

Fiscal Year 2016-2019 Transportation Improvement Program

Adopted by Officials Committee
June 4, 2015



Lincoln Metropolitan Planning Organization

County-City Building
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Lincoln, Nebraska 68508
(402) 441-7491

FY 2016-2019
Transportation Improvement Program

Lincoln/Lancaster County Nebraska

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Approval Dates

PROJECT SELECTION COMMITTEE
April 17, 2015
PLANNING COMMISSION PUBLIC HEARING
May 13, 2015
TECHNICAL COMMITTEE
April 30 and May 21, 2015
OFFICIALS COMMITTEE
June 4, 2015
METROPOLITAN PLANNING ORGANIZATION
June 12, 2015



U.S. Department of Transportation
Federal Highway Administration

Required Credit / Disclaimer Statement

"The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

Introduction

The Transportation Improvement Program (TIP) for the Lincoln Metropolitan Planning Area is a staged, four-year schedule of transportation improvements using (or expected to use) Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funding, state funds, and other projects that have significant system impacts. The TIP is developed cooperatively by the Metropolitan Planning Organization (MPO) Technical Committee and agencies within the Lincoln Metropolitan Planning Area which include the Lincoln-Lancaster Planning Department, City of Lincoln Public Works & Utilities Department, Lancaster County Engineering, Nebraska Department of Roads (NDOR), StarTran, Lincoln Airport Authority, Lincoln Parks and Recreation Department, Lower Platte South Natural Resource District, and others agencies as transportation related projects are developed.

Federal regulations require that each urbanized area, as a condition to receive federal capital or operating assistance, have a continuing, cooperative and comprehensive (3-C) transportation planning process. The MPO is the organization designated to carry out the 3-C process which results in plans and programs that are consistent with the comprehensively planned development of the urbanized area. The TIP, along with the Long Range Transportation Plan, is a key element of this process. The most recent transportation act, the Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law on July 6, 2012 which authorizes surface transportation programs and continues the basic planning requirements. In order to remain eligible for federal transportation funding, the planning process must demonstrate that the Lincoln Metropolitan Planning Area is in compliance with all federal requirements for metropolitan transportation planning.

Purpose of the TIP

The primary purpose of this document is to provide information to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Nebraska Department of Roads (NDOR), transportation agencies and citizens regarding the Transportation Improvement Program (TIP) development process which:

- a. Depicts the Lincoln MPO's priorities for the expenditure of federal funds for all transportation funding categories by federal fiscal year including highway, public transportation, bicycle, pedestrian and transportation enhancement projects;
- b. Provides assurance to the FHWA that the project selection process has been carried out in accordance with federal requirements, Section 134 of Title 23, United States Code (USC), as amended; and
- c. Demonstrates that the TIP is financially feasible. The [Project Prioritization and Selection Process](#) is the mean by which projects move from the current *Long Range Transportation Plan* (LRTP) into the TIP for implementation. The annual review of projects for the purpose of coordinating priorities and programming projects is documented and posted on the MPO web page.

Federal Requirements for Transportation Improvement Programs

The planning and programming regulations include specific requirements for development and content of TIPs which are summarized below and addressed within this document.

- **Time Period** – *The TIP is to cover at least a four-year period and be updated at least every four years.* The financial and project tables included in this document cover FY's 2016-2019. NDOR and the MPOs have established an annual update cycle.
- **Public Comment** – *The TIP process is to provide opportunity for public review and comment on the TIP.* The Lincoln-Lancaster transportation planning process allows for public involvement at various points within the transportation plan and program development. The public participation process is summarized below in this section.
- **Specific Project Information** – *The TIP is to list capital and non-capital surface transportation projects to use a variety of federal funds or regionally significant projects requiring FHWA or FTA action. For each project or project phase the TIP shall include sufficient descriptive material including type of work, termini, length, total cost, amount of federal funds, and responsible agency. Line items may be used for projects that are not considered to be of appropriate scale for individual identification.* A complete detailed project listing is organized by planning agency, funding sources or project type for each project.
- **Consistency with the Transportation Plan** – *Each project or project phase in the TIP is to be consistent with the Transportation Plan.* For each project included in the detailed project listing, a Transportation Plan conformity reference is provided.
- **Financial Plan** – *The TIP is to include a financial plan including system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.* Each agency summarizes the expected financial resources and the last section summarizes the TIP financial resources.
- **Prioritization Process** – *The TIP should identify the criteria and process for prioritizing projects from the Transportation Plan for inclusion in the TIP.* The [Project Prioritization and Selection Process](#) annually reviews of projects for the purpose of coordinating priorities and programming projects and is posted on the MPO web page.
- **Status of Projects from the previous TIP** – *The TIP should list major projects from the previous TIP that were implemented or delayed.* Each section lists projects under construction, completed, delayed, or moved out of the current programming period.

Transportation Control Measures – *The TIP should describe the process of implementing TCMs.* The Lincoln Metropolitan Planning Area is in conformance for air quality and does not specifically address TCMs for the purpose of reducing emissions.

- **Air Quality** – *The TIP is to document conformity with the State Implementation Plan.* The Lincoln Metropolitan Planning Area is in conformance for air quality and the state does not require a State Implementation Plan for meeting Clean Air Act requirements.

The Metropolitan Planning Organization

The governor designates the MPOs for urban areas in the state to be responsible for carrying out the urban transportation planning process, through the development of a Transportation Plan and TIP. The City of Lincoln is the designated MPO for the Metropolitan Area which includes the City of Lincoln and Lancaster County. The MPO is composed of elected and appointed officials representing local, state and federal governments and agencies having interest or responsibility in land use planning, the quality and the location of transportation facilities, transportation safety issues on all roads, and better planning and designs.

The Mayor of the City of Lincoln is the “Executive Officer” of the Lincoln MPO. Under the Mayor, the MPO functions through a committee structure consisting of an Officials Committee, a Technical Committee, a number of subcommittees, and MPO administrative staff to establish and approve the Metropolitan Transportation Plan, the TIP and other work of the MPO. The MPO Officials Committee is composed of elected and appointed officials representing local, state and federal governments or agencies having interest or responsibility in the comprehensive transportation planning process. These include the Mayor of Lincoln, and representatives from the Lincoln City Council, Lancaster County Board of Commissioners, NDOR, FHWA and FTA.

Planning Commission

The Lincoln/ Lancaster County Planning Commission plays an important role in the MPO transportation planning process. Advertised public hearings before the Planning Commission are part of the formal adoption of the MPO Transportation Plan and the City and County Comprehensive Plans. In addition, the Planning Commission reviews the TIP for conformance with the Transportation Plan. After public hearings are held, the Planning Commission forwards the MPO documents to the Officials Committee for approval.

Geographic Area the TIP Covers

The Metropolitan Planning Area (MPA) is the geographic area in which the metropolitan transportation planning process must be carried out. The boundaries of the MPA are determined by agreement between the Governor and the MPO. The Lincoln MPO Metropolitan Planning Area encompasses the entire County of Lancaster.

Transportation Improvement Program (TIP)

The TIP is a programming document that identifies the timing and funding of all highway, bridge, transit, bicycle, and pedestrian transportation projects scheduled for implementation in the MPO planning area over a four-year period using federal transportation funds and annually coordinated with the State-TIP process. According to federal regulations governing transportation planning transportation improvement program is to be a staged multi-year program of transportation improvement projects that *"shall cover a period of not less than four years and be consistent with the urban area transportation plan."*

The TIP is directly related to the City's, County's, and State's Capital Improvement Programs which are brought forward at this time each year. The TIP identifies funding amounts by source of funding, jurisdictional responsibility, type of project, and year of funding for these projects.

This program is a listing of priority projects which are to be carried out within the next four fiscal years which include FYs 2015-2016, 2016-2017, 2017-2018 and 2018-2019. Projects planned for implementation beyond this time frame are not listed in this program since local funding may be tentative and federal funds for these projects cannot be obligated.

The TIP reflects the priorities and direction of the region and its state and federal partners in the transportation planning process. Projects identified in the TIP must be consistent with the goals and objectives identified in the current *Long Range Transportation Plan* for Lincoln and Lancaster County. The TIP is part of the MPO's effort to establish and maintain the planning process required by the federal government as a condition for receipt of federal transportation funding. This program of projects depicts the MPO's priorities for the expenditure of federal funds for all transportation funding categories by federal fiscal year including highway, public transportation, bicycle, pedestrian and transportation enhancement projects. The TIP document may also include, for informational purposes, non-federally funded projects occurring in the planning area. The federal government regulations require the TIP to be updated and adopted by the local MPO at least every four years.

Statewide Transportation Improvement Program (STIP)

The TIP becomes part of the State Transportation Improvement Program (STIP) by reference and the frequency and cycle for updating the TIP is compatible with STIP development and approval process. NDOR and the Nebraska MPOs have established an annual update cycle.

The STIP begins as a compilation of the regional TIP's that have been adopted by the MPOs and develops into a comprehensive list of all highways (state or local) and all transit (capital or operating) projects in urban and rural areas that propose to use federal funds. All federally funded projects proposed to begin between October 1st and September 30th from all of the regional TIP's across the state are included in this STIP including federally funded projects in rural areas. The STIP is updated every year and is to include a minimum four-year listing of federal-aid projects for approval by the Federal Highway Administration and Federal Transit Administration.

Conformance with Long Range Transportation Plan

All projects are drawn from, or consistent with, the MPO's *2040 Transportation Plan*, the *Lincoln and Lancaster County Comprehensive Plans*, Transit Development Plan, Lincoln Area Trails Master Plan, the Railroad Transportation Safety District (RTSD) Railroad Transportation Studies, State Transportation Plans and Needs Studies and the recommendations of local governments and citizens. The projects reflect community goals and objectives and are assigned to the appropriate staging period based on the area's priorities, the individual project urgency, and the anticipated funding capabilities of the participating governments.

The TIP document was developed in conformance with the *Long Range Transportation Plan* for the Lincoln MPO as coordinated with the *Lincoln and Lancaster County Comprehensive Plans*. Included in the *Transportation Plan* are specific long-range plans for the Lincoln Area Pedestrian, Bicycle and Trails facilities; Future Urban Street and Road Network Plans which include the Functional Street and Road Classifications, Urban Area Street Improvements, and County Road Improvements; a Goods and Freight Movement Plan; Congestion Management Planning Activities; and generalized plans for Public Transportation, Railroads, and Airports and Airfields. To see that system improvements are programmed as transportation projects and continues to work in accord with the transportation plan, a review was undertaken and was found to be consistent with the current *Long Range Transportation Plan* system improvements.

The current *2040 Transportation Plan* was adopted by the Lincoln MPO on December 1, 2011 and the supporting *Lincoln-Lancaster Comprehensive Plans* was approved by the City of Lincoln and Lancaster County on October 25/October 31, 2011. The development of the *2040 Transportation Plan* included a needs assessment and financial analysis and included the identification of the social, economic, and environmental impacts for alternative sketch transportation plans. The Transportation Plan was transmitted to the State Department of Roads and to the Federal Highway Administration and the Federal Transit Administration.

Types of Projects Included in the TIP

Federal regulations require that any transportation project within the metropolitan planning area that is to be funded with U.S. Department of Transportation funds must be included in the TIP. The types of projects listed below are eligible for federal funding.

- Projects on the federal aid system (road and bridge construction, reconstruction, resurfacing, restoration, rehabilitation, etc.).
- Public transportation (vehicle maintenance and operations, capital improvement projects, mass transit system construction, etc.).
- Projects that are not on the federal aid system, but may be eligible for federal funding for other reasons (e.g., bridge projects, bicycle and pedestrian facilities, etc.). The projects, however, must be linked to the transportation network.
- Regional projects requiring FHWA or FTA action or projects having significant system impacts.

Project Selection

The *Project Prioritization and Selection Process* is the mean by which projects move from the current *Long Range Transportation Plan* (LRTP) into the TIP for implementation. The annual review of projects for the purpose of coordinating priorities and programming projects is documented and posted on the MPO web page. Projects listed in the TIP typically originate in the LRTP developed by the MPO in cooperation with the respective implementing agencies involved in the planning process. Implementing agencies carry out the transportation plan's specific elements through the programming process. As a result, the TIP serves as a strategic management tool to accomplish the objectives of the transportation plan.

Project prioritization is an important element of the TIP, especially since the demand for Federal-aid transportation projects usually exceeds the level of Federal funds available for use. State highway projects in the TIP have been prioritized by the Nebraska Department of Roads. Local Federal-aid highway improvement projects programmed by the City of Lincoln, Lancaster County and coordinating agencies have been prioritized according to resource availability. And other projects may be dependent on the availability of competitive funding using federal Surface Transportation Program (STP), Highway Safety program, Transportation Alternatives Program, and FTA funds. Other selected projects are accomplished through a coordinated effort among all parties to advance projects which preserve the existing system, relieve congestion, improve air quality and preserve the quality of life and promote economic development. Readiness to proceed and financial capacity was also considered in project selection.

Maintenance and Operation of Current Transportation Systems

The highest priority in the selection of projects for the TIP is to ensure the adequate reconstruction, maintenance and operation of the current transportation system. The State is programming four (4) projects for major repairs/reconstruction, three (3) projects for resurfacing, four (4) ITS projects, the reconstruction of a segment of I-80 for 6-lanes along with the reconstruction of the interchange at NW 48th Street and the study and construction of the Lincoln South Beltway in cooperation with the City of Lincoln. The City has five (5) projects programmed for major capacity improvements, four (4) major safety engineering projects, one (1) major bridge reconstruction projects, along with maintaining the traffic optimization and ITS programs, ongoing street rehab and repairs, and the sidewalk maintenance program. This program of street and highway projects ensures the investment in our existing transportation infrastructure is preserved while advancing new road projects in the developing areas. The responsibility for the daily maintenance and operation of the local infrastructure continues to lie with the custodian of the road or local jurisdiction (City, County or State). The RTSD has included a study for the 33rd Street/BNSF RR crossing at Cornhusker Highway (US-6) grade separation project.

Public Transportation Project Prioritization Process

Public Transportation projects are typically funded through the Federal Transit Administration (FTA). The Public Transportation Element of the TIP includes the capital improvement programs of City of Lincoln. The prioritization process of transit projects originates from StarTran's Vehicle Replacement Program, project analysis of future needs and recommendations from the Transit Development Plan (TDP). The TDP includes a list of major findings and prescribed service delivery enhancements that are based on analyses of route performance, employment growth and ridership trends. The TDP provides an assessment of current StarTran services, peer comparison analysis, as well as recommendations over the planning period.

