 Resurfacing and Bridge Repairs			
State-Nebraska	ROW	\$0.00	\$10.00
	Total - US-275, L-28B - N-92 Resurfacing and Bridge Repairs	\$0.00	\$10.00
US-6: Saddle Creek Rd Bridge			
State-Nebraska	PE-NEPA-FD	\$0.00	\$102.00
	Total - US-6: Saddle Creek Rd Bridge	\$0.00	\$102.00
US-6: South 234th St			

STBG-State	UTIL-CON-CE	\$714.00	\$915.00
	Total - US-6: South 234th St	\$714.00	\$915.00
US-75: US-75, Fairview Rd NB On-Ramp			
	UTIL-CON-CE	\$1,112.00	\$1,390.00
	Total - US-75: US-75, Fairview Rd NB On-Ramp	\$1,112.00	\$1,390.00
	Total	\$20,738.59	\$30,014.59

Table 5.20 - System Preservation Projects in Fiscal Year 3

Federal Funding Source	Phase	Federal Funding	Total Funding
275 Bridge Cleaning			
State-Iowa	UTIL-CON-CE	\$0.00	\$57.00
	Total - 275 Bridge Cleaning	\$0.00	\$57.00
I-480: Missouri River in Council Bluffs			
State-Iowa	UTIL-CON-CE	\$0.00	\$30.00
	Total - I-480: Missouri River in Council Bluffs	\$0.00	\$30.00

I-680: Irvington Rd - Missouri River			
NHPP	UTIL-CON-CE	\$17,660.00	\$19,622.00
	Total - I-680: Irvington Rd - Missouri River	\$17,660.00	\$19,622.00
I-680: Missouri River in Council Bluffs - Eastbound & Westbound			
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			
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			
NHPP	UTIL-CON-CE	\$420.00	\$525.00
	Total - N-50: South Papillion Creek Bridge	\$420.00	\$525.00
Platte River East			
HSIP	UTIL-CON-CE	\$1,350.00	\$1,350.00

NHPP	UTIL-CON-CE	\$2,934.00	\$3,817.00
	Total - Platte River East	\$4,284.00	\$5,167.00
US-275, L-28B - N-92 Resurfacing and Bridge Repairs			
NHPP	UTIL-CON-CE	\$1,546.00	\$1,933.00
	Total - US-275, L-28B - N-92 Resurfacing and Bridge Repairs	\$1,546.00	\$1,933.00
US-6, 161st St.-127th St.			
State-Nebraska	ROW	\$0.00	\$500.00
	Total - US-6, 161st St.-127th St.	\$0.00	\$500.00
US-6: Linoma Beach - N-31			
STBG-State	UTIL-CON-CE	\$4,812.00	\$6,015.00
	Total - US-6: Linoma Beach - N-31	\$4,812.00	\$6,015.00
	Total	\$28,722.00	\$33,939.00

Table 5.21 - System Preservation Projects in Fiscal Year 4

Federal Funding Source	Phase	Federal Funding	Total Funding
I-680 & US-6 Interchange			
NHPP	UTIL-CON-CE	\$5,876.00	\$6,706.00
	Total - I-680 & US-6 Interchange	\$5,876.00	\$6,706.00
IMX-029()--02-78			
NHPP	UTIL-CON-CE	\$2,052.00	\$2,280.00
NHPP	UTIL-CON-CE	\$4,200.30	\$4,667.00
	Total - IMX-029()--02-78	\$6,252.30	\$6,947.00
US-6, 161st St.-127th St.			
NHPP	UTIL-CON-CE	\$18,632.00	\$23,290.00
	Total - US-6, 161st St.-127th St.	\$18,632.00	\$23,290.00
US-6: Saddle Creek Rd Bridge			
BRI / HBRRP	UTIL-CON-CE	\$2,324.00	\$2,905.00
	Total - US-6: Saddle Creek Rd Bridge	\$2,324.00	\$2,905.00

	Total	\$33,084.30	\$39,848.00
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Table 5.22 - Discretionary Projects in Fiscal Year 1

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

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	FY3 Total - All Funding	FY4 Total - All Funding
MAPA				
Iowa 5310 Vehicle Purchases	\$103.75	\$0.00	\$218.87	\$218.87
Iowa 5310 Service Contracts	\$160.00	\$0.00	\$107.29	\$107.29

Total - MAPA	\$263.75	\$0.00	\$326.16	\$326.16
Total	\$263.75	\$0.00	\$326.16	\$326.16

Table 5.4 B - Regionally Significant Transit Projects: Nebraska

<u>Project Name</u>	<u>FY1 Total - All Funding</u>	<u>FY2 Total - All Funding</u>	<u>FY3 Total - All Funding</u>	<u>FY4 Total - All Funding</u>
MAPA				
MAPA 5310 Administration	\$50.00	\$50.00	\$0.00	\$0.00
Nebraska 5310 Vehicle Purchases	\$810.00	\$0.00	\$1,744.80	\$0.00
Nebraska 5310 Service Contracts	\$210.00	\$216.06	\$197.66	\$197.66

Total - MAPA	\$1,070.00	\$266.06	\$1,942.46	\$197.66
Metro Transit				
24th Street Transit Corridor Design	\$0.00	\$0.00	\$0.00	\$0.00
Support Equipment and Facilities	\$6,441.83	\$6,635.09	\$6,834.14	\$7,039.16
Rolling Stock	\$800.00	\$0.00	\$0.00	\$3,875.00
Transit Enhancements - Shelters	\$611.00	\$629.33	\$648.21	\$667.65
Capitalized Operations	\$11,373.69	\$11,487.43	\$11,602.30	\$11,718.32
Training	\$83.75	\$92.13	\$101.34	\$111.47

Rehab/Renovate Admin/Maint Facility	\$450.00	\$495.00	\$544.50	\$598.95
Eng/Design Admin/Maint Facility	\$50.00	\$55.00	\$60.50	\$66.55
Transit Enhancements - Transit Centers	\$0.00	\$0.00	\$0.00	\$0.00
Total - Metro Transit	\$19,810.27	\$19,393.98	\$19,790.99	\$24,077.10
Total	\$20,880.27	\$19,660.04	\$21,733.45	\$24,274.76

5.3 Federal Aviation Administration Projects

This section includes a listing of the airport improvement projects funded under the programs of the Federal Aviation Administration of the USDOT. Federally funded airport improvement projects must be listed in the regional Transportation Improvement Program. For that purpose, the following projects have been programmed by the Omaha Airport Authority.

Table 5.5 - Omaha Airport Authority Improvement Program (in \$1,000s)

<u>Fiscal Year</u>	<u>Project Name</u>	<u>Fund Source</u>	<u>Federal Funding</u>	<u>Local Funding</u>	<u>Total</u>
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
2028	Eppley Airfield Lighting Phase 2	FAA AIP	\$4,500.00	\$1,500.00	\$6,000.00
		Total	\$31,000.00	\$8,750.00	\$39,750.00

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 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
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
ST 27(3)		2027 Overlay Projects	\$325,000.00	2027
ST 27(4)		2027 Reconstruction Projects	\$2,965,000.00	2027

