



Lincoln Metropolitan Planning Organization

County-City Building
555 South 10th Street - Suite 213
Lincoln, Nebraska 68508
(402) 441-7491

To: Officials Committee Members
From: David Cary, Technical Committee Chair
Subject: Officials Committee Meeting

Date: December 8, 2023
Time: 2:30 p.m. – 4:00 p.m.
Place: City Council Chambers, County-City Building

Meeting Agenda:

Roll call and acknowledge the “Nebraska Open Meeting Act”

1. Review and action on the draft minutes of the [September 12, 2023](#) Technical Committee meeting
2. [Review and action](#) on revisions to the [Lincoln MPO 2050 Long Range Transportation Plan \(LRTP\)](#)
 - a. Reflect the partial rescission of federal Coronavirus Response and Relief Act funds
 - b. Saltillo Road, S. 27th Street to S. 68th Street – Update project cost under the Fiscally Constrained Rural Road & Bridge Capital Projects table
 - c. Add the Multimodal Transportation Center and Maintenance Facility projects under the Priority Transit Projects table
 - d. Add the B Street Bicycle Boulevard project under a new table and figure for Other On-Street Bike Projects
 - e. Reflect the new federal Carbon Reduction Program (CRP) funds and add proposed CRP-funded projects under the Funding Outlook and Fiscally Constrained Plan:
 - i. Rock Island Trail Undercrossing at Old Cheney Rd. – Update project cost in the Priority Trails Projects table
 - ii. Rock Island Trail Widening – Add project under a new table and figure for Trail Widening Projects
 - iii. Multimodal Transportation Center - Active Transportation Enhancements – Add project and program federal funds (project and cost are included under the Multimodal Transportation Center project listing)
3. [Review and action](#) on revisions to the [FY 2024-2027 Transportation Improvement Program \(TIP\)](#)

- a. Pedestrian, Bike & Trail Projects program:
 - i. Rock Island Trail Undercrossing at Old Cheney Rd. – Add project and program federal funds
 - ii. Rock Island Trail Widening – Add project and program federal funds
 - iii. Multimodal Transportation Center - Active Transportation Enhancements – Add project and program federal funds
- 4. [Report](#) on the development and schedule for the new [MPO Public Participation Plan](#)
- 5. Briefing on the 2022 MPO Annual Transportation System Performance Report
- 6. Other topics for discussion
- 7. Public Comment

Anyone wishing to address the committee on a matter not on this agenda, and not planned to appear on a future agenda, may do so.

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إذا كنت بحاجة إلى معلومات بلغة أخرى، يرجى إرسال بريد إلكتروني mpo@lincoln.ne.gov

หากคุณต้องการข้อมูลในภาษาอื่น โปรดส่งอีเมล mpo@lincoln.ne.gov

ئەگەر پتووستت بە زانیارییە بە زمانیکی تر، نکایە ئیمەیل بنێرە mpo@lincoln.ne.gov

MEETING RECORD

Advanced public notice of the Officials Committee meeting was posted on the County-City bulletin board and the Planning Department's website.

NAME OF GROUP:	OFFICIALS COMMITTEE MEETING
DATE, TIME AND PLACE OF MEETING:	September 12, 2023, 3:00 p.m., City Council Chambers, County-City Building, 555 S. 10 th Street, Lincoln, Nebraska.
MEMBERS AND OTHERS IN ATTENDANCE:	Mayor Leirion Gaylor Baird, Tom Beckius, Sean Flowerday, Christa Yoakum and Sändra Washington; Ryan Huff absent. Paul Barnes, Rachel Christopher and Teresa McKinstry of the Planning Department; Pam Dingman, Lancaster County Treasurer; Michelle Lincoln – City of Bennet; and other interested parties.

Chair Yoakum called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.

Yoakum then called for a motion approving the minutes of the regular meeting held May 10, 2023. Motion for approval made by Beckius, seconded by Flowerday and carried 5-0: Mayor Gaylor Baird, Beckius, Flowerday, Yoakum and Washington; Huff absent.

Yoakum called for the Consent Agenda.

CONSENT AGENDA

PUBLIC HEARING:

September 12, 2023

Members present: Mayor Gaylor Baird, Beckius, Flowerday, Yoakum and Washington; Huff absent.

The Consent Agenda consisted of the following items:

- a. **Review and action on revisions to the FY 2024-2027 Transportation Improvement Program (TIP)**
 - i. **City of Lincoln Transportation and Utilities – Transportation program:**
 - 1. **1st Street & Cornhusker – Traffic Signal Replacement – Reprogram ROW phase from FY 2024 to FY 2025, reprogram Utilities phase from FY 2025 to FY 2026, and reprogram Construction/CE phase from FY 2025 to FY 2027 with partial advanced construction and increased federal funding**
 - 2. **A Street, 40th to 56th – Show Advanced Construction (AC) of a portion of funds in the Construction/CE phase due to rescinding of federal Coronavirus funds**
 - 3. **US-34 and S. 84th Street/Russwood Parkway Intersection Improvements – Remove project**

ACTION:

Flowerday moved approval of the Consent Agenda, seconded by Beckius and carried 5-0: Mayor Gaylor Baird, Beckius, Flowerday, Yoakum and Washington; Huff absent.

REVIEW AND ACTION ON AMENDMENT TO THE MPO MANAGEMENT PLAN

PUBLIC HEARING:

September 12, 2023

Members present: Mayor Gaylor Baird, Beckius, Flowerday, Yoakum and Washington; Huff absent.

Rachel Christopher stated that a few years ago, Waverly and Hickman were added as voting members of the Technical Committee. This amendment adds Bennet at their request. Bennet recently moved from a Village to City of the Second class. As they continue to grow, they will have a more vested interest in regional transportation planning. Michele Lincoln, their Clerk/Treasurer will be their representative on the Technical Committee. This item appeared before the Technical Committee in August 2023 and they recommended approval.

ACTION:

Beckius moved approval of the amendment to the MPO Management Plan as recommended by staff, seconded by Flowerday and carried 5-0: Mayor Gaylor Baird, Beckius, Flowerday, Yoakum and Washington voting 'yes'; Huff absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2024 UNIFIED PLANNING WORK PROGRAM (UPWP)

PUBLIC HEARING:

September 12, 2023

Members present: Mayor Gaylor Baird, Beckius, Flowerday, Yoakum and Washington; Huff absent.

Christopher stated this is the MPO budget and transportation planning activities for the fiscal year. FY 2023-2024 started in July. This is a proposal to carryover unused funds through the federal grant into FY 2024 from FY 2023. The amount is \$233,912.00 (that is the 80% federal share of the grant). She believes the MPO hasn't done this a lot in the past, however, this action will allow the MPO to have the funds available a little sooner. Normally, when a grant is closed, there is a two-year delay in receiving unused funds in the new budget following an audit by NDOT. This will allow staff more flexibility to use the funds. It is being added under metropolitan planning activities.

Yoakum believes this gives the MPO some good flexibility.

Beckius noted that nothing is getting less expensive. He believes it is useful to utilize these funds more efficiently.

Washington inquired what happens to the matching funds and if part of it is returned. Christopher stated that the grant agreement reflects both portions and the total. The match comes out of the City's general

fund. She isn't sure how the accounting is done for the general fund portion, but the funds spent on the federal side are essentially an assumed cost to be matched by the City of Lincoln.

ACTION:

Beckius moved approval to revisions to the FY 2024 Unified Planning Work Program as recommended by staff, seconded by Washington and carried 5-0: Mayor Gaylor Baird, Beckius, Flowerday, Yoakum and Washington voting 'yes'; Huff absent.

OTHER:

There were no other topics for discussion.

PUBLIC COMMENT:

No one appeared.

Beckius made a motion to adjourn, seconded by Flowerday and carried 5-0: Mayor Gaylor Baird, Beckius, Flowerday, Yoakum and Washington voting 'yes'; Huff absent.

There being no further business, the meeting was adjourned at 3:15 p.m.

Lincoln MPO Officials Committee Agenda Summary

AGENDA ITEM NO.	2
MEETING DATE	December 8, 2023
REQUEST	VOTE: Amendment to the 2050 Long Range Transportation Plan
ASSOCIATED MEETINGS	The MPO Technical Committee recommended approval of this item at their meeting on November 2, 2023.
APPLICANT(S)	Larry Legg, Lancaster County Engineering, llegg@lancaster.ne.gov , 402-441-1852 Carla Cosier, Lincoln Transportation and Utilities-StarTran, ccosier@lincoln.ne.gov , 402-441-7075 Stephanie Rouse, Lincoln-Lancaster County Planning Department, srouse@lincoln.ne.gov , 402-441-6373 Allison Speicher, Lincoln Parks and Recreation Department, aspeicher@lincoln.ne.gov , 402-441-1652
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603
LINK TO MAP	Saltillo Road, S. 27th Street to S. 68th Street StarTran Maintenance Facility B Street Bicycle Boulevard Rock Island Trail Undercrossing at Old Cheney Road Rock Island Trail Widening – A Street to Boosalis Trail Multimodal Transportation Center - Active Transportation Enhancements

RECOMMENDATION: APPROVE THE AMENDMENT TO THE 2050 LONG RANGE TRANSPORTATION PLAN

BACKGROUND

In December 2021, the Lincoln MPO Officials Committee adopted the [2050 Long Range Transportation Plan \(LRTP\)](#), which provides the blueprint for the area's transportation planning process over the next 25+ years. The transportation planning process is a collaborative effort between the City of Lincoln, Lancaster County, the Nebraska Department of Transportation (NDOT), LTU-StarTran and other agencies, where the multimodal transportation system was evaluated and a set of recommendations were made with extensive public input. The 2050 LRTP was developed in coordination with [PlanForward 2050](#), the Lincoln-Lancaster County Comprehensive Plan.

Amendments are made to the 2050 LRTP to accommodate changes relating to new projects, changes to project costs, funding, project scope, and termini. An LRTP amendment is required when adding a regionally

significant project that requires FHWA or FTA funding or approval, in accordance with the *NDOT Operating Manual for Metropolitan Planning Organization Transportation Planning*.

SUMMARY OF REQUEST

The Lincoln MPO received requests from the Lincoln-Lancaster Planning Department, Lincoln Transportation and Utilities-StarTran, and Lincoln Parks and Recreation to amend the 2050 LRTP. The revisions would add several projects, revise others, and reflect changes to transportation funding. Details of the proposed amendment appear below.

Coronavirus Response and Relief Act Funds

Lincoln MPO was previously the recipient of approximately \$2.3 million in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds. The debt ceiling agreement approved by Congress and signed by the President in June 2023 rescinded the portion of remaining funds that were unobligated under the CRRSAA program at that time. Approximately \$1.4 million of the MPO's Coronavirus funds were able to be obligated. The remainder was rescinded. Projects that were set to use the CRRSAA funds have been re-programmed to use Surface Transportation Block Grant (STBG) funds instead. With this change in available funds through the planning horizon, the Funding Outlook chapter of the LRTP would be revised to show the reduction.

Saltillo Road, S. 27th Street to S. 68th Street

This Lancaster County project appears in the Fiscally Constrained Rural Road & Bridge Capital Projects table as a committed project. The cost estimate was increased with the FY 2024-2027 TIP and must be reflected in the LRTP to maintain consistency between the two documents. The project cost in the LRTP would be updated to match the TIP. The cost increased from \$8,774,400 to \$12,479,400. This project uses Highway Safety Improvement Program funds through NDOT. The cost increase is due to changes to the anticipated intersection improvements at 54th and 56th Streets and inflation.

Multimodal Transportation Center

In 2022, LTU-StarTran was awarded a federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant for a multimodal transportation center. This project was reflected in the MPO Transportation Improvement Program (TIP) in January 2023. Based on anticipated comments from the Federal Highway Administration, the project would be added to the Priority Transit Projects table. The project cost shown is inclusive of associated active transportation enhancements that will be funded with federal Carbon Reduction Program (CRP) funds and are discussed in more detail below.

StarTran Maintenance Facility

StarTran proposes a new bus maintenance and storage facility, including purchase of land and construction. This project would potentially be funded through a future federal discretionary grant but is currently unfunded. The project already appears in the TIP. Based on comments from the Federal Transit Administration, the project would be added to the Priority Transit Projects table.

B Street Bicycle Boulevard

The B Street Bicycle Boulevard involves signage and pavement markings on A and B Streets from 11th to 27th Streets. The project will use federal Transportation Alternatives Program (TA) and Community Development Block Grant (CDBG) funds. The project was approved as part of the TIP in March 2023 and is identified in the [Lincoln Bike Plan](#). Based on anticipated comments from the Federal Highway Administration, the project would be added as project listing in the LRTP.

Carbon Reduction Program Funds

The Carbon Reduction Program (CRP) is a new federal funding program through the national Bipartisan Infrastructure Law (BIL). The Lincoln MPO will receive an apportionment of CRP funds of approximately \$4.4

million over five years during federal fiscal years 2022 through 2026. CRP funds are intended to reduce transportation CO₂ emissions and could be used for many types of projects. A 20 percent local match is required for any CRP funds spent.

The details of CRP funding were not known when the 2050 LRTP was adopted and therefore the LRTP does not include them in the funding projections. The anticipated CRP funding would be added to the Funding Outlook and the funds would be programmed towards several projects. An associated TIP amendment would program the projects into the TIP. The projects proposed for CRP funding are:

- **Rock Island Trail Undercrossing at Old Cheney Road** – This project already appears in the LRTP in the Priority Trails Projects table as a committed project (Project ID T-67) and is an identified project in the [Lincoln Bike Plan](#). Other local funding was initially planned for it in coordination with the road project at S. 14th Street, Old Cheney Road and Warlick Boulevard. CRP funding is now proposed. The project would involve a grade separated crossing of the trail underneath Old Cheney Road east of S. 16th Street. The project cost in the LRTP would be updated according to the most recent estimate.
- **Rock Island Trail Widening** – This project would widen the trail from 8 feet to 11 feet between A Street and Nebraska Parkway (Boosalis Trail connection) and replacement of a pedestrian/bicycle bridge over Garfield Street.
- **Active Transportation Enhancements for the Multimodal Transportation Center** – This project would include improvements in and around the future multimodal center such as bike parking, a scooter and bike share station, enhanced sidewalks and lighting, sidepath connections, improved crossings of 9th and 10th Streets, and shower and locker facilities for bike commuters.

LRTP Revisions for the Proposed Amendment

Coronavirus Response and Relief Act Funds

- Revise text on Page 6-4 and update Table 6.3 (Urban Roads Program Funding) to reflect rescission of funds.

Saltillo Road, S. 27th Street to S. 68th Street

- Revise Table 7.5 (Fiscally Constrained Rural Road & Bridge Capital Projects) to show updated cost estimate for Project ID 92, Saltillo Road.

Multimodal Transportation Center

- Add project to Table 7.8 (Priority Transit Projects) and update the text to reflect the federal RAISE grant award for this project. Proposed active transportation enhancements to be funded with CRP are included in the total project cost.

StarTran Maintenance Facility

- Add project to Table 7.8 (Priority Transit Projects).

B Street Bike Boulevard

- Add project to new Table 7.12 and Figure 7.6 (Other On-Street Bike Projects).

Carbon Reduction Program Funds

- Add new section describing CRP funds on Page 6-13.
- Revise Table 6.6 (Trails, Bicycle and Pedestrian Program Funds), Table 6.7 (Total Revenue Forecasts), and Table 6.8 (Funding Commitments and Restrictions) to account for added CRP funds.

- Revise Table 7.1 (Resource Allocation) according to the revisions adding CRP funds in Chapter 6. The CRP funds were distributed according to the same ratios currently in the LRTP for the Multimodal Program project types except Transit since no transit projects are proposed for CRP funds.
- Add text under the Trail Rehabilitation section to note that the Rock Island Trail Widening project would be funded with CRP and listed as separate project.
- Revise Table 7.9 (Priority Trails Projects) to show updated cost estimate for Project ID T-67, Rock Island.
- Add Rock Island Trail Widening project to new Table 7.10 and Figure 7.5 (Trail Widening Projects).

POLICY CONSIDERATIONS

CRP funds are intended to reduce transportation CO₂ emissions and can be used for a broad variety of projects that result in a net emissions reduction. The LRTP states that funding that is not explicitly accounted for in the revenue forecasts will need to be monitored and accounted for as new funding sources become available. Alternative modes of transportation including bicycle, pedestrian and transit are supported in the LRTP as part of the overall transportation system to support travel choices, health, and quality of life. The proposed projects are also supported by the [Lincoln Bike Plan](#) and the [Transit Development Plan](#).

BUDGET CONSIDERATIONS

The CRP funds and proposed projects can be accommodated within a fiscally constrained plan for the 2050 LRTP and FY 2024-2027 Transportation Improvement Program (TIP).

6. Funding Outlook

The transportation revenues expected over the 29-year time horizon of the LRTP will not be enough to cover the cost of the transportation needs in Lincoln and Lancaster County. Careful consideration of investment strategies is needed, along with an understanding of the associated tradeoffs. This chapter presents an overview of the revenue forecasts, describes the resource allocation process, and establishes a strategy to maintain the transportation system and to make the system function as efficiently as possible, given funding limitations.

Revenue Forecasts

Various revenue sources will be used to fund transportation projects and programs, including federal, state, local, and private resources. The following sections describe the funding sources expected to be used to implement the LRTP recommendations.

NDOT Highways Program

Funding available for NDOT's Highways Program within the Lincoln MPA is described below and detailed in **Table 6.1**.

Federal Funds

NDOT's Highways Program is funded in part by federal funds, including Surface Transportation Block Grant Program (STBG), National Highway Performance Program (NHPP), and Highway Safety Improvement Program (HSIP) funds. An estimated \$419.7 million of federal funds can be expected through 2050 for the State's program.

State Funds

State funds are used for preliminary engineering and as a local match for federal funding sources used for NDOT's Highways Program. An estimated \$128.5 million of state funds are anticipated through 2050, primarily

for asset preservation, with an infusion in 2026 specifically for the West Beltway project.

Build Nebraska Act

In 2011, the Nebraska Legislature approved, and the Governor signed, the Build Nebraska Act, which approved the use of ¼ cent of the statewide sales tax on roadway projects. A portion of this additional revenue goes to local communities (15 percent); the State uses the remainder of the revenue (85 percent) on the State Highway system. The State uses this funding source to pay for about 80 percent of the South Beltway project costs.

Table 6.1 NDOT Highways Program Funding (\$M)

Fiscal Year	Federal Funds	State Funds	Total
2022	\$8.21	\$2.06	\$10.27
2023	\$8.35	\$2.09	\$10.44
2024	\$123.74	\$16.09	\$139.83
2025	\$8.64	\$2.16	\$10.80
2026	\$8.78	\$40.40	\$49.18
2027	\$8.93	\$2.24	\$11.17
2028	\$9.08	\$2.28	\$11.36
2029	\$9.24	\$2.31	\$11.55
2030	\$9.40	\$2.35	\$11.75
2031	\$9.56	\$2.39	\$11.95
2032	\$9.72	\$2.43	\$12.15
2033	\$9.88	\$2.48	\$12.36
2034	\$10.05	\$2.52	\$12.57
2035	\$10.22	\$2.56	\$12.78
2036	\$10.40	\$2.60	\$13.00
2037	\$10.57	\$2.65	\$13.22
2038	\$10.75	\$2.69	\$13.44
2039	\$10.93	\$2.74	\$13.67
2040	\$11.12	\$2.79	\$13.91
2041	\$11.31	\$2.83	\$14.14
2042	\$11.50	\$2.88	\$14.38
2043	\$11.70	\$2.93	\$14.63

Fiscal Year	Federal Funds	State Funds	Total
2044	\$11.90	\$2.98	\$14.88
2045	\$12.10	\$3.03	\$15.13
2046	\$12.30	\$3.08	\$15.38
2047	\$12.51	\$3.14	\$15.65
2048	\$12.73	\$3.19	\$15.92
2049	\$12.94	\$3.24	\$16.18
2050	\$13.16	\$3.30	\$16.46
TOTAL	\$419.72	\$128.45	\$548.16

Rural Roads Program

The Rural Roads Program covers areas of Lancaster County outside the Lincoln city limits. Federal, state and local funding sources available for the Rural Roads Program are described below and detailed in **Table 6.2**.

Surface Transportation Block Grant Program

A federal funding source designated by formula for urbanized areas with a population of more than 200,000, the STBG provides resources for eligible transportation projects. Based on historic STBG funding levels and growth over time, the STBG revenue forecasts begin at \$5.8 million in 2022 and are projected to increase 3.0 percent annually. An estimated \$264 million in STBG funds can be reasonably expected through 2050. These funds can be used anywhere within the Lincoln MPA (Lancaster County).

As described in the Flexible Funds, the 2050 LRTP recommends a 70 percent (Lincoln)/ 30 percent (Lancaster County) split of STBG funds. As described in the Funding Strategy, the 2050 LRTP recommends a 70 percent (Lincoln)/ 30 percent (Lancaster County) split of STBG funds. This equates to approximately \$79 million of STBG funds for the Rural Roads Program through 2050.

Highway Safety Improvement Program

The HSIP is a core federal-aid program with the purpose of reducing traffic fatalities and serious injuries on public roads, including non-State-owned roads. Lancaster County will receive approximately \$1 million of HSIP funding in 2022, requiring a 10 percent local match. With a projected annual growth rate of 1.7 percent, an estimated \$37 million of HSIP funds can be expected for the Rural Roads Program through 2050.

Build Nebraska Act

Highway Allocation Funds include Lancaster County's portion of the Build Nebraska Act sales tax revenue through 2050. The dedication of a ¼ cent of the statewide sales tax on roadway projects will sunset in Fiscal Year 2033. If not reinstated, Lancaster County's Highway Allocation Funding would be reduced to \$305 million (compared to \$313 million).

Highway Allocation Funds

A state funding formula allocates state fuel tax collections to Lancaster County. Lancaster County uses these funds for operations & maintenance. An estimated \$9.1 million in annual state fuel tax funds are anticipated, with a modest 1.2 percent annual growth matching the population growth projections. The result is an estimated \$313 million in Highway Allocation Funds for the Rural Roads Program through 2050.

Federal Funds Purchase Program

Nebraska Legislative Bill (LB98) established the Federal Funds Purchase Program (FFPP) to provide a way for NDOT to purchase the federal funds used by local agencies in exchange for state cash. State dollars allow local agencies to tailor projects to better meet their needs. Lancaster County uses these funds for bridges (33 percent) and highways (67 percent). An estimated \$460,000 in annual FFPP funds are anticipated, with a 1.7 percent annual growth, resulting in \$17 million for the Rural Roads Program through 2050.

General Revenues (Lancaster County)

Property tax, sales tax, and other sources make up the general fund, which is used for general operating functions of Lancaster County. This local funding source is used for transportation uses within the Rural Roads Program, including road and bridges, pavement maintenance & pipes, and operations & maintenance. Based on historic general fund transfers to the Rural Roads Program, an estimated \$11.3 million is anticipated in 2022; with an assumed 1.2 percent annual growth, in line with anticipated population growth. The County's general revenues are estimated to contribute

approximately \$388 million in Rural Roads Program funding through 2050. These funds are used as the local match (25 percent) for the County's portion of the Highway Allocation Funds.

Keno Funds

Lancaster County uses a portion of the Keno lottery funds for land acquisition and preservation for the East Beltway corridor. Current Keno funding levels for the East Beltway corridor preservation are estimated at \$1 million per year over the first 20 years of the plan, resulting in an estimated \$20 million of Keno funds for East Beltway corridor preservation through 2050.

Table 6.2 Rural Roads Program Funding (\$M)

Fiscal Year	Federal Revenue		State Revenue		Local Revenue		Total
	STBG	HSIP	Highway Allocation	FFPP	General Revenues	Keno	
2022	\$1.75	\$1.00	\$9.10	\$0.46	\$11.28	\$1.00	\$24.59
2023	\$1.80	\$1.02	\$9.21	\$0.47	\$11.41	\$1.00	\$24.91
2024	\$1.86	\$1.03	\$9.32	\$0.48	\$11.55	\$1.00	\$25.24
2025	\$1.91	\$1.05	\$9.43	\$0.48	\$11.69	\$1.00	\$25.56
2026	\$1.97	\$1.07	\$9.54	\$0.49	\$11.83	\$1.00	\$25.90
2027	\$2.03	\$1.09	\$9.66	\$0.50	\$11.97	\$1.00	\$26.25
2028	\$2.09	\$1.11	\$9.78	\$0.51	\$12.11	\$1.00	\$26.60
2029	\$2.15	\$1.13	\$9.89	\$0.52	\$12.26	\$1.00	\$26.95
2030	\$2.22	\$1.14	\$10.01	\$0.53	\$12.40	\$1.00	\$27.30
2031	\$2.28	\$1.16	\$10.13	\$0.54	\$12.55	\$1.00	\$27.66
2032	\$2.35	\$1.18	\$10.25	\$0.54	\$12.70	\$1.00	\$28.02
2033	\$2.42	\$1.20	\$10.38	\$0.55	\$12.86	\$1.00	\$28.41
2034	\$2.49	\$1.22	\$10.50	\$0.56	\$13.01	\$1.00	\$28.78
2035	\$2.57	\$1.25	\$10.63	\$0.57	\$13.17	\$1.00	\$29.19
2036	\$2.65	\$1.27	\$10.75	\$0.58	\$13.32	\$1.00	\$29.57
2037	\$2.72	\$1.29	\$10.88	\$0.59	\$13.48	\$1.00	\$29.96
2038	\$2.81	\$1.31	\$11.01	\$0.60	\$13.65	\$1.00	\$30.38
2039	\$2.89	\$1.33	\$11.15	\$0.61	\$13.81	\$1.00	\$30.79
2040	\$2.98	\$1.35	\$11.28	\$0.62	\$13.98	\$1.00	\$31.21

Fiscal Year	Federal Revenue		State Revenue		Local Revenue		Total
	STBG	HSIP	Highway Allocation	FFPP	General Revenues	Keno	
2041	\$3.07	\$1.38	\$11.41	\$0.63	\$14.14	\$1.00	\$31.63
2042	\$3.16	\$1.40	\$11.55	\$0.64	\$14.31		\$31.06
2043	\$3.25	\$1.42	\$11.69	\$0.66	\$14.48		\$31.50
2044	\$3.35	\$1.45	\$11.83	\$0.67	\$14.66		\$31.96
2045	\$3.45	\$1.47	\$11.97	\$0.68	\$14.83		\$32.40
2046	\$3.56	\$1.50	\$12.12	\$0.69	\$15.01		\$32.88
2047	\$3.66	\$1.52	\$12.26	\$0.70	\$15.19		\$33.33
2048	\$3.77	\$1.55	\$12.41	\$0.71	\$15.37		\$33.81
2049	\$3.89	\$1.58	\$12.56	\$0.73	\$15.56		\$34.32
2050	\$4.00	\$1.60	\$12.71	\$0.74	\$15.75		\$34.80
TOTAL	\$79.09	\$37.09	\$313.42	\$17.06	\$388.33	\$20.00	\$854.99

Urban Roads Program

The Urban Roads Program covers areas of the Lincoln MPA within the urbanized area of Lincoln. Federal, state and local funding sources available for the Urban Roads Program are described below and detailed in **Table 6.3**.

Surface Transportation Block Grant Program

As described in Rural Roads Program, STBG is a federal funding source that can be used for various eligible transportation projects. Based on the recommended 70 percent (Lincoln)/30 percent (Lancaster County) split of STBG funds, the Urban Roads Program can expect approximately \$184 million of STBG funds through 2050.

Highway Safety Improvement Program

The HSIP is a core federal-aid program with the purpose to reduce traffic fatalities and serious injuries on public roads, including non-State-owned roads. Based on historic HSIP funding levels, the HSIP revenue

forecasts begin at \$700,000 in 2022, and this funding requires a 10 percent local match. With a projected annual growth rate of 1.7 percent, an estimated \$26 million of HSIP funds can be expected for the Urban Roads Program through 2050.

Coronavirus Response and Relief Supplemental Appropriations Act, 2021

This federal appropriations act, commonly referred to as the COVID-19 Relief Bill, infused formula distributed federal funding into local communities to address needs and funding shortfalls associated with COVID-19. The Lincoln MPO received a one-time \$2.5 million allocation (reduced to \$1.4 million due to partial rescission by the national debt ceiling bill passed in 2023) that will be used for specific system preservation projects.

Highway Allocation Funds

A state funding formula allocates state fuel tax collections to the City of Lincoln. This amount is distributed independently of the fuel tax allocation to the Rural Roads Program. These funds are designated for

Build Nebraska Act

The Highway Allocation Funds include Lincoln's portion of the Build Nebraska Act sales tax revenue through 2050. The dedication of a ¼ cent of the statewide sales tax on roadway projects will sunset in Fiscal Year 2033. If not reinstated, Lincoln's Highway Allocation Funding would be reduced to \$934 million (compared to \$956 million).

projects throughout the City to rehabilitate, construct, and improve streets, intersections, interchanges, sidewalks, bikeways and trails, safety projects, ITS infrastructure, and landscaping. These funds are also used in the study, design, and acquisition of easements or ROW to support public projects. An estimated \$27.8 million in annual state fuel tax funds are anticipated, with a modest 1.2 percent annual growth matching the population growth projections. The result is an estimated \$956 million in Highway Allocation Funds through 2050.

Highway Allocation Bonds

The City of Lincoln issued general obligation highway allocation bonds in the early 2000s, and again in 2021. The revenue forecasts

anticipate an additional bond issuance in 2022. The two recent bond issuances will provide a total of \$25.26 million in funding in years 2022–2024. The bonds are used to fund preservation (\$15.26 million) and growth projects (\$10 million). Annual payment on these bonds is paid with the Highway Allocation Funds. Payment of the two older bonds will be complete in 2023 and 2027, and payment of the two recent bonds will be complete in 2036 and 2037. These bond payments are removed from the available Highway Allocation Funds in 2022–2037 (as shown in **Table 6.3**).

Beginning in 2038, the full allotment of Highway Allocation Funds will be available to the Urban Roads Program. The expected Highway Allocation funding through 2050 (net of the bond funding and payments) is estimated to be \$932 million.

Federal Funds Purchase Program

The FFPP allows NDOT to purchase the federal funds used by local agencies in exchange for state cash. State dollars allow local agencies to tailor projects to better



meet their needs. Lincoln uses the funds exclusively for bridge projects. An estimated \$280,000 in annual FFPP funds are anticipated, with a 1.7 percent annual growth, resulting in \$10.5 million for the Urban Roads Program through 2050.

City Wheel Tax

The City Wheel Tax is a revenue source generated by a City tax on all vehicles registered within corporate limits. Wheel Tax revenues must be applied to specific uses:

- **Residential Rehabilitation Fund:** A portion of the Wheel Tax (14.86 percent) is dedicated to rehabilitating existing residential streets.
- **Construction Fund:** A portion of the Wheel Tax (35.14 percent) is dedicated to funding the design, construction, and ROW acquisition of streets, roads, alleys, or public ways.
- **Residual Fund:** The remaining portion of the Wheel Tax can be used for general street improvements in the City of Lincoln. Uses include arterial rehabilitation, street maintenance operations, new construction projects, and debt service.

The history of increases in the Wheel Tax generally supports the equivalent of a \$5 increase every five years. Such a regular increase in the Wheel Tax is assumed in the revenue forecasts. A modest growth in this funding source is also assumed to generally match the growth in the number of registered vehicles at 1.5 percent annually. The City Wheel Tax is estimated to contribute approximately \$810 million in transportation funding through 2050.