Financial Plan Statement

The projects identified in the TIP are financially constrained, meaning they can be implemented using current and proposed revenue sources based on the programs contained in the TIP. The expected and anticipated revenue sources are, therefore, reasonably expected to be in place when needed. Revenues for federally funded projects during each year are shown in the Financial Plan.

Public Involvement Process

The transportation planning process allows for public involvement at various points within the transportation plan and program development. This involves a series of steps from the adoption of the MPO *2040 Long Range Transportation Plan* that is coordinated with the programming of projects and again for the actual construction of the transportation facilities. The critical decision points in the transportation planning process are: 1) the development of a 30 year transportation plan, 2) the street improvement program which identifies priorities for planned projects, 3) the development of capital improvement programs for a period of four to six years, 4) Project Design and Project Construction. The first two steps are included in the long range planning process, the third step consolidates the capital improvement programs of the City, County and State with the MPO Transportation Improvement Program and the last step is the specific project design and development.

The City and the County each have an established procedure for adopting improvement programs. Both City and County processes include review by the City-County Planning Commission for compliance with the Comprehensive Plan and formal advertised Public Hearings before the Planning Commission and City Council or County Board. The Railroad Transportation Safety District (RTSD) also allows for public input within open advertised public meeting. The consolidation of these improvement programs are coordinated in the TIP as reviewed by the Technical Committee before it is referred to a formal hearing by the Planning Commission. The Planning Commission forwards their comments and recommendations to Technical Committee before the MPO Officials Committee review, execution and transmittal to the State for inclusion in the STIP.

Annual Listing of Projects

Pursuant to the provisions of 23 U.S.C. 134(j)(7)(B) and 49 U.S.C. 5303(c)(5)(B), the MPO has published an annual listing of projects for which Federal funds have been obligated in the preceding year. These are listed in the TIP by jurisdiction within each section. The published document is available for public review from the MPO and on the MPO website under the TIP Section.

Congestion Mitigation and Air Quality (CMAQ)

Federal legislation provides funds to be utilized in Clean Air Act for non-attainment and maintenance areas for transportation programs and projects that contribute to attainment of National Ambient Air Quality Standards. Since the Lincoln Metropolitan Planning Area is compliance with the latest air quality standards, the MPO does not specifically program for CMAQ funding.

Amendment Process

The TIP may be modified according to the *Lincoln MPO Guidelines for Modifying the Transportation Improvement Program*. TIP revisions are either in the form of formal amendments requiring appropriate public involvement or in minor revisions/administrative modifications which do not require public involvement. The TIP and any revisions must be approved by the MPO and the Governor of the State of Nebraska. A conformity determination must also be made by the FHWA and the FTA. Once approved, the TIP then becomes, without modification, part of the Statewide Transportation Improvement Program (STIP). The frequency and cycle for updating the TIP are to be compatible with that of the STIP. The NDOR and the Nebraska MPOs have established an annual update cycle to coincide with the federal fiscal year.



Lincoln Metropolitan Planning Organization

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JOINT NDOR-MPO CERTIFICATION STATEMENT ON THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

In accordance with 23 U.S.C. Sec. 134 - Metropolitan transportation planning, 23 CFR Part 450.334(a), the Nebraska Department of Roads and Lincoln Metropolitan Planning Organization 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 U.S.C. 5303, and this subpart;

The Lincoln MPO collaborates with local, state and public transportation agencies to carry out a continuous, cooperative, and comprehensive(3C) metropolitan planning process for the Lincoln Metropolitan Planning Area through its Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and other transportation planning activities.

(2) Sections 174 and 176c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d)) and 40 CFR part 93, which requires the joint preparation of an implementation for non-attainment areas;

Since February of 1989, Lincoln has been designated by U.S. EPA as being in attainment for all the National Ambient Air Quality Standards (NAAQS). An ongoing ambient air quality monitoring program monitors for particulate matter (PM_{2.5}), and ozone are in place to monitor transportation related air emissions.

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

(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;

The Lincoln MPO's Public Participation Plan together with the MPO Management Plan, Unified Planning Work Program, Environmental Justice Action Strategy, Title VI Policy, and LEP Program/Plan ensures that no person will be excluded from participation in the planning process and in the development of plans and programs.

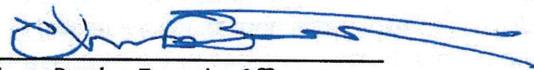
(5) Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

The City of Lincoln-StarTran maintains the Disadvantaged Business Enterprise Program that was submitted to FTA in 2013 that includes the Small Business Utilization elements and continues to meet the requirements of the Federal Transit Administration.

- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
Selection of private consultants for transportation planning related contractual projects utilizing FHWA and State PL funds is coordinated by and adheres to NDOR and City of Lincoln Purchasing guidelines; reviews of all proposals are conducted by the City EEO Officer to assure compliance with applicable Title VI regulations. Per Federal guidelines under Title VI, a plan has been developed to provide meaningful access to Limited English Proficient individuals.
- (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.
The City of Lincoln has an Equal Employment Policy (Lincoln City Municipal Code: Chapter 11.08) that prohibits discrimination on the basis of race, color, creed, or national origin, and prohibits discrimination of age, non-job related physical or mental disability and gender. This policy along with the MPO Public Participation Plan and Environmental Justice Action Strategy ensures that "particular attention will be given to impacts upon specific identifiable minority groups in relationship to Title VI of the Civil Rights Act 1964, and Title VIII of the Civil Rights Act of 1968, and ensures that no person will be excluded from participation in the planning process and the development of plans and programs.

Based on a joint review and evaluation, the Nebraska Department of Roads and the Lincoln Metropolitan Planning Organization recommend that the Metropolitan Planning Process for the Lincoln Metropolitan Planning Organization be certified with conditions as identified in the *Action Plan for Addressing the Quadrennial Certification Review*.

Lincoln Metropolitan Planning Organization



Mayor Beutler, Executive Officer

 Date

Nebraska Department of Roads

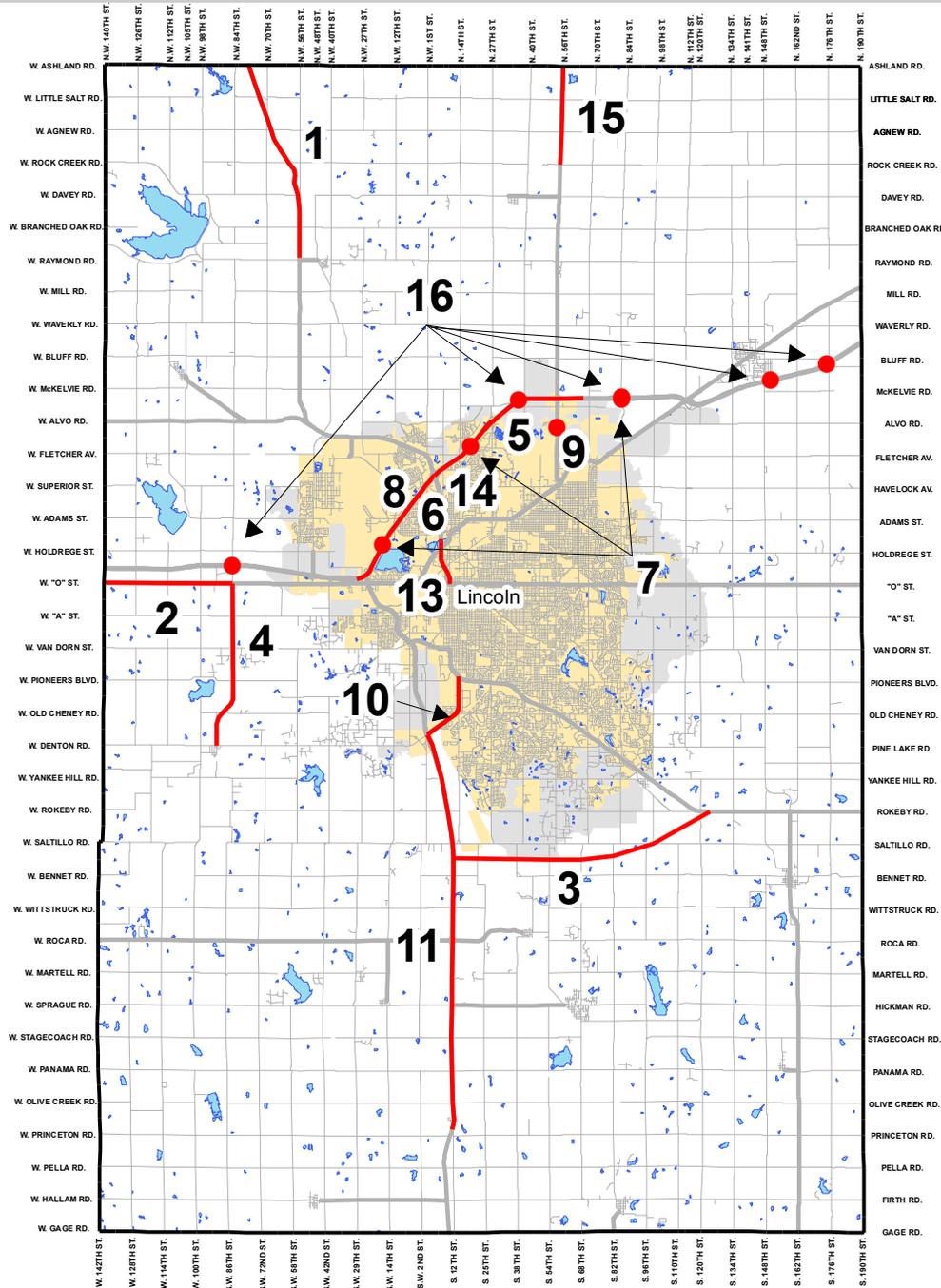
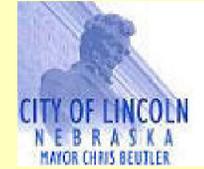


Michael Owen, Planning & Project Development
 Engineer, Nebraska Department of Roads

6-15-2015

 Date

a State of Nebraska



- DMS/TOWERS/BRIDGE
- ROAD IMPROVEMENT
- FUTURE SERVICE LIMIT

- #1 Agnew North & South**
- #2 Emerald West**
- #3 South Beltway**
- #4 Denton Spur**
- #5 27th St Interchange, Lincoln**
- #6 West Junction US-77 - I-80**
- #7 District 1, DMS Replacement**
- #8 I-80 - US-77**
- #9 Salt Creek Bridge**
- #10 Warlick Blvd, Lincoln**
- #11 Princeton, Lincoln**
- #12 Districtwide Fiber (not on map)**
- #13 Cornhusker Hwy, Lincoln**
- #14 I-80 Barrier, Lincoln**
- #15 Ceresco South**
- #16 District 1, CCTV Towers**



Lincoln's Future Service Limit Shown as Grey

Consult the detailed project descriptions and funding summary for further information.

2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM					AGENCY: State of Nebraska DIVISION: Department of Roads								
PROJ NO (Map)	PROJECT (Location) (Improvement Description)	(Distance)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										
			(Control Number)	(Project Number)	(Work Phase)	PRIORITY PROJECTS				COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
						PRIOR FISCAL YEARS	FS	2015-16 FS	2016-17 FS			2017-18 FS	2018-19 FS
1	Nebraska Highway N-79 Agnew North & South N-79 from 0.2 mi north of Raymond Spur (S-55J) north to Valparaiso Asph conc resurf 24' rdwy, add 8' shld, 6' surf	8.5 Miles	10584A	STP-79-2(108)	PE	1,048.0	NE						
					ROW	264.0	NE						
					Const/CE			2,777.0	NE	-9,210.0	NE		
					Const/CE			9,210.0	AC	9,210.0	STP-AC Cov		
					TOTAL	1,312.0		11,987.0		0.0		0.0	0.0
2	US-6 Emerald West US-6 from N-103 to S-55A Resurf, br repair	4.7 Miles	11845	STPD-6-6(146)	PE	215.0	NE						
					ROW			105.0	NE				
					Const/CE					520.0	NE		
					Const/CE					1,845.0	STP		
TOTAL	215.0		105.0		2,365.0		0.0	0.0	0.0	2,685.0			
3	N-2 Lincoln South Beltway New alignment (Future N-2) south of Lincoln 4-lane divided expressway	11.0 Miles	12578E	DPU-LIN-2-6(121)	PE	4,592.0	DP						
					PE	350.0	LN						
					PE	350.0	NE						
					ROW	264.0	NE						
					ROW	2,920.0	DP						
					ROW	264.0	LN						
					ROW			6,658.0	DP				
					ROW			833.0	NE				
					ROW			833.0	LN				
					ROW					9,000.0	NE		
					ROW							9,000.0	NE
					Util					3,350.0	NE		
					Util							3,350.0	NE
Const/CE							139,000.0	NE					
Const/CE							21,000.0	LN					
TOTAL	8,740.0		0.0		8,324.0		12,350.0	172,350.0	0.0	201,764.0			
4	Nebraska Highway S-55A Denton Spur Denton Spur (S-55A) from US-6 to Denton Asph widen/resurf 24' rdwy to 28' w/4' earth shld, br, gdrl and cul	5.1 Miles	12967	RD-S55A(1017)	PE	150.0	NE						
					ROW			75.0	NE				
					Util					93.0	NE		
					Const/CE					3,653.0	NE		
					TOTAL	150.0		75.0		3,746.0		0.0	0.0
5	I-80 27th St. Interchange I-80 at 27th St. Ramp reconstruction	1.1 Miles	13111	NH-80-9(74)	PE	50.0	NE						
					ROW	0.0	NE						
					Const/CE			1,112.0	NH				
					Const/CE			124.0	NE				
TOTAL	50.0		1,236.0		0.0		0.0	0.0	0.0	1,286.0			