Bennington				
M-152 -(34)		156th St - Concrete, Sidewalk/Trail, Curb Work/Ramps, Utilities, Traffic Control, Construction Detour, Storm Sewer/Culverts, Erosion Control	\$575,000.00	2027
M-152 -(30)		N 2nd St - Asphalt, Sidewalk/Trail, Grading, Curb Work/Ramps, Traffic Control, Construction Detour, Storm/Sewer Culverts, Erosion Control	\$375,000.00	2027
M-152 -(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(253)		Grading; erosion control White Deer Lane, Edith Marie Ave	\$500,000.00	2027
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(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(4 76)		ASIP, Professional Engineering, ROW, Construction 156th St - Ida St to State St	\$9,000,000.00	2027
C-28(4 77)		Widen shoulders; ROW; sewer; erosion; grading; fencing 225th St - West Maple Rd to Bennington Rd	\$600,000.00	2024
C-28(4 78)		Flatten curve; ROW, 4-lane; ASIP; curb ramp; utility work; lighting; traffic device; storm sewer; erosion control "Q" St - 192nd St to 204th St	\$12,000,000.0 0	2024
C-28(4 85)		Flatten curve; grading, fencing, storm sewer and erosion control Harrison St - 213th St to 225th St	\$750,000.00	2024
C-28(5 12)		Improve intersection; coordinate w/ SID's; ROW; utility; traffic device 168th and Ida St	\$1,500,000.00	2024
C-28(5 42)		C002801735 - New Bridge 24' x 76'; ROW; erosion control 252nd St - 0.5 mile n/o Pawnee Rd	\$400,000.00	2024
C-28(5 53)		Coordinate w/ SID; grading, flatten vertical curve; ROW Fort St - 186th St to 192nd St	\$1,500,000.00	2025
C-28(5 54)		Add right turn lanes; grading; erosion control 156th and Fort St	\$350,000.00	2024
C-28(5 64)		New Bridge - No. 349 192nd St - 0.3 mile n/o Bennington Rd	\$300,000.00	2024

C-28(571)		Coordinate w/ SID; ROW, utilities, grading, erosion control Fort St - 183rd to 186th St	\$2,000,000.00	2025
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(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
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(601)		Auxilliary 3-lane; ROW State St - Hwy 133 to 114th St	\$750,000.00	2024
C-28(603)		3-lane; ROW; grading; erosion control 156th St at Kempton Creek Drive	\$350,000.00	2024
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
Gretna				
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
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-20-001		Annual Street Resurfacing	\$2,500,000.00	2027
STRT-17-003		Giles Rd. Traffic Flow Improvements	\$2,944,000.00	2027
STRT-23-002		Bridge Deck Maintenance	\$900,000.00	2024
STRT-23-004		Transportation Network Study	\$50,000.00	2025
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
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
2015T-416		192nd and Dodge Street Interchange	\$21,214,000.00	2025
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
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
2019T-131		11th Street - Iazard Street to Cuming Street	\$1,000,000.00	2024
2019T-132		12th Street - Millwork Avenue to Seward Street	\$1,500,000.00	2024

2019T-426		180th Street - Harney Street to Arbor Street	\$15,000,000.00	2024
2019T-520		Retaining Wall Program	\$4,500,000.00	2027
2021T-509		Residential Resurfacing Program	\$60,000,000.00	2027
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
Papillion				
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
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
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-(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
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
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				
19-15		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	\$2,000,000.00	2027

		culvert to Capehart Road to be completed when development occurs.		
18-15		150th Street - Project adjacent to Facebook Datacenter	\$1,000,000.00	2027
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
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	\$37,269,000.00	2027

		Creek. A roundabout is 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
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
10-05B /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
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
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
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
23-04		Buffalo Road Bridge Replacements	\$1,697,000.00	2027
Springfield				
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				

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 ofThird 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
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.

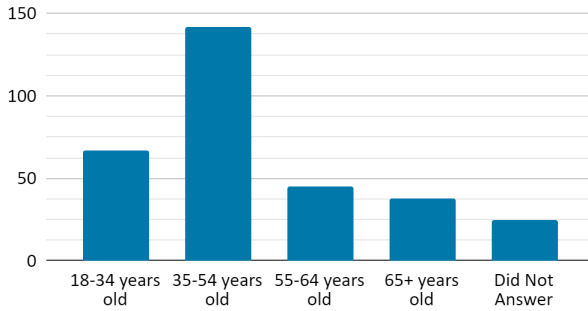
The Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) prepared this report with funding from the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration, and in part through local matching funds of MAPA's member governments. These contents are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

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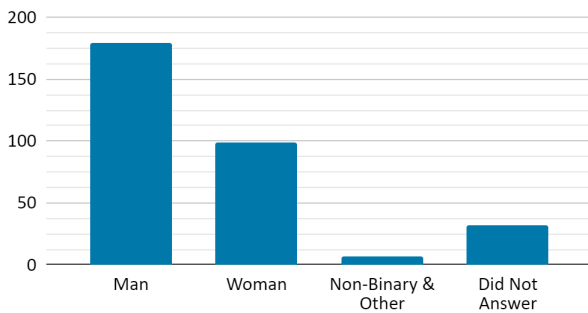
General Overview

2025 Project Selection Public Survey Data Summary

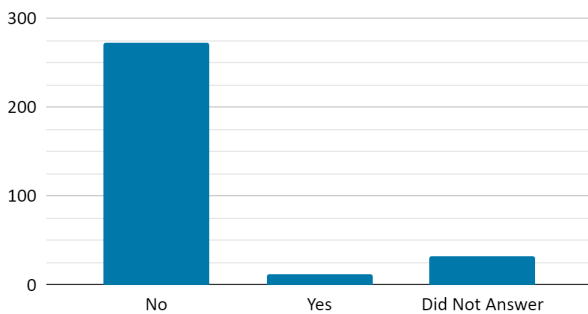
What is your Age?



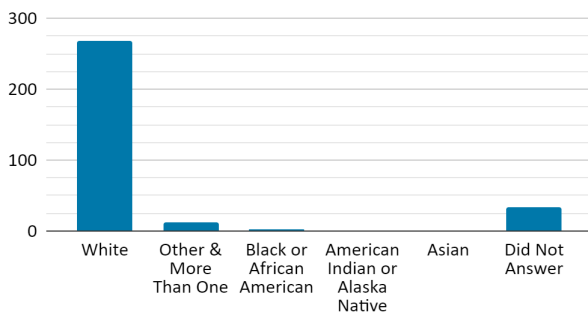
What is your Gender?



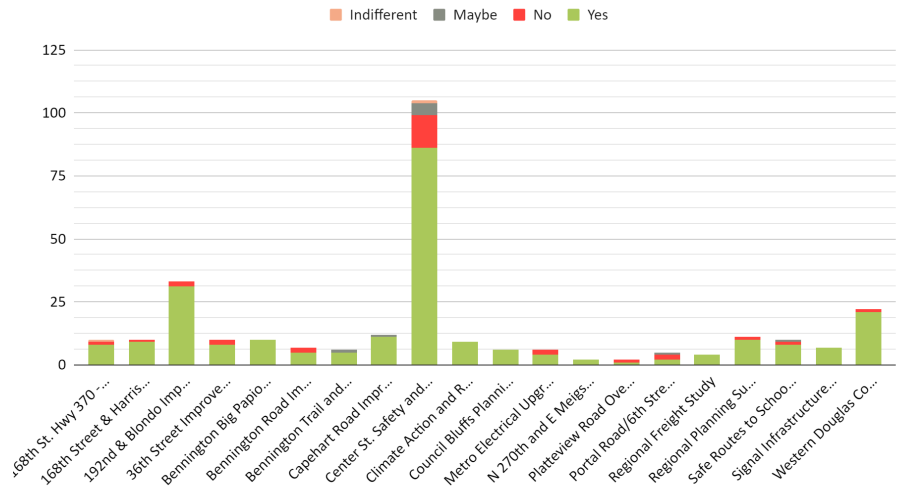
Are you of Hispanic, Latino, or of Spanish origin?



How Would You Describe Yourself?

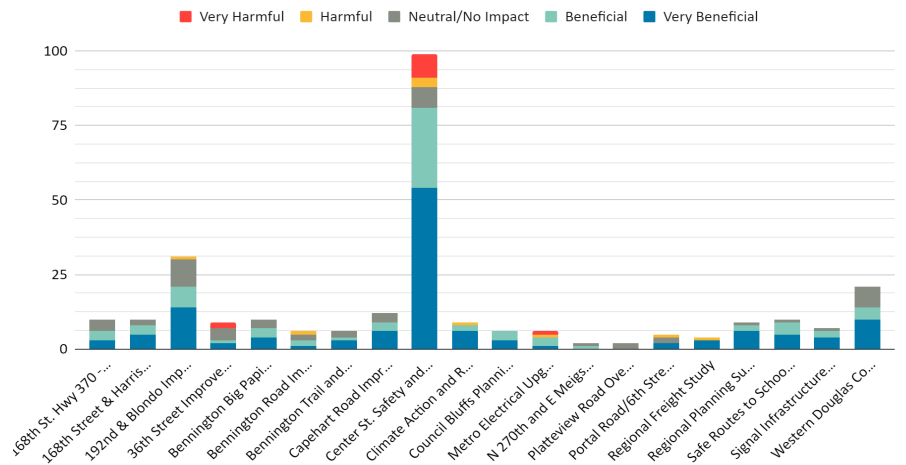


Should this Project be Funded?



