

# 1. Introduction

## Planning Area

The Lincoln Metropolitan Planning Organization (MPO) Long Range Transportation Plan (LRTP) covers the transportation systems of the jurisdictions located within the Lincoln Metropolitan Planning Area (MPA), which encompasses all of Lancaster County, Nebraska. The LRTP reflects the interdependent nature of the metropolitan area's multimodal transportation system by addressing the region's roadway, transit, freight, bicycle, and pedestrian modes in a combined effort.

The 2040 Future Service Limit, shown on **Figure 1**, represents the 125-square-mile area where urban services are and annexation into the City of Lincoln is anticipated within the time horizon of the LRTP (2040). While the LRTP covers the entire Lincoln MPA, it includes more detailed transportation planning for area within the Future Service Limit.

## Compliance with Federal Regulations

The Lincoln LRTP has been prepared under the direction of the Lincoln MPO in accordance with federal, state, and local transportation planning guidelines and policies. The LRTP addresses both the long range transportation needs of the City of Lincoln and Lancaster County and the federal requirements for preparing a Long Range Transportation Plan as specified in the Fixing America's Surface Transportation (FAST) Act, the current federal transportation funding and policy bill.

## Performance-Based Planning

Performance-based planning is a strategic approach to transportation planning that analyzes data to determine how effectively transportation investments are working toward achieving the identified transportation goals. The FAST Act emphasizes performance-based planning, establishes performance measures and targets, and identifies seven national goals that states and MPOs are to work toward. Agencies seeking federal funds will

demonstrate their progress toward achieving local and national goals. States and MPOs that do not demonstrate adequate progress toward achieving the goals will be required to take corrective action.

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*The seven national goals included in the FAST Act relate to safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and project delivery delays.*

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Performance-based planning is a new federal requirement since the adoption of the previous Lincoln MPO LRTP in 2011. Therefore, this LRTP Update incorporates performance measures (detailed in **Chapter 5**) that relate to local and national goals.

## Fiscally Constrained Plan

Federal regulations require MPO LRTPs to be fiscally constrained; that is, an LRTP must include sufficient financial information to confirm that projects in the document can be implemented using committed or available revenue sources. The Lincoln LRTP fiscally constrained plan used a transparent evaluation process that considers the potential for transportation projects to contribute to the region's transportation goals and performance targets, in combination with revenue forecasts through 2040. The LRTP also includes an illustrative plan documenting the region's transportation needs beyond those that are reasonably expected to be funded by 2040.

The LRTP is important because it guides investment of federal, state, and local transportation funds. It reflects the community's vision for the future transportation system and includes strategies, projects, and funding allocations to realize that vision.