Lincoln on the Move

Lincoln on the Move (LOTM) is a six-year initiative to improve the City's streets through a ¼ cent sales tax. Revenues from the sales tax, which was approved by voters in 2019, must be applied to specific uses:

- **Existing Arterial and Neighborhood Streets:** The largest portion of the sales tax (73.5 percent) is dedicated to rehabilitating existing arterial and neighborhood streets.
- **Growth Projects:** A portion of the sales tax (25 percent) is dedicated to funding the design, construction, and ROW acquisition of streets that support community growth.
- **RTSD:** A small portion of the sales tax (1.5 percent) is dedicated to joint projects with the Railroad Transportation Safety District.

The revenue forecasts include \$13 million annually of LOTM sales tax funding in years 2022 through 2025, totaling \$52 million in the first four years of the plan.

Arterial Street Impact Fees

A local funding source, impact fees are dedicated to new water, wastewater, parks, trails, and arterial streets infrastructure. The City levies an impact fee charge against new development to generate revenue to support specific public projects. A one-time, up-front charge paid by new construction only, impact fees can generally be used on public projects within the district in which it is collected. Arterial Street Impact Fees currently generate approximately \$4.2 million annually and are projected to increase 1.2 percent annually, which is in line with overall population growth, resulting in an estimated \$140 million in impact fee revenues for arterial streets over the life of the plan.

General Revenues (Lincoln)

Property tax, sales tax, and other sources make up the general fund, which is used for general operating functions of City departments. This local funding source represents pay-as-you-go contributions from the general fund for capital projects with or without other funding sources. General funds are used for transportation uses including the Urban Roads Program, transit operations, sidewalk and trail rehabilitation. Based on historic general fund transfers to the Urban Roads Program, an estimated \$2.36 million is anticipated in 2022; with an assumed 3 percent annual growth to account for economic growth in Lincoln. The City's general revenues are estimated to contribute approximately \$123 million in road program funding through 2050.



Table 6.3 Urban Roads Program Funding (\$M)

Fiscal Year	Federal Revenue			State Revenue		Local Revenue				Total
	STBG	HSIP	COVID	Highway Allocation (Plus Bonds, Less Bond Payment)	FFPP	Wheel Tax	LOTM	Impact Fees	General Revenues	
2022	\$4.08	\$0.70		\$30.32	\$0.28	\$19.16	\$13.00	\$4.20	\$2.36	\$74.10
2023	\$4.20	\$0.71	\$1.442.51	\$29.63	\$0.29	\$19.45	\$13.00	\$4.20	\$2.46	\$76.45
2024	\$4.33	\$0.72		\$29.98	\$0.29	\$19.74	\$13.00	\$4.20	\$2.56	\$74.84
2025	\$4.46	\$0.74		\$24.96	\$0.30	\$20.04	\$13.00	\$4.20	\$2.67	\$70.36
2026	\$4.59	\$0.75		\$25.31	\$0.30	\$21.60		\$4.25	\$2.78	\$59.59
2027	\$4.73	\$0.76		\$25.66	\$0.31	\$21.93		\$4.30	\$2.90	\$60.58
2028	\$4.87	\$0.77		\$27.84	\$0.31	\$22.26		\$4.35	\$3.01	\$63.42
2029	\$5.02	\$0.79		\$28.20	\$0.32	\$22.59		\$4.41	\$3.13	\$64.45
2030	\$5.17	\$0.80		\$28.56	\$0.33	\$22.93		\$4.46	\$3.26	\$65.50
2031	\$5.32	\$0.81		\$28.93	\$0.33	\$24.64		\$4.51	\$3.38	\$67.93
2032	\$5.48	\$0.83		\$29.30	\$0.34	\$25.01		\$4.57	\$3.52	\$69.04
2033	\$5.65	\$0.84		\$29.67	\$0.34	\$25.39		\$4.62	\$3.65	\$70.17
2034	\$5.82	\$0.86		\$30.05	\$0.35	\$25.77		\$4.68	\$3.79	\$71.31
2035	\$5.99	\$0.87		\$30.44	\$0.35	\$26.15		\$4.73	\$3.93	\$72.48
2036	\$6.17	\$0.89		\$30.83	\$0.36	\$28.02		\$4.79	\$4.08	\$75.14
2037	\$6.36	\$0.90		\$32.42	\$0.37	\$28.44		\$4.85	\$4.23	\$77.56
2038	\$6.55	\$0.92		\$33.61	\$0.37	\$28.87		\$4.90	\$4.39	\$79.61
2039	\$6.75	\$0.93		\$34.01	\$0.38	\$29.30		\$4.96	\$4.55	\$80.88
2040	\$6.95	\$0.95		\$34.42	\$0.38	\$29.74		\$5.02	\$4.72	\$82.18
2041	\$7.16	\$0.96		\$34.83	\$0.39	\$31.77		\$5.08	\$4.89	\$85.09
2042	\$7.37	\$0.98		\$35.25	\$0.40	\$32.25		\$5.14	\$5.07	\$86.46
2043	\$7.59	\$1.00		\$35.68	\$0.40	\$32.73		\$5.21	\$5.25	\$87.86
2044	\$7.82	\$1.01		\$36.10	\$0.41	\$33.22		\$5.27	\$5.44	\$89.28
2045	\$8.05	\$1.03		\$36.54	\$0.42	\$33.72		\$5.33	\$5.63	\$90.72
2046	\$8.30	\$1.05		\$36.97	\$0.43	\$35.93		\$5.40	\$5.83	\$93.91
2047	\$8.54	\$1.07		\$37.42	\$0.43	\$36.47		\$5.46	\$6.04	\$95.43
2048	\$8.80	\$1.09		\$37.87	\$0.44	\$37.02		\$5.53	\$6.25	\$96.99
2049	\$9.07	\$1.10		\$38.32	\$0.45	\$37.58		\$5.59	\$6.46	\$98.57
2050	\$9.34	\$1.12		\$38.78	\$0.46	\$38.14		\$5.66	\$6.69	\$100.18
TOTAL	\$184.54	\$25.96	\$2.51	\$931.91	\$10.53	\$809.85	\$52.00	\$139.87	\$122.94	\$2,280.11

Rail Crossing Program

Federal, state, and local revenues are available to improve railroad crossings throughout the region, as described below and detailed in **Table 6.4**.

Rail Hazard Elimination

This federal funding source (a subset of the STBG) provides resources for safety improvements on public roads, railroad crossings, public transportation facilities, bicycle and pedestrian pathways, and trails. Rail Hazard Elimination funding varies greatly year to year; the forecasts represent average anticipated revenues. A higher amount is expected in the first seven years of the plan, specifically for the 33rd and Cornhusker project. The annual revenue forecasts drop off starting in 2029. Growth in this funding source is assumed to be 1.7 percent per year. An estimated \$37 million in Rail Hazard Elimination funds will be available to improve railroad crossings over the 29-year time horizon of the L RTP.

State Train Mile Tax

The state tax on rail traffic passing through the State is used for constructing, rehabilitating, relocating, or modifying railroad grade separation facilities. This funding is competitive statewide, and the RTSD often leverages their funds to pay the local share for qualifying projects. State Train Mile Tax funding is highly variable year to year; the forecast revenues represent an average over time. A higher amount is expected in the first seven years of the plan, specifically for the 33rd and Cornhusker project. The annual revenue forecasts drop off starting in 2029. Growth in this funding source is assumed to align with projected freight growth of 1.2 percent per year. An estimated \$9 million in State Train Mile Tax will be available to improve railroad crossings over the 29-year time horizon of the L RTP.

Table 6.4 Rail Crossing Program Funds (\$M)

Fiscal Year	Rail Hazard Elimination	State Train Mile Tax	RTSD	Total
2022	\$2.72	\$0.68	\$4.62	\$8.02
2023	\$2.77	\$0.69	\$4.74	\$8.20
2024	\$2.81	\$0.70	\$4.86	\$8.37
2025	\$2.86	\$0.70	\$4.98	\$8.54
2026	\$2.91	\$0.71	\$5.10	\$8.72
2027	\$2.96	\$0.72	\$5.23	\$8.91
2028	\$3.01	\$0.73	\$5.36	\$9.10
2029	\$0.64	\$0.16	\$5.49	\$6.29
2030	\$0.65	\$0.16	\$5.63	\$6.44
2031	\$0.66	\$0.16	\$5.77	\$6.59
2032	\$0.67	\$0.17	\$5.91	\$6.75
2033	\$0.68	\$0.17	\$6.06	\$6.91
2034	\$0.70	\$0.17	\$6.21	\$7.08
2035	\$0.71	\$0.17	\$6.37	\$7.25
2036	\$0.72	\$0.17	\$6.52	\$7.41
2037	\$0.73	\$0.18	\$6.69	\$7.60
2038	\$0.74	\$0.18	\$6.85	\$7.77
2039	\$0.76	\$0.18	\$7.02	\$7.96
2040	\$0.77	\$0.18	\$7.20	\$8.15
2041	\$0.78	\$0.18	\$7.38	\$8.34
2042	\$0.80	\$0.19	\$7.56	\$8.55
2043	\$0.81	\$0.19	\$7.75	\$8.75
2044	\$0.82	\$0.19	\$7.94	\$8.95
2045	\$0.84	\$0.19	\$8.14	\$9.17
2046	\$0.85	\$0.20	\$8.34	\$9.39
2047	\$0.87	\$0.20	\$8.55	\$9.62
2048	\$0.88	\$0.20	\$8.76	\$9.84
2049	\$0.90	\$0.20	\$8.98	\$10.08
2050	\$0.91	\$0.21	\$9.21	\$10.33
TOTAL	\$36.94	\$8.94	\$193.22	\$239.10

Railroad Transportation Safety District

This local funding source is generated by a countywide public entity, the RTSD, which has taxing authority to levy a property tax. RTSD funds are designed for projects throughout the City and County to eliminate automobile and railroad conflicts. This funding source is a countywide levy, and a portion of these revenues is projected to be used to help fund qualifying projects in the urban transportation program. RTSD annual revenues are estimated at \$4.52 million for capital projects and \$0.10 million for operations & maintenance, with annual growth rates of 2.5 percent and 2.0 percent, respectively, resulting in an estimated \$189 million in capital funds and \$4 million in operations & maintenance funds through 2050.

Transit Program

The transit funding sources are described below, with **Table 6.5** detailing the estimated year-by-year revenue forecasts.

Federal Transit Administration Funds (5307, 5309, 5337, 5339)

The FTA provides resources for transit operations and capital expenditures. A local match of 20 percent is generally required to qualify for this funding. Currently, StarTran receives approximately \$4 million in FTA funding (5307, 5309, 5337, and 5339 funds) for transit capital and operations. It is assumed that these federal funding sources will continue to be available and will grow at a rate of 1.7 percent annually, consistent with historic growth in federal funding. A total of approximately \$148 million in FTA funding for StarTran is expected through 2050.

FTA 5310 Funds

The Section 5310 Enhanced Mobility program provides an annual apportionment to be used within the Lincoln urban area. In 2013, the Governor of Nebraska named NDOT as the Designated Recipient to administer the

Section 5310 program in the Lincoln MPO urban area. NDOT receives and reviews the applications for the Section 5310 program, and the Lincoln MPO annually amends the TIP to include the awarded projects. Currently, funding levels are approximately \$236,000 per year. It is assumed that this FTA funding source will continue to be available and will grow at a rate of 1.7 percent annually for a total of nearly \$9 million through 2050. These funds require a local match of 20 percent for capital projects and 50 percent for operating assistance. Typically, 5310 applicants are hospitals, non-profit organizations, and City departments such as Aging Partners and Parks and Recreation. The local match for these federal funds come from sources outside the transportation revenues identified in the LRTP.

FTA 5311 Funds

The FTA 5311 Formula Grants for Rural Areas provides capital, planning, and operating assistance to support public transportation in rural areas. Currently, funding levels are approximately \$86,000 per year. It is assumed that this FTA funding source will continue to be available and will grow at a rate of 1.7 percent annually for a total of approximately \$3 million through 2050. These funds require a local match of 20 percent for capital projects and 50 percent for operating assistance. Lancaster County is the typical applicant of 5311 funds, and the local match comes from sources outside the transportation revenues identified in the LRTP.



State Transit Funds

State revenues include any State subsidy received in aid of public transit operations and capital expenditures. Currently, funding levels are roughly \$1.3 million per year. It is assumed that this State funding source will continue to be available and will grow at a rate of 3 percent annually for a total of nearly \$59 million through 2050.

Fares, Advertising, and UNL Contract

These funds include fare revenue from use of the transit system based on current and projected ridership. The fare revenues are expected to grow based on growth in the community and on expected fare increases. Advertising and miscellaneous funding are expected to continue based on historical trends. Combined, a 4.7 percent annual

increase is anticipated. The contract with the University of Nebraska provides funding to the transit system to provide transit service between the City Campus and East Campus using student fees. In total, these funding sources are forecast to contribute approximately \$196 million in transit funding over the life of the plan.

General Revenues (Lincoln)

The City's general fund provides resources for general operating functions of City departments. A portion of the general fund has historically been allocated to support StarTran operations. The level of general revenues allocated to transit is assumed to remain consistent with historic levels and to grow at 3 percent per year. In total, an estimated \$339 million in general funds will be available for transit through 2050.



Table 6.5 Transit Program Funds (\$M)

Fiscal Year	Federal Revenue			State Revenue	Local Revenue		Total
	FTA Funds (5307, 5309, 5337, 5339)	FTA Funds (5310)	FTA Funds (5311)	State Transit Funds	Fares, Advertising, UNL Contract	General Revenues	
2022	\$4.00	\$0.24	\$0.09	\$1.30	\$3.30	\$7.50	\$16.42
2023	\$4.07	\$0.24	\$0.09	\$1.34	\$3.46	\$7.73	\$16.91
2024	\$4.14	\$0.24	\$0.09	\$1.38	\$3.62	\$7.96	\$17.42
2025	\$4.21	\$0.25	\$0.09	\$1.42	\$3.79	\$8.20	\$17.95
2026	\$4.28	\$0.25	\$0.09	\$1.46	\$3.97	\$8.44	\$18.49
2027	\$4.35	\$0.26	\$0.09	\$1.51	\$4.15	\$8.69	\$19.06
2028	\$4.43	\$0.26	\$0.10	\$1.55	\$4.35	\$8.96	\$19.64
2029	\$4.50	\$0.27	\$0.10	\$1.60	\$4.55	\$9.22	\$20.24
2030	\$4.58	\$0.27	\$0.10	\$1.65	\$4.77	\$9.50	\$20.86
2031	\$4.66	\$0.28	\$0.10	\$1.70	\$4.99	\$9.79	\$21.50
2032	\$4.73	\$0.28	\$0.10	\$1.75	\$5.22	\$10.08	\$22.17
2033	\$4.81	\$0.28	\$0.10	\$1.80	\$5.47	\$10.38	\$22.85
2034	\$4.90	\$0.29	\$0.11	\$1.85	\$5.73	\$10.69	\$23.56
2035	\$4.98	\$0.29	\$0.11	\$1.91	\$6.00	\$11.01	\$24.30
2036	\$5.06	\$0.30	\$0.11	\$1.97	\$6.28	\$11.34	\$25.06
2037	\$5.15	\$0.30	\$0.11	\$2.03	\$6.57	\$11.68	\$25.85
2038	\$5.24	\$0.31	\$0.11	\$2.09	\$6.88	\$12.04	\$26.66
2039	\$5.33	\$0.31	\$0.11	\$2.15	\$7.20	\$12.40	\$27.51
2040	\$5.42	\$0.32	\$0.12	\$2.21	\$7.54	\$12.77	\$28.38
2041	\$5.51	\$0.33	\$0.12	\$2.28	\$7.90	\$13.15	\$29.28
2042	\$5.60	\$0.33	\$0.12	\$2.35	\$8.27	\$13.55	\$30.22
2043	\$5.70	\$0.34	\$0.12	\$2.42	\$8.66	\$13.95	\$31.19
2044	\$5.80	\$0.34	\$0.12	\$2.49	\$9.06	\$14.37	\$32.19
2045	\$5.89	\$0.35	\$0.13	\$2.57	\$9.49	\$14.80	\$33.23
2046	\$5.99	\$0.35	\$0.13	\$2.64	\$9.94	\$15.25	\$34.30
2047	\$6.10	\$0.36	\$0.13	\$2.72	\$10.40	\$15.70	\$35.42
2048	\$6.20	\$0.37	\$0.13	\$2.80	\$10.89	\$16.17	\$36.57
2049	\$6.31	\$0.37	\$0.14	\$2.89	\$11.40	\$16.66	\$37.77
2050	\$6.41	\$0.38	\$0.14	\$2.97	\$11.94	\$17.16	\$39.00
TOTAL	\$148.34	\$8.76	\$3.19	\$58.78	\$195.78	\$339.14	\$754.00

Trails, Bicycle, and Pedestrian Program

The Trails, Bicycle, and Pedestrian Program funding sources are described below, with **Table 6.6** detailing the estimated year-by-year revenue forecasts.

Transportation Alternatives Set Aside

This federal funding source provides resources for transportation-related activities designed to strengthen the cultural, aesthetic, and environmental aspects of the transportation system. A 20 percent local match is typically required. The City of Lincoln receives approximately \$390,000 per year. This funding source is expected to continue to be available for trails and other bicycle and pedestrian projects and is assumed to grow at 1.7 percent annually, consistent with the historic federal funding growth rate. Approximately \$14 million in funding can reasonably be expected through 2050.

Carbon Reduction Program

This federal funding source provides resources for transportation-related activities designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. A 20 percent local match is typically required. The City of Lincoln receives approximately \$840,000 per year. This funding source is expected to continue to be available and is assumed to grow at 1.7 percent annually, consistent with the historic federal funding growth rate. Approximately \$31 million in funding can reasonably be expected through 2050.

Lower Platte South Natural Resources District

These funds include a state subsidy received through the Lower Platte South National Resources District (NRD) to aid the construction of the local multiuse trail system

related to the regional drainage system and natural areas. A 20 percent local match is typically required. The City of Lincoln's trail system regularly benefits from approximately \$100,000 annually through the NRD's trails program. It is assumed that this source of funds will continue to be available and will grow at a 2.5 percent annual rate for a total of nearly \$4.2 million in funding through 2050.

Trail Impact Fees

This local funding source is dedicated for trails. The City levies an impact fee charge against new development to generate revenue to support specific public projects. Impact fees, a one-time, up-front charge paid by new construction only, can generally be used on public projects within the district in which it is collected. The Trails Impact Fee generates approximately \$70,000 annually and is projected to increase at 1.2 percent annually, which is in line with overall population growth. The result is an estimated \$2.3 million in Trail Impact Fee revenues for trails over the life of the plan. These funds are frequently used as local match for Transportation Alternatives Set Aside.

Private Contributions

The City of Lincoln's Trails Program has historically received periodic private donations for construction of the local trail system. Based on historic contributions averaged over time, an estimated \$6.9 million in private donations can reasonably be expected to support the trails program.

Keno Funds

The City of Lincoln uses a portion of the Keno lottery funds to rehabilitate local trails. Current Keno funding levels for the Trails Program are roughly \$200,000 per year. With an annual growth rate of 1.2 percent (matching the overall population growth), an estimated \$6.9 million in Keno funds will be available through 2050.

General Revenues (Lincoln)

The City's general fund provides resources for general operating functions of City departments. A portion of the general fund has historically been allocated to support trail rehabilitation and sidewalk rehabilitation. The level of general revenues allocated to trail rehabilitation is assumed to remain consistent with historic levels and to grow at 3 percent per year. In total, an estimated \$4.5 million in general funds will be available for trail rehabilitation through 2050. The revenue forecasts also assume \$1 million per year general fund transfer for sidewalk rehabilitation, resulting in \$29 million in available funding for sidewalk rehabilitation.

Table 6.6 Trails, Bicycle and Pedestrian Program Funds (\$M)

Fiscal Year	Transportation Alternatives	<u>Carbon Reduction Program</u>	Lower Platte NRD	Impact Fees	Private Contributions	Keno	General Revenues – Trail Rehab	General Revenues – Sidewalk Rehab	Total
2022	\$0.39	<u>\$0.84</u>	\$0.10	\$0.07	\$0.20	\$0.20	\$0.10	\$1.00	<u>\$2.90</u>
2023	\$0.40	<u>\$0.85</u>	\$0.10	\$0.07	\$0.20	\$0.20	\$0.10	\$1.00	<u>\$2.92</u>
2024	\$0.40	<u>\$0.87</u>	\$0.11	\$0.07	\$0.20	\$0.20	\$0.11	\$1.00	<u>\$2.96</u>
2025	\$0.41	<u>\$0.88</u>	\$0.11	\$0.07	\$0.21	\$0.21	\$0.11	\$1.00	<u>\$3.00</u>
2026	\$0.42	<u>\$0.90</u>	\$0.11	\$0.07	\$0.21	\$0.21	\$0.11	\$1.00	<u>\$3.03</u>
2027	\$0.42	<u>\$0.91</u>	\$0.11	\$0.07	\$0.21	\$0.21	\$0.12	\$1.00	<u>\$3.05</u>
2028	\$0.43	<u>\$0.93</u>	\$0.12	\$0.07	\$0.21	\$0.21	\$0.12	\$1.00	<u>\$3.09</u>
2029	\$0.44	<u>\$0.95</u>	\$0.12	\$0.07	\$0.22	\$0.22	\$0.12	\$1.00	<u>\$3.14</u>
2030	\$0.45	<u>\$0.96</u>	\$0.12	\$0.07	\$0.22	\$0.22	\$0.13	\$1.00	<u>\$3.17</u>
2031	\$0.45	<u>\$0.98</u>	\$0.12	\$0.08	\$0.22	\$0.22	\$0.13	\$1.00	<u>\$3.20</u>
2032	\$0.46	<u>\$0.99</u>	\$0.13	\$0.08	\$0.23	\$0.23	\$0.13	\$1.00	<u>\$3.25</u>
2033	\$0.47	<u>\$1.01</u>	\$0.13	\$0.08	\$0.23	\$0.23	\$0.14	\$1.00	<u>\$3.29</u>
2034	\$0.48	<u>\$1.03</u>	\$0.13	\$0.08	\$0.23	\$0.23	\$0.14	\$1.00	<u>\$3.32</u>
2035	\$0.49	<u>\$1.05</u>	\$0.14	\$0.08	\$0.23	\$0.23	\$0.15	\$1.00	<u>\$3.37</u>
2036	\$0.49	<u>\$1.06</u>	\$0.14	\$0.08	\$0.24	\$0.24	\$0.15	\$1.00	<u>\$3.40</u>
2037	\$0.50	<u>\$1.08</u>	\$0.14	\$0.08	\$0.24	\$0.24	\$0.16	\$1.00	<u>\$3.44</u>
2038	\$0.51	<u>\$1.10</u>	\$0.15	\$0.08	\$0.24	\$0.24	\$0.16	\$1.00	<u>\$3.48</u>
2039	\$0.52	<u>\$1.12</u>	\$0.15	\$0.08	\$0.24	\$0.24	\$0.17	\$1.00	<u>\$3.52</u>
2040	\$0.53	<u>\$1.14</u>	\$0.16	\$0.08	\$0.25	\$0.25	\$0.17	\$1.00	<u>\$3.58</u>
2041	\$0.54	<u>\$1.16</u>	\$0.16	\$0.08	\$0.25	\$0.25	\$0.18	\$1.00	<u>\$3.62</u>
2042	\$0.55	<u>\$1.18</u>	\$0.16	\$0.09	\$0.25	\$0.25	\$0.18	\$1.00	<u>\$3.66</u>
2043	\$0.56	<u>\$1.20</u>	\$0.17	\$0.09	\$0.26	\$0.26	\$0.19	\$1.00	<u>\$3.73</u>
2044	\$0.57	<u>\$1.22</u>	\$0.17	\$0.09	\$0.26	\$0.26	\$0.19	\$1.00	<u>\$3.76</u>
2045	\$0.57	<u>\$1.24</u>	\$0.18	\$0.09	\$0.26	\$0.26	\$0.20	\$1.00	<u>\$3.80</u>
2046	\$0.58	<u>\$1.26</u>	\$0.18	\$0.09	\$0.27	\$0.27	\$0.20	\$1.00	<u>\$3.85</u>
2047	\$0.59	<u>\$1.28</u>	\$0.19	\$0.09	\$0.27	\$0.27	\$0.21	\$1.00	<u>\$3.90</u>
2048	\$0.60	<u>\$1.30</u>	\$0.19	\$0.09	\$0.27	\$0.27	\$0.22	\$1.00	<u>\$3.94</u>
2049	\$0.61	<u>\$1.32</u>	\$0.19	\$0.09	\$0.28	\$0.28	\$0.22	\$1.00	<u>\$3.99</u>
2050	\$0.63	<u>\$1.35</u>	\$0.20	\$0.09	\$0.28	\$0.28	\$0.23	\$1.00	<u>\$4.06</u>
TOTAL	\$14.46	<u>\$31.15</u>	\$4.19	\$2.33	\$6.89	\$6.89	\$4.52	\$29.00	<u>\$99.41</u>

Summary of Available Revenues

In total, an estimated \$4.74 billion in transportation revenues can reasonably be expected for the NDOT Highway, Rural Roads, Urban Roads, Rail Crossing, Transit, and Trails programs, as summarized in **Table 6.7**.

Table 6.7 Total Revenue Forecasts (\$M)

Program	Revenue Forecasts (2022–2050)
NDOT Highways Program	\$548.16
Rural Roads Program	\$854.99
Urban Roads Program	\$2,280.11
Rail Crossing Program	\$239.10
Transit Program	\$754.00
Trails, Bicycle, and Pedestrian Program	\$99.4168.28
TOTAL	\$4,775.7744.64

Resource Allocation

With the revenue forecasts complete, the next step in developing a fiscally constrained transportation plan is to allocate the resources to various project and program categories. Several resource allocation scenarios were considered during the development of the 2050 LRTP and are described in the following sections.

Project and Program Categories

Seventeen transportation project or program categories are currently funded and expected to be funded through the life of the LRTP. These programs can be divided into four major categories.

NDOT Highways Program

- NDOT Projects

Rural Roads Program

- Operations & Maintenance
- Pavement Maintenance & Pipes
- Roadway and Bridge Capital Projects

Urban Roads Program

- System Operations & Maintenance, Minor Intersections
- Road & Bridge Rehabilitation
- Studies, PE, ROW & Statutorily Required Records
- Roadway Capital Projects
- Two Plus Center Turn Lane Projects
- ITS and Technology
- East Beltway Preservation
- Rail Crossing Projects

Alternative Modes

- Transit
- Trail Projects
- Trail Rehabilitation
- On-Street Bike Projects
- Pedestrian, Bike Share, and TDM

Committed and Restricted Funds

A portion of the approximately \$4.74 billion in transportation revenues described in the previous section is either restricted to certain project types or has already been committed to specific projects or programs.

Approximately \$3.21 billion (two-thirds of the total available funding) is either committed or restricted to particular program or project categories. The funding restrictions and commitments associated with each funding source are accounted for by aligning them with the associated project or program category, as shown in **Table 6.8**. All funds for

fiscal years (FY) 22 through 25 are committed through the TIP. Where commitments for the FY22-25 TIP are listed, the funding sources vary and in some cases are a combination of funding sources. These funding commitments and restrictions are shown on **Table 6.8** by project and program category.

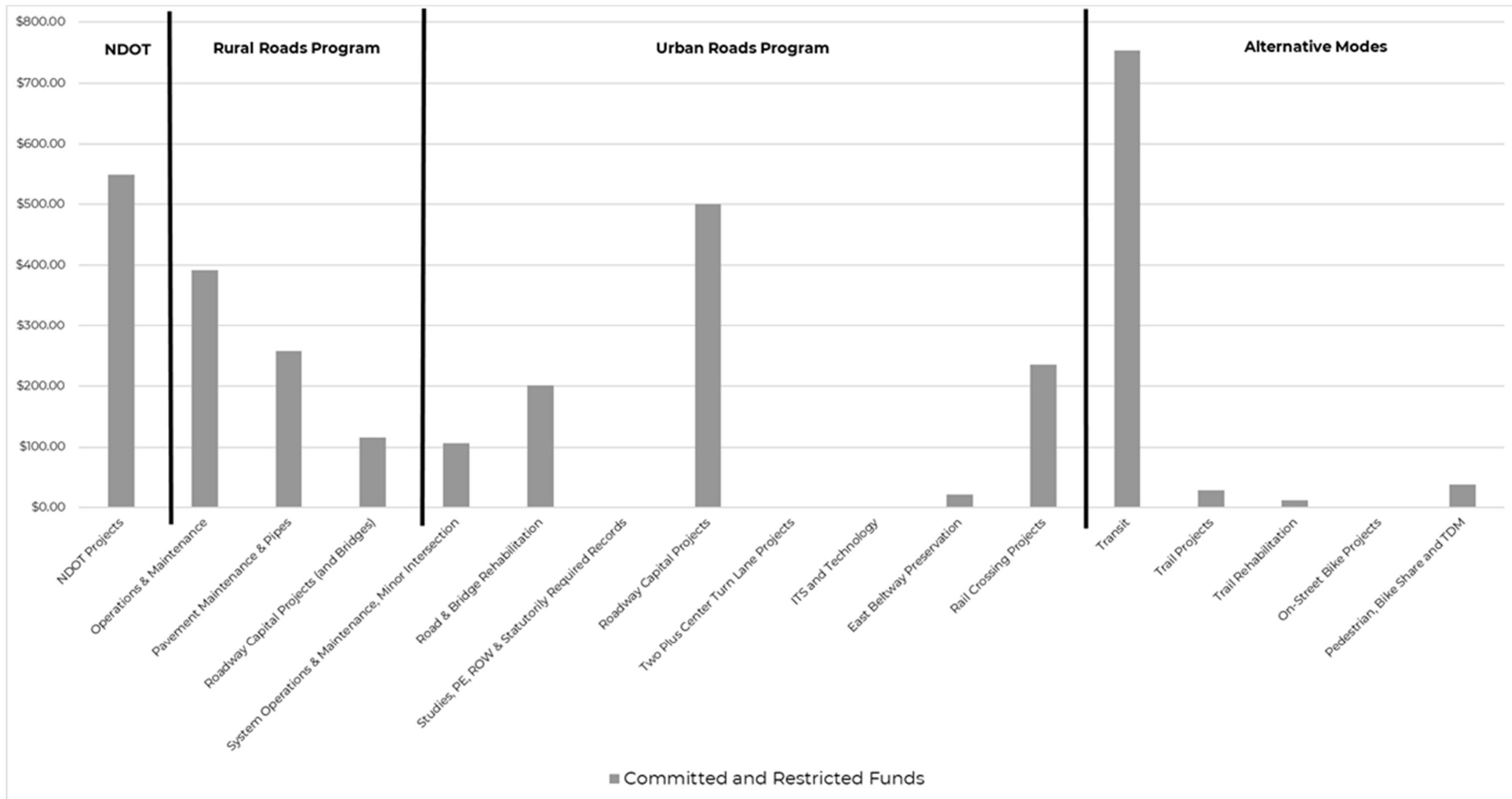
Figure 6.1 shows the resulting funding commitments and restrictions for each project and program category.

The remaining \$1.53 billion in funding is considered “flexible” and could be used for various transportation-related purposes.