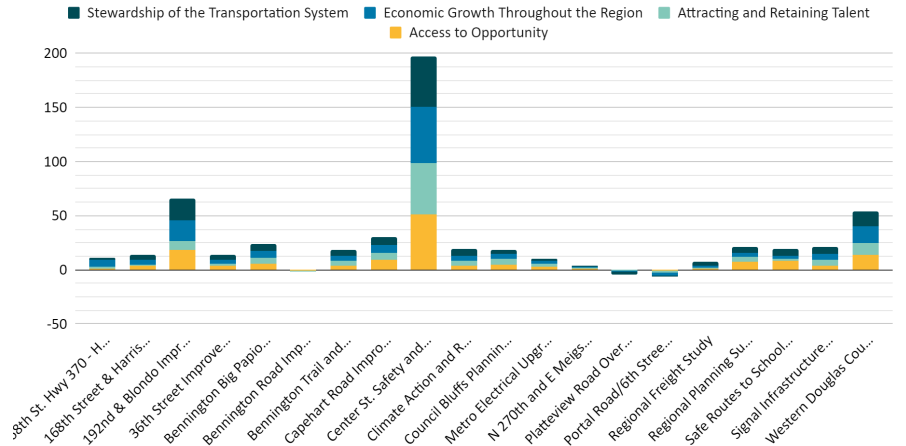
Disadvantaged Communities Impact

How will this project impact disadvantaged communities and individuals?



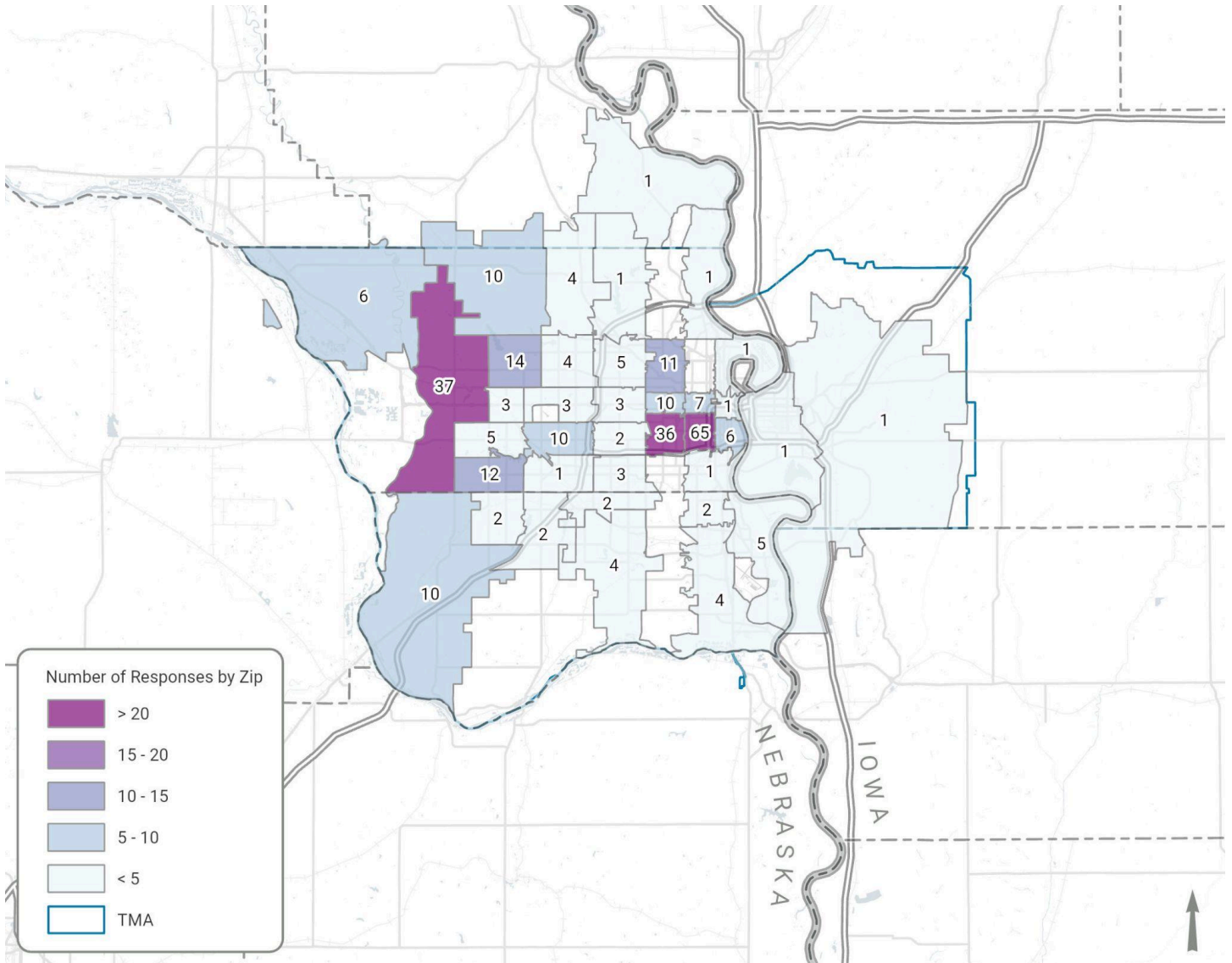
LRTP Goal Alignment

Total amount of support responses minus total amount of hinder responses



General Overview

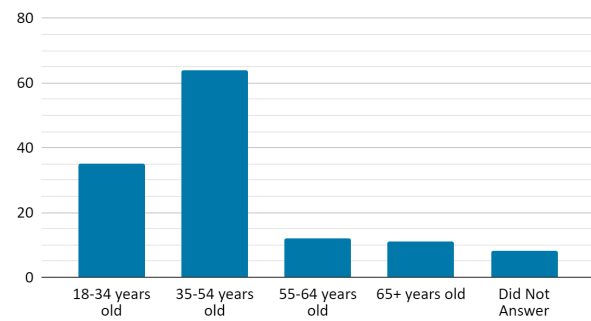
2025 Project Selection Public Survey Data Summary



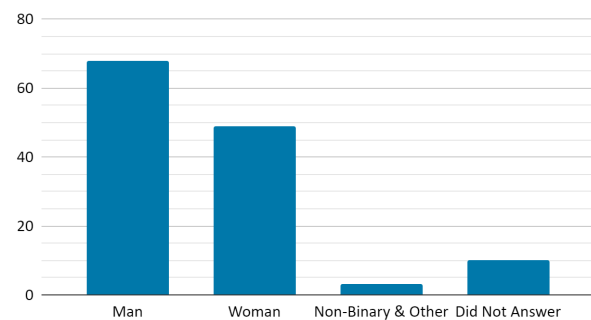
Transportation Alternatives + Carbon Reduction Programs (TAP + CRP)

2025 Project Selection Public Survey Data Summary

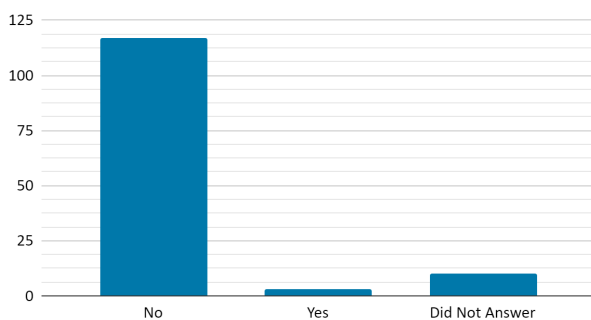
What is your Age?



