Project Readiness

The Omaha Tribe of Nebraska (The Tribe) has advanced this project through multiple planning phases, including the 2019 Long Range Transportation Plan (LRTP), the Tribal Transportation Improvement Program (TTIP), and the ongoing 2024–2025 Capital Improvement Plan (CIP) development process. The Tribe also received a 2022 RAISE Planning Grant, which funded preliminary engineering, environmental review activities, and refined cost estimates that directly support project readiness.

I. PLANNING AND CONSTRUCTABILITY

STIP / TIP / TTIP / TAM Plan

This is a high priority project for the Tribe. The Project has been identified in the Tribe's TTIP since 2021. The Tribe received a FY23 HPP award to start planning on the Project. In FY25 they received TTP funds to use as match to study the intersections through Macy from bridge, sec 80 to Cemetery on the north side of Macy. The TTIP pages can be found at: https://inputcentral.com/omahatribebuild.

The Project is not yet programmed in the Nebraska State Transportation Improvement Plan (STIP), however upon project award, the Tribe will coordinate with NDOT to get it added to the 2027–2030 STIP.

Consistency with Other Plans

The Project is identified in the Tribe's 2019 LRTP as two individual projects.

- *Short Range Project: Pedestrian Crossing and Pathway to Nebraska Indian Community College*
- *Long Range Project: BIA2, Main Street and HWY 75, intersection safety improvements*

The Tribe is currently updating its LRTP, which will reflect the roundabout and shared-use path as integrated, top-priority safety and mobility investments. The 2019 LRTP can be found at: https://inputcentral.com/omahatribebuild.

Property Acquisition / Right-of-Way (ROW)

The Tribe owns the ROW on the northwest, southwest, and southeast quadrants of the intersection. An agreement is in place with the Nebraska Indian Community College (NICC) for ROW use on Tribal trust land. Small portions of privately owned land on the northwest and southeast quadrants will require easements or acquisition. Initial discussions with landowners have begun, and ROW acquisition will proceed immediately following grant award. No unusual permitting or specialized ROW actions are anticipated.

Construction Techniques and Phasing

No unique construction techniques are anticipated. NDOT will deliver the roundabout and pathways within NDOT's construction limits using its standard design-bid-build process.

II. PROPOSED SCHEDULE

Below is the anticipated schedule reflecting a realistic, two-construction-season delivery approach that accounts for Nebraska's winter climate:

MILESTONE	ANTICIPATED COMPLETION
Roundabout Final Design	June 2026
Shared-Use Pathway Final Design	June 2026
NEPA Clearance	June 2026
Notification of Award and Grant Obligation	June 2026 – December 2026
Project Added to STIP	October 2026
ROW Acquisition	June 2026 - December 2026
Construction Contract Letting	December 2026
Construction Year 1	May 2027 – December 2027
Construction Year 2	May 2028 – October 2028
Final Completion and Closeout	October 2028

This schedule includes NEPA, environmental permitting, final design, ROW acquisition, bidding, and construction. The roundabout is at 90% design, and the pathway design is at 50%, with surveys, wetland delineations, geometrics, profiles, and preliminary quantities complete. NDOT has committed to project management, inspection, and testing responsibilities for improvements within its limits, ensuring efficient delivery at no added cost to the grant.

Project Development Phases to be Funded with BUILD

If awarded, BUILD funds will be used exclusively for construction costs. All planning, environmental, design, and ROW acquisition activities are funded through prior sources and will be complete before grant obligation.

III. NEPA AND PERMITTING

NEPA Class of Action

An Exception Checklist for BIA Categorical Exclusions for the Roundabout was signed by the BIA on May 18, 2023. For the remainder of the project area that was not included in that approval, we are completing a TTP Environmental Checklist for BIA Categorical Exclusions to fulfill the NEPA requirements under the June 2025 Department of Interior guidance.

NEPA Status and Milestones

The TTP Environmental Checklist is being drafted. Fieldwork has been completed, and desktop data has been compiled. We are waiting on US Fish and Wildlife Service concurrence for tree removals due to potential impacts to Northern Long-Eared bat (NLEB), to complete the draft for

internal review, then it will be provided to the Tribe for review before being submitted to BIA for approval. The TTP Environmental Checklist is anticipated to be completed by June 2026.

Link to NEPA Documentation

The previously approved Exception Checklist for BIA Categorical Exclusions can be found at the project website: https://inputcentral.com/omahatribebuild.

The current draft TTP Environmental Checklist is not available at this time.

Reevaluation and Post-Approval Changes

The previously approved Exception Checklist for BIA Categorical Exclusions did not analyze areas south, east, and west of the roundabout, or pathways within the project area for the roundabout. The TTP Checklist currently underway will cover the unanalyzed areas in addition to the pathways within the previous project area.