Table 6.8 Funding Commitments and Restrictions

Funding Source	Project or Program Category	Amount (\$M)
Federal Funds for NDOT Highways Program	NDOT Projects	\$548.16
State Funds for NDOT Highways Program		
FFPP (Lancaster County)	Rural Road & Bridge Capital Projects	\$115.89
HSIP (Lancaster County)		
Lancaster County General Revenues – Road & Bridge		
STBG Funds for Lancaster County Projects in FY22-25 TIP		
Lancaster County General Revenues – Pavement Maintenance & Pipes	Rural Road Pavement Maintenance & Pipes	\$258.31
Lancaster County General Revenues – Operations & Maintenance	Rural Road Operations & Maintenance	\$391.78
Highway Allocation Funds (Lancaster County)		
RTSD O&M Funds	Urban Road Operations & Maintenance	\$106.85
Transportation O&M budget in FY22-25 TIP		
COVID Relief Funds	Urban Road & Bridge Rehabilitation	\$201.53
60% of Highway Allocation Bond		
73.5% of LOTM Funds		
14.86% of Wheel Tax		
STBG Funds in FY22-25 TIP	Urban Road Capital Projects	\$499.68
FFPP (Lincoln)		
HSIP (Lincoln)		
40% of Highway Allocation Bond		
25% of LOTM Funds		
35.14% of Wheel Tax		
Roadway Impact Fees	East Beltway Preservation	\$21.00
Adjustment for FY22-25 TIP		
Keno Funds (Lancaster County)	Rail Crossing Projects	\$235.85
Lincoln Allocation in FY22-25 TIP		
Rail Hazard Elimination Funds	Rail Crossing Projects	\$235.85
State Train Mile Tax Funds		

Funding Source	Project or Program Category	Amount (\$M)
RTSD Capital Funds		
1.5% of Lincoln on the Move Funds		
Federal Transit Administration Funds	Transit	\$754.00
State Transit Funds		
Fares, Advertising, UNL Contract		
Lincoln General Revenues – Transit		
Transportation Alternatives Set Aside	<u>Trail/Pedestrian/Bicycle</u> Projects	\$27.87 <u>\$59.02</u>
<u>Carbon Reduction Program</u>		
Lower Platte South NRD		
Trail Impact Fees		
Private Contributions	Trail Rehabilitation	\$11.41
Keno Funds (Lincoln)		
Lincoln General Revenues – Trail Rehabilitation	Pedestrian and TDM	\$37.43
Lincoln General Revenues – Sidewalk Rehabilitation		
Sidewalk Rehabilitation Program in FY22-25 TIP		
Total Funding Commitments and Restrictions		\$3,209.76 <u>\$3,240.91</u>

Figure 6.1 Committed and Restricted Funds by Category

Flexible Funds

After accounting for the committed and restricted funds, approximately \$1.53 billion in flexible funds remain. As shown in **Table 6.9**, the flexible funds consist of four funding sources. The STBG funds can be used anywhere in Lincoln or Lancaster County, while the other three flexible funding sources must be used in the City of Lincoln.

Table 6.9 Flexible Funds

Funding Source	29-Year Total (\$M)
Surface Transportation Block Grant Program	\$239.24
TOTAL: Full Flexibility	\$239.24
Remaining Wheel Tax (50%)	\$365.73
Remaining Lincoln General Revenues	\$112.88
Highway Allocation Fund (Lincoln)	\$817.02
TOTAL: Must be used in Lincoln	\$1,295.63

Surface Transportation Block Grant Program

A portion of the flexible funds (approximately \$239 million) can be used in Lincoln or Lancaster County. The LRTP recommends a 70 percent (Lincoln)/30 percent (Lancaster County) split for these funds. Of the 30 percent allocation to Lancaster County, 20 percent shall be used within the 3-mile area surrounding the City of Lincoln to prepare roads in the urbanizing area for future annexation into the City of Lincoln. The remaining 10 percent can be used outside the 3-mile area, anywhere in Lancaster County. Allocations may vary annually but achieve the 70/30 percent split during the planning period.

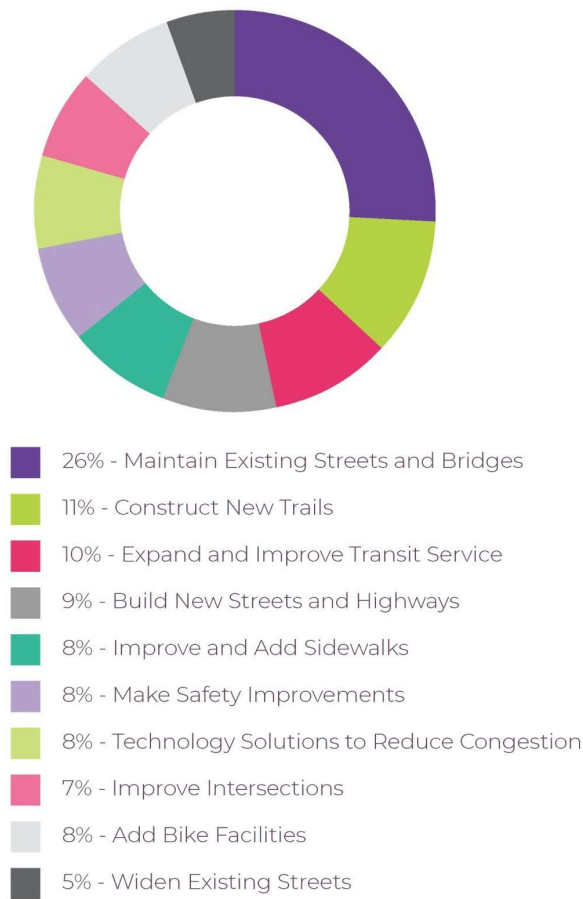
This results in approximately \$71.8 million in STBG funds for Lancaster County and \$167.5 million in STBG funds for Lincoln. This brings the total amount of flexible funds that must be used in Lincoln to \$1.46 billion.

Community Funding Priorities

Resource allocation is the process that establishes how the Lincoln MPO intends to distribute the available funding for the transportation system improvements to best achieve the vision and goals of this plan.

During the second phase of community outreach ("Balancing Tradeoffs"), community members were asked, "If you had \$100 to fund transportation improvements in Lincoln, how would you spend it?" The funding category options provided to the public were simplified to be more easily understood. With a total of 203 responses to the online survey and from the focus group meetings, the top choice of the community was to maintain existing streets and bridges (refer to **Figure 6.2**). The results of the community's responses, however, reinforce the need for a balanced approach to funding transportation in Lincoln and Lancaster County; many participants expressed that all categories are important.

Figure 6.2 Community Input on Funding Priorities



Urban Area Resource Allocation Scenarios

After accounting for funding restrictions and commitments and the allocation of 30 percent of STBG funds to Lancaster County, the remaining \$1.46 billion of flexible funds could be applied to the urban area project or program categories in different ways to achieve the LRTP goals. Six resource allocation scenarios were developed by a subset of the Project Oversight Planning Committee (POPC) with input from the full Oversight Planning Committee, the Community Committee, and with strong consideration for the community input on funding priorities.

Four initial scenarios were developed, and two hybrid scenarios were subsequently considered:

- **Scenario 1: Base Scenario:** Scenario 1 uses an approach consistent with the 2040 LRTP. That is, the allocation of flexible funds to each project and program category aligns with the previous LRTP allocation. Scenario 1 represents a baseline for comparison purposes.
- **Scenario 2: Multimodal Rehabilitation:** Scenario 2 responds to the community's priority of maintaining existing streets and bridges by focusing on rehabilitation of multimodal transportation infrastructure. Using the Base Scenario as a starting point, Scenario 2 includes an increased allocation to Road & Bridge Rehabilitation, Trail Rehabilitation, and Sidewalk Rehabilitation (Pedestrian, Bike Share, and TDM Program). The result is a decrease in the available funds for Roadway Capital Projects.
- **Scenario 3: Multimodal Focus:** Scenario 3 responds to the community's second and third funding priorities of expanding trails and enhancing transit service. It supports the Lincoln Climate Action Plan and the goal of reducing GHG emissions by 80 percent by 2050 by encouraging alternatives modes of travel. It also supports the infill development component of PlanForward by providing enhanced bicycle and pedestrian infrastructure and enhanced transit service. Again, Scenario 3 builds on the Base Scenario. Additional funds are allocated to Transit (e.g., for enhanced transit service such as bus rapid transit), Trail Projects, On-Street Bike Projects, and the Pedestrian, Bike Share, and TDM

Program. The allocation to Roadway Capital Projects would be reduced as a result.

- **Scenario 4: Innovation and Technology:** Scenario 4 is intended to support the Lincoln Climate Action Plan through technology advancements; the electrification focus of this scenario supports the Community Committee's strong emphasis on environmental sustainability. Beginning with the Base Scenario, Scenario 4 allocates additional funds to ITS & Technology (e.g., for adaptive signals, future proofing streets, micromobility, installation of EV charging stations), the Pedestrian, Bike Share, and TDM Program (specifically for technology and infrastructure for employers to support remote working) and Transit (e.g., for automated shuttle service, electrification of fleet, on-demand transit services to leverage electrification and new technology platforms). This scenario would result in an equivalent reduction in the Roadway Capital Projects allocation.
- **Hybrid Scenario A: Making the Most of the Existing System:** Hybrid Scenario A uses the Base Scenario as a starting point and includes elements of both Scenario 2 and Scenario 4. It includes an increased allocation to Road & Bridge Rehabilitation, Trail Rehabilitation, and ITS & Technology.

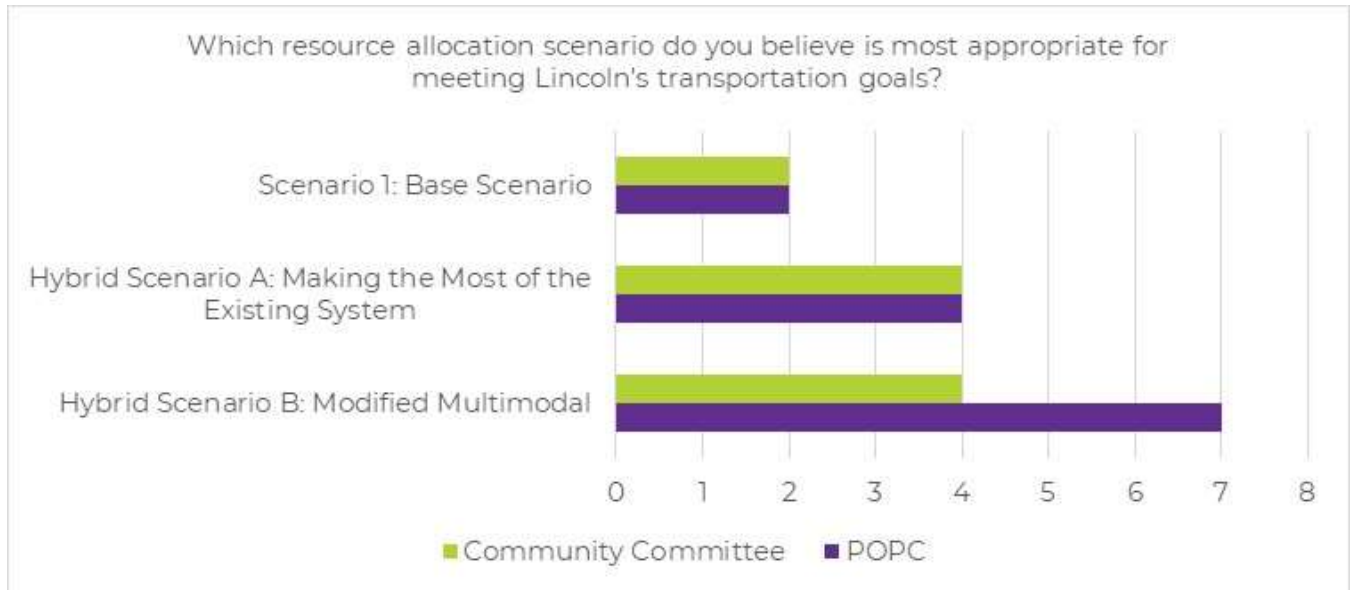
The result is an increased emphasis on maintaining the existing system and improving the efficiency of that system.

- **Hybrid Scenario B: Modified Multimodal:** Again, Hybrid Scenario B uses the Base Scenario as a starting point and a portion of the flexible funds for increased allocation to Transit, On-Street Bike Projects, Trail Rehabilitation, and Sidewalk Rehabilitation (elements of Scenarios 2 and 3), but compared to these scenarios, it preserves some flexible funds for Roadway Capital Projects, particularly growth projects that support the edge growth component of PlanForward.

The Base Scenario and Hybrid Scenarios A and B were presented and discussed with the POPC and the Community Committee. Both Committees were asked which resource allocation scenario they believe is most appropriate for meeting Lincoln's transportation goals. As shown on **Figure 6.3** the Community Committee was split in their preference for Hybrid A and Hybrid B, while the POPC had a preference for Hybrid B.

Figure 6.4 shows a comparison of the total resource allocation (2022–2050) for each scenario by project or program category. The recommended resource allocation is described on page 6-24.

Figure 6.3 Project Oversight Planning Committee and Community Committee Input on Resource Allocation Scenarios



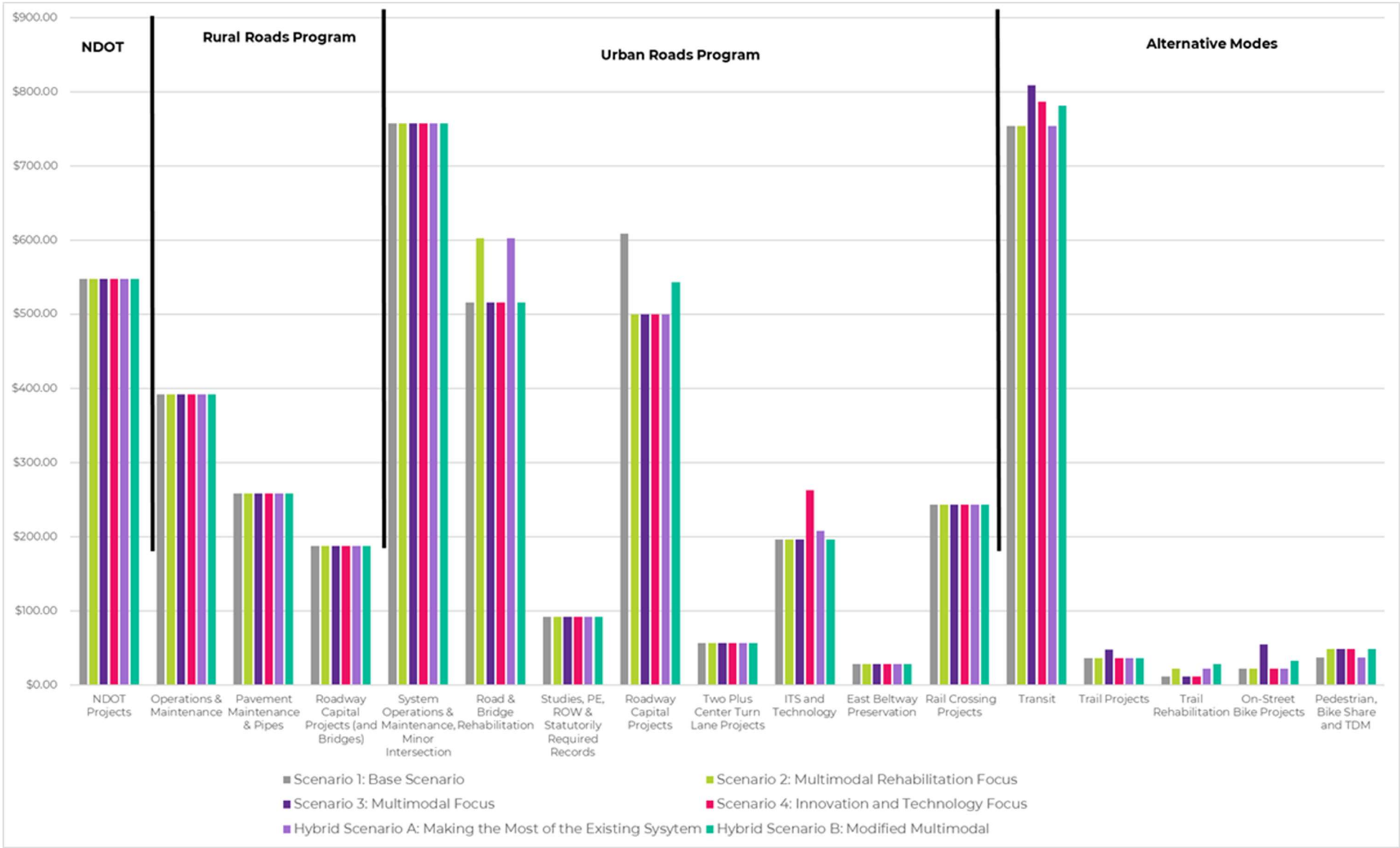
Funding Strategy

LTU Operations & Maintenance Program

Through the process of developing the revenue forecasts and resource allocation scenarios, it became apparent that funding needs for LTU's Operations & Maintenance (O&M) Program exceed the funding projections included in the 2040 LRTP. The 2040 LRTP established O&M needs using a base year (2017) annual estimate of \$17.70 million, with an annual inflation rate of 2.5 percent. This equated to a funding need of \$20.51 million in 2022.

The current budget includes \$24.77 million for the O&M program in 2022, a \$4.26 million increase over what was previously projected. In addition to an increase in the base year program cost, LTU estimates an annual inflation rate of 2.75 percent based on increasing costs over the past five years. Specifically, the cost of materials, wages and healthcare for employees has increased, resulting in a higher annual inflation on the cost to complete the essential functions associated with the O&M Program.

Figure 6.4 Comparison of Resource Allocation Scenarios



The combined effect of a higher base year cost and a higher annual inflation rate is a greater overall cost to fund the O&M Program than was previously anticipated. The total need over the 29-year period would be \$858 million (with an annual average of \$29.6 million) using the 2040 LRTP assumptions versus \$1.077 billion (with an annual average of \$37.15 million) using the 2050 LRTP assumptions. The 2050 LRTP O&M needs represent a 25 percent increase over those identified in the 2040 LRTP.

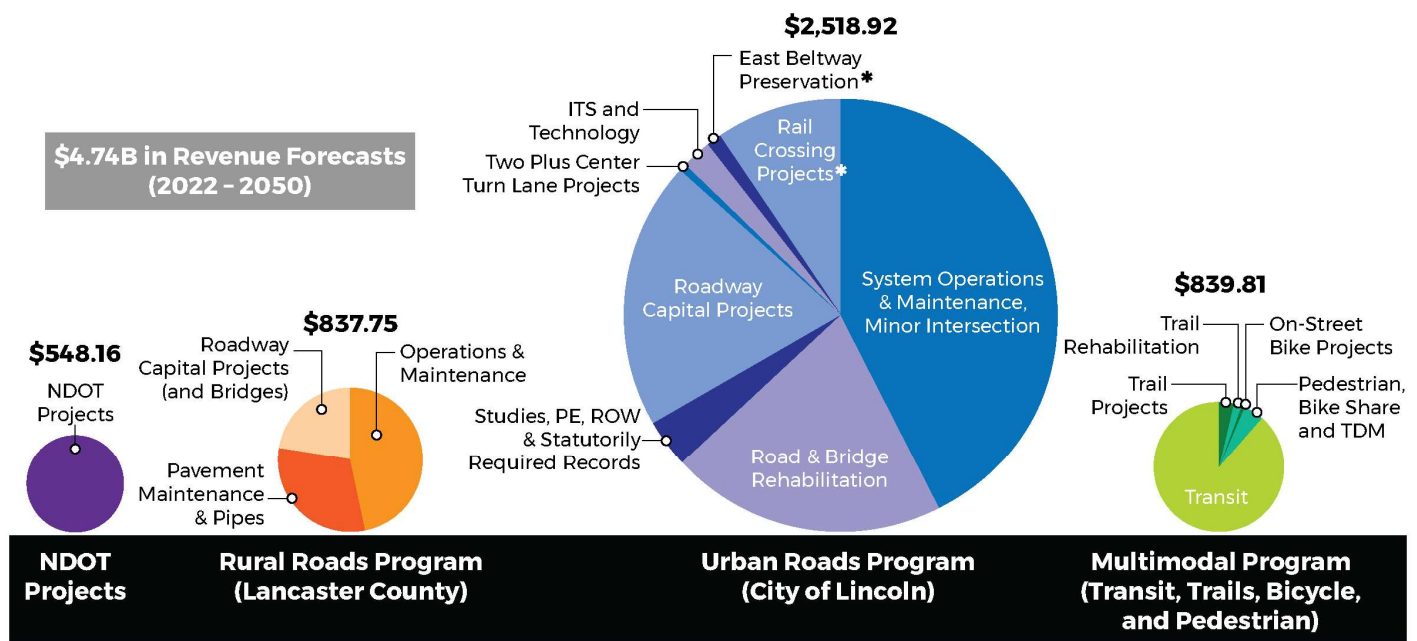
Recommended Resource Allocation

The revenue forecasts are not enough to address all the transportation needs in Lincoln and Lancaster County. Through previous and recent public input, the

community has consistently expressed that maintaining existing streets and bridges is the top priority. The LRTP recommends prioritizing funding to take care of the existing transportation system and includes fully funding LTU's O&M Program, which requires 33 percent of the total funding available to the City of Lincoln. The recommended resource allocation is shown on **Figure 6.5** and is detailed in the Fiscally Constrained Plan, as documented in **Chapter 7**.

The recommended resource allocation represents a deviation from the six scenarios described in the previous section, primarily due to the need to fully fund LTU's O&M Program. The scenarios and community input on those scenarios should be referenced and considered if/when additional revenue sources are contemplated to address the transportation funding gap.

Figure 6.5 Recommended Resource Allocation (\$M)



* Collaborative programs of Lincoln and Lancaster County

Future Funding Considerations

The following sections describe future funding considerations that are not explicitly accounted for in the 2050 LRTP revenue forecasts. These considerations should be monitored regularly to optimize funding opportunities for transportation.

Continue a ¼ Cent Sales Tax

The revenue forecasts described in the previous sections do not account for the continuation of the ¼ cent LOTM sales tax. Recognizing the transportation funding shortfall, a “what-if” scenario was evaluated to understand what could be accomplished if the ¼ cent sales tax were continued beyond 2025. A continuation of the ¼ cent sales tax (assuming a growth rate of 1.2 percent per year, representative of the community's expected population growth rate) would result in \$380 million of additional revenue, which could be used to construct an estimated 30 additional roadway capital projects, rehabilitate an additional 210 lane miles of roadway, or provide more adequate funding to address transit, pedestrian, or bicycle needs.

Increase to ½ Cent Sales Tax

If the LOTM sales tax were increased to a ½ cent, an additional \$760 million in funding could be expected (over the baseline assumptions), which equates to approximately 60 projects or 420 lane miles of roadway rehabilitation. Other new funding sources should be considered in addition to the continuation of the sales tax to address the transportation needs of Lincoln and Lancaster County.

Competitive Grant Opportunities

The revenue sources included in the LRTP revenue forecasts for 2022–2050 represent funding that can reasonably be expected based on historic funding levels. In addition to these regular and ongoing funding sources, the Lincoln MPO and its member agencies should continue to pursue other transportation funds, including competitive grants such as Federal Recreational Trails and the portion of the federal Transportation Alternatives Set Aside that is distributed by NDOT through a project-specific competitive process. In addition, there are a variety of federal and non-profit grant programs such as Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants that should be pursued to supplement the transportation funding for the Lincoln MPO.

Highway Allocation Funds

The current allocation of highway funding is based on revenues generated by gas taxes. These revenues have remained stagnant, and no significant change has been made to state tax on fuel consumption. In fact, the rate decreased from 33.2 cents a gallon to 28.7 cents a gallon in 2021 although the portion of the rate that is considered Fixed Tax has remained unchanged at 16.3 cents per gallon. Funding the transportation system with gas tax revenues will become unsustainable over time as vehicles become more fuel efficient and more vehicles are converted to electric power. The Lincoln MPO will monitor changes to the Highway Allocation Funds that address these systematic changes.

7. Fiscally Constrained Plan

Transportation needs and opportunities in Lincoln and Lancaster County are significant.

Chapter 5 presents a compilation of current and future programs and projects to improve the region's transportation system. The revenue forecasts established in **Chapter 6** for the 29-year planning horizon are not adequate to achieve the LRTP goals and meet all the region's transportation needs.

The LRTP strongly encourages the pursuit of additional revenues to fund the transportation improvements that are vital to a thriving community. The LRTP funding strategy recognizes the limited funding availability and strives to optimize the use of the reasonably expected funds based on input from the LRTP Committees and the community, in combination with technical analysis. The LRTP funding strategy focuses on taking care of the existing system—fully funding LTU's O&M Program and prioritizing rehabilitation of critical roads and bridges. The plan recognizes the importance of making the system function as efficiently as possible while supporting the community growth envisioned in PlanForward.

The Urban Area funding strategy includes:

- Focusing operations and maintenance, road and bridge rehabilitation, as well as trail and sidewalk rehabilitation
- Encouraging flexible and performance-based geometric designs that effectively address congestion within funding limitations and ROW constraints
- Placing emphasis on addressing congestion at intersection bottlenecks and leveraging technology to improve the efficiency of major corridors

- Supporting community growth through public-private partnerships
- Supporting both infill development and Lincoln's Climate Action Plan through the continuation of funding for transit service and bicycle and pedestrian infrastructure

This chapter builds from the funding strategy and forms the basis for decisions about how to prioritize and phase transportation improvement projects and programs. The resource allocation used to develop the Fiscally Constrained Plan is detailed in **Table 7.1**.

Table 7.1 Resource Allocation

Project or Program Category	Funding in \$M (FY22–50)
NDOT Highways Program	
NDOT Projects	\$548.16
Rural Roads Program (Lancaster County)	
Operations & Maintenance	\$391.78
Pavement Maintenance & Pipes	\$258.31
Roadway Capital Projects (and Bridges)	\$187.66
Urban Roads Program (Lincoln)	
System Operations & Maintenance, Minor Intersections	\$1,077.46
Road & Bridge Rehabilitation	\$515.12
Studies, PE, ROW & Statutorily Required Records	\$91.47
Roadway Capital Projects	\$499.69
Two Plus One Projects	\$16.92
ITS & Technology	\$59.36
East Beltway Preservation	\$23.04
Rail Crossing Projects	\$235.85
Multimodal Program	
Transit	\$754.00
Trail Projects	\$37.99 27.87
Trail Rehabilitation	\$19.03 13.96
On-Street Bike Projects	\$8.93 6.55
Pedestrian, Bike Share, and TDM	\$51.02 37.43
Total	\$4,775.77

Federal Requirements

The financial analysis presented in this chapter meets the requirements stated in federal transportation regulations. This detailed information should be referenced to guide project implementation for all modes of travel. The project costs and potential funding are estimates and will be revisited several times before the years they represent come to pass. The intent of the Fiscally Constrained Plan is to prepare an approximate, but realistic, estimate of both the total funds available and the total program cost by year of expenditure.

The Code of Federal Regulations describes the elements of a Transportation Financial Plan. The requirements of FAST Act (2015) state that the plan must include the revenues and costs to operate and maintain the roads and associated systems (signals, signage, snow removal, etc.) to allow MPOs to estimate future transportation conditions and promote good stewardship of available funds by using existing infrastructure to the fullest. The Fiscally Constrained Transportation Plan provided in this chapter does serve the MPO Planning Area as best as possible over the next 29 years and is based on the prioritization process of the LRTP planning effort.

Another requirement of federal transportation regulations is to use “year of expenditure” dollars for planning purposes. This requirement accents the reduction in the buying power of the transportation revenues that had not been previously accounted for during the preparation of long range transportation plans.

Project Prioritization Process

Although the LRTP addresses funding for various project types, only Roadway Capital Projects and Trail Projects are prioritized within the LRTP. All other project categories, including Transit, On-Street Bike, Rail

Crossings, Road and Bridge Rehabilitation, etc., are prioritized outside the LRTP. These other programs are funded through a “pool” of funding as established in the Resource Allocation step (**Chapter 6**). The Fiscally Constrained Plan includes the top ranked Roadway Capital Projects (for the NDOT Highways Program, the Rural Roads Program, and the Urban Roads Program), Trail Projects, and a pool of funding for the various other transportation programs and project categories.

With limited funding available, the process of prioritizing projects must be comprehensive and strive to identify those projects that will most effectively move the region’s transportation system toward fulfilling the vision and achieving the transportation goals. In compliance with federal requirements for performance-based planning, the project prioritization process is structured to identify those projects that will provide the greatest contribution toward meeting the eight transportation goals and associated performance targets. The evaluation criteria used to compare projects are directly related to the goals.

Project Evaluation Committees

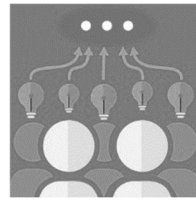
The Roadway Capital Projects and Trails Projects were evaluated with oversight by the Roadway and Trails Evaluation Committees, respectively, both of which are a subset of the POPC.

The Roadway Evaluation Subcommittee included representatives from the Lincoln Planning Department, Lancaster County Engineering, and LTU. The roadway projects were evaluated through a data-driven scoring process, and the Roadway Evaluation Subcommittee was responsible for guiding the process, providing relevant data and project information, and reviewing evaluation results.

The Trails Evaluation Subcommittee included representatives from the Lincoln Planning Department, the Lincoln Parks and Recreation Department, and LTU. Because the data for trail projects are not as robust as those for roadway projects, Trail Evaluation Subcommittee members scored the projects independently, and project scores were averaged. The committee met to discuss the scoring results and presented their recommended scores to the POPC.










Roadway Project Scoring

The Lincoln and Lancaster County Roadway Capital Projects were evaluated and prioritized separately in recognition of the unique transportation needs and priorities in the urban versus rural context. The eight LRTP goals (plus community support) were used as the basis for the data-driven project evaluation for both urban and rural projects. The evaluation criteria are listed in **Table 7.2**, and details about the data and specific metrics used for each criterion are provided in **Appendix F**. Scores for each goal area/criterion are on a 0–1 scale, with 0 being the least favorable and 1 being the most favorable.



During the second phase of community outreach, the public was asked which Urban Roadway Projects (in the City of Lincoln) and which Rural Roadway Projects (in Lancaster County) are of most importance. The results from 203 individual responses were used as the “Community Input” score. NDOT projects within the Lincoln MPO Planning Area boundary were included with the urban roadway projects to simplify the online survey. **Appendix B** includes a summary of the public input on high-priority Roadway Projects, and **Appendix C** includes the scoring results for the Roadway Projects.

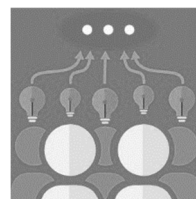
Table 7.2 Roadway Project Evaluation Criteria

Goal Area		Evaluation Criteria
	Maintenance	Is the project located on a road that is in poor condition and would therefore serve dual functions of rehabilitating and improving the road?
	Mobility and System Reliability	Is the project located on a road that is currently congested or expected to experience congestion in the future?
	Livability and Travel Choice	Does the project include multimodal elements?
	Safety and Security	Will the project alleviate a known safety problem?
	Economic Vitality	Will the project improve access to and/or add value to surrounding land uses? Will the project improve travel on a designated truck route and/or the National Highway System (NHS)?
	Environmental Sustainability	Will the project impact the natural, cultural, or built environment?
	Transportation Equity	Is the project located in an area with underserved and overburdened communities?
	Funding and Cost Effectiveness	How does the cost of the project compare to the benefits?
	Community Support	Does the project have strong community support?

Trail Project Scoring

Each Trail Project was given a score ranging from 0 to 1 for each goal. A score of 0 is the least favorable, and a score of 1 is the most favorable rating.










Table 7.3 summarizes the evaluation criteria. Trail Evaluation Subcommittee members were provided with a packet of information to assist with the scoring process, including detailed scoring guidelines for consistency (**Appendix F**).



