

Capital
Improvement
Program

FY 2022/23 –
2027/28



Lincoln Transportation & Utilities

- Solid Waste Operations
- StarTran
- **Transportation**
- Wastewater
- Water Supply & Distribution
- Watershed Management

| Project Title | 2022/2023 | 2023/2024 | 2024/2025 | 2025/2026 | 2026/2027 | 2027/2028 | 6 yr Total |
|---------------------------------------|----------------------|---------------------|---------------------|---------------------|----------------------|---------------------|-----------------------|
| Transportation System Preservation | \$ 21,969,938 | \$21,865,395 | \$23,742,101 | \$14,551,210 | \$ 10,251,984 | \$10,998,047 | \$ 103,378,675 |
| Transportation System Optimization | \$ 8,979,843 | \$ 8,828,415 | \$ 9,620,992 | \$ 9,192,949 | \$ 8,015,065 | \$ 8,340,753 | \$ 52,978,017 |
| Transportation System Growth | \$ 11,633,500 | \$11,143,835 | \$10,256,039 | \$ 7,307,052 | \$ 6,320,883 | \$ 6,356,092 | \$ 53,017,401 |
| Transportation Sidewalk Program | \$ 1,570,000 | \$ 1,570,000 | \$ 3,828,845 | \$ 4,020,287 | \$ 4,221,301 | \$ 4,432,366 | \$ 19,642,799 |
| Transportation Livable Neighborhoods | \$ - | \$ - | \$ 140,774 | \$ 147,813 | \$ 155,203 | \$ 162,964 | \$ 606,754 |
| City Street Lights | \$ - | \$ 3,700,000 | \$ 3,700,000 | \$ 3,700,000 | \$ 3,700,000 | \$ 3,700,000 | \$ 18,500,000 |
| Departmental Totals: | \$ 44,153,281 | \$47,107,645 | \$51,288,751 | \$38,919,311 | \$ 32,664,436 | \$33,990,222 | \$ 248,123,646 |
| | | | | | | | |
| | | | | | | | |
| Fund Source | 2022/2023 | 2023/2024 | 2024/2025 | 2025/2026 | 2026/2027 | 2027/2028 | 6 yr Total |
| General Revenues | \$ 3,355,000 | \$ 3,355,000 | \$ 5,843,869 | \$ 6,136,100 | \$ 6,442,504 | \$ 6,765,330 | \$ 31,897,803 |
| CIP C.O.P.S. | \$ - | \$ 3,700,000 | \$ 3,700,000 | \$ 3,700,000 | \$ 3,700,000 | \$ 3,700,000 | \$ 18,500,000 |
| Lincoln on the Move Funds | \$ 15,401,000 | \$15,707,000 | \$16,019,120 | \$ 4,084,371 | \$ - | \$ - | \$ 51,211,491 |
| State/Federal Aid -Capital | \$ 6,300,000 | \$ 6,300,000 | \$ 6,300,000 | \$ 6,300,000 | \$ 4,600,000 | \$ 4,600,000 | \$ 34,400,000 |
| CIP-City Wheel Tax, New Construction | \$ 6,767,000 | \$ 6,834,670 | \$ 6,903,017 | \$ 6,972,047 | \$ 7,041,767 | \$ 7,112,185 | \$ 41,630,686 |
| CIP-City Wheel Tax, Residential Rehab | \$ 2,878,500 | \$ 2,907,285 | \$ 2,936,358 | \$ 2,965,721 | \$ 2,995,379 | \$ 3,025,332 | \$ 17,708,575 |
| CIP-Highway Allocation Funds | \$ 5,851,781 | \$ 4,703,690 | \$ 5,986,387 | \$ 5,161,072 | \$ 4,284,786 | \$ 5,187,375 | \$ 31,175,091 |
| CIP-Impact Fee Revenues | \$ 3,600,000 | \$ 3,600,000 | \$ 3,600,000 | \$ 3,600,000 | \$ 3,600,000 | \$ 3,600,000 | \$ 21,600,000 |
| Fund Source Totals | \$ 44,153,281 | \$47,107,645 | \$51,288,751 | \$38,919,311 | \$ 32,664,436 | \$33,990,222 | \$ 248,123,646 |

[LTU-Transportation Interactive Project Map](#)

Project: Transportation System Preservation

Description:

This program component focuses on preservation of transportation system assets owned, maintained, and operated by Lincoln Transportation. This funding supports the administration's vision of a Strong and Resilient City. The activities include program management, project development, and delivery of infrastructure and products for the rehabilitation and replacement of streets, intersections, traffic signals, bridges, structures, signing, marking, and city transportation facilities. The project efforts include concrete repairs, asphalt mill & overlay, surface treatments, signal structures and equipment replacement, bridge/structure work, facility rehab and improvements, and other transportation system preservation & rehabilitation efforts.