Permits and Approvals

No Section 404 permit will be required; a field aquatic resource delineation did not identify any wetlands in the project area. Concurrence from USFWS for tree removal will be required due to the potential for NLEB presence in the project area- this is in progress.

Agency Coordination

BIA is the lead agency for NEPA. The Tribe has coordinated closely with both NDOT and the BIA throughout preliminary design and environmental review to ensure the Project advances in full compliance with federal and state requirements.

IV. PROJECT SUPPORT

Public and Agency Engagement

Public involvement has been robust and sustained over multiple years. Key activities include:

- 2019 LRTP Engagement: Notices posted throughout Macy; stakeholder meeting held February 7, 2019, at the Tribal Administration Building.

- CIP Development:
    - December 17, 2024 - First presentation of the CIP and project overview to Tribal Council
    - July 22, 2025 - Draft CIP presentation to Council
    - August 2, 2025 - All-day public outreach booth at the Macy Powwow, with flyers, comment box, and project posters
    - December 11, 2025 - Roundabout project update and full CIP briefing to Tribal Council

Throughout project development, NDOT, BIA, engineering consultant, and the Tribe have maintained close coordination, ensuring that local input, community needs, and environmental and cultural considerations are comprehensively incorporated.

V. RISKS AND MITIGATION

Environmental Compliance (LOW): No substantial environmental risks are anticipated. The County has incorporated NEPA activities into the Project schedule and does not foresee challenges in securing a CE.

Cost Increase (LOW): The Tribe has accounted for the potential of cost increases due to the length of project schedule and conclusion date in 2028. The Project cost is based on 2025 material costs and includes a 10% contingency to account for inflation and other potential construction cost increases. The Tribe commits to cover additional overruns, ensuring the project will be fully delivered even if unforeseen construction changes arise.

Schedule (LOW-MEDIUM): The Tribe and NDOT developed the project timeline to account for the typical Nebraska climate. Any considerable outdoor activities, including construction, will avoid working during the cold winter months. Construction of the project is planned for a two-year period which will ensure all ancillary tasks such as turf establishment are successfully completed.

Project Support/Public Engagement (LOW): A robust public engagement process has taken place and the community most impacted by the Project are aware of the need and are in support, evidenced by the numerous letters of support for the project.

VI. APPLICANT CAPACITY ASSESSMENT

Roles and Responsibilities

The Tribe's staff are experienced with federal grant administration, procurement rules, and reporting systems, ensuring timely and accurate compliance. The Tribe will administer the federal grant and ensure compliance with all Tribal and federal requirements. NDOT will serve as the lead agency for construction, project management, and inspection within its limits, while the Tribe will manage procurement and construction for the pathway south of NDOT's project limits. BIA will continue to provide support and oversight on NEPA and TTP requirements. These partnerships emphasize the Tribe's readiness, capability, and proven record of successfully delivering federally funded projects.

Federal Funding

The Tribe has extensive experience managing federally funded transportation projects and is well positioned to administer the requested BUILD funding. The Tribe is currently administering a FY 2022 RAISE Planning Grant, demonstrating its ability to oversee complex, multi-phase federal projects from planning through environmental review and preliminary engineering. The Tribe has a long history of delivering capital improvements through the Tribal Transportation Program, its primary source of annual federal funding for planning, construction, and maintenance, and has

consistently maintained compliance with federal regulations and reporting requirements. The Tribe maintains strong working partnerships with the BIA and the NDOT, both of which have collaborated with the Tribe for years on long-range transportation planning, environmental review, project development, and design.

Federal Regulations

Both the Tribe and NDOT have demonstrated experience delivering federally funded transportation projects. The final plans will specify compliance with all Tribal and Federal requirements including TERO, Buy America provisions, ADA regulations, Uniform Relocation Assistance and Real Property Acquisition Act, Civil Rights requirements, Federal Motor Vehicle Safety Standards, and Federal Motor Carrier Safety Regulations.

Project Planning

The Project is listed in the Tribe's 2019 LRTP and was added to the Tribe's TTIP in 2021. This is a priority project for the Tribe.

Project Delivery

The Omaha Tribe has a well-established record of successfully delivering federally funded transportation projects of similar size, scope, and complexity. Through its Roads Department, the Tribe reconstructed 7.1 miles of BIA Route 2 in 2017, a major corridor improvement completed using TTP funding. In 2018, the Tribe constructed 800 feet of on-street parking and associated streetscape improvements along Main Street, enhancing access to Tribal services and local businesses. The Tribe also constructed 1.5 miles of multi-use pathways throughout Macy in 2016, significantly improving pedestrian safety and multimodal connectivity. Each of these projects was funded through TTP and required the Tribe to coordinate planning, design, procurement, construction oversight, and federal reporting. These completed projects demonstrate the Tribe's capacity to deliver complex infrastructure improvements, manage contractors, maintain compliance with federal regulations, and responsibly expend federal funds.