2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: State of Nebraska DIVISION: Department of Roads								
PROJ NO (Map)	PROJECT (Location) (Improvement Description) (Control Number)	(Distance) (Project Number)	(Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)							COST BEYOND PROGRAM	TOTAL PROJECT COSTS
				PRIORITY PROJECTS					2017-18 FS	2018-19 FS		
				PRIOR FISCAL YEARS	FS	2015-16 FS	2016-17 FS	2017-18 FS				
13	I-180 Cornhusker Hwy - S Jct US-34 I-180 from 0.1 mi south of Oak Creek east to the S Jct US-34 Crack seal dual 24' divided interstate	1.1 Miles	PE			1.0 NE						
			Const/CE			63.0 NH						
			Const/CE			16.0 NE						
			TOTAL	0.0	1.0	79.0	0.0	0.0	0.0	80.0		
14	I-80 I-80 Barrier in Lincoln I-80 from 0.3 mi east of Lincoln northeast to 27th St Power wash and seal concrete barriers, bridge rails and bridge piers	6.6 Miles	PE			1.0 NE						
			Const/CE			211.0 NH						
			Const/CE			53.0 NE						
			TOTAL	0.0	1.0	264.0	0.0	0.0	0.0	265.0		
15	US-77 Ceresco South US-77 from 0.9 mi north of Davey Spur (S55E) north to 0.6 mi north of Ceresco Conv repair, joint eal	4.6 Miles	Const/CE					600.0 NH				
			Const/CE					150.0 NE				
			TOTAL	0.0	0.0	0.0	750.0	0.0	0.0	750.0		
16	I-80 District 1 CCTV Towers Several locations in D-1 Deploy camera towers	0.0 Miles	PE			5.0 NE						
			Const/CE					52.0 STP				
			Const/CE					300.0 NH				
			Const/CE					88.0 NE				
TOTAL	0.0	0.0	5.0	440.0	0.0	0.0	445.0					

2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: State of Nebraska DIVISION: Department of Roads									
PROJ NO (Map)	PROJECT (Location) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)						COST BEYOND PROGRAM	TOTAL PROJECT COSTS				
		PRIORITY PROJECTS											
		PRIOR FISCAL YEARS	FS	2015-16	FS	2016-17	FS			2017-18	FS	2018-19	FS
STATE OPERATIONS & MAINTENANCE FUNDING SOURCE SUMMARY													
	Operations & Maintenance of the Federal Aid System in Lancaster County NE (State Revenue / Aids)	3,803.1	NE	3,917.2	NE	4,034.7	NE	4,155.7	NE	4,280.4	NE		
	SUBTOTAL OPERATIONS & MAINTENANCE:	3,803.1		3,917.2		4,034.7		4,155.7		4,280.4		0.0	20,191.1
FUNDING SUMMARY													
FEDERAL FUNDS													
	IM (Interstate Maintenance)	0.0		0.0		0.0		0.0		0.0			0.0
	NH (NHPP - National Highway Performance Program)	0.0		3,383.0		6,242.0		900.0		0.0			10,525.0
	HS (HSIP - Highway Safety Improvement Program)	0.0		701.0		0.0		0.0		0.0			701.0
	BR (BR/BH - Bridge Program)	0.0		0.0		0.0		0.0		0.0			0.0
	SR (SR - Safe Routes to School)	0.0		0.0		0.0		0.0		0.0			0.0
	LC (LCLC - STP-Urbanized Areas > 200,000 (Lincoln))	0.0		0.0		0.0		0.0		0.0			0.0
	STP (STP-Flexible)	0.0		0.0		1,845.0		52.0		0.0			1,897.0
	DP (Federal Discretionary Funds)	7,512.0		0.0		6,658.0		0.0		0.0			14,170.0
	RZ (Railroad - Hwy Crossing - Hazardous Funds)	0.0		0.0		0.0		0.0		0.0			0.0
	SUB-TOTAL FEDERAL FUNDING:	7,512.0		4,084.0		14,745.0		952.0		0.0		0.0	27,293.0
STATE FUNDS													
	NE (State Revenue / Aids) & AC (Advanced Construction)	6,263.1		17,403.2		1,489.7		16,743.7		155,630.4			197,530.1
	TM (State Train/Mile Tax)	0.0		0.0		0.0		0.0		0.0			0.0
	LC-AC (NE)	0.0		0.0		0.0		0.0		0.0			0.0
	SUB-TOTAL STATE FUNDING:	6,263.1		17,403.2		1,489.7		16,743.7		155,630.4		0.0	197,530.1
LOCAL FUNDS													
	LN (City of Lincoln)	614.0		494.0		833.0		0.0		21,000.0			22,941.0
	CO (Lancaster County)	0.0		0.0		0.0		0.0		0.0			0.0
	SUB-TOTAL LOCAL FUNDING:	614.0		494.0		833.0		0.0		21,000.0		0.0	22,941.0
	* AC - Advance Construction												
	TOTAL:	14,389.1		21,981.2		17,067.7		17,695.7		176,630.4		0.0	247,764.1

2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: State of Nebraska DIVISION: Department of Roads						
PROJ NO (Map)	PROJECT			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)						
	(Location)	(Distance)		PRIORITY PROJECTS				COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
	(Improvement Description)	(Control Number)	(Project Number) (Work Phase)	PRIOR FISCAL YEARS	FS	2015-16 FS	2016-17 FS			2017-18 FS
STATUS OF PREVIOUS YEARS PROJECTS										
<u>Projects Completed</u>										
	Interstate I-80, NW 56th Street to US-77 near Lincoln, 6-Lane	12489	IM-NH-80-9(862)	Const/CE	5,300.0	AC-LC				
				Const/CE	-5,300.0					
	N-2 and US-77 in Lancaster and Otoe counties, deploy closed circuit television cameras	13229	ITS-NH-ITSN(29)	Const/CE	105.0	NH				
				Const/CE	26.0	NE				
	I-180, I-80 south to Cornhusker Hwy, conc repair, mill, resurf	13116	NH-180-9(1)	Const/CE	204.0	NE				
				Const/CE	1,840.0	NH				
	US-77, District 1 Overhead DMA, install DMS	13149	ITS-NH-ITSN(39)	Const/CE	632.0	NH				
				Const/CE	70.0	NE				
	I-80, District 1 Automated Gates, deploy gates	13151	ITS-NH-ITSN(41)	Const/CE	296.0	NH				
				Const/CE	33.0	NE				
	N-2, Lincoln - Syracuse, rumble strips	13263	HSIP-NH-2-6(123)	Const/CE	560.0	NE				
				Const/CE	110.0	NH				
				Const/CE	5,040.0	HS				

b Lancaster County

2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Lancaster County DIVISION: County Engineering								
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)						COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
		PRIORITY PROJECTS										
		PRIOR FISCAL YEARS	FS	2015-16	FS	2016-17	FS			2017-18	FS	2018-19
No Federal-Aid Projects Programmed												
COUNTY OPERATIONS & MAINTENANCE FUNDING SOURCE Operations & Maintenance of the County and Federal Aid System CO (Lancaster County)												
SUBTOTAL FOR OPERATIONS & MAINTENANCE		13,635.6	co	14,044.6	co	14,466.0	co	14,899.9	co	15,346.9	co	72,393.0
FUNDING SUMMARY												
FEDERAL FUNDS												
SUB-TOTAL FEDERAL FUNDING		0.0		0.0		0.0		0.0		0.0		0.0
SUB-TOTAL FEDERAL FUNDING		0.0		0.0		0.0		0.0		0.0		0.0
STATE FUNDS												
SUB-TOTAL STATE FUNDING		0.0		0.0		0.00		0.0		0.0		0.00
SUB-TOTAL STATE FUNDING		0.0		0.0		0.00		0.0		0.0		0.00
LOCAL FUNDS CO (Lancaster County)												
SUB-TOTAL LOCAL FUNDING		13,635.6		14,044.6		14466.00		14,899.9		15,346.9		72,393.00
SUB-TOTAL LOCAL FUNDING		13,635.6		14,044.6		14466.00		14,899.9		15,346.9		72,393.00
TOTAL		13635.6		14044.6		14466.00		14899.9		15346.9		72,393.00
STATUS OF PREVIOUS YEARS PROJECTS												
Projects Completed None												

C City of Lincoln: Public Works

**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

Streets and Highways

FY 2016 - 2019



▲ Bridge

— Project Location

City-Wide Projects:

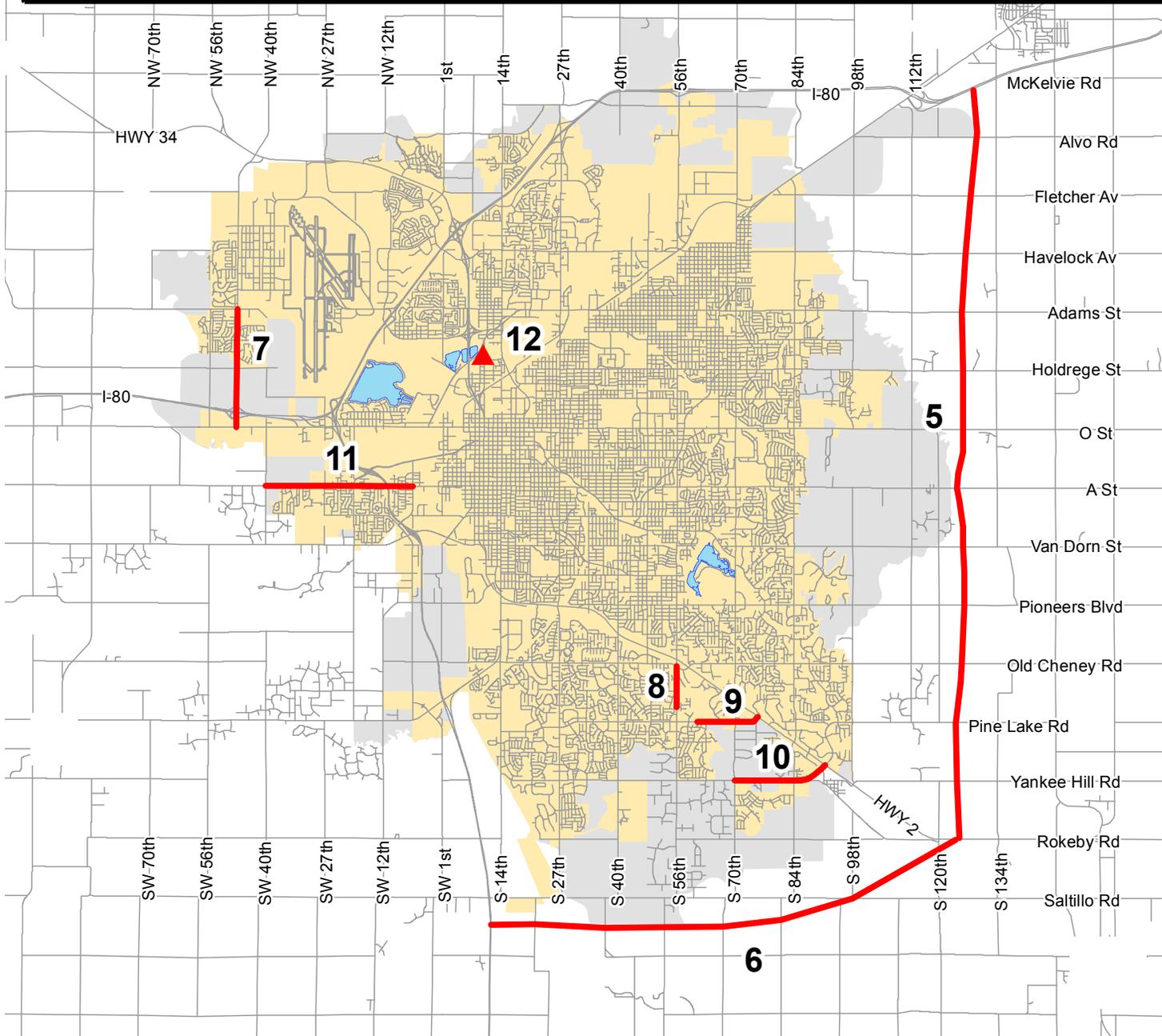
- #1 Traffic Optimization and Management Program**
- #2 Safety and Operation Improvement Program**
- #3 Sidewalk Maintenance and Repair**
- #4 Roadway and Bridge Rehabilitation**



1 0.5 0 1 2 3 4 Miles

Lincoln's Future Service Limit Shown as Grey

Consult the detailed project descriptions and funding summary for further information.



2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY:	City of Lincoln : Public Works & Utilities									
				DIVISION:	Streets & Highways									
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)						COST BEYOND PROGRAM	TOTAL PROJECT COSTS					
		PRIORITY PROJECTS												
		PRIOR FISCAL YEARS	FS	2015-16	FS	2016-17	FS			2017-18	FS	2018-19	FS	
1	Traffic Optimization and Management Program Projects vary and scope of work is customized to meet the needs of the specific location. Work could include elements of Intelligent Transportation System Infrastructure (ITS), annual traffic monitoring program (turning movement counts, mechanical counts, travel time, and delay studies) and improving traffic flow through signal timing changes. Other projects modify, replace or install traffic signal equipment (poles, controllers, detectors, communication links) at various locations. Locations may include: 27th & J, 27th & Randolph, 27th & M, 48th & Randolph, 48th & South, Sheridan @37th, Sheridan & Van Dorn, Cotner & Holdrege, Cotner & Starr, 48th & Hwy2, 17th @ "A" - "D" & Washington, Regency Drive @ "A", 48th & Calvert to 56th & Calvert See Appendix.	All Phases		252.4	LN	132.0	LN	375.0	LN	415.0	LN			
		All Phases		1,009.6	AC	528.0	LC	1,500.0	LC	1,660.0	LC			
		All Phases				1,009.6	AC-LC							
		TOTAL		0.0		1,262.0		1,669.6		1,875.0		2,075.0	0.0	6,881.6
2	Safety and Operation Improvement Program Projects vary in location and scopes of improvements are tailored specific to the needs. Generally work will provide improvements at locations based upon the annual traffic monitoring and crash analysis programs traffic calming, minor intersection improvement and help provide subsidies for paving districts, bikeway/trails to improve bicycle/pedestrian movement used in conjunction with other improvement projects. Federal funds will be requested where applicable and matched with City funds to maximize the number of locations where enhancements can be made. Helps meet LRTP goals supporting the Intersection Capacity Improvements, ITS, Safety Projects, Travel Demand Management, maintenance / rehabilitation and new capital expenditure for Pedestrian and Bicycle Facilities.													
		Coddington & West Van Dorn	(C.N. 13147)	HSIP-5205(1)	PE	31.5	HS					500.0	HS	
					PE	3.5	LN					150.0	LN	
					Util	18.0	HS							
					Util	2.0	LN							
					ROW	18.0	HS							
					ROW	2.0	LN							
					Construction/CE			1,405.8	HS					
					Construction/CE			156.2	LN					
		14th and Cornhusker	(C.N. 12944)	HSIP-5227 (7)	PE			250.0	HS	44.3	HS			
					PE			13.7	NE	2.4	NE			
					PE			13.7	LN	2.4	LN			
					ROW			3.0	HS	1.5	HS			
					ROW			0.2	NE	0.1	NE			
					ROW			0.2	LN	0.1	LN			
					Utilities					25.7	HS			
					Utilities					1.4	NE			
			Utilities					1.4	LN					
			Construction/CE					94.5	HS					
			Construction/CE					52.3	NE					
			Construction/CE					52.3	LN					