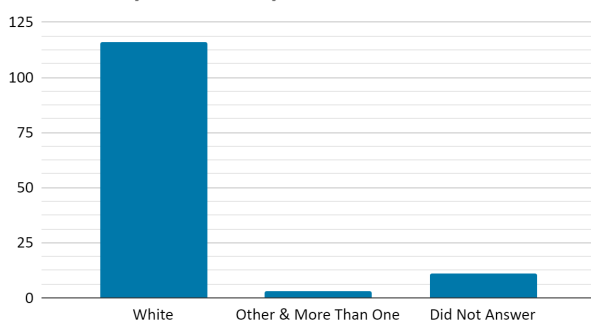
What is your Gender?



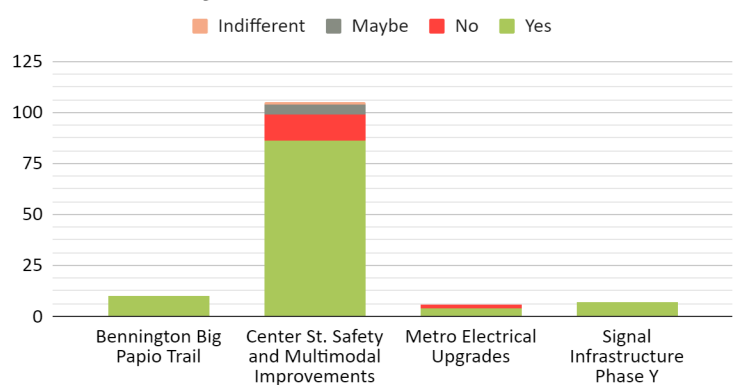
Are you of Hispanic, Latino, or of Spanish origin?



How would you describe yourself?

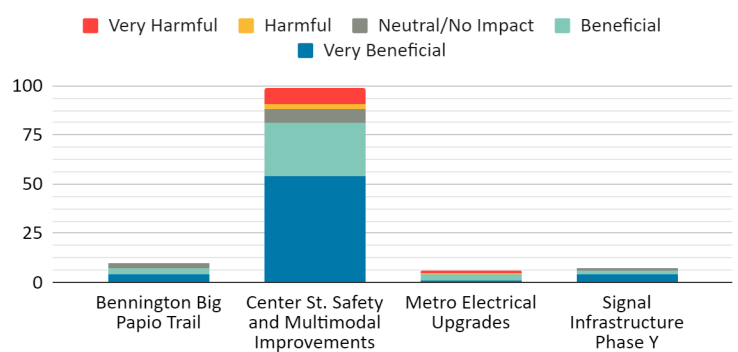


Should this Project be Funded?



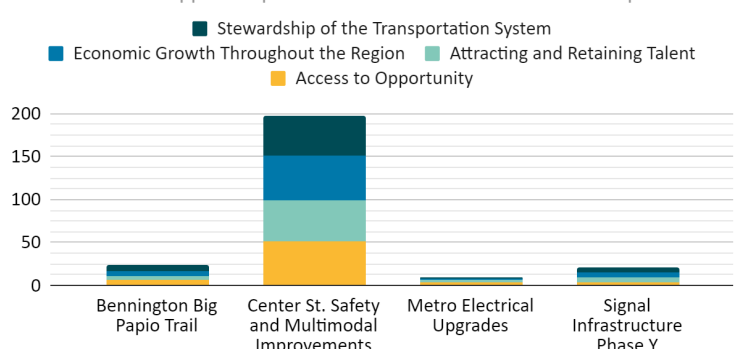
Disadvantaged Communities Impact

How will this project impact disadvantaged communities and individuals?



L RTP Goal Alignment

Total amount of support responses minus total amount of hinder responses



Transportation Alternatives + Carbon Reduction Programs (TAP + CRP)

2025 Project Selection Public Survey Data Summary

Bennington Big Papio Trail

Construction of this trail would help bring in young urban workers who exercise regularly. Furthermore, it provides a safe place for families and children to ride instead of doing so on roadways.

Our trail / transportation system is important for people to have the option to commute or reach destinations via other methods than motor vehicle. This would also add to possible economic prospects for people who would rather not use a motor vehicle. BTW, signage is a must as the current system has little to no signs or way-finding information,

Planning to expand and connect the trail system makes the MAPA area more accessible, improves use of the trail system and makes the area more livable for health and recreation purposed in the MAPA area.

This is an excellent opportunity to expand the infrastructure in a neighborhood that badly needs it. This area is not walkable or bike-able due to a narrow corridor and high traffic being so close to Offutt. It would also provide easier access to local business that support the community. Please fund this project!

Center St. Safety and Multimodal Improvements

Center Street, a vital corridor connecting historic Hanscom Park and Field Club neighborhoods, is primed for enhancements aligning with our community's desires: safer streets, vibrant businesses, and improved pedestrian access. The proposed road diet, reducing lanes to three, promises to mitigate traffic speed, introduce street parking, and expand sidewalks, thus fostering a more pedestrian-friendly environment.

By prioritizing access to opportunity, attracting and retaining talent, stewardship of the transportation system, and stimulating economic growth throughout the region, these initiatives embody our collective vision for a more sustainable and inclusive transportation infrastructure.

I urge your full support for the allocation of TAP and CRP funds to advance the Center Street Safety and Multi-modal Improvements project. Together, we can realize a safer, more connected, and economically vibrant community.

I think this is a good project from a systematic safe system perspective, it checks many of the boxes for MAPA and the same for Omaha's Vision Zero goal.

32-36th and center traffic is dangerous in that traffic is too fast. It is unsafe for pedestrians. Please slow traffic with a road diet.

32nd Ave gets very backed up since it was narrowed. Is the city prepared for the access to the interstate get even more backed up? It will cause that stretch of road to be even more congested. Adding a cross light might be helpful for students to Field club but there are not businesses that need to have a road narrowed. It will become even more

Transportation Alternatives + Carbon Reduction Programs (TAP + CRP)

2025 Project Selection Public Survey Data Summary

<p>dangerous just as 32nd has from Martha to Frances has become for pedestrians and cars, especially around Ed Creighton Ave.</p>
<p>A great opportunity to improve walkability for this area that has high potential for redevelopment. Has parks and trails and hospital in area. Would improve safety for all modes. Is in line with City of Omaha Vision Zero principals.</p>
<p>A priority safety improvement should be a new pedestrian bridge above Center Street at the intersection with 40th Street. The parking lot of the Center Mall at the southeast corner of 42nd and Center is used by employees of the Veteran's Administration (VA) Hospital at the northeast corner of 42nd and Center. Pedestrians cross at 40th Street because it aligns directly with concrete steps up the steep slope to the hospital grounds. Pedestrian frequently cross first half, stand in middle of Center Street for traffic to clear, then cross the second half. Because there is an existing traffic signal at 42nd Street, another traffic signal at 40th Street would likely result in vehicle traffic congestion because of the short distance between the signals.</p>
<p>Are you crazy? This will kill ALL of the locally owned small businesses on that 10 block section of Center and create traffic jams for workers trying to get to the interstate and parents and school buses.</p>
<p>As a lifelong citizen of the Field Club area, narrowing Center street will hinder flow of traffic for all residents, especially during peak hours of pickup and drop off for the elementary school. This would be a detriment to our neighborhood.</p>
<p>As a previous homeowner in 68105 and frequent user of the field club trail, it would be nice to have a paved trail outlet to Center Street once traffic is slowed to a reasonable speed. This should allow better access for citizens to bike or walk safely to the businesses on Center Street.</p>
<p>I lived in the neighborhood for five years and the community is really excited about improvements to Center Street. They are looking forward to working with the city to create a safer and more accessible business district.</p>
<p>As someone who has walked this are od center all the way to 60th I just want to see consistency in sidewalks. The sidewalks being cleared and more of those skywalks such as by beals elementary. They would allow traffic to flow with no danger to the walking public. There is enough traffic to justify the wide lanes. Also the construction would be very disruptive</p>
<p>cause problems with cars going through neighborhood streets where children are playing</p>
<p>Center Street from 32nd Ave to 36th Street is a vital corridor connecting the historic Hanscom Park and Field Club neighborhoods. It is primed for enhancements that align with our community's desires which include safe streets, a vibrant business district and improved pedestrian access. The proposed road diet includes reducing the number of lanes to three will lower the speed of traffic passing through the area, add on-street parking and expand sidewalks. Combined this will make the area a more pedestrian-friendly environment which benefits both the businesses located along this corridor as well as children crossing the street to get to school.</p>
<p>Center street is in desperate need of attention. The currently design is unsafe, causing dangerous accidents nearly every day.</p>

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Center Street project will provide better access to businesses and attract more businesses in the area. It will also provide a lot safer conditions for pedestrians especially children along Center street.