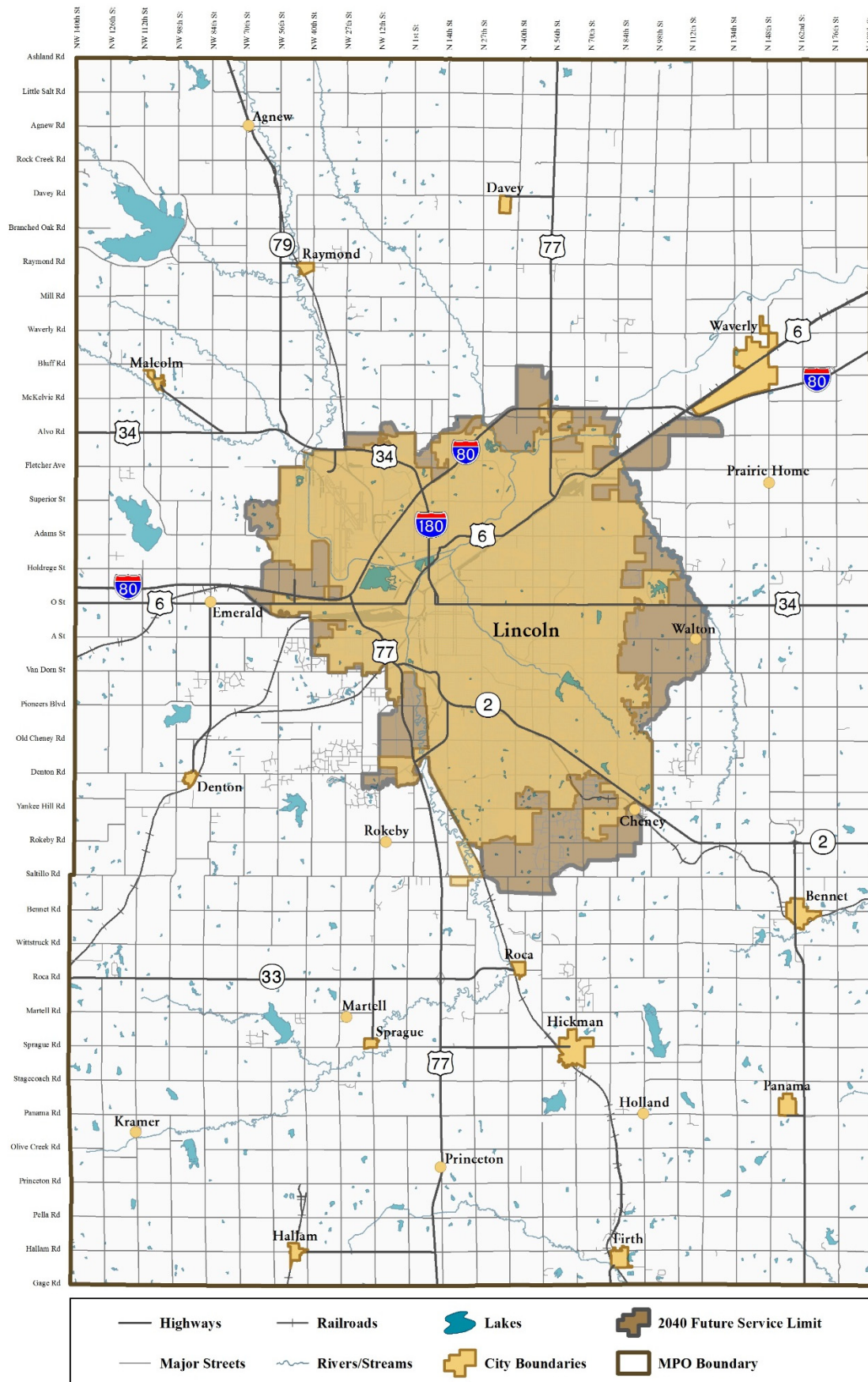


Figure 1. Lincoln Metropolitan Planning Area

## Plan Update Process

### Relationship to Comprehensive Plan

The Lincoln LRTP has been developed in coordination with the update of the *City of Lincoln-Lancaster County Comprehensive Plan*. The Comprehensive Plan contains an assessment of historic growth, past and forecast socioeconomic data, land use alternatives, and the development of a preferred plan. Developing the LRTP alongside the Comprehensive Plan allows an integrated land use and transportation planning approach that offers a direct link between the two planning activities. The Comprehensive Plan land use plan and population and employment forecasts form the basis for the future travel demand contemplated in this LRTP.

### Integration of Modal Plans

The Lincoln MPO LRTP integrates mode-specific master plans and other transportation-focused plans to fully address the pedestrian, bicycle, transit, rail, and roadway needs. Plans incorporated into the LRTP include:

- Lincoln Transit Development Plan, April 2016
- Lincoln MPO Bicycle and Pedestrian Capital Plan, May 2013
- Lincoln Travel Options Strategy, December 2013
- Congestion Management Process, September 2009

### Contributing Agencies and Committees

The FAST Act requires that the MPO establish a cooperative planning process in consultation with other agencies, including federal, state, and local agencies; transit and human service providers; and other interested parties. In addition to outreach to the general public (as described in **Chapter 2**), this LRTP planning process has been completed in coordination with the following entities:

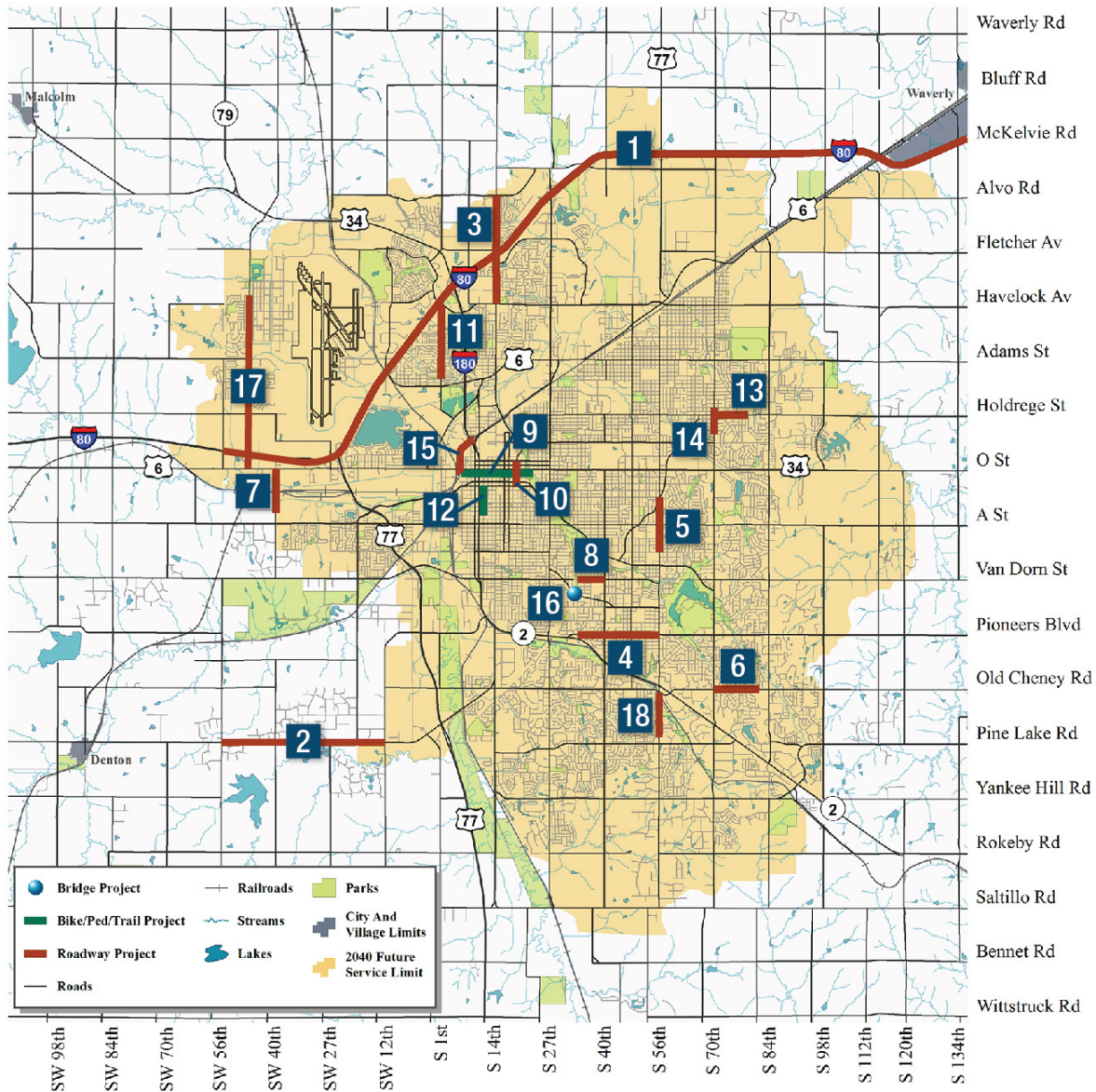
- Lincoln-Lancaster County Planning Department
- Lincoln Public Works and Utilities Department: Engineering, StarTran
- Lancaster County Engineer's Office
- Lincoln Parks & Recreation Department
- Lincoln-Lancaster County Health Department
- Lincoln Urban Development Department
- Nebraska Department of Roads (NDOR)
- Federal Highway Administration (FHWA)
- Federal Transit Administration

The contents of this LRTP have been developed over a year-long process in close coordination with the LRTP Oversight Planning Committee (composed of representatives from the above listed entities) and the Lincoln/Lancaster County Planning Commission. At key milestones and decision points in the planning process, the LRTP was presented and discussed with the MPO Technical Committee and the MPO Officials Committee. **Appendix A** includes a complete list of committee meetings.

### Completed Projects

Transportation planning helps the region set a vision for the transportation system and establish funding priorities. The last Lincoln MPO LRTP was adopted in December 2011. Since that time, many of the high priority transportation projects identified in that plan have been successfully funded and constructed, as depicted on **Figure 2**.





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|-------------------------------------|--|
| <b>1</b> I-80 Widening              | <b>10</b> Antelope Valley Pkwy. Widening   |
| <b>2</b> W. Denton Rd. Construction | <b>11</b> 1st St. 2+1                      |
| <b>3</b> N. 14th St. Widening       | <b>12</b> 11th St. Bike Lanes              |
| <b>4</b> Pioneers Blvd. 2+1         | <b>13</b> Holdrege St. 2+1                 |
| <b>5</b> 56th St. 2+1               | <b>14</b> N. 70th St. 2+1                  |
| <b>6</b> Old Cheney Rd. Widening    | <b>15</b> Pinnacle Bank Arena Dr. New Road |
| <b>7</b> SW 40th St. Viaduct        | <b>16</b> Penny Bridge Replacement         |
| <b>8</b> Van Dorn St. 2+1           | <b>17</b> NW 48th St. Widening             |
| <b>9</b> N. Street Cycle Track      | <b>18</b> S. 56th St. Widening             |

Figure 2. Major Projects Completed Since 2011 LRTP