



# Lincoln Metropolitan Planning Organization

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

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

**Date:** January 4, 2024  
**Time:** 2:30 p.m. – 3:00 p.m.  
**Place:** Room 113 – Bill Luxford Studio, County-City Building

## Meeting Agenda:

*Roll call and acknowledge the “Nebraska Open Meeting Act”*

1. Review and action on the draft minutes of the [November 2, 2023](#) Technical Committee meeting
2. [Report](#) on the Rotation of the Technical Committee Officers
3. Consent Agenda (Public Hearing and Action)
  - a. [Review and action](#) on revisions to the [FY 2024-2027 Transportation Improvement Program \(TIP\)](#)
    - i. Lancaster County Engineering program:
      1. Saltillo Road, 27<sup>th</sup> Street to 68<sup>th</sup> Street – Increase costs for the ROW and Construction/Construction Engineering phases
      2. S. 98<sup>th</sup> Street, A Street to O Street – Increase costs for the Construction/Construction Engineering phase
      3. 148<sup>th</sup> Street and Holdrege Street – Increase costs for the Construction/Construction Engineering phase
      4. NW 56<sup>th</sup> Street, I-80 to W. Holdrege Street – Reprogram the Right-of-Way phase from FY 2026 to FY 2025 and increase costs for the Construction/Construction Engineering phases in Cost Beyond years
    - ii. City of Lincoln Transportation and Utilities – Transportation program:

1. 9<sup>th</sup> & A St., 9<sup>th</sup> & D St., 10<sup>th</sup> & A St., 10<sup>th</sup> & D St. - Traffic Signal Replacement – Delete Right-of-Way phase
4. Items removed from Consent Agenda
5. [Review and action](#) on the updated [MPO Public Participation Plan](#)
6. [Review and action](#) on MPO Federal Performance Measures and Targets:
  - a. FHWA Safety Performance Measures and Targets
7. [Review and action](#) on revisions to the [Lincoln MPO 2050 Long Range Transportation Plan \(LRTP\)](#)
  - a. Multimodal Transportation Center – Update project cost under the Priority Transit Projects
  - b. N. 148<sup>th</sup> Street and Holdrege Street; S. 98<sup>th</sup> Street, Old Cheney Road to US-34; Saltillo Road, S. 27<sup>th</sup> Street to S. 68<sup>th</sup> Street; and NW 56<sup>th</sup> Street, W. O to W. Holdrege Street – Update project costs under the Fiscally Constrained Rural Road & Bridge Capital Projects
  - c. Project 102 (N. 98<sup>th</sup> Street, Holdrege Street to US-6) – Adjust cost allocation for project under the Fiscally Constrained Rural Road & Bridge Capital Projects
  - d. Landmark Fletcher Trail, Beal Slough Trail, and Waterford Trail – Update project costs under the Priority Trail Projects table
8. [Review and action](#) on revisions to the [FY 2024-2027 Transportation Improvement Program \(TIP\)](#)
  - a. Planning program:
    - i. Create new program for Planning and reflect federal Safe Streets for All (SS4A) grant awards to City of Waverly and Lincoln Transportation and Utilities
9. [Report](#) on development and schedule for the FY 2025-2028 Transportation Improvement Program (TIP)
10. [Report](#) on the Lincoln Adjusted Urban Area boundary
11. Other topics for discussion
12. 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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If information is needed in another language, please contact [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)  
Si necesita información en otro idioma, envíe un correo electrónico a [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)

如果您需要其他语言的信息，请发送电子邮件至 [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)

Nếu bạn cần thông tin bằng ngôn ngữ khác, vui lòng gửi email [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)

إذا كنت بحاجة إلى معلومات بلغة أخرى، يرجى إرسال بريد إلكتروني [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)

หากคุณต้องการข้อมูลในภาษาอื่น โปรดส่งอีเมล [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)

ئەگەر بۆيۈستت بە زانبارييه بە زمانىكى تر، تىكايە ئىمەيل بۆيۈ [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)

## MEETING RECORD

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

**NAME OF GROUP:** TECHNICAL COMMITTEE MEETING

**DATE, TIME AND PLACE OF MEETING:** November 2, 2023, 10:30 a.m., Conference Room 113, County-City Building, 555 S. 10<sup>th</sup> St., Lincoln, NE

**MEMBERS AND OTHERS IN ATTENDANCE:** David Cary – Lincoln/Lancaster County Planning Department; Pam Dingman – Lancaster County Engineer; Paul Barnes and Stephanie Rouse – Planning Department; Gary Bergstrom – Lincoln-Lancaster County Health Department; Roger Figard – Railroad Transportation Safety District; Stephanie Fisher – City of Waverly; Craig Wacker – Nebraska Department of Transportation; Chad Lay – Lincoln Airport Authority; Larry Legg – County Engineer; Erin Sokolik – Lincoln Transportation and Utilities; Carla Cosier – StarTran; Thomas Shafer and Brion Perry – Lincoln Transportation and Utilities; Stephanie Fisher – City of Waverly; and Michelle Lincoln – City of Bennet; (Peter Hind – Urban Development Department; Kelly Oelke – City of Hickman; Maggie Stuckey-Ross – Parks and Recreation; and Brandon Varilek – Nebraska Department of Transportation absent). Rachel Christopher and Teresa McKinstry of the Planning Department; John Linbo – Lancaster County Engineering; and other interested parties.

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

Cary then requested a motion approving the minutes of the meeting held August 3, 2023. Motion for approval made by Shafer, seconded by Figard and carried 13-0: Barnes, Bergstrom, Cary, Cosier, Dingman, Figard, Lay, Legg, Perry, Rouse, Shafer, Sokolik and Wacker voting 'yes'; Lincoln abstaining; Fisher absent at time of vote; Hind, Oelke, Stuckey-Ross and Varilek absent.

**REVIEW AND ACTION ON REVISIONS TO THE LINCOLN MPO 2050 LONG RANGE TRANSPORTATION PLAN**  
**A) REFLECT THE PARTIAL RECISSION OF FEDERAL CORONAVIRUS RESPONSE AND RELIEF ACT FUNDS; B) SALTILLO ROAD, S. 27<sup>TH</sup> STREET TO S. 68<sup>TH</sup> STREET – UPDATE PROJECT COST UNDER THE FISCALLY CONSTRAINED RURAL ROAD & BRIDGE CAPITOL 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)**

**PUBLIC HEARING:**

**November 3, 2023**

Members present: Barnes, Bergstrom, Cary, Cosier, Dingman, Figard, Fisher, Lay, Legg, Lincoln, Perry, Rouse, Shafer, Sokolik and Wacker voting ‘yes’; Hind, Oelke, Stuckey-Ross and Varilek absent.

Rachel Christopher stated that the MPO (Metropolitan Planning Organization) had a partial rescission of its coronavirus funds as well as new federal Carbon Reduction Funds (CRP) being reflected in the LRTP Funding Outlook. The CRP funds are a new funding source from the federal government in the amount of about \$4.4 million over 5 years. CRP funds are to be used for transportation projects that reduce carbon emissions and do not need to go through a competitive project selection process. Some of the biggest constraints for use of these funds is that they must be spent within four years, must provide a 20% local match, and must meet eligibility criteria. In addition, the Lancaster County project of Saltillo has some cost increase due to changes to the intersection improvements and inflation. The Multimodal Transportation Center was awarded a federal grant and is being added to the Priority Transit Projects table. The Multimodal project cost includes proposed CRP-funded active transportation enhancements such as improved bike and pedestrian connections, lighting, and crossings in and around the Multimodal Center. The cost of the Rock Island Trail Grade Separated Crossing project in the LRTP would be increased according to the newest estimate. Additional projects added to the LRTP would reflect the B Street Bicycle Boulevard which was awarded TAP funds and the Rock Island Trail Widening project which would be awarded CRP funds. The Rock Island Trail initially didn’t have any funding. This is a highly used trail in the City. It is a major connector between north and south Lincoln.

Dingman inquired if these new funds are available now within the City or if they could be used in the County. Wacker doesn’t think these can be used in the County, just the City, but they may be able to be used anywhere in the MPO boundary and he will double check. He noted that you can’t match federal funds with federal funds. You can use two federal funding sources together, but you must meet the match requirement.

Bergstrom asked if CRP projects are being tracked for climate goals. He was thinking about grant funding. They are working with the State. Part of the requirements will be updating the City’s Climate Action Plan. He wondered if there is any plan to track any kind of climate reduction. Christopher believes there is support in the Climate Action Plan for multimodal projects. Bergstrom was curious if there are estimates on pollution reduction. Cary thinks that these types of projects need to be considered as contributing to the Climate Action Plan. Christopher doesn’t know if we will be required to quantify the benefits of the CRP projects but could probably come up with a means of measuring benefits if needed.

**ACTION:**

Shafer moved approval of the proposed revisions to the Lincoln MPO 2050 Long Range Transportation Plan as recommended by staff,

- a. Reflect the partial rescission of federal Coronavirus Response and Relief act funds
- b. Saltillo Road, S. 27<sup>th</sup> Street to S. 68<sup>th</sup> 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)

seconded by Bergstrom and carried 15-0: Barnes, Bergstrom, Cary, Cosier, Dingman, Figard, Fisher, Lay, Legg, Lincoln, Perry, Rouse, Shafer, Sokolik and Wacker voting ‘yes’; Hind, Oelke, Stuckey-Ross and Varilek absent.

**REVIEW AND ACTION ON REVISIONS TO THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM**  
**A) PEDESTRIAN, BIKE & TRAIL PROJECTS PROGRAM i) ROCK ISLAND TRAIL UNDERCROSSING AT OLD CHENEY ROAD – 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**

**PUBLIC HEARING:**

**November 3, 2023**

Members present: Barnes, Bergstrom, Cary, Cosier, Dingman, Figard, Fisher, Lay, Legg, Lincoln, Perry, Rouse, Shafer, Sokolik and Wacker voting ‘yes’; Hind, Oelke, Stuckey-Ross and Varilek absent.

Christopher stated that the TIP amendment is programming the CRP funds for the proposed Rock Island Trail Undercrossing, Rock Island Trail Widening, and Multimodal Transportation Center Active Transportation Enhancements. She noted that the Fiscal Year 2027 funds shown for construction for the Active Transportation Enhancements is containment upon CRP funding being renewed by Congress.

**ACTION:**

Shafer moved approval of the proposed revisions to the FY 2024-2027 Transportation Improvement Program as recommended by staff,

- 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

Seconded by Legg and carried 15-0: Barnes, Bergstrom, Cary, Cosier, Dingman, Figard, Fisher, Lay, Legg, Lincoln, Perry, Rouse, Shafer, Sokolik and Wacker voting 'yes'; Hind, Oelke, Stuckey-Ross and Varilek absent.

### **REPORT ON THE DEVELOPMENT AND SCHEDULE FOR THE NEW MPO PUBLIC PARTICIPATION PLAN**

Christopher stated that staff is in the midst of updating the MPO Public Participation Plan. This is a federally required document. The overview of the structure is a typical plan with goals and strategies, and metrics that can be used to monitor achievement of the goals and inform future updates to the plan. Right now, the draft plan has been published and we are in the 45 day public comment period. That is another federal requirement. Prior to that, we did a general solicitation of public input that included a survey. 76 people completed the survey. We received a good range of ages completing the survey. The optional demographics questions in the survey showed diversity not totally reflective of the community as a whole, which we would be aiming for as a goal under this plan. Another outreach item was some focused discussion with the cultural centers in Lincoln. We received their input and they assisted us in terms of making an extra effort to have surveys completed. They also talked to us about perhaps providing some nominal compensation to get additional feedback and proposed several events that staff might attend.

Based on the survey, a lot of people mentioned equity in their responses. That is one of the goals in the plan. Education was another goal we felt was very important. Key populations that we heard about were the elderly and New Americans. They might have different needs from other groups. Another big concept was partnerships. We would like to increase our partnership with organizations that represent key populations, other government organizations and nonprofits. Equity is another element that is important. We want to continue tracking the location of where comments come from to inform where we need to focus efforts for gaining additional input. Monitoring and analysis are things we were recommended to focus on by the Federal Highway Administration and Federal Transit Administration at the MPO's four-year certification. We propose to publish a monitoring report every 2 years based on the metrics, which is also done by MAPA (Omaha's MPO). In terms of additional mapping activities, we have the interactive TIP map online. We propose that additional layers could be added to the map related to equity that would help further the analysis. An accommodation checklist is another idea put forth in the draft plan. One of the comments we received through the survey was related to follow-through to better promote what the MPO is accomplishing. We want to find a way to prominently display projects that are completed with MPO funds. She believes they could be highlighted in the Annual Transportation Performance Measures Report or on the website. Also, staff used to do an MPO newsletter. We could bring that back to help meet the goal on education and do a better job of letting the public know what the MPO is working on. We will also explore the suggestion to provide compensation for public input. It doesn't sound like federal funding will be very feasible for that but we could use local funds. This is an exploratory item.

Cary really likes the idea of following through. One thing we don't do is pat ourselves on the back enough. We actually implement the projects in the LRTP. We want and need more revenue, but we still do a great deal of implementation. He believes it is a good idea to trumpet that. Christopher agreed and noted that Lincoln On The Move is a good example given by the commenter. Cary believes it might be a good model to follow. He thinks it has been effective.

Bergstrom noted that the Environmental Protection Agency gets involved through permitting efforts. He questioned if there is any way to coordinate with them. Christopher stated there are many equity layers available that measure equity in different ways such as the USDOT's transportation disadvantaged areas layer. Bergstrom believes the CDC has a social vulnerability layer.

### **BRIEFING ON THE 2022 MPO ANNUAL TRANSPORTATION SYSTEM PERFORMANCE REPORT**

Christopher stated that staff has been working on compiling this report for 2022. The report is based on the goals and performance measures of the LRTP. We are not required to do the report, but instead do it voluntarily. Most of the performance measures are based on the calendar year, and some are based on fiscal years. She also mentioned because this report is voluntary, there is no penalty if we don't reach these targets. She reviewed a few of the performance measures.

Cary stated this is a way for us to stay on top of these things and a way to make the system more tangible. This report lets us engage with the public and demonstrate how we are doing.

Barnes stated that staff will be asking for 2023 data soon.

Perry inquired if the air quality measures consider site-specific or localized emissions impacts such as parking garages or traffic backup due to railroad crossings. Christopher responded that the air quality measure used in the Annual Report is based on the LRTP traffic model, which may not account for that level of detail. Bergstrom responded that the Health Department has used air quality monitors in the past, but it is difficult to measure emissions impacts at a particular location.

### **REPORT ON DEVELOPMENT AND SCHEDULE FOR THE FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

Christopher wanted to let everyone know that the next annual TIP process will start soon. She will reach out to all departments with funds in the TIP in mid-December to have them prepare their draft programs. Eventually, we will be adopting the new TIP in May 2024.

### **OTHER:**

No one appeared.



**PUBLIC COMMENT:**

No one appeared.

Legg made a motion to adjourn, seconded by Figard and carried 14-0: Barnes, Bergstrom, Cary, Cosier, Dingman, Figard, Fisher, Lay, Legg, Lincoln, Perry, Rouse, Sokolik and Wacker voting 'yes'; Hind, Oelke, Shafer, Stuckey-Ross and Varilek absent.

There being no further business, the meeting was adjourned at 11:35 p.m.

*<https://inlanc.sharepoint.com/sites/PlanningDept-MPO/Shared Documents/MPO/Technical Committee/Minutes/2023/110223.docx>*

## Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	2
MEETING DATE	January 4, 2024
REQUEST	REPORT: Rotation of the Technical Committee Officers
ASSOCIATED MEETINGS	None
STAFF CONTACT	Rachel Christopher, <a href="mailto:rchristopher@lincoln.ne.gov">rchristopher@lincoln.ne.gov</a> , 402-441-7603

### RECOMMENDATION: INFORMATION ONLY

#### BACKGROUND

The Chair and Vice-Chair serve as the officers of the Technical Committee for the Lincoln Metropolitan Planning Organization (MPO). [Article II of the Technical Committee bylaws](#) specifies that the Chair position shall be filled by one of three “Tri-Chairs” consisting of the Director of the Lincoln Transportation and Utilities Department, the Director of Lincoln-Lancaster Planning Department, and the Lancaster County Engineer. Each Tri-Chair shall serve as Chair of the Technical Committee on a one year revolving basis. The Vice-Chair shall be filled by the Tri-Chair that did not serve as the immediate past Chair.

#### SUMMARY OF REQUEST

In 2022, Pam Dingman, Lancaster County Engineer, served as the Chair of the Technical Committee. In January 2023, the Chair rotated to David Cary, Director of the Lincoln-Lancaster Planning Department. For 2024, the Chair will rotate to Elizabeth Elliot, Director of the Lincoln Transportation and Utilities Department.

## Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	3.a.
MEETING DATE	January 4, 2024
REQUEST	VOTE: Amendment No. 3 to the FY 2024-2027 Transportation Improvement Program
ASSOCIATED MEETINGS	None
APPLICANT(S)	Larry Legg, Lancaster County Engineering, <a href="mailto:llegg@lancaster.ne.gov">llegg@lancaster.ne.gov</a> , 402-441-1852 David McClintock, Lincoln Transportation and Utilities, <a href="mailto:dmclintock@lincoln.ne.gov">dmclintock@lincoln.ne.gov</a> , 402-405-5299
STAFF CONTACT	Rachel Christopher, <a href="mailto:rchristopher@lincoln.ne.gov">rchristopher@lincoln.ne.gov</a> , 402-441-7603
LINK TO MAP	<a href="#">Saltillo Road, S. 27<sup>th</sup> Street to S. 68<sup>th</sup> Street</a> <a href="#">S. 98<sup>th</sup> Street, A Street to O Street</a> <a href="#">148<sup>th</sup> Street and Holdrege Street</a> <a href="#">NW 56<sup>th</sup> Street, I-80 to W. Holdrege Street</a> <a href="#">9th &amp; A St., 9th &amp; D St., 10th &amp; A St., 10th &amp; D St. - Traffic Signal Replacement</a>

### RECOMMENDATION: APPROVE THE CONSENT AGENDA

#### 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. 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 proposed Amendment No. 3 to the FY 2024-2027 TIP includes the following revisions:

Lancaster County Engineering program:

- Saltillo Road, 27th Street to 68th Street – Increase costs for the ROW and Construction/Construction Engineering phases
- S. 98th Street, A Street to O Street – Increase costs for the Construction/Construction Engineering phase
- 148th Street and Holdrege Street – increase costs for the Construction/Construction Engineering phase

- NW 56th Street, I-80 to W. Holdrege Street – Reprogram the Right-of-Way phase from FY 2026 to FY 2025 and increase costs for the Construction/Construction Engineering phases in Cost Beyond years

City of Lincoln Transportation and Utilities – Transportation program:

- 9th & A St., 9th & D St., 10th & A St., 10th & D St. - Traffic Signal Replacement – Delete Right-of-Way phase

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

#### **CONFORMANCE WITH 2050 LONG RANGE TRANSPORTATION PLAN**

This amendment affects existing projects in the TIP which were previously determined to be in conformance with the 2050 LRTP.

#### **BUDGET CONSIDERATIONS**

These proposals can be accommodated within a fiscally constrained plan for Surface Transportation Block Grant (STBG) funds for those projects where STBG funds are proposed to be used.

#### **CONGESTION MANAGEMENT AND EQUITY CONSIDERATIONS**

These change impacts existing projects in the TIP. Therefore, no equity or congestion management reviews are required.

## FISCAL YEARS 2024-2027 LANCASTER COUNTY ENGINEERING PROGRAM

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

PROJECT	PHASE	PRIORITY PROJECTS	COST BEYOND PROGRAM	TOTAL PROJECT COSTS						
					PRIOR FISCAL YEARS	FY 2024	FY 2025	FY 2026	FY 2027	
<b>Amend (Modify)</b> <b>Saltillo Road, 27th Street to 68th Street</b> Safety improvement project to include widening the existing earth shoulders to a 6 foot paved shoulders with safety edges. This includes intersection safety improvements on Saltillo Road at S. 40th Street and S. 56th Street.  C.N. 13391 HSIP-5280(2)	2.7 Miles	PE	742.4	CO						
		PE	21.6	HS						
		ROW/Utilities			1,710.0	HS				
		ROW/Utilities			190.0	CO				
		Const/CE				10,936.0	HS			
		Const/CE				1,204.0	CO			
	<b>TOTAL</b>			<b>764.0</b>		<b>1,900.0</b>	<b>12,140.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Amendment Description:</b> Increase costs for ROW and Const/CE phases. <input type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> Scope <input type="checkbox"/> Other										
<b>S. 98th Street, Old Cheney to A Street</b> Preliminary engineering and construction of 24 foot asphalt surface with turf shoulders in Prior Fiscal Years.  C.N. 13417 LCLC-5275(1)	3.0 Miles	PE	202.4	LC						
		PE	50.6	CO						
		ROW/Utilities	16.0	LC						
		ROW/Utilities	4.0	CO						
		Const/CE	3,680.0	LC						
		Const/CE	920.0	CO						
	<b>TOTAL</b>			<b>4,873.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Amend (Modify)</b> <b>S. 98th Street, A Street to O Street</b> Preliminary engineering in Prior Fiscal Years and construction of asphalt paving and drainage structures beyond the four-year program.  C.N. 13418 LCLC-5275(2)	1.0 Miles	PE	372.2	LC						
		PE	58.1	CO						
		PE	35.0	LN						
		ROW/Utilities				1,297.3	LC			
		ROW/Utilities				162.0	CO			
		ROW/Utilities				162.0	LN			
	<b>TOTAL</b>			<b>465.3</b>		<b>0.0</b>	<b>1,621.3</b>	<b>0.0</b>	<b>0.0</b>	<b>8,188.8</b>
<b>Amendment Description:</b> Increase costs for Const/CE phase. <input type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> Scope <input type="checkbox"/> Other										
<b>Amend (Modify)</b> <b>148th Street and Holdrege Street</b> Safety project to improve 148th Street and Holdrege Street intersection, which includes left-turn lanes on the north and southbound approaches.  C.N. 13473 HSIP-3365(8)	0.0 Miles	PE	186.3	HS						
		PE	20.7	CO						
		ROW/Utilities			54.0	HS				
		ROW/Utilities			6.0	CO				
		Const/CE				1,076.4	HS			
		Const/CE				119.6	CO			
	<b>TOTAL</b>			<b>207.0</b>		<b>60.0</b>	<b>1,196.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Amendment Description:</b> Increase costs for Const/CE phase. <input type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> Scope <input type="checkbox"/> Other										
<b>Fletcher Road, 84th Street to 148th Street</b> Preliminary engineering in Prior Fiscal Years and construction of 28 foot asphalt surface with turf shoulders beyond the four-year program.  C.N. 13493 LCLC-3340(8)	4.5 Miles	PE	156.0	LC						
		PE	39.0	CO						
		ROW/Utilities							8.0	
		ROW/Utilities							2.0	
		Const/CE							3,728.0	
		Const/CE							932.0	
	<b>TOTAL</b>			<b>195.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4,670.0</b>

## FISCAL YEARS 2024-2027 LANCASTER COUNTY ENGINEERING PROGRAM

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

PROJECT	PHASE	PRIORITY PROJECTS	PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS
			PRIOR FISCAL YEARS	FY 2024	FY 2025	FY 2026	FY 2027		
<b>Amend (Modify)</b> <b>NW 56th Street, I-80 to W. Holdrege Street</b> Preliminary engineering in Prior Fiscal Years and construction to include grading, widening, and surfacing beginning in FY 2027 and extending beyond the four-year program.  <b>Amendment Description:</b> Reprogram ROW phase from FY 2026 to FY 2025 and increase costs for Const/CE phase in Cost Beyond years.  <input type="checkbox"/> New <input type="checkbox"/> Deleted <input checked="" type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> Scope <input type="checkbox"/> Other	0.7 Miles	PE	117.6 LC						
		PE	29.4 CO						
		ROW/Utilities			36.0 LC				
		ROW/Utilities			9.0 CO				
		Const/CE					1,382.4 LC	1,680.0	
		Const/CE					345.6 CO	420.0	
	C.N. 13494 LCLC-5287(1)	TOTAL		147.0	0.0	45.0	0.0	1,728.0	2,100.0
C.N. 13494 LCLC-5272(1) TOTAL 461.5 0.0 11.5 0.0 0.0 2,223.3 555.8 2,779.1 3,252.1									
<b>S. 68th Street, Firth Road to Stagecoach Road</b> Preliminary engineering in Prior Fiscal Years and construction to include grading, widening, and surfacing in Year 2.	5.0 Miles	PE	212.8 LC						
		PE	53.2 CO						
		ROW/Utilities			595.0 HS				
		ROW/Utilities			434.4 LC				
		ROW/Utilities			170.6 CO				
		Const/CE					4,692.6 HS		
		Const/CE					3,045.4 LC		
C.N. 13518 LCLC-HSIP-3265(11)	TOTAL		266.0	1,200.0	0.0	0.0	9,020.7	0.0	
C.N. 13547 LCLC-HSIP-3405(6) TOTAL 560.0 0.0 0.0 11,516.2 0.0 0.0 12,076.2									
<b>N. 14th Street, Alvo Road to Ashland Road</b> Preliminary engineering in Prior Fiscal Years and construction to include pavement overlay, trench and shoulder widening, construction of a safety section, and centerline and edgeline rumble strips.	10.5 Miles	PE	448.0 LC						
		PE	112.0 CO						
		ROW/Utilities				280.0 HS			
		ROW/Utilities				70.0 CO			
		Const/CE					5,523.8 HS		
		Const/CE					3,409.5 LC		
		Const/CE					2,232.9 CO		
C.N. 13547 LCLC-HSIP-3405(6)	TOTAL		560.0	0.0	0.0	11,516.2	0.0	12,076.2	
<b>S. 68th Street, Hickman to Roca Road</b> Preliminary engineering in FY 2023 and construction to include pavement overlay, trench and shoulder widening, construction of a safety section, centerline and edgeline rumble strips, and intersection improvements at Martell Road.	1.5 Miles	PE	69.3 HS						
		PE	50.2 LC						
		PE	29.9 CO						
		ROW/Utilities				80.0 HS			
		ROW/Utilities				20.0 CO			
		Const/CE					434.3 LC		
		Const/CE					258.1 CO		
	Const/CE					598.1 HS-AC(CO)	598.1		
C.N. 13564 LCLC-HSIP-3265(12)	TOTAL		149.4	0.0	0.0	100.0	1,290.5	-598.1	
C.N. 13564 LCLC-HSIP-3265(12) TOTAL 149.4 0.0 0.0 100.0 1,290.5 0.0 1,539.9									
<b>COUNTY OPERATIONS &amp; MAINTENANCE FUNDING SOURCE SUMMARY</b>									
Operations & Maintenance of the County and Federal Aid System CO (Lancaster County)									
			3,000.0 CO	3,000.0 CO	3,000.0 CO	3,000.0 CO	3,000.0 CO		
SUBTOTAL FOR OPERATIONS & MAINTENANCE			3,000.0	3,000.0	3,000.0	3,000.0	3,000.0	0.0	
								15,000.0	

## FISCAL YEARS 2024-2027 LANCASTER COUNTY ENGINEERING PROGRAM

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

PROJECT	PHASE	PRIOR FISCAL YEARS FS	PRIORITY PROJECTS				FY2027 FS	COST BEYOND PROGRAM	TOTAL PROJECT COSTS
			FY 2024 FS	FY2025 FS	FY2026 FS	FS			
<b>FUNDING SUMMARY</b>									
<b>FEDERAL FUNDS</b>									
HS (HSIP - Highway Safety Improvement Program)		277.2	2,359.0	12,012.4	5,883.8	4,692.6			
LC (STPG-Urbanized Areas > 200,000, Lincoln) - This includes Highway Infrastructure Funding from the FAST Act		5,624.4	434.4	1,342.5	3,409.5	4,862.1			
SUB-TOTAL FEDERAL FUNDING		5,901.6	2,793.4	13,354.9	9,293.3	9,554.7	0.0	40,897.9	
<b>STATE FUNDS</b>									
NE (State Funds)		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	
<b>LOCAL FUNDS</b>									
CO (Lancaster County)		5,151.6	3,366.6	4,496.9	5,322.9	4,886.4			
HS-AC (CO) (Advanced Construction - Lancaster County funds)		0.0	0.0	0.0	0.0	598.1			
LN (City of Lincoln Funds)		35.0	0.0	162.0	0.0	0.0			
SUB-TOTAL LOCAL FUNDING		5,151.6	3,366.6	4,496.9	5,322.9	4,886.4	0.0	23,224.4	
<b>TOTAL</b>		<b>11,053.2</b>	<b>6,160.0</b>	<b>17,851.8</b>	<b>14,616.2</b>	<b>14,441.1</b>	<b>18,785.1</b>	<b>83,987.8</b>	

**STATUS OF PREVIOUS YEARS PROJECTS**

Projects Completed or Under Contract

# FISCAL YEARS 2024-2027 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - TRANSPORTATION 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				
<b>Transportation System Preservation</b>															
This program component focuses on preservation of transportation system assets including program delivery, repair and rehabilitation of streets, intersections, traffic signals, bridges, facilities and structures in the public street right-of-way. Projects include concrete repairs, asphalt mill & overlay, surface treatments, signal structures and equipment replacement, bridge/structure work, facility improvements and other transportation preservation & rehabilitation efforts.															
	All phases	705.1	LN	312.8	LN	1,165.0	LN	2,355.6	LN	-1,496.0	LN				
	All phases	0.0	STIC	0.0	STIC	0.0	STIC	0.0	STIC	0.0	STIC				
	All phases	2,824.5	LC	2,309.2	LC	4,660.0	LC	7,866.4	LC	1,496.0	LC				
	All phases	0.0	HS	0.0	HS	0.0	HS	0.0	HS	0.0	HS				
See Appendix	<b>TOTAL</b>	<b>3,529.6</b>		<b>2,622.0</b>		<b>5,825.0</b>		<b>10,222.0</b>		<b>0.0</b>		<b>4,250.0</b>	<b>26,448.6</b>		
<b>Transportation System Optimization</b>															
This program component focuses on optimization of transportation system assets including program delivery, intersection improvements, signal system optimization, street capacity (widening), structures within the built environment, turn lanes, complete streets concepts and technology enhancements. Federal funds will be requested where applicable and matched with City funds to maximize the number of locations where enhancements can be made. Projects include new intersection modifications (turn lanes, roundabouts) new signal system hardware, adding lanes to existing streets, access improvements, bike & ped improvements, signing, safety projects and transportation system management infrastructure. Intersection improvements not yet decided.															
	All phases	1,718.2	LN	420.3	LN	632.4	LN	3,779.0	LN	-779.7	LN				
	All phases	80.0	STIC	0.0	STIC	0.0	STIC	0.0	STIC	0.0	STIC				
	All phases	3,128.8	LC	2,871.3	LC	0.0	LC	14,337.1	LC	779.7	LC				
	All phases	18.0	HS	149.4	HS	4,665.6	HS	0.0	HS	0.0	HS				
See Appendix	<b>TOTAL</b>	<b>4,945.0</b>		<b>3,441.0</b>		<b>5,298.0</b>		<b>18,116.1</b>		<b>0.0</b>		<b>0.0</b>	<b>31,800.1</b>		
<b>Transportation System Growth</b>															
This program component focuses on growth of new transportation system assets including program delivery, additional streets, bridges/structures, intersections, traffic signals, sidewalks & technology enhancements in new growth areas. Projects include new streets and transportation right-of-way improvements, new bridges & support structures, new intersections and signal system hardware and major upgrades to the fringe area street network.															
	All phases	7,783.5	LN	7,217.3	LN	6,251.5	LN	6,286.0	LN	6,320.9	LN				
	All phases	3,850.0	LOTM	3,926.5	LOTM	4,004.5	LOTM	1,021.0	LOTM		LOTM				
	<b>TOTAL</b>	<b>11,633.5</b>		<b>11,143.8</b>		<b>10,256.0</b>		<b>7,307.0</b>		<b>6,320.9</b>		<b>0.0</b>	<b>46,661.2</b>		
<b>Transportation Livable Neighborhoods</b>															
This program component for Livable Neighborhoods is a commitment to improving and maintaining strong, vibrant neighborhoods. In conjunction with Transportation and Utilities, Parks & Recreation and Urban Development, this project provides funding to further that commitment. Funding is provided for planning and design, preliminary engineering and construction of improvements in the public right of way and other measures resulting in Livable Neighborhoods such as street enhancements, park improvements, trails and street trees. Specific locations will be identified through a multi-departmental process to identify and prioritize areas.															
	All phases					140.8	LN	147.8	LN	155.2	LN				
	<b>TOTAL</b>	<b>0.0</b>		<b>0.0</b>		<b>140.8</b>		<b>147.8</b>		<b>155.2</b>		<b>0.0</b>	<b>443.8</b>		
<b>Transportation Sidewalk Program</b>															
This program component includes maintenance and repair of sidewalk infrastructure, program delivery and improvement of priority sidewalk location needs. Projects include panel replacement and leveling, grinding ADA curb ramp construction and segment sidewalk replacement.															
	All phases	1,570.0	LN	1,570.0	LN	3,828.8	LN	4,020.3	LN	4,221.3	LN				
	<b>TOTAL</b>	<b>1,570.0</b>		<b>1,570.0</b>		<b>3,828.8</b>		<b>4,020.3</b>		<b>4,221.3</b>		<b>0.0</b>	<b>15,210.4</b>		
<b>East Beltway</b>															
Corridor protection, design, right-of-way and construction of a four lane freeway between Hwy 2 and I-80. Complete funding for this project not shown.															
	ROW	500.0	LN	250.0	LN	250.0	LN	250.0	LN	250.0	LN				
	<b>TOTAL</b>	<b>500.0</b>		<b>250.0</b>		<b>250.0</b>		<b>250.0</b>		<b>250.0</b>		<b>0.0</b>	<b>1,500.0</b>		



# FISCAL YEARS 2024-2027 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - TRANSPORTATION 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				
<b>14th/Warlick/Old Cheney Road</b>															
This project involves the completion of design engineering, right-of-way acquisition, construction and construction engineering to construct improvements in the vicinity of 14th Street/Old Cheney and Warlick Blvd., in order to improve safety and congestion at the intersection. This project is part of Transportation System Optimization.															
	Const	20,200.0	LN	3,000.0	LN	3,000.0	LN	3,000.0	LN						
	<b>TOTAL</b>	<b>20,200.0</b>		<b>3,000.0</b>		<b>3,000.0</b>		<b>3,000.0</b>		<b>3,000.0</b>		<b>0.0</b>		<b>29,200.0</b>	
<b>West "A" Street from west of Coddington to west City limits</b>															
This project would improve the capacity and safety of this area by programming city funds for the completion of design engineering, right-of-way, construction and construction engineering to construct two lanes of pavement along West "A" Street between Coddington and west City limits. The project will construct intersection improvements at multiple locations. The project will improve safety and capacity. This project is part of Transportation System Growth.															
	PE	2,210.0	LN												
	Const/CE	2,900.0	LN	6,400.0	LN	6,400.0	LN								
	<b>TOTAL</b>	<b>5,110.0</b>		<b>6,400.0</b>		<b>6,400.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>17,910.0</b>	
<b>S. 40th Street from Yankee Hill Road to south of Rokeby</b>															
This project will construct two lanes of pavement, turn lanes and intersection improvements at multiple locations. It will also construct Rokeby Road from S 40th Street to Snapdragon Road. This project is part of Transportation System Growth.															
	PE	1,150.0													
	Utilities	325.0													
	ROW	200.0													
	Const/CE	8,300.0		4,300.0	LN										
	<b>TOTAL</b>	<b>9,975.0</b>		<b>4,300.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>14,275.0</b>	
<b>Street Maintenance Operations Divisions</b>															
Transportation O&M Fund															
	<b>TOTAL</b>			<b>26,153.2</b>	LN	<b>26,872.4</b>	LN	<b>27,611.4</b>	LN	<b>28,370.7</b>	LN	<b>0.0</b>		<b>109,007.7</b>	
<b>FEDERAL-AID FUNDS:</b>															
LC (STPG-Urbanized Areas > 200,000, Lincoln) - This includes the Highway Infrastructure Funding from the FAST Act and the Coronavirus Response and Relief Supplemental Appropriations Act Funding															
		5,953.3		5,180.5		4,660.0		22,203.5		2,275.7				40,273.0	
	HS (HSIP-Highway Safety Improvement Program)	18.0		149.4		4,665.6		0.0		0.0				4,833.0	
	DPU (SAFETEA-LU Priority Project Funds)	0.0		0.0		0.0		0.0		0.0				0.0	
	STIC (State Transportation Innovation Council)	80.0		0.0		0.0		0.0		0.0				80.0	
	<b>SUB-TOTAL FEDERAL FUNDING</b>	<b>6,051.3</b>		<b>5,329.9</b>		<b>9,325.6</b>		<b>22,203.5</b>		<b>2,275.7</b>		<b>0.0</b>		<b>45,186.0</b>	
<b>STATE FUNDS:</b>															
NE (State Funds)															
		0.0		0.0		0.0		0.0		0.0				0.0	
	<b>SUB-TOTAL STATE FUNDING</b>	<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>	
<b>LOCAL FUNDS:</b>															
GR (General Revenue ) [city funds]															
		0.0		0.0		0.0		0.0		0.0				0.0	
	LOTM (Lincoln on the Move 1/4 cent sales tax)	3,850.0		3,926.5		4,004.5		1,021.0		0.0				12,802.0	
	LC-AC (LN) (Advanced Construction - City of Lincoln funds)	0.0		0.0		0.0		0.0		0.0				0.0	
	LN (City of Lincoln Funds)	37,586.8		23,470.4		21,668.5		19,838.7		8,671.7				111,236.2	
	RT (Railroad Transportation Safety District)	0.0		0.0		0.0		0.0		0.0				0.0	
	SC (Street Construction Funds) [federal, state & local funds]	0.0		0.0		0.0		0.0		0.0				0.0	
	SN (Snow Removal Funds) [city funds]	0.0		0.0		0.0		0.0		0.0				0.0	
	<b>SUB-TOTAL LOCAL FUNDING</b>	<b>41,436.8</b>		<b>27,396.9</b>		<b>25,673.0</b>		<b>20,859.7</b>		<b>8,671.7</b>		<b>0.0</b>		<b>124,038.2</b>	
	<b>TOTAL</b>	<b>47,488.1</b>		<b>33,326.4</b>		<b>34,998.6</b>		<b>43,063.2</b>		<b>10,947.4</b>		<b>4,250.0</b>		<b>173,414.3</b>	

## FISCAL YEARS 2024-2027 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - TRANSPORTATION 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		
<b>STATUS OF PREVIOUS YEARS PROJECTS</b>													
<b>Projects Completed or Under Contract</b>													
<b>South Beltway (UNDER CONTRACT)</b>													
Final payment to the Nebraska Department of Transportation for local share of the design, right-of-way, and construction of a four-lane freeway between US 77 and Highway 2 was made in September of 2018.													
		C.N. 12848	DPU-55(156)	All Phases		34,425.0							
<b>West "A" Street from west of Coddington to east of Folsom (COMPLETED)</b>													
This project would improve the capacity and safety of this area by programming city funds for the completion of design engineering, right-of-way, construction and construction engineering to construct two lanes of pavement along West "A" Street between Folsom and west City limits. The project will construct intersection improvements at multiple locations. The project will improve safety and capacity. This project is part of Transportation System Growth.													
				Const/CE		3,136.4							
<b>27th Street and West O Street Bridges over Salt Creek (COMPLETED)</b>													
Rehabilitation may include removing and replacing the grade beams and adding piling, removing and replacing the approach and paving sections and repairing guardrail and pavement adjacent to the project.													
		C.N. 13247	LCLC-5231(15)	Const/CE		3,518.7	LC						
				Const/CE		890.8	LN						
<b>North 27th Street, Adaptive Signal Control (UNDER CONTRACT)</b>													
Safety project.													
				ROW		13.5	HS						
				ROW		1.5	HS						
				Utilities		61.2	HS						
				Utilities		6.8	LN						
				Const/CE		1,944.3	HS						
				Const/CE		210.3	LN						
				NDOT		14.5	HS						
				NDOT		1.6	LN						
		C.N. 13244	HSIP-5231(14)										
<b>Standardize Integrated e-Construction in City of Lincoln (UNDER CONTRACT)</b>													
Standardize the City of Lincoln's Integrated e-Construction to automate the delivery of infrastructure projects.													
		C.N. 01042	STIC-STWD(193)	Other		79.9	STIC						
				Other		20.0	LN						