During the second phase of community outreach, the public was asked which Trail Projects are of most importance. The results from 203 individual responses were used as the “Community Input” score.

Appendix B includes a summary of the public input on high-priority Trail Projects, and **Appendix G** includes the scoring results for the Trail Projects.

Table 7.3 Trail Projects Evaluation Criteria

Goal Area		Evaluation Criteria
	Maintenance	Will the project improve the condition of the existing facility?
	Mobility and System Reliability	Will the project complete a gap in the trail system?
	Livability and Travel Choice	Will the project encourage the use of alternative modes of transportation?
	Safety and Security	Will the project alleviate a known safety problem?
	Economic Vitality	Will the project improve access to and/or add value to surrounding land uses?
	Environmental Sustainability	Will the project protect the natural, cultural, and built environment?
	Transportation Equity	Is the project located in an area with underserved and overburdened communities?
	Funding and Cost Effectiveness	How does the cost of the project compare to the benefits?
	Community Support	Does the project have strong community support?

Evaluation Criteria Weights

The relative importance of the eight goals (plus community input) varies; therefore, weights are assigned to each goal category and corresponding evaluation criteria. Because the relative importance of the goals differs for Urban Roadway Projects, Rural Roadway Projects, and Trail Projects, separate

weights are established for the three project categories.

The weights shown in **Table 7.4** were developed using the combined input from the POPC and the Community Committee. The project score (0–1) for each goal was multiplied by the corresponding weight, resulting in a total project score ranging from 0 to 100.

Table 7.4 Weights by Goal Area and Project Category

Goal Area	Rural Area Roadway Projects (Lancaster County)	Urban Area Roadway Projects (Lincoln)	Trail Projects
Maintenance	22.1	17.8	13.0
Mobility and System Reliability	12.1	12.4	12.2
Livability and Travel Choice	5.8	11.0	13.7
Safety and Security	13.8	13.5	13.1
Economic Vitality	8.9	7.5	5.8
Environmental Sustainability	12.2	12.8	12.4
Transportation Equity	6.7	10.0	12.1
Funding and Cost Effectiveness	13.4	10.0	7.7
Community Support	5.0	5.0	10.0
Total	100.0	100.0	100.0

Fiscally Constrained Plan Elements

The following sections provide information on what can reasonably be funded over the 29-year time horizon of the LRTP within the Fiscally Constrained Plan.

NDOT Highways Program

NDOT has identified 10 capital projects within the Lincoln MPO, totaling over \$616 million in needs (2021 dollars). The \$548.16 million in state and federal revenues dedicated to the NDOT Highways Program will primarily address asset preservation needs and the I-80-Pleasant Dale to NW 56th Street and West Beltway projects. There is not adequate

funding to complete all 10 projects, particularly since the construction cost of the projects will increase over time and the revenue growth is not anticipated to keep pace with the construction cost increases.

The Fiscally Constrained Plan includes three NDOT projects with committed funding:

- South Beltway (under construction) – Project ID 78 (\$255 million)
- West Beltway (US 77) from I-80 to Saltillo Road – Project ID 76 (\$38.2 million)
- I-80 -from Pleasant Dale to NW 56th Street – Project ID 71 (\$129 million)

Year of Expenditure Costs

The Fiscally Constrained Plan must consider the year of expenditure (YOE) cost of projects. Construction costs are expected to increase annually. Based on historic and recent construction cost inflation rates, the LRTP accounts for a temporary rapid increase of 10 percent annual inflation in the first 5 years and 7 percent annual inflation in the next 5 years. Then the inflation rate is assumed to normalize at 5 percent annual inflation in the remaining years through 2050.

Lancaster County Rural Roads Program

The Rural Roads Program includes three program areas:

- Operations & Maintenance
- Pavement Maintenance & Pipes
- Road & Bridge Capital Projects

A gap analysis conducted for Lancaster County in 2018 identified a significant annual funding gap, which would continue based on the LRTP revenue forecasts and recommended resource allocation.

Road and Bridge Capital Projects

The LRTP identifies 95 capital projects in the County, with project costs totaling over \$171 million in 2021 dollars. With approximately \$188 million allocated to rural road capital projects, 26 of these projects could be constructed when accounting for construction cost inflation over time. The fiscally constrained rural projects are listed in priority order in **Table 7.5** and shown on **Figure 7.1**. Detailed project evaluation scores are provided in **Appendix G**.

Lancaster County updates its One and Six-Year (1 & 6) Road and Bridge Construction Program annually. While many of the 1 & 6 projects are included in the LRTP Rural Road and Bridge Capital Projects, additional bridge projects may be needed. The 1 & 6 project needs typically fall in the following program areas:

Operations & Maintenance:

- Bridge scour repair
- Bridge pile repair
- Bridge channel repair

Pavement Maintenance & Pipes

- Pipe culvert replacements
- Under 20 concrete box culverts
- Pavement preservation (fog seal, crack seal, chip seal, etc.)
- Pavement overlays
- Pavement overlays and widening

Road & Bridge Capital Projects

- Bridge sized structures
- Grading in preparation for pavement
- New pavement
- Intersection improvements
- Federal aid projects

Table 7.5 Fiscally Constrained Rural Road & Bridge Capital Projects

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
						YOE	YOE Cost	Cumulative Cost (YOE)	
Committed	165	N 148th Street	Holdrege Street	Intersection improvements	\$703,000				1
Committed	98	S 98th Street	Old Cheney Road to US-34	Programmed Paving	\$12,592,700				1
Committed	92	Saltillo Road	S 27th Street to S 68th Street	Two Lane Widening	\$8,774,400 12,479,400				1
	234	S. 68 th Street	Firth Road to Stagecoach Road	Two Lane Widening With Shoulders	\$10,780,700	2025	\$10,780,700	\$10,780,700	3
	235	N. 14 th Street	Alvo Road to Ashland Road	Pavement and Two Lane Widening with Shoulders	\$12,076,200	2025	\$12,076,200	\$22,856,900	4
1	104	S 120th Street	Bennet Road North 0.5 Miles	Potential Paving	\$650,000	2026	\$1,046,832	\$23,903,732	
2	156	NW 56th Street	W O to W Holdrege Street	Potential Paving	\$1,200,000	2026	\$1,932,612	\$25,836,344	
3	100	SW 14th Street	NE-33 to W Bennet Road	Programmed Paving	\$1,300,000	2026	\$2,093,663	\$27,930,007	
4	103	W Van Dorn Street	SW 112th Street to SW 84th Street	Programmed Paving	\$1,300,000	2027	\$2,240,219	\$30,170,226	
5	105	Arbor Road	N 27th Street to US-77	Paving and Bridge Replacement of Bridge F-201 near N 27 th Street	\$5,930,000	2029	\$11,699,558	\$41,869,784	
6	101	Fletcher Avenue	N 84th Street to N 148th Street	Programmed Paving	\$5,000,000	2032	\$11,858,824	\$53,728,608	
7	95	NW 27th Street	Hwy-34 to W Waverly Road	Potential Paving	\$4,550,000	2034	\$11,897,661	\$65,626,269	
8	93	W A Street	SW 84th Street to SW 52nd Street	Programmed Paving	\$2,600,000	2035	\$7,138,597	\$72,764,866	
9	206	SW 16th Street	Bridge O-1 near W Calvert Street	Replace CB	\$168,000	2035	\$461,263	\$73,226,129	
10	94	Havelock Avenue	Stevens Creek to N 112th Street	Potential Paving	\$1,820,000	2036	\$5,246,869	\$78,472,998	
11	207	SW 15th Street	Bridge O-140 near W Stockwell Street	Replace CB	\$168,000	2036	\$484,326	\$78,957,324	

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
						YOE	YOE Cost	Cumulative Cost (YOE)	
12	201	S 120th Street	Bridge J-138 near A Street	Replace with CBC	\$612,000	2037	\$1,852,548	\$80,809,873	
13	111	N 1st Street	Alvo Road to McKelvie Road	Potential Paving	\$1,300,000	2037	\$3,935,152	\$84,745,024	
14	181	Saltillo Road	S 68th Street to S 120th Street	Two Lane Widening	\$2,450,000	2038	\$7,787,059	\$92,532,084	
15	171	N 162nd Street	US-6 to Ashland Road	Potential Paving	\$5,530,000	2041	\$20,347,002	\$112,879,086	
16	200	S 112th Street	Bridge J-135 near A Street	Replace with CBC	\$612,000	2042	\$2,364,373	\$115,243,459	
17	114	W Adams Street	NW 84th Street to NW 56th Street	Potential Paving	\$2,600,000	2043	\$10,546,959	\$125,790,418	
18	91	S 68th Street	Hickman to Roca Road	Two Lane Widening with Shoulders	\$2,000,000	2044	\$8,518,698	\$134,309,116	
19	115	Van Dorn Street	S 120th Street to S 148th Street	Potential Paving	\$2,600,000	2046	\$12,209,423	\$146,518,539	
20	215	Pine Lake Road	S 112th Street to S 134th Street	Grading and Pavement; bridge Q-110 near S 134th St	\$3,188,000	2048	\$16,505,121	\$163,023,660	
21	102	N 98th Street	Holdrege Street to US-6	Potential Paving	\$4,516,647	2050	\$25,780,728	\$188,804,388	2

¹ Committed projects are included in the 2022–2025 Transportation Improvement Program and are assumed to be fully funded and constructed prior to allocation of resources to other Rural Road & Bridge Capital Projects.

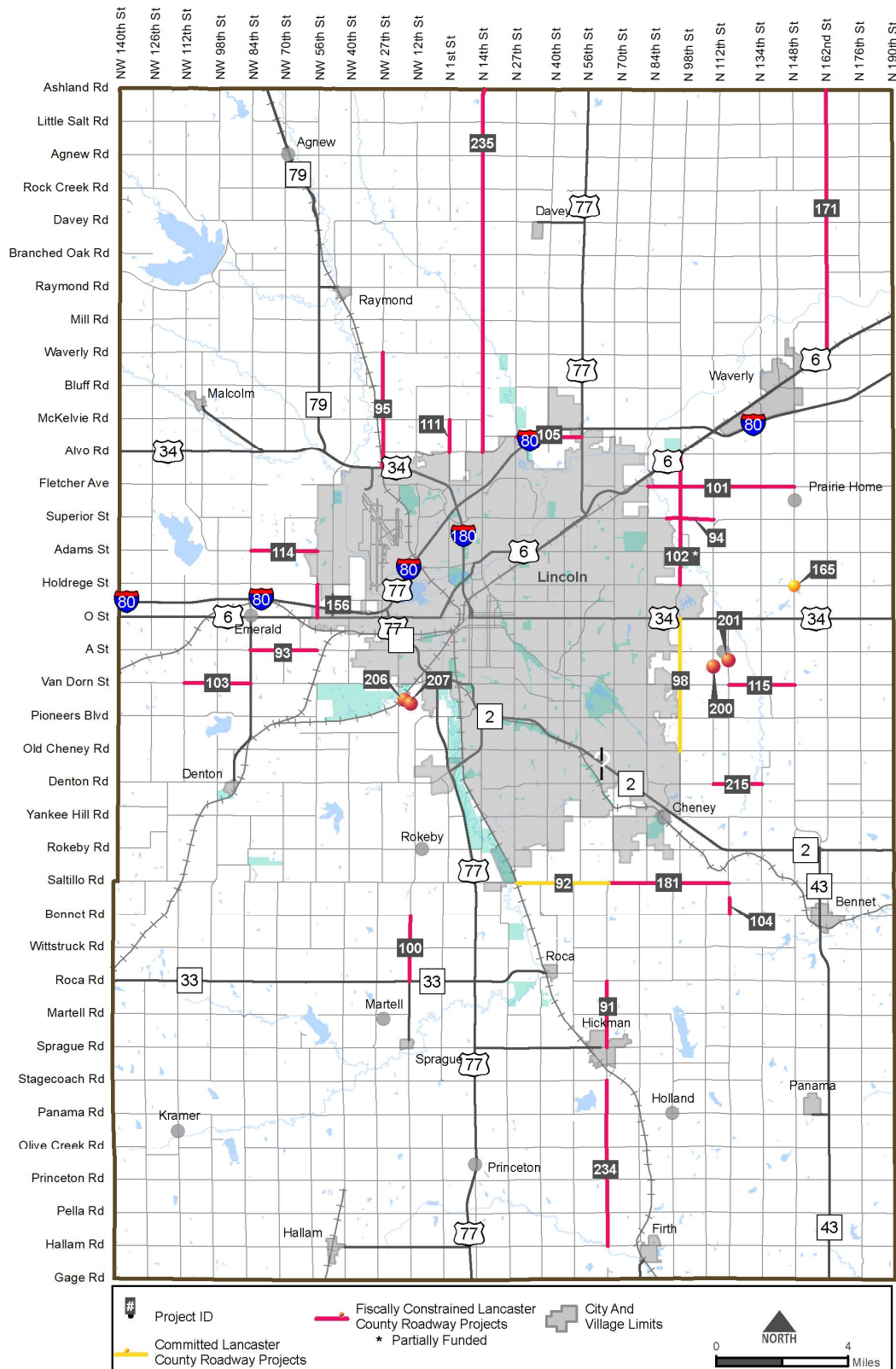
² Project ID 102 is partially funded (approximately 28%) within the Fiscally Constrained Plan.

³ Project ID 234 added to the Fiscally Constrained Plan via MISC22002.

⁴ Project ID 235 added to the Fiscally Constrained Plan via MISC22012.

Amended November 2022

Figure 7.1 Fiscally Constrained Rural Road & Bridge Capital Projects



Amended November 2022

City of Lincoln Urban Roads Program

System Operations & Maintenance, Minor Intersections

The cost to maintain and operate the transportation system is increasing. LTU employs 125 people to maintain and operate the transportation system, which includes street sweeping, snow removal, stormwater, ditch and drainage maintenance, culvert maintenance, minor intersection improvements, mowing, crack sealing, pothole repair, signing, and pavement markings, among other tasks. As the cost of materials, wages and healthcare for employees increases, the cost to complete the essential functions of O&M increases. The City of Lincoln has pursued innovation and the use of technology advances to make efficient use of available resources. An estimated \$1.08 billion is needed for Lincoln's O&M program through 2050. The LRTP recommends fully funding Lincoln's O&M program.

Road & Bridge Rehabilitation

The Rehabilitation program includes the repair of arterial and residential streets when the pavement conditions deteriorate to an unacceptable level, as well as bridge rehabilitation and signal replacements. A pavement condition rating system is used to help determine which road surfaces are in most need of repair. It is important to note that money invested today in the ongoing maintenance and repair of the street system saves a significant amount of money in the future by avoiding the expanded costs associated with full reconstruction of roadways.

Routine and preventative maintenance activities will be performed, such as localized repairs, crack and joint sealing, and various surface treatments (slurries, sealing, and

micro-surfacing). As pavement ages, thin to thick overlays, panel replacements, base stabilization, and repairs will be used to avoid more costly reconstruction if possible.

The LRTP recommends funding the rehabilitation program at a level commensurate with the 2040 LRTP. This recommendation includes \$515 million of committed and flexible funds, which equates to approximately 350 lane miles over the 29-year planning horizon when accounting for construction cost inflation. This amount will not fully address Lincoln's road and bridge rehabilitation needs.

LTU is committed to using the available rehabilitation funds efficiently and using the pavement management system as a tool to identify the most effective maintenance treatments. Several additional action steps included in **Chapter 8** are recommended to help offset the shortfall in funding for the rehabilitation program:

- Continue experimentation and innovation to maximize return from available resources.
- Encourage the use of alternative travel modes (biking, walking, and transit) to lessen the demand on the streets.
- Continue to implement the traffic signal coordination (i.e. Green Light Lincoln) and adaptive communication program to maximize the operational efficiency of the existing system, thereby reducing the pace of lane-miles being added to the street network.
- Because streets that are neglected over time require costlier reconstruction, continue to advance preventative maintenance strategies (e.g., pothole

Without additional revenue sources, several important transportation urban area project and program categories will not have adequate funding. Additional revenue sources, such as continuation of the Lincoln on the Move sales tax, would significantly help to meet the community's transportation needs.

repairs and crack sealing) to extend the life of Lincoln's streets and minimize the lifecycle costs.

- Investigate opportunities for increased rehabilitation funding.

Studies, Preliminary Engineering, ROW & Statutorily Required Records

This program category covers pre-project level engineering studies, responses to non-project specific public inquiries, engineering standards and guidelines, staff coordination with private sector growth proposals, and legal requirements for record keeping. The L RTP recommends fully funding (\$91.5 million) continuation of these essential staff functions.

Roadway Capital Projects

The L RTP identifies 105 capital roadway projects with project costs totaling over \$1.1 billion in 2021 dollars. The \$500 million allocation to roadway capital projects consists solely of committed funds; that is, no flexible funds are included due to the funding shortfall. The \$500 million would fund 40

The Lincoln on the Move ¼ cent sales tax and the Highway Allocation Bond will allow the city to construct more projects in the first four years of the plan, with an average funding level of nearly \$22 million per year for capital projects. After the ¼ cent sales tax sunsets in 2025, the average funding level for capital projects would be reduced to \$16 million per year, reducing the number of projects that can be completed annually in the last 25 years of the plan.

projects when accounting for construction cost inflation. This includes eight projects with committed funding that are anticipated to be constructed within the next four years, and 13 public-private partnership (PPP) projects, which are expected to be constructed during the L RTP planning

horizon. **Table 7.6** lists the ranked projects that can be funded within the Fiscally Constrained Plan, including the committed projects and those that will be funded through PPPs. **Figure 7.2** shows the fiscally constrained urban roadway projects.

The Fiscally Constrained Plan must consider the YOE cost of projects. Construction costs are expected to increase annually. Based on historic and recent construction cost inflation rates, the L RTP accounts for a temporary rapid increase of

10 percent annual inflation in the first 5 years, 7 percent annual inflation in the next 5 years. Then the inflation rate is assumed to normalize at 5 percent annual inflation in the remaining years through 2050.

Two Plus Center Turn Lane Projects: The L RTP recommends allocating approximately \$17 million to Two Plus Center Turn Lane projects. These projects are typically done opportunistically in conjunction with roadway rehabilitation projects, and the incremental cost to add the center turn lane is funded through this program. With a typical incremental cost of \$2.25 million per mile (2021 dollars), this allocation could fund an estimated 2.4 miles of Two Plus Center Turn Lane Projects when accounting for construction cost inflation. Another 1.8 miles of Two Plus One construction will be constructed as a part of federal aid projects in the next four years. Ten miles out of the 14 miles of identified Two Plus One projects would remain unfunded.

Rather than defaulting to roadway widening to address current and future congestion, the L RTP focuses on intersection improvements and traffic signal coordination. By encouraging flexible and performance-based geometric design processes and best practices, the limited funding available for Roadway Capital Projects can be stretched to address the congestion needs on more corridors. This alternative approach is reflected in the Roadway Capital Projects included in the L RTP.

Table 7.6 Fiscally Constrained Urban Roadway Capital Projects

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
						YOE	YOE Cost	Cumulative Cost (YOE)	
Committed	121	A Street	S 40th Street to S 56th Street	Intersection improvements 40th, 48th and 50th/Cotner and widening of A Street from 40th to 48th for a center turn lane	\$10,500,000				1
Committed	79	S 14th Street/ Warlick/Old Cheney	14th/Warlick/Old Cheney	Intersection improvements	\$26,400,000				1
Committed	145	Cotner Boulevard	O Street to Starr Street	Intersection improvements at Starr and Holdrege, pavement repair, and mill and overlay	\$6,671,000				1
Committed	141	A Street	S 6th Street to S 17th Street	Intersections improvements at 13th and 17th and widening from 6th to 17th for a center turn lane	\$6,586,000				1
Committed	77	W A Street	SW 36th Street to SW 24th Street	2 lanes + intersection improvements	\$14,000,000				1
Committed	67	S 40th Street	Yankee Hill Road to Rokeby Road	3 lane section with raised median and turn lanes as appropriate	\$14,000,000				1
Committed	143	N 84th Street	Cornhusker Hwy (US-6)	Intersection improvements	\$5,500,000				1
Committed	216	Adams Street	N 36th Street to N 49th Street	Widening for a center turn lane and pavement rehabilitation	\$3,010,000				1
PPP	10	W Holdrege Street	NW 56th Street to NW 48th Street	2 lanes + intersection improvements	\$5,445,000				2
PPP	29	Rokeby Road	S 77th Street to S 84th Street	2 lanes + intersection improvements	\$3,500,000				2
PPP	120	A Street	S 89th Street to S 93rd Street	2 lanes with raised median, roundabouts at 89th St and 93rd St	\$3,000,000				2
PPP	20	Rokeby Road	S 31st Street to S 40th Street	2 lanes + intersection improvements	\$3,000,000				2
PPP	27	Yankee Hill Road	S 40th Street to S 48th Street	2 lanes + intersection improvements	\$5,700,000				2
PPP	60	Rokeby Road	S 40th Street to Snapdragon Road	2 lanes + intersection improvements	\$2,152,000				2

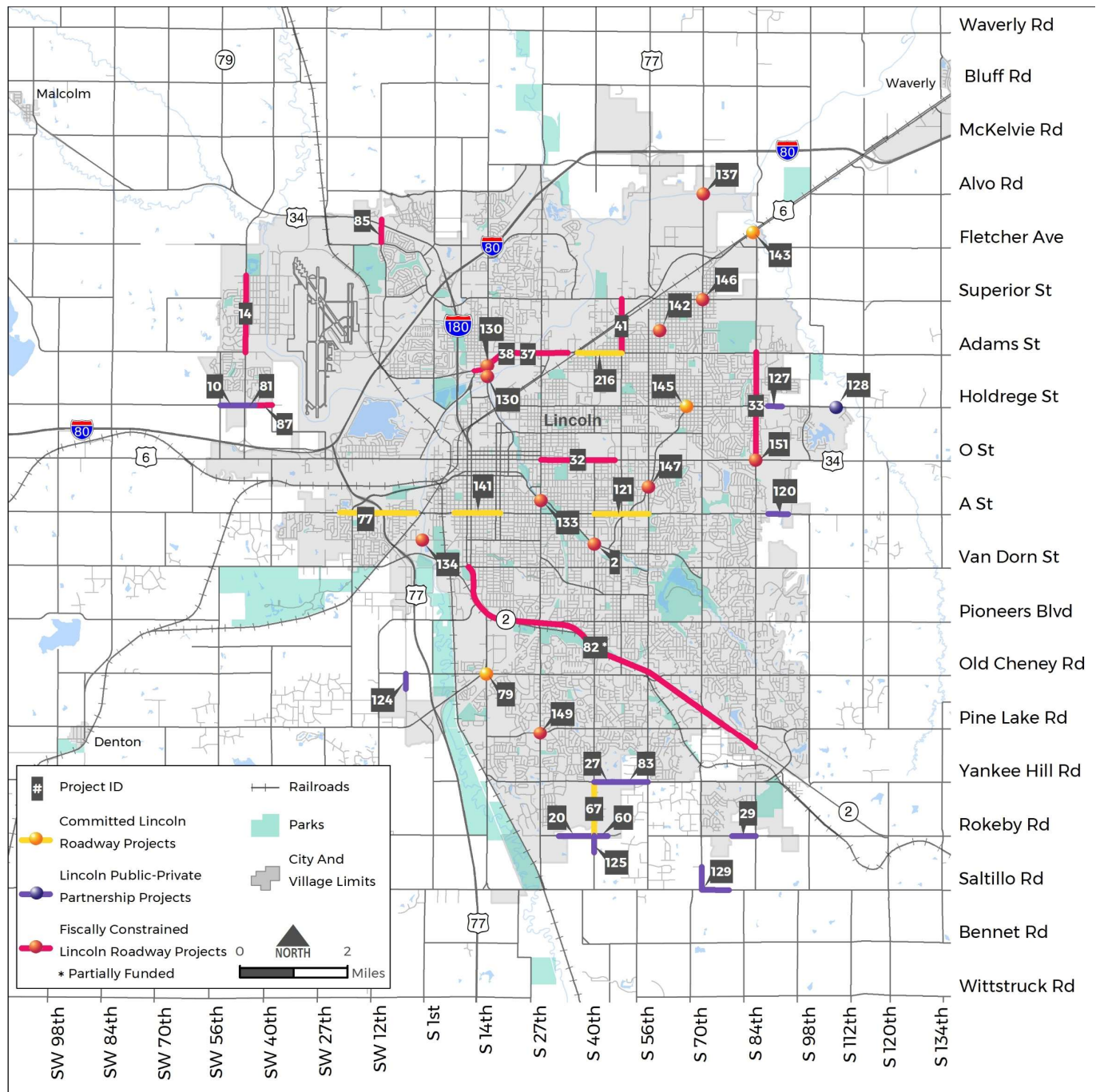
Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
						YOE	YOE Cost	Cumulative Cost (YOE)	
PPP	81	W Holdrege Street	NW 48th Street to Chitwood Lane (east ¼ mile)	2 lanes + intersection improvements	\$2,000,000				2
PPP	120	Yankee Hill Road	S 48th Street to S 56th Street	2 lanes + intersection improvements	\$2,200,000				2
PPP	124	S Folsom Street	W Old Cheney Road to ¼ mile south	Paving one lane in each direction with raised center medians; roundabout at the future Palm Canyon Road intersection and intersection improvements at W Old Cheney and S Folsom	\$2,400,000				2
PPP	125	S 40th Street	Rokeby Road to 1/4 south	2 lanes with raised median and roundabout 1/4 mile south of Rokeby Rd	\$3,400,000				2
PPP	127	Holdrege Street	87th Street to Cedar Cove	2 lanes with raised median	\$2,300,000				2
PPP	128	Holdrege Street	N 104th Street	Roundabout	\$1,600,000				2
PPP	129	Saltillo Road	S 70th Street to 1/2 mile east	Roadway and intersection improvements including on S 7th St from Saltillo Rd to Carger Ln	\$7,095,000				2
1	130	N 14th Street	Cornhusker Hwy (and N Antelope Valley Pkwy and Oak Creek)	Bridge Replacements	\$10,000,000	2027	\$17,232,457	\$17,232,457	
2	37	Cornhusker Hwy (US-6)	N 20th Street to N 33rd Street	Intersection Improvements per Corridor Enhancement Plan	\$1,200,000	2027	\$2,067,895	\$19,300,352	
3	41	N 48th Street	Adams Street to Superior Street	4 lanes + intersection improvements	\$14,100,000	2029	\$27,818,510	\$47,118,862	
4	38	Cornhusker Hwy (US-6)	N 11th Street to N 20th Street	Intersection Improvements per Corridor Enhancement Plan	\$975,000	2029	\$1,923,620	\$49,042,483	
5	87	W Holdrege Street	Chitwood Lane to NW 40th Street	2 lanes + intersection improvements	\$1,950,000	2029	\$3,847,241	\$52,889,723	
6	32	O Street (US-34)	Antelope Valley N/S Rdwy. (19th St.) to 46th Street	Intersection Improvements	\$6,840,000	2030	\$14,439,583	\$67,329,306	
7	146	N 70th Street	Havelock Avenue	Remove existing traffic signal and construct roundabout	\$2,000,000	2030	\$4,222,100	\$71,551,406	

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
						YOE	YOE Cost	Cumulative Cost (YOE)	
8	151	O Street (US-34)	84th Street	Intersection Improvement: dual eastbound left-turn lanes and eastbound right-turn lane and widening to east; maybe northbound right-turn lane	\$2,280,000	2031	\$5,150,118	\$76,701,524	
9	134	W South Street	Salt Creek	Bridge Replacement	\$3,200,000	2031	\$7,228,235	\$83,929,759	
10	142	Fremont Street	Touzalin Avenue	Remove existing traffic signal and construct roundabout	\$2,700,000	2032	\$6,403,765	\$90,333,524	
11	2	S 40th Street	Normal Blvd and South Street	Major intersection area work	\$10,000,000	2033	\$24,903,530	\$115,237,054	
12	33	N 84th Street	O Street to Adams Street	Intersection Improvements	\$15,200,000	2036	\$43,820,002	\$159,057,056	
13	149	S 27th Street	Pine Lake Road	Intersection Improvement: eastbound right-turn lane	\$760,000	2036	\$2,191,000	\$161,248,056	
14	133	S 27th Street	SE Upper Salt Creek	Bridge Replacement	\$4,500,000	2037	\$13,621,678	\$174,869,734	
15	14	NW 48th Street	Adams Street to Cuming Street	2 lanes + intersection improvements	\$10,000,000	2039	\$33,373,112	\$208,242,846	
16	137	N 70th Street	Salt Creek	Bridge Replacement	\$3,000,000	2039	\$10,011,934	\$218,254,780	
17	85	NW 12th Street	Fletcher Avenue to Aster Road with overpass of US-34	2 lanes + Overpass	\$9,370,000	2041	\$34,475,843	\$252,730,623	
18	147	S 56th Street	Cotner Boulevard/ Randolph Street	Remove signal and evaluate roundabout or new signal	\$2,750,000	2042	\$10,624,226	\$263,354,849	
19	82	Nebraska Hwy 2	S 84th Street to Van Dorn Street	Corridor Improvements (TBD by Corridor Study)	\$50,000,000	2050	\$285,396,735	\$548,751,584	3

¹ Committed projects are included in the 2022-2025 Transportation Improvement Program and are assumed to be fully funded and constructed prior to allocation of resources to other Rural Road & Bridge Capital Projects.

² Public-private partnership (PPP) projects are assumed to be fully funded and constructed during the time horizon of the 2050 LRTP. The public funding sources and specific timing of these projects are uncertain. These projects are listed at the top of the Fiscally Constrained Plan in recognition of the City's commitment to leveraging private investments in these projects to support community growth.

³ Project ID 82 is partially funded (approximately 50%) within the Fiscally Constrained Plan.

Figure 7.2 Fiscally Constrained Urban Roadway Capital Projects

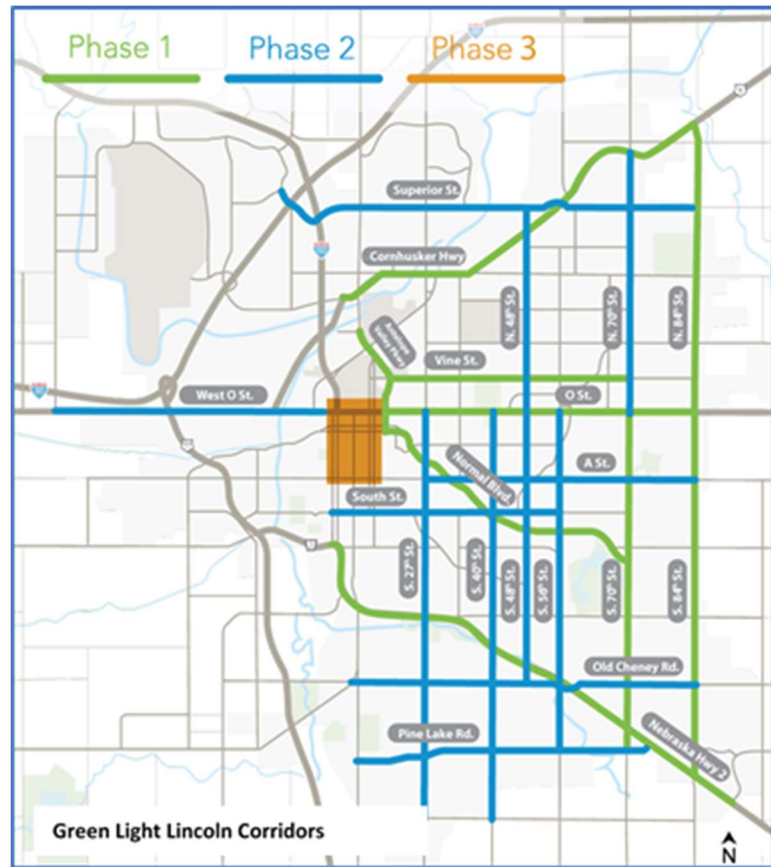


ITS and Technology

The \$59 million allocation to ITS and Technology would allow the continuation of existing programs, including Green Light Lincoln, annual signal equipment upgrades, and some planned technology improvements such as automated traffic signal performance measures. The revenue would not, however, support the large capital costs required to invest in new technologies such as transit and emergency signal priority deployment and advanced traffic management system implementation, nor would this level of funding enable LTU to have a pool of funds to opportunistically invest in emerging technologies in transportation.