Future projects and programs include, but are not limited to:

- S. 56th from Spruce Street to Van Dorn Street
- Randolph from Capitol Parkway to S. 40th Street
- Multiple Residential Neighborhood Rehabilitation and Repair Packages
- Asphalt Rejuvenation and Concrete Sealing Projects
- Signal Structure Removals and Rehabilitation
- Intersection Improvements and Rehabilitation
- Pavement Marking and Signing Replacement Programs
- Facility Rehab and Modernization

More details related to the System Preservation programs, street improvements, and additional construction project schedules can be found at: the city's website lincoln.ne.gov (Keyword search: projects)

Funding Information:

Transportation System Preservation is funded by the Residential Rehabilitation portion of the Street Improvement Vehicle Tax (aka - Wheel Tax); Highway Allocations Funds received from the State of Nebraska (consists of Motor Fuel Taxes, Registrations, Sales Tax, and Build Nebraska Act); Federal Aid in the form of Surface Transportation Block Grant Program (STBGP) funds received through the Lincoln / Lancaster County Metropolitan Planning Organization competitive programming and selection process, and General Revenues from the City's collection of property tax and sales tax.

In April 2019, the City of Lincoln voters approved a six-year, 1/4 cent sales tax to be used for street improvements and construction (aka – Lincoln on the Move funding). The ballot language allows up to 73.5% to be apportioned to repair and rehabilitate existing street infrastructure. The proposed allocation represents 73.5% of the anticipated Lincoln on the Move (LOTM) revenue. In the out years, the vast majority of the new revenue will continue to be allocated for street repair and rehab, but the exact percentage may be subject to variation based on the project recommendations of the Advisory Committee on Transportation (ACT) and public input. The collection of this revenue will end September 30, 2025 which is why the amount is reduced in FY 2025/2026.

Highway Allocation Bonds were issued to take advantage of favorable market conditions to help with needed projects in the Preservation, Optimization, and Growth Programs. The first issue of Highway Allocation bonds occurred in FY 20/21 with another issue in FY 21/22. This will temporarily help with the GAP amount identified by the Lincoln on the Move Citizen's Transportation Coalition necessary to accomplish the goals of the Community's Long-Range Transportation Plan and associated priorities of preserving, optimizing, and growing the community's transportation system.

| | |
|-----------------------|---------------------------|
| Budget Outcome: | Strong and Resilient City |
| Date Anticipated: | On-going |
| Rating: | A (Urgent) |
| Status: | On-going |
| Comp Plan Conformity: | In Conformance With Plan |

Prior Appropriations: X

6 yr appropriations

| Funding Source | 2022/2023 | 2023/2024 | 2024/2025 | 2025/2026 | 2026/2027 | 2027/2028 | 6 yr Total |
|---------------------------------------|---------------|---------------|---------------|--------------|--------------|--------------|---------------|
| General Revenues | \$ 1,785,000 | \$ 1,785,000 | \$ 1,874,250 | \$ 1,968,000 | \$ 2,066,000 | \$ 2,170,000 | \$ 11,648,250 |
| Lincoln on the Move Funds | \$ 11,320,500 | \$ 11,545,410 | \$ 11,774,818 | \$ 3,002,204 | \$ - | \$ - | \$ 37,642,932 |
| State/Federal Aid -Capital | \$ 3,150,000 | \$ 3,150,000 | \$ 3,150,000 | \$ 3,150,000 | \$ 2,300,000 | \$ 2,300,000 | \$ 17,200,000 |
| CIP-City Wheel Tax, Residential Rehab | \$ 2,878,500 | \$ 2,907,285 | \$ 2,936,358 | \$ 2,965,721 | \$ 2,995,379 | \$ 3,025,332 | \$ 17,708,575 |
| CIP-Highway Allocation Funds | \$ 2,835,938 | \$ 2,477,700 | \$ 4,006,675 | \$ 3,465,285 | \$ 2,890,605 | \$ 3,502,715 | \$ 19,178,918 |