**FISCAL YEARS 2024-2027 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - TRANSPORTATION PROGRAM - APPENDIX**

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

PROJECT	PHASE	FISCAL YEARS	FS	PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
				FY 2024	FS	FY2025	FS	FY2026	FS	FY2027	FS				
<b>Transportation System Preservation</b>															
<b>South 56th Street, Spruce Street to Van Dorn Street - Pavement Repair Project</b>															
Rehabilitation may include pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. Approximately 1.2 miles.															
	PE		212.0	LC											
	PE		53.0	LN											
	ROW				20.0	LC									
	ROW				5.0	LN									
	Const/CE				477.4	LC									
	Const/CE				1,058.2	LC									
	Const/CE				119.4	LN									
C.N. 13433	LCLC-5241(7)	TOTAL	265.0		1,680.0		0.0	0.0		0.0		0.0		1,945.0	
<b>Randolph Street, Capital Parkway to 40th Street</b>															
Rehabilitation may include pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. This project may include intersection improvements at 33rd and 40th. Approximately 1.25 miles.															
	PE		600.0	LC											
	PE		150.0	LN											
	ROW						140.0	LC							
	ROW						35.0	LN							
	Const/CE						2,860.0	LC							
	Const/CE						715.0	LN							
C.N. 13434	LCLC-5224(1)	TOTAL	750.0		0.0		3,750.0		0.0		0.0		0.0	4,500.0	
<b>1st Street &amp; Cornhusker - Traffic Signal Replacement</b>															
This project may include reconstruction of the existing traffic signal at the intersection and pavement improvements to improve traffic operations at this intersection. All construction is expected to be within the existing right-of-way.															
	PE		144.1	LC											
	PE		36.0	LN											
	ROW						4.0	LC							
	ROW						1.0	LN							
	Utilities								15.0	LN					
	Const/CE								624.0	LC					
	Const/CE								530.0	LN					
	Const/CE								1,496.0	LC-AC(LN)	1,496.0	LC			
	Const/CE										-1,496.0	LN			
C.N. 13435	LCLC-5213(3)	TOTAL	180.1		0.0		5.0		2,665.0		0.0		0.0	2,850.1	
<b>Amend (Modify)</b>	<b>9th &amp; A St., 9th &amp; D St., 10th &amp; A St., 10th &amp; D St. - Traffic Signal Replacement</b>														
This project may include replacing the traffic signal poles, new conduit and cable around the intersections, replacing vehicle detection as needed, and upgrades to pedestrian infrastructure and curb ramps. All construction is expected to be within the existing right-of-way.															
	PE		220.0	LC											
	PE		55.0	LN											
	ROW														
	ROW														
	Const/CE						1,056.0	LC							
	Const/CE						264.0	LN							
C.N. 13436	LCLC-5261(1)	TOTAL	275.0		0.0		1,320.0		0.0		0.0		0.0	1,595.0	
<b>Amendment Description:</b> Delete ROW phase.															
<input type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input checked="" type="checkbox"/> Scope <input type="checkbox"/> Other															
<b>N 84th Street &amp; College Park - Traffic Signal Replacement</b>															
This project may include replacing the traffic signal poles, new conduit and cable around the intersection, replacing vehicle detection as needed, and upgrades to pedestrian infrastructure and curb ramps. All construction is expected to be within the existing right-of-way.															
	PE		152.0	LC											
	PE		38.0	LN											
	ROW/Utilities														
	ROW/Utilities														
	Const/CE						345.6	LC							
	Const/CE						86.4	LN							
C.N. 13437	LCLC-5249(8)	TOTAL	230.0		432.0		0.0		0.0		0.0		0.0	662.0	

**FISCAL YEARS 2024-2027 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - TRANSPORTATION PROGRAM - APPENDIX**

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

PROJECT	PHASE	FISCAL YEARS	FS	PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS
				PRIOR	FY 2024	FS	FY2025	FS	FY2026	FS	FY2027		
<b>66th St./Cotner Blvd./Adams St. - Traffic Signal Replacement</b>													
This project may include replacing the traffic signal poles, new conduit and cable around the intersection, replacing vehicle detection as needed, and upgrades to pedestrian infrastructure and curb ramps. All construction is expected to be within the existing right-of-way, however some Construction Easements may be needed.	PE	128.0	LC										
	PE	32.0	LN										
	ROW	20.0	LC										
	ROW	4.0	LN										
	Utilities												
	Const/CE				288.0	LC							
C.N. 13438	LCLC-5245(2)	TOTAL	184.0	360.0		0.0		0.0		0.0		0.0	544.0
<b>Cornhusker Highway, 39th to L-55X</b>													
Rehabilitation may include pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. This project may include intersection improvements at Havelock/Superior. Approximately 1.6 miles.	PE	400.8	LC										
	PE	100.2	LN										
	Const/CE							2,271.2	LC				
	Const/CE							567.8	LN				
C.N. 13497	LCLC-6-6(165)	TOTAL	501.0	0.0		0.0		2,839.0			0.0	0.0	3,340.0
<b>Preventative Maintenance Bridge Package</b>													
Preventative maintenance package may include bridges such as Harris Overpass, N 27th viaduct, SW 40th viaduct, Penny Bridges, and 10th & Salt Creek.	PE	488.8	LC										
	PE	122.2	LN										
	Const/CE							3,271.2	LC				
	Const/CE							817.8	LN				
C.N. 13491	LCLC-55(188)	TOTAL	611.0	0.0		0.0		4,089.0			0.0	0.0	4,700.0
<b>48th &amp; Calvert and 56th &amp; Calvert</b>													
This project may include traffic signal replacement at 48th and a study of the 56th intersection. Construction activities would be based off the results of the study.	PE	426.8	LC										
	PE	106.7	LN										
	ROW				120.0	LC							
	ROW				30.0	LN							
	Const/CE								1,700.0	LC			
	Const/CE								425.0	LN			
C.N. 13496	LCLC-5506(2)	TOTAL	533.5	150.0		0.0		2,125.0			0.0	0.0	2,808.5
<b>West South Street Bridge over Salt Creek</b>													
This project would replace the existing bridge over Salt Creek. The project will include pedestrian facilities.	PE						600.0	LC					
	PE						150.0	LN					
	Const/CE										3,400.0		
	Const/CE										850.0		
	TOTAL	0.0	0.0	0.0	750.0	0.0	0.0	0.0	0.0	4,250.0	5,000.0		
<b>Transportation System Optimization</b>													
<b>A Street, 40th to 56th</b>													
Project to include intersections improvements on A Street at 40th, 48th and 50th/Cotner and widening of A Street from 40th to 48th for a center turn lane. This project may also include pavement rehabilitation, curb ramp reconstruction and utility adjustments. Approximately 1.0 mile.	PE	1,280.0	LC										
	PE	320.0	LN										
	ROW				280.0	LC							
	ROW				70.0	LN							
	Const/CE								6,019.5	LC	252.5	LC	
	Const/CE								1,568.0	LN	-252.5	LN	
C.N. 13439	LCLC-5220(6)	TOTAL	1,600.0	350.0		0.0		7,840.0	LC-AC(LN)	0.0	0.0	0.0	9,790.0

**FISCAL YEARS 2024-2027 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - TRANSPORTATION PROGRAM - APPENDIX**

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

PROJECT	PHASE	FISCAL YEARS	FS	PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
				PRIOR	FY 2024	FS	FY2025	FS	FY2026	FS	FY2027			FS
<b>Adams Street, 36th to 49th - Pavement Repair Project</b>														
Project improvements may include widening, pavement rehabilitation, curb ramp reconstruction and utility adjustments. This project may remove a pedestrian signal at 46th. Approximately 1.0 mile.														
	PE	288.0	LC											
	PE	72.0	LN											
	ROW			20.0	LC									
	ROW			5.0	LN									
	Const/CE			1,114.6	LC									
	Const/CE			1,256.7	LC									
	Const/CE			278.7	LN									
C.N. 13440	LCLC-5250(4)	TOTAL	360.0	2,675.0		0.0		0.0			0.0		0.0	3,035.0
<b>84th St. and US-6 (Cornhusker Hwy.) - Intersection Improvements</b>														
Safety project														
	PE	810.0	LN											
	ROW			90.0	HS									
	ROW			10.0	LN									
	Utilities					114.0	LN							
	Const/CE					4,104.0	HS							
	Const/CE					456.0	LN							
C.N. 13450	HSIP-5249(9)	TOTAL	810.0	100.0		4,674.0		0.0			0.0		0.0	5,584.0
<b>Cotner Boulevard, O Street to Starr Street</b>														
Rehabilitation may include widening, pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. This project may include intersection improvements at Starr and Holdrege. Approximately 0.8 miles.														
	PE	770.5	LC											
	PE	192.6	LN											
	ROW			200.0	LC									
	ROW			50.0	LN									
	Const/CE							4,366.3	LC					
	Const/CE							1,091.6	LN					
C.N. 13498	LCLC-5237(4)	TOTAL	963.1	250.0		0.0		5,457.9			0.0		0.0	6,671.0
<b>A Street, 6th to 17th</b>														
Project may include intersection improvements on A Street at 13th and 17th, widening of A Street from 6th to 17th for a center turn lane. This project may also include pavement rehabilitation, curb ramp reconstruction and utility adjustments. Approximately 0.9 mile.														
	PE	790.3	LC											
	PE	197.6	LN											
	Const/CE							3,951.4	LC					
	Const/CE							1,119.4	LN					
	Const/CE							527.1	LC-AC(LN)	527.1	LC			
	Const/CE									-527.1	LN			
C.N. 13495	LCLC-5220(7)	TOTAL	987.9	0.0		0.0		5,597.9		0.0			0.0	6,585.8
<b>Pilot - Hyperflow Software Tool</b>														
The City of Lincoln will use the Hyperflow software tool from ETALYC as a pilot. Hyperflow provides an online dashboard for system-wide signalized corridor performance assessment. It will identify problem intersections and corridors and quantify improvements made by signal timing changes, ultimately providing a better understanding of system performance and resulting in improved safety and user satisfaction.														
		80.0	STIC											
	Other	20.0	LN											
C.N. 1051	STIC-STWD"197"	TOTAL	100.0	0.0		0.0		0.0			0.0		0.0	100.0
<b>S. 70th and Nebraska Parkway (Highway 2) Intersection Improvements</b>														
This is a safety project partially funded with Highway Safety Improvement Project funds through the Federal Highway Administration (FHWA) and Nebraska Department of Transportation (NDOT). It will involve potential curb and lane geometric modifications. Construction is anticipated to occur in 2025.														
	PE	104.0	LN											
	ROW/Utilities			59.4	HS									
	ROW/Utilities			6.6	LN									
	Const/CE					561.6	HS							
	Const/CE					62.4	LN							
	NDOT	18.0	HS											
	NDOT	2.0	LN											
C.N. 13548	HSIP-5247(14)	TOTAL	124.0	66.0		624.0		0.0			0.0		0.0	814.0

## Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	5
MEETING DATE	January 4, 2024
REQUEST	VOTE: Update of the MPO Public Participation Plan
ASSOCIATED MEETINGS	The MPO Administration Committee met on 7/31/2023 and on 10/9/2023 to discuss the initial proposal and content and to recommend approval of the Draft Public Participation Plan prior to publication
STAFF CONTACT	Rachel Christopher, <a href="mailto:rchristopher@lincoln.ne.gov">rchristopher@lincoln.ne.gov</a> , 402-441-7603

### RECOMMENDATION: APPROVE THE UPDATED LINCOLN MPO PUBLIC PARTICIPATION PLAN

#### BACKGROUND

The Lincoln MPO Public Participation Plan (PPP) is a proactive process that describes how the MPO will provide complete information, timely public notice, full public access to key decisions, and early and continuous involvement of the public in the development of transportation plans and programs. In accordance with 23 CFR Part 450 Subpart C, Section 316, MPOs are required to develop and use a documented public participation plan. MPOs must periodically review the effectiveness of their participation plans to ensure a full and open public process.

#### SUMMARY OF REQUEST

A major update of the PPP has been underway to consider new methods of public involvement including the use of enhanced visualization techniques and virtual public involvement, seeking out and considering the needs of those traditionally underserved by the transportation system, and ways to monitor and report on the effectiveness of public involvement activities.

Primary objectives of the PPP update were to:

- Update the plan goals
- Add visuals and graphics
- Consider new methods of public involvement
- Engage the topic of equity as was done with the Long Range Transportation Plan
- Include and improve monitoring activities

The final two objectives listed above are based upon recommendations of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) at the MPO's four-year certification review in 2021.

MPO staff have updated the Technical and Officials Committees at key points in the process. A [project website](#) was created where a summary, anticipated schedule and process, draft plans, and links to outreach materials including a brochure were posted.

A 30-day solicitation of public input on how the PPP could be improved was held during the month of July 2023. During this initial information-gathering period, public feedback was requested on draft goals of the plan, generally how the plan could be improved, and preferences for receiving information. The solicitation period included outreach to a broad range of community stakeholders, a survey, and comment form. A brochure was posted online, distributed to several libraries, made available at the Planning Department front desk and on the first floor of the City-County building. A press release, social media posts, and email blast to the MPO email list and a large list of community stakeholders announced the effort and linked to the survey.

MPO staff discussed the effort with One Lincoln, a City staff group that champions community policies, practices, and culture change initiatives that advance equity, diversity, and inclusion. In August, the MPO met with representatives from the Cultural Centers of Lincoln, who provided ideas for strategies and assisted with completion of additional surveys through September. 76 surveys were completed in total. MPO staff also conferred with Charles Brown, a consultant with Equitable Cities to discuss best practices for incorporating equity into transportation planning and other organizations' plans that could be reviewed.

Following the solicitation of input, a Draft PPP was developed using feedback received from the survey and made available for a minimum 45-day public comment period from October 10, 2023 through November 30, 2023. Similarly, this included a press release, social media posts, and email blast. The comment form was made available. Several comments from the public were received as well as comments from the FHWA.

Information on how to request information in another language was provided in the languages of the area for number of persons who speak English less than very well (Chinese, Vietnamese, Arabic, Thai, and Kurdish-Sorani).

The Final Draft PPP is found at:

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

Major themes from public input that were received and addressed include:

- Early public involvement in the planning process, i.e., a listening and learning phase.
- The importance of the education goal was emphasized, as most survey respondents were not familiar with the MPO.
- The descriptors under the Equity and Accommodation goals are intersecting in many cases; therefore, effort was made to acknowledge the significant overlap of these goals.
- The New Americans community and those needing language support were noted as key groups, with strategies designed to better reach and support those groups.
- Prominently display transportation projects completed with MPO funds.
- Explicit incorporation of public comments that allows the public to see their impact on the final product.
- The concept of “meeting people where they are” with outreach through various means such as social media, a variety of meeting formats, and tracking where comments are received to identify focus areas.

- Exploring partnerships with entities that represent diverse populations.
- The importance of compensation to acknowledge the time and effort of representatives of underserved communities to provide input.

Other key elements of the Final Draft PPP include publishing an MPO newsletter twice per year to increase education about the MPO, and inclusion of an Equity goal and strategies. Regarding monitoring and analysis, the PPP identifies key tracking indicators to help define success in achieving the goals of the plan and plans to publish a monitoring report every 2 years, as well as the results of public feedback following an event.

The major changes made to the Final Draft were as a result of comments received from FHWA (see comments matrix in Appendix D for details). In addition, another major change was that a notation was added in the Introduction regarding typical types of projects included in the Long Range Transportation Plan and Transportation Improvement Program. The results of the survey, outreach materials, and disposition of comments are included in the Appendix.

Following action by the MPO Technical and Officials Committees, the adopted plan will be provided to the FHWA and FTA for their records but is not formally approved by those agencies.

#### **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 proposed FY 2024 Unified Planning Work Program (UPWP), which is also an item on this agenda.



# PUBLIC PARTICIPATION PLAN

Lincoln Metropolitan Planning Organization

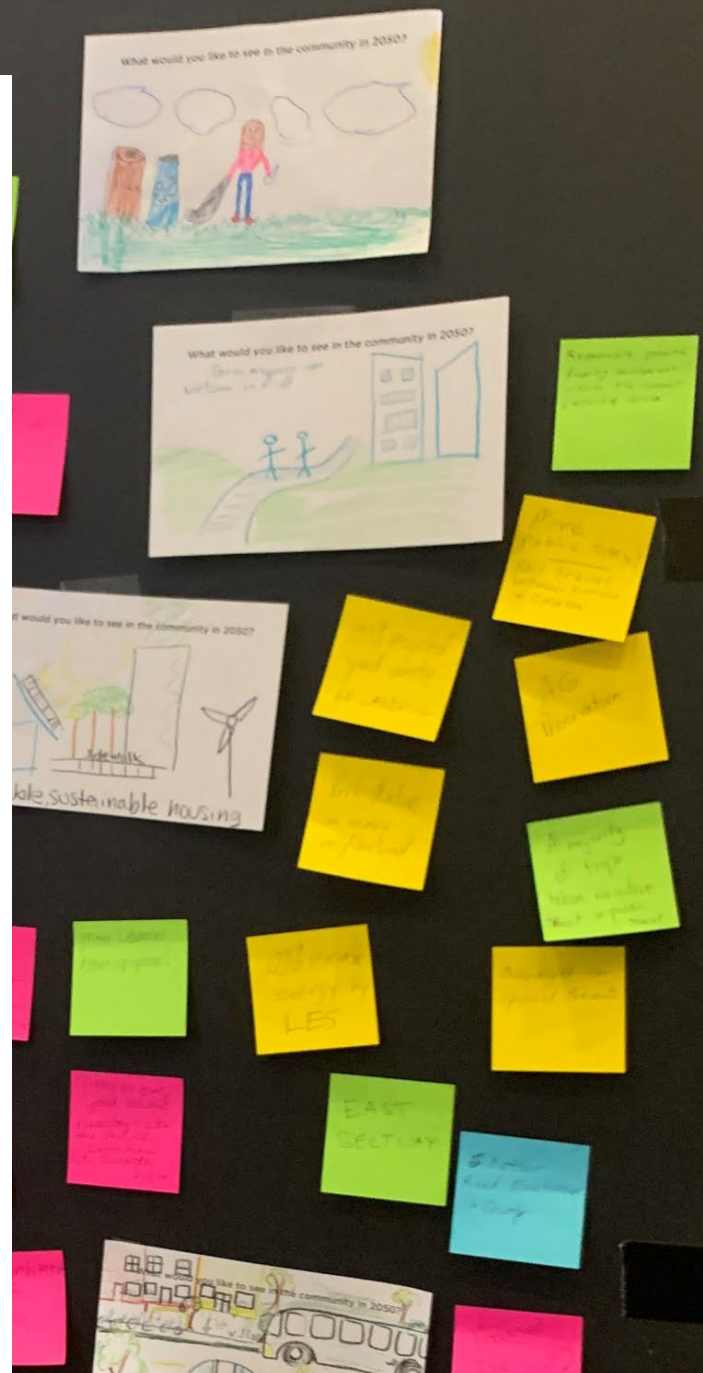
***FINAL DRAFT***  
December 22, 2023

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ADOPTED [DATE]

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In Cooperation with the Federal Transit Administration and Federal Highway Administration





U.S. Department of Transportation  
**Federal Highway Administration**

**Required Credit / Disclaimer Statement**

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

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*Prepared by the*  
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**Lincoln MPO Members**

- City of Lincoln
- Lancaster County
- State of Nebraska
- Lincoln Airport Authority
- Railroad Transportation Safety District
- Lincoln Transportation and Utilities-StarTran
- FTA
- FHWA

# Public Participation Plan and its Purpose

The Metropolitan Planning Organization (MPO) for the Lincoln-Lancaster County planning area (the Lincoln MPO) supports and encourages early and continuous public participation related to transportation systems and facilities.

The **Lincoln MPO Public Participation Plan (PPP)** describes the MPO's public participation procedures, strategies, and desired outcomes. The PPP is designed to provide reasonable opportunities for the public to be involved in the "3-C" metropolitan transportation planning process.

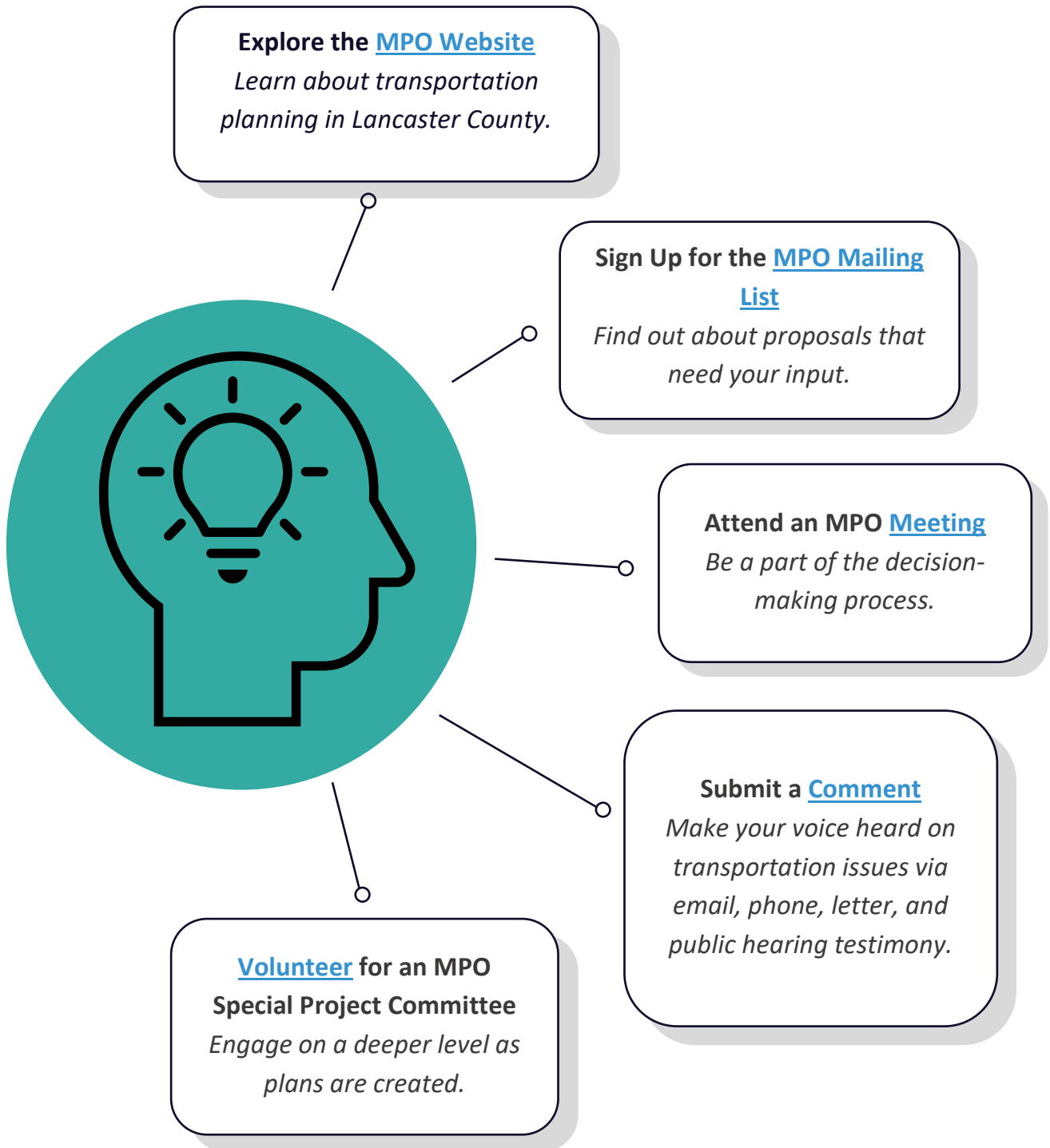
***The "3C" metropolitan transportation planning process is designed to be continuing, comprehensive, and cooperative in engagement with the public and stakeholders to establish a shared vision for the community.***

The public includes anyone who resides in, has an interest in, or does business in the Metropolitan Planning Area (MPA) of Lancaster County and is potentially affected by transportation decisions. This includes individuals, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation, facilities, representatives of persons with disabilities, housing and affordable housing officials, and other interested parties.

The MPO adheres to the principles of Environmental Justice and Title VI of the Civil Rights Act of 1964. A critical element for the development, approval and adoption of this plan is that it be based on compliance with the federal transportation regulations in 23 Code of Federal Regulations (CFR) Part 450.316.

## Quick Guide:

### *How Can I Get Involved in Transportation Planning?*



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**Appendix D:** Public Comments and Responses  
**Appendix E:** Public Notice to Amend the Public Participation Plan

## List of Acronyms

<b>ADA</b>	Americans with Disabilities Act
<b>CFR</b>	Code of Federal Regulations
<b>EJ</b>	Environmental Justice
<b>FHWA</b>	Federal Highway Administration
<b>FTA</b>	Federal Transit Administration
<b>IAP2</b>	International Association of Public Participation
<b>LAA</b>	Lincoln Airport Authority
<b>LEP</b>	Limited English Proficiency
<b>L RTP</b>	Long Range Transportation Plan
<b>LTU</b>	Lincoln Transportation and Utilities
<b>MPO</b>	Metropolitan Planning Organization
<b>MPA</b>	Metropolitan Planning Area
<b>NEPA</b>	National Environmental Policy Act
<b>NDOT</b>	Nebraska Department of Transportation
<b>NRD</b>	Natural Resources District
<b>PPP</b>	Public Participation Plan
<b>RTSD</b>	Lincoln and Lancaster County Railroad Transportation Safety District
<b>STIP</b>	Statewide Transportation Improvement Program
<b>TIP</b>	Transportation Improvement Program
<b>UPWP</b>	Unified Planning Work Program
<b>USDA</b>	U.S. Department of Agriculture
<b>USDI</b>	U.S. Department of the Interior
<b>USDOT</b>	U.S. Department of Transportation



# Introduction

## About the Lincoln MPO

A Metropolitan Planning Organization (MPO) is a transportation policy making body made up of representatives from local government and transportation agencies with authority and responsibilities in the Metropolitan Planning Area (MPA). **The MPO reviews transportation issues and develops transportation plans and programs.**

The City of Lincoln is designated as the MPO for the Lincoln Metropolitan Planning Area, which includes all of Lancaster County. The MPO is staffed by the Lincoln Planning Department and is the recipient of certain federal transportation planning funds. Transportation agencies who coordinate with the MPO include the State of Nebraska Department of Transportation (NDOT), various departments under the City of Lincoln, Lancaster County, Lincoln Airport Authority, Lincoln-Lancaster County Railroad Transportation Safety District (RTSD), and others.

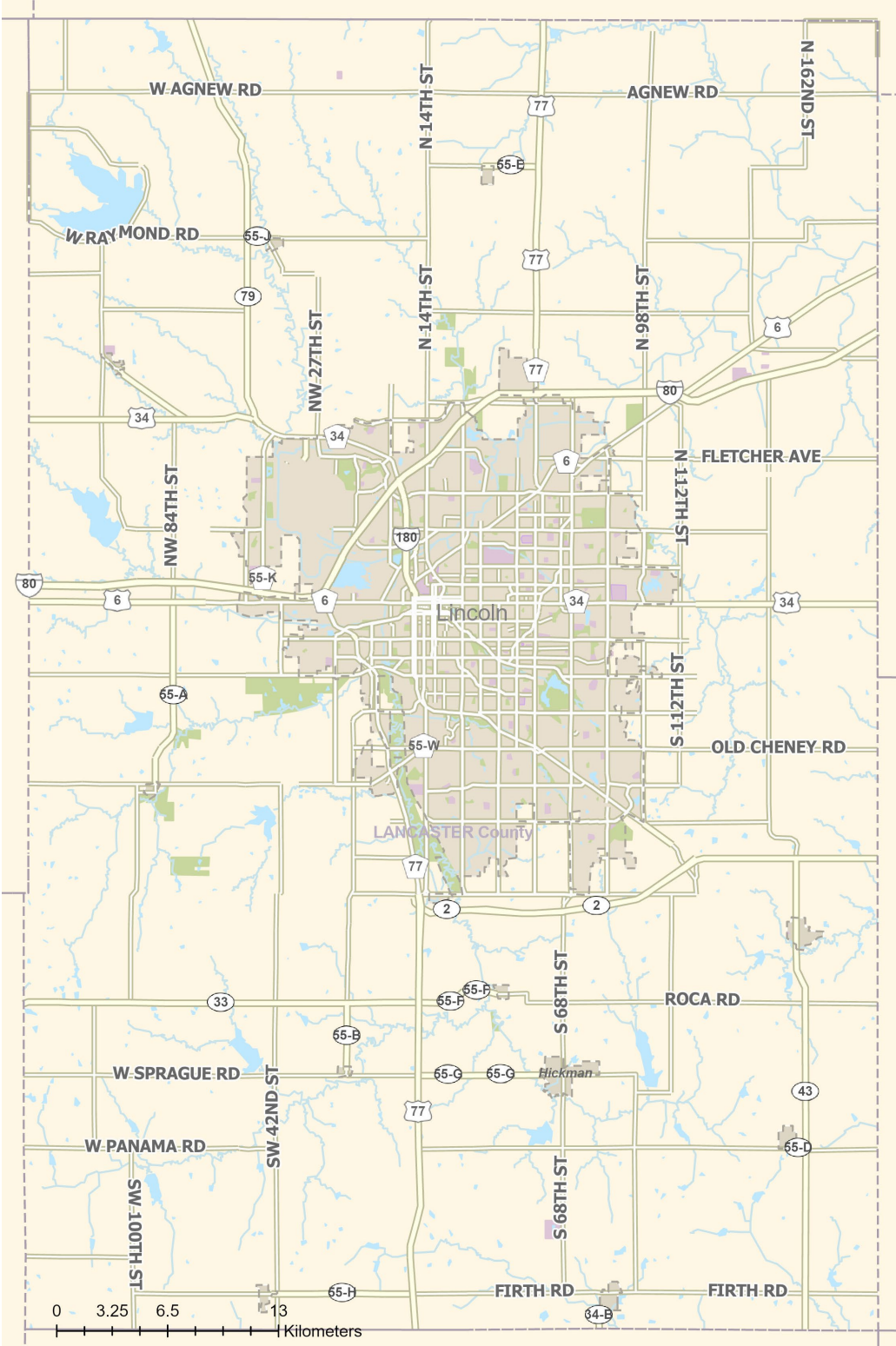
**The primary role of the MPO includes developing a [Long Range Transportation Plan \(LRTP\)](#), a shorter range [Transportation Improvement Program \(TIP\)](#), a [Unified Planning Work Program \(UPWP\)](#) describing metropolitan planning activities and budget, an [MPO Management Plan](#), and this [Public Participation Plan \(PPP\)](#).** The LRTP extends out over a minimum 20-year horizon and acts as the official guide for the expenditure of federal and state transportation funds. The TIP includes transportation projects for the upcoming four years. The MPO also generates other planning documents and reports and engages in activities such as transportation data collection and reporting.

*The Long Range Transportation Plan and the Transportation Improvement Program focus primarily on projects funded with federal and state funds and projects that are regionally significant.*

MPOs must develop and use a documented public participation plan that provides stakeholders and the public with reasonable opportunities to be involved in the metropolitan transportation planning process. The PPP is assessed periodically to evaluate the effectiveness of public participation techniques used by the MPO, incorporate new techniques, and reflect changes in local, state, and federal legislation.

This PPP serves as both a ‘Policy Document’ and an ‘Action Plan’ to guide the MPO on effective public participation. It includes goals to direct the overall public participation approach, outlines various levels of public participation that are possible, identifies public participation strategies to meet the goals, and ways that the MPO will monitor and evaluate the effectiveness of the PPP.

# Lincoln Metropolitan Planning Area (Lancaster County)



## Five Core Functions of an MPO

- 1** Establish and manage a **fair and impartial setting** for effective regional decision-making in the metropolitan area.
- 2** Use data and planning methods to generate and evaluate **transportation improvement alternatives**.
- 3** Develop and update the LRTP for the metropolitan area covering a **planning horizon of at least twenty years** that fosters mobility and access for people and goods, efficient system performance and preservation, good quality of life, and contains a fiscally constrained listing of projects and strategies based upon the MPO project selection process.
- 4** Develop a short- range, four-year, fiscally constrained **program of transportation improvements** based on the Long Range Transportation Plan (LRTP) known as the Transportation Improvement Program (TIP). The TIP is designed to achieve the area's goals using regulation, operating, management, and financial tools.
- 5** **Involve the general public and other affected constituencies** in the essential functions listed above.

## Public Participation Plan: Assessment & Adoption Process

As the planning process for the update to the PPP was initiated, an assessment was made on the types of public participation techniques available, especially new public input techniques, to evaluate any changes deemed necessary.

The MPO contacted approximately 170 organizations and numerous individuals requesting initial feedback during a 30-day period via a survey. Following the 30-day initial solicitation of input, focused discussion and outreach was conducted with the Cultural Centers of Lincoln and the public survey period was extended for an additional approximately 30 days. Appendix 'A' includes a listing of organizations who were contacted. Appendix 'B' provides a copy of the Stakeholder Notice and Public Participation Notice soliciting input in the development of this PPP. Appendix 'C' provides the survey questions and results. Appendix 'D' contains comments received and responses to them.

In addition, the MPO Administration Committee comprised of staff from the Lincoln-Lancaster County Planning Department, Lincoln Transportation Utilities, StarTran, Lancaster County Engineering, and NDOT met at key points in the process to provide input and make a recommendation on the draft plan.

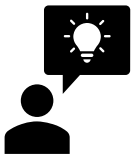
The draft PPP was made available on the MPO's website for a 45-day public comment period. Following the 45-day comment period, additional comments received were addressed. The final draft was published for further comment prior to action by the MPO Technical and Officials Committees on January 4, 2024 and February 16, 2024, respectively.



## Goals for this Plan

In 2021, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conducted a four-year review of the MPO that resulted in recommendations to include the MPO's monitoring activities as part of an updated PPP to assess the effectiveness of its public participation strategies. It was also recommended to engage the topic of equity in developing the PPP. These recommendations serve as key focus areas for the PPP.

The PPP is intended to provide direction for public participation activities to be conducted by the Lincoln MPO. In all its public participation processes, the MPO will strive to meet the following goals. Each goal corresponds to a set of strategies described later in this document. In addition, metrics will describe how progress towards meeting the goals and strategies will be assessed. The goals are interconnected and are intended to support one another.



**Education.** Residents can easily understand the role of the MPO and how they can become involved.



**Information.** The MPO is responsive to community needs and provides timely, efficient, and reliable notice and information to the public.



**Engagement.** Opportunities for public participation are available at multiple levels, timeframes, and in formats that make use of evolving technology.



**Equity.** The MPO recognizes the need for an equitable civic process and community buy-in during the planning and decision-making process. Input is sought from across the community regardless of race, color, ethnicity, gender, national origin, religion, age, gender, disability, economic status, sexual orientation, language spoken, or zip code, particularly from those who are under-served by the transportation system.



**Accommodation.** The MPO takes steps to reasonably accommodate persons with disabilities, seniors, and persons with limited English proficiency to ensure that their needs are represented in the transportation planning process.

# MPO Plans and Programs

The MPO is involved with projects that are reviewed regularly and some that are reviewed less frequently. The MPO may also be involved in special projects in conjunction with the City of Lincoln and Lancaster County. The following tables describe the efforts managed by the MPO, how often they are updated, and the public process schedules for each.

## Frequency of Plan/Program Updates

MPO PLAN/ PROGRAM	DESCRIPTION	UPDATED ANNUALLY	UPDATED REGULARLY	UPDATED WHEN NECESSARY
<b>Comprehensive Plan</b>	Lincoln and Lancaster County's shared vision for the next 20+ years. Updates are done every 5 years, adoption of a new plan every 10 years, and amendments as needed.		X	X
<b>Long-Range Transportation Plan Update (LRTP)</b>	Provides the blueprint for Lincoln and Lancaster County's transportation system out to 2050. The LRTP undergoes a major update every 5 years and is amended as needed. Major LRTP updates involve extensive public outreach typically coordinated with major updates to the Comprehensive Plan.		X	X
<b>Transportation Improvement Program (TIP)</b>	Program of Federal, State, and local transportation project expenditures over the next four years. The TIP is amended as needed.	X		X
<b>Unified Planning Work Program (UPWP)</b>	Annual budget and anticipated planning activities of the MPO and LTU-StarTran. The UPWP is amended as needed.	X		X
<b>MPO Management Plan</b>	Outlines the MPO organizational structure, responsibilities, and makeup of MPO committees.			X
<b>Public Participation Plan (PPP)</b>	Proactive process for public involvement in the MPO transportation planning process. The PPP is reviewed and updated periodically.		X	X
<b>Congestion Management Process</b>	Process to assess and improve transportation system performance.		X	X
<b>Annual Listing of Obligated Projects</b>	Listing of transportation projects for which federal funds were obligated in the preceding year.	X		
<b>Self-Certification of the MPO Process</b>	Self-review and evaluation of MPO compliance with federal metropolitan planning regulations.	X		
<b>FHWA/FTA Four-Year Certification</b>	Federal review of the MPO's transportation planning process and compliance with federal regulations that takes place every four years.		X	
<b>Annual Transportation System Report</b>	Evaluates progress of the transportation system towards meeting the goals of the LRTP.	X		
<b>Other Reports and Special Efforts</b>	Examples: Downtown Master Plan, Lincoln Bike Plan, Bicycle and Pedestrian Capital Plan, and additional alternative/active transportation efforts			X

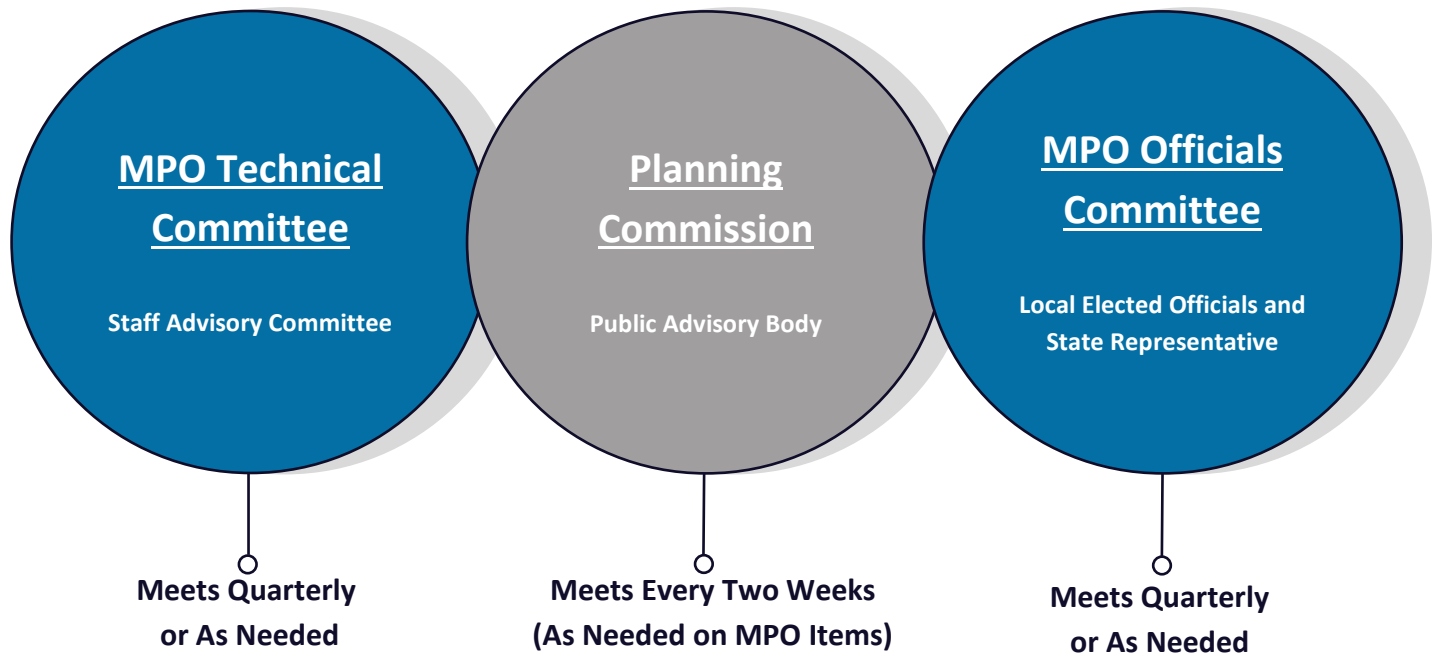
## Public Participation Processes and Schedules

MPO PLAN/ PROGRAM	REVIEWING BODIES*	PUBLIC NOTICES, EMAILS & ADVERTISEMENTS POSTED	PUBLIC REVIEW PERIOD	AVAILABILITY OF MEETING AGENDAS AND MINUTES
<b>Long Range Transportation Plan (LRTP)** and Amendments</b>	<ul style="list-style-type: none"> <li>▶ Technical Committee</li> <li>▶ Planning Commission</li> <li>▶ Officials Committee</li> </ul>	Sent to <a href="#">MPO email list</a> , posted online and outside City Clerk’s office during the comment period and prior to public meetings; Planning Commission legal ads posted per published filing deadlines	At least 7 days prior to Technical Committee and 30 days prior to Officials Committee	Agenda available at least 7 days prior to meetings; Draft documents available at least 7 days prior to Technical Committee and continue through Officials Committee
<b>Transportation Improvement Program (TIP)</b>	<ul style="list-style-type: none"> <li>▶ Technical Committee</li> <li>▶ Planning Commission</li> <li>▶ Officials Committee</li> <li>▶ Final approval by NDOT, FHWA and FTA</li> </ul>	Sent to <a href="#">MPO email list</a> , posted online and outside City Clerk’s office during the comment period and prior to public meetings; Planning Commission legal ad posted per the published filing deadlines	At least 7 days prior to Technical Committee and 30 days prior to Officials Committee	Same as above
<b>TIP Amendments</b>	<ul style="list-style-type: none"> <li>▶ Technical Committee</li> <li>▶ Officials Committee</li> <li>▶ Final approval by NDOT, FHWA and FTA</li> </ul>	Sent to <a href="#">MPO email list</a> , posted online and outside City Clerk’s office 7 days prior to Technical Committee	At least 7 days prior to Technical Committee and 15 days prior to Officials Committee	Same as above
<b>Unified Planning Work Program (UPWP) and Amendments</b>	<ul style="list-style-type: none"> <li>▶ Technical Committee</li> <li>▶ Officials Committee</li> <li>▶ Final approval by NDOT, FHWA and FTA</li> </ul>	Sent to <a href="#">MPO email list</a> , posted online and outside City Clerk’s office during the comment period and prior to public meetings	At least 7 days prior to Technical Committee and 15 days prior to Officials Committee	Same as above
<b>Public Participation Plan (PPP)</b>	<ul style="list-style-type: none"> <li>▶ Technical Committee</li> <li>▶ Officials Committee</li> <li>▶ Final approval by NDOT, FHWA and FTA</li> </ul>	Sent to <a href="#">MPO email list</a> , posted online and outside City Clerk’s office during the comment period and prior to public meetings	At least 7 days prior to Technical Committee and 45 days prior to Officials Committee adoption	Same as above
<b>Other Reports and Programs</b>	<ul style="list-style-type: none"> <li>▶ Technical Committee</li> <li>▶ Officials Committee</li> <li>▶ Final approval by NDOT, FHWA and FTA depending on subject matter</li> </ul>	Sent to <a href="#">MPO email list</a> , posted online and outside City Clerk’s office during the comment period and prior to public meetings	At least 7 days prior to Technical Committee and 15 days prior to Officials Committee	Same as above

\* All committee meetings are governed by the Nebraska Open Meetings Act.