Center Street safety improvements is a no brainer. If we could also incorporate a safer crossing for all of the medical employees that cross near 40th Street.

Center Street, a vital corridor connecting historic Hanscom Park and Field Club neighborhoods, is primed for enhancements aligning with our community's desires: safer streets, vibrant businesses, and improved pedestrian access. The proposed road diet, reducing lanes to three, promises to mitigate traffic speed, introduce street parking, and expand sidewalks, thus fostering a more pedestrian-friendly environment.

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By prioritizing access to opportunity, attracting and retaining talent, stewardship of the transportation system, and stimulating economic growth throughout the region, these initiatives embody our collective vision for a more sustainable and inclusive transportation infrastructure.

I urge your full support for the allocation of TAP and CRP funds to advance the Center Street Safety and Multi-modal Improvements project. Together, we can realize a safer, more connected, and economically vibrant community

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<p>Improvements project. Together, we can realize a safer, more connected, and economically vibrant community.</p>
<p>Every new project in the city should be accounting for multiple modes of transportation like this one does. Narrowing the roads and allowing pedestrians to have a right to transport themselves is vital for accessible and long-term growth.</p>
<p>Focus should be on providing a pedestrian bridge from the VA to Center Mall for VA employees to access safe passage to their parking and for Veterans needing safe access to supplemental services held within Center Mall. Reducing lanes will only hinder travel and increase backups, thus making access more dangerous for pedestrians moving back and forth across Center. - Morton Meadows US Army Veteran</p>
<p>I am a physically disabled 32yo living near 42nd and center. I cannot stress enough how much I want to be able to enjoy accessibility and community participation close to my house. Please consider the 42nd center st project because it benefits people like me who want to thrive in Omaha despite life difficulties leading to being a nearly house bound young adult with multiple sclerosis.</p>
<p>I do not want center street narrowed. There is far too much traffic for it to be only two lanes.</p>
<p>I have been waiting years for this project. The blossoming local businesses around the neighborhood would greatly benefit, as these improvements would help encourage pedestrian activity in the area. This area has the potential to become a thriving commercial corridor supporting the nearby neighborhoods of Field Club and Hanscom Park. Currently, vehicle speeds are too high and the street is wider than it needs to be to support the flow of traffic. Given the close proximity of Field Club Elementary, this project would also support keeping kids/families safe on their way to school.</p>
<p>I have personally been the first person to respond to 4 awful car wrecks in my 3 years of working at 36th and Center. It has been truly traumatizing.</p>
<p>Business on this stretch of Center Street is thriving, causing an increase in pedestrian traffic. I've seen pedestrians try to cross from one side of the street to the other, only to barely be missed by oncoming traffic flying by past the speed limit. People want to shop and dine on both sides of the street, and there is currently no safe way to do that. This is especially true for folks with disabilities or who use mobility aids that would have to go out of the way to reach a cross-walk. This area could be vibrant and walkable. There could be a safe place for bikes to use the street. Businesses on both sides could be connected. Cars could be slowed down and accidents could be reduced.</p>
<p>Funding the Center Street Safety and Multi-modal Improvements Project can only enhance the lives of the people who live, work, and visit the area.</p>
<p>I support the funding of this project as someone who cares about the city's Vision Zero initiative and infrastructure improvements to bolster the safety of pedestrians and cyclists is extremely important to achieve this goal.</p>
<p>I think slowing traffic along this stretch of road and making the area more walkable will help existing businesses like Vis Major and Sheelytown, and potentially attract new businesses to the area. Crossing that stretch of Center street currently as a pedestrian is an anxiety-inducing prospect, which is a shame because Vis Major and Sheelytown are on opposite sides of Center. I visit Vis Major often, and would visit Sheelytown more if I could easily walk to it from the brewery.</p>

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<p>I understand the reason for concern with the traffic on Center, with the business development and the people crossing from the VA.</p> <p>I can see possibly placing crossings at some locations and maybe doing some traffic control from 34th to 36th. I'm not sure a crosswalk would be the solution by the VA and The Center.</p>
<p>I've lived in Midtown for 15 years, and I drive the stretch of Center from 30th Street to 42nd Street every day. It is an everyday occurrence seeing people driving upwards of 45 miles per hour as we approach the intersection of 42nd and Center, while there are individuals trying to cut across the street to get to the VA. It is terrifying, and the situation has only gotten worse in recent years.</p>
<p>If this is funded, I hope the unmarked "crosswalk" immediately east of center mall gets a lot of love. There's always people crossing there and NOBODY stops. Slower speed limits and pedestrian safety features are similar to those found in blackstone (like the flexible channelizers, pavement marking warnings) should be utilized. Wider sidewalks.</p> <p>And while not associated with the project, I hope improvements to Center St also gives thoughts to improve S 32nd Ave between Center & Ed Creighton. The middle lane is used very inappropriately and is a safety hazard.</p>
<p>It would be detrimental for the neighborhood, because traffic coming off the interstate will be going on neighborhood streets to 42nd street to get back onto, or, off of Center Street. Will be more dangerous for kids going to and from school.</p>
<p>Narrowing Center Street would cause congestion and make the flow of traffic more difficult during peak hours of driving. Driving in that area is difficult and at times unsafe.</p>
<p>Please fund this project. There have been many safety issues along the Center Street corridor that a road diet would address. Thank you for considering this project!</p>
<p>Please make bicycle safety a top priority. We need to take the bicycle accident data seriously for the Zero Vision campaign.</p>
<p>Safety is a big issue along this corridor. Too many pedestrians are getting hit by drivers throughout the city, but there was one that occurred here recently.</p>
<p>Slowing Center St by narrowing the road will make positive improvements for the neighborhood and local businesses. By encouraging slower rates of speed, it will make the area more pedestrian friendly - especially for school aged children who walk to and from school. There have been a number of accidents on this stretch of road, and it's vital to address this now before anyone gets seriously injured.</p>
<p>Strengthening the neighborhood bonds helps our properties retain value and increase tax roll</p>
<p>Taking away traffic lanes on Center St. 42nd to 32nd will not reduce the overall traffic volume; constricting the flow will inevitably lead to more accidents and make it more unsafe for pedestrians. This is largely a residential area and there is no realistic space to add a "district" or businesses in front of people's homes on Center St. It is a major route for interstate access at Martha St. Use OPD to enforce the current speed limit and traffic regulations on this portion of Center and do not take lanes of traffic away. If anything, build a pedestrian bridge from the VA across Center at</p>