East Beltway Preservation

The allocation of \$23 million to East Beltway preservation includes contributions from both Lancaster County and the City of Lincoln. This funding could be used to preserve a portion of the 960 acres of land needed for the future



corridor. The public identified the East Beltway as one of the highest priority Roadway Capital Projects. Proceeding with construction of a project this size depends on additional funding from the state and/or federal government.

Rail Crossing Program

The RTSD, State Train Mile Tax, and Rail Hazard Elimination fund provide dedicated funding to improve the safety of railroad crossings through the addition of crossing gates and flashers at at-grade crossings, railroad crossing surface upgrades, pedestrian and bicycle crossings, as well as grade separation projects. With approximately \$236 million of committed funding, the railroad crossing program is anticipated to address high priority crossing improvements but will not address the full needs of the program. The Fiscally Constrained Plan includes construction of the N. 33rd Street and Cornhusker grade separated railroad crossings

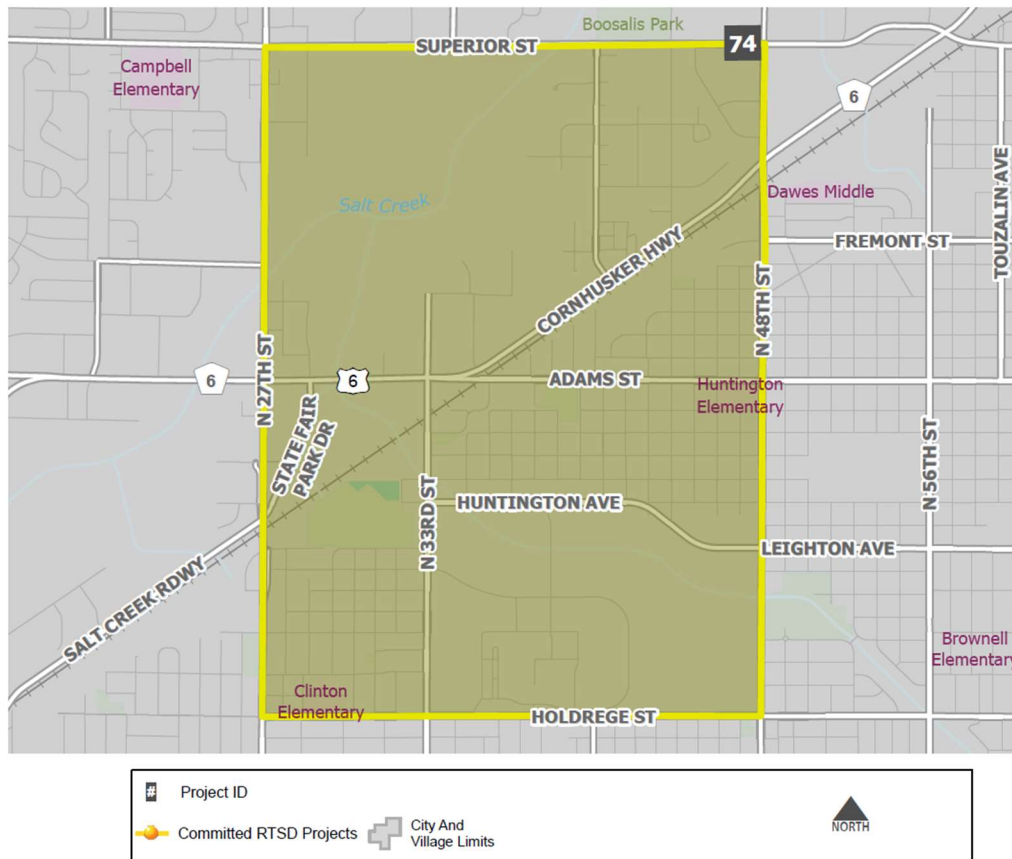
project (Project ID 74, cost estimate of \$115.6 million), which is in the current TIP and scheduled for completion by 2029. This project includes intersection improvements (dual westbound left turn lanes) at Cornhusker Highway (US-6) and State Fair Park Drive. The intersection improvements were originally assigned a separate project ID but are now shown under Project ID 74 as they are included in the overall scope of the 33rd/Cornhusker Project. Table 7.7 lists this project, which can be funded within the Fiscally Constrained Plan. Figure 7.3 shows the fiscally constrained RTSD project.

Table 7.7 Fiscally Constrained Railroad Transportation Safety District Projects

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
						YOE	YOE Cost	Cumulative Cost (YOE)	
Committed	74	N. 33 rd Street	N. 33 rd /Cornhusker/ Adams/Fremont; Cornhusker/State Fair Park Drive	Grade separated RR crossings; intersection improvements at Cornhusker Hwy and State Fair Park Drive	\$115,600,000				1

¹ Committed projects are included in the 2023-2026 Transportation Improvement Program and are assumed to be fully funded and constructed prior to allocation of resources to other RTSD Capital Projects.

Figure 7.3 Fiscally Constrained Railroad Transportation Safety District Projects



Multimodal Program

Transit

Operation of StarTran's bus service is funded through a combination of FTA funds, state transit funds, bus fares, advertising, ~~the a~~ UNL ~~agreement~~, and transfers from the general fund. The transit revenue forecast of \$754 million consists of these committed and restricted funds, the vast majority (\$742 million) of which directly funds StarTran's capital expenses and operations. The remaining \$12 million (in FTA 5310 and 5311 funds) provides grant funding for rural transit, hospitals, and non-profit organizations. Due to funding shortfalls, no flexible funds are

allocated to transit. This funding level will allow continuation of StarTran's current service levels; however, it will not enable service extensions (longer hours and Sunday bus service) and may limit local match contributions to major projects seeking federal funds.

Table 7.8 identifies the funded and priority transit projects. These projects are expected to be funded within the Fiscally Constrained Plan.

StarTran is currently

in the process of updating the TDP, which may result in adjustments to the transit priorities in the region. Additional transit enhancements (such as next bus information and transit signal priority) will be coordinated through the ITS and Technology program, as funds allow.

~~A federal RAISE grant was awarded in 2022 for the new Multimodal Transfer Transportation Center is being pursued as a joint development project and the project will incorporate active transportation design elements funded through the Carbon Reduction Program and included in the project cost affordable housing. The local match will use tax increment financing (TIF) funds, general revenues, and the value of the city-owned land in-kind contributions and other local funds.~~

Table 7.8 Priority Transit Projects

Project Description	Project Cost (2021\$)
Funded/Committed Transit Projects	
<u>Multimodal Transportation Center</u>	<u>\$33,876,253</u>
<u>Maintenance Facility Construction/Relocation</u>	<u>\$22,309,500</u>
Purchase Replacement Paratransit Vehicles	\$264,000
Transit Enhancements (bus shelters, passenger stops)	\$342,000
Security Enhancements (upgrade buildings/shelters)	\$40,000
Purchase Replacement Supervisor Vehicles	\$50,000
Computer Replacements and Upgrades	\$100,000
Shop Equipment Replacements and Upgrades	\$125,000
Building Renovations and Improvements	\$150,000
Priority Transit Projects	
Purchase Replacement Buses	\$34,100,000
Purchase Replacement Paratransit Vehicles	\$3,388,000
Transit Enhancements (bus shelters, passenger stops)	\$1,080,000
Security Enhancements (upgrade buildings/shelters)	\$1,080,000
Purchase Replacement Supervisor Vehicles	\$150,000
Computer Replacements and Upgrades	\$2,700,000
Shop Equipment Replacements and Upgrades	\$540,000
Purchase Replacement Service Vehicles	\$270,000
Building Renovations and Improvements	\$2,700,000

Trail Projects

Approximately \$28 million in revenue is anticipated for Trail Projects through committed or restricted funding sources. Due to funding shortfalls, no flexible funds are allocated to Trail Projects. The LRTP identifies 64 Trail Projects with costs totaling \$59 million. The \$28 million allocation would fund 31 projects (including 10 Trail Projects with committed funding in the TIP or Capital Improvement Program or other agreements) when accounting for construction cost inflation. Thirty-three projects would remain unfunded.

Table 7.9 lists the priority Trail Projects that are expected to be funded within the time horizon of the LRTP. The priority Trail Projects are depicted on **Figure 7.4**. Some Trail Projects are anticipated to be bundled with fiscally constrained roadway projects, optimizing construction efficiencies. Trail Projects that improve trail crossings of a railroad may be funded with RTSD funds, as described in the Rail Crossing Projects section of this chapter.

The order of projects may change depending on opportunities for funding. Although the YOE costs are not shown in **Table 7.9** to preserve this flexibility, construction cost inflation was accounted for in determining the number of projects within the priority project list. **Appendix G** includes the Trails Project scoring results.

Trail Rehabilitation

The LRTP recommended resource allocation includes \$14 million for trail rehabilitation, which could reconstruct approximately 16 miles of trails when accounting for construction cost inflation. With nearly 100 miles of concrete trails that will reach their 50-year life expectancy by 2050, the trail rehabilitation program would be considerably underfunded. In addition to concrete trail reconstruction, trail maintenance program needs include bridge and sign replacements, trail widening to accommodate increasing use, mowing, snow removal, and tree control, among other ongoing maintenance requirements. [A trail widening project \(Rock Island Trail Widening\) would be constructed using federal Carbon Reduction Program funds and appears as a separate project listing in Table 7.10 and Figure 7.5.](#)

Table 7.9 Priority Trail Projects

Project ID	Trail Name	Limits	Description	Project Cost (2021\$)	Refer to Notes Below Table
Funded/Committed Trail Projects					
T-45	Landmark Fletcher	Fletcher Ave from N 27th St to N 14th St	Sidepath	\$990,000	
T-61	Beal Slough Trail	S 56th St and London Rd to S 70th St and Yankee Hill	New Trail	\$1,480,000	
T-54	Chris Buetler Trail - Jamaica North Connector	J Street to N Street	New Trail	\$250,000	
T-04	Woodlands	Rokeby Rd to S 70th St to Yankee Hill Rd	New Trail	\$950,000	
T-09	Wilderness Hills	Yankee Hill Rd to Rokeby Rd and S 40th St	New Trail	\$1,200,000	
T-11	Waterford	N 84th St to Stevens Creek	New Trail	\$900,000	
T-30	W. O Street	SW 40th St to SW 48th St	Sidepath	\$260,000	
T-27	Greenway Corridor Trail/Haines Branch	Pioneers Park Nature Center to Spring Creek Prairie Audubon Center	New Trail	\$4,500,000	
T-37	Rock Island	Old Cheney grade separated crossing	Grade Separation	\$2,286,000 1,200,000	
T-67	Old Cheney Rd	Warlick Blvd to Jamaica North	Sidepath	\$250,000	
Trail Projects to be Completed with Fiscally Constrained Roadway Projects					
T-16	N 48th Street Trail	Murdock Trail to Superior St	Sidepath	\$200,000	1
T-55	Yankee Hill Road	S 40th St to S 56th St	Sidepath	\$350,000	2
T-15	W Holdrege Street Trail	NW 48th St to NW 56th St	Sidepath	\$250,000	3
T-39	10 th Street Trail	Hwy 2 intersection improvements	Crossing Improvements	\$2,200,000	4
Priority Trail Projects					
T-19	Boosalis - Bison Connector	Van Dorn St to S 17th St/Burnam St	Sidepath	\$300,000	
T-44	S 14th Street & Yankee Hill Connector (w/RTSD project)	South LPS Property Line to Yankee Hill	Sidepath	\$400,000	
T-21	East Campus Trail	Leighton St to Holdrege St	New Trail	\$150,000	
T-31	W A Street Connector	A Street from SW 36th to SW 40th; SW 40th from A St to F St	Sidepath	\$120,000	
T-48	Air Park Connector - Phase I	NW 13th St to NW 27th St	Sidepath	\$600,000	
T-29	South Street	Folsom St to Jamaica Trail	Sidepath	\$750,000	
T-20	Deadmans Run Trail	N 48th St to Mo Pac Trail	New Trail	\$550,000	
T-66	Yankee Hill Road	S 14th St to S 27th St	Sidepath	\$350,000	
T-43	Yankee Hill Rd	S 56th St to S 70th St	Sidepath	\$350,000	
T-64	S 70th Street Connector	Old Post Rd to MoPac Trail	Sidepath	\$700,000	
T-53	NW 56th Street Trail	W Holdrege to W Partridge	Sidepath	\$100,000	
T-18	Deadmans Run Trail	Murdock Trail to Cornhusker Hwy and Railroad grade separation	New Trail and Grade Separation	\$300,000	
T-80	NW 12th Street	NW 10th St to W Fletcher Ave	Sidepath	\$200,000	
T-35	N 1st Street	N 1st St crossing of Hwy 34	Sidepath	\$400,000	
T-49	Air Park Connector - Phase II	NW 27th St to NW 48th St	Sidepath	\$900,000	
T-36	NW 12th Street	W Fletcher Ave to Aster St with US 34 grade separated crossing	Sidepath; Grade Separation	\$400,000	
T-34	N 48th Street/Bike Park Trail	Superior St to N 56th St	New Trail; Sidepath	\$900,000	

¹ Project T-16 to be completed with Roadway Capital Project 41 (N 48th Street from Adams Street to Superior Street)

² Project T-55 to be completed with Roadway Capital Project 27 (Yankee Hill Road from S 40th Street to S 48th Street) and Project 83 (Yankee Hill Road from S 48th Street to S 56th Street)

³ Project T-15 to be completed with Roadway Capital Project 10 (W Holdrege Street from NW 56th Street to NW 48th Street)

⁴ Project T-39 to be completed with Roadway Capital Project 82 (Nebraska Hwy 2 Corridor Improvements), which is partially funded within the Fiscally Constrained Plan. Inclusion of this crossing improvement project should be considered in the context of the overall corridor improvement needs and available funding.

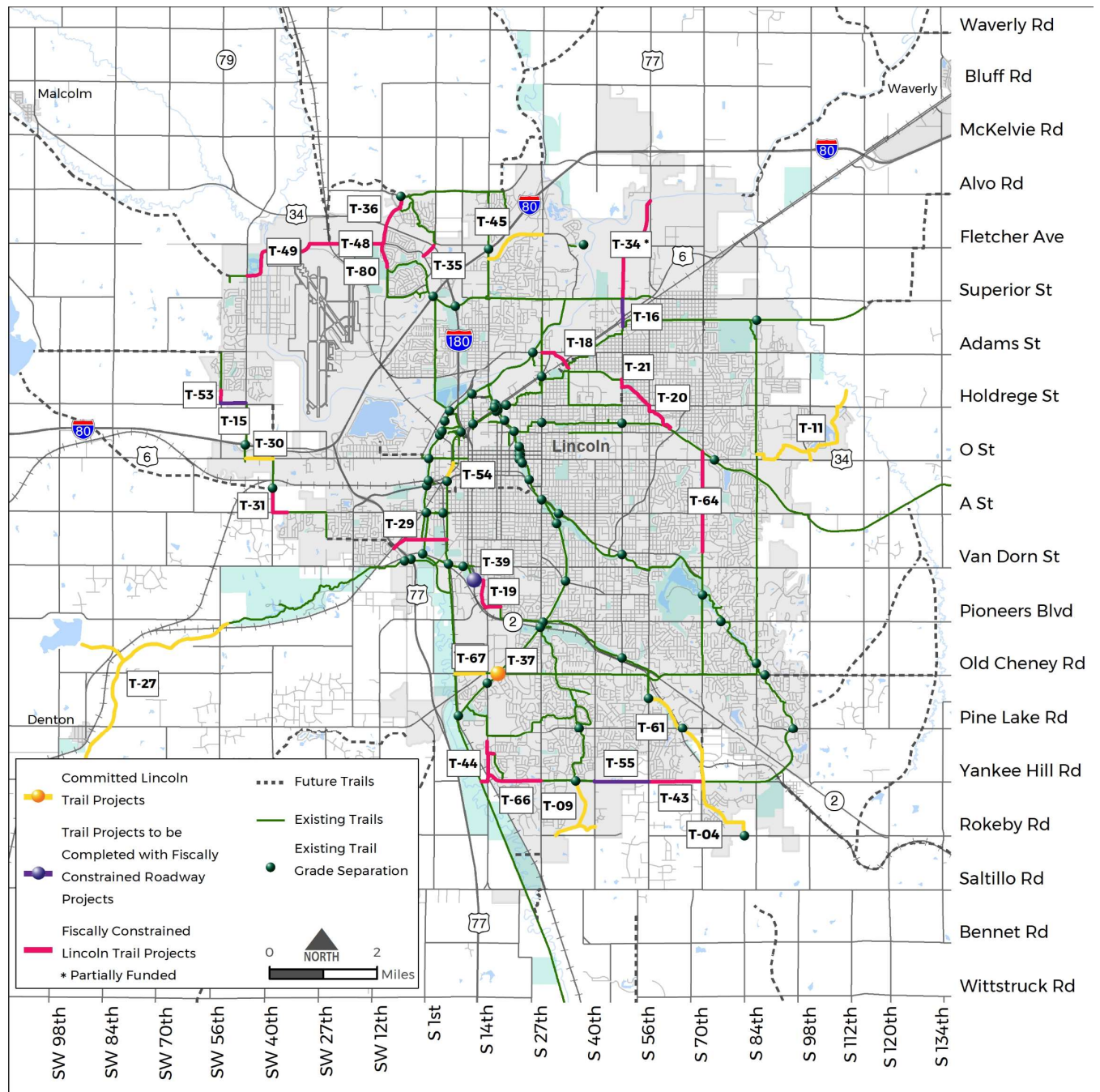
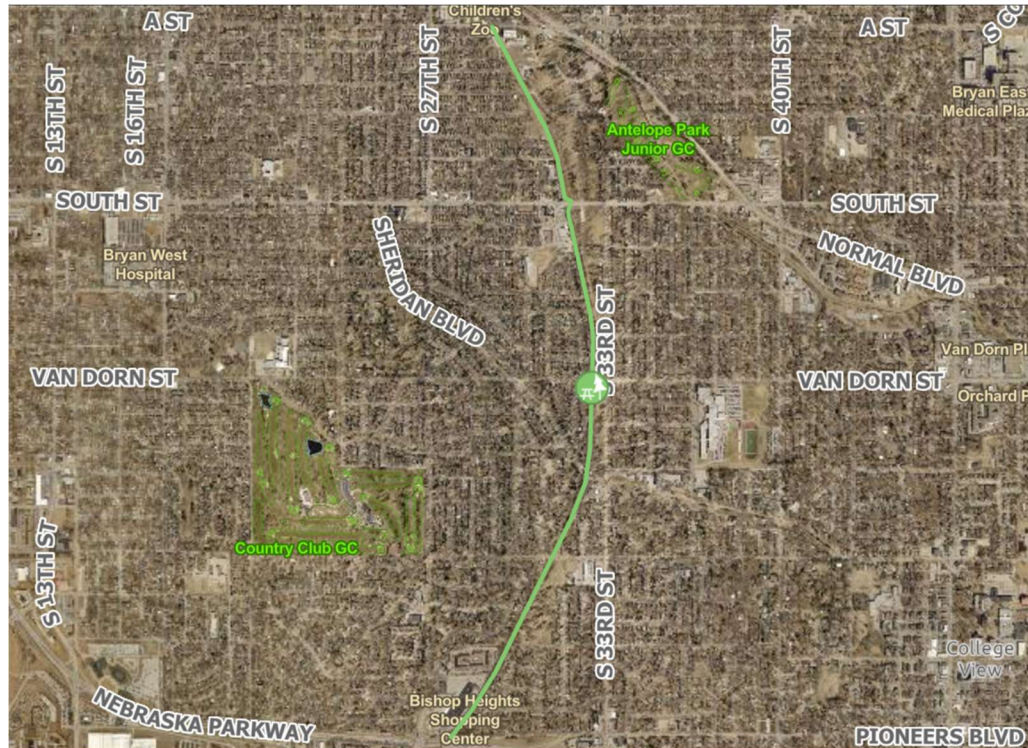
Figure 7.4 Priority Trail Projects

Table 7.10 Trail Widening Projects

Trail Name	Limits	Description	Project Cost (2021\$)
Funded/Committed Trail Widening Projects			
Rock Island	A Street to Boosalis Trail	Widen 8' trail to 12'	\$2,546,700

Figure 7.5 Trail Widening Projects

On-Street Bike Projects

The Lincoln Bike Plan was adopted in February 2019. Since no committed funding source has historically been provided for implementation of the on-street bike network, the LRTP resource allocation includes a nominal allocation of \$6.5 million of flexible funds to the on-street bike program, which could be used to stripe approximately 35 miles of bike lanes, accounting for construction cost inflation. However, this amount falls well short of the funding needed to implement the more than 100 miles of proposed bikeways (some of which are more capital-cost intensive than bike lane striping) and the intersection crossing improvements identified in the Lincoln Bike Plan.

The specific On-Street Bike Projects to be completed with available funds will be selected based on the analysis and prioritization documented in the Lincoln Bike Plan. Where possible, On-Street Bike Projects should be bundled with roadway improvement projects. **Table 7.11** identifies projects that are candidate On-Street Bike Projects that could be constructed with roadway projects in the Fiscally Constrained Plan. As these roadway projects progress through preliminary and final design, consideration should be given for inclusion of the corresponding Bike Plan project(s). **Table 7.12 and Figure 7.6 identify additional candidate on-street bike projects not associated with roadway projects.**

Pedestrian, Bike Share, and TDM

The recommended resource allocation assumes a minimum \$1 million annual general fund transfer to the sidewalk rehabilitation program. With the \$37 million allocation to this program, an estimated 46 miles of sidewalk could be replaced, accounting for construction cost inflation.

The TDM portion of this program may include partnerships with employers to support

biking, walking, and transit commuting; flexible work hours; and remote work options. Continued operation and maintenance of the existing BikeLNK bike share program is also recommended to continue. The TDM program could also consider partnerships with Transportation Network Companies (TNC) such as Uber or Lyft, as well as car share options and expansion of the bike share and scooter programs, to support shared mobility options in Lincoln.

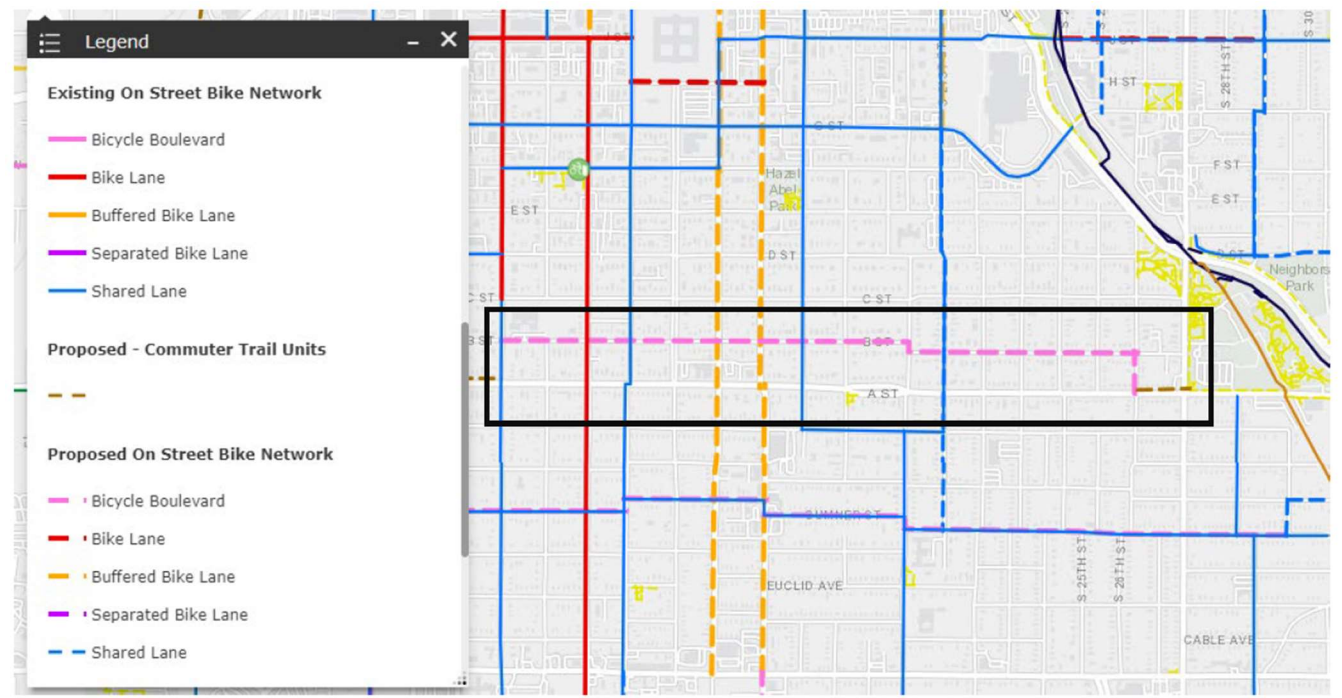
Table 7.101 On-Street Bike Projects to be Constructed with Fiscally Constrained Roadway Projects

Roadway Project ID	Street	Project Limits	Bike Plan Project ID	Street	From	To	Description
10	W Holdrege Street	NW 56th Street to NW 48th Street	153	W Holdrege St	W Patridge Ln	NW 40th St	Sidepath
77	W A Street	SW 36th Street to SW 5th Street	47	W A St	SW 40th St	S Folsom St	
				W A St	S Folsom St	Multi-use Path	
124	S Folsom Street	W Old Cheney Road to 1/4 mile south	159	S Folsom St	W Denton Rd	Pioneers Blvd	Sidepath
141	A Street	S 6th Street to S 17th Street	24	S 8th St	A St		Intersection Enhancements
			132	S 11th St	A St		Intersection Enhancements
			142	A St	S 4th St	S 11th St	Sidepath
81	W Holdrege Street	NW 48th Street to Chitwood Lane (east 1/4 mile)	153	W Holdrege St	W Patridge Ln	NW 40th St	Sidepath
14	NW 48th Street	Adams Street to Cuming Street	99	NW 48th St	W Seward St	W Knight Dr	Sidepath
				NW 48th St	W Holdrege St	W Seward St	Sidepath
32	O Street (US-34)	Antelope Valley N/S Rdwy. (19th St.) to 46th Street	133	35th St	O St		Intersection Enhancements
			73	N 44th St	O St	R St	Separated Bike Lane
				N 44th St	O St		Intersection Enhancements
			50	S 29th St	Randolph St	R St	Shared Lane
				29th St	O St		Intersection Enhancements
37	Cornhusker Hwy (US-6)	N 20th Street to N 33rd Street	151	Cornhusker Hwy	N 27th St	Trail	Sidepath
41	N 48th Street		105	N 48th St	Fremont St	End	Sidepath

Roadway Project ID	Street	Project Limits	Bike Plan Project ID	Street	From	To	Description
82	Nebraska Hwy 2	S 84th Street to Van Dorn Street	102	N 48th St	Cornhusker Hwy/RR		Intersection Enhancements
				N 48th St	Judson St	Hartley St	Sidepath
			23	High St	Nebraska Hwy 2	S 12th St	Shared Lane
				High St	Nebraska Hwy 2		Intersection Enhancements
			121	Southwod Dr	Nebraska Hwy 2		Intersection Enhancements
85	NW 12th Street	Fletcher Avenue to Aster Road with overpass of US-34	112	NW 13th St	W Fletcher Ave		Intersection Enhancements

Table 7.12 Other On-Street Bike Projects

Street	Bike Plan Project ID	From	To	Description	Project Cost (2021\$)
B Street, S 26 th Street, and A Street	42	S 11 th Street	S 27 th Street	Pavement markings, signage, sidepath, and intersection bumpouts	\$521,900

Figure 7.6 Other On-Street Bike Projects

Future Congestion Levels

The 2035 and 2050 Lincoln MPO regional travel demand models were run with the Urban and Rural Roadway Capital Projects included in the Fiscally Constrained Plan, as well as the South Beltway and West Beltway. NDOT added one additional State project (ID 71) to the fiscally constrained project list after modeling for congestion had been completed and is therefore not included. The resulting congestion levels are summarized on **Figure 7.75** and mapped on **Figure 7.86** and **Figure 7.97** for 2035 and 2050, respectively.

With the Fiscally Constrained Roadway Capital Projects in place, 95 percent of the system (within the model area) is expected to be uncongested in 2035 (volume to capacity ratio less than 0.8), and 88 percent uncongested in 2050. All roads outside the model area will remain uncongested.