\*\* Major updates to the LRTP are conducted every 5 years. Significant additional public outreach is conducted for major LRTP updates beginning 1-2 years prior to LRTP adoption in addition to the minimum processes and schedules noted in the table.

# Public Participation Procedures



## MPO COMMITTEES

Transportation plans and programs of the MPO go through a formal public hearing and adoption process. The process includes hearing and vote by the MPO Technical Committee, Lincoln-Lancaster County Planning Commission, and/or MPO Officials Committee depending upon the item. These committees are open to the public and follow the Nebraska Open Meetings Act. Public notices, legal ads, meeting agendas, and other materials are made available according to the deadlines in the **table on Page 6, Public Participation Processes and Schedules**. The MPO email list is notified when upcoming meeting agendas are available for the Technical and Officials Committees.

## NEBRASKA OPEN MEETINGS ACT

The [Nebraska Open Meetings Act](#) (Neb. Rev. Stat. 84-1407 to 84-1414) guarantees that every meeting of a public body shall be open to the public in order that the public may exercise their democratic privilege of attending and speaking. Meetings of the MPO Technical and Officials Committees and the Planning Commission follow the Open Meetings Act.



## Technical Committee

The [MPO Technical Committee](#) reviews the effects of transportation plans and programs on social, economic, and environmental factors in conformance with appropriate federal regulations. The Technical Committee is comprised of representatives of professional transportation and related disciplines. The committee makes recommendations to the MPO Officials Committees on proposed programs, studies and documents. Meetings are open to the public and include time for public comment on items not on the agenda.



### **How can members of the public provide input?**

- ▶ *Submit comments via email at [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov) or regular mail, by phone at (402) 441-7491, or in person at the meeting.*

### **What kinds of input are appropriate for this committee?**

- ▶ *Comments on regional/local transportation planning issues, priorities for transportation projects within Lancaster County, and allocation of transportation funds (major LRTP updates, LRTP and TIP amendments).*
- ▶ *Comments on measuring success for the transportation system (adoption of Federal performance measures, annual Transportation System Performance Report, and major updates to LRTP).*
- ▶ *Comments on MPO budgeting priorities and transportation planning focus areas (UPWP and amendments).*

### **When does input need to be provided?**

- ▶ *Before and/or during the Technical Committee meeting or the associated Officials Committee meeting.*

## Officials Committee

The [MPO Officials Committee](#) functions as the policy making arm of the MPO. Voting members consist of the City of Lincoln Mayor and representatives from the Lincoln City Council, Lancaster County Board, and NDOT. Voting members review and act on transportation programs and studies recommended by the Technical Committee. Non-voting members provide guidance to the Committee and represent the federal transportation agencies for the region (the FHWA and FTA) and Pedestrian and Bicycle Advisory Committee. Meetings are open to the public and include time for public comment on items not on the agenda.



### **How can members of the public provide input?**

- ▶ *Submit comments via email at [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov) or regular mail, by phone at (402) 441-7491, or in person at the meeting.*

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- ▶ *Comments on measuring success for the transportation system (adoption of Federal performance measures, annual Transportation System Performance Report, and major updates to LRTP).*
- ▶ *Comments on MPO budgeting priorities and transportation planning focus areas (UPWP and amendments).*

### **When does input need to be provided?**

- ▶ *Before and/or during the Officials Committee meeting.*

## Planning Commission

The [Lincoln/Lancaster County Planning Commission](#) plays an important role in the MPO process. Public hearings before the Planning Commission are part of the formal adoption of the Comprehensive Plan, LRTP, and LRTP amendments. In addition, the Planning Commission reviews the annual TIP for conformance with the LRTP. After public hearings are held, the Planning Commission forwards their recommendations to the Officials Committee for approval. Planning Commission members are appointed and include representation from the urban and rural areas of the county. All hearings of the Planning Commission are televised live on the local cable television system, streamed on [LNKTV](#), and all meetings are open to the public.



### **How can members of the public provide input?**

- ▶ [Sign up](#) for the Planning Department email list to receive updates and upcoming meeting agendas.
- ▶ Submit comments using the [Planning Commission comment form](#), via email at [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov) or regular mail, by phone at (402) 441-7491, or in person at the meeting.

### **What kinds of input are appropriate for this committee and its typical action items?**

- ▶ Comments on regional/local transportation planning issues, priorities for transportation projects within Lancaster County, and allocation of transportation funds (major LRTP updates, LRTP amendments, and annual TIP).

### **When does input need to be provided?**

- ▶ Before and/or during the Planning Commission meeting. Written and phone comments should be submitted to staff in the Planning Department no later than 10 am on the day of the meeting in order to be received and forwarded to the Commission prior to the meeting.

## Title VI of the 1964 Civil Rights Act

### *What is Title VI?*

Title VI refers to requirements of the federal Civil Rights Act of 1964 and other legislation that direct the fair treatment and meaningful involvement of all people - regardless of race, color, national origin, disability, age, gender, or income status - in programs and activities receiving federal funding, including for transportation issues. The City of Lincoln has a nondiscrimination policy and procedures, referred to as the [City of Lincoln Title VI Civil Rights Plan](#), which addresses how the MPO is integrating nondiscriminatory practices in its transportation planning, public participation, and decision-making.

### *How Does the MPO Comply?*

The MPO Accommodations Policy is to comply with Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act (ADA) of 1990 and related federal and state laws and regulations which forbid discrimination against those who have disabilities. This policy will ensure all persons will have access to and the ability to participate in public meetings. Accommodations are made to Serve Persons with Disabilities in Compliance with the ADA/504. Section 504 of the Rehabilitation Act of 1973 (Section 504), the ADA, and related federal and state laws and regulations forbid discrimination against those who have disabilities. These laws require federal aid recipients and other government entities to take affirmative steps to reasonably accommodate persons with disabilities and ensure that their needs are equitably represented in the transportation planning process.

The Lincoln MPO endeavors to ensure that its facilities, programs, services, and activities are available to those with disabilities in accordance with the ADA. The MPO also actively seeks out communities with disabilities and service groups to ensure their input into the MPO's programs, services, and activities. The MPO will make every effort to ensure that its facilities, programs, services, and activities are accessible to those

## Accommodation Notice

*The City of Lincoln complies with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973 guidelines. Ensuring the public's access to and participation in public meetings is a priority for the City of Lincoln. In the event you are in need of a reasonable accommodation in order to attend or participate in a public meeting conducted by the City of Lincoln, please contact the Lincoln Commission on Human Rights at (402) 441-7624 or the Ombudsman at (402) 441-8281 as soon as possible before the scheduled meeting date in order to make your request.*

with disabilities. The MPO encourages the public to report any facility, program, service, or activity within the planning area that appears inaccessible to persons with disabilities. Furthermore, the MPO will provide reasonable accommodation to individuals with disabilities who wish to participate in meetings, public participation activities, or other events or programs of the MPO, or who require special assistance to access MPO facilities, programs, services, or activities. Because providing reasonable accommodation may require outside assistance, organization, or resources, the MPO asks that requests be made as soon as possible prior to the need for accommodation.

The MPO includes an Accommodation Notice describing how the public can request an accommodation on its web pages, as part of the MPO Technical and Officials Committee agendas and in public notices, and posts the Notice at MPO public meetings and at its front desk. The Accommodation Notice includes information on how to request translation resources from the MPO translated into the most common languages of those who do not speak English well within the MPO area.

### *City of Lincoln Title VI Documents*

- [Resolution A-85839](#): Adopting the City of Lincoln Title VI Civil Rights Plan to satisfy Federal compliance requirements related to qualification for the receipt of Federal Aid Transportation Project Funds. - Public Hearing w/action 05/10/10; Adopted as Amended, 7-0.

***Questions, concerns, complaints, or requests for accommodation should be made to the Title VI / ADA Official:***

***Lin Quenzer  
Ombudsman, Office of the Mayor  
Title VI / ADA Official  
555 South 10th Street, Suite 304  
Lincoln, NE 68508  
(402) 441-8281  
[lquenzer@lincoln.ne.gov](mailto:lquenzer@lincoln.ne.gov)***

### *Title VI Complaint Process*

Title VI investigations are complaint-based. The process is governed by a plethora of state, federal, and local regulations. When a complaint is received, the City's Ombudsman will evaluate and investigate the complaint. The Ombudsman may

seek assistance of the City Attorney in investigating and responding to the complaint.

Findings are derived and the Ombudsman confers with the division/department head and City Attorney's Office to determine recommendations to satisfy the complaint. Upon completion of the investigation, the Ombudsman will respond to the complaint with the required federal and City notices of rights to appeal. The response will explain the position of the City, and, where appropriate, offer options for substantive resolution of the complaint. The Ombudsman checks back with the department when there are recommendations to ensure follow-through has occurred. Information provided to the complainant includes contact information for state and federal Offices of Civil Rights should they wish to pursue additional recourse.

During the course of any investigation, records of the investigation are kept confidential and are not available to the public. All records of investigations are permanently retained electronically, though hard copies may be destroyed after seven years. Sometimes, complainants may choose to appeal or refile their complaints with another agency like the Nebraska Equal Opportunity Commission, Nebraska Department of Labor, or the Department of Justice.

## **Limited English Proficiency**

Per Presidential Executive Order 13166, all recipients of Federal-aid are required to take reasonable steps to ensure meaningful access to their programs and activities by persons with Limited English Proficiency (LEP). Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English are to be included in the MPO transportation planning process. It is the policy of the City of Lincoln and MPO to take reasonable steps to ensure meaningful access to all programs and activities by LEP persons.

The LEP Plan for the MPO was coordinated with the City of Lincoln. The MPO is located in the City of Lincoln local government structure and the MPO determined it would be best to have a common LEP policy and procedures to ensure adequate outreach to all Lincoln residents. The [City of Lincoln Title VI Limited English Proficiency Program Plan](#) (Resolution A-87687) was adopted on December 9, 2013.

While designed to be a flexible and fact-dependent standard, the starting point of the LEP Plan is an individualized assessment that balances the following four factors:

- 1) The number or proportion of LEP persons eligible to be served or likely to be encountered by the MPO's programs, services or activities;**
- 2) The frequency with which LEP individuals come in contact with these programs, services or activities;**
- 3) The nature and importance of the program, service, or activity to people's lives; and**
- 4) The resources available to assist LEP persons.**

### *How Does the MPO Comply?*

It is the MPO's policy that persons not proficient in English will be able to obtain executive summaries of public engagement pieces on key planning activities, such as brochures or newsletters, in frequently used languages. The MPO takes reasonable steps to ensure meaningful access to all programs and activities by LEP persons. During the long range transportation planning process and other processes as resources allow, information is provided in languages other than English when feasible to reach the affected public or interested parties. Translators, including sign language, are also considered and made available at select locations and times. The MPO does not intend that the LEP Plan exclude anyone requiring language assistance and will attempt to accommodate all requests.

The MPO ensured that persons with limited English proficiency were able to comment on this Public Participation Plan by including on the project website a statement that if information is needed in another language, to please contact the MPO via email at [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov). There are translation options of this language via the City website. In addition, this same offer was included on the outreach emails in English and was translated into the other top languages in the MPO area as determined based on U.S. Census data, standard thresholds for significant LEP population, and StarTran translation services languages, which were Chinese, Vietnamese, Arabic, Thai, and Kurdish-Sorani.

If information is needed in another language, please contact [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)

Si necesita información en otro idioma, envíe un correo electrónico a

[mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)

如果您需要其他语言的信息，请发送电子邮件至 [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)

Nếu bạn cần thông tin bằng ngôn ngữ khác, vui lòng gửi email [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)

[mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov) إذا كنت بحاجة إلى معلومات بلغة أخرى، يرجى إرسال بريد إلكتروني

หากคุณต้องการข้อมูลในภาษาอื่น โปรดส่งอีเมล [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)

[mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov) نهگهر پڼوښتت به زانبارييه به زمانیکي تر، تکايه نيمهیل پڼيره

- OR -

*Lincoln Commission on Human Rights*

*555 South 10th Street, Suite 304*

*Lincoln, NE 68508*

*Phone: (402) 441-8691*

*Fax: (402) 441-7624*

*[lchr@lincoln.ne.gov](mailto:lchr@lincoln.ne.gov)*

## Environmental Justice

Efforts are made to address Presidential Executive Order 12898, which directs every federal agency to make Environmental Justice (EJ) part of their mission by identifying and addressing disproportionately high and adverse effects of Federal projects on the health or environment of minority and low-income populations. In 2012, FHWA issued Order 6640.23 establishing policies and procedures for FHWA to use in complying with Executive Order 12898.

The MPO will strive to accomplish this by involving the potentially affected public through its public outreach. This outreach consists of developing partnerships with and enhancing the participation by groups and individuals of traditionally underserved communities. Efforts will be made to identify and include the communities who may be considered underserved. These communities include minorities, transit dependent persons, low-income persons, the elderly, and persons with disabilities.

Proposed projects in the LRTP are screened to determine if they have the potential to disproportionately affect minority or low-income populations. This review is based on the location and nature of the projects and potential beneficial or adverse effects to inform prioritization of projects in the LRTP. The 2050 LRTP

made use of a mapping layer representing the location of Overburdened and Underserved Communities in the MPO area. The layer was used to set equity goals, performance, measures and targets for the transportation system as a whole and to score individual projects. The 2050 LRTP process also included an equity focus group. Project scoring and prioritization in the LRTP informs how transportation investments are decided upon and programmed into the Transportation Improvement Program (TIP) for obligation. When new projects are added to the TIP, the equity analysis from the LRTP, where applicable, is included in the staff report to inform decision-making.

An EJ analysis would be completed for projects using federal funds as part of the National Environmental Policy Act (NEPA) review process. Additional public outreach and mitigation would also be identified during the environmental review process for that project (refer to later section titled, **Public Involvement During Project Engineering, Design and Construction**).

## State Coordination

The MPO works closely with the State of Nebraska Department of Transportation (NDOT) to ensure that City-County projects are coordinated with State processes and projects. The Lincoln MPO meets regularly with NDOT for their input in the TIP, LRTP and other projects. Major projects that use federal funds must be reviewed and accepted by the NDOT Local Projects Division Project Coordinator.

NDOT representatives are members of both the MPO Officials Committee and Technical Committee. NDOT has two voting members on the Technical Committee. The NDOT director is also a voting member of the Officials Committee. NDOT serves on the following MPO subcommittees: Multi-Modal Committee, System Management and Operations Committee, Administration Committee, and Programming and Funding Committee.

Development and maintenance of the LRTP includes state involvement and affected state projects. The State has a vital role in developing Lincoln MPO's vision for the future, which includes improving regional and state roadways throughout the metropolitan area. The TIP includes both local and State projects.

The Lincoln TIP is referenced in the Statewide TIP (STIP) and adopted after a series of State public involvement activities. The NDOT Public Involvement Program includes a public participation process that allows the public an opportunity to speak to transportation issues at open meetings held throughout the state. The current Public Involvement Program is located on the [NDOT website](#). The draft STIP is posted on the NDOT website and made available at the eight district offices no later than mid-August each year for a minimum of 15



days. All public comments and responses are documented. At the end of the comment period, approximately September 1<sup>st</sup>, the STIP is submitted to FHWA and FTA for approval.

## **Indian Tribal Lands**

The Lincoln MPO will involve Indian Tribal governments in the development of its plans and programs. The MPO involves the Ponca Tribe of Nebraska and the Lincoln Indian Center as primary stakeholders in the MPO planning process. The Ponca Tribe is headquartered in Niobrara, Nebraska and has an office in Lincoln. The Indian Center is also located in Lincoln.

## **Federal Lands**

The MPO will appropriately involve the Federal land management agencies in the development of the LRTP and TIP documents. Land management agencies on the MPO's stakeholder list include Federal entities such as the U.S. Department of Agriculture (USDA) Forest Service, the U.S. Department of the Interior (USDI) Bureau of Reclamation, the USDI National Park Service, and the USDI Fish and Wildlife Service, as well as State and local entities responsible for parks, forests, and other public lands. Federal land management agencies often delegate decisions to their regional and local divisions. NDOT is involved in the Lincoln MPO's planning process and through this relationship can assist with federal coordination.

# Public Involvement During Project Engineering, Design and Construction

In addition to outreach at the transportation planning level, outreach at the project level is conducted by the agency responsible for managing the project. The nature of the outreach and timing will depend upon the project needs and funding source. Involvement and level of public participation will be dependent upon the complexity and business or neighborhood sensitivity of a particular project. Project-level outreach may take place before or after a project is included in an MPO document, or both. The public benefits from early notification and opportunity to provide input, particularly those residents and users most directly affected by a project.

In general, advance notice of project construction will be given to adjacent and abutting property owners by the managing agency. The notice will include approximate construction period, any major changes in the facility design, and dates, time, and location of any public meetings to be held.

Public outreach typically involves hosting public meetings and open houses where the project scope and the details of the design can be viewed. These are held at times and locations convenient for the public and in locations in or near the project area. Information is usually presented on tables or exhibits. This provides an opportunity for involvement through the exhibits as well as attendance by the MPO and other interested departments and agencies to hear discussion on the merits of the project. Comments and concerns can be provided by the public using comment sheets, verbally, or other means.

For large projects, a website is often maintained to provide detailed information through visualization and interactive techniques to enhance understanding of transportation issues and decisions. Interactive web sites and e-mail links provide an opportunity for formal comments. Project newsletters and draft documents under review also provide an opportunity for the public to see projects progress over time. Projects involving a major investment of transportation resources may offer additional opportunities for public involvement through such techniques as partnering, value-engineering workshops or mediation.

Projects may need to be programmed into the managing agency's capital improvements program with associated public hearings and approval by elected or appointed bodies, in addition to the public processes for the MPO's LRTP and TIP. Information is provided on the next page for how to connect with specific transportation organizations in Lincoln and Lancaster County to stay informed about their upcoming projects and public meetings.

## Connect with Transportation Agencies in Lancaster County



- ▶ [LTU Projects](#)
- ▶ Social Media: [Facebook @LTULincoln](#) ; [“X” @LTULNK](#) ; [Instagram](#)
- ▶ [StarTran Advisory Board Meetings](#)
- ▶ Download the RideLNK app to get live updates in real time on the location of your bus.
- ▶ [Advisory Committee on Transportation](#)



- ▶ [Lancaster County Homepage and Upcoming Events](#)
- ▶ [County Engineer Homepage](#)
- ▶ Social Media: [Facebook](#) ; [“X” @LanCoEng](#)
- ▶ [Notify Me](#) (includes option for One & Six-Year Road & Bridge Improvement Program meetings)

### Lincoln Complete Streets

- ▶ [Complete Streets Homepage](#)



- ▶ [Parks and Recreation Homepage](#)
- ▶ [Calendar](#)
- ▶ Social Media: [Facebook](#) ; [Instagram](#) ; [“X” @LnkParksRec](#)
- ▶ [Trails and Trail Projects](#)
- ▶ [Report An Issue](#)



- ▶ [RTSD Homepage](#)
- ▶ [RTSD Board Meetings](#)



- ▶ [NDOT Homepage](#)
- ▶ NDOT Social Media: [Facebook](#) ; [“X” @NebraskaDOT](#) ; [Instagram](#) ; [Linkedin](#)
- ▶ [News, Media, and Upcoming Events](#)
- ▶ [Sign Up for Email Updates](#)
- ▶ [Current and Future Projects](#)
- ▶ [NDOT Transit and Social Media](#)




- ▶ [LAA Homepage](#)
- ▶ Social Media: [Facebook](#) ; [“X” @LNKairport](#) ; [Instagram](#) ; [Linkedin](#)
- ▶ [Events](#)
- ▶ [In the News](#)
- ▶ [Airport Improvements Homepage](#)

# Public Participation Strategies

## Spectrum of Public Participation

Public participation can happen in a variety of ways that allow for different roles and levels of contribution within a public process. The International Association of Public Participation (IAP2) Spectrum of Public Participation is an internationally recognized model that describes these roles as follows: Inform, Consult, Involve, Collaborate, and Empower. They range from simply providing objective information to empowering communities to take charge of decisions that affect them. The level of impact that can be made on a decision by the public increases as a project moves through the spectrum.

INCREASING IMPACT ON THE DECISION 					
	<b>INFORM</b>	<b>CONSULT</b>	<b>INVOLVE</b>	<b>COLLABORATE</b>	<b>EMPOWER</b>
<b>PUBLIC PARTICIPATION GOAL</b>	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
<b>PROMISE TO THE PUBLIC</b>	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

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©International Association for Public Participation [www.iap2.org](http://www.iap2.org)

The MPO will strive to incorporate higher-level public participation processes whenever possible. This will result in products that are more meaningful to the public and other transportation stakeholders. The public participation strategies described in the next section correspond to various levels on the spectrum.

## Public Participation Strategies

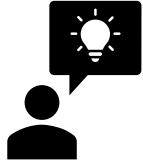
This section contains a list of strategies adopted by the MPO for effective public participation, organized by the five goals (Education, Information, Engagement, Equity, and Accommodation). These strategies include those that assist in making participation easy and convenient for the public through a variety of ways to participate and provide input.

Public participation strategies will vary depending upon the type of activity, plan or program. These strategies will be reviewed and modified as needed and additional strategies that best increase outreach, information, education, and involvement will continue to be used. In addition, evolving technologies on aspects such as virtual public involvement can be incorporated as they become available. The use of public participation strategies should be intentional, meaning that it serves a clear purpose for both the public and the MPO.

Monitoring the effectiveness of the PPP is a focus of this plan. For many of the strategies, a means of measurement (metric) and target, where applicable, has been identified. The **Evaluation and Monitoring** section at the end of the plan contains a detailed description of monitoring activities that the MPO will conduct. Monitoring efforts tie into new biennial reporting based on the proposed metrics and targets.



**The ease and convenience of participation will increase the quality and amount of public involvement.**



## *Education Goal*

For a proactive participation process and valuable input to occur, educating the public about the MPO and transportation planning process is of utmost importance. The strategies listed under this section are meant to ensure that the public is educated about MPO processes and aware of critical transportation topics. The Education goal will support all other goals and strategies. At key points in the process, it is beneficial to combine education with outreach to achieve the best results.

### **Strategies:**

- ▶ **Incorporate educational information about the MPO and how the public can become involved as part of published materials and presentations.**
- ▶ **Attend events such as Streets Alive, Lincoln Unites! and the My City Academy to increase the MPO's profile and educate the public about its role.**
- ▶ **Include digestible information on transportation topics affecting the community in the MPO newsletter (see strategy under the Information Goal).**
- ▶ **Prominently display information about transportation projects completed during the previous year. Projects completed using MPO funds could also be noted.**
- ▶ **Advertise that staff are available to speak with community groups.**
- ▶ **Explore the possibility of re-naming the MPO to better convey its function to the public.**



## *Information Goal*

Information is the key to decision-making. This includes information about the decision-making process, how public input can be provided, the kinds of input appropriate to each forum, and timing of when input must be provided. Information is available about the various programs, plans, and studies undertaken by the MPO for the public. Availability of information, which must also be complete, timely and understandable, is critical in the transportation planning process.

The MPO utilizes a variety of tools to inform the public about its mission and programs. Information on current and ongoing projects and upcoming meeting agendas can be found on the MPO website

and is distributed to various community locations such as libraries and to the MPO email list. Published information incorporates images, photos, graphics, and other means of visually describing transportation issues and alternatives to promote public understanding. These approaches are consistent with the federal requirement to incorporate visualization of transportation material into public involvement.

### **Strategies:**

- ▶ **Maintain the MPO website with information on MPO activities, meetings (including notices, agendas, and minutes), plans and programs, and draft documents under review.**
- ▶ **Avoid jargon and legalese as much as possible.**
- ▶ **Publish legal ads for public hearing items as required by law.**
- ▶ **Make available to the public the record of hearings and other public meetings no later than prior to the next meeting for the Technical and Officials Committees.**
- ▶ **Provide adequate public notice of public participation activities and allow time for public review and comment at key decision points, including reasonable opportunity to comment on the proposed LRTP and TIP.**
- ▶ **Make use of media outreach such as newspaper ads, press releases and social media for major MPO work items such as updates to the LRTP, PPP, special studies and plans.**
- ▶ **Use project-specific websites for major MPO work items.**
- ▶ **Incorporate substantive comments into the draft plan or program as much as possible.**
- ▶ **Include a summary, analysis, and report on the disposition of comments in the final document.**
- ▶ **Maintain an email list of interested stakeholders. The email list is used to notify recipients of upcoming meeting agendas, events, and work efforts.**
- ▶ **Publish the Annual Transportation System Performance Report, which assesses progress towards meeting the performance measures in the LRTP.**
- ▶ **Display survey results on the MPO website and include in the final document.**
- ▶ **Use visual aids such as posters, handouts, and brochures. Make these materials available at public meetings, on the MPO website, at the Lincoln/Lancaster County Planning Department, and other City offices as available.**
- ▶ **Publish a report every two years with results of monitoring activities for the PPP.**

- ▶ **Publish a twice-yearly newsletter with information on upcoming MPO and City/County transportation-related events and educational content.**
- ▶ **Explore partnerships with City, County and State organizations to better share information about transportation efforts.**



### *Engagement Goal*

Providing for meaningful public input is an important procedure and a requirement under the federal regulations. The public has the option of recording their opinions, whether in support or opposition, in various ways and at various times of the planning process. All Officials and Technical Committee meetings are governed by the Open Meetings Act, are open to the public and will be held at times and places generally convenient to the committee membership and the public. Open houses, workshops, and special information meetings are held at various times and locations to meet the needs of the public. MPO staff are responsible for scheduling and coordinating meetings and other engagement tools and disseminating information about engagement opportunities.

#### **Strategies:**

- ▶ **Include an initial listening and learning phase with major plan updates to allow for early input before a plan is drafted, including major updates to the PPP.**
- ▶ **Reserve time for public comments prior to the close of a hearing and at the end of MPO Technical and Officials Committee meetings on matters not on the agenda.**
- ▶ **If the final draft of any transportation plan differs significantly from the one available for public comment, provide additional opportunity for public comment.**
- ▶ **Request feedback on the public participation format at the same time as feedback on a major plan or proposal at key junctures in the process. Use the feedback to identify improvements to the PPP.**
- ▶ **Hold meetings at convenient and accessible locations and times that are reasonably served by public transportation, paying particular attention to where populations most affected by the plan or program congregate and live.**
- ▶ **Use a hybrid virtual/in-person approach to public outreach to provide multiple and convenient ways to provide input. Examples of virtual outreach include live and recorded virtual meetings, open houses and presentations, and online tools such as surveys and interactive commenting.**



- ▶ Use a variety of meeting formats customized to project needs such as open houses, focus groups, and workshops.
- ▶ Use visualization tools to create more informative content. This can include photos, storymaps, mapping overlays, charts and graphs, renderings, and illustrations.
- ▶ Use social media to reach broad audiences for major efforts. This will likely involve use of the City of Lincoln account and other departments' accounts depending on the topic.
- ▶ Explore the ability to notify the public via text message.
- ▶ When possible, hold meetings as joint endeavors in collaboration with other public agencies and non-governmental organizations to assist with the sharing of costs and to achieve better promotion and attendance.
- ▶ Internally review the PPP no less than every 5 years in coordination with the Long Range Transportation Plan if possible. Update the plan as needed based on the evaluation and monitoring activities described herein.



### *Equity Goal*

A goal of the MPO's outreach activities is to provide all persons an equal opportunity to participate. Using the strategies below, the MPO will seek out and consider the needs of those traditionally underserved by existing transportation systems such as low income and minority households who may face unique challenges accessing employment and other services. In addition, seniors and New Americans are key groups needing support through transportation.

#### **Strategies:**

- ▶ **Examine ways to apply an 'equity lens' to public processes conducted by the MPO to consider questions such as:**
  - *What is the policy, plan, or proposal being analyzed, and what does it seek to accomplish?*
  - *What does the available data tell us about this issue?*
  - *What data or persons (individuals or groups) are missing from the analysis?*
  - *What are potential unintended consequences (social, economic, health, mobility, environmental, or other)?*
  - *Who (individuals or groups) could be impacted (benefit or burdened) by the issues related to the policy, plan, or proposal?*
  - *Are there disproportionate impacts to identities that have been and/or are currently marginalized?*

- *What will/did we do to address disproportionate burdens?*

- ▶ **Use a mix of public participation strategies to maximize the diversity of participation.**
- ▶ **Track and report on the location of commenters and other standardized demographic information collected on a voluntary basis to identify gaps where more outreach is needed. Use these questions for outreach on major planning efforts, at a minimum.**
- ▶ **Use intention when conducting focused outreach to disadvantaged and underrepresented communities. Ensure that their time is used effectively based on their topics of concern and tailor outreach accordingly.**
- ▶ **Hold focused community involvement opportunities to reach key populations located in those communities based on demographic mapping. This could include in-person meetings, interviews, and advertisements.**
- ▶ **Make equity-related map layer(s) available for decision-making (opportunity mapping) such as the LRTP Underserved and Overburdened layer, federal EJ Screen, Climate and Economic Justice Screening Tool, and/or U.S. Department of Transportation (USDOT) Transportation Disadvantaged census tracts.**
- ▶ **Create and maintain an inventory of community groups working with or representing underserved populations.**
- ▶ **Explore ongoing partnerships with entities that represent diverse populations. This may include identifying leaders of these groups who can extend MPO outreach to obtain greater input from their constituents.**
- ▶ **Create an equity dashboard of transportation-related datasets disaggregated by race, age and senior residents, and other socioeconomic indicators. This could include documentation of past transportation harms and current inequities.**
- ▶ **Work through organizations such as human service providers, program managers and One Lincoln to distribute multi-lingual information and reach stakeholders for major planning efforts.**
- ▶ **Explore the ability to provide compensation to focus groups to acknowledge their time and expertise providing feedback. According to FHWA, the MPO would need to consider the following to establish that compensation is necessary if looking to use the MPO's federal planning grant for compensation:**
  - *Has there been a history of needing incentives to involve/engage the public?*
  - *What is the overall budget for the task? The total used on the incentives should be a small subset of the overall task budget. Factors such as cost of living and amount of time needed should also be considered in determining a reasonable incentive amount.*
  - *Provide examples where others have used such incentives as a reference point.*



## *Accommodation Goal*

As discussed previously, the MPO takes reasonable steps to ensure meaningful access to programs and activities by all persons. The MPO makes reasonable accommodations for persons with disabilities and limited English proficiency. To this end, the MPO will put into practice a number of strategies.

### **Strategies:**

- ▶ **Cultivate a list of vendors for interpretation and translation needs.**
- ▶ **Provide materials in languages other than English as resources allow. Accommodate reasonable requests for language assistance. When conducting major planning efforts, provide an offer for translation services in outreach materials translated into the top LEP languages of the community. When feasible, provide translated vital documents and/or executive summaries.**
- ▶ **Explore the ability to provide surveys in languages other than English and accommodations for the visually or hearing impaired.**
- ▶ **Create a public meeting checklist for in-person meeting locations and virtual events that includes accommodation items.**
- ▶ **Review the MPO website for potential web accessibility improvements.**
- ▶ **Make materials available in hardcopy form, as requested.**

# Evaluation and Monitoring

It is critical to the success of this public participation plan to assess its effectiveness on an ongoing basis. To determine the effectiveness of the public involvement tools, evaluation and comparison to established performance targets is proposed.

The strategies described above, taken together, define a successful program for the Lincoln MPO. Monitoring and analysis informs progress towards meeting the goals of the plan. Federal regulation also requires that MPOs periodically evaluate the effectiveness of the PPP and processes. Monitoring and continuous evaluation ultimately allows the MPO to revisit its strategies, highlight improvements needed, and modify its methods accordingly.

Monitoring activities will be done on a biennial basis and more often as feasible based upon the indicators, metrics, and targets below. Reporting will be done on a biennial basis, potentially to be distributed with the MPO newsletter. Results will be used to inform future revisions to the PPP and MPO processes in general.

## Key Tracking Indicators and Metrics

### Education

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- ▶ Publish MPO newsletter twice annually and post on the MPO website; include transportation-related educational content in all newsletters.
- ▶ Number of public events attended during the year.

### Information

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- ▶ Number of MPO publications during the year.
- ▶ Post draft MPO committee meeting minutes with the agenda of the following meeting.
- ▶ Post legal advertisements as required by law.
- ▶ Maintain the MPO email list and make immediate corrections when items are undeliverable or staff is notified of change; aim for a 2% increase in members per year.
- ▶ Include a summary report of substantive comments received in all adopted MPO plans and programs.

### Engagement

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- ▶ Summarize feedback received on public participation methods.
- ▶ After significant outreach events, post engagement results via the project website and/or an online dashboard.
- ▶ Publish a PPP monitoring report every 2 years and post on the MPO website.

- ▶ Review and/or update the PPP in conjunction with each LRTP update; where appropriate, incorporate improvement strategies derived from public participation evaluations and the monitoring report.
- ▶ At least 60% of meeting attendees or contacted persons complete a comment/feedback form/survey.
- ▶ Number of social media postings, followers, likes and comments.
- ▶ Number of participants and verbal comments received at open forum discussions, public hearings and at other opportunities for public interaction.
- ▶ Track the formats, types of tools and technologies employed at public outreach events and meetings.
- ▶ Create a project-specific website for major MPO work efforts.
- ▶ Keep a written and visual record of all advertisements, legal notices, newspaper notices, press conferences, press releases, website publications, brochures, and visual aids for MPO projects.
- ▶ Document all MPO public outreach events and meetings, date, location, number of participants, publications and brochures distributed, and number of copies distributed.

## **Equity**

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- ▶ Log whether a meeting was held in an area identified in the LRTP as having a High or Moderate to High proportion of underserved and overburdened communities.
- ▶ Proactively include low-income and minority representation in focus groups.
- ▶ Collect standardized demographic information at opportunities such as public meetings and through surveys. Aim for representation that reflects the demographics of the MPA, community or neighborhood as a whole, depending upon the geographic application of the plan or program.
- ▶ Create and maintain a list of organizations representing minority and underrepresented communities.
- ▶ Create an equity dashboard and enhance it with data over time.
- ▶ Include additional equity layer(s) on the TIP map.
- ▶ Cite instances when the MPO documented and shared the community's impact on decisions.

## **Accommodation**

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- ▶ Create and maintain a translation vendor list.
- ▶ For major efforts, provide an offer for translation services in outreach materials.
- ▶ Create and use a public meeting checklist for all workshops, open houses, and other public outreach events, both virtual and in-person.
- ▶ Track improvements to the MPO website that make content more accessible.
- ▶ Make materials available in hardcopy form, as requested.



Metropolitan Planning Organization  
555 S. 10<sup>th</sup> Street, Suite 213  
Lincoln, NE 68508  
(402) 441-7491  
[planning.lincoln.ne.gov/mpo](http://planning.lincoln.ne.gov/mpo)

# Appendix A: Public Participation Plan Outreach List

## Academic Institutions

Lincoln Public Schools  
Other Public School Districts  
University of Nebraska-Lincoln  
Innovation Campus  
Nebraska Wesleyan University  
Union College  
Southeast Community College

## Alternative Transportation & Transit

Nebraska Department of Transportation –  
Transit Programs  
Pedestrian/Bicycle Advisory Committee  
Bike/Walk Nebraska  
Great Plains Trail Network  
Bicyclincoln  
Great Plains Cycling Club  
Trails Have Our Respect  
Lincoln Bike Kitchen  
Lincoln Track Club  
Citizens for Improved Transit

## Community Centers

Clyde Malone Community Center  
Indian Center, Inc.  
Asian Community and Cultural Center  
El Centro de las Américas  
Good Neighbor Community Center

## Developers & Business Groups

Lincoln Chamber of Commerce  
Lincoln Partnership for Economic Development  
Southeast Nebraska Development District  
Lincoln Haymarket Development Corporation  
Lincoln Independent Business Association  
Downtown Lincoln Association  
Realtors Association of Lincoln

Lincoln Convention and Visitors Bureau  
Planning Dept. Interested Persons List

## Environmental Organizations

Resilient Lincoln  
Friends of Wilderness Park  
Nebraska Association of Resource Districts  
Nebraska Environmental Trust  
Lincoln Green by Design  
Prairie Pines

## Freight Services & Shippers

Nebraska Trucking Association  
B&R Stores  
BNSF Railway  
Crete Carrier Corp  
Sysco Lincoln  
Lincoln Industries  
Distribution Inc.  
Universal Pure  
Lincoln Trucking  
Gana Trucking & Excavating Inc.  
U.S. Xpress  
NEBCO

## Government Agencies & Boards

Lincoln City Council  
Lancaster County Board  
Lincoln-Lancaster County Planning Commission  
Lincoln Aging Partners  
Lincoln-Lancaster County Planning Department  
Urban Development Department  
Lincoln Transportation and Utilities Department  
StarTran Advisory Board  
Lincoln-Lancaster County Railroad  
Transportation Safety District  
Lancaster County Engineering  
Lincoln Parks and Recreation Department

Parks and Recreation Advisory Board  
Lincoln-Lancaster County Health Department  
Lincoln Airport Authority  
Lower Platte South Natural Resource District  
Lincoln Electric System  
Lancaster County Cities and Villages  
Lincoln Aging Partners & Senior Centers  
One Lincoln  
Mayor's Multicultural Advisory Committee  
Urban Design Committee  
Nebraska Capitol Environs Commission  
Historic Preservation Commission  
Ponca Tribe of Nebraska  
Nebraska Department of Transportation  
Nebraska Department of Economic  
Development  
Nebraska Game and Parks Commission  
Federal Highway Administration  
Federal Transit Administration  
Nebraska Forest Service  
U.S. Bureau of Reclamation  
U.S. Forest Service  
National Park Service  
U.S. Fish and Wildlife Service  
Welcoming Community Advisory Group

### **Healthy Living**

Mosaic  
Region V Systems  
Lancaster County Medical Society  
BryanLGH Health System  
St. Elizabeth Regional Medical Center  
Tabitha  
Madonna Rehabilitation Hospital  
Partnership for a Healthy Lincoln

### **Housing & Neighborhood Interests**

Mayor's Neighborhood Roundtable  
Neighborhood Organizations and Homeowners  
Associations

Home Builders Association of Lincoln  
Lincoln Housing Authority  
NeighborWorks of Lincoln  
Family Service Association of Lincoln  
Nebraska Housing Resource  
Habitat for Humanity  
Community Development Resource

### **Nonprofits & Advocacy Groups**

Lincoln Citizens Transportation Coalition  
Disability Rights Nebraska  
The Bay  
The HUB  
Preservation Association of Lincoln  
Catholic Social Services  
Center for People in Need  
Nebraska Commission for the Blind and Visually  
Impaired  
League of Human Dignity  
League of Women Voters  
Lincoln Commission on Human Rights  
Lincoln Seniors Foundation  
Human Services Federation  
Lincoln Commission on Women and Gender  
Islamic Foundation of Lincoln  
Lincoln Action Program  
Lincoln Literacy  
Nebraska Appleseed  
YMCA  
YWCA  
New Americans Task Force  
Lutheran Family Services  
People's City Mission  
CenterPointe  
Matt Talbot Kitchen  
Fresh Start  
Latino American Commission  
Stronger Safer Neighborhoods



# Appendix B: Outreach Materials

## Solicitation of Input – Brochure



The City of Lincoln is the federally recognized Metropolitan Planning Organization (MPO) for the Lincoln Metropolitan Area serving Lincoln and Lancaster County to carry out transportation planning and decision-making. **The MPO coordinates the planning activities of transportation-related agencies and adopts long range plans to guide transportation investment decisions.**

The MPO Public Participation Plan (PPP) is a proactive process which seeks to provide complete information, timely public notice, and public access to key decisions and include the early and continuous involvement of the public in the development of transportation plans and programs. The current adopted PPP was last updated in 2014.