2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY:	City of Lincoln : Public Works & Utilities											
				DIVISION:	Streets & Highways											
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)				PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)					COST BEYOND PROGRAM	TOTAL PROJECT COSTS					
		(Control Number)	(Project Number)	(Work Phase)	PRIORITY PROJECTS											
					PRIOR FISCAL YEARS	FS	2015-16	FS	2016-17			FS	2017-18	FS	2018-19	FS
	South 56th Street and Yankee Hill Road intersection	(C.N. 13347)	HSIP-5241(6)	PE			137.0	HS								
				PE			15.2	LN								
				NEPA			13.5	HS								
				NEPA			1.5	LN								
				Final Design					51.3	HS						
				Final Design					f.7	LN						
				RC					21.6	HS						
				RC					2.4	LN						
				NDOR					9.0	HS						
				NDOR					1.0	LN						
				ROW					67.5	HS						
				ROW					7.5	LN						
				Utilities					0.0	HS						
				Utilities					0.0	LN						
				Construction							1,711.8	HS				
				Construction							190.2	LN				
				CE							310.4	HS				
				CE							34.5	LN				
	66th & Fremont	(C.N. 13227)	HSIP-5253(1)	ROW			18.0	HS								
				ROW			2.0	LN								
				Utilities			18.0	HS								
				Utilities			2.0	LN								
				Construction/CE					76.8	LN						
				Construction/CE					591.2	HS						
	North 27th Street, Adaptive Signal Control Project	(C.N. 13244)	HSIP-5231(14)	NEPA			42.1	HS								
				NEPA			4.1	LN								
				Final Design					36.7	HS						
				Final Design					4.1	LN						
				NDOR					9.0	HS						
				NDOR					1.0	LN						
				ROW					13.5	HS						
				ROW					1.5	LN						
				Utilities					61.2	HS						
				Utilities					6.8	LN						
				Construction/CE							1,444.3	HS				
				Construction/CE							160.3	LN				
				NDOR							14.5	HS				
				NDOR							1.6	LN				
				TOTAL			0.0		328.4		2,804.9		4,992.0	650.0	0.0	8,775.3

2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY:	City of Lincoln : Public Works & Utilities			
				DIVISION:	Streets & Highways			
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)						
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIOR FISCAL YEARS	FS	2015-16 FS	2016-17 FS	2017-18 FS		
(Control Number)	(Project Number)	(Work Phase)						
3	Sidewalk Maintenance and Repair City funds are allocated for maintenance and repair of sidewalks Helps meet LRTP goals supporting both the maintenance / rehabilitation and Capital expenditure for Pedestrian and Bicycle Facilities as existing infrastructure are improved / repaired and Capital expenditure when new amenities, such as curb ramps, are constructed.							
		Construction		1,000.6 LN	1,011.2 LN	1,022.0 LN	1,042.4 LN	
		TOTAL	0.0	1,000.6	1,011.2	1,022.0	1,042.4	0.0
4	Roadway and Bridge Rehabilitation Resurfacing and repairing city-wide of all roadways and bridges to maintain their longevity and serviceability economically through resurfacing, reconstruction, help provide subsidies for paving districts, bikeway/trails to improve bicycle/pedestrian movement used in conjunction with other improvement projects. Work performed also includes the data gathering, analysis, and implementation for both the pavement management and bridge management programs. Helps meet LRTP goals supporting both roadway and pedestrian maintenance / rehabilitation needs for existing infrastructure, Intersection Capacity Improvements, two plus center turn lane projects, safety projects, and Capital expenditure for Pedestrian Facilities as new curb ramps continue to be built as a part of projects.							
		All Phases		5,772.0 AC	1,840.0 AC	0.0 AC	0.0 AC	
		All Phases		1,443.0 LN	460.0 LN	0.0 LN	0.0 LN	
	See Appendix.	All Phases		0.0 AC-LC	3,340.0 AC-LC	1,610.2 AC-LC	2,915.2 AC-LC	
		TOTAL	0.0	7,215.0	5,640.0	1,610.2	2,915.2	0.0
5	East Beltway Design, right-of-way and utility work of a four lane freeway between Hwy 2 and I-80. This funding represents Federal Demonstration funds only available for this project in the Federal Transportation Bill to be used for corridor protection and allow for future construction of this facility. This will be matched with previous appropriations of local funds (city and county).							
		C.N. 12848	DPU-55(156)	ROW	250.0 LN	250.0 LN	250.0 LN	250.0 LN
		TOTAL			0.0	250.0	250.0	250.0
6	NW 48th Street, O Street to Adams Street City funds for the completion of design engineering, right-of-way, construction and construction engineering to construct four lanes of pavement along NW 48th Street from O Street to Adams Street. The project will construct a center median as well as left and right turn lanes. The project will improve safety and capacity. Project length: 1 mile.							
		Design		700.0 LN				
		ROW		503.5 LN				
		Construction/CE		11,623.9 LN	5,821.6 LN			
		TOTAL		0.0	12,827.4	5,821.6	0.0	0.0

2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY:	City of Lincoln : Public Works & Utilities								
				DIVISION:	Streets & Highways								
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)											
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS					
		PRIOR FISCAL YEARS	FS	2015-16	FS	2016-17			FS	2017-18	FS	2018-19	FS
(Control Number)	(Project Number)	(Work Phase)											
7	56th St from Shadow Pines Dr to Old Cheney Rd Work envisions the completion of the design engineering, right-of-way acquisition, construction and construction engineering necessary to construct four lanes of pavement along 56th Street between Shadow Pines Drive and Old Cheney. The project will construct a center median as well as left and right turn lanes. While the project will mainly improve safety and capacity it also includes significant contributions to the city's pedestrian/bicycle facilities, drainage needs, and provides information vital to the study of the 56th/Old Cheney/Highway 2 Triangle of intersections (LTRP goals of Intersection Capacity Improvements, ITS, Safety Projects, and Travel Demand Management). Project length: 0.7 mile (\$5,741.0 Prior Year AC funds)	C.N. 13141	LCLC-5241(5)	All Phases Construction/CE	9,363.0	5,741.1 LN 5,741.1 LC							
TOTAL				9363	11,482.2	0.0	0.0	0.0	0.0	0.0	11,482.2		
8	Pine Lake Road, 61st to Hwy 2 As shown in the LRTP, this project would improve the capacity and safety of this area by making Pine Lake Road a four through lane plus turn lanes.			PE ROW/Utilities Construction/CE		1,000.0 LN 400.0 LN		2,933.5 LN	3,530.8 LN				
TOTAL				0.0	1,000.0	400.0	2,933.5	3,530.8	0.0	7,864.3			
9	Yankee Hill Road from 70th Street to Hwy 2 This project would improve the capacity and safety of this area by programming city funds for the completion of design engineering, right-of-way, construction and construction engineering to construct two lanes of pavement along Yankee Hill Road between 70th and 91st streets offset. The project will construct left and right turn lanes as appropriate and include intersection improvements at 70th and 84th Streets.			PE Construction/CE		1,000.0 LN 3,811.7 LN		5,079.7 LN					
TOTAL				0.0	1,000.0	3,811.7	5,079.7	0.0	0.0	9,891.4			
10	West "A" Street from SW 40th to Folsom This project would improve the capacity and safety of this area by programming city funds for the completion of design engineering, right-of-way, construction and construction engineering to construct two lanes of pavement along West "A" Street between Folsom and SW 40th streets. The project will construct left and right turn lanes as appropriate and include intersection improvements at Folsom, Coddington and SW 40th Streets. The project will improve safety and capacity.			PE Construction/CE				659.6 LN	5,962.6 LN				
TOTAL				0.0	0.0	0.0	659.6	5,962.6	0.0	6,622.2			

2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY:	City of Lincoln : Public Works & Utilities											
				DIVISION:	Streets & Highways											
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)							COST BEYOND PROGRAM	TOTAL PROJECT COSTS						
		PRIORITY PROJECTS														
		PRIOR FISCAL YEARS	FS	2015-16	FS	2016-17					FS	2017-18	FS	2018-19	FS	
11	North 10th Street & Military Bridge, Lincoln Rehabilitation or replacement of an existing bridge over Salt Creek, to be determined during the design phase of the project. The project limits will extend approximately 50 feet past both ends of the existing bridge. Possible impacts to military Road and south to US-6 will be evaluated. The project will include pedestrian facilities.															
		C.N. 13233	LCLC-5227(8)	Construction		2,720.0	AC			2,275.2	AC-LC	444.8	AC-LC			
				Construction		480.0	LN					280.0	AC-LC			
				CE		280.0	AC									
				CE		88.8	LN									
				TOTAL		0.0		3,568.8		0.0		2,275.2		724.8	0.0	6,568.8
	Street Maintenance Operations Division															
	Administration Services					871.0	GR	914.6	GR	960.3	GR	989.1	GR	1,018.8	GR	
	Drainage					870.7	GR	914.2	GR	959.9	GR	988.7	GR	1,018.4	GR	
	Sanitation					1,479.2	SC	1,553.0	SC	1,630.7	SC	1,679.6	SC	1,730.0	SC	
	Snow & Ice Removal					3,891.6	SR	4,086.2	SR	4,290.5	SR	4,419.2	SR	4,551.8	SR	
	Street & Highways					14,013.1	SC	14,713.8	SC	15,449.5	SC	15,913.0	SC	16,390.4	SC	
	Engineering Services Division: Traffic Engineering															
	Traffic Operations & Maintenance (signs, signals and pavement markings)					1,503.80	DR	1,579.0	GR	1,658.0	GR	1,707.7	GR	1,758.9	GR	
				TOTAL		22,629.4		23,760.8		24,948.9		25,697.3		26,468.3	0.0	100,875.3
	CITY FUNDS															
	GR (General Revenue) [city funds]					3,245.5		3,407.8		3,578.2		3,685.5		3,796.1		
	SC (Street Construction Funds) [federal, state & local funds]					15,492.3		16,266.8		17,080.2		17,592.6		18,120.4		
	SR (Snow Removal Funds) [city funds]					3,891.6		4,086.2		4,290.5		4,419.2		4,551.8		
				SUBTOTAL: OPERATIONS & MAINTENANCE		22,629.4		23,760.8		24,948.9		25,697.3		26,468.3		123,504.7
	Program funds are estimates based upon the fiscal year 2008-09 budget and inflated at a 3% rate per year for future years.															

2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY:	City of Lincoln : Public Works & Utilities							
				DIVISION:	Streets & Highways - APPENDIX							
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS				
		PRIOR FISCAL YEARS	FS	2015-16	FS	2016-17			FS	2017-18	FS	2018-19
APPENDIX		(Project Number)	(Work Phase)									
<u>Traffic Optimization and Management Program</u>												
a. S. 48th Street and Highway 2 in the City or Linc, Traffic Signal Rebuild												
Replacing the traffic signal poles, new conduit and cable around the intersection, and replace vehicle detection as needed. Curb ramps that do not meet ADA standards will be removed and replaced. All construction is expected to be within the existing right-of-way.												
		C.N. 13253	LCLC-5239(9)	Construction			70.0	LN				
				Construction			280.0	AC			280.0	LC
				TOTAL		0.0	350.0			280.0		0.0
											0.0	630.0
b. S. 48th Street and Calvert Street, and 56th and Calvert Street, Traffic Signal Replacement												
Replacing the traffic signal poles, new conduit and cable around the intersection, and replace vehicle detection as needed. Communication to signals will also be addressed. Curb ramps that do not meet ADA standards will be removed and replaced.												
		C.N. 13260	LCLC-5239(10)	Construction						528.0	LC	
				Construction						132.0	LN	
				TOTAL		0.0	0.0			660.0		0.0
											0.0	660.0
c. S. 17th & Washington, S. 17th & A and S. 17th & D in the City of Lincoln, Traffic Signal Replacement												
Replacing the traffic signal poles, new conduit and cable around the intersection, and replace vehicle detection as needed. Communication to signals will also be addressed. Curb ramps that do not meet ADA standards will be removed and replaced. All construction is expected to be within the existing right-of-way.												
		C.N. 13261	LCLC-5239(8)	Construction			182.4	LC				
				Construction			729.6	LN		729.6	AC-LC	
				TOTAL			912.0			729.6		0.0
											0.0	1,641.6
<u>Roadway and Bridge Rehabilitation</u>												
a. 70th Street, Van Dorn to Eastborough, Lincoln, Concrete Repair Project												
Repair and/or replacement of concrete panels as needed, repair joints, seal meeting ADA standards, and adjust manholes, utilities and inlets to grade. Within existing right-of-way. Approximately 2.2 miles.												
		C.N. 13243	LCLC-5247(13)	Construction/CE	4,175.0							
				Construction/CE	3,340.0	(AC)	876.0	LN		2,463.8	AC-LC	
				TOTAL			857.0	AC-LC				0.0
							1,733.0			2,463.8		0.0
											0.0	4,196.8