Figure 7.75 Congestion Levels

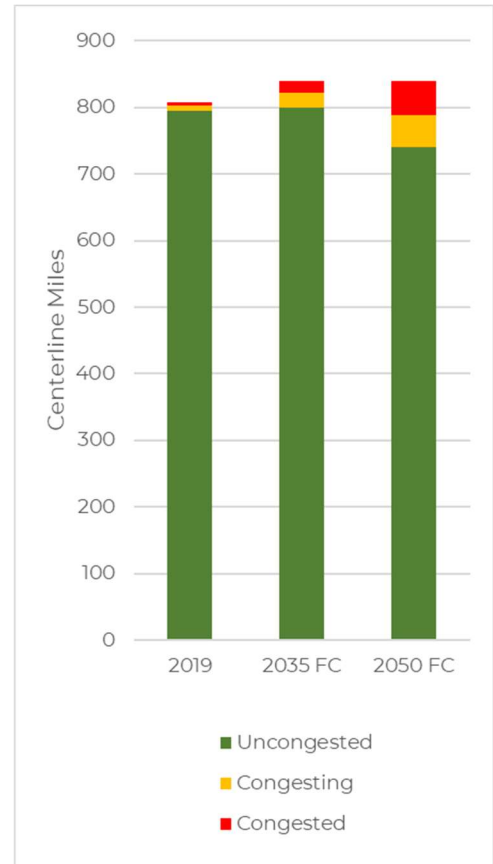


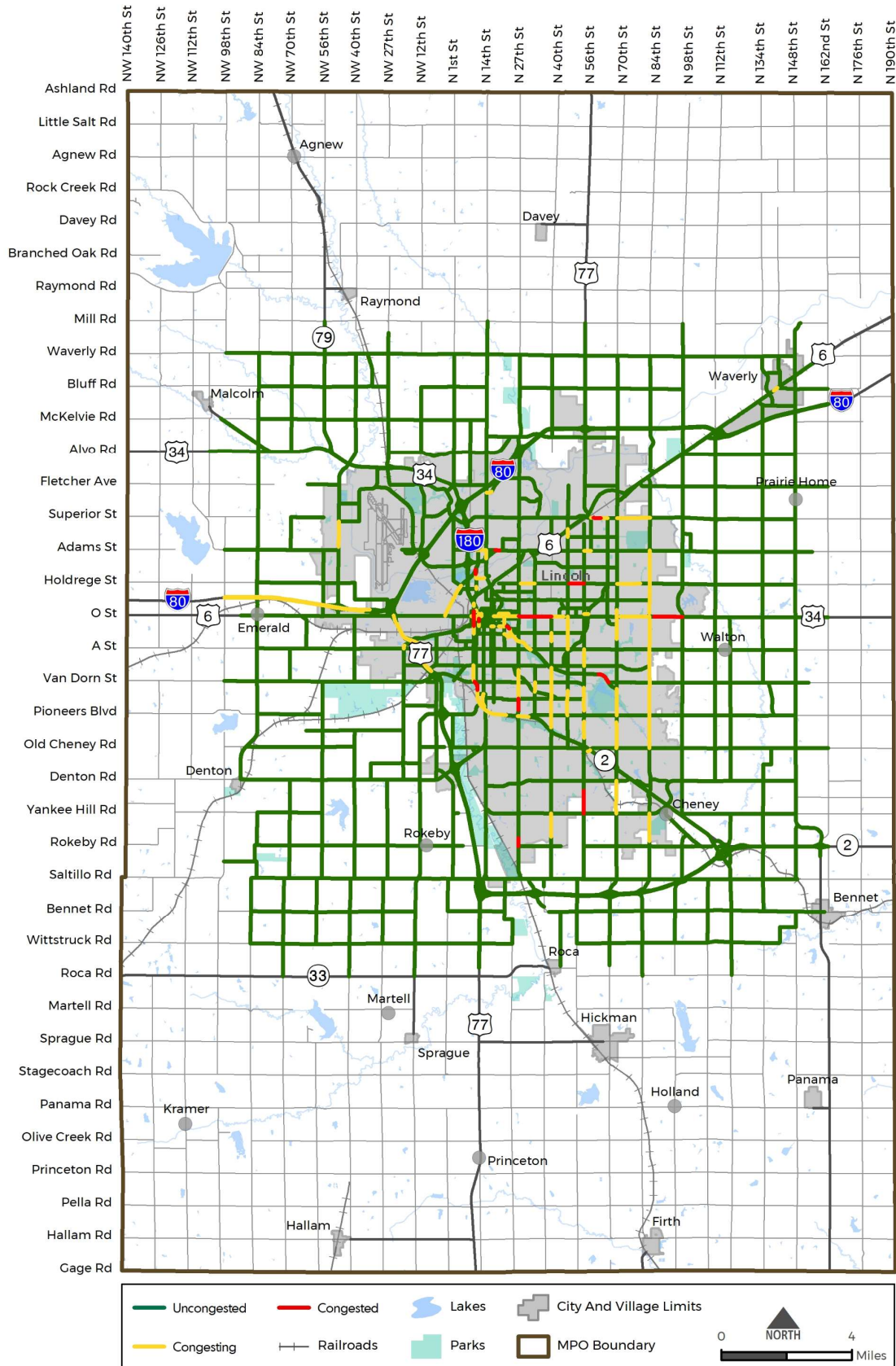
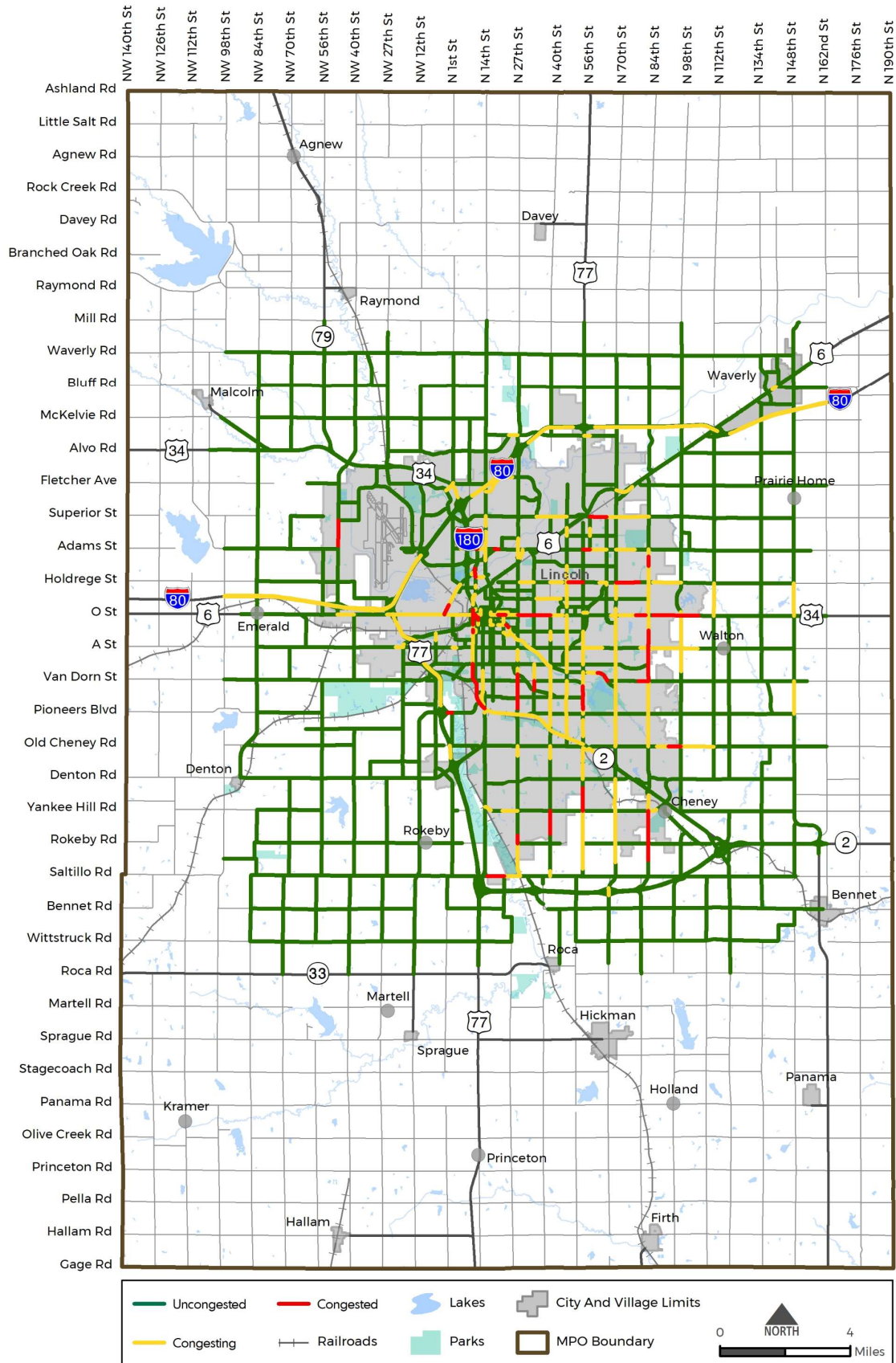
Figure 7.86 2035 Congestion Levels (Fiscally Constrained Plan)

Figure 7.97 2050 Congestion Levels (Fiscally Constrained Plan)



The travel model is not, however, an effective tool to measure the benefits of the traffic signal coordination and intersection improvements identified in the Fiscally Constrained Plan (e.g., Highway 2, 84th Street, O Street) show “congested” conditions on **Figure 7.86** and **Figure 7.97**. However, the traffic signal coordination and intersection improvements along these corridors are not accounted for in the travel demand model. Congestion levels are expected to be reduced with these cost-effective improvements.

Table 7.13 provides a comparison of daily travel time – vehicle hours of travel (VHT) – for the Existing + Committed network and the Fiscally Constrained Plan network in 2035 and 2050. VHT describes all of the hours of travel experienced daily by all vehicles throughout the road system, and reduction in VHT indicates travel time savings experienced by users with implementation of the Fiscally Constrained Plan. These results highlight the benefits of the different project types in the Fiscally Constrained Plan, which attributes 327 hours of travel time savings in 2035 and 1,475 hours of travel time savings in 2050.

Table 7.13 Daily Travel Time

Network	Daily VHT
2035 Existing + Committed	180,208
2035 Fiscally Constrained	179,881
2050 Existing + Committed	220,201
2050 Fiscally Constrained	218,726

Air Quality

The projects and decisions contained within the Lincoln MPO 2050 LRTP can influence local air quality. Estimated vehicle emissions of select air pollutants that are typically related to mobile transportation sources were assessed for the LRTP.

Because Lancaster County is currently in attainment or unclassifiable for the National

Ambient Air Quality Standards (NAAQS) under the Clean Air Act, the air quality evaluation was primarily for informational, planning and stewardship purposes, not for regulatory compliance. For example, the City of Lincoln Climate Action Plan has an “80 by 50” goal to reduce net GHG emissions 80 percent by year 2050—the LRTP can inform on the progress being made toward the goal in the transportation sector.

The air quality evaluation was based on traffic data developed through the MPO’s regional travel models. NDOT added one additional State project (ID 71) to the fiscally constrained project list after modeling for congestion had been completed and is therefore not included in air quality analysis. The current US Environmental Protection Agency Motor Vehicle Emission Simulator software (MOVES3) was used to develop pollutant emission data.

Evaluation Overview

The evaluation for air pollution emissions included five traffic situations covering the entire MPO area: 2020 current conditions, “existing plus committed” (without any new planned projects) conditions (E+C) for 2035 and 2050, and the future fiscally constrained road networks (FC) planned by the MPO for 2035 and 2050. Air pollutant emissions data for each of these situations for the entire traffic model network were calculated using MOVES3. Because of the potential atypical traffic volumes and patterns experienced in calendar year 2020 due to COVID, the 2020 emissions analysis used 2019 traffic data from the regional model (believed to be more typical) but calculated for calendar year 2020.

The evaluation examined four air pollutants of concern commonly associated with motor vehicles: particulate matter less than 2.5 microns in diameter (PM_{2.5}), two precursor pollutants for ozone (volatile organic compounds [VOC] and oxides of nitrogen [NOx]), and overall GHGs expressed as carbon

dioxide (CO₂) equivalents. These pollutants are of concern for several reasons:

- **Particulate Matter:** PM_{2.5}, a complex mix of very small solid particles and liquid droplets, is a concern because it can be inhaled deeply into the lungs and can interfere with lung function or lead to other health effects. PM_{2.5} can aggravate asthma, diminish lung capacity, and cause lung or heart problems. Particulate matter can also cause haze. Sources of particulate matter include smoke, diesel engine exhaust and road dust. Particulate matter can be a localized concern near the sources or can cause regional concerns through dispersion. This evaluation included PM_{2.5} emissions from tailpipes, brake wear and tire wear.
- **Ozone and Precursors:** A strong oxidizing agent, ozone can damage cells in lungs and vegetation and can cause eye irritation and coughing. Ozone is not emitted directly; rather, it is formed by chemical reactions between other precursor pollutants in the atmosphere. VOC and NO_x in the presence of sunlight and certain weather conditions can form ground-level ozone. So, ozone concentrations can be affected through the concentrations of the precursor pollutants. Automotive sources of ozone precursors include vehicle exhaust, fuel evaporation, and vehicle refueling. Ozone is a regional concern because it takes time for ozone to form and the pollutants can drift some distance in that time. Ozone generally is most problematic in summer. Combined with GHG emissions and climate change, warmer temperatures in the future may lead to higher ozone concentrations.
- **Greenhouse gases:** CO₂ is the largest component of vehicle GHG emissions. Other prominent transportation-related GHGs include methane and nitrous

oxide. Water vapor is the most abundant GHG and makes up approximately two-thirds of the natural greenhouse effect. GHGs are a concern in terms of global climate change. Human-generated GHG emissions can contribute to climate change through the burning of fossil fuels and other activities. For this evaluation, overall GHG emissions from vehicles have been quantified in terms of an equivalent amount of CO₂ emissions (CO₂ equivalents, or CO₂e).

MOVES3 Modeling

MOVES3 was the software used to develop two groups of vehicle air pollutant emission results for the four air pollutants described previously. The first group of results was a representative set of average pollutant emission rates in grams per mile traveled for various vehicle speeds for years 2020, 2035 and 2050. A weekday in May was selected as an intermediate condition as a basis for comparison. The second group of results was a set of cumulative daily totals of emissions for a weekday in May for the five traffic situations described previously.

MOVES3 requires a considerable amount of technical data for input to generate these results. Some of the needed data can be difficult and costly to develop specifically for a region/locality, so it is often not readily available. The MPO has developed data for vehicle miles of travel (VMT) and average vehicle speeds for the road networks through the traffic models, which were used in MOVES3 modeling. However, other input data were not available locally so the necessary inputs were derived from the MOVES3 national dataset. "National scale" MOVES3 runs for Lancaster County provided input data for the vehicle mix and some VMT distribution. MOVES3 national data were also used for inputs such as fuel types and weather conditions.

The air quality evaluation is intended to illustrate general trends for the MPO region. Changes to any of the inputs would affect the emission results to some extent.

Pollutant Emissions Results

For the first group of emission results, graphs of pollutant emission rates versus vehicle speeds were developed for the three years of interest (**Figure 7.108**) to illustrate how emissions can vary with changes in traffic congestion levels. Note that this figure represents averaged results for the entire vehicle fleet for a single set of weather conditions. Other conditions may provide different rates but would be expected to show similar patterns. The graphs illustrate that traffic flow improvements (higher speeds) generally reduce emissions.

Future years are expected to see lower emission rates due to federal emission regulations and improvements in vehicle technologies (**Figure 7.108**). As older vehicles are replaced with newer ones, lower emissions are expected. Because of this, total vehicle emission levels in future years may be lower even with more vehicles and VMT. The change in emission rates from 2020 to 2050 will be greatest for VOC and smallest for GHGs. The emission rates for 2035 and 2050 are very similar so the differences in total emissions between these years will be due mainly to differences in VMT.

For a simpler comparison of emission rates, a set of overall composite average rates were calculated. **Table 7.142** lists average emission rates of the entire region and all of the various traffic conditions during the course of the example day. **Table 7.142** results are condensed from a full day and include more weather conditions than the single hour shown on **Figure 7.11**.

Table 7.142 Composite Vehicle Pollutant Emission Rates

Pollutant	2020 (g/mile)	2035 (g/mile)	2050 (g/mile)
PM _{2.5}	0.018	0.0081	0.0075
NOx	0.63	0.24	0.21
VOC	0.076	0.018	0.015
GHGs as CO ₂	473	362	342

For the second group of emission results, total daily emissions from the MPO road network for an average May weekday was calculated (**Figure 7.119**). Note that the emission amounts at other times would differ due to several factors—time of year, temperature, day of week, VMT, level of congestion, etc. The evaluation was intended to illustrate general trends (**Table 7.153**).

For PM_{2.5}, NOx and VOC, total emissions in 2050 are calculated to be substantively lower than 2020 even with more VMT (**Figure 7.119**). Cleaner vehicles with lower emission factors will be important improvements in the near term (to 2035). Beyond 2035, the gains from cleaner traditional vehicles will lessen.

GHG emissions are expected to be higher in 2035 and 2050 than in 2020 because the expected growth in VMT will more than overtake the expected reduction in GHG emission rates. Note that these results do not include widespread use of electric vehicles or other emerging technologies that currently are not well defined.

Table 7.153 Composite Daily Pollutant Total Emissions (tons per day)

Pollutant	2020	2035 E+C	2035 FC	2050 E+C	2050 FC
PM _{2.5}	0.12	0.07	0.07	0.08	0.08
NO _x	4.3	2.1	2.1	2.3	2.3
VOC	0.52	0.16	0.16	0.16	0.16
GHGs as CO ₂	3,241	3,264	3,263	3,718	3,700
L RTP Daily VMT (miles)	6,220,000	8,179,000	8,183,000	9,869,000	9,835,000

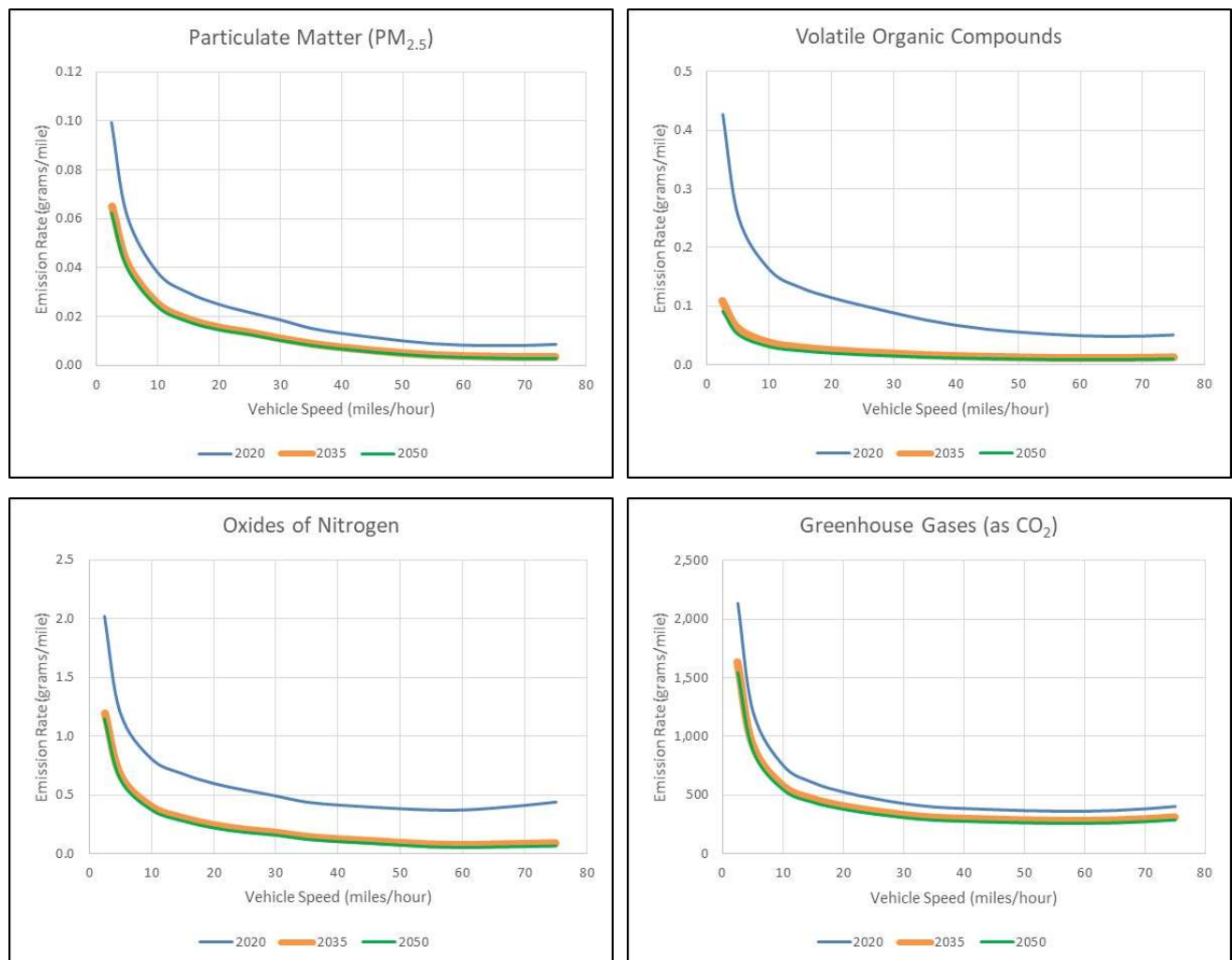
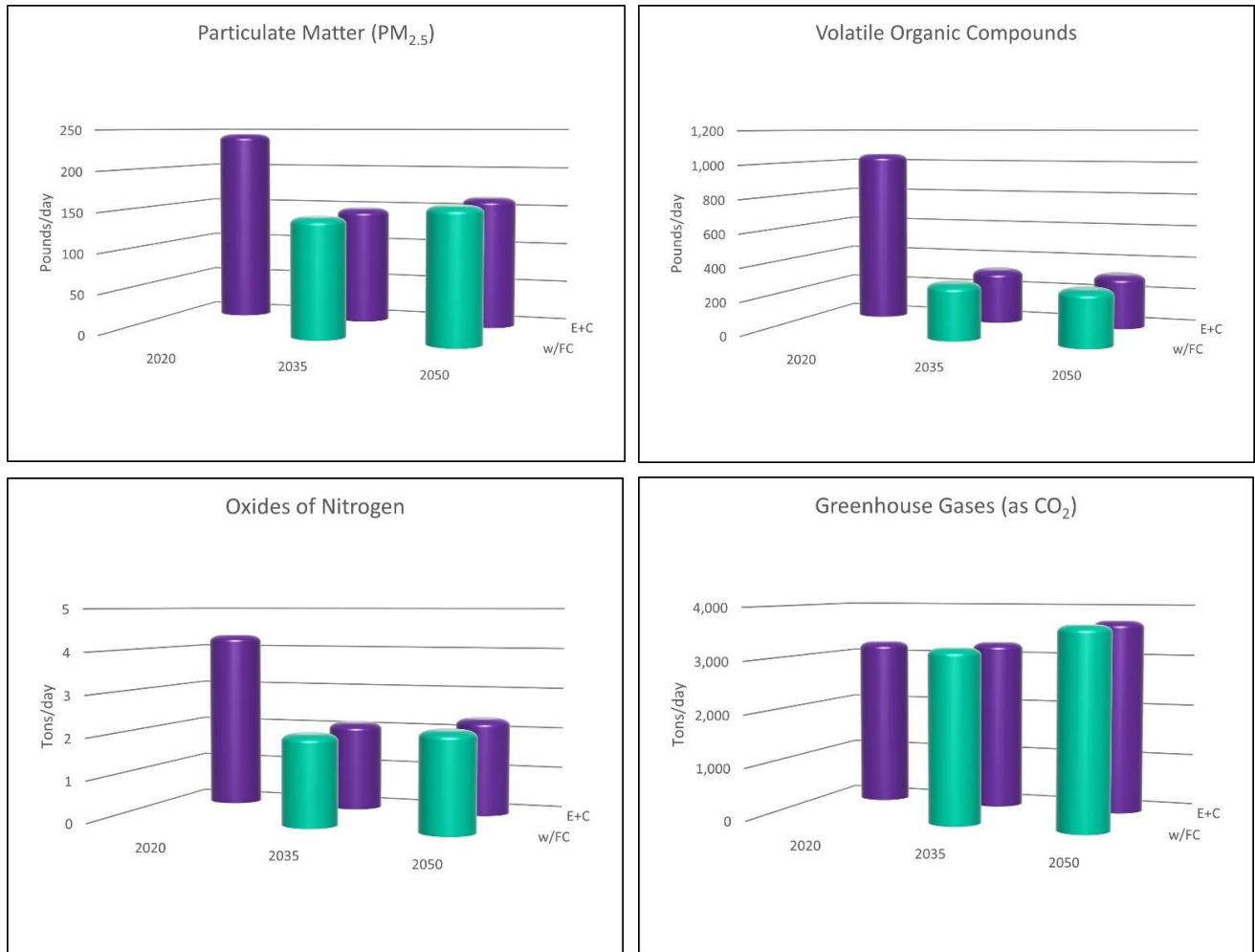
Figure 7.10 Example Pollutant Emission Rates for Lincoln Arterial Streets (May weekday during 11AM hour)

Figure 7.119 Typical Weekday Pollutant Emission Totals for Fiscally Constrained Road Network



E+C is existing plus committed projects
w/FC is with Fiscally Constrained projects

Environmental Justice and Equity

Federal requirements that protect low-income and minority populations from adverse impacts of transportation projects have additional value when combined with a wider scope of criteria that define an underserved and overburdened communities. EJ reflects the intent of minimizing or mitigating harm from transportation investments to vulnerable populations. The broader goal of providing Transportation Equity within a community

intends to reduce the existing disparity between population groups by improving conditions for underserved and overburdened communities by directing transportation investments accordingly. NDOT added one additional State project (ID 71) to the fiscally constrained project list after screening for Environmental Justice was completed and is therefore not included.

Environmental Justice

Federal requirements, such as Title VI of the Civil Rights Act and Executive Order 12898, are in place to help protect low-income and

minority populations from adverse effects of federal actions, such as federally-funded transportation projects. Adverse effects to low-income and minority persons associated with a transportation project could occur during construction despite the completed project providing an overall benefit or the completed project could result in disproportionately high adverse socioeconomic effects. **Appendix H** includes the expanded review of the socioeconomic environment and mitigation strategies for EJ.

A project-specific EJ analysis (during the NEPA/design phase of project development) provides the necessary tools to minimize or mitigate harm from transportation investments to vulnerable populations, whereas this review provided the opportunity to evaluate potential effects (beneficial or adverse) to prioritize and fund future projects. Block groups within Lancaster County with the percent of minority and/or low-income persons greater than countywide or citywide total percent were identified as minority or low-income populations. Projects located in these block groups would likely require project-specific EJ analysis to determine disproportionately high adverse effects, beneficial effects, or if outreach would be needed to comply with NEPA.

Of the 44 fiscally constrained Urban Roadway Projects, 31 projects are located in or through potential minority populations and five are located in or through low-income populations. These projects generally consist of safety, resurfacing, and intersection improvements with lower potential of permanent ROW impacts that could contribute to adverse economic impacts and little to no potential to alter the access to transportation options or neighborhood continuity. The projects are not likely to isolate, exclude, or separate minority or low-income individuals within a given community or from the broader community; a factor that can negatively impact equity of

adjacent communities. These types of projects may have temporary adverse effects during construction, which can be appropriately mitigated with public involvement (including translation services, if warranted) and compensatory conservation measures, but would ultimately increase the quality of transportation within the block group for all individuals. Larger-scale projects such as a grade-separated railroad crossing and new four-lane freeway may be more likely to impact minority and low-income populations and would be subject to more in-depth NEPA and EJ analysis because of the potential to physically divide properties, displace people or property improvements, or alter transportation access (during construction or after the completed project).

Of the 26 fiscally constrained Rural Roadway Projects, six projects are located in or through potential minority populations and zero are located in or through low-income populations. These projects generally consist of paving roads and could have low to moderate permanent ROW impacts, but would otherwise be similar to the urban improvement projects relative to EJ concerns. The lack of rural roadway projects in block groups with low-income populations is an artifact of there being no block groups outside the City of Lincoln designated as low-income.

Of the 31 fiscally constrained Trail Projects, 27 projects are located in or through potential minority populations and one is located in or through low-income populations. Other than concerns similar to the urban improvement projects, trails can provide a low-cost transportation alternative and increase connectivity to essential services, which would benefit minority and low-income persons. The presence of existing trails accessible within one-mile of most of the low-income block groups explains why so few new trail projects are proposed in low-income block groups. Increasing connectivity to trails

by expanding the on-street bike network within these block groups is a cost-effective action step.

By completing project-specific EJ analysis and appropriate public involvement outreach consistent with federal funding requirements, the Fiscally Constrained Plan (including ID 71) will not have an adverse impact to EJ communities. Projects prioritized for the Fiscally Constrained Plan have the capability of satisfying the three fundamental EJ principles as set forth by regulations including:

1. Avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
2. Ensure the full and fair participation by all potentially affected communities in the transportation decision making process.
3. Prevent the denial of, reduction of, or significant delay in the receipt of benefits by minority and low-income populations.

Equity

A Community Vision provides the broad framework for considering transportation investments, and “Equity” was included with the Community Vision expressed in PlanForward. It reinforced an equitable process that ensured all community members had equal opportunity to participate in the MPO’s decision-making process. The 2050 LRTP advanced this Vision by adding a new Transportation Equity goal described in **Chapter 2**. This step expressly places equity into the LRTP processes of weighting projects described in this Chapter (**Table 7.4**) and measuring progress made toward the Transportation Equity, which is also described in **Chapter 2**. Unlike the explicit federal requirements established for

measuring EJ, the Lincoln MPO has limited guidance for establishing methods for measuring transportation equity. The Lincoln MPO updates the LRTP every five-years, which will allow the methods of measuring equity to be adjusted over time.

Planning stakeholders distinguished the Transportation Equity goal from EJ requirements as the intentional investment of transportation funding to reduce transportation infrastructure disparities between populations considering a range of socioeconomic criteria. The Lincoln MPO had to establish the criteria and methods for completing this evaluation.

The method of aggregating census blocks by population/households for seven socioeconomic criteria is described in **Appendix H** and led to the development of the Equity Index developed for **Chapter 4 (Figure 4.5)**. The Equity Index will be used to measure progress made over time toward reducing disparities for transit access, on-street bike/trail network access, commute time, and pavement condition between population groups. Defining the baseline for these measures was an important step in accommodating the Community Vision of equitable transportation outcomes for all residents.

The fiscally constrained projects listed in this Chapter were established through the project weighting process considering eight LRTP goals. Projects that are included present the highest scores considering all goals, including Transportation Equity. Projects located within block groups of the highest Equity Index score (i.e., highest portion of underserved and overburdened communities) received the maximum score for the Transportation Equity goal. If the scoring committee determined that the project could have a positive or negative impact on those communities within or adjacent to the block group, the score could be adjusted. An example of a negative impact could be adding new lanes

to an existing roadway that would reduce the connectivity between housing and schools or essential services. An example of a positive impact could be a grade separated crossing in a block group with a lower Equity Index score that will improve network safety, access, and commute reliability for adjacent block groups with a higher Equity Index.

Chapter 6 provides important information about committed and restricted funds (**Figure 6.1**) and the resource allocation scenarios chosen for funding projects. This comprehensive scoring process and the selected investment scenario maximize the potential benefit of funding available for projects that will improve equitable transportation outcomes.

In addition to the fiscally constrained projects, the LRTP directs available flexible funding to meet other program needs established by the Lincoln MPO, including operation and maintenance of existing roads and trails, completion of on-street bike projects, and expanded and transit operations. These investments are not listed in the fiscally constrained project lists, yet they will contribute to achieving the Transportation Equity goal in combination with Transportation Equity policy and action steps included in **Chapter 8**.



A project within the Fiscally Constrained Plan that highlights some challenges of measuring equitable outcomes based on Equity Index scores is the N. 33rd Street and Cornhusker grade separated railroad crossings project (Project ID 74, cost estimate of \$110.4 million). Funding available for this project comes from local and federal sources established specifically for railroad safety improvements that cannot be spent for other purposes. This project location is within a block group that has a low to moderate Equity Index score, which indicates fewer underserved and overburdened residents/ households in the block group will benefit from the project than if the same project was completed in a block group with a high Equity Index score. Block groups located directly south, west, and east presented High Equity Index scores. The magnitude of this regionally significant, multimodal project will generate positive improvements for transportation safety, access, and reliability for block groups adjacent to the immediate project area and beyond. These challenges reinforce the need to continue evaluating the Transportation Equity performance measures listed in **Chapter 2** and assess the ongoing work to make intentional investment of transportation funding to reduce transportation infrastructure disparities between populations considering a range of socioeconomic criteria.

Illustrative Plan

Transportation needs in Lincoln and Lancaster County are significant, and the revenue forecasts for the 29-year planning horizon are not adequate to achieve the goals of LRTP and meet all the region's transportation needs. The LRTP strongly encourages pursuit of additional revenues to fund the transportation improvements that are vital to a thriving community. The following sections detail the NDOT, Rural Road, and Urban Road Capital Projects, as well as the Trail Projects that would remain unfunded through 2050.

Roadways

NDOT Highway Projects

Ten NDOT highway capital projects were scored using the Lincoln urban area roadway criteria and weighting. The rankings of these projects (as listed in **Table 7.16**) reflect where they fall based on the Lincoln MPO's priorities. However, it is recognized that the timing of these projects will depend on the statewide priorities and funding availability. Seven of the 10 projects are shown in the

Illustrative Plan on **Figure 7.12** (the other three – the South Beltway, the West Beltway, and I-80 - Pleasant Dale to NW 56th Street – have committed funding and are included in the Fiscally Constrained Plan).