An update is proposed in order to revisit the public participation strategies used by the MPO in its planning, decision-making, and policy development processes. The update would reflect current practices and better incorporate the use of tools such as virtual public involvement, visualization techniques, and monitoring. **The PPP will utilize an equitable civic process to establish community-buy in and seek public input regardless of race, ethnicity, gender, country of origin, religion, age, economic status, or zip code.**

### WHY DEVELOP AN UPDATED PLAN?



MPOs must develop and use a documented public participation plan that provides stakeholders and the public with reasonable opportunities to be involved in the metropolitan transportation planning process. The PPP is assessed periodically to evaluate the effectiveness of public participation techniques used by the MPO, incorporate new techniques, and reflect changes in local, state, and federal legislation.





## Solicitation of Input – Press Release

Home / Residents Invited to Comment on Public Participation Plan

# Residents Invited to Comment on Public Participation Plan

Published on June 30, 2023

Residents are invited to comment on Public Participation Plan updates being considered by the Lincoln Metropolitan Planning Organization (MPO). The deadline to comment is July 31. To complete the survey and comment form, visit [planning.lincoln.ne.gov/mpo/public-participation-plan-update](https://planning.lincoln.ne.gov/mpo/public-participation-plan-update). The webpage includes details on the anticipated process and schedule for the update.

The MPO is updating its participation plan to re-evaluate the effectiveness of its public participation techniques and consider new methods of public involvement. The MPO is responsible for carrying out transportation planning and decision-making in Lincoln and Lancaster County.

For more information, contact Rachel Christopher, Lincoln MPO, at [rchristopher@lincoln.ne.gov](mailto:rchristopher@lincoln.ne.gov) or 402-441-7603. For more information about the MPO, visit [planning.lincoln.ne.gov/mpo](https://planning.lincoln.ne.gov/mpo).

Tagged as:

**Planning**

## Solicitation of Input – Lincoln Journal Star Newspaper Article

[https://journalstar.com/news/community/neighborhood-extra/residents-invited-to-comment-on-public-participation-plan/article\\_217fae48-1be9-11ee-8707-3bd1ec1f9f1a.html](https://journalstar.com/news/community/neighborhood-extra/residents-invited-to-comment-on-public-participation-plan/article_217fae48-1be9-11ee-8707-3bd1ec1f9f1a.html)

### Residents invited to comment on Public Participation Plan

Jul 7, 2023

**R**esidents are invited to comment on Public Participation Plan updates being considered by the Lincoln Metropolitan Planning Organization (MPO). The deadline to comment is July 31.

To complete the survey and comment form, visit **[planning.lincoln.ne.gov/mpo/public-participation-plan-update](https://planning.lincoln.ne.gov/mpo/public-participation-plan-update)**. The webpage includes details on the anticipated process and schedule for the update.

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For more information, contact Rachel Christopher, Lincoln MPO, at **[rchristopher@lincoln.ne.gov](mailto:rchristopher@lincoln.ne.gov)** or 402-441-7603. For more information about the MPO, visit **[planning.lincoln.ne.gov/mpo](https://planning.lincoln.ne.gov/mpo)**.

## Solicitation of Input – Social Media Posts

### Facebook (July 6, 2023)

City of Lincoln Government

Posts About Videos More

**City of Lincoln Government** 45m · 🌐

Residents are invited to comment on Public Participation Plan updates being considered by the Lincoln Metropolitan Planning Organization (MPO).

The MPO is updating its participation plan to re-evaluate the effectiveness of its public participation techniques and consider new methods of public involvement. The MPO is responsible for carrying out transportation planning and decision-making in Lincoln and Lancaster County.

The deadline to comment is July 31.

**CITY OF LINCOLN NEBRASKA**

lincoln.ne.gov  
**Public Participation Plan Update**

Home Ads + Notifications 9+ Menu

### Twitter (July 6, 2023)

City of Lincoln, Nebraska 10.7K Tweets Following

Promoted

**City of Lincoln, Nebr...** @CityOfLin... · 16h ...

Residents are invited to comment on Public Participation Plan updates being considered by the Lincoln Metropolitan Planning Organization (MPO).

The deadline to comment is July 31.

**CITY OF LINCOLN NEBRASKA** lincoln.ne.gov  
**Public Participation Plan Update**

4 2

**City of Lincoln, Nebr...** @CityOfLin... · 16h ...

Replying to @CityOfLincoln

The MPO is updating its participation plan to re-evaluate the effectiveness of its public participation techniques and consider new methods of public involvement.

The MPO is responsible for carrying out transportation planning and decision-making in Lincoln and Lancaster County.

**Who to follow**

City of Lincoln, Nebraska follows

Home Search Notifications Messages

twitter.com

## Solicitation of Input – Survey Questions

***We appreciate your time taking this survey. Completion should only take around 5 minutes.***

### **ABOUT THE LINCOLN MPO**

*The City of Lincoln is the federally recognized Metropolitan Planning Organization (MPO) for the Lincoln Metropolitan Area serving Lincoln and Lancaster County to carry out transportation planning and decision-making. The [Lincoln MPO](#) coordinates the planning activities of all transportation-related agencies and adopts long range plans to guide transportation investment decisions.*

### **WHAT IS THE MPO PUBLIC PARTICIPATION PLAN?**

*The [Lincoln MPO Public Participation Plan \(PPP\)](#) is a proactive process which seeks to provide complete information, timely public notice, and public access to key decisions and include the early and continuous involvement of the public in the development of transportation plans and programs.*

*A significant update to the PPP is proposed to revisit the public participation strategies used by the MPO in its planning, decision-making, and policy development processes. The update would reflect current practices and better incorporate the use of tools such as virtual public involvement opportunities, visualization techniques, and monitoring the effectiveness of the MPO's public participation strategies.*

**Are you familiar with the roles and responsibilities of the Lincoln MPO? (yes/no)**

If yes, describe how you've interacted with the MPO. – text box

**Rate your level of interest in planning for transportation needs within Lincoln and Lancaster County.**

(Very Interested/ Somewhat Interested/ Neutral/ Somewhat Uninterested/ Not Interested)

**Please rank the proposed goals for the updated PPP in order of most important to least important to you, with "1" being the most important.**

Proposed Goals:

Education. Residents can easily understand the role of the MPO and how they can become involved.

Information. The MPO is responsive to community needs and provide timely, efficient, and reliable information to the public.

Engagement. Opportunities for public participation are available at multiple levels, timeframes, and in formats that make use of evolving technology.

Equity. The MPO recognizes the need for an equitable civic process and community buy-in during the planning and decision-making processes. Input is sought from across the community, particularly from those who are under-served by the transportation system and regardless of race, ethnicity, gender, country of origin, religion, age, economic status, or zip code.

Accommodation. The MPO takes steps to reasonably accommodate the disabled and persons with limited English proficiency to ensure that their needs are represented in the transportation planning process.

Please add any comments about the proposed goals. (Text box)

Suggestions for other goals that should be considered. (Text box)

**What is your level of interest in virtual public involvement (such as online meetings or open houses, surveys, or other interactive tools) versus in-person activities.**

(Very Interested/ Somewhat Interested/ Neutral/ Somewhat Uninterested/ Not Interested)

**Please rank the following methods of communication based on how you most prefer to get information regarding transportation planning in Lincoln and Lancaster County.**

Email  
Website updates  
Public open houses or presentations  
Press releases  
Newspaper  
Brochure  
Social media  
Television  
Other (please specify) (Text box)

**Please rank the following based on how you most prefer to provide input about transportation planning in Lincoln and Lancaster County, with “1” being the most preferred.**

Online Survey  
Interactive web tool  
Comment form  
Email  
Public meeting / hearing  
Telephone / text message  
Regular mail  
Other (please specify) (Text box)

*The following demographic and location information is optional and will only be used for purposes of determining the diversity of input received.*

**Please share your zip code.** (Text box)

**Which of the following best describes your affiliation with Lincoln and Lancaster County? (you may select more than one):**

Resident  
Business owner  
Visitor for parks, recreational and/or entertainment purposes  
Visitor for shopping and/or dining options  
Visitor for medical appointments and services  
Student  
Other (please specify) (Text box)

**What is your age?**

- Younger than 18
- 18 to 24
- 25 to 34
- 35 to 44
- 45 to 54
- 55 to 64
- 65 to 74
- 75 or older

**How would you describe yourself?**

- American Indian and Alaska Native
- Asian
- Black or African American
- Native Hawaiian and Other Pacific Islander
- White or Caucasian
- Hispanic, Latino, Spanish
- Other (please specify) (Text box)

**What is your annual household income?**

- Under \$15,000
- Between \$15,000 and \$29,999
- Between \$30,000 and \$49,999
- Between \$50,000 and \$74,999
- Between \$75,000 and \$99,999
- Between \$100,000 and \$150,000
- Over \$150,000

**Please provide any other suggestions about the PPP update you would like the project team to know.** (Text box)



## 45-Day Comment Period – Email Text

Dear Stakeholder,

***Thank you*** to everyone who completed our survey on the MPO Public Participation Plan! We received a lot of great input that we did our best to incorporate. **A Draft Public Participation Plan (PPP) is now available for review.** The MPO is requesting input from the public on the Draft for a period of 45 days. The Draft is found at the link below. Input can be submitted using the online comment form linked on the web page or by email at [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov). **The comment period lasts through November 30.**

### [MPO Public Participation Plan Update – View Draft and Submit Comments](#)

As a reminder, the Lincoln MPO coordinates the planning activities of transportation-related agencies in Lincoln and Lancaster County and adopts long range plans to guide transportation investments.

***Please forward on to others who may be interested.***

For more information, contact [Rachel Christopher](#).

If information is needed in another language, please contact [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov).  
Si necesita información en otro idioma, envíe un correo electrónico a [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov).

如果您需要其他语言的信息，请发送电子邮件至 [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)

Nếu bạn cần thông tin bằng ngôn ngữ khác, vui lòng gửi email [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)  
إذا كنت بحاجة إلى معلومات بلغة أخرى، يرجى إرسال بريد إلكتروني [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)

หากคุณต้องการข้อมูลในภาษาอื่น โปรดส่งอีเมล [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)  
ئەگەر بۆيۈستت بە زانبارييه بە زمانىكى تر، تىكايە ئيمەيل بىنيرە [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)



## 45-Day Comment Period – Press Release

Home / **Residents Invited to Comment on Public Participation Plan**

# Residents Invited to Comment on Public Participation Plan

Published on October 10, 2023

Residents are invited to comment on the Draft Proposed Public Participation Plan for the Lincoln Metropolitan Planning Organization (MPO). The deadline to comment is November 30. To view the draft and submit a comment, visit [planning.lincoln.ne.gov/mpo/public-participation-plan-update](https://planning.lincoln.ne.gov/mpo/public-participation-plan-update). The webpage includes details on the anticipated process and schedule for the update.

The MPO is updating its participation plan to re-evaluate the effectiveness of its public participation techniques and consider new methods of public involvement. The MPO is responsible for carrying out transportation planning and decision-making in Lincoln and Lancaster County.

For more information, contact Rachel Christopher, Lincoln MPO, at [rchristopher@lincoln.ne.gov](mailto:rchristopher@lincoln.ne.gov) or 402-441-7603. For more information about the MPO, visit [planning.lincoln.ne.gov/mpo](https://planning.lincoln.ne.gov/mpo).

Tagged as:

**Planning**

## 45-Day Comment Period – Lincoln Journal Star Newspaper Article

LINCOLN JOURNAL STAR

NEIGHBORHOOD EXTRA

SATURDAY, NOVEMBER 4, 2023 | **CS**



CenterPointe honored its founders at the 50th anniversary gala by presenting a sign that will be installed in the Founders Lobby of its Campus for Health and WellBeing. From left are Topher Hansen, current president/CEO of CenterPointe, and former executive directors Valdeen Nelson and Doug Wagner.

## 50th anniversary gala raises \$68K for CenterPointe services

Nearly 200 people gathered at CenterPointe throughout the last 50 years and speakers from the AKPS Champions Club Oct. 20-21. Thanks to CenterPointe, my son has been sober and on a path of

## Pillen to sign Caregiver Month proclamation Monday

Gov. Jim Pillen will designate November as Family Caregiver Month in Nebraska at a proclamation signing Monday at 8:50 a.m. in the Warner Chamber (second floor) of the Nebraska State Capitol. Zoom participants may register before the event at <https://go.unl.edu/caregiverproclamation>.

After the proclamation signing, in-person attendees may join members of the Nebraska Caregiver Coalition for the Nebraska Caregiver Recognition Awards at the Nebraska State Capitol cafeteria.

The Nebraska Caregiver Coalition focuses on the needs and interests of caregivers of all backgrounds. Its goal is to develop and implement a statewide caregiver awareness program for state senators, plan and implement statewide grassroots engagement, and identify resources and partnerships to develop and coordinate coalition activities.

For more information, contact Suzy Campbell of the Nebraska Care Coalition at [suzycam54@gmail.com](mailto:suzycam54@gmail.com).

## Lincolniters invited to comment on Public Participation Plan

Residents are invited to comment on the Draft Proposed Public Participation Plan for the Lincoln Metropolitan Planning Organization (MPO).

The deadline to comment is Nov. 30. To view the draft and submit a comment, visit [planning.lincoln.ne.gov/mpo/public-participation-plan-update](http://planning.lincoln.ne.gov/mpo/public-participation-plan-update). The webpage includes details on the anticipated process and schedule for the update.

The MPO is updating its par-

ticipation plan to re-evaluate the effectiveness of its public participation techniques and consider new methods of public involvement. The MPO is responsible for carrying out transportation planning and decision-making in Lincoln and Lancaster County.

For more information, contact Rachel Christopher, Lincoln MPO, at [rchristopher@lincoln.ne.gov](mailto:rchristopher@lincoln.ne.gov) or 402-441-7603. For more information about the MPO, visit [planning.lincoln.ne.gov/mpo](http://planning.lincoln.ne.gov/mpo).

## 45-Day Comment Period – Social Media Posts

### Facebook (October 10, 2023)



**City of Lincoln Government** · 34m · 🌐

● Residents are invited to comment on the Draft Proposed Public Participation Plan for the Lincoln Metropolitan Planning Organization (MPO).

💬 To view the draft and submit a comment, visit <http://planning.lincoln.ne.gov/.../public-participation...>. The deadline to comment is November 30.



LINCOLN.NE.GOV  
**Public Participation Plan Update**  
About the MPOThe City of Lincoln is the federally recognized Metr...

👍 Like    💬 Comment    ➦ Share

### Twitter (October 10, 2023)



**City of Lincoln, Nebraska** · @CityOfLincoln · 34m

● Residents are invited to comment on the Draft Proposed Public Participation Plan for the Lincoln Metropolitan Planning Organization (MPO).

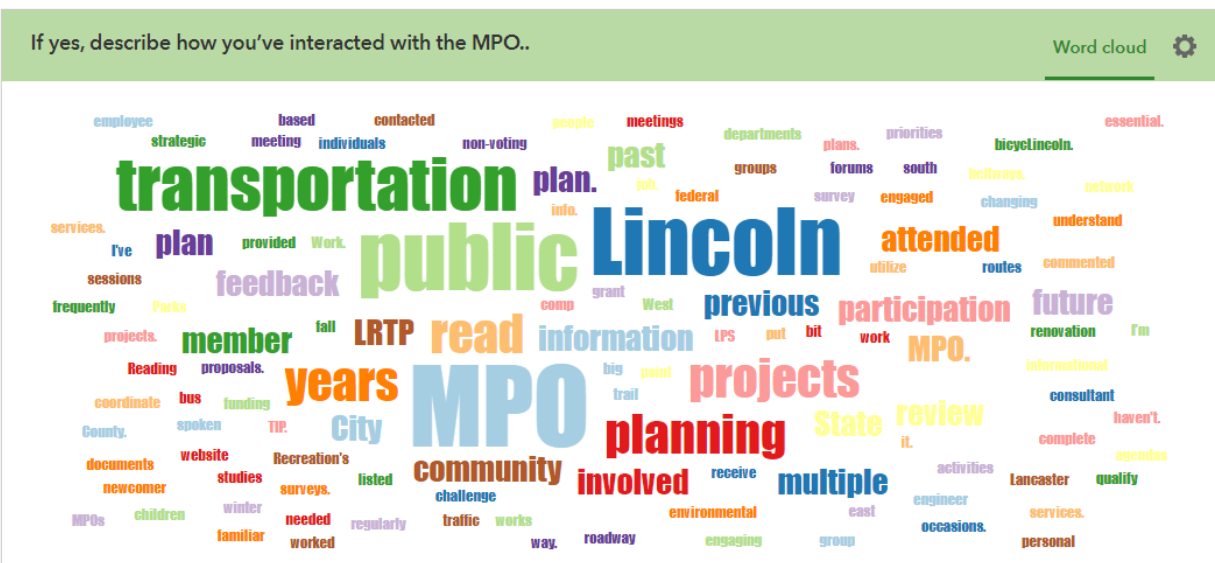
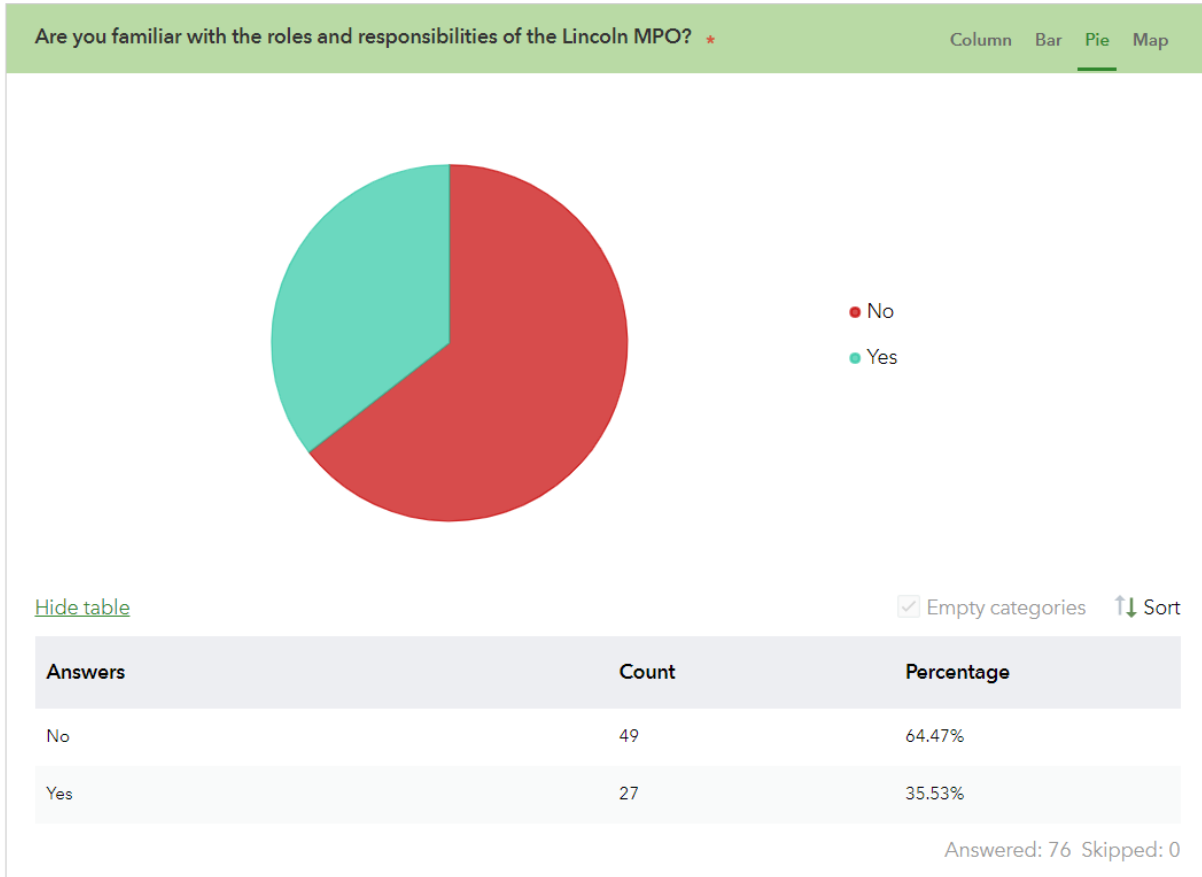
💬 To view the draft and submit a comment, visit [planning.lincoln.ne.gov/mpo/public-par...](http://planning.lincoln.ne.gov/mpo/public-par...). The deadline to comment is November 30.



lincoln.ne.gov  
Public Participation Plan Update

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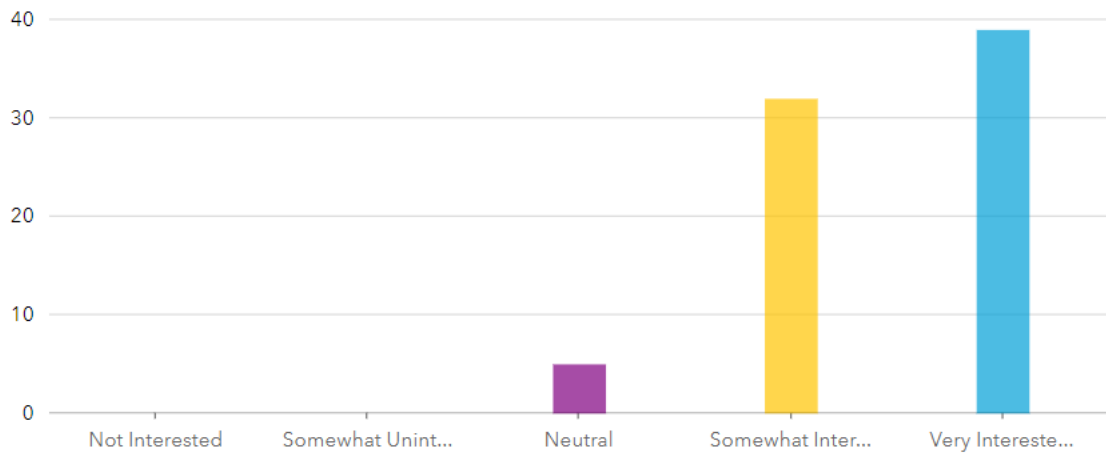
# Appendix C: Survey Results



Response	Count
Work.	1
We have provided feedback on the transportation plan.	1
thru the comp plan.	1
Through my work, I utilize it for federal and state grant proposals.	1
Some of Lincoln Parks and Recreation's trail projects receive funding through the MPO and projects are listed in the LRTP and TIP.	1
Reading the information they put out	1
Previous surveys.	1
Past planning and survey information	1
non-voting member at one point, participation in LRTP groups	1
I've spoken with individuals involved in departments that fall under MPO, and followed the course of a few projects.	1

Answered: 21 Skipped: 55

Rate your level of interest in planning for transportation needs within Lincoln and Lancaster... [\\*Column](#) [Bar](#) [Pie](#) [Map](#)



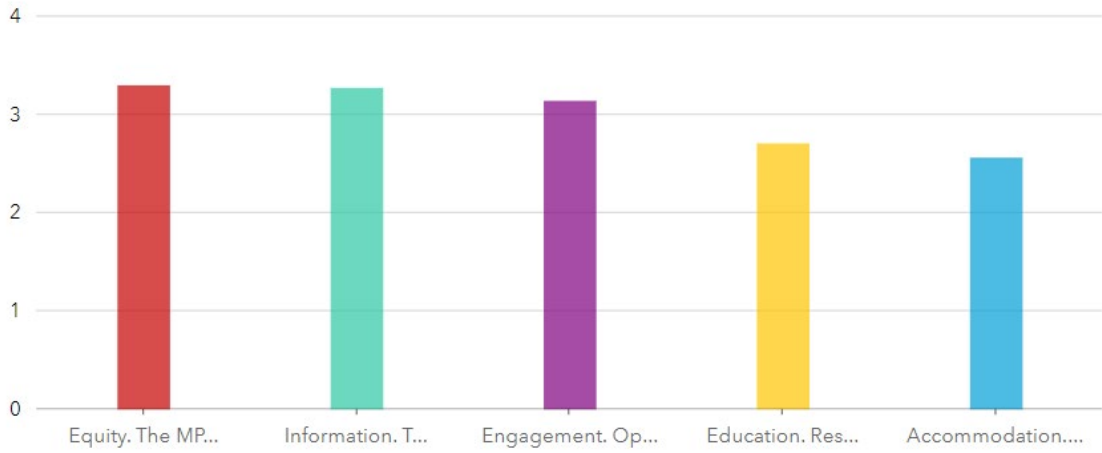
[Hide table](#)

Empty categories [Sort](#)

Answers	Count	Percentage
Not Interested	0	0%
Somewhat Uninterested	0	0%
Neutral	5	6.58%
Somewhat Interested	32	42.11%
Very Interested	39	51.32%

Answered: 76 Skipped: 0

Please rank the proposed goals for the updated PPP in order of most important to least importa... ★ ? Column Bar ⚙



Rank	Answers	1	2	3	4	5	Average score
1	Equity. The MPO recognizes the need for an equitable civic process and community buy-in during the planning and decision-making processes. Input is sought from across the community, particularly from those who are under-served by the transportation system and regardless of race, ethnicity, gender, country of origin, religion, age, economic	32.89% 25	17.11% 13	14.47% 11	18.42% 14	17.11% 13	3.30

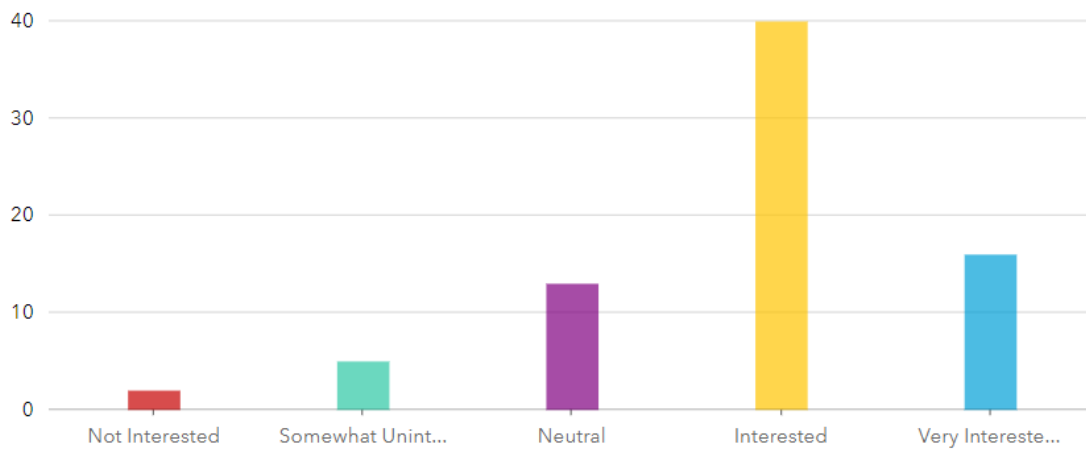
Answered: 76 Skipped: 0





What is your level of interest in virtual public involvement (such as online meetings or open...

Column Bar Pie Map



[Hide table](#)

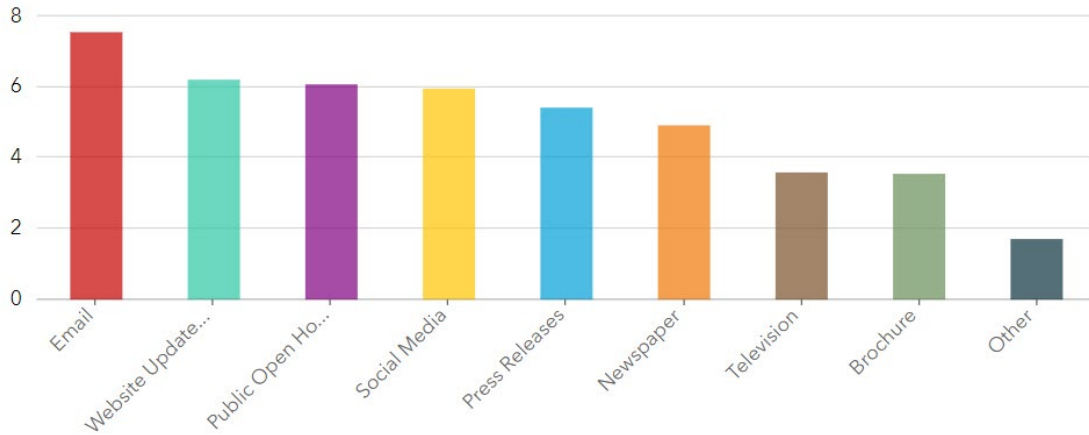
Empty categories [Sort](#)

Answers	Count	Percentage
Not Interested	2	2.63%
Somewhat Uninterested	5	6.58%
Neutral	13	17.11%
Interested	40	52.63%
Very Interested	16	21.05%

Answered: 76 Skipped: 0

Please rank the following methods of communication based on how you most prefer to get...

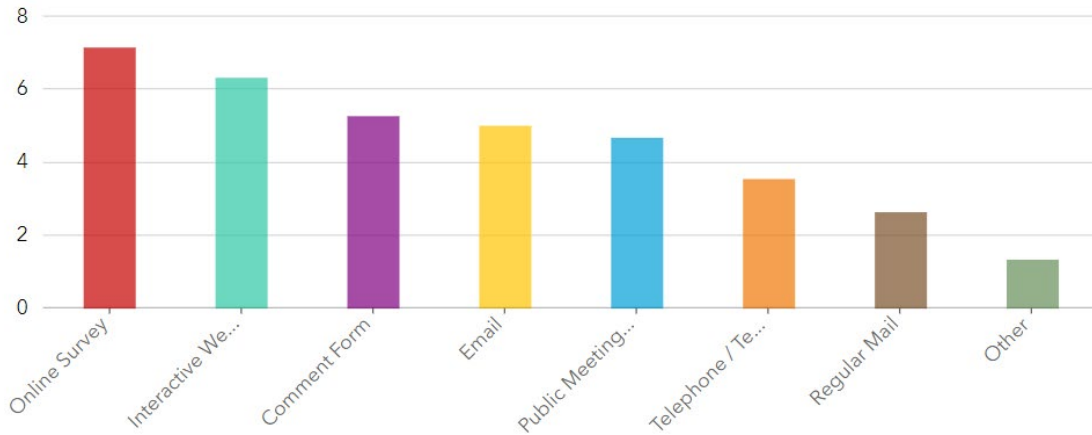
\* ? Column Bar 



Rank	Answers	1	2	3	4	5	6	7	Average score
1	Email	48.68% 37	18.42% 14	9.21% 7	7.89% 6	7.89% 6	2.63% 2	1.32% 1	7.55
2	Website Updates	11.84% 9	14.47% 11	23.68% 18	15.79% 12	15.79% 12	7.89% 6	7.89% 6	6.21
3	Public Open Houses or Presentations	5.26% 4	23.68% 18	11.84% 9	18.42% 14	21.05% 16	13.16% 10	6.58% 5	6.08
4	Social Media	21.05% 16	18.42% 14	11.84% 9	7.89% 6	6.58% 5	7.89% 6	13.16% 10	5.96
5	Press Releases	3.95% 3	7.89% 6	15.79% 12	23.68% 18	18.42% 14	14.47% 11	9.21% 7	5.42
6	Newspaper	3.95% 3	10.53% 8	10.53% 8	14.47% 11	13.16% 10	18.42% 14	15.79% 12	4.92

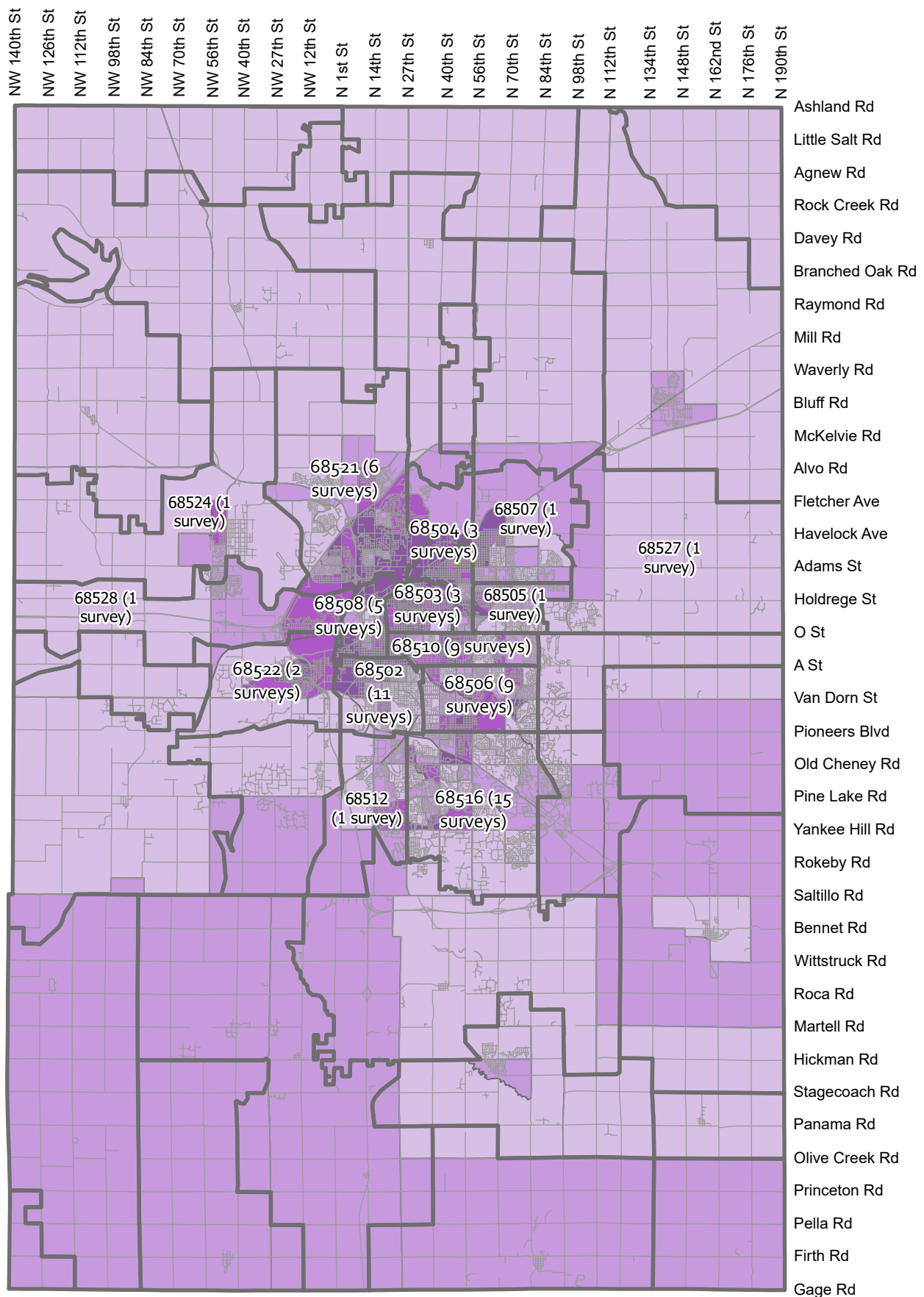
Answered: 76 Skipped: 0

Please rank the following based on how you most prefer to provide input about transportation... \* ? Column Bar ⚙



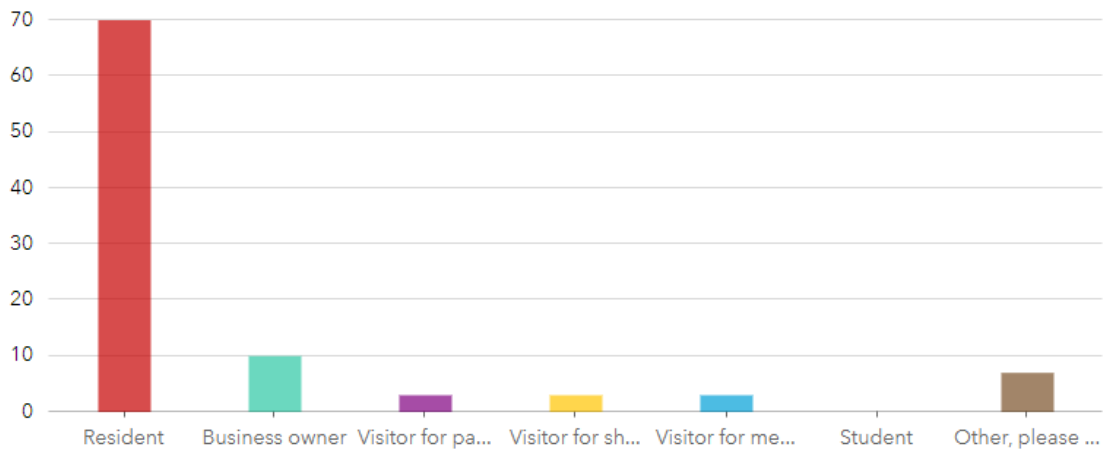
Rank	Answers	1	2	3	4	5	6	7	Average score
1	Online Survey	55.26% 42	25% 19	9.21% 7	3.95% 3	3.95% 3	2.63% 2	0% 0	7.16
2	Interactive Web Tool	15.79% 12	40.79% 31	21.05% 16	10.53% 8	9.21% 7	0% 0	2.63% 2	6.33
3	Comment Form	1.32% 1	9.21% 7	40.79% 31	30.26% 23	7.89% 6	5.26% 4	3.95% 3	5.28
4	Email	11.84% 9	6.58% 5	7.89% 6	34.21% 26	30.26% 23	5.26% 4	1.32% 1	5.01
5	Public Meeting / Hearing	11.84% 9	7.89% 6	11.84% 9	10.53% 8	32.89% 25	15.79% 12	6.58% 5	4.68
6	Telephone / Text Message	2.63% 2	6.58% 5	2.63% 2	7.89% 6	11.84% 9	51.32% 39	14.47% 11	3.55

Answered: 76 Skipped: 0



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). Survey Results are from the Lincoln - Lancaster County Planning Department MPO Community Engagement Survey results.

● Which of the following best describes your affiliation with Lincoln and Lancaster County? (you may sele... Column Bar



[Hide table](#)

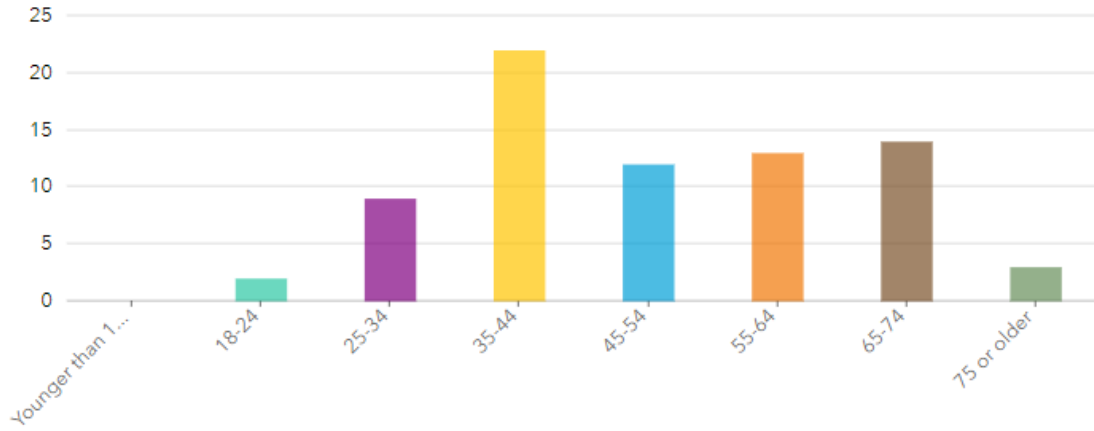
Other response  Empty categories

Answers	Count	Percentage
Resident	70	92.11%
Business owner	10	13.16%
Visitor for parks, recreational and/or entertainment purposes	3	3.95%
Visitor for shopping and/or dining options	3	3.95%
Visitor for medical appointments and services	3	3.95%
Student	0	0%
Other, please specify	7	9.21%

Answered: 75 Skipped: 1

● What is your age?