2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY:	City of Lincoln : Public Works & Utilities										
				DIVISION:	Streets & Highways - APPENDIX										
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)													
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS							
		PRIOR FISCAL YEARS	FS	2015-16	FS	2016-17			FS	2017-18	FS	2018-19	FS		
APPENDIX		(Project Number)	(Work Phase)												
	b. 27th Street & Fairfield and West "O" Street Bridges over Salt Creek														
	Repair and rehabilitate two bridges located at 27th and Fairfield, and at West "O" Street and Sun Valley Boulevard in the City of Lincoln. The 27th and Fairfield repairs will include moving and replacing the expansion joints and repairing deteriorating abutments. West "O" Street and Sun Valley repairs will consist of adding piling to support the grade beam, repairing/replacing the grade beam and replacing the expansion joints. Both projects will prevent further deterioration and extend the life of the bridges.														
		C.N. 13247	LCLC-5231(15)	Construction/CE											
				Construction/CE		1,700.0	AC				1,610.2	AC-LC	89.8	AC-LC	
				Construction/CE		425.0	LN								
				TOTAL		2,125.0		0.0		1,610.2		89.8		0.0	3,825.0
	c. Superior from 27th to Cornhusker			PE	255.0										
				Construction/CE		1,440.0	AC						1,440.0	AC-LC	
				Construction/CE		360.0	LN								
				TOTAL		1,800.0		0.0	0.0			1,440.0		0.0	3,240.0
	d. Old Cheney from 40th to Hwy 2			PE	205.0										
				Construction/CE		1,152.0	AC								
				Construction/CE		288.0	LN								
				TOTAL		1,440.0		0.0	0.0			0.0		0.0	1,440.0
	e. 27th Street from Holdrege to Fletcher			PE	300.0										
				Construction/CE		1,480.0	AC						233.4	AC-LC	
				Construction/CE		370.0	LN						1,472.5	LN	
				TOTAL		1,850.0		0.0	0.0			1,705.9		0.0	3,555.9

d City of Lincoln: StarTran

2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM		AGENCY: Public Works & Utilities DIVISION: StarTran											
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)											
		PRIORITY PROJECTS				COST BEYOND PROGRAM	TOTAL PROJECT COSTS						
		PRIOR FISCAL YEARS	FS	2015-16	FS			2016-17	FS	2017-18	FS	2018-19	FS
4	Security Enhancements (required by FTA) Effective FY 2004-05, one percent of the FTA allocation to StarTran is required by FTA to fund security enhancements. Such enhancements, in general, include increased facility lighting, camera surveillance, and emergency telephone line to contact security personnel. The priority of these funds will be directed towards 1) StarTran facility exterior security enhancements and 2) bus shelter lighting improvements. Facility security enhancements will be implemented based upon a comprehensive analysis conducted in FY 2012 / 2013.			32.0	FA	32.0	FA	32.0	FA	32.0	FA	160.0	
				8.0	SR	8.0	SR	8.0	SR	8.0	SR		
	TOTAL			40.0		40.0		40.0		40.0		0.0	160.0
5	Purchase of Supervisor Vehicle Funds are proposed in FY 2014-15 and FY 2016-17 to purchase two replacement supervisor vehicles. The vehicles to be replaced are a 2009 Equinox, and 2010 Equinox. Analyses are conducted evaluating the vehicle conditions and which will justify the need to replace the two subject vehicles. The SUV supervisor vehicles are meeting the unique needs of StarTran supervisors, transporting supplies and schedules, and carrying patrons as necessary. Due to limited federal and local funds, replacement vehicles will be the lower cost of either gasoline or hybrid / alternative fuels. Propulsion type will be based upon the Alternative Fuel Vehicle Analysis.					32.0	FA					40.0	
	TOTAL			0.0		40.0		0.0		0.0		0.0	40.0
6	Computer Hardware and Software Funds are proposed in F.Y. 2014-15 and F.Y. 2016-17 for continued routine upgrade/replacement of StarTran computer hardware and software. Such funding will afford the opportunity for maintaining effective computer services for StarTran administration, operators, and maintenance functions. Staff training courses utilizing computerized programs are integrated as part of the continuing StarTran training program. Funding in 2016-17 is to purchase computer hardware and software for handivan and fixed route scheduling software.					176.0	FA					220.0	
	TOTAL			0.0		220.0		0.0		0.0		0.0	220.0
7	Shop Tools / Equipment Funds are proposed in 2015-16 through 2016-17 for continued routine upgrade and replacement of tools and equipment, as well as for replacement due to unexpected breakage. Such tools and equipment include an air compressor, floor scrubber and vehicle lifts.			20.0	FA	24.0	FA					55.0	
	TOTAL			5.0	SR	6.0	SR	0.0		0.0		0.0	55.0
8	Maintenance Service Vehicle Funds are included in FY 2015-16 to replace a small pickup truck that will be 20 years old. The pickup is used by maintenance employees to deliver bus parts and move equipment to storage garage.			24.0	FA							30.0	
	TOTAL			6.0	SR	0.0		0.0		0.0		0.0	0.0
9	Building Renovations / Improvements Funds are included in 2014-15 for concrete replacement, in FY 2015-16 for interior replacements for carpet, paint, etc. and in FY 2016-17 to replace the roof located over dispatch and middle garage. The current roof was installed in 1997 with a 15 year warranty and will be 20 years old by 2017. The condition of this roof is showing signs of deterioration and minor leaks. FY 2017-18 funds are for a new training room with driver simulator.			40.0	FA	96.0	FA	80.0	FA			270.0	
	TOTAL			10.0	SR	24.0	SR	20.0	SR	0.0		0.0	270.0

2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM		AGENCY: Public Works & Utilities DIVISION: StarTran						
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)						
		PRIORITY PROJECTS				COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIOR FISCAL YEARS	FS	2015-16 FS	2016-17 FS			2017-18 FS
FUNDING SUMMARY								
	Federal			1,484.1 FA	1,415.3 FA	1,359.0 FA	1,879.0 FA	6,137.4
	General Revenue			0.0 GR	0.0 GR	0.0 GR	0.0 GR	0.0
	Special Reserves			1,060.0 SR	1,050.0 SR	753.3 SR	866.3 SR	3,729.6
	TOTAL			2,544.1	2,465.3	2,112.3	2,745.3	15,227.6
OPERATIONS FUNDING SOURCE SUMMARY								
	Fixed Route Operations & Specialized Transportation Services for Lincoln, NE							
	Section 5307 Preventative Maintenance			1,350.0	1,350.0	1,350.0	1,350.0	2,700.0
	Section 5307 Operating and JARC - StarTran			75.0	75.0	75.0	75.0	150.0
	Section 5307 Operating and JARC - Center For People in Need			16.0	16.0	16.0	16.0	32.0
	Section 5307 Operating and JARC - Lincoln Literacy			10.0	10.0	10.0	10.0	20.0
	Section 5307 ADA			280.0	280.0	280.0	280.0	560.0
	NE (State Revenue/Aid)			780.0	700.0	630.0	1,030.0	4,090.0
	GR (General Revenues - Local Funds)			6,700.0	6,800.0	6,900.0	7,000.0	14,300.0
	SC (Service Charges - Local Funds)			2,600.0	2,600.0	2,600.0	2,600.0	5,200.0
	TOTAL			11,811.0	11,831.0	11,861.0	12,361.0	23,912.0

2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM		AGENCY: Public Works & Utilities DIVISION: StarTran						
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)						
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIOR FISCAL YEARS FS	2015-16 FS	2016-17 FS	2017-18 FS	2018-19 FS		
TOTALS FOR STARTRAN FUNDING								
FEDERAL FUNDING								
Federal			1,484.1	1,415.3	1,359.0	1,879.0	3,473.6	9,611.0
Section 5307 Preventative Maintenance			1,350.0	1,350.0	1,350.0	1,350.0	2,700.0	8,100.0
Section 5307 Operating and JARC			101.0	101.0	101.0	101.0	202.0	606.0
Section 5307 ADA			280.0	280.0	280.0	280.0	560.0	1,680.0
SUB-TOTAL FEDERAL FUNDING			3,215.1	3,146.3	3,090.0	3,610.0	6,935.6	19,997.0
STATE FUNDING								
NE (State Revenue/Aid)			780.0	700.0	630.0	1,030.0	950.0	4,090.0
SUB-TOTAL STATE FUNDING			780.0	700.0	630.0	1,030.0	950.0	4,090.0
LOCAL FUNDING								
General Revenues			0.0	0.0	0.0	0.0	482.5	482.5
GR (General revenues - Local Funds)			6,700.0	6,800.0	6,900.0	7,000.0	12,900.0	40,300.0
SC (Service Charges - Local Funds)			2,600.0	2,600.0	2,600.0	2,600.0	5,200.0	15,600.0
Special Reserves			1,060.0	1,050.0	753.3	866.3	240.0	3,969.6
SUB-TOTAL LOCAL FUNDING			10,360.0	10,450.0	10,253.3	10,466.3	18,822.5	60,352.1
TOTAL			14,355.1	14,296.3	13,973.3	15,106.3	26,708.1	84,439.1
Notes: Revenue & cost estimates use an inflation rate of 3%								
STATUS OF PREVIOUS YEARS PROJECTS								
Completed or Under Contract in FY 2014-15								
Purchase/Financing of Full Size Buses								

e Lincoln Airport Authority

f Federal Transit Administration:
Section 5310/5311 Projects

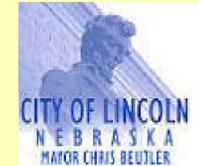
2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: FTA Program Funding DIVISION: Section 5310/5311 Projects												
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)														
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS								
		PRIOR FISCAL YEARS	FS	2015-16	FS	2016-17			FS	2017-18	FS	2018-19	FS			
Section 5311 Program																
1	Vanpool Project Vendor vanpool services to provide statewide contracted services, which includes service for A) the Lincoln and Omaha (LCLC and MAPA) Metro regions and B) Rural Nebraska vanpool service. A) Lincoln and Omaha (LCLC & MAPA) Metro vanpool service for Lancaster, Sarpy & Douglas counties. B) Rural Nebraska vanpool service.															
				48.0	CMAQ	61.8	CMAQ	76.32	CMAQ			186.1				
				48.0	5311	72.0	5311	84.0	5311			204.0				
				12.0	OF	18.0	OF	21.0	OF			51.0				
	TOTAL			0.0		108.0		151.8		181.32	0.0	0.0	441.1			
	FUNDING SUMMARY															
	FEDERAL FUNDS															
	FA (Federal Aid)					0.0		0.0		0.0		0.0	0.0			
	CMAQ (Congestion Mitigation and Air Quality)					48.0		61.8		76.32		0.0	186.1			
	5311 (FTA Section 5311 Funds)					48.0		72.0		84.0		0.0	204.0			
	SUB-TOTAL FEDERAL FUNDING					0.0		96.0		133.8		160.32	0.0	0.0	390.12	
	STATE FUNDS															
	NE (State of Nebraska)							0.0		0.0		0.0		0.0	0.0	
	SUB-TOTAL STATE FUNDING					0.0		0.0		0.0		0.0		0.0	0.0	
	LOCAL FUNDS															
	OF (Other Funds)					0.0		12.0		18.0		21.0		0.0	51.0	
	SUB-TOTAL LOCAL FUNDING					0.0		12.0		18.0		21.0		0.0	51.0	
	TOTAL					0.0		108.0		151.8		181.32		0.0	0.0	441.12

2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: FTA Program Funding DIVISION: Section 5310/5311 Projects							
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)									
		PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIOR FISCAL YEARS	FS	2015-16	FS	2016-17	FS	2017-18	FS		
STATUS OF PREVIOUS YEARS PROJECTS											
<u>Completed or Under Contract in FY 2014-15</u>											
	Lincoln Area Agency on Aging Purchase 1 small bus	38.7	FA								
		9.7	OF								
		4.0	FA								
		4.0	OF								
	Tabitha Inc. 1 Small Bus	40.2	FA								
		10.1	OF								
	League of Human Dignity Purchase of Service	62.4	FA								
		15.6	OF								
	Region V Foundation 1 Minivan	27.4	FA								
		6.8	OF								
	Lincoln Madonna Foundation Purchase of Technology Operating Assistance	10.6	FA								
		2.6	OF								
		4.0	FA								
		4.0	OF								

g Ped, Bike & Trails

**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

**Ped, Bike and Trails
FY 2016 - 2019**



- Trail Projects
- Trail Projects
- Existing Parks

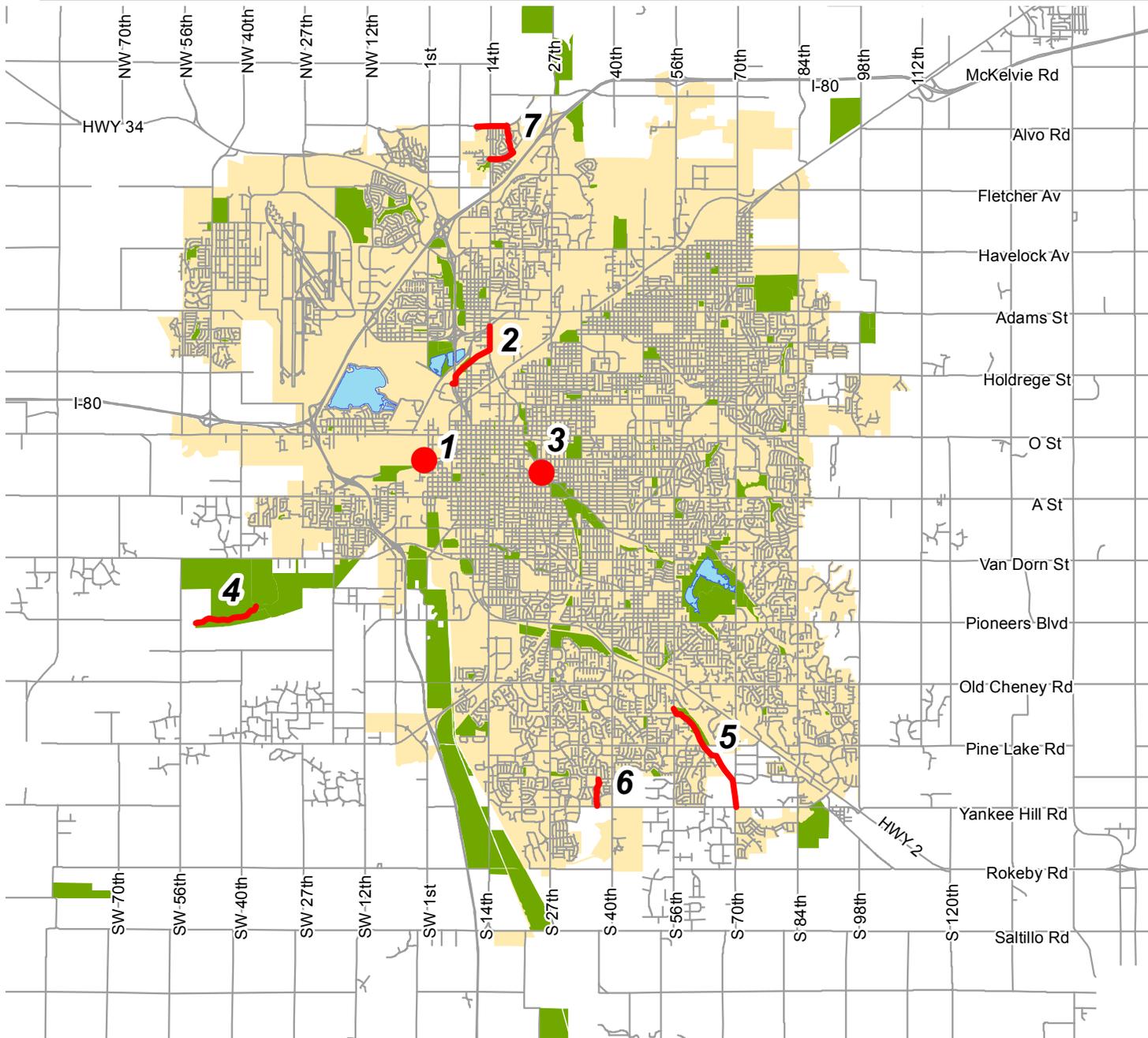
- #1 Rosa Parks Way Trail
- #2 Salt Creek Levee Trail
- #3 Billy Wolff Trail
- #4 Pioneers Park Trail Phase III
- #5 Beal Slough Trail Project
- #6 Cavett Elem. to Grainger Connector
- #7 Stonebridge Trail
- #8 Hickman Road Trail (not on map)