Lancaster County Rural Road & Bridge Capital Projects

All remaining Rural Road & Bridge Capital Projects (including the additional 69 lower ranked projects that are not included in the Fiscally Constrained Plan) are included as Illustrative (unfunded) projects in the LRTP. These projects are depicted on **Figure 7.13** and detailed in **Table 7.17**.

Lincoln Urban Roadway Capital Projects

All remaining Urban Roadway Capital Projects (including an additional 64 lower ranked projects that are not included in the Fiscally Constrained Plan) are included as Illustrative (unfunded) projects in the LRTP. These projects are depicted on **Figure 7.14** and detailed in **Table 7.18**.

Table 7.16 Illustrative Plan (Unfunded) NDOT Highway Projects

Project ID	Street Name	Limits	Description	Project Cost (2021\$)
44	O Street (US-34)	84th Street to 120th Street	4 lanes + intersection improvements	\$17,900,000
34	US-6 (Sun Valley)	Cornhusker Hwy (US-6) to WO St.(US-6)	4 lanes + turn lanes	\$20,400,000
73	US-34	US-34 and Fletcher Avenue	New interchange	\$31,900,000
72	I-180	I-80 to US-6	Reconstruction + bridges	\$51,200,000
1	I-80	I-80 and I-180	Major interchange work	\$52,300,000
68	O Street (US-34)	120th Street to east county line	4 lanes + intersection improvements	\$37,000,000
70	US-34	NE-79 to Malcolm Spur	4 lanes + intersection improvements	\$15,300,000
Illustrative Plan (Unfunded) Total				\$226,000,000

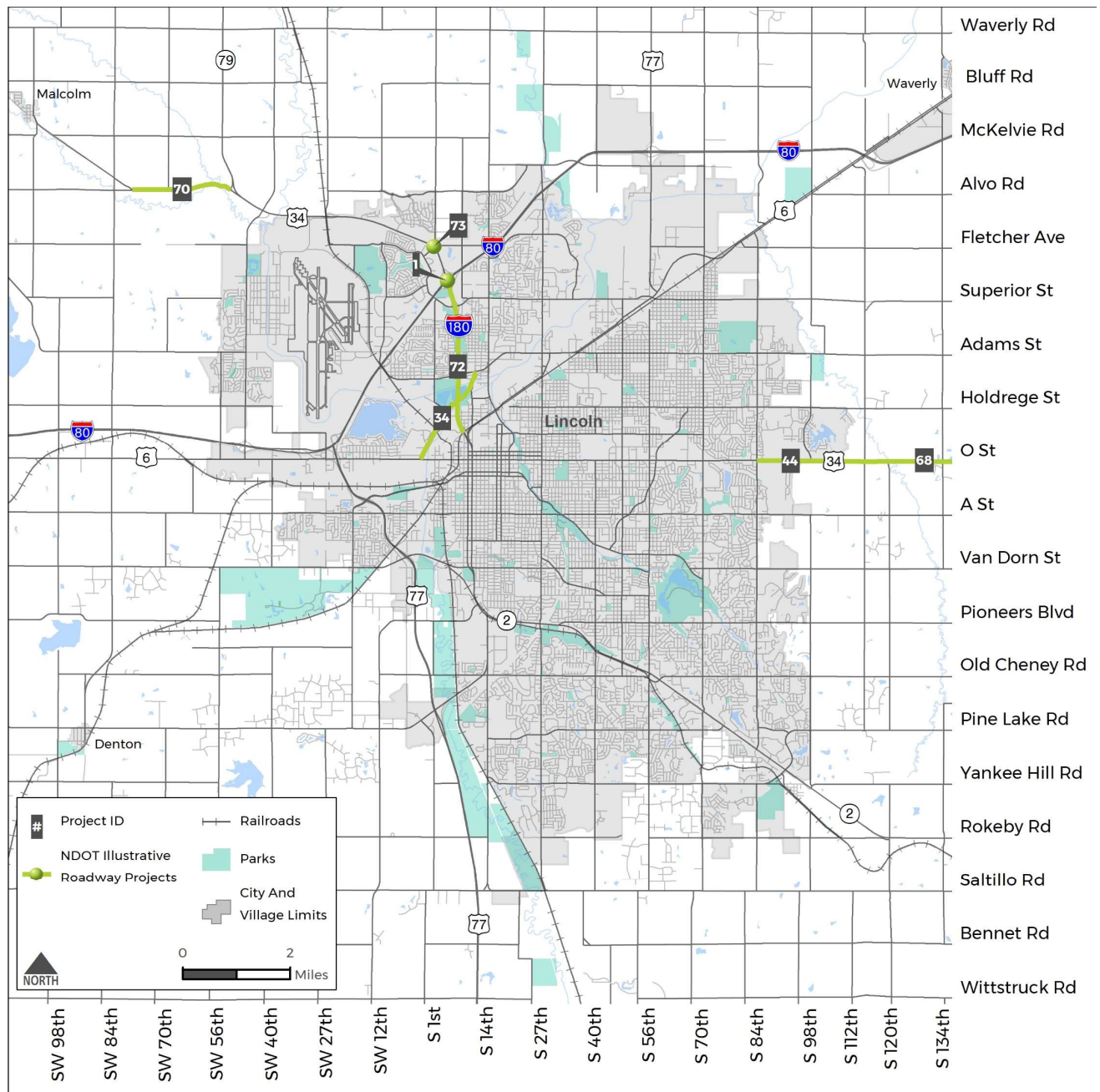
Figure 7.120 Illustrative Plan (Unfunded) NDOT Highway Projects

Table 7.17 Illustrative Plan (Unfunded) Rural Road & Bridge Capital Projects

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)
	107	W Van Dorn Street	SW 140th Street to SW 112th Street	Potential Paving	\$1,300,000
16ⁱ	108	S 1st Street	Old Cheney Road to Pioneers Boulevard	Programmed Paving	\$1,000,000
25	182	N 14th Street	Arbor Road	Intersection improvements	\$650,000
26	211	S 46th Street	Bridge S-59 near Bennet Road	Replace CB	\$925,000
27	116	Panama Road	US-77 to S 54th Street	Potential Paving	\$3,900,000
28	158	N 148th Street	O Street to McKelvie Road	Two Lane Widening	\$4,018,000
29	110	W Waverly Road	NE-79 to N 14th Street	Potential Paving	\$6,500,000
30	197	Van Dorn Street	Bridge K-37 near S 98th Street	Replace CBC	\$652,000
31	118	Bluff Road	I-80 to N 190th Street	Potential Paving	\$1,430,000
32	109	W Waverly Road	NW 112th Street to NE-79	Potential Paving	\$5,200,000
33	161	S 148th Street	Old Cheney Road	Intersection improvements	\$650,000
34	178	S 68th Street	Martel Road	Intersection improvements	\$650,000
35	202	Old Cheney Road	Bridge O-37 near S 1st Street	Bridge Replacement	\$3,465,000
36	163	S 148th Street	Van Dorn Street	Intersection improvements	\$650,000
37	162	S 148th Street	Pioneers Boulevard	Intersection improvements	\$650,000
38	157	S 148th Street	Yankee Hill Road to O Street	Two Lane Widening	\$4,900,000
40	159	S 148th Street	Yankee Hill Road	Intersection improvements	\$650,000
41	167	N 148th Street	Havelock Avenue	Intersection improvements	\$650,000
42	169	N 148th Street	Prairie Home	Intersection improvements	\$1,300,000
43	117	McKelvie Road	NW 27th Street to N 14th Street	Potential Paving	\$3,900,000
44	97	N 14th Street	Waverly Road to Raymond Road	Two Lane Widening	\$1,000,000
45	175	S 68th Street	Olive Creek Road	Intersection improvements	\$650,000
46	99	N 14th Street	Arbor Road to Waverly Road	Two Lane Widening	\$1,250,000
47	160	S 148th Street	Pine Lake Road	Intersection improvements	\$650,000
48	176	S 68th Street	Panama Road	Intersection improvements	\$650,000
49	170	N 148th Street	Alvo Road	Intersection improvements	\$650,000
50	179	S 68th Street	Wittstruck Road	Intersection improvements	\$650,000
51	198	S 56th Street	Bridge P-92 near Rokeby Road	Replace with CBC	\$1,460,000
52	174	S 68th Street	Princeton Road	Intersection improvements	\$650,000
53	166	N 148th Street	Adams Street	Intersection improvements	\$650,000
54	177	S 68th Street	Stagecoach Road	Intersection improvements	\$650,000
55	164	S 148th Street	A Street	Intersection improvements	\$650,000
56	196	N 112th Street	Bridge J-126 near Holdrege Street	Bridge Replacement	\$1,571,000
57	208	Pioneers Blvd	Bridge Q-72 near S 138th Street	Bridge Replacement	\$1,188,000
58	168	N 148th Street	Fletcher Avenue	Intersection improvements	\$650,000
59	203	Van Dorn Street	Bridge J-22 near S 134th Street	Bridge Replacement	\$1,060,000
60	199	A Street	Bridge J-47 near S 120th Street	Replace with CCS	\$739,000
61	173	S 68th Street	Pella Road	Intersection improvements	\$650,000
62	191	N 14th Street	Raymond Road to Agnew Road	Two Lane Widening	\$2,000,000
63	112	N 27th Street	Arbor Road to Waverly Road	Potential Paving	\$3,250,000
64	190	N 14th Street	Agnew Road	Intersection improvements	\$650,000
65	180	S 68th Street	Bennett Road	Intersection improvements	\$650,000

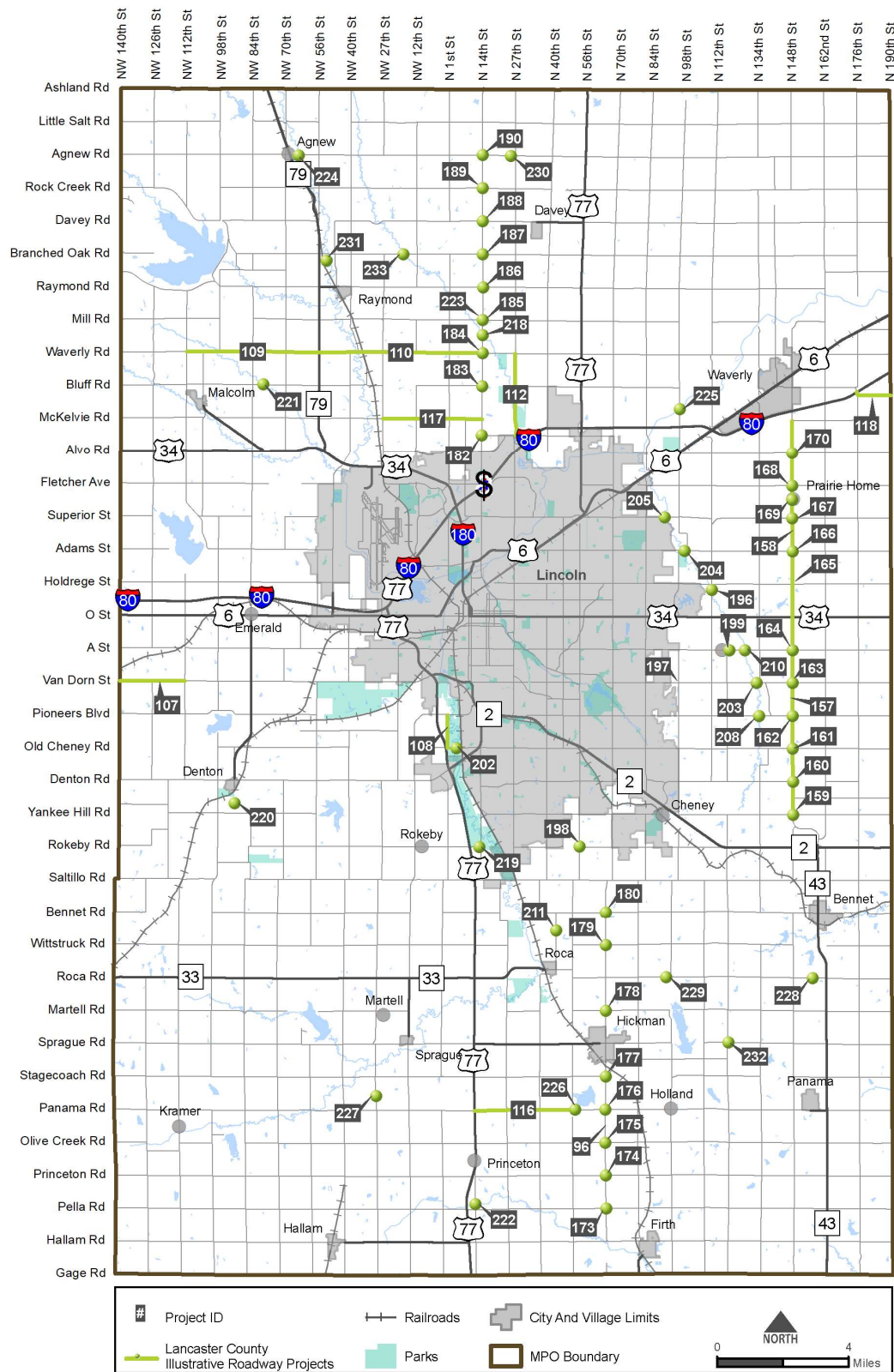
Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)
66	205	Havelock Avenue	Bridge K-144 near N 98th Street	Bridge Replacement	\$2,079,000
67	210	A Street	Bridge J-46 near S 134th Street	Bridge Replacement	\$1,237,000
68	189	N 14th Street	Rock Creek Road	Intersection improvements	\$650,000
69	187	N 14th Street	Branched Oak Road	Intersection improvements	\$650,000
70	204	Adams Street	Bridge K-123 near N 102nd Street	Bridge Replacement	\$1,940,000
71	186	N 14th Street	Raymond Road	Intersection improvements	\$650,000
72	188	N 14th Street	Davey Road	Intersection improvements	\$650,000
73	184	N 14th Street	Waverly Road	Intersection improvements	\$650,000
74	185	N 14th Street	Mill Road	Intersection improvements	\$650,000
75	183	N 14th Street	Bluff Road	Intersection improvements	\$650,000
76	192	N 14th Street	Agnew Road to Ashland Rd	Two Lane Widening	\$1,000,000
N/A ²	218	N 14th Street	Bridge F-88, Oak W-12, 18-15	Concrete Slab Bridge	\$1,175,000
N/A ²	219	Rokeby Road	Bridge O-44, Yankee Hill S-26, 21-44	Drainage Structure Replacement	\$65,000
N/A ²	220	SW 91st Street	Bridge N-114, Denton IN-22, 18-02	Bridge Replacement	\$475,000
N/A ²	221	W Bluff Road	Bridge E-171, Elk S-14	Concrete Box Culvert	\$550,000
N/A ²	222	S 12th Street	Bridge W-104, Buda W-24	Concrete Box Culvert	\$275,000
N/A ²	223	N 14th Street	Bridge F-91, Oak W-1	Concrete Box Culvert	\$275,000
N/A ²	224	W Agnew Road	Bridge D-88, West Oak S-12 21-40, East of Nebraska Hwy 79	Concrete Slab Bridge	\$2,255,000
N/A ²	225	N 98th Street	Bridge G-222, North Bluff W-24 21-41, North of I-80	Bridge Replacement	\$2,560,000
N/A ²	226	Panama Road	Bridge X-129, South Pass S-4 21-43, East of S 54th St	Concrete Slab Bridge	\$1,800,000
N/A ²	227	SW 29th Street	Bridge W-50 Buda W-4 21045, South of W Stagecoach Rd	Bridge Replacement	\$620,000
N/A ²	228	Roca Road	Bridge R-184, Nemaha S 15, East of S 148th Street	Bridge Replacement	\$580,000
N/A ²	229	Roca Road	Bridge S-180, Saltillo S 14, East of S 82nd Street	Bridge Replacement	\$870,000
N/A ²	230	Agnew Road	Bridge C-284, Little Salt S-12	Concrete Box Culvert	\$430,000
N/A ²	231	NW 19th Street	Bridge C-262, Little Salt IN-28	Bridge Replacement	\$650,000
N/A ²	232	Hickman Road	Bridge R-213, Nemaha S-20	Concrete Box Culvert	\$430,000
N/A ²	233	W Branched Oak Road	Bridge C-253, Little Salt S-28	Bridge Replacement	\$620,000
Illustrative Plan (Unfunded) Total					\$89,444,000

¹ Although it scored high enough to be in the Fiscally Constrained Plan, Project ID 108 is shown in the Illustrative Plan due to uncertainty of the Old Cheney configuration at the West Beltway (closure versus overpass); therefore, the need for this project will be determined at a later date.

² Projects 218 – 229 are included in Lancaster County's 1 and 6 Year Plan. These projects are included in the LRTP Illustrative Plan but have not been scored.

Amended November 2022

Figure 7.13 Illustrative Plan (Unfunded) Rural Road & Bridge Capital Projects



Amended November 2022

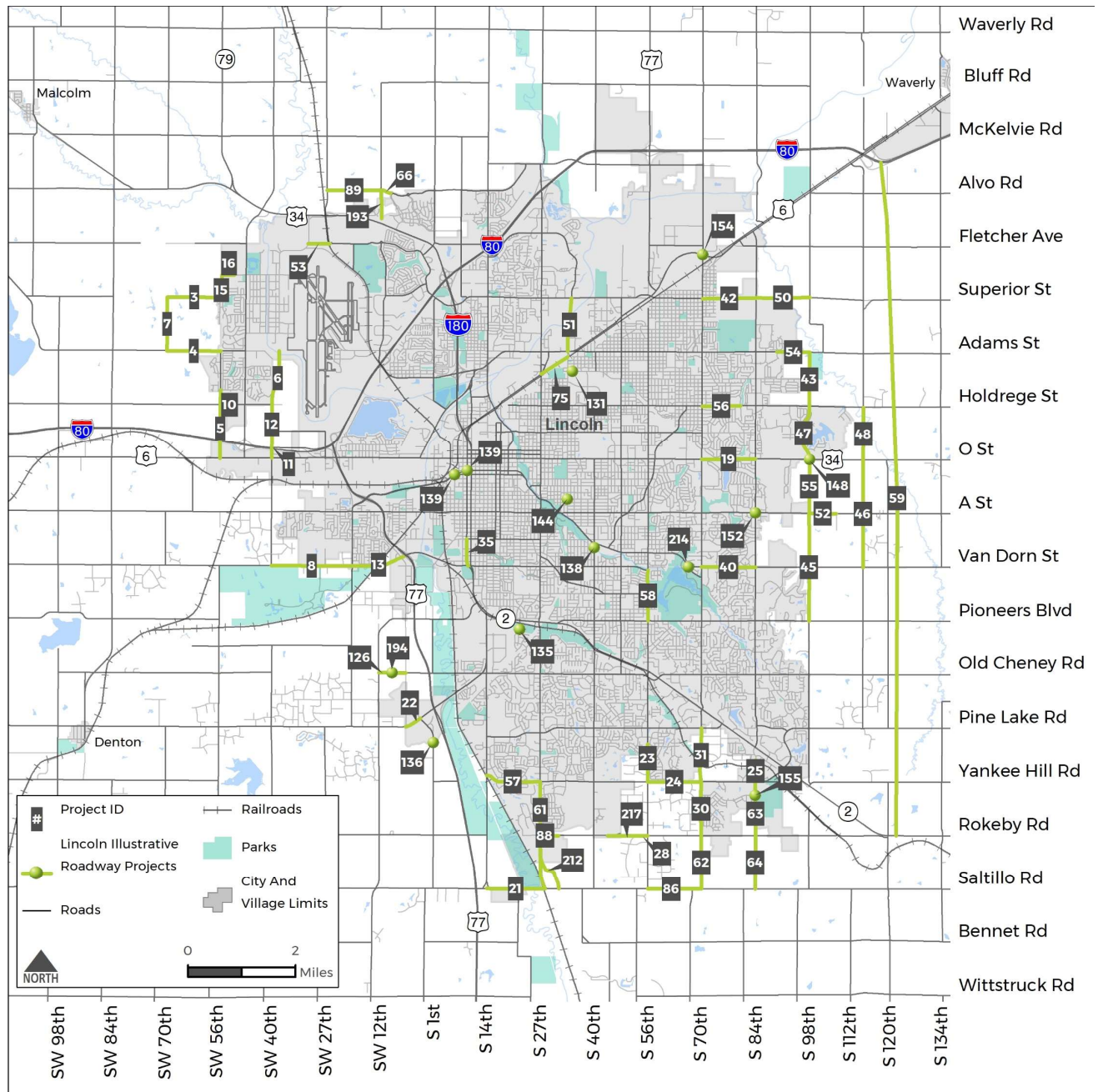
Table 7.18 Illustrative Plan (Unfunded) Urban Roadway Capital Projects

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)
21	58	S 56th Street	Van Dorn Street to Pioneers Boulevard	4 lanes + intersection improvements	\$13,200,000
22	214	Normal Boulevard	Van Dorn Street	Intersection improvements	\$750,000
23	31	S 70th Street	Pine Lake Road to Yankee Hill Road	4 lanes + intersection improvements	\$14,000,000
24	138	S 40th Street	Antelope Creek	Bridge Replacement	\$2,500,000
25	35	S 9th Street	Van Dorn Street to South Street	3 lanes + intersection improvements	\$5,300,000
26	155	S 84th Street	Yankee Woods Drive	Roundabout	\$2,750,000
27	56	Holdrege Street	N 70th Street to N 80th Street	4 lanes + intersection improvements	\$10,000,000
28	136	S 1st Street	Cardwell Branch Salt Creek	Bridge Replacement	\$850,000
29	139	Rosa Parks Way	K Street and L Street	Bridge Rehab and Preventive Maintenance	\$3,400,000
30	57	Yankee Hill Road	S 14th Street to S 27th Street	Additional 2 lanes	\$7,200,000
31	12	NW 40th Street	W Holdrege Street to W Vine Street	2 lanes + intersection improvements	\$3,500,000
32	154	Cornhusker Hwy (US-6)	N 70th Street / Railroad viaduct	Intersection/viaduct reconfiguration	\$10,000,000
33	144	S 33rd Street	D Street	Remove existing traffic signal and construct mini roundabout	\$1,000,000
34	152	S 84th Street	A Street	Intersection Improvements: dual northbound left turn lanes and NB right turn lane	\$1,520,000
35	19	O Street (US-34)	Wedgewood Drive to 98th Street	Intersection Improvements	\$6,080,000
36	42	Havelock Avenue	N 70th Street to N 84th Street	2 lanes + intersection improvements	\$7,000,000
37	5	NW 56th Street	W Partridge Lane to W "O" Street	2 lanes + intersection improvements	\$9,000,000
38	131	Huntington Avenue	Dead Mans Run	Bridge Replacement	\$3,500,000
39	40	Van Dorn Street	S 70th Street to S 84th Street	Intersection Improvements	\$4,560,000
40	11	NW 40th Street	W Vine Street to US-6, including I-80 Overpass	Overpass	\$11,250,000
41	24	Yankee Hill Road	S 56th Street to S 70th Street	2 lanes + intersection improvements	\$6,900,000
42	6	NW 38th Street	W Adams Street to W Holdrege Street	2 lanes + intersection improvements	\$7,200,000
43	51	N 33rd Street	Cornhusker Hwy to Superior Street	4 lanes + int. impr. & bridge	\$20,000,000

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)
44	75	Salt Creek Roadway	State Fair Park Dr to Cornhusker Hwy	6 lanes + intersection improvements	\$26,000,000
45	15	NW 56th Street	W Cuming Street to W Superior Street	2 lanes + intersection improvements	\$2,900,000
46	23	S 56th Street	Thompson Creek Boulevard to Yankee Hill Road	4 lanes + intersection improvements	\$9,800,000
47	148	O Street (US-34)	98th Street	Construct roundabout with S 98th Street project OR when signal otherwise warranted	\$2,750,000
48	8	W Van Dorn Street	SW 40th Street to Coddington Avenue	2 lanes + intersection improvements	\$10,500,000
49	135	Southwood Drive	Beal Slough	Bridge Replacement	\$2,200,000
50	193	NW 12th Street	W Alvo Road to Missoula Road	2 lanes + turn lanes	\$2,400,000
51	7	NW 70th Street	W Superior Street to W Adams Street	2 lanes + intersection improvements	\$7,000,000
52	61	S 27th Street	Yankee Hill Road to Saltillo Road	2 lane realignment + int. impr.	\$14,100,000
53	48	N 112th Street	Holdrege Street to US-34	2 lanes + intersection improvements	\$7,000,000
54	63	S 84th Street	Yankee Hill Road to Rokeby Road	4 lanes + intersection improvements	\$14,000,000
55	21	Saltillo Road	S 14th Street to S 27th Street	2 lanes + intersection improvements, reconstruction to address flooding	\$7,600,000
56	55	S 98th Street	US-34 (O Street) to A St	4 lanes + intersection improvements	\$14,000,000
57	28	Rokeby Road	S 48th Street to S 56th Street	2 lanes + intersection improvements	\$3,500,000
58	217	Rokeby Road	Snapdragon Road to S 48th Street	2 lanes + intersection improvements	\$10,330,000
59	25	S 84th Street	Amber Hill Road to Yankee Hill Road	4 lanes + intersection improvements	\$5,700,000
60	212	27th Street Realignment	Saltillo Road to Rokeby Road	New Two Lane Road	\$20,200,000
61	86	Saltillo Road	S 56th Street to S 70th Street	2 lanes + intersection improvements	\$7,000,000
62	3	W Superior Street	NW 70th Street to NW 56th Street	2 lanes + intersection improvements	\$7,000,000
63	22	W Denton Road	Amaranth Lane to S Folsom Street	2 additional lanes	\$2,200,000
64	46	S 112th Street	US-34 to Van Dorn Street	2 lanes + intersection improvements	\$14,000,000
65	52	A Street	S 98th Street to 105th Street	2 lanes + intersection improvements	\$3,500,000
66	59	East Beltway	Nebraska Hwy 2 to I-80	New 4 lane divided highway	\$315,000,000
67	47	N 98th Street	Holdrege Street to O Street	Additional 2 lanes	\$7,500,000

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)
68	54	Adams Street	N 90th Street to N 98th Street	2 lanes + intersection improvements	\$4,300,000
69	45	S 98th Street	A Street to Pioneers Boulevard	4 lanes + intersection improvements	\$28,000,000
70	4	W Adams Street	NW 70th Street to NW 56th Street	2 lanes + intersection improvements	\$7,000,000
71	13	W Van Dorn Street	Coddington Avenue to US-77	2 lanes + intersection improvements	\$6,900,000
72	53	W Fletcher Avenue	NW 31st Street to NW 27th Street	2 lanes + intersection improvements	\$2,800,000
73	30	S 70th Street	Yankee Hill Road to Rokeby Road	2 lanes + intersection improvements	\$14,000,000
74	66	W Alvo Road	NW 12th Street to Tallgrass Parkway	2 lanes + intersection improvements	\$1,300,000
74	126	W Old Cheney Road	S Folsom Street to SW12th Street	2 lanes with raised median	\$3,500,000
76	194	W Old Cheney Road	SW 9th Street	Roundabout	\$900,000
77	88	Rokeby Road	S 27th Street to S 31st Street	2 lanes + intersection improvements	\$2,400,000
78	64	S 84th Street	Rokeby Road to Saltillo Road	4 lanes + intersection improvements	\$14,000,000
79	62	S 70th Street	Rokeby Rd to Saltillo Rd	4 lanes + intersection improvements	\$14,000,000
80	50	Havelock Avenue	N 84th Street to N 98th Street	2 lanes + intersection improvements	\$7,000,000
81	17	NW 12th Street	Aster Road to Missoula Road	2 lanes + turn lanes	\$2,300,000
82	16	W Cuming Street	NW 56th Street to NW 52nd Street	2 lanes + intersection improvements	\$1,600,000
83	43	N 98th Street	Adams Street to Holdrege Street	2 lanes + intersection improvements	\$7,000,000
84	89	W Alvo Road	NW 27th Street to NW 12th Street	2 lanes + intersection improvements	\$7,100,000
Illustrative Plan (Unfunded) Total					\$791,740,000

Figure 7.14 Illustrative Plan (Unfunded) Urban Roadway Capital Projects



Trails

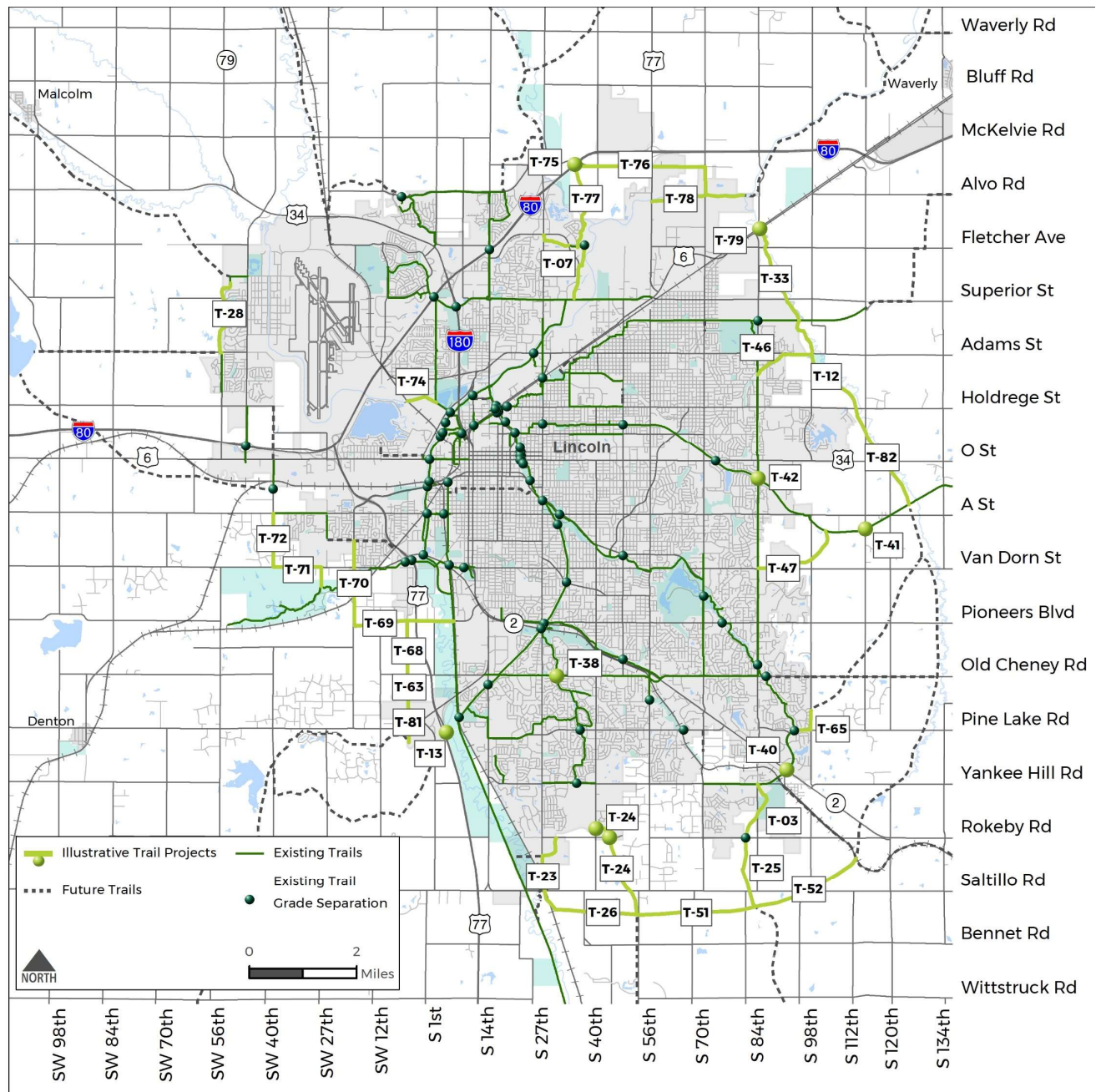
The remaining Trail Projects that are not expected to be funded within the 2050 Fiscally Constrained Plan are included as

Illustrative projects in the LRTP, as depicted on **Figure 7.15** and listed in **Table 7.19**. The timing and priority of these projects may change depending on opportunities for funding.