Column Bar Pie Map



[Hide table](#)

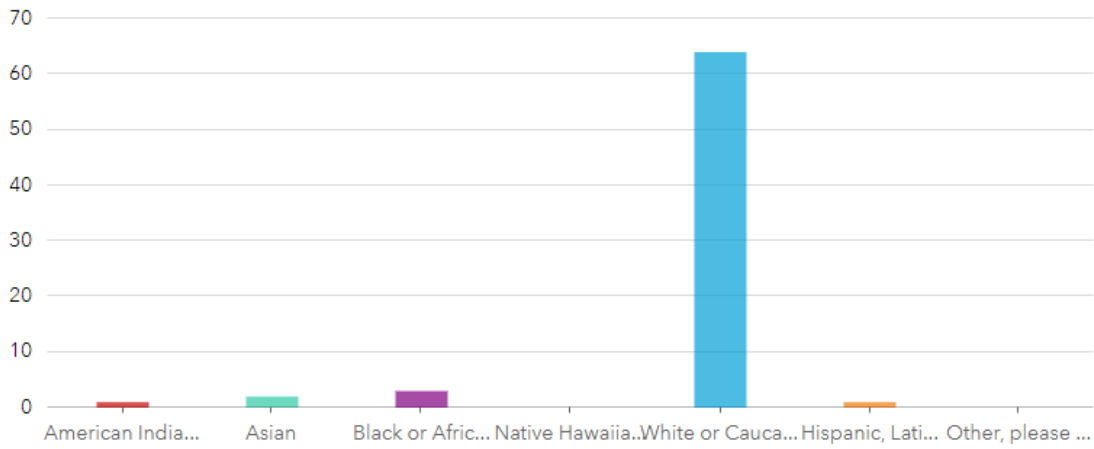
Empty categories [Sort](#)

Answers	Count	Percentage
Younger than 18	0	0%
18-24	2	2.63%
25-34	9	11.84%
35-44	22	28.95%
45-54	12	15.79%
55-64	13	17.11%
65-74	14	18.42%
75 or older	3	3.95%

Answered: 75 Skipped: 1

● How would you describe yourself?

Column Bar Pie Map



[Hide table](#)

Other response  Empty categories

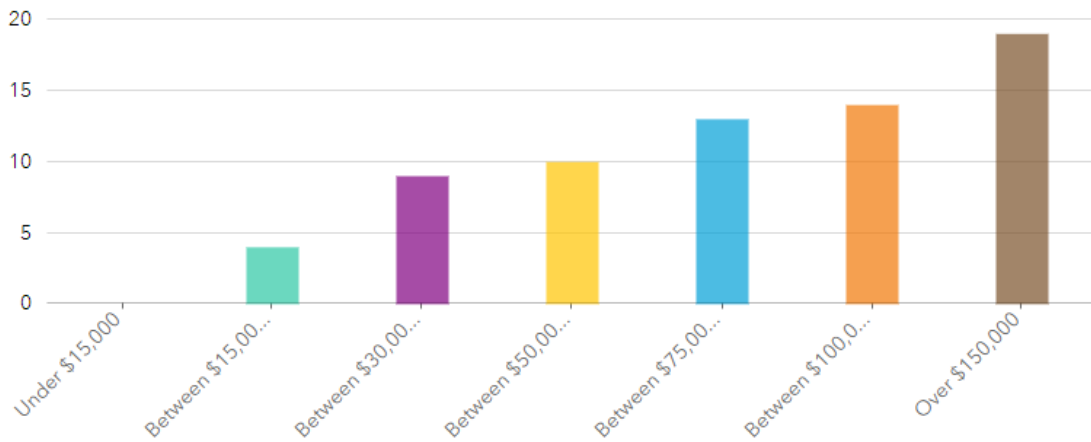
Answers	Count	Percentage
American Indian and Alaska Native	1	1.32%
Asian	2	2.63%
Black or African American	3	3.95%
Native Hawaiian and Other Pacific Islander	0	0%
White or Caucasian	64	84.21%
Hispanic, Latino, Spanish	1	1.32%
Other, please specify	0	0%

Answered: 71 Skipped: 5



● What is your annual household income?

Column Bar Pie Map



[Hide table](#)

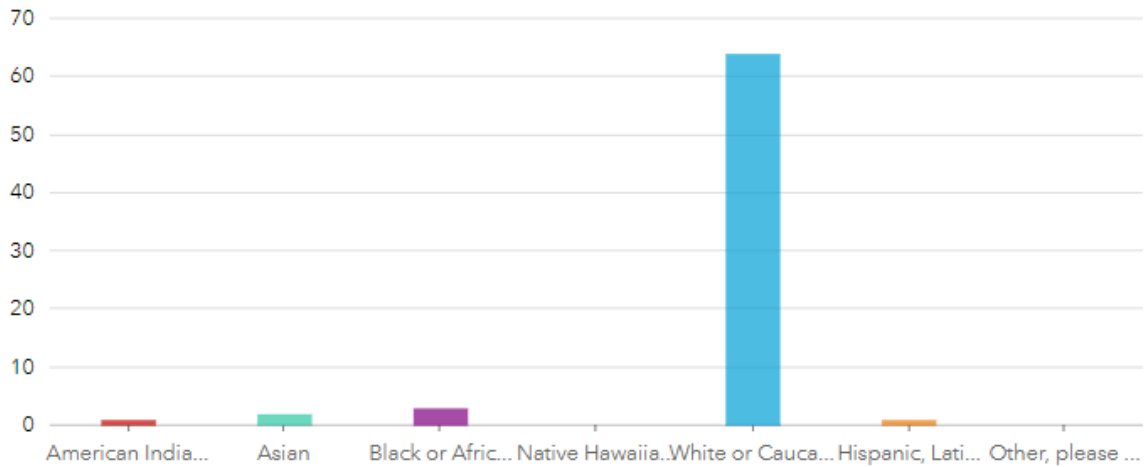
Empty categories [Sort](#)

Answers	Count	Percentage
Under \$15,000	0	0%
Between \$15,000 and \$29,999	4	5.26%
Between \$30,000 and \$49,999	9	11.84%
Between \$50,000 and \$74,999	10	13.16%
Between \$75,000 and \$99,999	13	17.11%
Between \$100,000 and \$150,000	14	18.42%
Over \$150,000	19	25%

Answered: 69 Skipped: 7

● How would you describe yourself?

Column Bar Pie Map



[Hide table](#)

Other response  Empty categories

Answers	Count	Percentage
American Indian and Alaska Native	1	1.32%
Asian	2	2.63%
Black or African American	3	3.95%
Native Hawaiian and Other Pacific Islander	0	0%
White or Caucasian	64	84.21%
Hispanic, Latino, Spanish	1	1.32%
Other, please specify	0	0%

Answered: 71 Skipped: 5

## Appendix D: Public Comments and Responses

Source	Question Related to Comment	Comment	Response
Survey Response	Please add any comments about the proposed goals.	Transportation changes need to consider not only residential but business and industry.	Transportation funding and project priorities are considered as part of the <a href="#">Long Range Transportation Plan (LRTP)</a> process. The current LRTP was adopted in 2021 and undergoes major updates every 5 years. In addition, the City's <a href="#">Capital Improvement Program (CIP)</a> compiles all City projects to be budgeted in the next two years or planned for over the next six years including transportation. Finally, the <a href="#">Lancaster County One and Six Year Road and Bridge Construction Program</a> is a program and budget for improvements to the county road system that is adopted every year. All of these documents include opportunity for public hearing and comment on the prioritization of projects, timing and funding.
Survey Response	Please add any comments about the proposed goals.	It seems that public input sometimes happens after all the planning has been done. New solutions are likely not going to be considered at this time. Also, I think that the best solution to a problem may be one that both traffic planners and the public need to be educated about. Here I'm talking about active transportation infrastructure in other countries, and what creates safe streets.	Early involvement in the planning process is important for building a sense of community ownership. For that reason, this PPP updated include a 30-day initial solicitation of public input prior to publishing a draft for review. The following Engagement strategy relates to this comment: "Include an initial listening and learning phase with major plan updates to allow for early input before a plan is drafted, including major updates to the PPP."
Survey Response	Please add any comments about the proposed goals.	Engagement - Provide an interactive map (like the Waze app) for drivers to report congested roads, badly-times traffic lights, poor street surfaces. People are much more likely to use online, interactive tools to communicate their needs than to attend a meeting. (People love the pothole report website!)	Lincoln Transportation and Utilities provides an interactive way to report non-emergency issues online through <a href="#">UPLNK</a> .  A <a href="#">map of LTU projects</a> is available on their website. They also publish a <a href="#">Street Closures Map</a> and a <a href="#">Street and Pedestrian Closures List</a> . LTU encourages the

		<p>Information/Education - Create maps over time using this data. Or use drones and time-lapse video to track traffic patterns. Publish this data to increase public support for street projects, such as widening existing streets or building new roads.</p> <p>Equity - Identify more participants for surveys like this one. Register new emails at a variety of public gatherings (civic meetings, school gatherings, sports games, cycle shops, health fairs, music or art events, cultural celebrations, parades, community centers for the elderly or handicapped.)</p>	<p>traveling public to find alternative routes and use the <a href="#">WAZE</a> app for assistance.</p> <p>In addition, the MPO has <a href="#">web page</a> on the 2050 Long Range Transportation Plan (LRTP) Travel Demand Model that summarizes predicted congestion over time as well as an interactive map with projected traffic counts.</p> <p>Your comments regarding mapping of reported issues and traffic patterns have been forwarded to LTU.</p> <p>The following Education and Equity strategies relate to your comments on Equity:</p> <ul style="list-style-type: none"> <li>- Attend events such as Streets Alive, Lincoln Unites! and the My City Academy to increase the MPO's profile and educate the public about its role.</li> <li>- Hold meetings at convenient and accessible locations and times that are reasonably served by public transportation, paying particular attention to where targeted populations congregate and live.</li> </ul>
Survey Response	Please add any comments about the proposed goals.	Those goals seem broad. Accordingly, I think that anything that the City of Lincoln does could be argued as fulfilling those aims. I don't like that.	The goals are intended to be high-level with enough detail to convey what the goal is trying to achieve. The strategies listed under each goal provide detailed activities that the MPO will undertake to achieve each goal. In addition, metrics for evaluation of the strategies have been provided to track how well the MPO is meeting the goals over time.
Survey Response	Please add any comments about the proposed goals.	I couldn't get the form to respond to move so between Equity and Education, I'd place Accommodation.	Thank you for your comment.
Survey Response	Please add any comments about the proposed goals.	Accommodation should have been incorporated into the goal of equity. To disassociate accommodation for ability/disability in conflict with ADA and disingenuous to not understand or include language skill within equity. This is a failure that can be easily remedied by expanding the list of equity to read, "Input is sought from...economic status,	The two goals of Equity and Accommodation and the populations they include have a great deal of overlap. For purposes of this plan, Accommodation was listed as a separate goal primarily to highlight how the MPO will address Title VI, ADA requirements, and the City's Limited English Proficiency (LEP) Program Plan. The

		disability, language, or zip code." The same holds true for Engagement and Education. Any sincere engagement activities would include education for residents, so they would understand why they should be engaged in the process. It seems like the MPO leadership team is using this exercise to prioritize budget items for the process, which feels weak.	intention was to organize the plan in a logical manner but not to silo people in any way. The Equity goal includes mention of seeking input regardless of disability or language spoken. Strategies were also included under the Education goal for attempting to reach a broad range of community members with different circumstances.
Survey Response	Please add any comments about the proposed goals.	You need to reach people where they are. At work, on Facebook or Twitter	The following Education, Information, and Equity strategies relate to this comment: <ul style="list-style-type: none"> <li>- Attend events such as Streets Alive, Lincoln Unites! and the My City Academy to increase the MPO's profile and educate the public about its role.</li> <li>- Hold focused community involvement opportunities to reach key populations, located in those communities based on demographic mapping. This could include in-person meetings, interviews, and advertisements.</li> <li>- Use social media to reach broad audiences. This will likely involve use of the City of Lincoln account and other departments' accounts depending on the topic.</li> </ul>
Survey Response	Please add any comments about the proposed goals.	Be sure to include those living in homeless shelters and subsidized housing. Get input from major employers and their needs.	Several major employers were included in the outreach for this PPP Update (see Appendix A). Please let MPO staff know of any major employers not on the list who you feel should be included in the future.
Survey Response	Please add any comments about the proposed goals.	All goals seem equally important and possibly over-explained and confusing to some.	Thank you for your comments. The goals are intended to be high-level with enough detail to convey what the goal is trying to achieve.
Survey Response	Please add any comments about the proposed goals.	There must be some options for people that are free and low cost. Please don't make this inaccessible.	Under the Equity goal, there is mention of paying particular attention to those people who may be under-served by the transportation system. Transportation disadvantaged communities are defined as those who spend more and take longer to get where they're going. This includes areas with limited transportation options and underinvestment. The concept of providing multiple affordable options is an important topic in transportation planning. The

			<a href="#">Lincoln Travel Options Strategy</a> considered the affordability and efficiency of travel options in our area. In addition, providers such as StarTran are continually evaluating the cost of fares.
Survey Response	Please add any comments about the proposed goals.	Equity and accessibility are really key. I used to work in the mayor's office and the methods city departments use to gather public input are not always equitable or accessible. We need to meet people where they're at, in person where people gather instead of asking them to come to us. Including translated materials and interpreters.	This plan includes input from One Lincoln, which is a group under the Mayor's Office that works to advance equity, diversity, and inclusion, as well as from the City/County Welcoming Communities Coordinator. The following Equity and Accommodation strategies are intended to address these comments: <ul style="list-style-type: none"> <li>- Hold focused community involvement opportunities to reach key populations, located in those communities based on demographic mapping. This could include in-person meetings, interviews, and advertisements.</li> <li>- Provide materials in languages other than English as resources allow. Accommodate reasonable requests for language assistance. At a minimum, when conducting major plan updates, provide an offer for translation services in the outreach materials translated into the top LEP languages of the community. When feasible, provide translated vital documents and/or executive summaries.</li> <li>- Explore the ability to provide surveys in languages other than English and accommodations for the visually or hearing impaired.</li> </ul>
Survey Response	Please add any comments about the proposed goals.	I think the goals should be to demonstrate incorporating citizen feedback into proposed plans.	Citizen feedback is key to the public process and is important to reflect in adopted plans. Related to this comment, the following Information strategies were included: <ul style="list-style-type: none"> <li>- Incorporate substantive comments into the draft plan or program whenever possible.</li> <li>- Include a summary, analysis, and report on the disposition of comments in the final document.</li> </ul>

Survey Response	Please add any comments about the proposed goals.	How were these goals identified? What performance metrics will be in place to ensure that equitable meaningful engagement is successfully achieved?	The draft goals were identified based on focus areas identified by staff for the Updated PPP, peer review of other MPOs' PPPs, and consistency with the <a href="#">2050 Lincoln-Lancaster County Comprehensive Plan (Plan Forward)</a> .
Survey Response	Please add any comments about the proposed goals.	Equity is extremely important since many aspects of Lancaster County have been consolidated into Lincoln and thereby only Lincoln is served and not the rest of the county.	Equity is an important focus of this updated plan as evidenced by the Equity goal and strategies. The MPO Area includes all of Lancaster County. Therefore, Lancaster County is the geographic application for MPO plans and other documents. Transportation agencies such as Lincoln Transportation and Utilities, Lincoln Parks and Recreation, Lancaster County Engineering, etc. are associated with specific jurisdictions, which may limit their service area and where funding can be used.
Survey Response	Please add any comments about the proposed goals.	It's hard to rank these goals as they all seem appropriate and important in the public participation process.	Thank you for your comment.
Survey Response	Please add any comments about the proposed goals.	With a large influx of immigrants and refugees, it is critical to receive their feedback. I am the Director of Lincoln Literacy where we teach English to over 1,000 new Lincoln residents. Many count on StarTran for transportation to work and home as well as for their high school Students. Perhaps there could be a goal to receive a certain number of New American people's input. We would be happy to put together a focus group of students.	<p>This plan includes input from the City/County Welcoming Communities Coordinator and the outreach list included several community and cultural centers who can serve as contact points to reach the people they serve. Welcoming Communities focuses on ensuring every resident has a sense of belonging and an opportunity to contribute. Thank you for the offer to assist with putting together focus groups. The MPO plans to do so whenever we find that representative input is not being obtained. Focus groups would be tailored to the specific subject matter of the plan and/or affected population(s).</p> <p>The following Education and Accommodation strategies relate to these comments:</p> <ul style="list-style-type: none"> <li>- Attend events such as Streets Alive, Lincoln Unites! and the My City Academy to increase the MPO's profile and educate the public about its role.</li> <li>- Cultivate a list of vendors for interpretation and translation needs.</li> </ul>

			<ul style="list-style-type: none"> <li>- Provide materials in languages other than English as resources allow. Accommodate reasonable requests for language assistance. At a minimum, when conducting major plan updates, provide an offer for translation services in the outreach materials translated into the top LEP languages of the community. When feasible, provide translated vital documents and/or executive summaries.</li> <li>- Explore the ability to provide surveys in languages other than English and accommodations for the visually or hearing impaired.</li> </ul>
Survey Response	Please add any comments about the proposed goals.	In my opinion, The MPO is/has not been responsible to community needs otherwise StarTran bus stops would be in easily accessible areas where users are located and have sidewalk access and/or a covered bus stop. MANY StarTran stops aren't even located near streets and don't even have a concrete pad to stand on....in the middle of NOWHERE.	The location of bus stops is informed by public input processes conducted by StarTran for their <a href="#">Transit Development Plan (TDP)</a> . The TDP is updated every 5 years. The current version was adopted in 2022. Your comments have been forwarded to Lincoln Transportation and Utilities-StarTran.
Survey Response	Please add any comments about the proposed goals.	To the extent that the transportation plan concerns public transport, the matter of equity may need to be considered in a way that diverges from what is likely the common understanding of the principle. When I customarily rode the bus to and from work, ridership was always problematic. Simply stated, many who could've ridden the bus didn't, for the perceived inconvenience of doing so, and an amorphous discomfort with the idea, perhaps best stated as, "not meant for people like me," when in fact practically anyone, of any socioeconomic set or subset, could feel at home doing so, probably surprisingly so to many. Equity in this instance may mean inviting those who rarely if ever ride a city bus to "give it a go." Even if only a small proportion of such non-riders were to become riders, it would serve to deepen the sense of community that Lincoln needs to nourish, creating new bonds among those who ride together.	It is important to strive for accessible and convenient use of transit for everyone. The bus system is periodically re-assessed by StarTran through their <a href="#">Transit Development Plan (TDP)</a> process. The TDP is updated every 5 years. The current version was adopted in 2022. Your comments have been forwarded to Lincoln Transportation and Utilities-StarTran.
Survey Response	Please add any comments about the proposed goals.	Information needs to be presented in a way that does not require hours to review in order to be able to understand	This PPP Update focuses on making content more digestible and understandable through the Education,



		(e.g. large reports, or plans). Having effective input requires summarizing and presenting key information to get relevant feedback at the appropriate time. Having part presentation, part Q&A, then an opportunity to submit comments for topics where public feedback is requested is a good format.	Information, and Engagement goals and strategies. The following Information and Engagement strategies are intended to address these comments: <ul style="list-style-type: none"> <li>- Avoid jargon and legalese as much as possible.</li> <li>- Use a variety of meeting formats customized to project needs such as open houses, focus groups, and workshops.</li> <li>- Use visualization tools whenever possible to create more informative content in meeting displays, surveys, and other materials. This can include photos, storymaps, mapping overlays, charts and graphs, renderings, and illustrations.</li> </ul>
Survey Response	Please add any comments about the proposed goals.	Equity and accommodation are paramount goals if Lincoln plans to be a city for all. I grew up and live in a family household with varying physical and language capabilities. I saw how being unable to drive or speak English can alienate and harm people. I have seen disabled community members end up severely injured due to poor sidewalks and insufficient public transit. Lincoln is the right size where people of all abilities should feel at home and safe commuting with everyone. It is disheartening to see communities segregated and isolated from one another simply due to differences in ability, income, language-barriers.	The Equity and Accommodation goals and strategies in this PPP Update are intended to call attention to these key groups who are affected by transportation decision-making and planning. It also provides specific action steps (strategies) the MPO can take to seek out their input.
Survey Response	Please add any comments about the proposed goals.	I think education and equity go hand in hand. If education is provided and accessible to all, then residents will understand how decisions are made, what future plans are being made, what laws or restrictions are in place, and how to share their perspective, opinions and ideas.	Thank you for your comment. Language was added noting that the proposed goals of the plan are intended to be interconnected and support one another.
Survey Response	Please add any comments about the proposed goals.	Need clear maps and directions on how to use the bus in the community's language for people who come from third world to understand this information to use it	Thank you for your comment. It has been forwarded to Lincoln Transportation and Utilities-StarTran.
Survey Response	Suggestions for other goals that should be considered.	Work transportation in morning and evening.	Thank you for your comment. It has been forwarded to Lincoln Transportation and Utilities.
Survey Response	Suggestions for other goals that should be considered.	How about moving to a more climate-centric goal?	The <a href="#">Long Range Transportation Plan (LRTP)</a> includes a set of goals described in Chapter 2. The "Environmental Sustainability" goal contains performance measures related to climate topics for

			<p>transportation. In addition, Chapter 8 of the LRTP includes Action Steps under the section titled, “Transportation and the Environment”. The LRTP promotes the use of active transportation to reduce vehicle emissions.</p> <p>The Lincoln <a href="#">Climate Action Plan</a> includes an Action Area titled, “Build a Decarbonized and Efficient Transportation System” with Key Initiatives.</p> <p>MPO, City and County staff are actively working on implementing the LRTP Action Steps and Climate Action Plan Key Initiatives. Both documents are/will be periodically updated and include a public input process. The LRTP undergoes a major update every 5 years. The current LRTP was adopted in 2021.</p>
Survey Response	Suggestions for other goals that should be considered.	Follow-up on the success of the South Bypass. Prove how much traffic was relieved from Lincoln streets. Use this success to promote the East Beltway.	More information on the East Beltway project can be found <a href="#">here</a> . It appears in the Long Range Transportation Plan (LRTP) list of <a href="#">Illustrative (Unfunded) Urban Roadway Capital Projects, Table 7.10</a> . The East Beltway is listed as a future project with funding not yet identified but has broad support from Nebraska Department of Transportation (NDOT), the City, and County.
Survey Response	Suggestions for other goals that should be considered.	graphs that compare different modes of transportation between two points we recognize--cost, efficiency now and in five years? etc.	The <a href="#">Lincoln Travel Options Strategy</a> considered the affordability and efficiency of travel options in our area. Providers such as StarTran continually evaluate the cost of fares. In addition, the MPO publishes an <a href="#">Annual Transportation System Report</a> that includes several measures of efficiency for different modes of transportation.
Survey Response	Suggestions for other goals that should be considered.	Annual county wide mailers containing the city-county planning commission's meeting calendar.	Staff will explore this option for the MPO calendar of meetings. A calendar of upcoming meetings was recently added to the <a href="#">MPO website</a> .
Survey Response	Suggestions for other goals that should be considered.	The mix of short-term/long-term projects, mix of City and County projects.	Transportation funding and project priorities for the short- and long-term are considered every 5 years as part of the <a href="#">Long Range Transportation Plan (LRTP)</a> update process. The current LRTP was adopted in

			<p>2021. As projects are funded, they are reflected in the <a href="#">Transportation Improvement Program (TIP)</a>.</p> <p>In addition, the <a href="#">Capital Improvement Program (CIP)</a> compiles all City projects to be budgeted in the next two years or planned for over the next six years including transportation. Finally, the <a href="#">Lancaster County One and Six Year Road and Bridge Construction Program</a> is a program and budget for improvements to the county road system. All these documents include opportunity for public hearing and comment.</p>
Survey Response	Suggestions for other goals that should be considered.	Opportunities for public transportation to both expand and realize cost savings through local cooperation. For instance Sioux Falls, SD has its public transportation system serve both the community at large and K-12 students getting to their schools and homes.	The bus system is periodically re-assessed by StarTran through their <a href="#">Transit Development Plan (TDP)</a> process. The TDP is updated every 5 years. Your comments have been forwarded to Lincoln Transportation and Utilities-StarTran.
Survey Response	Suggestions for other goals that should be considered.	Most importantly the public should be informed by all means necessary to ensure equal access to needs and opinions. Too many individuals no longer read the newspaper or purposely seek out community news.	<p>In addition to traditional notification methods like newspaper ads and press releases, the following strategies are proposed in this plan:</p> <ul style="list-style-type: none"> <li>- Use social media to reach broad audiences. This will likely involve use of the City of Lincoln account and other departments' accounts depending on the topic.</li> <li>- Explore the ability to notify the public via text message.</li> </ul>
Survey Response	Suggestions for other goals that should be considered.	anticipating the future growth areas of the city	Future growth areas were considered in the <a href="#">Long Range Transportation Plan (LRTP)</a> as part of the Future Needs Assessment in Chapter 4.
Survey Response	Suggestions for other goals that should be considered.	Demonstration of incorporating citizen feed back into plans.	<p>Citizen feedback is key to the public process and is important to document and reflect in adopted plans. Related to this comment, the following Information strategies were included:</p> <ul style="list-style-type: none"> <li>- Incorporate substantive comments into the draft plan or program whenever possible.</li> <li>- Include a summary, analysis, and report on the disposition of comments in the final document.</li> </ul>
Survey Response	Suggestions for other goals that should be considered.	Transportation to be offered longer time frames throughout the day and on the weekends. Transportation	The bus system is periodically re-assessed by StarTran through their <a href="#">Transit Development Plan (TDP)</a>

		to assist in making it easier for those struggling with mental health and have days where there is a person to assist in learning the routes.	process. The TDP is updated every 5 years. These comments have been forwarded to Lincoln Transportation and Utilities-StarTran.
Survey Response	Suggestions for other goals that should be considered.	Have goals that address both urban and rural needs. Don't disregard the rural needs.	<p>Transportation funding and project priorities are considered every 5 years as part of the <a href="#">Long Range Transportation Plan (LRTP)</a> update process. The current LRTP was adopted in 2021. The MPO strives for fairness in prioritization between rural and urban when administering the transportation funding it manages.</p> <p>In addition, the City's <a href="#">Capital Improvement Program (CIP)</a> compiles all City projects to be budgeted in the next two years or planned for over the next six years including transportation. Finally, the <a href="#">Lancaster County One and Six Year Road and Bridge Construction Program</a> is a program and budget for improvements to the county road system. All these documents include opportunity for public hearing and comment.</p>
Survey Response	Suggestions for other goals that should be considered.	It could fit already into Education but, "Follow Through" could be another goal to update the public on projects that have been completed and what has been accomplished through the MPO. A small example is the signs I see on the road in Lincoln along the "Lincoln On the Move" projects showing that this project was constructed with "LOTM" dollars. It's a great way to see the results of what the "LOTM" program accomplished.	The MPO's Transportation Improvement Program (TIP) includes a list at the end of most sections noting projects that were completed as of the previous year. However, it makes sense to display these accomplishments in a more prominent, approachable way. The following strategy under the Education goal was added to address this comment: "Prominently display information about transportation projects completed during the previous year. This information is contained in the TIP but could be highlighted in the MPO Newsletter or Annual Transportation System Performance Report. Projects completed using MPO funds could also be noted."
Survey Response	Suggestions for other goals that should be considered.	FUNDING. How do we fill the large gaps in funding we need to build out infrastructure in our community. We are reaching a size and population base that deserves better. We can't be building a new high school at 70th & Saltillo Road and have no plans to have more than a rural section with only one lane in each direction from Pine Lake to	Transportation funding and project priorities are considered every 5 years as part of the <a href="#">Long Range Transportation Plan (LRTP)</a> update process. The current LRTP was adopted in 2021.

		Saltillo Road. We can't depend on private-public partnerships to be the answer to building out our County.	<p>In addition, the City's <a href="#">Capital Improvement Program (CIP)</a> compiles all City projects to be budgeted in the next two years or planned for over the next six years including transportation. Finally, the <a href="#">Lancaster County One and Six Year Road and Bridge Construction Program</a> is a program and budget for improvements to the county road system. All these documents include opportunity for public hearing and comment.</p> <p>Coordination is ongoing between the City and County on potential projects that are located on the divide between rural and urban, how those projects should be timed and funded, and seeking new ways to meet funding needs.</p>
Survey Response	Suggestions for other goals that should be considered.	I think these are great goals	Thank you for your comment.
Survey Response	Suggestions for other goals that should be considered.	Environmental Impact should be considered with every decision.	<p>The National Environmental Policy Act (NEPA) review process is required as part of transportation project using federal funds. A number of projects in Lincoln and Lancaster County receive federal funds. Additional outreach and review are conducted by the individual agency/department who is implementing a project. This often includes discussion of social and environmental impacts and potential mitigation.</p>
Survey Response	Suggestions for other goals that should be considered.	<p>City needs to determine how to access riders for any and all programs either through shared community resources, state resources etc. One prospective riders are identified, steps need to be made to discover their needs...not necessarily the wants/needs of various city departments. In response to question below, IF I were an immigrant (or low income for that matter) and needed transportation because I don't have a vehicle, how am I going to discover, let alone utilize any of the methods you mention below? You're making these steps easy for the city without helping those who need your services because they have no other options for transportation. It's also unlikely many of these low-income users would have access (or limited access), if any, to "on-line" anything...you need to find these people where</p>	<p>The bus system is periodically re-assessed by StarTran through their <a href="#">Transit Development Plan (TDP)</a> process. The TDP is updated every 5 years. The current version was adopted in 2022. Your comments have been forwarded to Lincoln Transportation and Utilities-StarTran.</p>

		they are...this might be in medical offices, schools, organizations who help low-income and homeless et al..	
Survey Response	Suggestions for other goals that should be considered.	Participation: all community members should not only feel engaged but know how to get involved and contribute to the MPO.	At the front of this PPP, a “Quick Guide” for how citizens can get involved with transportation planning is provided for an at-a-glance understanding.  Guidance on the following questions is also provided for each of the public bodies that the MPO most commonly utilizes (the MPO Technical and Officials Committees and Lincoln-Lancaster County Planning Commission): - How can citizens provide input? - What kinds of input are appropriate for this committee? - When does input need to be provided?
Survey Response	Suggestions for other goals that should be considered.	Having bus tours (interpreters who speak the community language) for the people in communities who need that services such from where they live to the hospital, grocery stores, schools, and more	Thank you for your comment. It has been forwarded to Lincoln Transportation and Utilities-StarTran.
Survey Response	Other – Preferred methods of communication regarding transportation planning in Lincoln and Lancaster County.	Radio, Out of Home	The following Equity strategy relates to this comment: “Hold focused community involvement opportunities to reach key populations, located in those communities based on demographic mapping. This could include in-person meetings, interviews, and advertisements.”
Survey Response	Other – Preferred methods of communication regarding transportation planning in Lincoln and Lancaster County.	Radio broad casts or podcasts	The following Equity strategy relates to this comment: “Hold focused community involvement opportunities to reach key populations, located in those communities based on demographic mapping. This could include in-person meetings, interviews, and advertisements.”
Survey Response	Other – Preferred methods of communication regarding transportation planning in Lincoln and Lancaster County.	Unsure about how notification of a website update happens. I rank it first only if the update is advertised by one of the other means.	Major updates of the <a href="#">MPO website</a> are usually made when meeting agendas are published or a major planning effort is undertaken. The MPO Email List would be notified of these items, at a minimum. A good way to stay informed is by signing up for the MPO Email List <a href="#">here</a> .

Survey Response	Other – Preferred methods of communication regarding transportation planning in Lincoln and Lancaster County.	Send email alerts for your press releases. They aren't always picked up by newspapers.	Press releases are done through the City's media page and follow the City's media notification process. The MPO maintains an Email List of interested persons who receive updates about upcoming MPO meetings. <a href="#">Public notices</a> associated with meeting agenda items are published on the MPO web site. The Email List is also used for other MPO efforts. The public can sign up <a href="#">here</a> for the MPO Email List.
Survey Response	Other – Preferred methods of communication regarding transportation planning in Lincoln and Lancaster County.	Use targeted ads on Facebook	The following Information strategy relates to this comment: "Use social media to reach broad audiences. This will likely involve use of the City of Lincoln account and other departments' accounts depending on the topic."
Survey Response	Other – Preferred methods of communication regarding transportation planning in Lincoln and Lancaster County.	Include communication through subsidized housing and homeless shelter providers, and high and middle school students/parents who use to transit for getting to and from school.	This comment relates to the following Equity strategy: "Explore ongoing partnerships with entities that represent diverse populations. This may include identifying leaders of these groups who can extend MPO outreach to obtain greater input from their constituents."
Survey Response	Other – Preferred methods of communication regarding transportation planning in Lincoln and Lancaster County.	Sharing info with trusted community orgs - cultural centers, social service agencies, schools	This comment relates to the following Equity strategy: "Explore ongoing partnerships with entities that represent diverse populations. This may include identifying leaders of these groups who can extend MPO outreach to obtain greater input from their constituents."
Survey Response	Other – Preferred methods of communication regarding transportation planning in Lincoln and Lancaster County.	Text message	This comment has been addressed with the following Engagement strategy: "Explore the ability to notify the public via text message."
Survey Response	Other – Preferred methods of communication regarding transportation planning in Lincoln and Lancaster County.	actual demonstrations and engagement on the street, as people are moving about to gauge their opinions	Demonstrations and on-site meetings or interviews are a great way to visualize transportation ideas and get feedback from busy travelers. This suggestion will be kept in mind and would fit under the following Equity strategy: "Hold focused community involvement opportunities to reach key populations, located in those communities based on demographic mapping. This could include in-person meetings, interviews, and advertisements."

Survey Response	Other – Preferred methods of communication regarding transportation planning in Lincoln and Lancaster County.	We could share with students via printed handouts	This comment relates to the following Information strategy: “Use visual aids such as posters, handouts, and brochures for special MPO work items. Make these materials available at public meetings, on the MPO website, at the Lincoln/Lancaster County Planning Department, City libraries, and other City offices and locations as available.”
Survey Response	Other – Preferred methods of communication regarding transportation planning in Lincoln and Lancaster County.	It'd be nice if there was a text option	This comment has been addressed with the following Engagement strategy: “Explore the ability to notify the public via text message.”
Survey Response	Other – Preferred methods of communication regarding transportation planning in Lincoln and Lancaster County.	Friends and acquaintances who have/utilize similar or like services	Talking with others who are connected with the City is a good way to get information. In addition, feel free to <a href="#">sign up</a> for the MPO Email List to get direct updates on MPO activities to your email inbox.
Survey Response	Other – Preferred methods of communication regarding transportation planning in Lincoln and Lancaster County.	Updates at City Committees (Pedestrian Bicycle Advisory Committee) or to City Department heads/staff when appropriate.	One of the Information strategies is to “Explore partnerships with other City, County and State organizations to share information about their transportation efforts with the MPO and vice versa.” PBAC members were included in the outreach for this PPP Update via Lincoln Parks and Recreation. They are a very good stakeholder group suggestion. Department heads and staff with roles related to transportation are members of the MPO Technical Committee and its subcommittees. In this way, State, City and County staff fill an advisory role and the MPO can regularly update them on its activities.
Survey Response	Other – Preferred methods of communication regarding transportation planning in Lincoln and Lancaster County.	mobile open house / presentation that moves to different communities every day for 1-2 weeks	Thank you for the good suggestion. It will be considered for the future and fits under the following Information and Engagement strategies: <ul style="list-style-type: none"> <li>- Use a variety of meeting formats customized to project needs such as open houses, focus groups, and workshops.</li> <li>- Hold meetings at convenient and accessible locations and times that are reasonably served by public transportation, paying particular attention to where targeted populations congregate and live.</li> </ul>



Survey Response	Other – Preferred methods of communication regarding transportation planning in Lincoln and Lancaster County.	Flyers and posters on display around city	The following Education strategy relates to this comment: “Use visual aids such as posters, handouts, and brochures. Make these materials available at public meetings, on the MPO website, at the Lincoln/Lancaster County Planning Department, City libraries, and other City offices and locations as available.”
Survey Response	Other – Preferred methods of communication regarding transportation planning in Lincoln and Lancaster County.	Brochure has to be in the communities' languages.	<p>The following Accommodation strategy relates to this comment: “Provide materials in languages other than English as resources allow. Accommodate reasonable requests for language assistance. At a minimum, when conducting major plan updates, provide an offer for translation services in the outreach materials translated into the top LEP languages of the community. When feasible, provide translated vital documents and/or executive summaries.”</p> <p>The following Equity strategy also relates to this comment: “Work through human service providers, program managers and One Lincoln to distribute multi-lingual transportation information and reach stakeholders.”</p> <p>In addition, StarTran provides a <a href="#">Riders Guide</a> in several languages and follows Title VI policy regarding translated materials.</p>
Survey Response	Other – Preferred ways to provide input about transportation planning in Lincoln and Lancaster County.	I don't use social media, but other people do. Post and allow comments.	The following Engagement strategy relates to this comment: “Use social media to reach broad audiences. This will likely involve use of the City of Lincoln account and other departments’ accounts depending on the topic.” Posting of comments and responses by staff is dependent upon City of Lincoln social media policies and staff availability for responding to posted comments and questions.
Survey Response	Other – Preferred ways to provide input about transportation planning in Lincoln and Lancaster County.	Social media	The following Engagement strategy relates to this comment: “Use social media to reach broad audiences. This will likely involve use of the City of

			Lincoln account and other departments' accounts depending on the topic."
Survey Response	Other – Preferred ways to provide input about transportation planning in Lincoln and Lancaster County.	Hold some public meetings in subsidized housing and homeless shelters and high school student councils.	The following Engagement and Equity strategies relate to this comment: <ul style="list-style-type: none"> <li>- Use a hybrid virtual/in-person approach to public outreach to provide multiple and convenient ways to provide input.</li> <li>- Hold focused community involvement opportunities to reach key populations, located in those communities based on demographic mapping. This could include in-person meetings, interviews, and advertisements.</li> </ul>
Survey Response	Other – Preferred ways to provide input about transportation planning in Lincoln and Lancaster County.	Again, we need to meet people where they're at. The TDP does a great job of this by surveying bus riders while they're on the bus. How can we reach people where they already gather without holding a public meeting that no one hears about?	The following Education and Equity strategies relate to these comments: <ul style="list-style-type: none"> <li>- Attend events such as Streets Alive, Lincoln Unites! and the My City Academy to increase the MPO's profile and educate the public about its role.</li> <li>- Hold focused community involvement opportunities to reach key populations, located in those communities based on demographic mapping. This could include in-person meetings, interviews, and advertisements.</li> </ul>
Survey Response	Other – Preferred ways to provide input about transportation planning in Lincoln and Lancaster County.	Seeing demonstration project or engagement in the area or neighborhood where planned, and note preferences	Project-level engagement is typically done by the agency/department implementing that project (such as Nebraska Department of Transportation, Lincoln Transportation and Utilities or Lincoln Parks and Recreation) with MPO support as appropriate. Demonstrations and on-site meetings are a great way to visualize transportation ideas. Your comment has been forwarded to the transportation agencies in Lancaster County.
Survey Response	Other – Preferred ways to provide input about transportation planning in Lincoln and Lancaster County.	Friends and acquaintances who are connected with city	Thank you for your comment.
Survey Response	Other – Preferred ways to provide input about transportation planning in Lincoln and Lancaster County.	Having information presented at stakeholder groups for comment. E.g. Pedestrian Bicycle Advisory Committee.	One of the Information strategies is to "Explore partnerships with other City, County and State organizations to share information about their

			transportation efforts with the MPO and vice versa.” PBAC members were included in the outreach for this PPP Update via Lincoln Parks and Recreation and they are a great stakeholder group suggestion.
Survey Response	Other – Preferred ways to provide input about transportation planning in Lincoln and Lancaster County.	public meeting at Lincoln agencies people use to go to such as Asian Center	The following Equity strategies relate to this comment: “Hold focused community involvement opportunities to reach key populations located in those communities based on demographic mapping. This could include in-person meetings, interviews, and advertisements” and “Explore ongoing partnerships with entities that represent diverse populations. This may include identifying leaders of these groups who can extend MPO outreach to obtain greater input from their constituents.”
Survey Response	Please provide any other suggestions about the PPP update you would like the project team to know.	I would like active transportation and climate to take larger roles in planning. I recognize this takes buy-in, so the education needs to wrap around workplace and student health, and the walkable 15 minute city.	The <a href="#">Long Range Transportation Plan (LRTP)</a> includes a set of goals in Chapter 2. The “Environmental Sustainability” goal contains performance measures related to climate topics for transportation. In addition, Chapter 8 includes Action Steps under the section titled, “Transportation and the Environment”. The LRTP promotes the use of active transportation to reduce vehicle emissions.  The Lincoln <a href="#">Climate Action Plan</a> includes an Action Area titled, “Build a Decarbonized and Efficient Transportation System” with Key Initiatives.  MPO, City and County staff are actively working on implementing the LRTP Action Steps and Climate Action Plan Key Initiatives. Both documents are periodically updated and include a public input process.
Survey Response	Please provide any other suggestions about the PPP update you would like the project team to know.	I really appreciate being asked to provide my opinion. Thank you for the inclusion.	Thank you for your comment.
Survey Response	Please provide any other suggestions about the PPP update you would like the project team to know.	Involve people of diverse thought. City and County Government seems to not care about input from anyone who "doesn't agree with them." It is imperative to hear	The Equity goal and strategies are intended to provide representation from people with different opinions and backgrounds. In addition, the Education goal and

		from all sides of issues to make decisions. Local Government processes seem to have the decision baked into them without any thought or care how people respond. This cannot help our city grow if government doesn't care what people think.	strategies will be important to building a foundation of trust and rapport with the community.
Survey Response	Please provide any other suggestions about the PPP update you would like the project team to know.	There is such a huge disconnect between government and residents. Local news tv and print is no longer viable. You need to reach people where physically they are and where they go. Billboards. Social media. Grocery stores.	The following Education, Information, and Equity strategies relate to this comment: <ul style="list-style-type: none"> <li>- Attend events such as Streets Alive, Lincoln Unites! and the My City Academy to increase the MPO's profile and educate the public about its role.</li> <li>- Hold focused community involvement opportunities to reach key populations, located in those communities based on demographic mapping. This could include in-person meetings, interviews, and advertisements.</li> <li>- Use social media to reach broad audiences. This will likely involve use of the City of Lincoln account and other departments' accounts depending on the topic.</li> </ul>
Survey Response	Please provide any other suggestions about the PPP update you would like the project team to know.	Personal use car exhaust is a major contributor to diminished air quality and traffic congestion. Yet, the tax base as currently formed cannot afford to have Lincoln Public Schools provide bus service to all students. Lincoln has an under-utilized transit system. To get people into the habit of using public transit, to help working families get children to school on time and safely, to improve air quality and reduce traffic congestion, it would be a good idea to explore opportunities such as expand dedicated transit bus lines at peak times for K-12 students to use to get to and from school. To minimize problems, LPS would need to continue providing bus service to students with disabilities or whose families are recent immigrants.	The bus system is periodically re-assessed by StarTran through their <a href="#">Transit Development Plan (TDP)</a> process. The TDP is updated every 5 years. The current version was adopted in 2022. Your comments have been forwarded to Lincoln Transportation and Utilities-StarTran.
Survey Response	Please provide any other suggestions about the PPP update you would like the project team to know.	Availability of public transportation to our residents including ease of understanding and fair pricing is very important. I lived in Denver, CO 14 yrs. Their transportation was outstanding. I used "Park & Ride" exclusively. Lincoln must study successful systems in other cities to learn how	The bus system is periodically re-assessed by StarTran through their <a href="#">Transit Development Plan (TDP)</a> process. The TDP is updated every 5 years. The current version was adopted in 2022. Your comments

		they have achieved success. I prefer bus (or other) public transportation rather than my car but when I tried to use the current system, it would take 1.30 by bus vs 17 min. by car.	have been forwarded to Lincoln Transportation and Utilities-StarTran.
Survey Response	Please provide any other suggestions about the PPP update you would like the project team to know.	Please reach out to Lisa Guill, the city's welcoming communities coordinator on getting more diverse feedback :)	MPO staff met with Lisa at the One Lincoln meeting on August 10, 2023 to discuss the Welcoming Communities effort and PPP Update. We discussed overlap and common goals between the two as well as additional resources for reaching underrepresented communities and building understanding about the MPO. These resources included coordination with several Cultural Centers representatives as well as exploring Planning Department/MPO representation at the MyCity Academy, Lincoln Unites!, and providing compensation for input from key stakeholder groups.
Survey Response	Please provide any other suggestions about the PPP update you would like the project team to know.	the single most important future transportation project is the east beltway, now that the South beltway is complete and we see the reduction in truck traffic from old highway 2, we need to pivot and provide the same facility on the East side of Lincoln. The local use of old hwy 2 is much more convenient now. So if we could provide the same reduction on truck traffic from 84th the citizenry would be much benefited. This will provide a higher level of service for the community.	More information on the East Beltway project can be found <a href="#">here</a> . It appears in the Long Range Transportation Plan (LRTP) list of <a href="#">Illustrative (Unfunded) Urban Roadway Capital Projects, Table 7.10</a> . The East Beltway is listed as a future project with funding not yet identified but has broad support from the Nebraska Department of Transportation, City, and County.
Survey Response	Please provide any other suggestions about the PPP update you would like the project team to know.	I don't feel the group takes any citizen input into account - especially those residents that live in affected areas. If they do, they should clear state why decisions ignored resident input.	Citizen feedback is key to the public process and is important to reflect in adopted plans. Related to this comment, the following Information strategies were included for MPO plans and documents: <ul style="list-style-type: none"> <li>- Incorporate substantive comments into the draft plan or program whenever possible.</li> <li>- Include a summary, analysis, and report on the disposition of comments in the final document.</li> </ul> Project-level outreach is typically done by the agency/department implementing that project (such as Lincoln Transportation and Utilities, Lincoln Parks and Recreation, etc.)