Lower Platte South
Natural Resources District



**Consult the detailed project descriptions
and funding summary for further information.**



2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Ped, Bike & Trails DIVISION: Planning Area Projects						
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)						COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIORITY PROJECTS								
		PRIOR FISCAL YEARS	FS	2015-16 FS	2016-17 FS	2017-18 FS	2018-19 FS			
(Control Number)	(Project Number)	(Work Phase)								
<u>Lower Platte South Natural Resource District</u>										
1	Rosa Parks Way Trail Railroad Undercrossing trail west of 1st and J Street, 900 feet long and 10 feet wide concrete surface.		PE	8.0	TA1					
			PE	2.0	NR					
			Construction	237.6	TA1					
		C.N. 12945	Construction			59.4	NR			
		ENH-55(164)	Construction			50.0	RT			
			Construction			5.0	GP			
			TOTAL	0.0		247.6		114.4	0.0	0.0
<u>Salt Creek Levee Trail , N. 14th Street to Cornhusker Highway</u>										
2	Salt Creek Levee Trail , N. 14th Street to Cornhusker Highway Develop a 10-foot wide concrete trail on the Oak Creek and Salt Creek Levees. The 4,950 foot concrete trail will begin where the newly constructed Haymarket Ball Park Trail terminates and continue northeasterly to Cornhusker Highway and connect to the northern segment of the Salt Creek Levee trail system.		PE	40.0	RTP					
			PE	10.0	NR					
			Construction	284.0	RTP					
			Construction	71.0	NR					
			Const/CE	40.0	RTP					
			Const/CE	10.0	NR					
			TOTAL	455.0		0.0		0.0	0.0	0.0
<u>City of Lincoln Parks & Recreation Department</u>										
3	Billy Wolf Trail Removal and replacement of the ramp on Billy Wolff Trail west of 27th and trail going west from 27th Street to the new bridge located south of Randolph. Total length of the project is 1,050 feet. This project will remove the 8 feet wide trail and replace it with a 10 feet wide, 5 inch thick concrete.		PE/Design	16.7	RTP					
			PE/Design	4.2	LN					
			Construction	175.5	RT					
			Construction	23.9	LN					
			Construction	20.0	GP					
			Construction/Engineering	8.4	RT					
			Construction/Engineering	2.1	LN					
		RTP 2014 (002)	TOTAL	250.8		0.0		0.0	0.0	0.0

2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Ped, Bike & Trails DIVISION: Planning Area Projects							
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)									
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
		(Control Number)	(Project Number)	(Work Phase)	PRIOR FISCAL YEARS FS	2015-16 FS			2016-17 FS	2017-18 FS	2018-19 FS
4	Pioneers Park Trail Phase III Extend the existrail trail in Pioneers Park to the western edge of the park. This will include a total of 6,575 feet of additional trail. 550 feet will be 8 feet wide concrete. 6,025 feet of 8 feet wide crushed limestone and 85 feet in length of bridge.			PE	36.0 RTP						
				PE	9.0 LN						
				Construction		329.9 RTP					
				Construction		82.5 LN					
				Const/CE		36.0 RTP					
				Const/CE		9.0 LN					
		TOTAL		45.0	457.4	0.0	0.0	0.0	0.0	502.4	
5	Beal Slough Trail Project Trail project to extend southeasterly along the Beal Slough Channel from 56th Street & London Road to 70th Street and & Yankee Hill Road. The trail will be on city owned property to Pine Lake Road where it will connect with an underpass at Pine Lake Road (included with the street project). The trail will continue southeast parallel to the railroad and the Beal Slough Channel, connecting to 70th Street. Ten foot concrete trail on 20 foot right-of-way. Total 2.22 miles.			Construction			884.5 TA2				
				Construction			221.1 LN				
				TOTAL		0.0	0.0	1,105.6	0.0	0.0	0.0
6	Cavett Elem. To Grainger Connector Concrete Trail, 10 foot wide, Tierra Williamsburg connection at 37th & San Mateo to connect Cavett Elementary, 36th & San Mateo south to Yankee Hill Road, 0.5 Miles			Construction		295.7 TA2					
				Construction		73.9 LN					
				TOTAL		0.0	369.6	0.0	0.0	0.0	0.0
		C.N. 13079	ENH-55(172)								
7	Stonebridge Trail Design and construction of a 10' wide, concrete bicycle, pedestrian trail connecting the North 14th Street Trail with the Alvo Road Trail. This trail will begin at North 14th Street and Humphrey Avenue and proceed through the Stonebridge neighborhood and ends at the north entrance of Kooser Elementary at Alvo Road. Total 1.25 miles			PE	17.8 TE						
				PE	4.4 LN						
				ROW		12.0 TA2					
				ROW		3.0 LN					
				Construction		67.6 TA2					
				Construction		367.7 TA2					
		Construction		108.8 LN							
		TOTAL		0.0	559.1	0.0	0.0	0.0	0.0	559.1	
		C.N. 13213	ENH-55(177)								

2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Ped, Bike & Trails DIVISION: Planning Area Projects							
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)						COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
		PRIORITY PROJECTS									
		PRIOR FISCAL YEARS	FS	2015-16 FS	2016-17 FS	2017-18 FS				2018-19 FS	
(Control Number)	(Project Number)	(Work Phase)									
City of Lincoln											
8	Lincoln Bike Share System Phase 1 of the Lincoln bike shared project will install 15 stations and purchase 100 bikes. All stations will be non-bolted with solar panels and located in the Public ROW.			PE		8.0	CMAQ				
				PE		2.0	LN				
				NEPA		4.0	CMAQ				
				NEPA		1.0	LN				
				RC		8.0	CMAQ				
				RC		2.0	LN				
				NDOR		8.0	CMAQ				
				NDOR		2.0	LN				
				Construction		572.0	CMAQ				
				Construction		143.0	LN				
				TOTAL		0.0		750.0	0.0	0.0	750.0
City of Hickman											
9	Hickman Road Trail Connections West connection: Eight-foot wide concrete bicycle/pedestrian trail to link existing north and south sides of Hickman Road and include pedestrian crossing signals and drainage improvements. East connection: Approximately 3,600 linear foot, 8 foot wide concrete bicycle/pedestrian trail from 6th & Locust to Hickman Road & Larkspur Drive, including two traffic crossings and a new 10 foot wide trail bridge.			PE	100.1	TE					
				PE	25.0	HIC					
				ROW	101.44	TA1					
				ROW	25.36	HIC					
		C.N. 13134	ENH-55(174)	Construction		619.75	TA1				
				Construction		154.94	HIC				
				TOTAL	251.9	774.7		0.0	0.0	0.0	1,026.6
<i>Note: PE = PE/NEPA/Design/RC Construction includes Construction Engineering</i>											

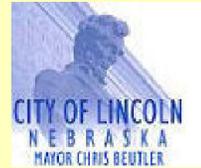
2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Ped, Bike & Trails DIVISION: Planning Area Projects				PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)			
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)			PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
	(Control Number)	(Project Number)	(Work Phase)	PRIOR FISCAL YEARS FS	2015-16 FS	2016-17 FS	2017-18 FS	2018-19 FS			
FUNDING SUMMARY											
FEDERAL FUNDS											
	CMAQ (Congestion Mitigation and Air Quality)			0.0	600.0	0.0	0.0	0.0			
	RTP (Recreational Trails Program)			416.7	365.9	0.0	0.0	0.0			
	TE (STPB - Sub-Allocation, Transportation Enhancement)			117.9	0.0	0.0	0.0	0.0			
	TA1 (STP-TA - State Transportation Alternatives Program)			101.4	865.4	0.0	0.0	0.0			
	TA2 (STP-TA - Lincoln MPO Transportation Alternatives Program)			0.0	743.0	884.5	0.0	0.0			
	TAC (Advanced Construction for STP-TA Transportation Alternatives Program Funding)			0.0	0.0	0.0	0.0	0.0			
	SR (SRTS - Safe Routes to School)			0.0	0.0	0.0	0.0	0.0			
			SUB-TOTAL FEDERAL FUNDING	636.0	1,974.3	884.5	0.0	0.0	0.0	3,494.8	
STATE FUNDS											
	NE (State Revenue / Aids)			0.0	0.0	0.0	0.0	0.0			
			SUB-TOTAL STATE FUNDING	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
LOCAL FUNDS											
	NR (Lower Platte South Natural Resource District Funds)			91.0	2.0	59.4	0.0	0.0			
	GP (Great Plains Trail Network Private Contributions)			20.0	0.0	5.0	0.0	0.0			
	RT (Railroad Transportation Safety District)			183.9	0.0	50.0	0.0	0.0			
	LN (City of Lincoln Funds)			43.6	427.2	221.1	0.0	0.0			
	HIC (City of Hickman Funds)			50.4	154.9	0.0	0.0	0.0			
	PR (Other Private Contributions)			0.0	0.0	0.0	0.0	0.0			
	OF (Other Funds)			0.0	0.0	0.0	0.0	0.0			
			SUB-TOTAL LOCAL FUNDING	388.9	584.1	335.5	0.0	0.0	0.0	1,308.5	
			TOTAL	1,024.9	2,558.4	1,220.0	0.0	0.0	0.0	4,803.3	

2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Ped, Bike & Trails DIVISION: Planning Area Projects							
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	(Control Number)	(Project Number)	(Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)					COST BEYOND PROGRAM	TOTAL PROJECT COSTS
					PRIORITY PROJECTS						
					PRIOR FISCAL YEARS	FS	2015-16 FS	2016-17 FS	2017-18 FS		
STATUS OF PREVIOUS YEARS PROJECTS											
<u>Projects Completed or Under Contract in FY 2014-15</u>											
<u>Lower Platte South Natural Resources District</u>											
Haymarket Ball Park Trail											
	Charleston to 14th St. on Salt Creek Levee Trail.			Construction	561.2	TA1					
		C.N. 12781	STPB-55(151)	Construction	140.3	NR					
Lincoln West "O" Historic Highway Project											
	2nd & West P Street			PE/NEPA/Design	89.4	TA1					
		C.N.12946	ENH-5266(2)	PE/NEPA/Design	82.2	TE					
				PE/NEPA/Design	44.6	LN					
				Construction	470.9	TA1					
				Construction	116.1	LN					
				Engineering	35.1	TA1					
				Construction	8.8	LN					
				Engineering							
<u>Safe Routes to School</u>											
SRTS Pedal to Prescott Infrastructure											
	Replace pedestrian-bike facility			PE/NEPA/Design	38.5	SR					
		C.N. 13187	SRTS-55(176)	Construction	71.0	SR					
				CE	18.9	SR					