Table 7.19 Illustrative Plan (Unfunded) Trail Projects

Project ID	Trail Name	Limits	Description	Project Cost (2021\$)
T-07	Landmark Fletcher	33rd St & Superior St to 27th St	New Trail; Sidepath	\$700,000
T-28	NW 56th Street Trail	W Adams St to W Superior St	New Trail	\$600,000
T-75	Arbor Road Trail	N 14th St to I-80 with grade separation at I-80	Sidepath and Grade Separation	\$600,000
T-76	Arbor Road Trail	I-80 to Salt Creek Trail	Sidepath	\$2,400,000
T-38	Tierra Williamsburg	Old Cheney grade separated crossing	Grade Separation	\$1,200,000
T-77	Little Salt Creek Trail	Arbor Rd to Landmark Fletcher	New Trail	\$2,000,000
T-79	Stevens Creek Trail	Salt Creek Trail to Cornhusker Hwy with grade separation of Cornhusker Hwy	New Trail	\$1,000,000
T-47	Van Dorn Trail	S 84th St and Van Dorn to S 106th and MoPac Trail	New Trail	\$1,200,000
T-26	South Beltway Trail - Phase I	S 27th St to S 56th St	New Trail	\$1,500,000
T-74	Oak Creek Trail	Saline Wetlands Nature Center to N 1st St	New Trail	\$300,000
T-78	Salt Creek Trail	N 56th St to Stevens Creek	New Trail	\$900,000
T-13	Cardwell Branch Trail	GPTN Connector to Folsom Trail	New Trail	\$800,000
T-65	Pine Lake Rd/S 98th St	Billy Wolff Trail to Napa Ridge Dr	Sidepath	\$300,000
T-63	Folsom Street	W Old Cheney south 1/2 mile	Sidepath	\$65,000
T-71	Van Dorn St	SW 40th St to Prairie Corridor Trail	Sidepath	\$500,000
T-23	S 27th Street Connector	Rokeby Rd to South Beltway	New Trail	\$800,000
T-40	S 91st Street Trail	Hwy 2 grade separated crossing	Grade Separation	\$2,200,000
T-25	S 84th Street Connector	Rokeby Rd to South Beltway	New Trail	\$700,000
T-72	SW 40th St	Van Dorn St to W A Street	Sidepath	\$350,000
T-46	Prairie Village Trail	N 84th St to Stevens Creek, South of Adams	New Trail; Sidepath	\$500,000
T-24	S 56th Street Connector	Rokeby Rd to South Beltway	New Trail	\$1,200,000
T-33	Stevens Creek	Murdock trail to Hwy 6	New Trail	\$1,000,000
T-82	Stevens Creek	Waterford Trail to MoPac Trail	New Trail	\$1,700,000

Project ID	Trail Name	Limits	Description	Project Cost (2021\$)
T-70	Coddington Ave	Pioneers Blvd to South St	Sidepath	\$650,000
T-41	Mo Pac Trail	S 112th Street grade separated crossing	Grade Separation	\$1,210,000
T-42	Mo Pac Trail	S 84th Street grade separated crossing	Grade Separation	\$1,700,000
T-81	Folsom Street Connector	1/2 mile north of W Denton Rd to Cardwell Branch Trail	Trail	\$800,000
T-12	Stevens Creek	Murdock Trail to Waterford Trail	New Trail	\$1,300,000
T-68	Folsom St	Old Cheney to Pioneers Blvd	Sidepath	\$350,000
T-69	Pioneers Blvd	Jamaica North Trail to Coddington Ave	Sidepath	\$700,000
T-51	South Beltway Trail - Phase II	S 56th St to S 84th St	New Trail	\$3,500,000
T-03	Woodlands	Jensen Park to Rokeby Rd	New Trail	\$500,000
T-52	South Beltway Trail - Phase III	S 84th Street to Hwy 2	New Trail	\$3,500,000
Illustrative Plan (Unfunded) Total				\$36,725,000

Figure 7.153 Illustrative Plan (Unfunded) Trail Projects

Transit

The Illustrative Plan includes full implementation of the future phases of improvements identified in the TDP. The following transit projects and services are included as Illustrative (unfunded) projects. The Illustrative Plan will be updated upon completion of the TDP update in 2022.

Multimodal Transportation Center

A Multimodal Transportation Center (MMTC) will provide a high level amenity for StarTran bus riders, bicyclists who desire to use transit when they travel, pedestrians as an information center and travel hub, and other transportation providers. A MMTC would also provide a strong and permanent statement of intent on the part of Lincoln to become a multimodal friendly community.

The MMTC would function as a bus transfer center, StarTran administrative office, bicycle storage facility, bike share facility, and likely offer space for supportive retail and taxi stands benefitting all of the City of Lincoln. The proposed location for a MMTC would be in downtown Lincoln to improve connections between people and centers of employment, education, and services. Such a center would support more convenient, safe, and easy bus passenger transfers. Having a transfer facility with administrative and operational staffing would also discourage criminal activity and attract more transit riders.

Maintenance Facility and CNG Fueling Station

StarTran will need a new bus maintenance and storage facility. Currently, the bus maintenance and a significant portion of the bus storage facility are well beyond the reasonable building life. The facility, built in the 1930s, is located within the South Haymarket Neighborhood Plan area. The area would be redeveloped into a mixed residential/commercial district.

StarTran has applied for \$19.9 million under FTA Grants for Buses and Bus Facilities Program to fund design and construction of a new bus maintenance and storage facility. The first phase of this project includes construction of a CNG fueling facility.

Other Transit Enhancements

The TDP identifies additional transit enhancements including:

- An expansion plan for increasing service on key routes and adding vehicles
- Bus Rapid Transit in high use corridors such as O Street and 27th Street
- Technology improvements to enhance customer knowledge and trip planning with passenger information systems
- Consideration of private transportation options such as Uber or Lyft to enhance customer travel and to transport customers at the end of the bus line to their final destinations
- Consideration of different fuel types and propulsion systems such as electric buses as a means of reducing GHG emissions and lowering fuel costs
- Study of the potential for using existing rail corridors, such as Highway 2 and Cornhusker Highway, for light rail
- Consideration of intercity transportation between Lincoln and Omaha

Lincoln MPO Officials Committee Agenda Summary

AGENDA ITEM NO.	3.a
MEETING DATE	December 8, 2023
REQUEST	VOTE: Amendment No. 2 to the FY 2024-2027 Transportation Improvement Program
ASSOCIATED MEETINGS	The MPO Technical Committee recommended approval of this item at their meeting on November 2, 2023.
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603
APPLICANT(S)	Stephanie Rouse, Lincoln-Lancaster County Planning Department, srouse@lincoln.ne.gov , 402-441-6373 Allison Speicher, Lincoln Parks and Recreation Department, aspeicher@lincoln.ne.gov , 402-441-1652 Carla Cosier, Lincoln Transportation and Utilities-StarTran, ccosier@lincoln.ne.gov , 402-441-7075
LINK TO MAP	Rock Island Trail Undercrossing at Old Cheney Road Rock Island Trail Widening – A Street to Boosalis Trail Multimodal Transportation Center - Active Transportation Enhancements

RECOMMENDATION: APPROVE THE AMENDMENT TO THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

BACKGROUND

The Transportation Improvement Program (TIP) is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next four-year period. The Lincoln Metropolitan Planning Organization (MPO) amends the TIP to accommodate changes to project needs in the TIP. The FY 2024-2027 TIP was adopted by the MPO Officials Committee on May 10, 2023 and went into effect on October 1, 2023.

SUMMARY OF REQUEST

The Carbon Reduction Program (CRP) is a new federal funding program through the national Bipartisan Infrastructure Law (BIL). The Lincoln MPO will receive an apportionment of CRP funds of approximately \$4.4 million over five years during federal fiscal years 2022 through 2026. The CRP funding would be added to the Funding Outlook in the Long Range Transportation Plan (LRTP) and funds would be programmed towards the projects below. The proposed Amendment No. 2 to the FY 2024-2027 TIP includes the following revisions:

Pedestrian, Bike & Trail Projects program:

- Rock Island Trail Undercrossing at Old Cheney Road – Add project and program federal funds
- Rock Island Trail Widening – Add project and program federal funds

- Multimodal Transportation Center - Active Transportation Enhancements – Add project and program federal funds

This amendment will update the associated summary tables and figures in the TIP.

CONFORMANCE WITH 2050 LONG RANGE TRANSPORTATION PLAN

A proposed LRTP amendment is being processed concurrently with this TIP amendment. The LRTP amendment would add CRP funds to the funding analysis and proposed CRP-funded projects. The current status of each project in the LRTP is as follows:

- Rock Island Trail Grade Separated Crossing at Old Cheney Road – The project already appears in the LRTP Priority Trails list. The project cost would be updated.
- Rock Island Trail Widening – The project would be added to the LRTP under a new table and figure for Trail Widening Projects.
- Multimodal Transportation Center Active Transportation Enhancements – The project scope and cost would be added to the LRTP under the Priority Transit Projects listing for the Multimodal Transportation Center project.

POLICY CONSIDERATIONS

CRP funds are intended to reduce transportation CO₂ emissions and can be used for a broad variety of projects that result in a net emissions reduction.

CONGESTION MANAGEMENT AND EQUITY CONSIDERATIONS

Congestion management and equity are review elements applicable to projects being added to the TIP. The congestion management and equity review elements integrate project-level information from the 2050 LRTP and from the MPO Congestion Management Process to better inform decision-making. These reviews apply to all TIP programs and new projects except those projects under the NDOT, Lincoln Airport, and Federal Transit Administration programs. Standard questions were developed for each review element. The information below was provided by the applicants for the new projects proposed to be added. The equity review uses an updated map of Overburdened and Underserved Communities from the LRTP.

1. Rock Island Trail Undercrossing at Old Cheney Road

Congestion Management Process (CMP) Review

- *Is the project in the Lincoln MPO CMP Network? (see page 9 of the [CMP](#)):* This project provides a crossing of Old Cheney Road which is identified on the CMP Network map as a minor arterial.
- *Is the project on a high-congestion segment as identified in red on the exhibits in [LRTP Appendix E1](#)? (Existing, 2035, or 2050 Congestion):* No.
- *Identify which CMP strategies the project supports (see pages 17-20 of the [CMP](#)):*
 - B.10 Improve Safety of Existing Bicycle and Pedestrian Facilities: The project supports this Strategy by providing a grade separate crossing. This Strategy is identified as having Higher Potential for achieving a shift of automobile trips to other modes.

Equity Review

- *Is the project located in a Highest or Moderate to High area on the attached Map of Overburdened and Underserved Communities? (see attached map):* The project falls within Low to Moderate impact areas.

- *If yes to the above question, provide a written explanation of how the project creates a benefit or burden to these communities. If the project is anticipated to create a burden or have a neutral impact, identify ways the project could be modified to better consider the needs and input of overburdened and underserved populations.* The Rock Island Trail serves as a critical connection between areas of Highest and Moderate to High impact both north and south. The Rock Island Trail serves as a major commuter connection to and from the Core of Lincoln and this project would provide a safe grade separated crossing for commuters who travel this corridor during the highest vehicle traffic periods of the day. Lincoln workers are estimated to walk and bicycle to work at a rate of 3.3% and 1.6%, respectively. This is a walking rate that is higher than the National estimate (2.7%) and a bicycling rate that is more than double the National (0.6%) and triple the State (0.4%). A grade separated roadway crossing in the location will greatly improve the convenience of alternative mode commuting to major employment centers in downtown.
- *Provide the project's Equity Score and Total Score from [LRTP Appendix G](#), if applicable.* As a Committed/Funded project, the project did not go through the project scoring process in the LRTP. This project would score well in the Safety and Security, and Mobility and System Reliability goals, and will improve Livability and Travel Choice.

2. Rock Island Trail Widening – A Street to Boosalis Trail

Congestion Management Process (CMP) Review

- *Is the project in the Lincoln MPO CMP Network? (see page 9 of the [CMP](#)):* This trail is located in a former railroad right-of-way and is not a part of the CMP Network.
- *Is the project on a high-congestion segment as identified in red on the exhibits in [LRTP Appendix E1](#)? (Existing, 2035, or 2050 Congestion):* N/A
- *Identify which CMP strategies the project supports (see pages 17-20 of the [CMP](#)):*
 - B.10 Improve Safety of Existing Bicycle and Pedestrian Facilities: This project supports the Strategy by providing additional width to accommodate traffic and users that travel at different speeds. This Strategy is identified as having Higher Potential for achieving a shift of automobile trips to other modes.

Equity Review

- *Is the project located in a Highest or Moderate to High area on the attached Map of Overburdened and Underserved Communities? (see attached map):* The Underserved and Overburdened Communities map shows the project area as Low impact.
- *If yes to the above question, provide a written explanation of how the project creates a benefit or burden to these communities. If the project is anticipated to create a burden or have a neutral impact, identify ways the project could be modified to better consider the needs and input of overburdened and underserved populations.* This corridor serves as a critical connection between areas of Highest and Moderate to High impact both north and south. The Rock Island Trail serves as a major commuter connection to and from the Core of Lincoln. Lincoln workers are estimated to walk and bicycle to work at a rate of 3.3% and 1.6%, respectively. This is a walking rate that is higher than the National estimate (2.7%) and a bicycling rate that is more than double the National (0.6%) and triple the State (0.4%). Widening of this trail will improve the commuting experience and capacity, encouraging more users to take advantage of this alternative.
- *Provide the project's Equity Score and Total Score from [LRTP Appendix G](#), if applicable.* N/A (project would be added to the LRTP with a separate application). However, it does directly address the goals

of Maintenance, Mobility and System Reliability, Livability and Travel Choice, Economic Vitality, and Environmental Sustainability.

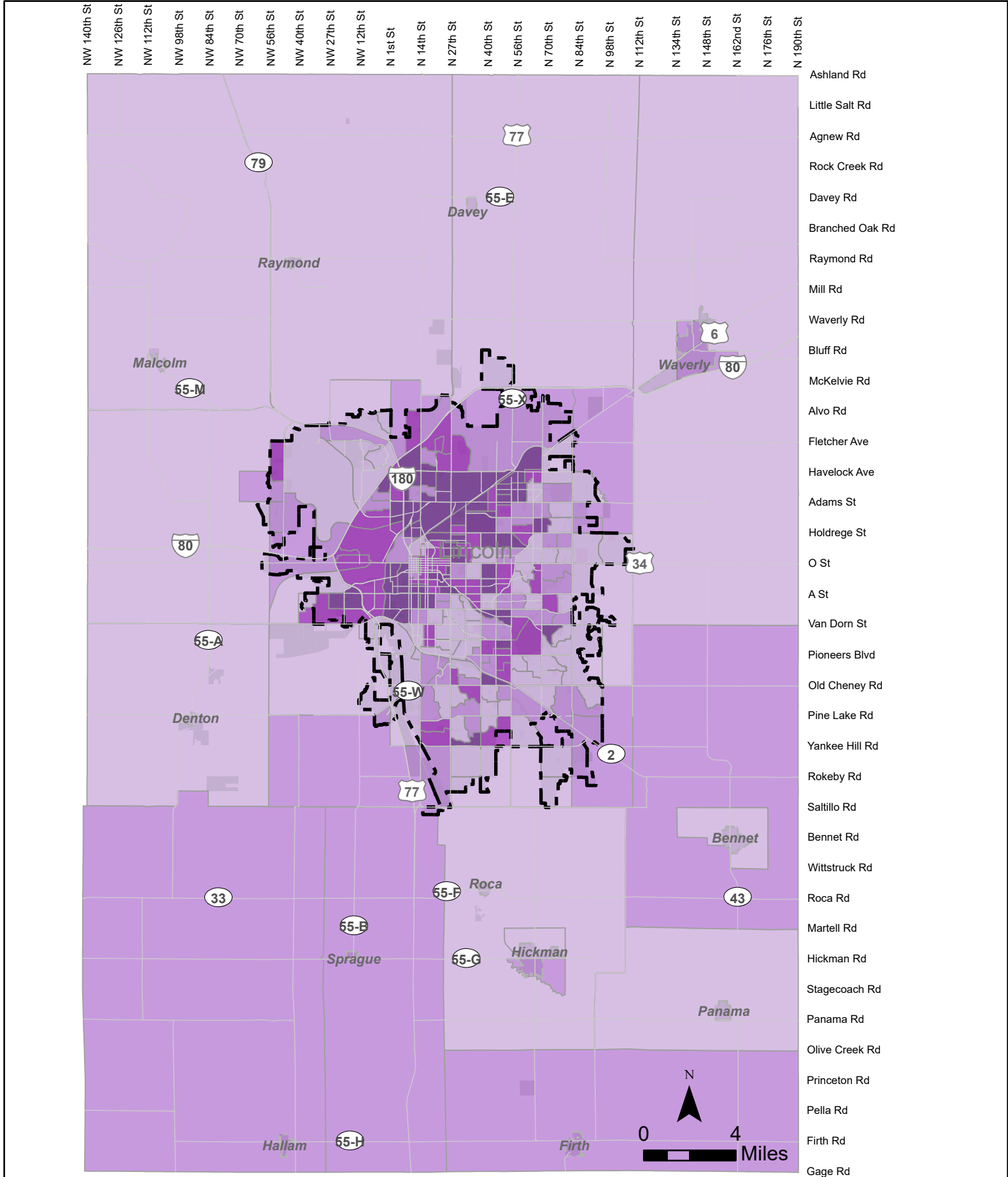
3. Multimodal Transportation Center (MMTC) Active Transportation Enhancements

Congestion Management Process (CMP) Review

- *Is the project in the Lincoln MPO CMP Network? (see page 9 of the [CMP](#)):* The anticipated project location is within the city of Lincoln and is labeled as NHS Non-Interstate on the CMP Network Map.
- *Is the project on a high-congestion segment as identified in red on the exhibits in [LRTP Appendix E1](#)? (Existing, 2035, or 2050 Congestion):* No.
- *Identify which CMP strategies the project supports (see pages 17-20 of the [CMP](#)):*
 - A.10 Infill Developments: The MMTC will infill an existing parking lot with new facilities that supports non-vehicular mobility options beyond transit with bicycle, scooter, and pedestrian facility enhancements.
 - B.7 New Sidewalk Connections: The anticipated site is already served with sidewalk connections; however they would be widened to between 8 to 10 feet to accommodate more pedestrian and bicyclist travel.
 - B.9 Improved Bicycle Facilities at Transit Development Centers or Trip Destinations: The treatments proposed at the new transfer center include bike racks and lockers, showers to support bicycle commuting, and upgrade of existing shared use paths to sidepath facilities as proposed in the Lincoln Bike Plan.
 - B.10 Improved Safety of Existing Bicycle and Pedestrian Facilities: Enhanced crossings will improve bicycle and pedestrian movement across 9th and 10th Streets as well the upgrade of shared use paths to separated sidepaths.

Equity Review

- *Is the project located in a Highest or Moderate to High area on the attached Map of Overburdened and Underserved Communities? (see attached map):* Portions of the anticipated project site fall within the Highest area on the Equity Index Map.
- *If yes to the above question, provide a written explanation of how the project creates a benefit or burden to these communities. If the project is anticipated to create a burden or have a neutral impact, identify ways the project could be modified to better consider the needs and input of overburdened and underserved populations.* Crossings at 9th and 10th Streets are wide and do not have protection for pedestrians and bicyclists. With the addition of the transit center, many more people will be accessing the center walking, biking, or possibly using scooters. Transit riders comprise a higher share of low income and minority residents in Lincoln and the primary transfer center should reflect a commitment to safe and equitable access to the facility. The proposed transportation improvements will improve the experience getting to and from the site with better lighting, wider sidewalks, reduced crossing distances and additional crosswalks and crossing treatments, and a separated bicycled facility connection.
- *Provide the project's Equity Score and Total Score from [LRTP Appendix G](#), if applicable.* N/A (project would be added to the LRTP with a separate application). However, this project supports the goals of Mobility and System Reliability, Livability and Travel Choice, Environmental Sustainability, and Transportation Equity.



Underserved and Overburdened Communities



Source: Underserved and Overburdened Communities is developed from inputs including Low Income, Minorities, Single Head of Household, LEP, Age 65+, Disabilities, and Zero Vehicle Households. Data was derived from the U.S. Census Bureau/American Community Survey (2016-2020)

FISCAL YEARS 2024-2027 PEDESTRIAN, BIKE & TRAILS PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

		PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
PROJECT	PHASE	PRIOR FISCAL YEARS	FS	FY 2024	FS	FY2025	FS	FY2026	FS	FY2027	FS			
<u>City of Lincoln Parks & Recreation Department</u>														
Beal Slough Trail Project Trail project to extend southeasterly along the Beal Slough Channel from 56th Street & Street & London Road to 70th Street & 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.	PE	265.5	TA											
	PE	66.4	LN											
	ROW	213.7	TA											
	ROW	53.4	LN											
	Construction			958.3	TA									
	Construction			239.6	LN									
	CE			143.8	TA									
	CE			35.9	LN									
	C.N. 13366	TAP-55(182)	TOTAL	599.0		1,377.6		0.0		0.0		0.0		0.0
Fletcher Landmark Trail Trail project for concrete trail to follow primarily alongside Fletcher Street from N. 14th Street 27th Street.	PE	265.5	TA											
	PE	66.4	LN											
	ROW	213.7	TA											
	ROW	53.4	LN											
	Utilities/Construction			846.0	TA									
	Utilities/Construction			211.5	LN									
	CE			126.9	TA									
	CE			31.7	LN									
	C.N. 13442	TAP-55(186)	TOTAL	599.0		1,216.1		0.0		0.0		0.0		0.0
Wilderness Hills Trail Continuing the Tierra Williamsburg trail from about 37th and Yankee Hill Rd south approximately .75 mile where it will branch off in two segments, one leading east to an underpass of S. 40th Street, the other southwest to an underpass of Rokeby Road.	PE					87.5	OF							
	PE					21.8	LN							
	ROW							27.4	OF					
	Utilities							36.5	OF					
	Construction									767.5	OF			
	CE									109.3	OF			
	TOTAL	0.0		0.0		109.3		63.9		876.8		0.0	1,050.0	
	Waterford Trail Starting with a trail connection at 84th St. Trail at 84th St. and College Park Rd., this new 10' wide trail will generally extend NE through Southeast Community College and Waterford Estates until reaching its terminus at 104th St. and Holdrege St.	PE			278.3	TA								
		PE			69.6	LN								
ROW/Utilities						347.8	TA							
ROW/Utilities						86.9	LN							
Const/CE								1,567.8	TA					
Const/CE								391.9	LN					
TOTAL		0.0		347.9		434.7		1,959.7		0.0		0.0	2,742.3	
C.N. 13554		TAP-55(192)												
Amend (Add) Rock Island Trail Undercrossing at Old Cheney Road This project will provide a grade separated crossing of the Rock Island Trail at Old Cheney Road by constructing an undercrossing of the roadway. The crossing will be located in the approximate alignment of the existing trail and connections to the sidewalks on each side of Old Cheney will be required. The project is anticipated to require some ROW acquisition.		PE			174.4	CRP								
	PE			43.6	LN									
	ROW/Utilities					43.2	CRP							
	ROW/Utilities					10.8	LN							
	Const/CE							1,611.2	CRP					
	Const/CE							402.8	LN					
	TOTAL	0.0		218.0		54.0		2,014.0		0.0		0.0	2,286.0	
	Amendment Description: Add project and program federal funds.													
	<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope <input type="checkbox"/> Other													

FISCAL YEARS 2024-2027 PEDESTRIAN, BIKE & TRAILS PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

	PROJECT	PHASE	PRIOR		PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS
			FISCAL YEARS	FS	FY 2024	FS	FY2025	FS	FY2026	FS	FY2027	FS		
Amend (Add)	Rock Island Trail Widening - A Street to Boosalis Trail	PE			206.5	CRP								
	The Rock Island Trail between A Street and Nebraska Parkway is one of the busiest trail segments in Lincoln. Having been one of the first segments constructed, it is also built to a standard that is no longer adequate for the 1,000 trips per day it experiences. This project would remove the existing 8 foot wide concrete trail and replace it with an 11 foot wide, 5" thick concrete trail. This project would also include the replacement of a pedestrian/ bicycle bridge over Garfield Street.	PE			51.6	LN								
		Const/CE					1,830.9	CRP						
		Const/CE					457.7	LN						
	TOTAL		0.0		258.1		2,288.6		0.0		0.0		0.0	2,546.7
Amendment Description: Add project and program federal funds. <input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope <input type="checkbox"/> Other														
City of Lincoln/Lancaster County Planning Department														
	B Street Bicycle Boulevard	PE			24.2	LN								
	Bicycle boulevard pavement markings and signage on B Street from 11th to 26th Street and 26th Street from A to B Streets, bump outs at 11th and 12th Streets, and a sidepath on A Street from 26th to 27th Streets.	PE			50.4	CDBG								
		Const/CE					289.8	CDBG						
		Const/CE					130.9	TA						
		Const/CE					26.6	LN						
	TOTAL		0.0		74.6		447.3		0.0		0.0		0.0	521.9
Amend (Add)	Multimodal Transportation Center - Active Transportation Enhancements	PE					172.0	CRP						
	Mobility improvements for future transit center to include potential enhancements such as bike parking, scooter and bike share station, enhanced sidewalks and lighting, sidepath connections, improved crossings at 9th and 10th Streets, and shower and locker facilities for bike commuters.	PE					43.0	LN						
		Const/CE					257.6	CRP	119.1	CRP	612.6	CRP		
		Const/CE					64.4	LN	29.8	LN	153.1	LN		
	TOTAL		0.0		0.0		537.1		148.9		765.7		0.0	1,451.7
Amendment Description: Add project and program federal funds. <input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope <input type="checkbox"/> Other														
FUNDING SUMMARY														
FEDERAL FUNDS														
CMAQ (Congestion Mitigation and Air Quality)			0.0		0.0		0.0		0.0		0.0			
RTP (Recreational Trails Program)			0.0		0.0		0.0		0.0		0.0			
TE (STPB - Sub-Allocation, Transportation Enhancement)			0.0		0.0		0.0		0.0		0.0			
TA (STPG-TA - Transportation Alternatives Program)			958.4		2,353.3		478.7		1,567.8		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			
CDBG (Community Development Block Grant Program)			0.0		50.4		289.8		0.0		0.0			
CRP (Carbon Reduction Program)			0.0		380.9		2,303.7		1,730.3		612.6			
SUB-TOTAL FEDERAL FUNDING			958.4		2,784.6		3,072.2		3,298.1		612.6		0.0	10,725.9
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

FISCAL YEARS 2024-2027 PEDESTRIAN, BIKE & TRAILS PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PHASE	PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIOR		FS	FY 2024	FS	FY2025	FS	FY2026	FS	FY2027			FS
		FISCAL YEARS												
LOCAL FUNDS														
NR (Lower Platte South Natural Resource District Funds)			0.0		0.0		0.0		0.0		0.0			
GP (Great Plains Trail Network Private Contributions)			0.0		0.0		0.0		0.0		0.0			
RT (Railroad Transportation Safety District)			0.0		0.0		0.0		0.0		0.0			
LN (City of Lincoln Funds)			239.6		707.7		711.2		824.5		153.1			
HIC (City of Hickman Funds)			0.0		0.0		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		87.5		63.9		876.8			
SUB-TOTAL LOCAL FUNDING			239.6		707.7		798.7		888.4		1,029.9		0.0	3,664.3

STATUS OF PREVIOUS YEARS PROJECTS

Projects Completed or Under Contract

Rosa Parks Way Trail (COMPLETED)		PE	41.6	TA
Railroad Undercrossing trail west of 1st and J Street, 900 feet long and 10 wide concrete		PE	10.4	NR
		ROW	17.6	TA
		ROW	4.4	NR
		Construction	993.3	TA
		Construction	193.3	NR
		Construction	50.0	RT
		Construction	5.0	GP
		CE	248.3	TA
		CE	62.1	NR
C.N. 12945	ENH-55(164)			

Lincoln MPO Officials Committee Agenda Summary

AGENDA ITEM NO.	4
MEETING DATE	December 8, 2023
REQUEST	REPORT: Development of and review schedule for update to the MPO Public Participation Plan
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603

RECOMMENDATION: INFORMATION ONLY

BACKGROUND

The Lincoln MPO Public Participation Plan (PPP) is a proactive process which seeks to provide complete information, timely public notice, full public access to key decisions, and the early and continuous involvement of the public in the development of transportation plans and programs. The PPP identifies strategies and tools for public input on the MPO's various annual and major work efforts. It also identifies ways of evaluating the effectiveness of those public involvement tools.

In accordance with 23 CFR Part 450 Subpart C, Section 316, MPOs are required to develop and use a documented public participation plan that defines a process for various stakeholders to be involved in the metropolitan planning process. MPOs must periodically review the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

SUMMARY OF REQUEST

The Lincoln MPO PPP was last amended in February 2014. A major update of the PPP is underway to consider new methods of public involvement, particularly in the areas of enhanced visualization techniques, virtual public involvement, seeking out and considering the needs of those traditionally underserved by the transportation system, and monitoring the effectiveness of public involvement activities. Updates are also needed to make parts of the plan easier to understand and reflect the MPO's processes.

The current PPP is found at:

<https://www.lincoln.ne.gov/files/sharedassets/public/planning/mpo/key-documents/ppp.pdf>

The Draft PPP has been published for a 45-day public comment period and is found at:

<https://www.lincoln.ne.gov/City/Departments/Planning-Department/MPO/Public-Participation-Plan-Update>

Enclosed is the anticipated process and schedule for the update of the Lincoln MPO PPP. MPO staff will provide a report on the PPP update.

POLICY CONSIDERATIONS

Once adopted, the strategies identified in the updated PPP will serve as a guide for public involvement on transportation planning topics within our region in future years.

BUDGET CONSIDERATIONS

Costs for staff activity and possible consultant work to carry out the PPP update during the timeframe of July 1, 2023 – June 30, 2024 have been included in the FY 2024 Unified Planning Work Program (UPWP), which was approved by the MPO Officials Committee on May 10, 2023.

Lincoln MPO Public Participation Plan (PPP) Update

Working Schedule for 2023-2024

Date	Task
March to May	Internal assessment period
July	30-day solicitation of input from interested parties and stakeholders; meet with One Lincoln and MPO Administration Committee
August – September	Additional focused public outreach and extended survey period; MPO reviews input and compiles Draft
October 3 – 9	MPO Administration Committee review and recommendation on Draft
October 10 – November 30	45-day public comment period on Draft PPP
December	Document, summarize, analyze, report, and respond to comments, and revise PPP as needed; MPO Administration Committee meets again if necessary to review final revisions
Late December	Final Draft PPP posted for public review with Technical Committee Agenda
January 4	MPO Technical Committee review and forward to the MPO Officials Committee for Adoption
February 16	Officials Committee Reviews/Adopts PPP
Mid-February	Submit adopted plan to NDOT
TBD	Approval by FTA/FHWA

October 6, 2023

<https://linclanc.sharepoint.com/sites/PlanningDept-MPO/Shared Documents/MPO/Public Participation Plan/PPP Amendment 2023/PPP Schedule.docx>