Survey Response	Please provide any other suggestions about the PPP update you would like the project team to know.	Ensure that this is shared with community members that may not have access to this link or have proficiency in English. Performance metrics for the identified goals will be crucial.	<p>Persons with Limited English Proficiency (LEP) are supported through several strategies under the Accommodation goal. In addition, the following performance metrics were included related to LEP:</p> <ul style="list-style-type: none"> <li>- Create and maintain a translation vendor list.</li> <li>- For all major plan update efforts, at a minimum, provide an offer for translation services in the outreach materials translated into the top LEP languages of the community. When feasible, provide translated vital documents and/or executive summaries.</li> </ul> <p>Additional translation services will be made available as resources allow. As part of this PPP Update, an offer for translation services appeared in the outreach email and was translated into the top non-English languages of the community.</p>
Survey Response	Please provide any other suggestions about the PPP update you would like the project team to know.	Consider other forums and regular neighborhood gatherings as opportunities to engage with the public on plans. Setting up open houses and expecting people to come out for them seems like a stretch for many in the community to actively participate. Online may work for some, but not all	<p>The following Engagement and Equity strategies are intended to address these comments:</p> <ul style="list-style-type: none"> <li>- Use a hybrid virtual/in-person approach to public outreach to provide multiple and convenient ways to provide input.</li> <li>- Use a mix of public participation strategies to maximize the diversity of participation.</li> <li>- Hold focused community involvement opportunities to reach key populations, located in those communities based on demographic mapping. This could include in-person meetings, interviews, and advertisements.</li> </ul>
Survey Response	Please provide any other suggestions about the PPP update you would like the project team to know.	Just to get feedback from residents that English is not their first language but use the transportation system. We can help!	<p>Persons with limited English proficiency are supported through the following Accommodation strategies:</p> <ul style="list-style-type: none"> <li>- Cultivate a list of vendors for interpretation and translation needs.</li> <li>- Provide materials in languages other than English as resources allow. Accommodate reasonable requests for language assistance. At a minimum, when conducting major plan updates, provide an</li> </ul>

			<p>offer for translation services in the outreach materials translated into the top LEP languages of the community as identified using Census data and other resources. When feasible, provide translated vital documents and/or executive summaries.</p> <ul style="list-style-type: none"> <li>- Explore the ability to provide surveys in languages other than English and accommodations for the visually or hearing impaired.</li> </ul>
Survey Response	Please provide any other suggestions about the PPP update you would like the project team to know.	I support a high-speed train between Lincoln and Omaha	A Lincoln-Omaha connector has been considered and studied at various levels and by various organizations over the years. Funding for its construction and operation have been some of the most pressing aspects. The MPO has historically been a participant in these conversations and will continue to do so in the future.
Survey Response	Please provide any other suggestions about the PPP update you would like the project team to know.	Have NO idea who is responsible for determining placement of StarTran bus stop locations. When I rode StarTran for 5 years in the early 1990's, bus stops were located in convenient residential and business areas, near streets and sidewalks. I WOULD NOT RIDE STARTRAN today based on where your bus stops are located....they are in the middle of nowhere, are not convenient to your riders and haven't even gotten to pick-up and drop-off times yet. IF I WERE IN CHARGE OF BUS STOP LOCATIONS, would FIRE whoever came up with your current ones ...they are inconvenient and force people to cross major thoroughfares against traffic in both directions to get to a pick up point with no concrete pad, cover, seat nor walkway to the stop...it's pathetic and I feel sorry for anyone who has had to tolerate someone's idea of an "ideal bus stop location"! Please be more cognizant of your riders wants/needs/conveniences in the future...they'll be most appreciative.	The location of bus stops is informed by public input processes conducted by StarTran for their <a href="#">Transit Development Plan (TDP)</a> . The TDP is updated every 5 years. The current version was adopted in 2022. Your comments have been forwarded to Lincoln Transportation and Utilities-StarTran.
Survey Response	Please provide any other suggestions about the PPP update you would like the project team to know.	Not sure if this has been done in the past but having an annual meeting describing the MPO, its role, its goals/vision for the near and long-term, and describing ways the City	Making the MPO's role more visible and understandable to the public is critical. The Education goal and strategies identify ways that the MPO can engage with the community so that people have a

		(and other jurisdictions) can be engaged and participating effectively together would be an idea to consider.	<p>better foundation when MPO efforts come forward. The following strategies relate to this comment:</p> <ul style="list-style-type: none"> <li>- Incorporate educational information about the MPO and how the public can become involved as part of published materials and presentations.</li> <li>- Attend events such as Streets Alive, Lincoln Unites! and the My City Academy to increase the MPO's profile and educate the public about its role.</li> <li>- Advertise that staff are available to speak with community groups. Proactively reach out to key groups that may have an interest such as the Chamber of Commerce and homebuilder, realty, and development groups.</li> <li>- Explore partnerships with other City, County and State organizations to share information about their transportation efforts with the MPO and vice versa.</li> </ul>
Survey Response	Please provide any other suggestions about the PPP update you would like the project team to know.	I hope the PPP update can focus on the needs include the entire community regardless of age, ability, and income. Youth, elderly, and low-income people are often shut out of enjoying all that Lincoln has to offer either because they cannot drive or bus service ends far too early.	<p>The Equity and Accommodation goals and strategies are intended to address the needs of all community members for MPO public processes. While the MPO does not itself operate transportation services, these groups and funding for transportation through agencies that serve their needs can be considered and prioritized as part of the <a href="#">Long Range Transportation Plan (LRTP)</a> update process. The LRTP is updated every 5 years and there is opportunity for public input and review. The current LRTP was adopted in 2021.</p> <p>The MPO received other comments specific to considering the needs of the elderly for this PPP Update and ensured that seniors were highlighted as a key group.</p>
Survey Response	Please provide any other suggestions about the PPP update you would like the project team to know.	PPP services is very important to many people special for minorities and refugees and immigrants or people who are new to Lincoln, but the information has to be more	Thank you for your comments. The following Equity and Accommodation strategies relate to this comment: "Explore ongoing partnerships with entities that represent diverse populations. This may include



		accessible to them (many barriers in their ways, the biggest is languages and familiars with areas)	<p>identifying leaders of these groups who can extend MPO outreach to obtain greater input from their constituents” and “Provide materials in languages other than English as resources allow. Accommodate reasonable requests for language assistance. At a minimum, when conducting major plan updates, provide an offer for translation services in the outreach materials translated into the top LEP languages of the community. When feasible, provide translated vital documents and/or executive summaries.”</p> <p>In addition, reference has been made for New Americans as a key group needing support with outreach and transportation.</p>
Comment Form (30-Day Solicitation of Input)	N/A	The current PPP was “last amended in 2014 and a major update of the PPP is now proposed.” Where can one review the “major update” that is proposed? Also does the pdf in the announcement reflect the latest amendments from 2014?	<p>Thank you for the questions about the MPO Public Participation Plan. The updated plan has not been drafted yet. This outreach is requesting initial public input during the month of July as to how the current plan could be improved and what the public might want to see in a new version of the plan. Comments received during this initial period will inform the draft plan, which we hope to publish for review and comment this Fall (see schedule found on the website). On the second question, yes, the current adopted Public Participation Plan PDF linked in the brochure includes the modifications that were made in 2014. The end result of this new effort will be a complete update of that 2014 plan.</p>
Comment Form (30-Day Solicitation of Input)	N/A	From Jessica Tapp with Nebraska Game and Parks Commission: I am responding on behalf of Nebraska Game and Parks Commission. If LMPO is requesting public input (ex. scoping comments, scoping meetings) on a proposed project, we suggest notifying NGPC via this email - ngpc.envreview@nebraska.gov. This inbox is monitored by our Environmental Review Team and we will advise LMPO on any important natural resources that may be within the plan's action area, including state-listed threatened and	<p>Thanks for providing the best email address to use for NGPC. We will be sure to to use it for MPO public outreach going forward.</p>

		endangered species. There are many important natural resources, such as saline wetlands and bat habitat, that are in and surrounding the city of Lincoln and appreciate early and often coordination to help protect or enhance any of these resources. Thank you for your consideration!	
Comment Form (30-Day Solicitation of Input)	N/A	From Allison Speicher with Lincoln Parks and Recreation: Pedestrian Bicycle Advisory Committee and the Parks and Recreation Advisory Board serve as good conduits to the public for information and feedback and should continue to be Stakeholder groups for the MPO. City of Lincoln Parks and Recreation Department should be listed under Government Agencies. Studying ways to increase Alternative/Active Transportation through a more robust network of trails and bicycle infrastructure should be considered as a Special Effort by the MPO. Consider adding Bike Walk NE and Bicyclincoln to the Alternative Transport stakeholder group list.	Thanks so much for these comments. In response, mention of alternative/active transportation efforts has been added to the special efforts description in the plan. Bike Walk NE and Bicyclincoln were included on the outreach for this PPP Update and appear in the stakeholder list Alternative Transportation section.
Comment Form (45-Day Comment Period)	N/A	Nice Plan except there needs to be more time for citizens to react to the TIP ect. These timelines below are not adequate public input. Also, the programs are put together with little or no public input as in the recent past. Unless it is a Comp Plan update.  At least 30 Days prior to approval by MPO Officials Committee  Agenda available at least 7 days prior to meetings	The following Engagement strategy addresses these comments: "Include an initial listening and learning phase with major plan updates to allow for early input before a plan is drafted, including major updates to the PPP."  The minimum public process timelines noted in the comments apply to major LRTP updates, LRTP amendments and the annual TIP. The Technical Committee agenda and public notices are posted and the MPO email list is notified at least 7 days prior to the Technical Committee meeting. Technical Committee action is a recommendation to the Officials Committee, with all MPO voting items going before both Committees. Therefore, the MPO email list is ultimately notified of items that will be coming through the MPO public process at least 37 days prior to Officials Committee action. In this sense, for Officials Committee there is a longer notification timeframe than for most City/County public bodies.

			Similar to the Comprehensive Plan, major updates of the LRTP have extensive public outreach, focus groups, and public meetings prior to the minimum deadlines noted in the table that are coordinated with major updates to the Comprehensive Plan in terms of public outreach. Text has been added under the second row of the Frequency of Plan/Program Updates table and a note has been added underneath the Public Participation Processes and Schedules table clarifying that extensive public outreach is conducted for major LRTP updates.
Comment Form (45-Day Comment Period)	N/A	The mayor needs to resign.	This comment does not pertain to the PPP.
Comment Form (45-Day Comment Period)	N/A	I'd like every city block edge within the Greater Downtown area to have a sidewalk. As well, efforts must be made to reduce the intensity of the vehicular traffic within the Greater Downtown's side streets. Perhaps that means more traffic policing or speed bumps. The traffic on J, G, D, Washington, 8th, 11th, 14th and 21st streets is a detriment to the well being of residents.	Missing sidewalk connections are important to address whenever possible and are a priority of the City. Missing sidewalks are added and sidewalk repairs done where the dedicated <a href="#">Sidewalk Repair Program</a> budget allows as part of street projects and with certain building permit review and final plats. It is also possible to request sidewalk by <a href="#">Special Assessment District</a> . Missing sidewalks in the area around Downtown are being addressed to a large extent with the Haymarket South Streetscape and Parking Improvements Project and Downtown Corridors Streetscape Plan implementation for the areas those plans cover.
FHWA Comments (45-Day Comment Period)	N/A	PDF Page 2 - Recommendation: As this document is for the public consider adding tagline on the front page on how to request information in another language.	Addressed.
FHWA Comments (45-Day Comment Period)	N/A	PDF Page 4 - Recommendation: Include the complete name of the Title VI, Title VI of the Civil Rights Act of 1964.	Addressed.
FHWA Comments (45-Day Comment Period)	N/A	PDF Page 17 - General Comment on the use of the term "citizen." Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 USC 2000d states that "No	Changed "citizen" to "public", "the public" or "persons" throughout.

		<p>person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The protections afforded under Title VI apply to anyone, regardless of whether the individual is lawfully present in the United States or a citizen of a State within the United States. Use of this term "citizen" may prohibit some from participating in Lincoln MPO's programs, services or activities.</p>	
FHWA Comments (45-Day Comment Period)	N/A	<p>PDF Page 19 - Recommendation: Include the proactive methods the Agency notifies the public of how to request an Accommodation. For example: the Accommodation Notice is provided to the public e.g. on all Lincoln MPO notices, posters in conference rooms or public spaces? Also you may want to add language services as a service to request.</p>	<p>This information for requesting an accommodation has been added. In addition, information on how to request translated resources has been added to the “Limited English Proficiency” section in the top languages of the area.</p>
FHWA Comments (45-Day Comment Period)	N/A	<p>10.10.23 Draft PPP, PDF Page 20 - Recommendation use the term "persons with disabilities"</p>	<p>The recommended term has been used throughout.</p>
FHWA Comments (45-Day Comment Period)	N/A	<p>10.10.23 Draft PPP, PDF Page 21 - Recommendation: Cite the agency's efforts/actions taken to ensure that persons with LEP are able to make comments to this Plan.</p>	<p>A description of the MPO's accommodation of persons with LEP in creating the PPP has been added at the end of the “Limited English Proficiency” section.</p>
FHWA Comments (45-Day Comment Period)	N/A	<p>10.10.23 Draft PPP, PDF Page 21 - Recommendation: Update the LEP plan using the most current US Census Data as the LEP community has probably changed from the 2007-2011 ACS data cited in the LEP Plan. It should be identified that this is a joint LEP Plan and that processes detailed apply to the MPO and the City. LEP training to both Agency staff should be included. Also a complaint process specific to FTA and FHWA Title VI complaints should describe how complaints will be processed if received by the MPO. Question: In the Plan under the Four Factor Analysis-it looks like the analysis is specific to the City of Lincoln-e.g. Factor One. Does the City and the MPO share the same service area? Factor One should describe the service area of the</p>	<p>The MPO Planning Area includes all of Lancaster County. The MPO is housed in the City of Lincoln and references the City's Title VI and LEP Plans. The comments regarding the need to update the LEP Plan have been forwarded to the City's Title VI Official. If necessary, adoption through the MPO process to clarify joint application could be accomplished. A description of the Title VI complaint process has been added.</p>

		MPO. If the LEP plan is shared the MPOs service area, resources and contacts with LEP persons needs to be represented.	
FHWA Comments (45-Day Comment Period)	N/A	10.10.23 Draft PPP, PDF Page 22 - Recommendation-cite how equity is being addressed for transportation investments for disadvantage, underserved and/or overburdened communities.	Additional detail on this topic has been added.
FHWA Comments (45-Day Comment Period)	N/A	10.10.23 Draft PPP, PDF Page 23 - Question: Has the Ponca Tribe of Nebraska stated how they would like to be involved in the development of plans and programs? If so it should be documented that the MPO engaged with the Tribe to determine how best to involve them.	The Ponca Tribe of Nebraska was included in the email outreach list for development of the PPP. The MPO confirmed with staff at the Ponca Tribe’s Lincoln office that the email address on file for them is the best way to contact them as well as providing a brochure or other written material related that could be posted in their office.
FHWA Comments (45-Day Comment Period)	N/A	10.10.23 Draft PPP, PDF Page 28 - Recommendation: Community preferred engagement techniques-identified through public interactions should be considered and a required element in the development of an Outreach Plan to be effective.	The following Engagement strategy and tracking indicator are intended to garner and incorporate input on public preferences: “Request feedback on the public participation process and materials at the same time as feedback on a plan or proposal. Use the feedback to identify improvements to the PPP” and “Request feedback on public participation methods at all opportunities.” The MPO will strive to tailor public participation to achieve best results for participation and to fit the needs of the plan or project.
FHWA Comments (45-Day Comment Period)	N/A	10.10.23 Draft PPP, PDF Page 32 - Great practice on how to analyze participation gaps and ensure equity in engagement.	Thank you for the comment.
FHWA Comments (45-Day Comment Period)	N/A	10.10.23 Draft PPP, PDF Page 34 - Recommendation: Consider posting a Post Equity Assessment after large outreach events that shows both qualitative and quantitative data of engagement results.	This recommendation has been added under the Key Tracking Indicators and Metrics – Engagement.
FHWA Comments (45-Day Comment Period)	N/A	10.10.23 Draft PPP, PDF Page 35 - Recommendation: consider adding to this list document and share community's impact on decisions.	This recommendation has been added under the Key Tracking Indicators and Metrics – Equity.
FHWA Comments (45-Day Comment Period)	N/A	10.10.23 Draft PPP, PDF Page 63 - Recommendation: Consider ways to build a community relationship with this Group. [New Americans, immigrants, refugees, and persons with limited English proficiency]	The following Education strategy is intended to address this comment: “Attend events such as Streets Alive, Lincoln Unites! and the My City Academy to

			<p>increase the MPO's profile and educate the public about its role."</p> <p>In addition, the following Engagement strategy and Equity tracking indicator could facilitate better engagement of these communities: "When possible, hold meetings as joint endeavors in collaboration with other public agencies and non-governmental organizations to assist with the sharing of costs and to achieve better promotion and attendance" and "Create and maintain a list of organizations representing minority and underrepresented populations."</p> <p>One Lincoln and the Cultural Centers of Lincoln, who assisted with outreach on this PPP, will continue to be resources with future MPO efforts.</p>
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# Appendix E: Public Notice to Amend the Public Participation Plan

## PUBLIC NOTICE The Lincoln MPO is Requesting Public Comment on an Updated Public Participation Plan

In accordance with federal regulations, the [Lincoln Metropolitan Planning Organization \(MPO\)](#) is requesting Public Comment on adoption of an updated **MPO Public Participation Plan**. This proposal is for a full update of the plan that includes revised goals, public involvement strategies, metrics, and monitoring activities. Comments will be taken by email at [rchristopher@lincoln.ne.gov](mailto:rchristopher@lincoln.ne.gov), or U.S. mail at Lincoln MPO, 555 S. 10th Street, Suite 213, Lincoln, Nebraska, 68508 through February 16, 2024.

- The MPO Technical Advisory Committee will consider the proposal at its January 4, 2024 meeting, 2:30 p.m. in Room 113 -Bill Luxford Studio, County-City Building.
- The MPO Officials Committee will consider all comments at its February 16, 2024 meeting, 2:00 p.m. in the Council Chambers, County-City Building.

For those who would like to comment in person, these are open meetings and will include time for public comment. The Final Draft Public Participation Plan can be found on the MPO website at [planning.lincoln.ne.gov/mpo/public-participation-plan-update](http://planning.lincoln.ne.gov/mpo/public-participation-plan-update) and a hardcopy is also available in the Lincoln-Lancaster Planning Department, 555 S. 10th Street, Suite 213, Lincoln, Nebraska 68508. If you have questions, please contact Rachel Christopher by email at [rchristopher@lincoln.ne.gov](mailto:rchristopher@lincoln.ne.gov) or by phone at (402) 441-7603.

**ACCOMMODATION NOTICE:** *The City of Lincoln complies with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973 guidelines. Ensuring the public's access to and participating in public meetings is a priority for the City of Lincoln. In the event you are in need of a reasonable accommodation in order to attend or participate in a public meeting conducted by the City of Lincoln, please contact the Lincoln Commission on Human Rights at 402-441-7624, or the City Ombudsman at 402-441-7511, as soon as possible before the scheduled meeting date in order to make your request.*

If information is needed in another language, please contact [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)  
Si necesita información en otro idioma, envíe un correo electrónico a [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)

如果您需要其他语言的信息，请发送电子邮件至 [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)

Nếu bạn cần thông tin bằng ngôn ngữ khác, vui lòng gửi email [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)

إذا كنت بحاجة إلى معلومات بلغة أخرى، يرجى إرسال بريد إلكتروني [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)

หากคุณต้องการข้อมูลในภาษาอื่น โปรดส่งอีเมล [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)

نه گهر پښوېستت به زانبارييه به زمانیکي تر، نکايه ټيمهیل بڼیره [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)



## Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	6
MEETING DATE	January 4, 2024
REQUEST	VOTE: Federal Performance Measures and Targets
ASSOCIATED MEETINGS	None
STAFF CONTACT	Rachel Christopher, <a href="mailto:rchristopher@lincoln.ne.gov">rchristopher@lincoln.ne.gov</a> , 402-441-7603

**RECOMMENDATION: APPROVE TO SUPPORT THE NDOT PERFORMANCE TARGETS FOR SAFETY AS THE MPO TARGETS**

### BACKGROUND

The current and previous federal transportation bills, the Bipartisan Infrastructure Law and the FAST Act, respectively, included a series of requirements for Transportation Performance Management (TPM). Since the passage of federal transportation bill MAP-21, USDOT has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. The Federal Highway Administration (FHWA) established performance measures for safety (PM1), infrastructure condition (PM2) and system performance (PM3). Federal Transit Administration (FTA) established performance measures for Transit Asset Management (TAM) and transit safety.

As part of TPM, each state DOT or public transportation agency and metropolitan planning organization (MPO) must adopt targets for the FHWA/FTA performance measures to strive for within the planning and programming process. The process for setting targets has been taking place since 2017. The state DOT or public transportation agency sets its targets first and the MPOs have 180 days from that time to adopt their targets. For each performance measure, an MPO is required to either 1) establish a regional target or 2) adopt the state DOT or public transportation agency target and therefore agree to plan and program projects that contribute toward meeting the target.

As new targets are adopted by NDOT and StarTran, the MPO adopts to support those targets as the MPO's targets. Updates to the federal performance measures are monitored by MPO staff and changes or updates to the MPO targets will be reported to the Lincoln-Lancaster Planning Director and the MPO Technical Committee Tri-Chairs.

### SUMMARY OF REQUEST

Updated targets were adopted by NDOT for safety performance measures (PM1) in August 2023 for calendar year 2024. The MPO is proposing to adopt NDOT's targets.



The targets for PM1 are revised and adopted annually. In December 2021, the Lincoln MPO adopted to support the NDOT safety performance targets for CY 2022. The 2022 calendar year is the most recently adopted annual MPO safety performance targets.

It is important to note that the PM1 targets are Statewide and are based on 5-year rolling averages. The 2024 targets are based on rolling averages of past data for 2020 through 2024. The Safety Performance Measures (PM1) are as follows:

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and serious injuries

Enclosed is a memo to the Tri-Chairs dated December 21, 2023. The memo includes the changes and updates to performance targets set by NDOT for PM1.

#### **POLICY CONSIDERATIONS**

With supporting the NDOT targets, the Lincoln MPO is agreeing to plan and program projects in a manner that contributes towards the accomplishment of these performance targets. MPOs are required to include a narrative description of these performance measures in their LRTPs and TIPs. Both documents need to include narratives on the performance measures, either by the next major update or when the current LRTP or TIP is amended.

#### **BUDGET CONSIDERATIONS**

The MPO is not at risk of losing funding if these performance measures targets are not met.

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# MEMORANDUM

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**TO:** Lincoln MPO Technical Committee Tri-Chairs  
**FROM:** Rachel Christopher, Transportation Planner  
**SUBJECT:** Update on Lincoln MPO Federal Performance Measures and Targets  
**DATE:** December 21, 2023

The purpose of this memo is to update the Tri-Chairs of the Lincoln MPO Technical Committee regarding proposed support of targets for federal performance measures.

## Background Information

Since the passage of federal transportation bill MAP-21 in 2012, USDOT has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have established national performance measures in areas such as safety, infrastructure condition, congestion, system reliability, emissions, and freight movement. The current and previous federal transportation bills, the Bipartisan Infrastructure Law and the FAST Act, respectively, continued the series of requirements for Transportation Performance Management (TPM). TPM uses system information to make investment and policy decisions.

FHWA established the below performance measures with relating to safety, infrastructure condition, and system performance:

### Safety Performance Measures (PM1)

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and serious injuries

### Infrastructure Performance Measures (PM2)

- Percentage of pavements on the Interstate System in good condition
- Percentage of pavements on the Interstate System in poor condition
- Percentage of pavements on the non-Interstate National Highway System (NHS) in good condition
- Percentage of pavements on the non-Interstate (NHS) in poor condition
- Percentage of NHS bridges classified as in good condition
- Percentage of NHS bridges classified as in poor condition

### System Performance Measures (PM3)

- Percent of person-miles traveled on the Interstate System that are reliable
- Percent of person-miles traveled on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability (TTTR) Index

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Lincoln/Lancaster County Planning Department  
555 South 10<sup>th</sup> Street, Suite 213 – Lincoln, NE 68508  
Phone: 402-441-7491 – Fax: 402-441-6377

- Annual hours of peak hour excessive delay per capita\*
- Percent of non-single occupancy vehicle (non-SOV) travel\*
- Total emissions reduction\*

\*not applicable to Nebraska

FTA established the below performance measures with relating to transit asset management (TAM) and safety:

#### TAM Performance Measures

- Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)
- Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB
- Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale
- Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile\*

#### Safety Performance Measures

- Fatalities: Total number of reportable fatalities and rate per 100,000 VRM
- Injuries: Total number of reportable injuries and rate per 100,000 VRM
- Safety Events: Total number of reportable events and rate per 100,000 VRM
- System Reliability: Mean (or average) revenue miles of service between major mechanical failures

\*not applicable to Lincoln MPO

As part of TPM, each state DOT or public transportation agency and metropolitan planning organization (MPO) must adopt targets for the FHWA/FTA performance measures to strive for within the planning and programming process. The process for setting targets has been taking place since 2017. The State DOT or public transportation agency sets its targets first and the MPOs have 180 days from that time to adopt their targets. For each performance measure, an MPO is required to either 1) establish a regional target or 2) support the state DOT or public transportation agency target and therefore agree to plan and program projects that contribute toward meeting the target.

#### **Lincoln MPO Actions**

State DOTs and MPOs annually establish targets for the FHWA safety performance measures (PM1). In February 2023, the Lincoln MPO adopted to support the NDOT safety performance targets for CY 2023. New annual targets are proposed for CY 2024.

For the FHWA performance measures for infrastructure condition and system performance (PM2 and PM3), state DOTs and MPOs are required to establish 4-year targets. Additional coordination is required between state DOTs and MPOs if a State adjusts its 4-year target at the midpoint of the performance period. In February 2023, the Lincoln MPO adopted to support the NDOT infrastructure condition targets and system performance targets for CY 2022-2025. These new 4-year targets continue to be in effect and may be adjusted next year.

The Lincoln MPO will reflect adopted FHWA performance measure targets in the TIP on its annual cycle and the LRTP on its five-year cycle.

Public transportation agencies and MPOs annually establish targets for the FTA TAM performance measures and safety performance measures. In November 2018, the Lincoln MPO adopted to support the StarTran TAM performance targets for Federal Fiscal Year (FFY) 2019 as established on January 1, 2017 and published in the StarTran Transit Asset Management Plan of September 27, 2018. The Lincoln MPO adopted to support the StarTran safety performance measures targets in November 2020, which are shown in its Public Transportation Agency Safety Plan of July 2020. The target for each performance measure was established as a trend rather than a specific numeric value. Across each measure, the target is to demonstrate an incremental improvement over an established baseline calculated from a recent five-year experience in each category. Current baselines were set as the averages of the performance measures from 2015 to 2019. StarTran will seek annual improvements over this baseline from 2020 through 2024. The current performance measures, baselines and targets are established in the 2022 StarTran Transit Asset Management Plan and 2022 StarTran Public Transportation Agency Safety Plan.

If StarTran updates its TAM and safety performance measures targets, the Lincoln MPO will adopt to support the StarTran targets at the next opportunity.

### NDOT Performance Measure Targets

This section provides a report on the NDOT established performance measure targets to date.

Table 1 shows the NDOT annual targets for safety (PM1) from calendar years 2020 through 2024. NDOT submitted their proposed safety target for 2020-2024 to FHWA in August 2023, which are based on 5-year rolling averages. NDOT met all safety targets for 2020 except the serious injury rate; however, the serious injury rate was better than the 5-year rolling average baseline. NDOT met the targets for 2021 for number and rate of fatalities. Other data for 2021 and for 2022 is not yet available as of the publication of this memo, indicated by cells in gray.

Table 1: NDOT Statewide Targets for Safety (PM1)					
Performance Measures	CY 2020 Target (2016-2020)	CY 2021 Target (2017-2021)	CY 2022 Target (2018-2022)	CY 2023 Target (2019-2023)	CY 2024 Target (2020-2024)
Number of fatalities	239.0	241.0	249.0	254.0	234.0
Rate of fatalities	1.140	1.130	1.270	1.300	1.120
Number of serious injuries	1,442.0	1,408.0	1,358.0	1,319.0	1,168.0
Rate of serious injuries	6.803	6.507	6.323	6.044	5.539
Number of non-motorized fatalities and serious injuries	133.0	126.6	121.4	117.8	96.8

Table 2 shows the NDOT 4-year targets for infrastructure condition (PM2) for a performance period of 2022 to 2025. The actual statewide values in 2022 have met the targets as shown in Table 2.

<b>Table 2: NDOT Statewide Targets for Infrastructure Condition (PM2)</b>			
<b>Performance Measures</b>	<b>4-Year Target (2022-2025)</b>	<b>Statewide - Actual</b>	<b>Lincoln MPO - Analysis</b>
		<b>2022</b>	<b>2022</b>
% of pavements on the Interstate System in good condition	≥65%	72.40%	49.2%
% of pavements on the Interstate System in poor condition	≤5%	0.10%	25.4%
% of pavements on the non-Interstate NHS in good condition	≥40%	54.60%	25.8%
% of pavements on the non-Interstate (NHS) in poor condition	≤10%	1.50%	3.9%
% of NHS bridges classified as in good condition	≥55%	58.5%	<i>Data Not Yet Available</i>
% of NHS bridges classified as in poor condition	≤10%	4.3%	<i>Data Not Yet Available</i>

Table 3 shows the NDOT targets for system performance (PM3) for a performance period of 2022 to 2025 along with the analysis values for statewide and the Lincoln MPO from 2020 through 2022.

<b>Table 3: NDOT Statewide Targets for System Performance (PM3)</b>			
<b>Performance Measures</b>	<b>4-Year Target (2022-2025)</b>	<b>Statewide - Actual</b>	<b>Lincoln MPO - Analysis</b>
		<b>2022</b>	<b>2022</b>
% of person-miles traveled on the Interstate System that are reliable	≥98.5%	99.9%	100.0%
% of person-miles traveled on the non-Interstate NHS that are reliable	≥92.0%	96.0%	96.5%
Truck Travel Time Reliability Index	≤1.20	1.14	1.14

### StarTran Performance Measure Targets

This section provides a report on the StarTran established performance measure targets to date.

Table 4 shows the StarTran annual targets for TAM for fiscal years 2021 through 2023. For FY 2021, the actual values for the rolling stock: paratransit category and the equipment: non-revenue service vehicle category (automobile) exceeded the target values. For FY 2022, the actual value for the equipment: non-revenue service vehicle category (other support vehicle) exceeded the target value.

Table 4 - StarTran Targets for TAM								
Asset Category	Asset Class	ULB*	Measure	FY 2021 Targets	FY 2021 Actual	FY 2022 Targets	FY 2022 Actual	FY 2023 Targets
Rolling Stock: FR Bus	Bus	15 years	% of fleet exceeds ULB	25%	7%	25%	4.5%	4.5%
Rolling Stock: SR Paratransit	Paratransit Van	6 years	% of fleet exceeds ULB	25%	29%	25%	25%	25%
Equipment: Non-Revenue Service Vehicle	Automobile	10 years	% of fleet exceeds ULB	10%	33%	10%	0%	0%
Equipment: Non-Revenue Service Vehicle	Other Support Vehicle	15-20 years	% of fleet exceeds ULB	0%	0%	0%	50%	50%
Facility: StarTran Administration, Bus Storage, and Maintenance	Admin & Maint	40 years	% of StarTran owned facilities rated less than 3.0 on FTA TERM scale	0%	0%	0%	0%	0%
Facility: Parking Facilities	Admin & Maint	40 years	% of StarTran owned facilities rated less than 3.0 on FTA TERM scale	0%	0%	0%	0%	0%

\* ULB – Useful Life Benchmark

Tables 5 and 6 show the StarTran safety performance baseline and targets for fixed route and paratransit (handi-van). StarTran will seek annual improvements over a 2015-2019 baseline from 2020 through 2024. For 2021, the majority of values for both fixed route and paratransit met the targets.

Table 5: StarTran Targets for Fixed Route - 2020-2024				
Performance Category		2015-2019 Baseline	Target	2021 Value
Fatalities	Total	0	0	0
	Rate per 100,000 VRM	0	0	0
Injuries (Minor/Major)	Total	2.6	Reduction from baseline	1
	Rate per 100,000 VRM	0.16	Reduction from baseline	.065
Safety Events (Minor/Major)	Total	1.4	Reduction from baseline	1
	Rate per 100,000 VRM	0.09	Reduction from baseline	.065
System Reliability (Minor/Major)	VRM Between Failures (Total)	4,000	Increase from baseline	3,717

<b>Table 6: StarTran Targets for Paratransit (Handi-Van) - 2020-2024</b>				
<b>Performance Category</b>		<b>2015-2019 Baseline</b>	<b>Target</b>	<b>2021 Value</b>
Fatalities	Total	0	0	0
	Rate per 100,000 VRM	0	0	0
Injuries (Minor/Major)	Total	0	0	0
	Rate per 100,000 VRM	0	0	0
Safety Events (Minor/Major)	Total	0	0	0
	Rate per 100,000 VRM	0	0	0
System Reliability (Minor/Major)	VRM Between Failures (Total)	14,200	Increase from baseline	16,710

### **MPO Staff Recommendation**

Lincoln MPO staff recommends support of the below updated MPO targets for the federal performance measures:

- FHWA Safety Performance Measures (PM1) – Support the annual NDOT targets

With supporting the NDOT and StarTran performance measure targets, the Lincoln MPO is agreeing to plan and program projects in a manner that contributes towards the accomplishment of these targets. The MPO Technical Committee is scheduled to meet on January 4, 2023 and the meeting agenda includes the review and action on MPO targets for FHWA safety performance measures.

## Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	7
MEETING DATE	January 4, 2024
REQUEST	VOTE: Amendment to the 2050 Long Range Transportation Plan
ASSOCIATED MEETINGS	None
APPLICANT(S)	Larry Legg, Lancaster County Engineering, <a href="mailto:llegg@lancaster.ne.gov">llegg@lancaster.ne.gov</a> , 402-441-1852 Carla Cosier, LTU-StarTran, <a href="mailto:ccosier@lincoln.ne.gov">ccosier@lincoln.ne.gov</a> , 402-441-7075 Allison Speicher, Lincoln Parks and Recreation, <a href="mailto:aspeicher@lincoln.ne.gov">aspeicher@lincoln.ne.gov</a> , 402-441-1652
STAFF CONTACT	Rachel Christopher, <a href="mailto:rchristopher@lincoln.ne.gov">rchristopher@lincoln.ne.gov</a> , 402-441-7603
LINK TO MAP	<a href="#">148<sup>th</sup> Street and Holdrege Street</a> <a href="#">S. 98th Street, Old Cheney Road to US-34</a> <a href="#">Saltillo Road, S. 27<sup>th</sup> Street to S. 68<sup>th</sup> Street</a> <a href="#">NW 56<sup>th</sup> Street, I-80 to W. Holdrege Street</a> <a href="#">Multimodal Transportation Center</a> <a href="#">Landmark Fletcher Trail</a> <a href="#">Beal Slough Trail</a> <a href="#">Waterford Trail</a>

### 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 is proposing revisions on behalf of Lancaster County Engineering, Lincoln Transportation and Utilities-StarTran, and Lincoln Parks and Recreation to amend the 2050 LRTP. The revisions would reflect increases in several project cost estimates that are programmed in the Lincoln MPO Transportation Improvement Program (TIP), which will allow the two documents to remain in conformance and ensure that federal funding can be obligated. Details of the amendment appear below.