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<p>approximately 40th St. where VA employees jaywalk constantly across 4 traffic lanes. One of them is going to get killed eventually. This is also a bus route; taking away traffic lanes will cause bottlenecks as buses stop along Center and motorists will likely attempt to pass in the oncoming lanes, leading to more dangerous situations than currently exist.</p>
<p>That stretch of road is dangerous to pedestrians and motor vehicles alike. It needs to be slowed down</p>
<p>The area is currently dangerous for pedestrians, including nearby elementary school students crossing the street. Cars fly down Center Street in the specified area. Slowing traffic would make it safer for pedestrians and cyclists. It would also support local businesses by making it easier to enter and leave for drivers.</p>
<p>The center st project is wrong and unnecessary</p>
<p>The is an amazing idea that will not only slow traffic through this corridor but foster the growth of small businesses on Center street.</p>
<p>The traffic along center street is awful. Cars speed by ignoring the speed signs. Many see this as a trough way instead of a neighborhood and business. Field Club school is one block north and kids are about in the am and afternoon. Many crashes have happened due to speeding - businesses have been hit by cars. We need the help to calm down this roadway.</p>
<p>There is a diversity of businesses along this stretch of road that would benefit from these improvements. I visit many of these businesses throughout the year and would do so more often if it was easier to navigate. Street parking and the like is needed and the sidewalk system needs to be updated.</p>
<p>There is an urgent need for this project to be funded! While Center Street does provide a link to I-480, the buildings are set too close to the street and there is very limited visibility, which is compounded by the speed of traffic moving through the area. There is an amazing opportunity to spur small business development, but only if traffic can safely be moved through this area in ways similar to Blackstone and Benson. Thank you so much for your time, I truly appreciate it!</p>
<p>This area of center street is primed for walkable, neighborhood-friendly development. Just the addition of Vis Major, Sheelytown and Bull Moose has raised the profile and desirability of both Hanscom Park and Field Club neighborhoods. BUT the traffic is too fast and the streets are too wide. Make this area walkable is vital to balancing economic growth and safety for residents. I urge you to support this project.</p>
<p>This corridor is an emerging neighborhood district, but walking and cycling along it feels so dangerous. Traffic flies by, and there is only one designated crosswalk. Narrowing the road and widening the sidewalks or creating a barrier between them and the road would create a more walkable corridor where individuals and families living just blocks away will feel more safe going to their favorite neighborhood businesses on foot or bicycle.</p>
<p>This is a great project that has received tremendous neighborhood support in the past. A redesigned corridor has great potential to spur development in a historic commercial district, supporting creation of a more walkable community.</p>
<p>This is a great project that is badly needed. Center Street business district is blossoming and a road diet in this area</p>

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would help it even more. Right now it is hard to walk along Center Street due to high speeds and lack of pedestrian-friendly sidewalks. Additionally, when turning onto Center Street from a minor road it is hard to see the oncoming traffic.

This is a great project!

This is a lovely neighborhood which desperately needs this project to allow for pedestrians to be safe and have access to what can become a thriving market area. This could be the next Blackstone area bringing economic development here! Center Street, right now is very dangerous with speeding vehicles and many pedestrians from both sides trying to cross. Having this project will bring business to the area and provide much needed safety.

This project has been long needed for a pedestrian dense area. Center St is dangerous for pedestrians and needs to be slowed with better crossing visibility and improved safety.

This project is in my neighborhood and I know the issue well. My concern relates to narrowing the roadway east of 42nd St. If VA employee parking is to remain at The Center Mall, south of Center St., then a pedestrian crosswalk should be established for safety. It should have been done years ago!

The narrowing of Center St. would be fine IF it occurs EAST of the Center Mall so traffic to the Mall has the ability to access a wide Center Street. If narrowing begins at 42nd St. heading East, you will force parking at Center Mall to the South in order to accommodate exiting & entering the Mall parking spaces which in turn pushes more cars through the residential neighborhood, likely all the way to Martha and 42nd St. to the traffic light. This will disrupt a quiet residential neighborhood by increasing traffic. Narrowing East of the Mall at some point on Center St. is fine, if allows entry & exiting to the Mall parking on without pushing it into the residential areas to the South.

This project will enhance safety for area residents, businesses and visitors. It will also encourage economic development and revitalization.

This project would be incredible for improving safety along Center Street in East Omaha.

This project would keep this regional main street for our pocket of east O safe! I have a daughter and it's so dangerous for us to go on walks and ride our bikes along here.

This project would provide tremendous safety impact to this area for the developing business district that is running through this stretch of Center Street. Foot and Bicycle traffic is a much more frequent occurrence in this area with the newer businesses as well as the additional foot traffic from the local elementary school near by (Field Club Elementary). This road diet would be a great asset to this area and would provide further economic growth and multimodal transportation opportunities for the area.

This stretch of Center street is currently only somewhat safe for pedestrians on one side of the street. It is absolutely hazardous for bicycles. The average speed of vehicular travel through the area exceeds posted speed limits, as the road design does not match the fact that it divides a neighborhood, and children must cross the street to attend schools situated on either side of the street. Traffic calming measures, and safety measures for non motorized means of transportation are greatly needed, and would improve the usability and convenience of the locally owned business in the

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area. Children without motorized transportation to and from school would be much safer, and the health and wellness of the community would be increased.

This will enhance this historic district, through walkability, safety and make it more accessible to customers for the small business on Center Street.

we live on center street between 32nd ave and 42nd street, there is too much traffic here and the traffic is way too fast. posted speed limit is 35 mph and hardly anyone goes that slow. there are 2 schools right off center and only one cross walk with a light. even with that i have seen many cars ignore the red light at the crosswalk and never slow down and drive right thru. center street should revert back to 1 lane in each direction with a turn lane in the middle or a some type of boulevard. sidewalks along center are next to the curb and dangerous to walk on with speeding cars next to the curb.

We love our neighborhood and want it to be safe and accessible for all.

What will happen with the traffic from the VA employees who park at the Center Mall, will they be forced to leave the area by going through the neighborhood? When their shift change takes place there is a large volume of cars that is made to go into the neighborhood would have a negative impact. For me knowing this information would have an impact on my support of this project.

With expanded distances for busing, this will make it safer for kids to cross Center Street to get to school.

Your consideration is much appreciated!

Metro Electrical Upgrades

An Interstate 880 loop would also be nice.

Quit taxing the citizens of this state. Utilize federal funding more across all infrastructure rebuilds. We pay too much in tax to risk more taxation. You are reaching taxation of NY/NJ rates. Quit relying on the people living locally to fund these projects. We need a break from taxation. If you continue to rely on taxpayers to get things done you will push us out of this state.

The more charging stations we add the more people will possibly choose to buy electric vehicles, which will impact the metros air quality in a beneficial way.

The use of electric vehicles in cold weather environments has proven to be a failure. When you have many major companies stopping the R&D of electric vehicle it make zero sense to spend federal money on projects like this. I know a person who used to work on MAT's busses, and the EV busses were impossible to keep running. With the lack of dependable transportation, those who depend on public transportation will be severely impacted.

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Signal Infrastructure Phase Y

I would like to see fencing along Fort St between 144th and 132nd St to prevent wildlife roadkill which is so common along this road. Anything to enhance and protect our wildlife would be appreciated.

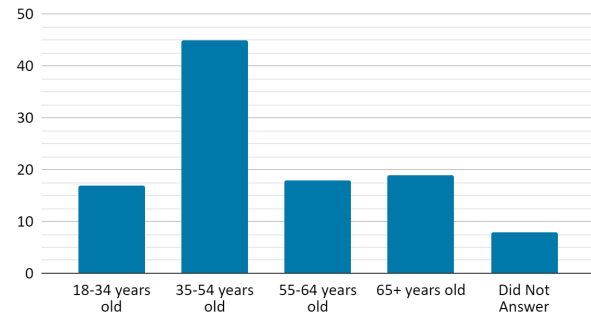
Signal master plan for Omaha is half way complete. Still only operating with funding in one year increments. This project will help it reach the finish line. So many benefits are being realized with real-time operations and active monitoring by engineers and first responders. The entire city is impacted by the master plan and helps the City with safer and more efficient traffic operations.