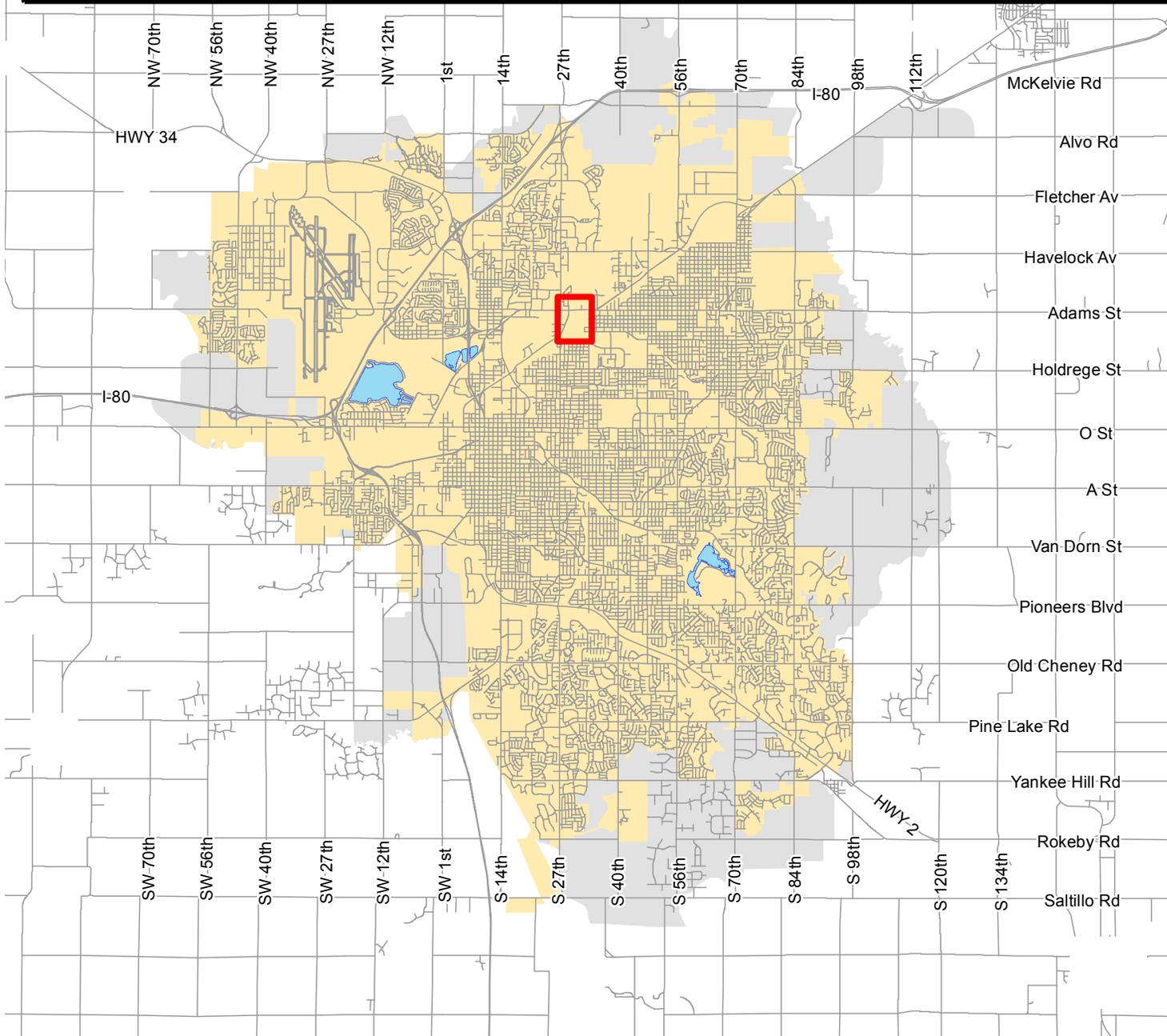
h Other Transportation Projects

**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

**Railroad Transportation
Safety District
FY 2016 - 2019**



Project Location
33rd and BNSF Railroad



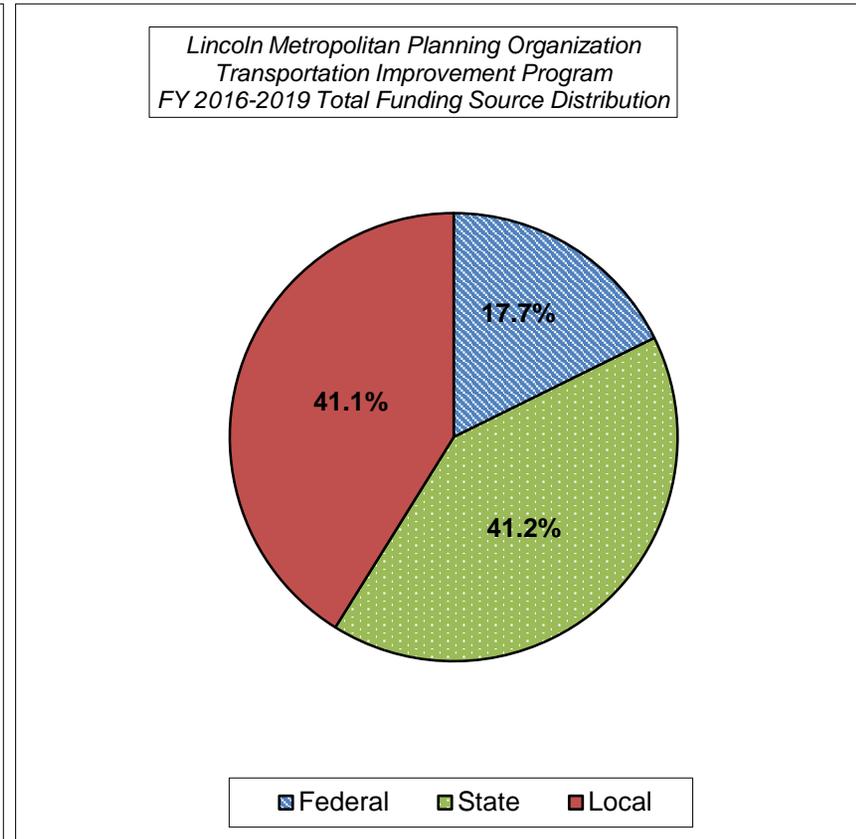
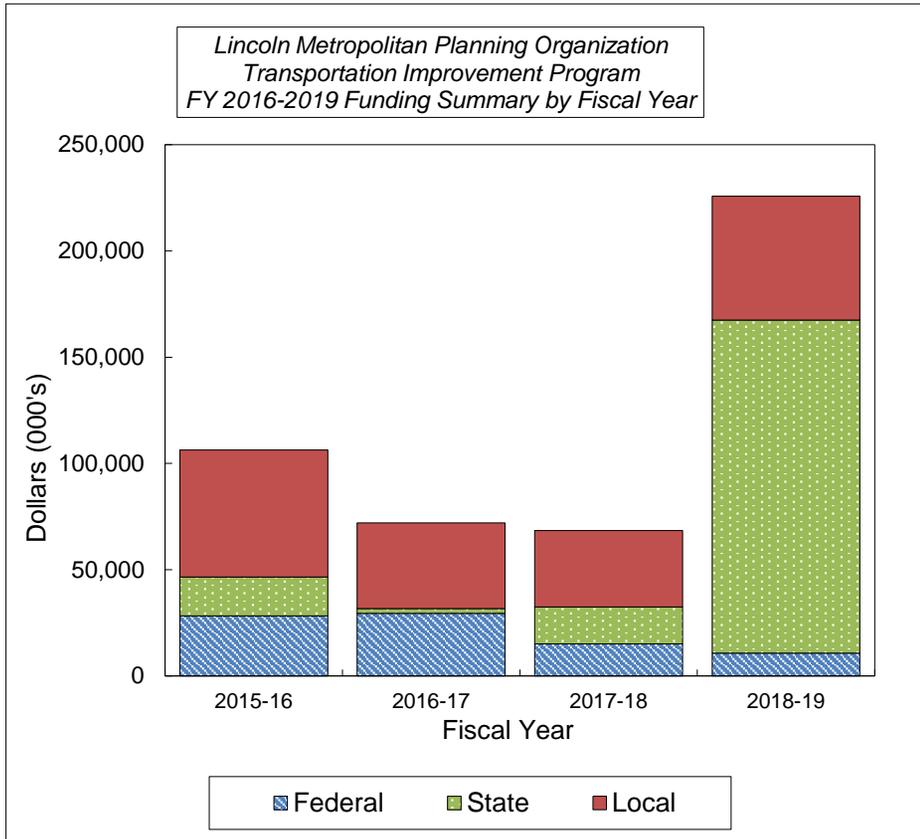
Lincoln's Future Service Limit Shown as Grey

**Consult the detailed project descriptions
and funding summary for further information.**

2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY:		Railroad Transportation Safety District									
				DIVISION:											
PROJ NO (Map)	PROJECT (Location & Distance)			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)											
	(Improvement Description)			PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS					
	(Control Number)	(Project Number)	(Work Phase)	PRIOR FISCAL YEARS	FS	2015-16	FS	2016-17			FS	2017-18	FS	2018-19	FS
1	33rd and BNSF Railroad (South of Cornhusker)			Engineering			150.0	RT							
				Study			650.0	RT							
	33rd St. at BNSF RR crossing Grade Separation Project.			Construction					1,000.0	RT	1,200.0	RT	3,500.0	RT	70,700.0
				TOTAL	0.0		800.0		1,000.0		1,200.0		3,500.0		77,200.0
	FUNDING SUMMARY														
	FEDERAL FUNDS			SUB-TOTAL FEDERAL FUNDING	0.0		0.0		0.0		0.0		0.0		0.0
	STATE FUNDS			SUB-TOTAL STATE FUNDING	0.0		0.0		0.0		0.0		0.0		0.0
	LOCAL FUNDS			SUB-TOTAL LOCAL FUNDING	0.0		800.0		1,000.0		1,200.0		3,500.0		77,200.0
	RT (Railroad Transportation Safety District)			TOTAL	0.0		800.0		1,000.0		1,200.0		3,500.0		77,200.0

i Funding Summary

2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM



**2016-2019 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

SUMMARY OF PROGRAM EXPENDITURES

	AGENCY	FISCAL YEARS (000's)				Total for Four Years	Costs Beyond Program	
		2015-16	2016-17	2017-18	2018-19			
A	State of Nebraska	FEDERAL	4,084.0	14,745.0	952.0	0.0	19,781.0	0.0
		STATE	17,403.2	1,489.7	16,743.7	155,630.4	191,267.0	
		LOCAL	494.0	833.0	0.0	21,000.0	22,327.0	
		SUB-TOTAL	21,981.2	17,067.7	17,695.7	176,630.4	233,375.0	
B	Lancaster County	FEDERAL	0.0	0.0	0.0	0.0	0.0	0.0
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	14,044.6	14,466.0	14,899.9	15,346.9	58,757.4	
		SUB-TOTAL	14,044.6	14,466.0	14,899.9	15,346.9	58,757.4	
C	City of Lincoln Streets and Highways	FEDERAL	15,818.8	9,237.4	9,878.4	5,800.0	40,734.6	0.0
		STATE	0.0	13.9	56.2	0.0	70.1	
		LOCAL	33,897.2	13,997.7	10,762.6	11,350.8	70,008.3	
		SUB-TOTAL	49,716.0	23,249.0	20,697.2	17,150.8	110,813.0	
D	StarTran Systems	FEDERAL	3,215.1	3,146.3	3,090.0	3,610.0	13,061.4	70,700.0
		STATE	780.0	700.0	630.0	1,030.0	3,140.0	
		LOCAL	10,360.0	10,450.0	10,253.3	10,466.3	41,529.6	
		SUB-TOTAL	14,355.1	14,296.3	13,973.3	15,106.3	57,731.0	
E	Lincoln Airport Authority	FEDERAL	3,150.0	1,350.0	945.0	1,350.0	6,795.0	0.0
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	350.0	150.0	105.0	150.0	755.0	
		SUB-TOTAL	3,500.0	1,500.0	1,050.0	1,500.0	7,550.0	
F	Section 5310/5311 Projects	FEDERAL	96.0	133.8	160.3	0.0	0.0	0.0
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	12.0	18.0	21.0	0.0	0.0	
		SUB-TOTAL	108.0	151.8	181.3	0.0	441.1	
G	Ped, Bikes & Trails	FEDERAL	1,974.3	884.5	0.0	0.0	2,858.8	0.0
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	584.1	335.5	0.0	0.0	919.6	
		SUB-TOTAL	2,558.4	1,220.0	0.0	0.0	3,778.4	
H	Railroad Transportation Safety Dist.	FEDERAL	0.0	0.0	0.0	0.0	0.0	77,000.0
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	800.0	1,000.0	1,200.0	3,500.0	6,500.0	
		SUB-TOTAL	800.0	1,000.0	1,200.0	3,500.0	6,500.0	
	PROGRAM TOTAL	FEDERAL	28,338.2	29,497.0	15,025.7	10,760.0	83,620.9	
		STATE	18,183.2	2,203.6	17,429.9	156,660.4	194,477.1	
		LOCAL	59,741.9	40,250.2	36,041.8	58,314.0	194,347.9	
		SUB-TOTAL	106,263.3	71,950.8	68,497.4	225,734.4	472,445.9	
PROGRAM TOTAL		106,263.3	71,950.8	68,497.4	225,734.4	472,445.9	147,700.0	

j Comments

BRIEFING NOTES

NAME OF GROUP: PLANNING COMMISSION

DATE, TIME AND PLACE OF MEETING: Wednesday, April 29, 2015, 1:50 p.m., Bill Luxford Studio, Room 113, County-City Building, 555 South 10th Street, Lincoln, Nebraska

MEMBERS IN ATTENDANCE: Cathy Beecham, Tracy Corr, Michael Cornelius, Chris Hove, Dennis Scheer and Lynn Sunderman; (Maja Harris, Jeanelle Lust and Ken Weber absent. David Cary, Mike Brienzo, Brandon Garrett, Kellee Van Bruggen and Teresa McKinstry of the Planning Department.

STATED PURPOSE OF MEETING: briefing on **“Fiscal Year 2016-2019 Transportation Improvement Program”**

David Cary stated that last year, this was combined with the Capital Improvements Program. That is on a two year cycle. This will be on the Planning Commission agenda in two weeks.

Mike Brienzo stated that this is a programming document. This is a document produced by the MPO. The TIP is a Federal requirement. It is a coordinated list of projects designed to meet Federal requirements for projects that receive Federal funds or are subject to Federal action. The document is then coordinated with the State. The State provides oversight. This covers four Federal fiscal years. Projects sometimes appear for multiple years for design and construction. Projects must come from the MPO Long Range Transportation Plan. The TIP is coordinated with the City, County and State Capital Improvement Programs. We are following the programming process identified in the Long Range Plan. We are beginning to look at updating the transportation plan now. Next year, Planning Commissions will see an updated version of the Long Range Transportation Plan. There will be a planning process that starts with City staff. State provides us their projects. The TIP is divided into sections. You will notice several projects that are being coordinated with the County. NDOR, County Engineering, Public Works street projects, StarTran, Airport Authority, RTSD and Ped, Bike & Trail projects are all included in the TIP.

Beecham noticed a project for fiber optic cable in the TIP. Brienzo replied that is a State project. They are using fiber optic to connect their ITS projects. The City has an ITS program also. These projects will allow coordination of signals so traffic flow is much smoother.

Brienzo continued that the MPO Technical Committee provides oversight. The Officials Committee is the decision making body. The Planning Commission is the citizen advisory group. This group makes sure that the issues of the general public are understood. The Planning Dept. receives comments. Those will be documented and become part of the TIP. The Nebraska Dept. of Roads will include the Lincoln TIP in the State TIP, which includes this by reference. Other agencies can use the TIP to identify funding. April 30, 2015 is the MPO Technical Committee meeting. May 13, 2015 is Planning Commission public hearing. May 21 is MPO

Technical Committee meeting and June 4, 2015 is the MPO Officials meeting. Then, the MPO submits the TIP to the State to be included in the State TIP. The NDOR holds public review of the State TIP and the MPO TIP. They then submit it to the FHWA and FTA. October 1, 2015, the final TIP goes into effect.

Hove wondered about the South Beltway. There seems to be nothing in the State budget either. Brienzo stated that the State is updating the environmental document right now. They are going through the study portion, making sure the right-of-way is in place, and that the design meets the criteria that is needed for an expressway. They are working with the EPA and FHWA to have the document done. Funding is out a few years because of the Build Nebraska Act. He expects construction to begin in 2020.

Hove commented that it seems ironic this is an environmental issue. Brienzo stated that the original document included the East and the South Beltway. Due to the age of the 2002 EIS and some missing elements, the EIS must be reviewed and updated. The State is being very cautious. The funds are in place through the Build Nebraska Act for a specified timeline. You will see the City has committed to twenty percent of the funding. They have already been working on their part. Everything is moving forward according to the current schedule. The Build Nebraska Act has prioritized projects throughout the State.

Scheer questioned if the design teams are on schedule or if there were any surprises that may delay the construction. Brienzo replied that they went through this process in 2005 when the plan was for all smaller interchanges. Since we found alternative funding, the designs have changed. The footprints have changed a little, but this is on schedule for State funding.

Cary stated that all of the funding won't be in place until 2020. It will take three, four or five years to construct this. This is the way it is laid out.