- Transit:
  - Multimodal Transportation Center – Increase the cost from \$33,876,253 to \$34,952,900. This includes the cost of active transportation enhancements associated with the project.
- Rural Roads & Bridges:
  - N. 148<sup>th</sup> Street and Holdrege Street – Increase the cost from \$703,000 to \$1,463,000
  - S. 98<sup>th</sup> Street, Old Cheney Road to US-34 – Increase the cost from 12,592,700 to \$17,195,600
  - Saltillo Road, S. 27<sup>th</sup> Street to S. 68<sup>th</sup> Street – Increase the cost from \$12,479,400 to \$14,804,000
  - NW 56<sup>th</sup> Street, W. O Street to W. Holdrege Street – Increase cost from \$1,200 to \$4,020,000
  - Project 102 (N. 98<sup>th</sup> Street, Holdrege Street to US-6) – Adjust cost allocation for project under the Lancaster County Rural Roads Projects Fiscally Constrained Plan
- Trails:
  - Landmark Fletcher Trail, Fletcher Avenue from N. 27<sup>th</sup> Street to N. 14<sup>th</sup> Street – Increase the cost from \$990,000 to \$1,815,100
  - Beal Slough Trail, S. 56<sup>th</sup> Street and London Road to S. 70<sup>th</sup> Street and Yankee Hill Road – Increase the cost from \$1,480,000 to \$1,976,600
  - Waterford Trail, N. 84<sup>th</sup> Street to Stevens Creek – Increase the cost from \$900,000 to \$2,742,300

### *LRTP Revisions*

- Revise the project costs for N. 148<sup>th</sup> Street and Holdrege Street; S. 98<sup>th</sup> Street, Old Cheney Road to US-34; Saltillo Road, S. 27<sup>th</sup> Street to S. 68<sup>th</sup> Street; and NW 56<sup>th</sup> Street, W. O Street to W. Holdrege Street and adjust cost allocation for Project ID 102 in Table 7.5 (Fiscally Constrained Rural Road & Bridge Capital Projects) on Page 7-8.
- Revise the project cost for the Multimodal Transportation Center project in Table 7.8 (Priority Transit Projects) on Page 7-19.
- Revise the project costs for the Landmark Fletcher, Beal Slough, and Waterford Trails in Table 7.9 (Priority Trail Projects) on Page 7-21.

This amendment will update any associated tables and figures linked to the 2050 Comprehensive Plan.

## POLICY CONSIDERATIONS

This amendment is being done based on requirements by Nebraska Department of Transportation (NDOT) environmental staff.

## BUDGET CONSIDERATIONS

The proposed increase in Surface Transportation Block Grant (STBG) and TAP funds already appear in the TIP and/or are being proposed with a concurrent TIP amendment and can be accommodated within a fiscally constrained plan.

## 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)
<b>NDOT Highways Program</b>	
NDOT Projects	\$548.16
<b>Rural Roads Program (Lancaster County)</b>	
Operations & Maintenance	\$391.78
Pavement Maintenance & Pipes	\$258.31
Roadway Capital Projects (and Bridges)	\$187.66
<b>Urban Roads Program (Lincoln)</b>	
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
<b>Multimodal Program</b>	
Transit	\$754.00
Trail Projects	\$37.99
Trail Rehabilitation	\$19.03
On-Street Bike Projects	\$8.93
Pedestrian, Bike Share, and TDM	\$51.02
<b>Total</b>	<b>\$4,775.77</b>

## 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

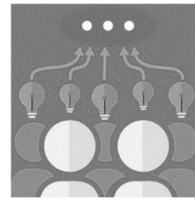
The Roadway Capital Projects and Trails Projects were evaluated with oversight by the Roadway and Trails Evaluation Committees, respectively, both of which are a subset of the POPC.

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.

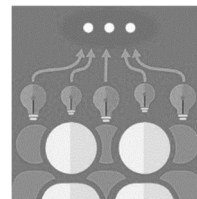
**Table 7.2 Roadway Project Evaluation Criteria**

Goal Area		Evaluation Criteria
	<b>Maintenance</b>	Is the project located on a road that is in poor condition and would therefore serve dual functions of rehabilitating and improving the road?
	<b>Mobility and System Reliability</b>	Is the project located on a road that is currently congested or expected to experience congestion in the future?
	<b>Livability and Travel Choice</b>	Does the project include multimodal elements?
	<b>Safety and Security</b>	Will the project alleviate a known safety problem?
	<b>Economic Vitality</b>	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)?
	<b>Environmental Sustainability</b>	Will the project impact the natural, cultural, or built environment?
	<b>Transportation Equity</b>	Is the project located in an area with underserved and overburdened communities?
	<b>Funding and Cost Effectiveness</b>	How does the cost of the project compare to the benefits?
	<b>Community Support</b>	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	
 <b>Maintenance</b>		Will the project improve the condition of the existing facility?
 <b>Mobility and System Reliability</b>		Will the project complete a gap in the trail system?
 <b>Livability and Travel Choice</b>		Will the project encourage the use of alternative modes of transportation?
 <b>Safety and Security</b>		Will the project alleviate a known safety problem?
 <b>Economic Vitality</b>		Will the project improve access to and/or add value to surrounding land uses?
 <b>Environmental Sustainability</b>		Will the project protect the natural, cultural, and built environment?
 <b>Transportation Equity</b>		Is the project located in an area with underserved and overburdened communities?
 <b>Funding and Cost Effectiveness</b>		How does the cost of the project compare to the benefits?
 <b>Community Support</b>		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
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

## 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 56<sup>th</sup> 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 56<sup>th</sup> 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	<del>\$703,000</del> 1,463,000				1
Committed	98	S 98th Street	Old Cheney Road to US-34	Programmed Paving	<del>\$12,592,700</del> 17,195,600				1
Committed	92	Saltillo Road	S 27th Street to S 68th Street	Two Lane Widening	<del>\$12,479,400</del> 14,804,000				1
	234	S. 68 <sup>th</sup> 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 <sup>th</sup> Street	Alvo Road to Ashland Road	Pavement and Two Lane Widening with Shoulders	\$12,076,200	2025	\$12,076,200	\$22,856,900	4
<b>1</b>	104	S 120th Street	Bennet Road North 0.5 Miles	Potential Paving	\$650,000	2026	\$1,046,832	\$23,903,732	
<b>2</b>	156	NW 56th Street	W O to W Holdrege Street	Potential Paving	<del>\$1,200,000</del> 4,020,000	2026	<del>\$1,932,612</del> 4,020,000	<del>\$27,923,732</del> \$25,836,344	
<b>3</b>	100	SW 14th Street	NE-33 to W Bennet Road	Programmed Paving	\$1,300,000	2026	\$2,093,663	<del>\$30,017,395</del> \$27,930,007	
<b>4</b>	103	W Van Dorn Street	SW 112th Street to SW 84th Street	Programmed Paving	\$1,300,000	2027	\$2,240,219	<del>\$32,257,614</del> \$30,170,226	
<b>5</b>	105	Arbor Road	N 27th Street to US-77	Paving and Bridge Replacement of Bridge F-201 near N 27 <sup>th</sup> Street	\$5,930,000	2029	\$11,699,558	<del>\$43,957,172</del> \$41,869,784	
<b>6</b>	101	Fletcher Avenue	N 84th Street to N 148th Street	Programmed Paving	\$5,000,000	2032	\$11,858,824	<del>\$55,815,996</del> \$53,728,608	
<b>7</b>	95	NW 27th Street	Hwy-34 to W Waverly Road	Potential Paving	\$4,550,000	2034	\$11,897,661	<del>\$67,713,657</del> \$65,626,269	
<b>8</b>	93	W A Street	SW 84th Street to SW 52nd Street	Programmed Paving	\$2,600,000	2035	\$7,138,597	<del>\$74,852,254</del> \$72,764,866	
<b>9</b>	206	SW 16th Street	Bridge O-1 near W Calvert Street	Replace CB	\$168,000	2035	\$461,263	<del>\$75,313,517</del> \$73,226,129	

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)	
10	94	Havelock Avenue	Stevens Creek to N 112th Street	Potential Paving	\$1,820,000	2036	\$5,246,869	<del>\$80,560,386</del> <del>\$78,472,998</del>	
11	207	SW 15th Street	Bridge O-140 near W Stockwell Street	Replace CB	\$168,000	2036	\$484,326	<del>\$81,044,712</del> <del>\$78,957,324</del>	
12	201	S 120th Street	Bridge J-138 near A Street	Replace with CBC	\$612,000	2037	\$1,852,548	<del>\$82,897,261</del> <del>\$80,809,873</del>	
13	111	N 1st Street	Alvo Road to McKelvie Road	Potential Paving	\$1,300,000	2037	\$3,935,152	<del>\$86,832,412</del> <del>\$84,745,024</del>	
14	181	Saltillo Road	S 68th Street to S 120th Street	Two Lane Widening	\$2,450,000	2038	\$7,787,059	<del>\$94,619,472</del> <del>\$92,532,084</del>	
15	171	N 162nd Street	US-6 to Ashland Road	Potential Paving	\$5,530,000	2041	\$20,347,002	<del>\$114,966,474</del> <del>\$112,879,086</del>	
16	200	S 112th Street	Bridge J-135 near A Street	Replace with CBC	\$612,000	2042	\$2,364,373	<del>\$117,330,847</del> <del>\$115,243,459</del>	
17	114	W Adams Street	NW 84th Street to NW 56th Street	Potential Paving	\$2,600,000	2043	\$10,546,959	<del>\$127,877,806</del> <del>\$125,790,418</del>	
18	91	S 68th Street	Hickman to Roca Road	Two Lane Widening with Shoulders	\$2,000,000	2044	\$8,518,698	<del>\$136,396,504</del> <del>\$134,309,116</del>	
19	115	Van Dorn Street	S 120th Street to S 148th Street	Potential Paving	\$2,600,000	2046	\$12,209,423	<del>\$148,605,927</del> <del>\$146,518,539</del>	
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	<del>\$165,111,048</del> <del>\$163,023,660</del>	
21	102	N 98th Street	Holdrege Street to US-6	Potential Paving	<del>\$4,516,647</del> <del>\$4,150,948</del>	2050	<del>\$25,780,728</del> <del>\$23,693,340</del>	\$188,804,388	2

<sup>1</sup> 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.

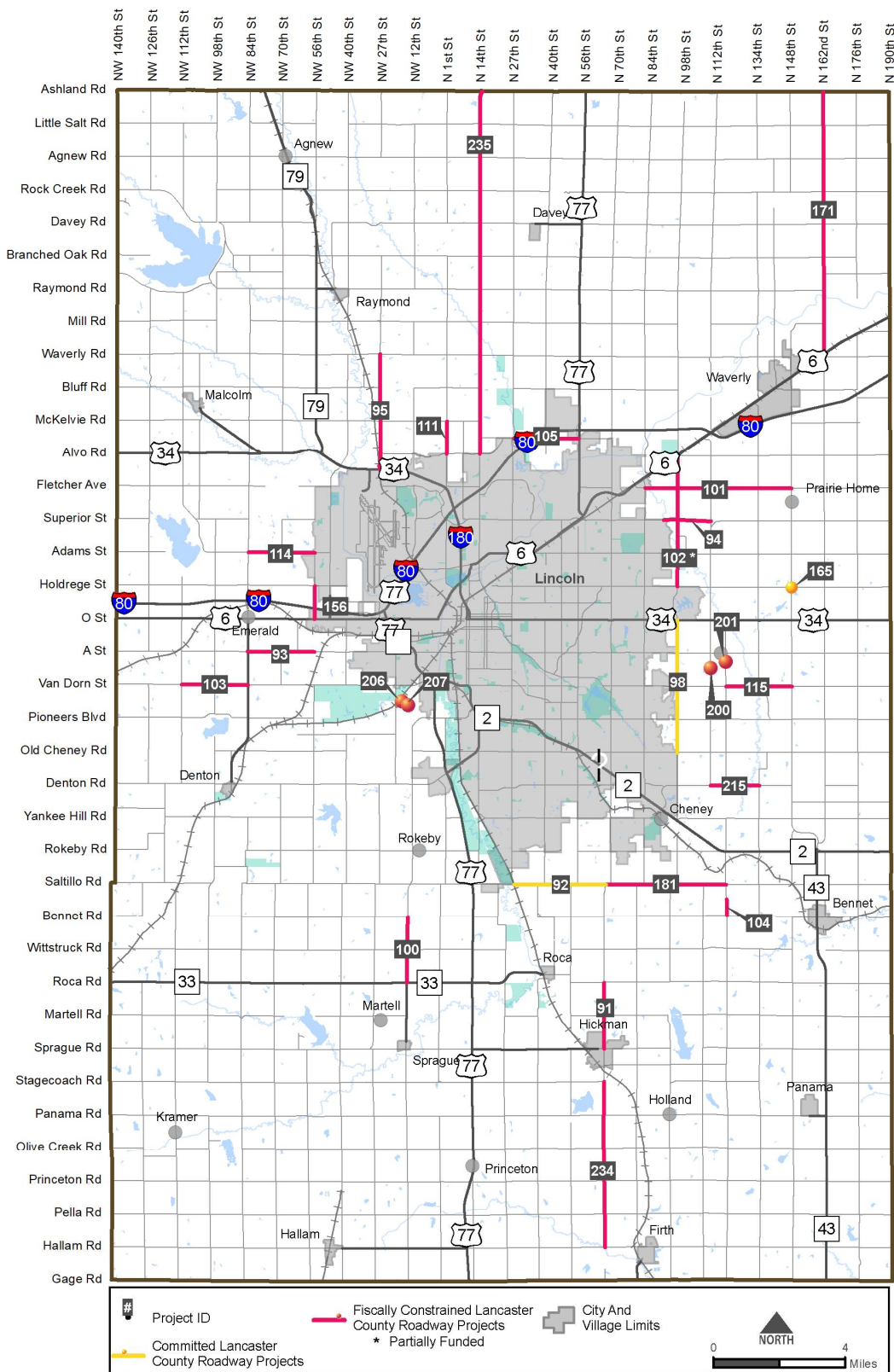
<sup>2</sup> Project ID 102 is partially funded (approximately 258%) within the Fiscally Constrained Plan.

<sup>3</sup> Project ID 234 added to the Fiscally Constrained Plan via MISC22002.

<sup>4</sup> Project ID 235 added to the Fiscally Constrained Plan via MISC22012.

Amended December 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 LRTP recommends fully funding (\$91.5 million) continuation of these essential staff functions.

### Roadway Capital Projects

The LRTP 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 LRTP 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 LRTP 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 LRTP 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 LRTP 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 LRTP.

**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
<b>1</b>	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	
<b>2</b>	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	
<b>3</b>	41	N 48th Street	Adams Street to Superior Street	4 lanes + intersection improvements	\$14,100,000	2029	\$27,818,510	\$47,118,862	
<b>4</b>	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	
<b>5</b>	87	W Holdrege Street	Chitwood Lane to NW 40th Street	2 lanes + intersection improvements	\$1,950,000	2029	\$3,847,241	\$52,889,723	
<b>6</b>	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	
<b>7</b>	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

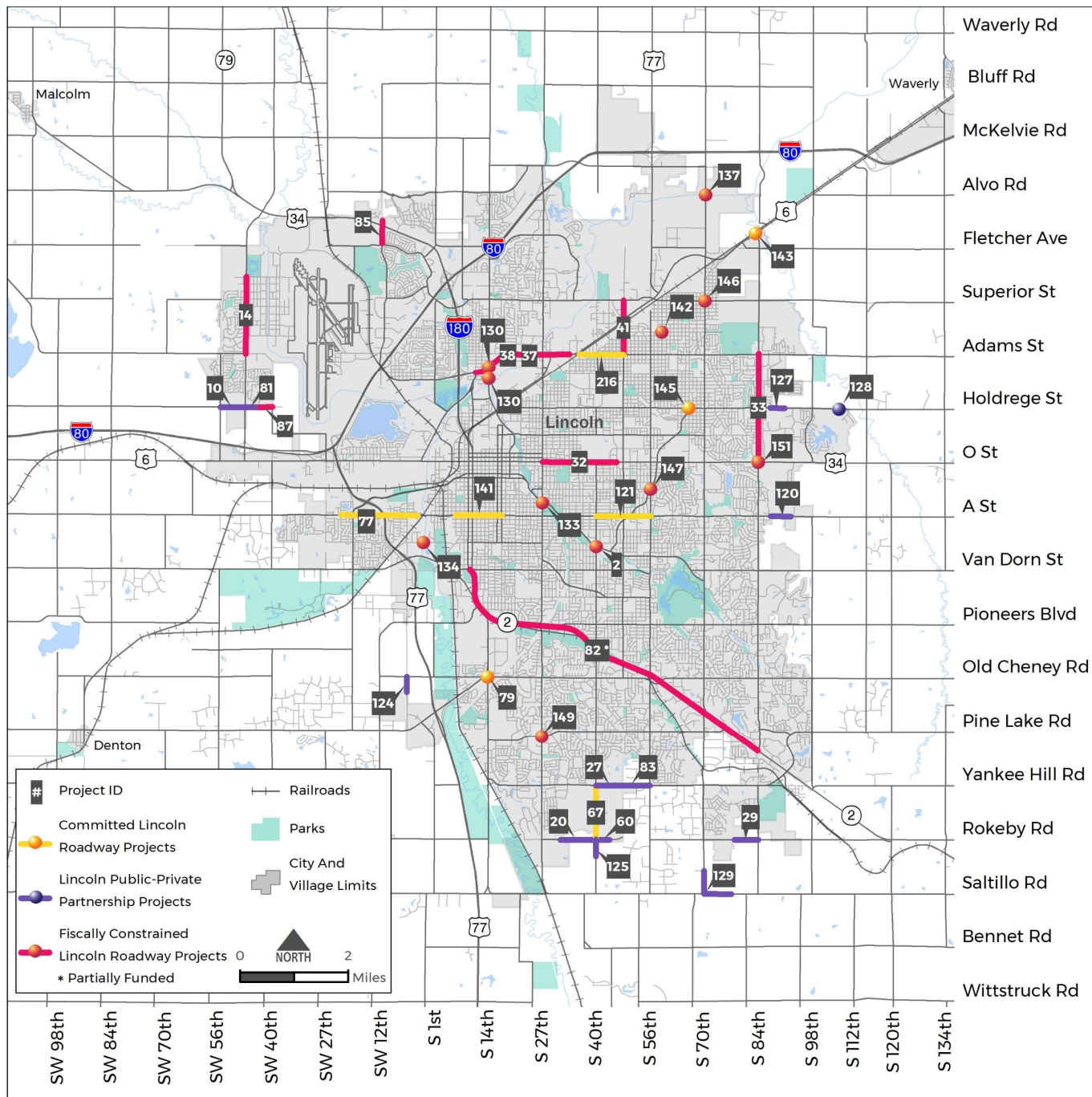
<sup>1</sup> Committed projects are included in the 2022-2025 Transportation Improvement Program and are assumed to be fully funded and constructed prior to allocation of resources to other Rural Road & Bridge Capital Projects.

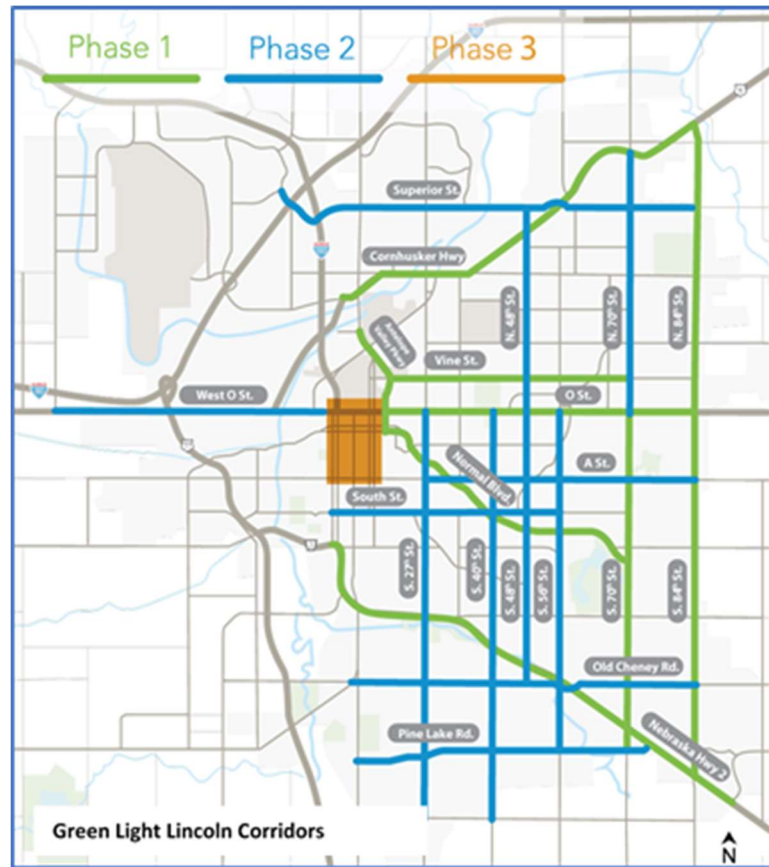
<sup>2</sup> Public-private partnership (PPP) projects are assumed to be fully funded and constructed during the time horizon of the 2050 LRTP. The public funding sources and specific timing of these projects are uncertain. These projects are listed at the top of the Fiscally Constrained Plan in recognition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

<sup>3</sup> 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

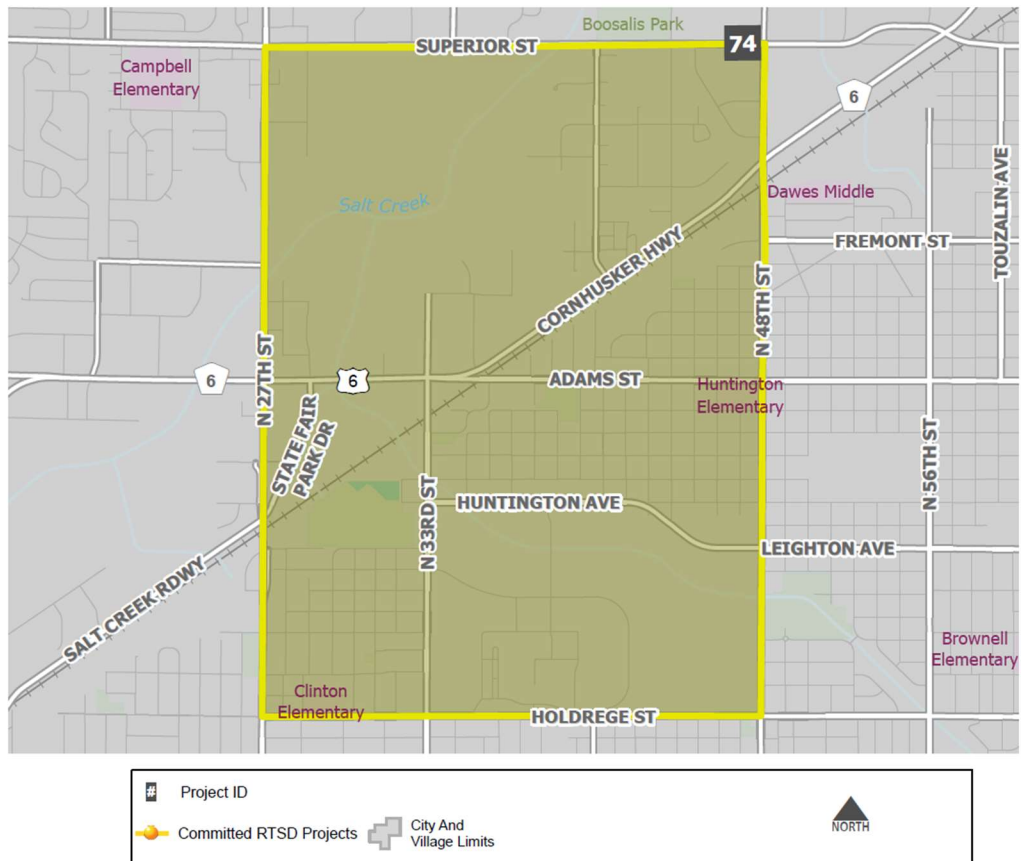
project (Project ID 74, cost estimate of \$115.6 million), which is in the current TIP and scheduled for completion by 2029. This project includes intersection improvements (dual westbound left turn lanes) at Cornhusker Highway (US-6) and State Fair Park Drive . The intersection improvements were originally assigned a separate project ID but are now shown under Project ID 74 as they are included in the overall scope of the 33<sup>rd</sup>/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 <sup>rd</sup> Street	N. 33 <sup>rd</sup> /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

<sup>1</sup> 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, 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.

A federal RAISE grant was awarded in 2022 for the new Multimodal Transportation Center and the project will incorporate active transportation design elements funded through the Carbon Reduction Program and included in the project cost. The local match will use in-kind contributions and other local funds.

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.

**Table 7.8 Priority Transit Projects**

Project Description	Project Cost (2021\$)
<b>Funded/Committed Transit Projects</b>	
Multimodal Transportation Center	<del>\$33,876,253</del> 34,952,900
Maintenance Facility Construction/Relocation	\$22,309,500
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
<b>Priority Transit Projects</b>	
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
<b>Funded/Committed Trail Projects</b>					
T-45	Landmark Fletcher	Fletcher Ave from N 27th St to N 14th St	Sidepath	<del>\$990,000</del> 1,815,100	
T-61	Beal Slough Trail	S 56th St and London Rd to S 70th St and Yankee Hill	New Trail	<del>\$1,480,000</del> 1,976,600	
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	<del>\$900,000</del> 2,742,300	
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	
T-67	Old Cheney Rd	Warlick Blvd to Jamaica North	Sidepath	\$250,000	
<b>Trail Projects to be Completed with Fiscally Constrained Roadway Projects</b>					
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 <sup>th</sup> Street Trail	Hwy 2 intersection improvements	Crossing Improvements	\$2,200,000	4
<b>Priority Trail Projects</b>					
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	

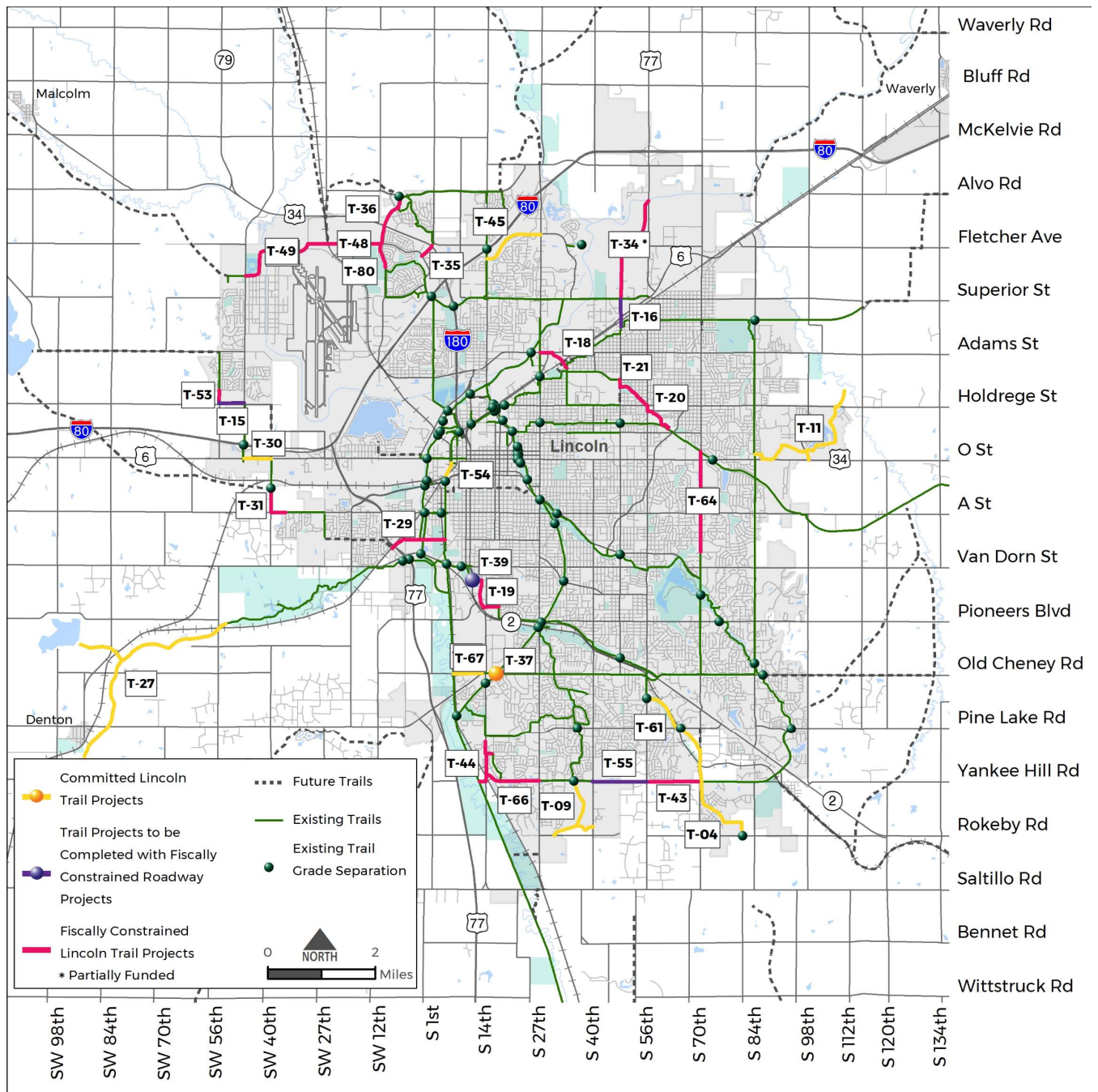
1 Project T-16 to be completed with Roadway Capital Project 41 (N 48<sup>th</sup> Street from Adams Street to Superior Street)

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

3 Project T-15 to be completed with Roadway Capital Project 10 (W Holdrege Street from NW 56<sup>th</sup> Street to NW 48<sup>th</sup> 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.

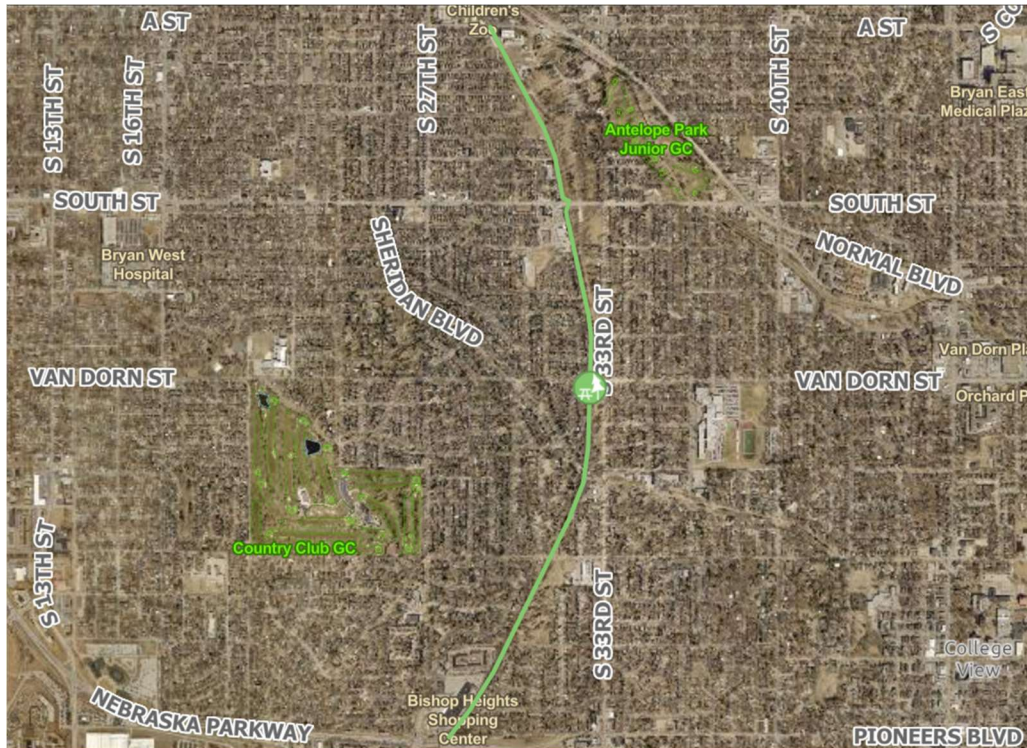
Figure 7.4 Priority Trail Projects



**Table 7.10 Trail Widening Projects**

Trail Name	Limits	Description	Project Cost (2021\$)
<b>Funded/Committed Trail Widening Projects</b>			
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 7.11 On-Street Bike Projects to be Constructed with Fiscally Constrained Roadway Projects**

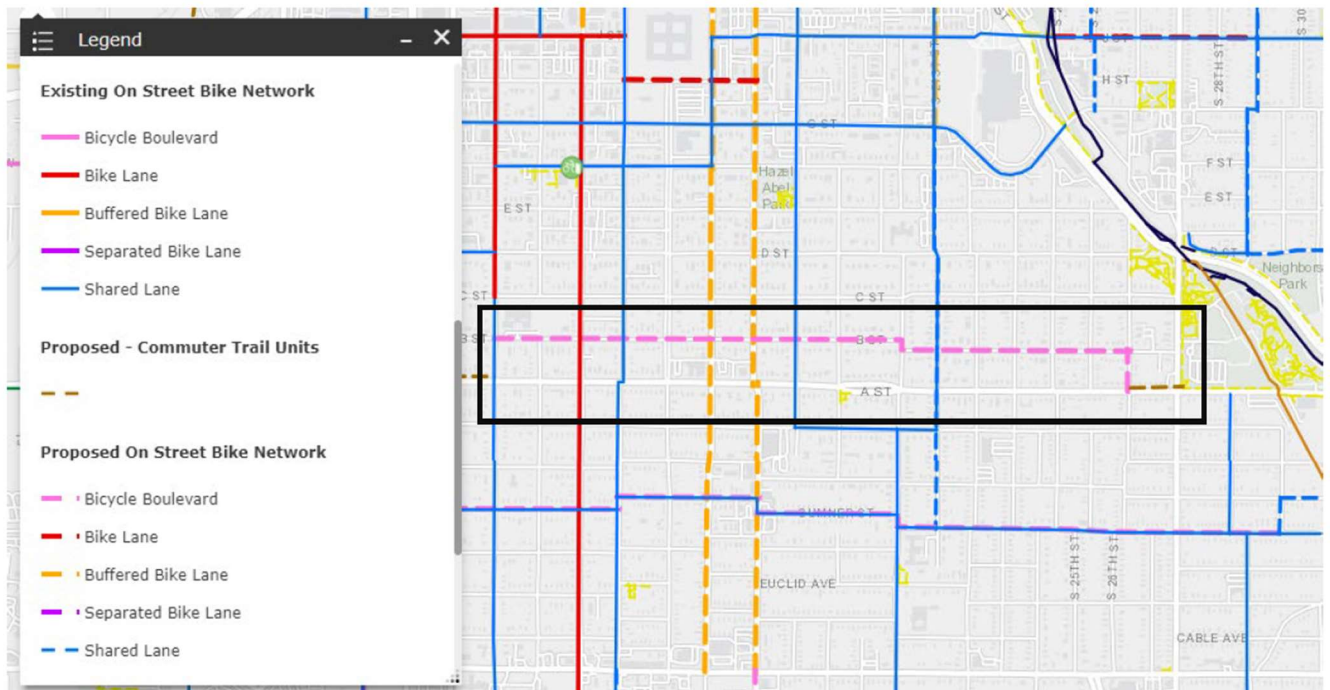
Roadway Project ID	Street	Project Limits	Bike Plan Project ID	Street	From	To	Description
10	W Holdrege Street	NW 56th Street to NW 48th Street	153	W Holdrege St	W Patridge Ln	NW 40th St	Sidepath
77	W A Street	SW 36th Street to SW 5th Street	47	W A St	SW 40th St	S Folsom St	
				W A St	S Folsom St	Multi-use 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
		Adams Street to Superior Street		N 48th St	Cornhusker Hwy/RR		Intersection Enhancements
			102	N 48th St	Judson St	Hartley St	Sidepath
82	Nebraska Hwy 2	S 84th Street to Van Dorn Street	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 <sup>th</sup> Street, and A Street	42	S 11 <sup>th</sup> Street	S 27 <sup>th</sup> 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 7.7** and mapped on **Figure 7.8** and **Figure 7.9** 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 7.7 Congestion Levels**

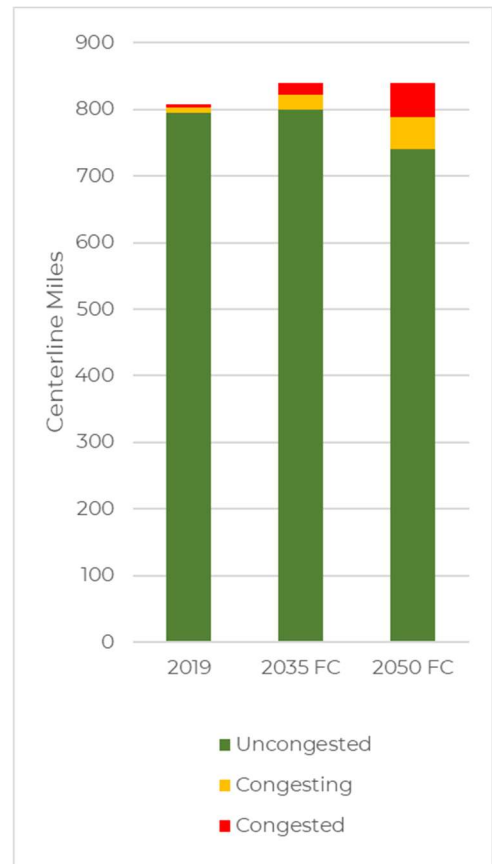


Figure 7.8 2035 Congestion Levels (Fiscally Constrained Plan)

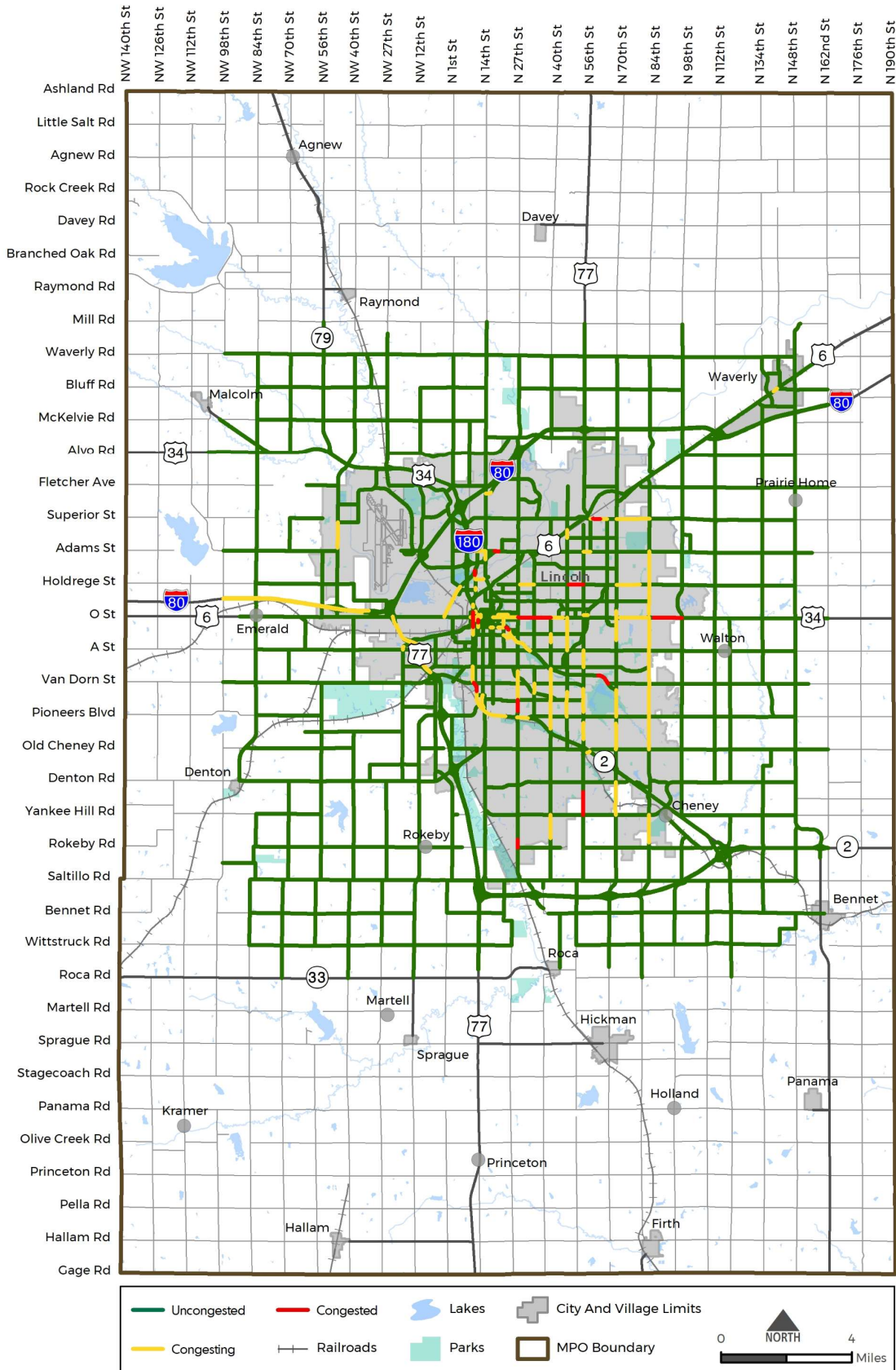
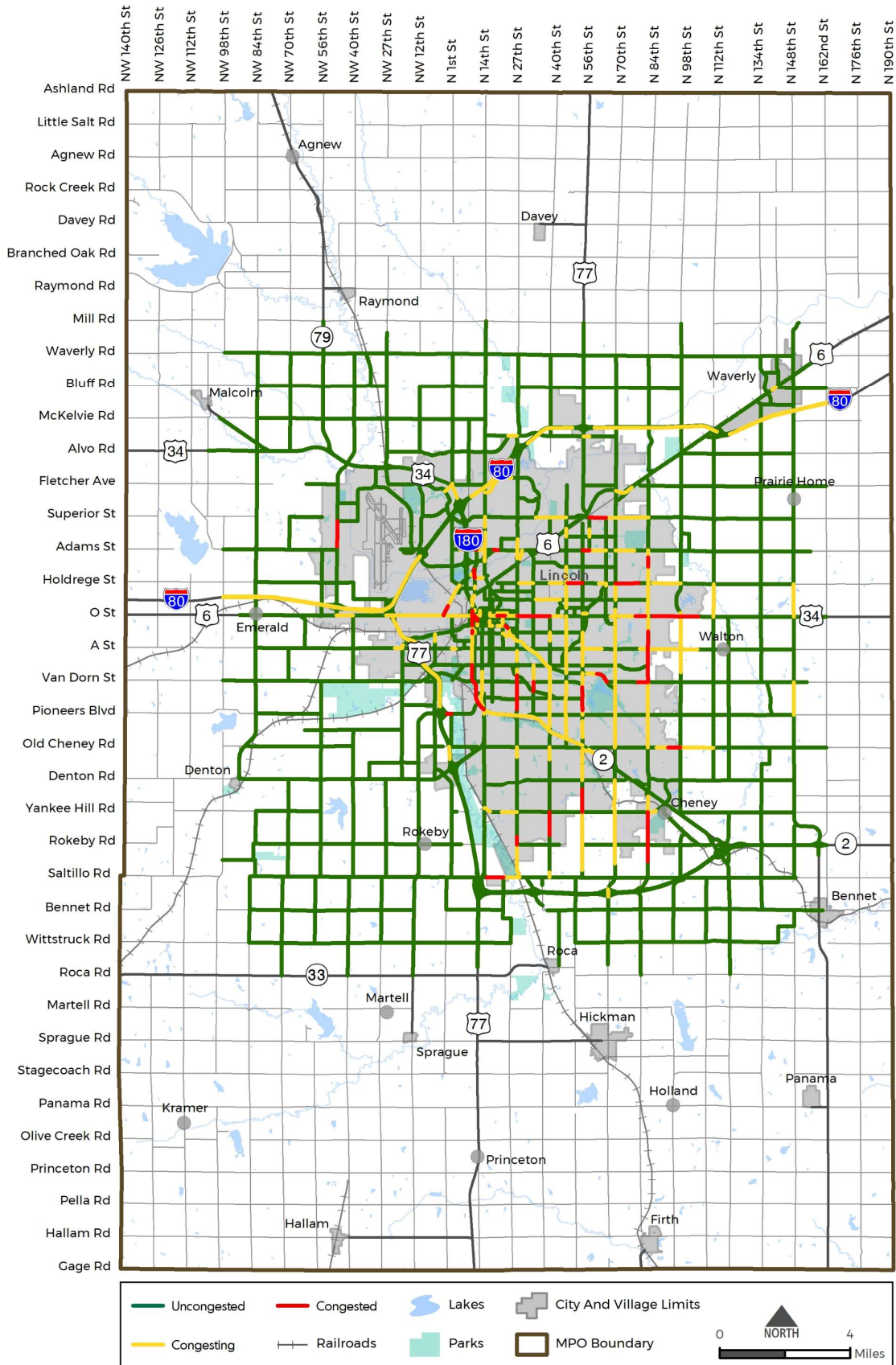


Figure 7.9 2050 Congestion Levels (Fiscally Constrained Plan)



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, 84<sup>th</sup> Street, O Street) show “congested” conditions on **Figure 7.8** and **Figure 7.9**. 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<sub>2.5</sub>), two precursor pollutants for ozone (volatile organic compounds [VOC] and oxides of nitrogen [NOx]), and overall GHGs expressed as carbon

dioxide (CO<sub>2</sub>) equivalents. These pollutants are of concern for several reasons:

- **Particulate Matter:** PM<sub>2.5</sub>, 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<sub>2.5</sub> 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<sub>2.5</sub> 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<sub>x</sub> 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:** CO<sub>2</sub> 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 CO<sub>2</sub> emissions (CO<sub>2</sub> equivalents, or CO<sub>2</sub>e).