6 yr estimated cost by activity

| Activity type | 2022/2023 | 2023/2024 | 2024/2025 | 2025/2026 | 2026/2027 | 2027/2028 |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Capital Improvements | x | x | x | x | x | x |

Project: Transportation System Optimization

Description:

This program component focuses on optimization of transportation system assets owned, maintained, and operated by Lincoln Transportation. This funding supports the administration's vision of a Strong and Resilient City. The activities include program management and engineering studies to create a safe, effective, and efficient transportation system along with implementation of intersection safety and operational improvements, signal system optimization, increasing the capacity of streets (widening), structures within the built environment, turn lanes, complete streets concepts, active transportation deployment, and technology enhancements which help support the Climate Action Plan. The project efforts include street and intersection modifications, traffic control, roundabouts, new signal system hardware, adding lanes to existing streets, modification of existing lanes to improve safety and operations, street access improvements, mobility improvements, signing and markings, and transportation system management infrastructure. Construction and deployments are typically focused within the built environment.

Future projects and programs include, but are not limited to:

- Adams Street, N. 36th to N. 48th
- "A" Street, S. 40th to S. 56th
- 14th & Warlick/Old Cheney Improvements
- 33rd & Cornhusker/Adams crossings with the BNSF Rail Corridor (RTSD)
- Cotner Boulevard, O Street to Starr
- A Street, 6th to 17th

More details related to the Optimization programs, street improvements, and construction projects and additional information can be found at: the city's website lincoln.ne.gov (Keyword search: projects)

Funding Information:

Transportation System Optimization is funded by the Construction fund portion of the Street Improvement Vehicle Tax (aka - Wheel Tax); Highway Allocations Funds received from the State of Nebraska (consists of Motor Fuel Taxes, Registrations, Sales Tax, and Build Nebraska Act); Federal Aid in the form of Surface Transportation Block Grant Program (STBGP) funds received through the Lincoln / Lancaster County Metropolitan Planning Organization programming and selection process and Impact Fees.

In April 2019, the City of Lincoln voters approved a six-year, 1/4 cent sales tax to be used for street improvements and construction (aka – Lincoln on the Move funding). The ballot language directed 1.5% to be apportioned for the 33rd & Cornhusker project in conjunction with the Railroad Transportation Safety District (RTSD) agency funding. The proposed allocation represents 1.5% of the anticipated Lincoln on the Move (LOTM) revenue. In the out years, the vast majority of the new revenue will continue to be allocated for this project, but the exact percentage may be subject to variation based on the project recommendations of the Advisory Committee on Transportation (ACT) and public input. The collection of this revenue will end September 30, 2025 which is why the amount is reduced in FY 2025/2026.

Highway Allocation Bonds were issued to take advantage of favorable market conditions to help with needed projects in the Preservation, Optimization, and Growth Programs. The first issue of Highway Allocation bonds occurred in FY 20/21 with another issue in FY 21/22. This will temporarily help with the GAP amount identified by the Lincoln on the Move Citizen's Transportation Coalition necessary to accomplish the goals of the Community's Long-Range Transportation Plan and associated priorities of preserving, optimizing, and growing the community's transportation system.

Non-direct impact fees are estimated to be \$800,000.

| | |
|-----------------------|---------------------------|
| Budget Outcome: | Strong and Resilient City |
| Date Anticipated: | On-going |
| Rating: | A (urgent) |
| Status: | Ongoing |
| Comp Plan Conformity: | In Conformance With Plan |

Prior Appropriations:

X

6 yr appropriations

| Funding Source | 2022/2023 | 2023/2024 | 2024/2025 | 2025/2026 | 2026/2027 | 2027/2028 | 6 yr Total |
|--------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| Lincoln on the Move Funds | \$ 230,500 | \$ 235,090 | \$ 239,772 | \$ 61,137 | \$ - | \$ - | \$ 766,499 |
| State/Federal Aid -Capital | \$ 3,150,000 | \$ 3,150,000 | \$ 3,150,000 | \$ 3,150,000 | \$ 2,300,000 | \$ 2,300,000 | \$ 17,200,000 |
| CIP-City Wheel Tax, New Construction | \$ 3,383,500 | \$ 3,417,335 | \$ 3,451,508 | \$ 3,486,025 | \$ 3,520,884 | \$ 3,556,093 | \$ 20,815,345 |
| CIP-Highway Allocation Funds | \$ 1,415,843 | \$ 1,225,990 | \$ 1,979,712 | \$ 1,695,787 | \$ 1,394,181 | \$ 1,684,660 | \$ 9,396,173 |
| CIP-Impact Fee Revenues | \$ 800,000 | \$ 800,000 | \$ 800,000 | \$ 800,000 | \$ 800,000 | \$ 800,000 | \$ 4,800,000 |