Sunderman heard that at one time, there were plans for Highway 2 to be constructed for six lanes. Brienzo stated that is in the LRTP. It was decided not to move this project ahead of the beltway. Once the beltway is done, that will be re-evaluated. The City has to work out arrangements with the State to transfer Highway 2 to the City. There are a lot of issues that need to be worked out.

Scheer questioned for Highway 2 to continue to operate until 2023 or 2024, what can be done to it? It cannot continue the way it is. Brienzo stated there have been discussions on how to keep it functioning which will likely require a number of intersection improvements. There are things that need to be done. The resources do not exist at this time to program it now.

Beecham noted when the Chamber had meetings with their consultant, they talked how the driver of the economy is attracting the millennials. One of those attractants is bikeable infrastructure. She questioned if Brienzo can speak to how bike lanes are a part of this.

Brienzo replied that the N Street Bikeway project is moving forward. It is a matter of how fast we can move on some of the other projects. The Beal Slough Trail project will tie into 56th Street. Beecham wants to make sure it is part of the discussion to think outside the box of the traditional model. She wants to make sure that bike lanes and trails are part of the discussion.

Cary stated that the TIP is a useful document to plan transportation projects. It also speaks to what is happening in the Comprehensive Plan and public modes of travel. On the biking side, a lot of work is going on. The N St. Bikeway is an important project. We are working very diligently on street projects, along with bicycle and pedestrian projects. Significant trail projects are included. There is a lot going on. Brienzo added there are a lot of trails being worked on right now. One project not in the TIP is a downtown project. The Bike Share project is being worked on. Cary noted that is meant for short trips, but it is another piece of the puzzle.

Kellee Van Bruggen believes it is very exciting that we received funds from the Nebraska Dept. of Roads for Bike Share. We will start with 15 bike stations.

Hove wondered about NW. 48th Street and if the Airport pays for any of the road improvements. Brienzo replied those are State and local funds. NDOR is using interstate funds for a new interchange at NW 48th and I-80. The City is picking NW 48th Street it up from there. There is also some rehab going on north of Adams. The Airport Authority is working on an industrial park. They have activity going on.

Cary noted that staff is about to begin the update of the Long Range Transportation Plan. The study will be going on for 18 months.

The meeting was adjourned at 2:25 p.m.

MEETING RECORD

NAME OF GROUP: PLANNING COMMISSION

DATE, TIME AND PLACE OF MEETING: Wednesday, May 13, 2015, 1:00 p.m., Hearing Room 112 on the first floor of the County-City Building, 555 S. 10th Street, Lincoln, Nebraska

MEMBERS IN ATTENDANCE: Jeanelle Lust, Dennis Scheer, Lynn Sunderman, Michael Cornelius, Maja Harris, Ken Weber, (Tracy Corr, Cathy Beecham, and Chris Hove absent); David Cary, Steve Henrichsen, Brian Will, Christy Eichorn, Mike Brienzo, Geri Rorabaugh and Amy Huffman of the Planning Department; media and other interested citizens.

STATED PURPOSE OF MEETING: Regular Planning Commission meeting

Chair Jeanelle Lust called the meeting to order at 1:00 p.m. and acknowledged the posting of the Open Meetings Act in the back of the room.

[Planning Commission Record of the MPO Special Public Hearing Agenda items.]

SPECIAL HEARING AND ACTION

THE DRAFT OF THE FY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE LINCOLN METROPOLITAN PLANNING ORGANIZATION (MPO).

PUBLIC HEARING BEFORE THE PLANNING COMMISSION: May 13, 2015

Staff Recommendation: A finding of general conformance with the 2040 MPO Long Range Transportation Plan.

There were no ex parte communications disclosed on this item.

Staff presentation: **Mike Brienzo of the Planning staff**, reported that each Planning Commission member should have a copy of this year's Transportation Improvement Program (TIP), which is also available on the MPO's website. Brienzo noted that the TIP covers four years from FY2015-16 through FY2018-19 and is a program of projects developed by the Metropolitan Planning Organization, which identifies transportation projects that will be supported with federal funds, require federal review, or have regionally significant impacts. The document is fiscally constrained with federal and local funds for a priority set of projects implemented from the Long Range Transportation Plan. The primary purpose of the TIP is to develop a 4-year list of transportation improvements for federal funding, which will be sought, and to alert other agencies and the public on transportation improvements that are forthcoming. The TIP

is basically an extension of the Long Range Transportation Plan. The TIP is developed in cooperation with the Nebraska State Department of Roads, Lancaster County Engineering, City of Lincoln Public Works and StarTran, Airport Authority, the Lower Platte NRD, and Parks and Recreation programming, and the City of Hickman. It was recommended to the Planning Commission by the MPO Technical Committee for public review. They are seeking the Planning Commission's review and finding of conformance with the 2040 MPO Long Range Transportation Plan. Brienzo noted that any comments will be included as part of the TIP and are presented to the Technical Committee and Policy Board for their review.

Staff Questions - None.

ACTION BY PLANNING COMMISSION:

May 13, 2015

Sunderman moved to approve a finding of general conformance with the 2040 MPO Long Range Transportation Plan as presented; seconded by Harris.

Cornelius stated that the Planning Commission was briefed on the TIP two weeks ago in depth and noted that it is fiscally constrained and they are somewhat bound by the budgetary limitations of the city in considering its conformance with the comprehensive plan.

Motion carried 6-0; Hove, Beecham, Scheer, Cornelius, Corr, and Sunderman; Lust, Harris, and Weber absent.

MEETING RECORD

NAME OF GROUP: TECHNICAL COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: April 30, 2015, 1:30 p.m., Conference Room 113, County-City Building, 555 S. 10th Street, Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: David Cary - Acting Director of Planning Dept., Miki Esposito - Director of Public Works & Utilities; Gary Bergstrom of the Health Dept.; Roger Figard and Randy Hoskins of Public Works & Utilities; Thomas Goodbarn and Brad Zumwalt of Nebraska Dept. of Roads; Wynn Hjermsstad of Urban Development; Lynn Johnson of Parks and Recreation; Ron Neal of County Engineer; Brian Praeuner of StarTran and Kellee Van Bruggen of Planning Dept. (Pam Dingman and David Haring absent). Mike Brienzo and Teresa McKinstry of the Planning Dept.; Sara Hartzell of Parks and Recreation; Thomas Whitman of Nelson Nygaard; Gary Bentrup; Justin Luther of the Federal Highway Administration; Bill Bivin; and other interested citizens.

REVIEW AND ACTION ON THE PROPOSED FY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM:

Brienzo stated that the TIP is updated annually. It is a four year document. The program includes projects that we are seeking Federal funds. It also requires projects that require Federal review or have significant impact on the transportation system. The document is also used to coordinate projects, is fiscally constrained and is coordinated with the Long Range Transportation Plan. We make sure that capital projects are selected from the priority list in the LRTP. Others such and maintenance, ITS and operations projects are considered in general conformance with the Plan. We solicit projects early on and put together a draft program for the Project Selection Committee's review. We work all transportation agencies including the Nebraska Dept. of Roads, County Engineering, Lincoln Public Works, StarTran, Lincoln Airport Authority and the Parks and Rec. Dept and NRD. We list projects from other agencies as needed, such as the Railroad Transportation Safety District. With the Tech Committee's recommendation, this Document will advance to the Planning Commission for public review. They will hold a public hearing, take comments and will forward those back to the Technical Committee on May 21, 2015.

Figard believes Thomas Schaefer has a few revisions to the TIP. Funds need to move from one year to another.

Thomas Shaefer proposed the following corrections to:

C – Public Works section:

- page C-1 - Coddington & West Van Dorn – numbers in the 2016-17 column for PE, PE, Util, Util, ROW and ROW need to move to 2015-16, numbers in the 2017-18 column for Construction/CE and Construction/CE need to move to 2016-17;
- page C-2 – 66th & Fremont – numbers in the 2016-17 column for ROW, ROW, Utilities and Utilities need to move to 2015-16, numbers in the 2017-18 column for Construction/CE and Construction/CE need to move to 2016/17;
- page C-3 – Item 6, South Beltway needs to be removed;
- page C-5 – Engineering Services Division: Traffic Engineering – Traffic Operations & Maintenance – add 1,758.9 GR to 2018-19; and

G – Ped, Bike & Trails section:

- The map on first page of section to be updated to include project 6 – Cavett Elem. to Grainger Connector and project 7, Stonebridge Trail.

Gary Bergstrom proposed a correction to the Joint NDOR-MPO Certification Statement on page viii of the Introduction. “Carbon Monoxide (CO);” needs to be removed from Item 2. The Health Dept. does not operate any CO monitors any more. The Health Dept. was informed we would not have to continue monitoring for carbon monoxide. Esposito stated, that without any objections, it can be removed from the certification statement.

ACTION:

Zumwalt moved approval of the 2016-2019 Transportation Improvement Program with the following corrections:

Section C – Public Works section: page C-1 - Coddington & West Van Dorn – numbers in the 2016-17 column for PE, PE, Util, Util, ROW and ROW need to move to 2015-16, numbers in the 2017-18 column for Construction/CE and Construction/CE need to move to 2016-17;

page C-2 – 66th & Fremont – numbers in the 2016-17 column for ROW, ROW, Utilities and Utilities need to move to 2015-16, numbers in the 2017-18 column for Construction/CE and Construction/CE need to move to 2016/17;

page C-3 – Item 6, South Beltway needs to be removed;

page C-5 – Engineering Services Division: Traffic Engineering – Traffic Operations & Maintenance – add 1,758.9 GR to 2018-19; and

Section G – Ped, Bike & Trails section: map on first page of section to be updated to include project 6 – Cavett Elem. to Grainger Connector and project 7, Stonebridge Trail.

Introduction, page viii – item 2: remove “Carbon Monoxide (CO)”

Motion for approval as amended seconded by Goodbarn and carried 12-0: Bergstrom, Cary, Esposito, Figard, Goodbarn, Hjermsstad, Hoskins, Johnson, Neal, Praeuner, Van Bruggen and Zumwalt voting ‘yes’; Dingman and Haring absent.

MEETING RECORD

NAME OF GROUP: TECHNICAL COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: May 21, 2015, 1:30 p.m., Conference Room 113, County-City Building, 555 S. 10th Street, Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: David Cary - Acting Director of Planning Dept., Pam Dingman – County Engineer, Miki Esposito - Director of Public Works & Utilities, Michael Davis of StarTran, Roger Figard and Erin Sokolik of Public Works Engineering Services, Tom Goodbarn and Noel Salac of Nebraska Dept. of Roads, Lynn Johnson of Parks & Recreation, Kellee Van Bruggen of the Planning Dept.; (David Landis and Chris Schroeder absent); Mike Brienzo and Teresa McKinstry of the Planning Dept.; Sara Hartzell of Parks & Recreation; Kari Ruse and Brad Zumwalt of Nebraska Dept. of Roads; Rick Haden of Felsberg, Holt & Ullevig; and Nancy Hicks of the Lincoln Journal Star.

REVIEW AND ACTION ON THE PROPOSED FY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM:

Brienzo stated that the TIP was advanced with minor revisions for public hearing before Planning Commission. They did not receive any comments. This was also posted as a public notice. There is one revision being proposed today to the RTSD section. The project at 33rd and BNSF Railroad, south of Cornhusker is in the proposed TIP, but Roger Figard was reviewing it and believed that funds needed to be added to show the full cost. The full scope of funding for the years of 2016-17, 2017-18, 2018-19 and Cost Beyond Program need to be shown for a total project cost of \$77 million dollars.

Roger Figard wants everyone to know that no final designs have been done yet. This is for preliminary work. The RTSD has a long range plan. Having funding dollars in place for the long range is a necessary tool. For FHWA to participate, you need to have a plan in place. This is a step to make sure the opportunity is there for Federal funding in the future.

Pam Dingman asked what is covered in the \$600,000.00 for 2015-16. Figard replied that is part of the preliminary study. Any money not expended has to be re-budgeted and carried over.

Cary wondered if the minutes from the Planning Commission briefing on the TIP will be available. Brienzo stated that as soon as the minutes from that briefing are available, they will be added to the comments section of the TIP once they are approved.

Salac inquired if this will be looking at alternatives, along with the feasibility study. Figard replied we are still working on the scope. We don't want any fatal flaws. Salac further inquired if the FHWA is involved yet. Figard replied yes. They will continue to involve them.

ACTION:

Figard moved approval of the FY 2016-2019 Transportation Improvement Program, seconded by Dingman and carried 10-0: Cary, Davis, Dingman, Esposito, Figard, Goodbarn, Johnson, Salac, Sokolik and Van Bruggen voting 'yes'; Landis and Schroeder absent.

MEETING RECORD

NAME OF GROUP: OFFICIALS COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: June 4, 2015, 1:20 p.m., Mayor's Conference Room, County-City Building, 555 S. 10th Street, Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: Roma Amundson, Mayor Chris Beutler, Leirion Gaylor Baird, Trent Fellers, Larry Hudkins and Moe Jamshidi. Roger Figard of Public Works & Utilities; Brian Praeuner of Star Tran; Kyle Fischer of Lincoln Chamber of Commerce; and Mike Brienzo, Kellee Van Bruggen and Teresa McKinstry of the Planning Dept.

REVIEW AND ACTION ON 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM:

Brienzo stated that we worked with many different agencies. Public Works lists their projects that use federal funds. StarTran projects are also identified in the program. Lincoln Airport Authority participates in this program. There are no Section 5310 projects at this time, nor any Ped, Bike or Trail projects. We do have an RTSD project. It is a study that is being undertaken.

Figard stated that 77 million is not all intended to come from the Railroad Transportation Safety District. This gives you an idea of the magnitude of the project. The RTSD meets Monday and will have some budget amendments. What is before the RTSD is the contract for preliminary engineering and environmental work.

ACTION:

Hudkins moved approval of the FY 2016-2019 Transportation Improvement Program, seconded by Amundson and carried 6-0: Amundson, Mayor Beutler, Gaylor Baird, Fellers, Hudkins and Jamshidi voting 'yes'.

Hudkins wondered about the work to be done on the N. 10th St. and Military Bridge in Lincoln. Brienzo replied that is programmed for this coming fiscal year. Hudkins inquired if it is to be replaced or widened. Figard stated that the work involves determining whether it is more cost efficient to repair or replace it. Hudkins questioned if a determination had been made for a pedestrian crossing. Figard replied yes. Brienzo understands they are working with the state.

Hudkins also noted that downstream from Theresa Street, there is a lot of work to be done on support piers. This was possibly caused by city aftermath of the heavy rains and flooding.



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