This is a must do project

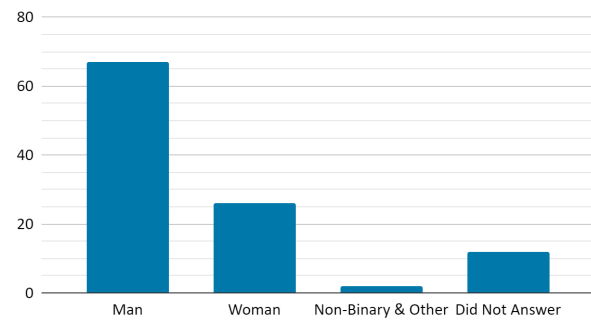
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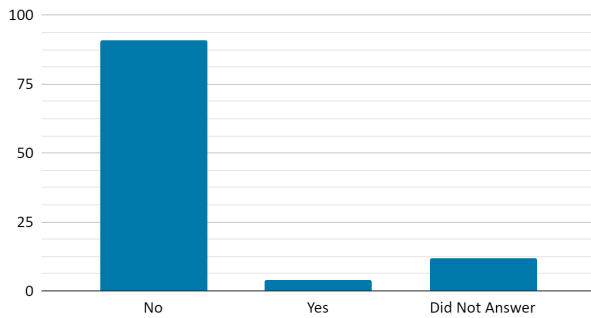
What is your Age?



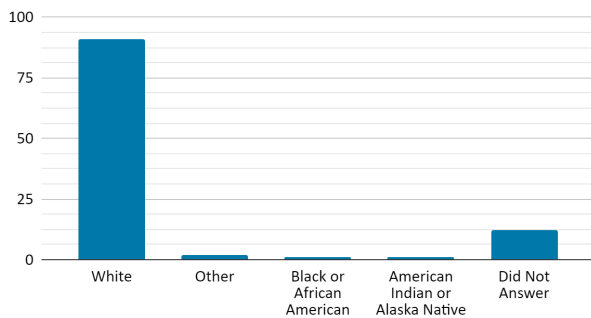
What is your Gender?



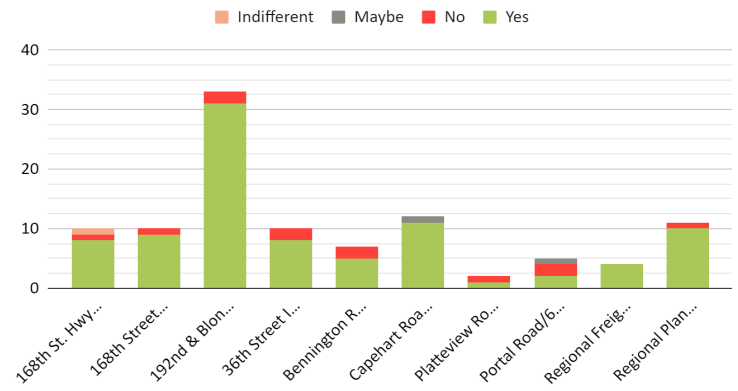
Are you of Hispanic, Latino, or of Spanish origin?



How would you describe yourself?

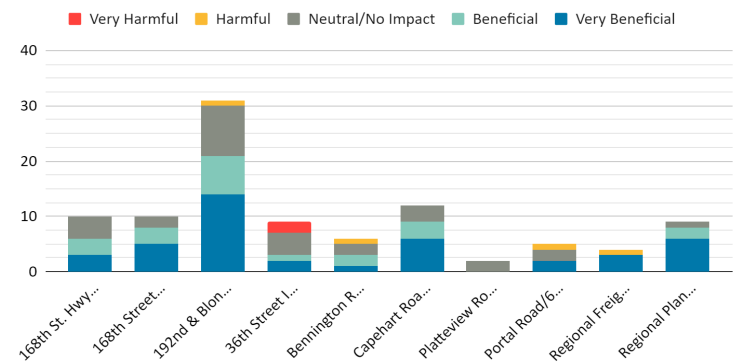


Should this Project be Funded?



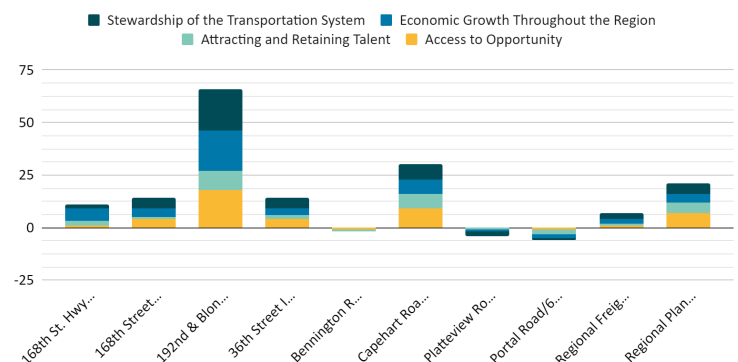
Disadvantaged Communities Impact

How will this project impact disadvantaged communities and individuals?



L RTP Goal Alignment

Total amount of support responses minus total amount of hinder responses



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168th St. Hwy 370 - Harrison St.

168th Street is dangerous in it's current state being only one lane in either direction with no shoulders or sidewalks.
It's 168 is much needed! Please and thank you
Long overdue. 168th is a crap road
Should have been completed 10 years ago!
Traffic driving south and west on this intersection backs up every day, and it's only going to get worse with further development in the area. Harrison & 168th need to be 4 lanes here.
Traffic is already beyond capacity. If saving funds is the goal, lets simply widen to 5 lanes (2 each direction with a center turn lane). Simple Sidewalks should be constructed on both sides for now. Then in future years, widen the additional width for medians and full widening of sidewalks. We don't need to have a copy cat 4 lanes with median every single time we delay these projects and wait for funds. Get traffic flowing now then build out to the full design later as costs allow.

168th Street & Harrison Street Corridors Improvements

Correction. South 180 th, and Harrison Street not having a left turn signal heading to the Sarpy County side. Left turn signal is there for turning lane heading to Douglas County. There needs to be a left turn signal at South 180 th, and Harrison Street.
Harrison Street and 168th Street described needed to be 4 lanes yesterday. Any further delay is unacceptable! Sarpy county is the fastest growing county is the state even the whole region and subdivisions are being built when the roads are still only 2 lanes and some are even Gravel! Please build 168th from Harrison to 370 4 lanes and Harrison from 156 to 204 NOW! The traffic is ridiculous and will only get worse.
I grew up and lived on the corridor for 20 years. It is extremely over trafficked for being only 1 lane in each direction. The businesses around would benefit greatly from increased movement.
In regards to the 168 th and Harrison corridor. Harrison Street needs to be widened to 2 lanes of traffic from 168 th and Harrison out to 204 and Harrison. Also, now there should be a left turn signal on South 180 th, Street and Harrison, for traffic heading to Sarpy County. Predestrains crosswalks markings, and other traffic warnings needs to be done at the intersection of South 180 th, and Harrison Street, now! There is a left turn signal for traffic heading to the Douglas County side. The City of Omaha refuses to place a left turn signal at this intersection because not enough traffic. I am not kidding. Predestrains crosswalks in Omaha needs a major upgrade. No crosswalks markings at the intersection of South 180 and Q Street, none!!

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Multi-jurisdictional and would improve operations and safety in a very over capacity area of the region.
Please, oh please let's get this one done
Sooner than later please, it's already to late for the amount of traffic on West Harrison street but please get it done
The streets, and predesestrains crosswalks are in disrepair. Example, 180 th, and Q Street, no predesestrains crosswalks markings at all!!! Predesestrains crosswalks in Omaha are in very bad shape. Also, a left turn signal needs to be replaced at the intersection of South 168 th, and Harrison Street. Left turn signal heading to Sarpy County. There is a left turn signal heading into Douglas County. The City of Omaha refuses to place a left turn signal because of " low traffic." Also, Sarpy County would be effected? There is a left turn signal there, so it would not slow traffic down. More studies needs to be done.
This is an excellent opportunity to expand the infrastructure in a neighborhood that badly needs it. This area is not walkable or bike-able due to a narrow corridor and high traffic being so close to Offutt. It would also provide easier access to local business that support the community. Please fund this project!
Traffic is already beyond capacity. If saving funds is the goal, both counties and the city should agree to simply widen to 5 lanes (2 each direction with a center turn lane) and widen all the way to 204th. Simple Sidewalks should be constructed on both sides for now. Then in future years, widen the additional width for medians and full widening of sidewalks. We don't need to have a copy cat 4 lanes with median every single time we delay these projects. Get traffic flowing now then build out to the full design later as costs allow.
Traveling on this corridor every day makes it very apparent on how congested 204 to 157 on Harrison Street is. They are often dangerous turns needing made for residents to leave their neighborhoods and long lines north south, east or west when traveling at morning and evening commenters. Any ability to increase safety is paramount for the sustainable growth this region is experiencing