6 yr estimated cost by activity

| Activity type | 2022/2023 | 2023/2024 | 2024/2025 | 2025/2026 | 2026/2027 | 2027/2028 |
|----------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Capital Improvements | x | x | x | x | x | x |

Project: Transportation System Growth

Description:

This program component focuses on growth of new transportation system assets to be owned, maintained, and operated by Lincoln Transportation. This funding supports the administration's vision of a Vibrant City Economy and Quality of Life. The activities include program management and project development of additional streets, bridges/structures, intersections, traffic signals, active transportation infrastructure, and technology enhancements that support the Climate Action Plan in new growth areas. Projects include new streets and transportation right-of-way improvements, new bridges & support structures, roundabouts, signal system hardware, facilities/sites, and major upgrades to the fringe area street network.

Future projects and programs include, but are not limited to:

- S. 40th Street, Yankee Hill to Rokeby
- West "A" Street, SW 23rd to West City Limits
- S. 98th St (within City limits)
- Saltillo, 70th to 77th

In April 2019, the City of Lincoln voters approved a six-year, 1/4 cent sales tax to be used for street improvements and construction. Of this new revenue to be collected starting October 1, 2019, a minimum of 25% must be apportioned to construction of new non-residential streets to promote private investment. In year one (FY 19-20), the proposed allocation represents 25% of the anticipated new revenue. In the out years, the allocation will be a minimum 25%, but the exact percentage may be subject to variation based on the project recommendations of the Advisory Committee on Transportation (ACT) and public input. This 1/4 cent sales tax will expire September 30, 2025. A full list of these street improvement and construction projects can be found at:

<https://www.lincoln.ne.gov/city/ltu/streets/projects/growth.htm>

Highway Allocation Bonds were issued to take advantage of favorable market conditions to help with needed projects in the Preservation, Optimization, and Growth Programs. The first issue of Highway Allocation bonds occurred in FY 20/21 with another issue in FY 21/22. This will temporarily help with the GAP amount identified by the Lincoln on the Move Citizen's Transportation Coalition necessary to accomplish the goals of the Community's Long-Range Transportation Plan and associated priorities of preserving, optimizing, and growing the community's transportation system.

Impact fees represent a total for directed impact fees (\$2,400,000) and non-directed impact fees (\$400,000).

| | |
|-----------------------|--|
| Budget Outcome: | Vibrant City Economy and Quality of Life |
| Date Anticipated: | On-going |
| Rating: | B (necessary) |
| Status: | On-going |
| Comp Plan Conformity: | In Conformance With Plan |

| | | | | | | | |
|------------------------------|---|--|--|--|--|--|--|
| Prior Appropriations: | X | | | | | | |
|------------------------------|---|--|--|--|--|--|--|

6 yr appropriations

| Funding Source | <u>2022/2023</u> | <u>2023/2024</u> | <u>2024/2025</u> | <u>2025/2026</u> | <u>2026/2027</u> | <u>2027/2028</u> | 6 yr Total |
|--------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|---------------|
| Lincoln on the Move Funds | \$ 3,850,000 | \$ 3,926,500 | \$ 4,004,530 | \$ 1,021,030 | \$ - | \$ - | \$ 12,802,060 |
| CIP-City Wheel Tax, New Construction | \$ 3,383,500 | \$ 3,417,335 | \$ 3,451,509 | \$ 3,486,022 | \$ 3,520,883 | \$ 3,556,092 | \$ 20,815,341 |
| CIP-Highway Allocation Funds | \$ 1,600,000 | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - | \$ 2,600,000 |
| CIP-Impact Fee Revenues | \$ 2,800,000 | \$ 2,800,000 | \$ 2,800,000 | \$ 2,800,000 | \$ 2,800,000 | \$ 2,800,000 | \$ 16,800,000 |

6 yr estimated cost by activity

| Activity type | <u>2022/2023</u> | <u>2023/2024</u> | <u>2024/2025</u> | <u>2025/2026</u> | <u>2026/2027</u> | <u>2027/2028</u> |
|----------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Capital Improvements | x | x | x | x | x | x |

Project: Transportation Sidewalk Program

Description:

This program component focuses on sidewalk infrastructure assets including walks, curb ramps, and transition areas. This funding supports the administration's vision of a Strong and Resilient City. The activities include project development and delivery of projects that repair and rehabilitate sidewalks citywide. The project efforts include concrete panel replacement and leveling, sidewalk sawing and grinding, Americans with Disabilities Act (ADA) curb ramp construction, and segment sidewalk replacement.

| | |
|-----------------------|---------------------------|
| Budget Outcome: | Strong and Resilient City |
| Date Anticipated: | On-going |
| Rating: | A (urgent) |
| Status: | On-going |
| Comp Plan Conformity: | In Conformance With Plan |

| | | | | | | | |
|--|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Prior Appropriations: | X | | | | | | |
| 6 yr appropriations | | | | | | | |
| Funding Source | <u>2022/2023</u> | <u>2023/2024</u> | <u>2024/2025</u> | <u>2025/2026</u> | <u>2026/2027</u> | <u>2027/2028</u> | <u>6 yr Total</u> |
| General Revenue | \$ 1,570,000 | \$ 1,570,000 | \$ 3,828,845 | \$ 4,020,287 | \$ 4,221,301 | \$ 4,432,366 | \$ 19,642,799 |
| 6 yr estimated cost by activity | | | | | | | |
| Activity type | <u>2022/2023</u> | <u>2023/2024</u> | <u>2024/2025</u> | <u>2025/2026</u> | <u>2026/2027</u> | <u>2027/2028</u> | |
| Capital Improvements | x | x | x | x | x | x | |

Project: Transportation Livable Neighborhoods

Description:

This program component for Livable Neighborhoods is a commitment to improving and maintaining strong, vibrant neighborhoods. This funding supports the administration's vision of a Vibrant City Economy and Quality of Life. In conjunction with LTU, Parks and Recreation, and Urban Development, this project provides funding to further that commitment. Funding is provided for planning and design, preliminary engineering, and construction of improvements in the public ROW, and other measures resulting in Livable Neighborhoods such as street enhancements, park improvements, trails, and street trees. Specific locations will be identified through a multi-departmental process to identify and prioritize areas.

| | |
|-----------------------|--|
| Budget Outcome: | Vibrant City Economy and Quality of Life |
| Date Anticipated: | Ongoing |
| Rating: | B |
| Status: | Ongoing |
| Comp Plan Conformity: | In Conformance With Plan |

| | | | | | | | |
|--|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Prior Appropriations: | | | | | | | |
| 6 yr appropriations | | | | | | | |
| Funding Source | <u>2022/2023</u> | <u>2023/2024</u> | <u>2024/2025</u> | <u>2025/2026</u> | <u>2026/2027</u> | <u>2027/2028</u> | <u>6 yr Total</u> |
| General Revenue | \$ - | \$ - | \$ 140,774 | \$ 147,813 | \$ 155,203 | \$ 162,964 | \$ 606,754 |
| 6 yr estimated cost by activity | | | | | | | |
| Activity type | <u>2022/2023</u> | <u>2023/2024</u> | <u>2024/2025</u> | <u>2025/2026</u> | <u>2026/2027</u> | <u>2027/2028</u> | |
| Capital Improvements | | | x | x | x | x | |

Project: City Street Lights

Description:

This project is the annual contribution toward street lights for the city-wide system.

| | |
|-----------------------|------------------------------|
| Budget Outcome: | Strong and Resilient City |
| Date Anticipated: | Ongoing |
| Rating: | B |
| Status: | Ongoing |
| Comp Plan Conformity: | Generally Conforms with Plan |

| | | | | | | | |
|--|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| Prior Appropriations: | X | | | | | | |
| 6 yr appropriations | | | | | | | |
| Funding Source | <u>2022/2023</u> | <u>2023/2024</u> | <u>2024/2025</u> | <u>2025/2026</u> | <u>2026/2027</u> | <u>2027/2028</u> | <u>6 yr Total</u> |
| CIP-C.O.P.S. | \$ - | \$ 3,700,000 | \$ 3,700,000 | \$ 3,700,000 | \$ 3,700,000 | \$ 3,700,000 | \$ 18,500,000 |
| 6 yr estimated cost by activity | | | | | | | |
| Activity type | <u>2022/2023</u> | <u>2023/2024</u> | <u>2024/2025</u> | <u>2025/2026</u> | <u>2026/2027</u> | <u>2027/2028</u> | |
| Other Services & Charges | | x | x | x | x | x | |