192nd & Blondo Improvements

I selected no on funding, because I think that crosswalks and other additional traffic controls would be beneficial for pedestrians.
I believe that this project would reduce traffic flow during peak hours by reducing the capacity of Center Street. This traffic flow reduction equates to decreased commercial property values due to lowered traffic count leading to lower property tax revenues, fewer opportunities for businesses to make impressions, sales and attract talent. Many minority owned businesses along this stretch and further West will suffer economically from this reduced traffic flow that bottleneaking 32ave to 42nd street will cause.
If bike routes are part of the plan, move those to Woolworth, it's a far more beautiful stretch of road.
Major safety project to create grade crossing of railroad and to enhance historic Lincoln highway. And environmental improvements as well. This project is needed for the region and will only work with Federal assistance due to scope of work. I feel it needs to start now to get it on track for reality in 15 years or so.

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Need more access to safe trails without having to ride/walk in streets.
Please leave some space to have walkable areas. Walkable areas are great for attracting young adults and families AND have a benefit to the overall health of the area. Over roadways please have easy access bridges etc to cross without the need to wait for traffic lights to change.
Several worthy improvements proposed but the junction at I680 and WB Dodge St. needs the most help.
This area is critical to improve and allow for future connection to trails, cultural resources (Old Lincoln Highway) and to downtown Elkhorn (terrible accessibility right now).
This needs done
This project desperately needs to happen, but I will miss the trees along Blondo. Please do your best to preserve as many as possible. I know that's a tough ask
This Railroad crossing needs to be closed and Viaduct constructed ASAP! This intersection is VERY dangerous, especially during rush hour. Every day this intersection and RR crossing exists is another potential accident and fatality. Can't wait ten years for all to go through all the Federal BS for this project. Get this funded, designed and built in 3 years or less!
You have to update this intersection

36th Street Improvements from Cornhusker Road to N-370 – Phase 1

As an avid cyclist, I spend a fair amount of time at the Twin Creek Trailhead. This trailhead is a hub of activity every day. Having good access to the trail while vehicular traffic increases is important. Additionally, this area is ripe for economic development which will increase both forms of transportation.
Firehouse on 42 and 2 hospitals in the area need access to get to people not to mention the medical workers. Why would we NARROW a main thoroughfare? Center street is too busy and there are already not enough main streets in this part of the city.
I appreciate the inclusion of a 10 foot wide path on the West side of 36th street for biking and walking.
In this part of the city, Center street is a Main Street. The one closest would be L to the south and Leavenworth to the north. Do not hamper us anymore than we already are in this area. And for a stupid idea of making a stretch like Benson or Dundee. Do you realize this stretch is also necessary for the VA and the Med Center? Narrow it for those coming and going from the interstate.
This is an excellent opportunity to expand the infrastructure in a neighborhood that badly needs it. This area is not walkable or bike-able due to a narrow corridor and high traffic being so close to Offutt. It would also provide easier access to local business that support the community. Please fund this project!

Surface Transportation Block Grant (STBG)

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Bennington Road Improvements

Lots of growth in this part of our community
N/A
The residential housing development has outpaced the upgrading of the main arterials in the Bennington area causing congestion on the roadways throughout the day. Furthermore, there are areas where arterials are still gravel instead of pavement (2 block stretch between Bennington Rd. and Military Rd. on N180th St.).

Capehart Road Improvements 27th to 36th St.

36th street is almost done, now time to do Capehart. This Road needed to be 4 lanes 20 years ago. Too much traffic for only 2 lanes and no sidewalks for school children. Time to get this project funded and built Asap!
Add metro bus routes to sarpy county, like in Bellevue, Papillion, and Gretna. Connect Douglas and Sarpy counties by bus.
As an avid cyclist, any expansion of the trail system and connections is a good thing.
This continues the creation of biking/walking trail connection from the papio south on 36th street to enable future connections on Capehart, Platteview. Platteview trail can run from Belleuve to Springfield and beyond creating an E-W/N-S trail connection in a high growth area that matches the sewer projects. On huge loop if you include Hayworth
This is the key link to the south and west and only upcoming project to do so
This is an excellent opportunity ti expand the infrastructure in a neighborhood that badly needs it. This area is nit walkable or bikeable at all due to just s narrow corridor and high traffic being so close to Offutt. It would also provide easier access to local business that support the community. Please fund this project!
This is an excellent opportunity to expand the infrastructure in a neighborhood that badly needs it. This area is not walkable or bike-able due to a narrow corridor and high traffic being so close to Offutt. It would also provide easier access to local business that support the community. Please fund this project!
This project will be good for the structure of the neighborhoods in and around Capehart Road between 25th & 36th streets which need improvements. Completing this section of Capehart will help with the flow of the morning and evening rush hour traffic to and from Offutt AFB. A major concern is vehicle speeds, a larger road leads to faster speeds than what is posted (35), with very little consideration of the surrounding access from walkers, bikers (to school) and other smaller and/or slower modes of transportation. We need to make sure all our roads are safe for everyone.

Surface Transportation Block Grant (STBG)

2025 Project Selection Public Survey Data Summary

Platteview Road Overlay - 144th St to 210th St

Would improve safety as this road seems to have much higher volume with the industrial growth at 144/Schram

Portal Road/6th Street Improvements – Phase 2

Constructing this to a five lane section would be a huge waste of money. It functions well as a three lane. If it were just reconstructing the old two-lane section of 6th St to a three lane and completing the trail adjacent to Portal Rd/6th St, then it would be reasonable.

Dear MAPA,

Upgrades to this road have long been desired by ALL citizens in Papillion. Please fund this project to make our daily commutes smoother!

There is a lot of traffic congestion at this location

Regional Freight Study

I think this should be funded as long as one of the main drivers of evaluation in the planning process is identifying how the freight network can become more supportive of both MAPA and City of Omaha Vision Zero goals.

This study should be focused on Union Pacific activity in Council Bluffs and provide a solution that benefits both the U.P. and Council Bluffs. For example, how much more efficient would U.P. operations be if they upgraded their main North line to an elevated track and moved their South side railyard to a location North of Council Bluffs since that's where all those train cars are going anyway. The U.P. isn't making pick ups and drop offs in the middle of Council Bluffs, they are just storing train cars there. Be sure to include stats on how current operations of the U.P. have had a detrimental effect on the growth and prosperity of Council Bluffs, not to mention how they block 911 access to hundreds of homes on a daily basis. This is a huge problem and studying Union Pacific freight operations in Council Bluffs is the first step in solving that problem.

Regional Planning Support

Creating a safe multimodal system would be such a great move for the city of Omaha. It will create opportunities for people to seek and retain employment without the burden of car ownership. It will also help to support businesses by

Surface Transportation Block Grant (STBG)

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making them more widely accessible through public transit options that are not going to be capped by the inconvenience of traffic congestion in certain areas of town. This will also create more accessible mobility for those who do not drive due to age or disability. I think it is great that Omaha is moving into this direction and I am excited to see the changes unfold in time.

I'm not sure where this objective belongs but our area of Omaha (northwest approximately 108th & Fort) has been seriously neglected. For example there are gutters along 108th Street that, should a car run into the gutter, it would tear off the car's tire. There are no grates. Also here in Sunnyslope we have a pool on one side of the street and a park & parking across the street. We have all tried for years to get a speed-up installed to no avail. Everyone has signed a petition for one but they won't put one in. Why? Maybe take the different areas of town and request a volunteer representative to bring ideas and discussion on a monthly basis. If you can do it online, I'd volunteer!

This is a waste of money