### 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 7.10**) 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 7.10**). 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 7.14** lists average emission rates of the entire region and all of the various traffic conditions during the course of the example day. **Table 7.14** results are condensed from a full day and include more weather conditions than the single hour shown on **Figure 7.11**.

**Table 7.14 Composite Vehicle Pollutant Emission Rates**

Pollutant	2020 (g/mile)	2035 (g/mile)	2050 (g/mile)
PM <sub>2.5</sub>	0.018	0.0081	0.0075
NOx	0.63	0.24	0.21
VOC	0.076	0.018	0.015
GHGs as CO <sub>2</sub>	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 7.11**). 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 7.15**).

For PM<sub>2.5</sub>, NOx and VOC, total emissions in 2050 are calculated to be substantively lower than 2020 even with more VMT (**Figure 7.11**). 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.

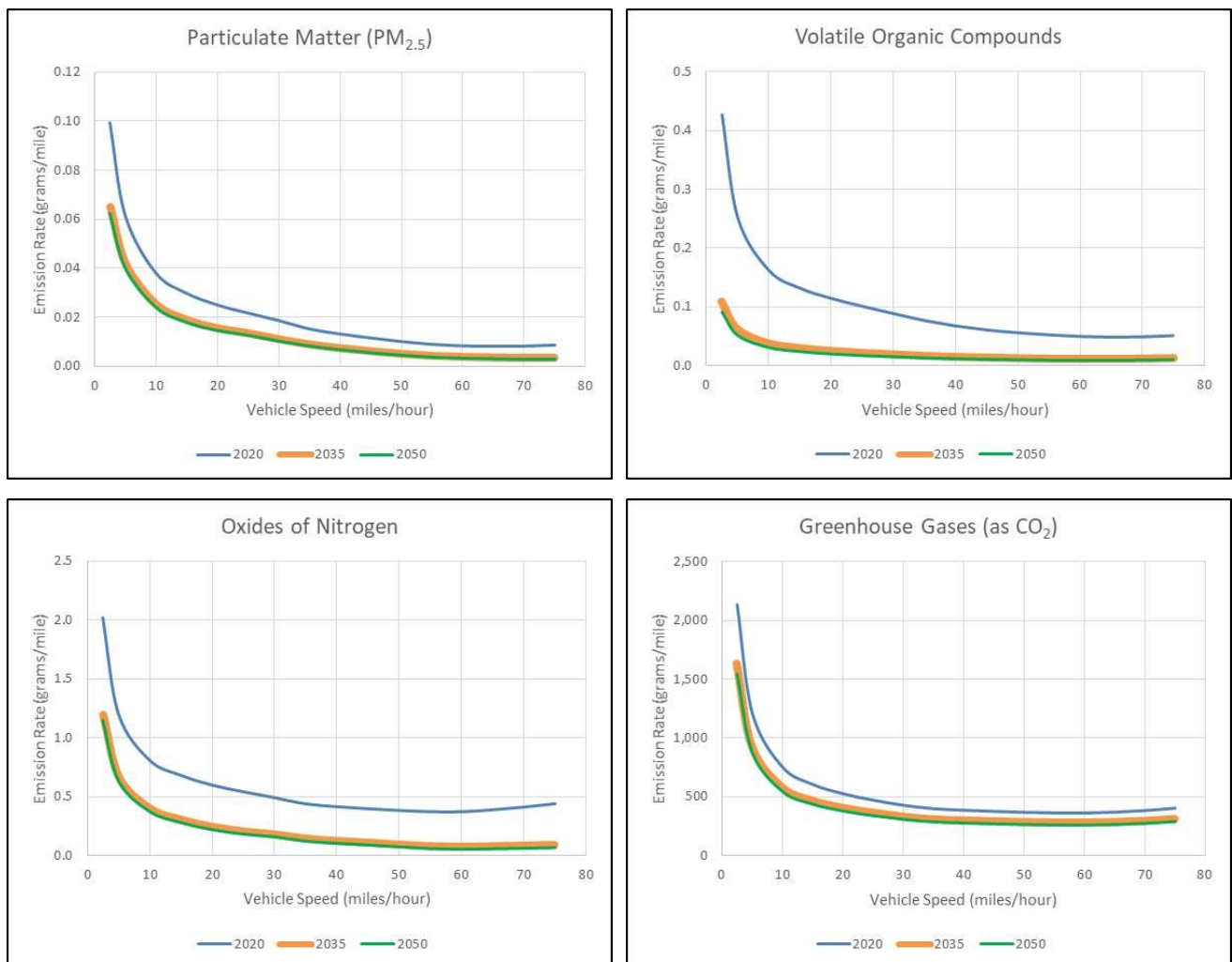
GHG emissions are expected to be higher in 2035 and 2050 than in 2020 because the expected growth in VMT will more than overtake the expected reduction in GHG emission rates. Note that these results do not include widespread use of electric vehicles or other emerging technologies that currently are not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



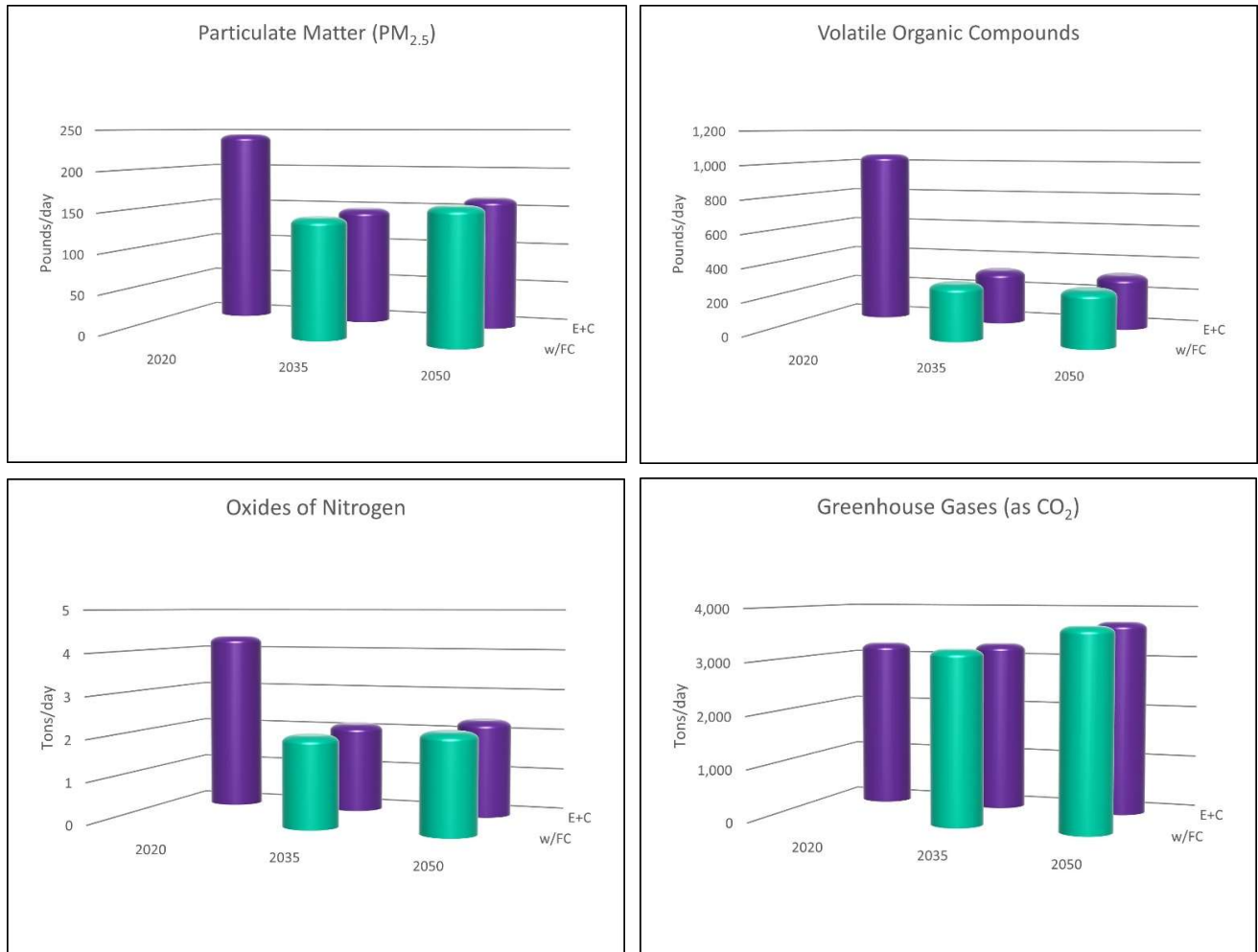
**Table 7.15 Composite Daily Pollutant Total Emissions (tons per day)**

Pollutant	2020	2035 E+C	2035 FC	2050 E+C	2050 FC
PM2.5	0.12	0.07	0.07	0.08	0.08
NOx	4.3	2.1	2.1	2.3	2.3
VOC	0.52	0.16	0.16	0.16	0.16
GHGs as CO2	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 7.11 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 56<sup>th</sup> 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**.

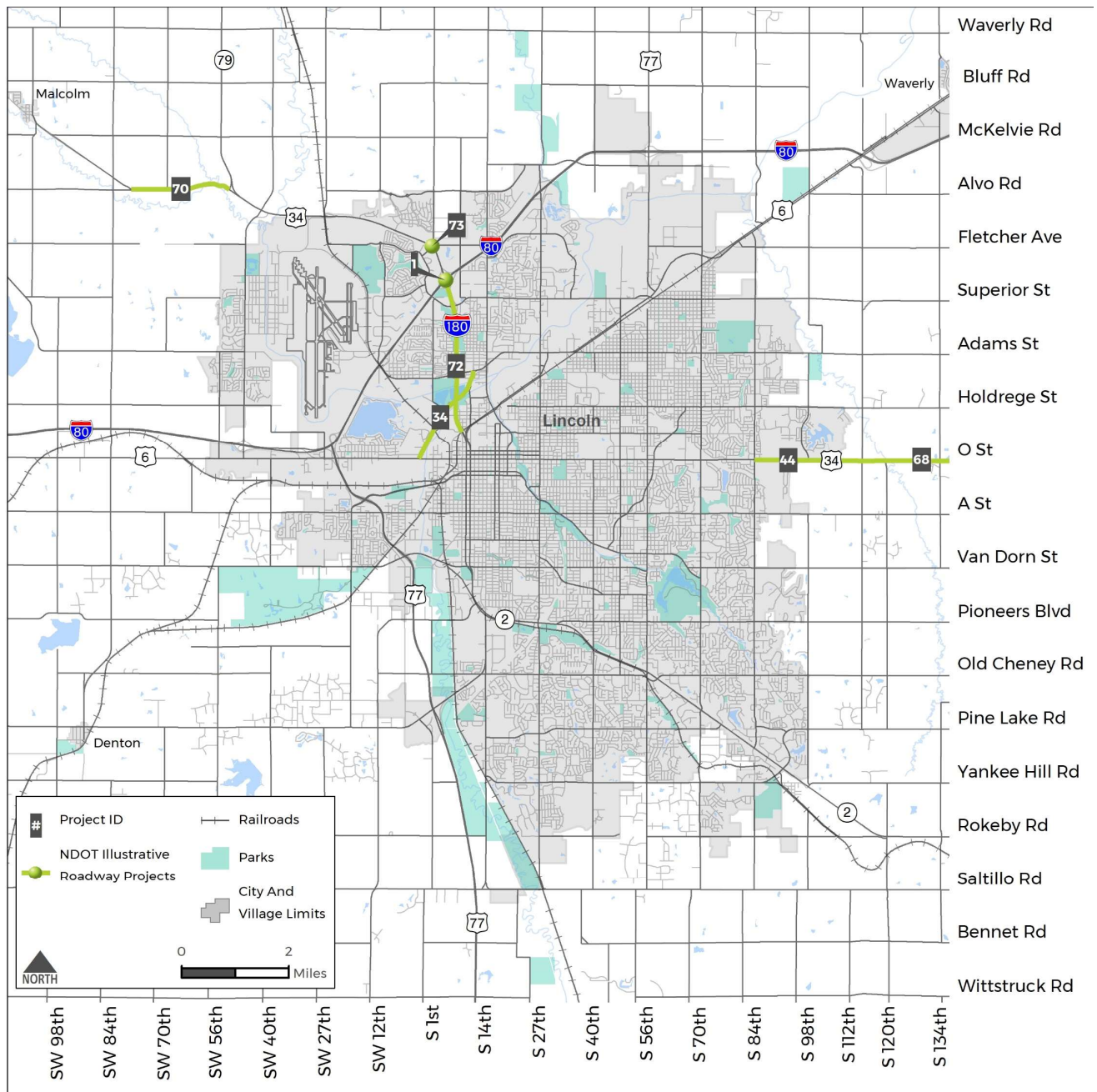
#### Lincoln Urban Roadway Capital Projects

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
<b>Illustrative Plan (Unfunded) Total</b>				<b>\$226,000,000</b>

Figure 7.12 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
<b>16<sup>i</sup></b>	108	S 1st Street	Old Cheney Road to Pioneers Boulevard	Programmed Paving	\$1,000,000
<b>25</b>	182	N 14th Street	Arbor Road	Intersection improvements	\$650,000
<b>26</b>	211	S 46th Street	Bridge S-59 near Bennet Road	Replace CB	\$925,000
<b>27</b>	116	Panama Road	US-77 to S 54th Street	Potential Paving	\$3,900,000
<b>28</b>	158	N 148th Street	O Street to McKelvie Road	Two Lane Widening	\$4,018,000
<b>29</b>	110	W Waverly Road	NE-79 to N 14th Street	Potential Paving	\$6,500,000
<b>30</b>	197	Van Dorn Street	Bridge K-37 near S 98th Street	Replace CBC	\$652,000
<b>31</b>	118	Bluff Road	I-80 to N 190th Street	Potential Paving	\$1,430,000
<b>32</b>	109	W Waverly Road	NW 112th Street to NE-79	Potential Paving	\$5,200,000
<b>33</b>	161	S 148th Street	Old Cheney Road	Intersection improvements	\$650,000
<b>34</b>	178	S 68th Street	Martel Road	Intersection improvements	\$650,000
<b>35</b>	202	Old Cheney Road	Bridge O-37 near S 1st Street	Bridge Replacement	\$3,465,000
<b>36</b>	163	S 148th Street	Van Dorn Street	Intersection improvements	\$650,000
<b>37</b>	162	S 148th Street	Pioneers Boulevard	Intersection improvements	\$650,000
<b>38</b>	157	S 148th Street	Yankee Hill Road to O Street	Two Lane Widening	\$4,900,000
<b>40</b>	159	S 148th Street	Yankee Hill Road	Intersection improvements	\$650,000
<b>41</b>	167	N 148th Street	Havelock Avenue	Intersection improvements	\$650,000
<b>42</b>	169	N 148th Street	Prairie Home	Intersection improvements	\$1,300,000
<b>43</b>	117	McKelvie Road	NW 27th Street to N 14th Street	Potential Paving	\$3,900,000
<b>44</b>	97	N 14th Street	Waverly Road to Raymond Road	Two Lane Widening	\$1,000,000
<b>45</b>	175	S 68th Street	Olive Creek Road	Intersection improvements	\$650,000
<b>46</b>	99	N 14th Street	Arbor Road to Waverly Road	Two Lane Widening	\$1,250,000
<b>47</b>	160	S 148th Street	Pine Lake Road	Intersection improvements	\$650,000
<b>48</b>	176	S 68th Street	Panama Road	Intersection improvements	\$650,000
<b>49</b>	170	N 148th Street	Alvo Road	Intersection improvements	\$650,000
<b>50</b>	179	S 68th Street	Wittstruck Road	Intersection improvements	\$650,000
<b>51</b>	198	S 56th Street	Bridge P-92 near Rokeby Road	Replace with CBC	\$1,460,000
<b>52</b>	174	S 68th Street	Princeton Road	Intersection improvements	\$650,000
<b>53</b>	166	N 148th Street	Adams Street	Intersection improvements	\$650,000
<b>54</b>	177	S 68th Street	Stagecoach Road	Intersection improvements	\$650,000
<b>55</b>	164	S 148th Street	A Street	Intersection improvements	\$650,000
<b>56</b>	196	N 112th Street	Bridge J-126 near Holdrege Street	Bridge Replacement	\$1,571,000
<b>57</b>	208	Pioneers Blvd	Bridge Q-72 near S 138th Street	Bridge Replacement	\$1,188,000
<b>58</b>	168	N 148th Street	Fletcher Avenue	Intersection improvements	\$650,000
<b>59</b>	203	Van Dorn Street	Bridge J-22 near S 134th Street	Bridge Replacement	\$1,060,000
<b>60</b>	199	A Street	Bridge J-47 near S 120th Street	Replace with CCS	\$739,000
<b>61</b>	173	S 68th Street	Pella Road	Intersection improvements	\$650,000
<b>62</b>	191	N 14th Street	Raymond Road to Agnew Road	Two Lane Widening	\$2,000,000
<b>63</b>	112	N 27th Street	Arbor Road to Waverly Road	Potential Paving	\$3,250,000
<b>64</b>	190	N 14th Street	Agnew Road	Intersection improvements	\$650,000
<b>65</b>	180	S 68th Street	Bennett Road	Intersection improvements	\$650,000



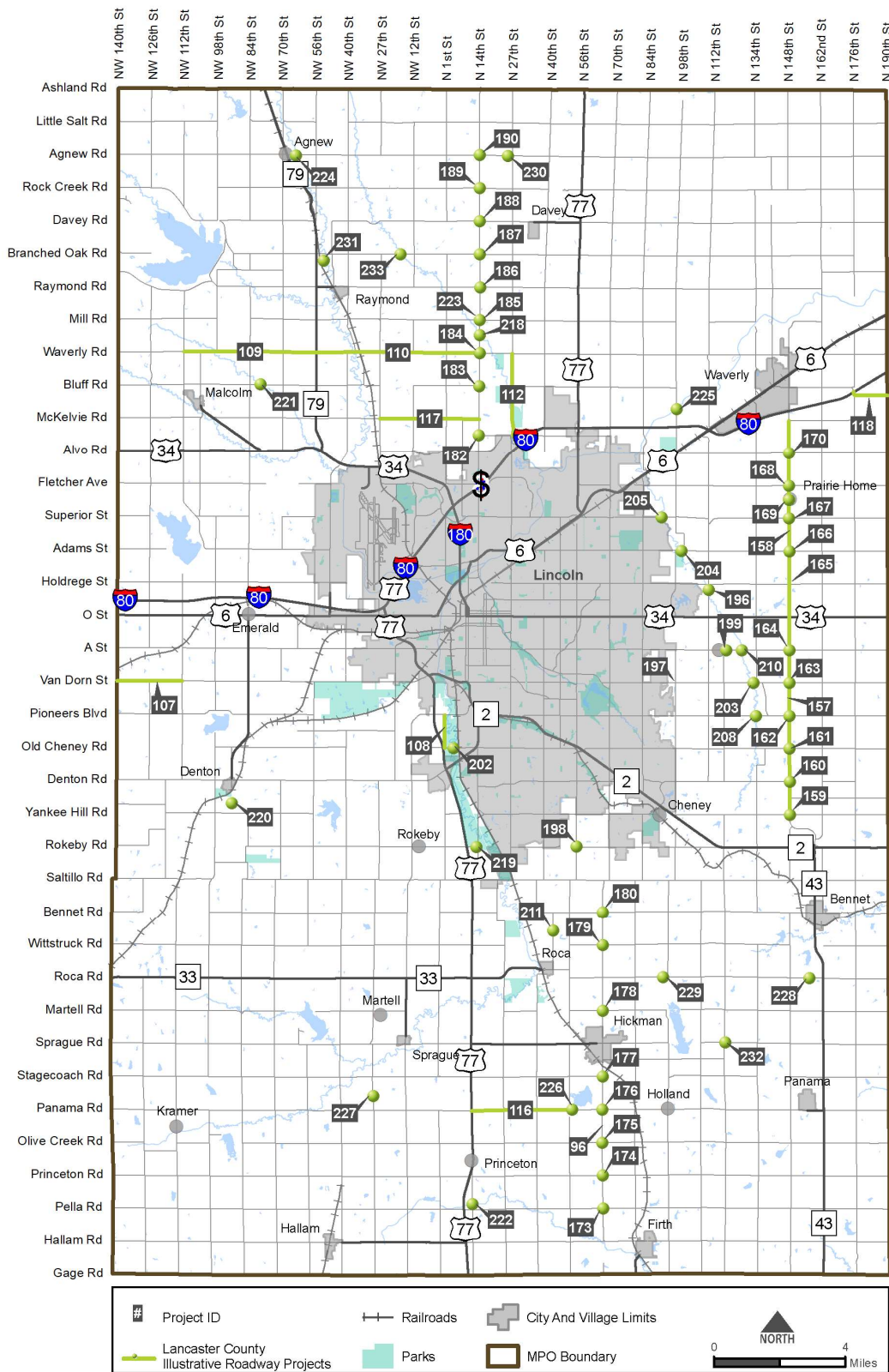
Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)
66	205	Havelock Avenue	Bridge K-144 near N 98th Street	Bridge Replacement	\$2,079,000
67	210	A Street	Bridge J-46 near S 134th Street	Bridge Replacement	\$1,237,000
68	189	N 14th Street	Rock Creek Road	Intersection improvements	\$650,000
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 <sup>2</sup>	218	N 14th Street	Bridge F-88, Oak W-12, 18-15	Concrete Slab Bridge	\$1,175,000
N/A <sup>2</sup>	219	Rokeby Road	Bridge O-44, Yankee Hill S-26, 21-44	Drainage Structure Replacement	\$65,000
N/A <sup>2</sup>	220	SW 91st Street	Bridge N-114, Denton IN-22, 18-02	Bridge Replacement	\$475,000
N/A <sup>2</sup>	221	W Bluff Road	Bridge E-171, Elk S-14	Concrete Box Culvert	\$550,000
N/A <sup>2</sup>	222	S 12th Street	Bridge W-104, Buda W-24	Concrete Box Culvert	\$275,000
N/A <sup>2</sup>	223	N 14th Street	Bridge F-91, Oak W-1	Concrete Box Culvert	\$275,000
N/A <sup>2</sup>	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 <sup>2</sup>	225	N 98th Street	Bridge G-222, North Bluff W-24 21-41, North of I-80	Bridge Replacement	\$2,560,000
N/A <sup>2</sup>	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 <sup>2</sup>	227	SW 29th Street	Bridge W-50 Buda W-4 21045, South of W Stagecoach Rd	Bridge Replacement	\$620,000
N/A <sup>2</sup>	228	Roca Road	Bridge R-184, Nemaha S 15, East of S 148th Street	Bridge Replacement	\$580,000
N/A <sup>2</sup>	229	Roca Road	Bridge S-180, Saltillo S 14, East of S 82nd Street	Bridge Replacement	\$870,000
N/A <sup>2</sup>	230	Agnew Road	Bridge C-284, Little Salt S-12	Concrete Box Culvert	\$430,000
N/A <sup>2</sup>	231	NW 19th Street	Bridge C-262, Little Salt IN-28	Bridge Replacement	\$650,000
N/A <sup>2</sup>	232	Hickman Road	Bridge R-213, Nemaha S-20	Concrete Box Culvert	\$430,000
N/A <sup>2</sup>	233	W Branched Oak Road	Bridge C-253, Little Salt S-28	Bridge Replacement	\$620,000
<b>Illustrative Plan (Unfunded) Total</b>					<b>\$89,444,000</b>

<sup>1</sup> 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.

<sup>2</sup> 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

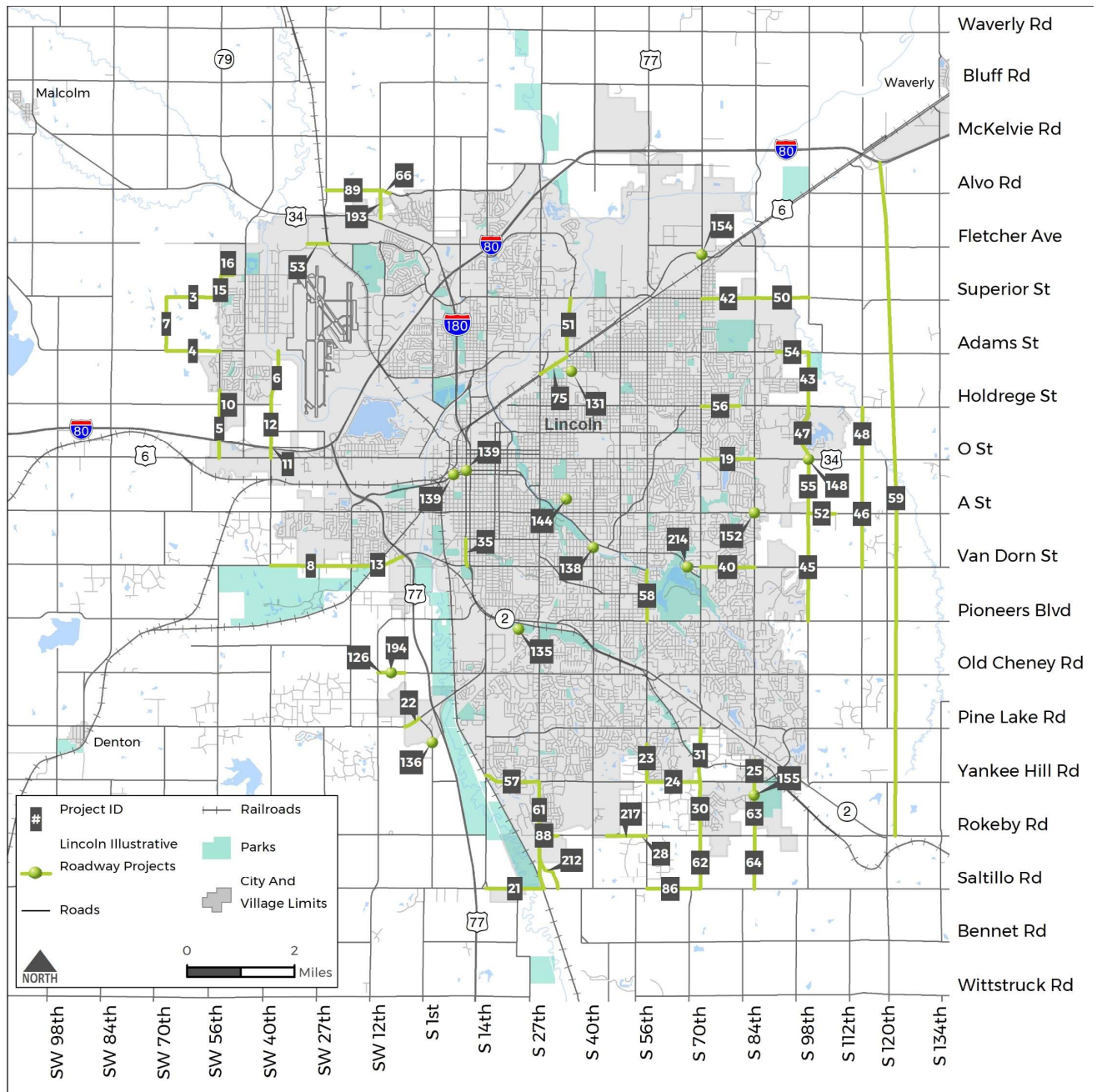
**Table 7.18 Illustrative Plan (Unfunded) Urban Roadway Capital Projects**

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

**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.

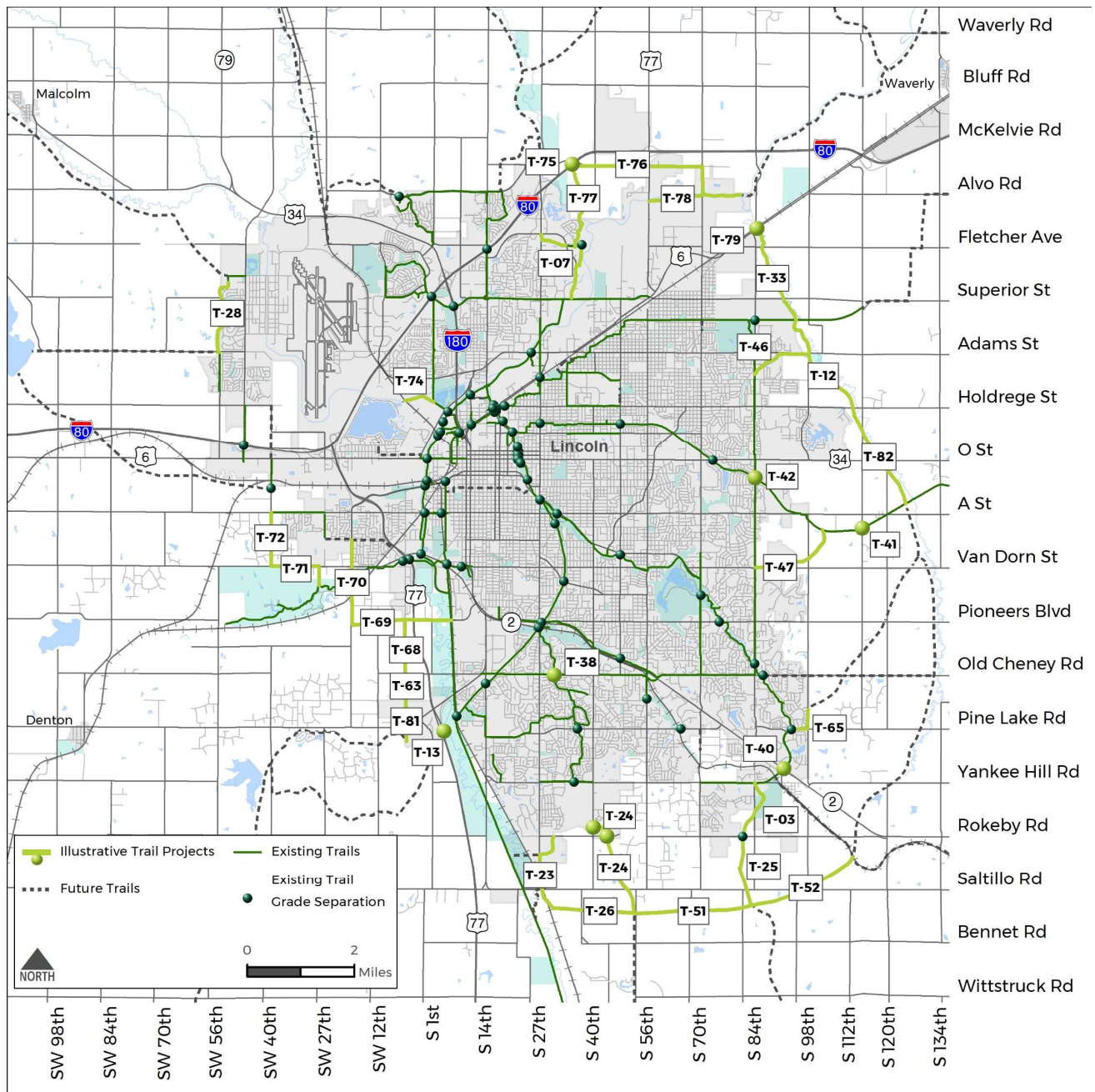
**Table 7.19 Illustrative Plan (Unfunded) Trail Projects**

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
<b>Illustrative Plan (Unfunded) Total</b>				<b>\$36,725,000</b>



Figure 7.15 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 Technical Committee Agenda Summary

AGENDA ITEM NO.	8.a
MEETING DATE	January 4, 2024
REQUEST	VOTE: Amendment No. 3 to the FY 2024-2027 Transportation Improvement Program
ASSOCIATED MEETINGS	None
STAFF CONTACT	Rachel Christopher, <a href="mailto:rchristopher@lincoln.ne.gov">rchristopher@lincoln.ne.gov</a> , 402-441-7603
APPLICANT(S)	Stephanie Fisher, City of Waverly, <a href="mailto:cityadministrator@citywaverly.com">cityadministrator@citywaverly.com</a> Roberto Partida, Lincoln Transportation and Utilities, <a href="mailto:rpartida@lincoln.ne.gov">rpartida@lincoln.ne.gov</a> , 402-440-7239
LINK TO MAP	N/A

### 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. The FY 2024-2027 TIP was adopted by the MPO Officials Committee on May 10, 2023 and went into effect on October 1, 2023.

The Safe Streets and Roads for All (SS4A) Grant Program is a discretionary program established by the federal Bipartisan Infrastructure Law (BIL) through the U.S. Department of Transportation to fund initiatives to prevent roadway deaths and serious injuries. Interested agencies must apply and be awarded a grant. Grants are available over five years, from Federal Fiscal Years 2022-2026. The SS4A program includes planning and implementation grants.

#### SUMMARY OF REQUEST

Lincoln Transportation and Utilities and the City of Waverly were awarded SS4A planning grants for Federal Fiscal Year 2022. The proposed Amendment No. 3 to the FY 2024-2027 TIP includes the following revisions:

Create a new program in the TIP for transportation planning activities and reflect awarded federal Safe Streets for All (SS4A) grants for:

- City of Waverly – Vehicular and Pedestrian Connectivity Study
- Lincoln Transportation and Utilities – Safe Streets Lincoln: A Vision Zero Action Strategy

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

**CONFORMANCE WITH 2050 LONG RANGE TRANSPORTATION PLAN**

Because Title 23 of the United States Code generally does not apply to the SS4A Program, SS4A projects are not required to be consistent with the Long Range Transportation Plan.

**POLICY CONSIDERATIONS**

The ultimate goal of both plans will be to inform future policy decisions. Applicants may apply for SS4A implementation grant(s) in the future in support of these plans.

**CONGESTION MANAGEMENT AND EQUITY CONSIDERATIONS**

The proposed listing in the TIP are for planning activities, not projects, and are therefore not location specific. However, they will address equity as well as safety for alternative modes of transportation, which supports increased usage of non-vehicle forms of transportation.

## FISCAL YEARS 2024-2027 PLANNING 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
<b>Amend (Add)</b> <b>Lincoln Transportation &amp; Utilities - Safe Streets Lincoln: A Vision Zero Action Plan</b> The City of Lincoln will develop a comprehensive safety action plan that will employ low-cost/high-impact strategies, innovative and existing strategies and technologies to promote safety and equity.				400.0	SS4A								
				100.0	LN								
<b>TOTAL</b>			0.0	500.0		0.0		0.0		0.0		0.0	500.0
<b>Amendment Description:</b> 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													
<b>Amend (Add)</b> <b>City of Waverly - Vehicular and Pedestrian Connectivity Study</b> The study will be funded through a Fiscal Year 2022 Safe Streets and Roads for All (SS4A) Grant Agreement through the U.S. Department of Transportation. It will consider access and safety across the city, to schools, recreation areas, and commercial centers. Planning will focus on increasing pedestrian safety through proper management of pedestrian and vehicular traffic.				236.0	SS4A								
				59.0	WV								
<b>TOTAL</b>			0.0	295.0		0.0		0.0		0.0		0.0	295.0
<b>Amendment Description:</b> 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													
<b>FUNDING SUMMARY</b>													
<b>FEDERAL FUNDS</b>													
SS4A (Safe Streets and Roads for All Grant Program)			0.0	636.0	0.0	0.0	0.0	0.0	0.0	0.0			
<b>SUB-TOTAL FEDERAL FUNDING</b>			0.0	636.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		636.0
<b>STATE FUNDS</b>													
<b>SUB-TOTAL STATE FUNDING</b>			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>LOCAL FUNDS</b>													
LN (City of Lincoln Funds)			0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0			
WV (City of Waverly Funds)			0.0	59.0	0.0	0.0	0.0	0.0	0.0	0.0			
<b>SUB-TOTAL LOCAL FUNDING</b>			0.0	159.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	159.0
<b>TOTAL</b>			0.0	795.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	795.0

## Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	9
MEETING DATE	January 4, 2024
REQUEST	REPORT: Development of and review schedule for FY 2025-2028 Transportation Improvement Program
ASSOCIATED MEETINGS	None
STAFF CONTACT	Rachel Christopher, <a href="mailto:rchristopher@lincoln.ne.gov">rchristopher@lincoln.ne.gov</a> , 402-441-7603

### RECOMMENDATION: INFORMATION ONLY

#### 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 current TIP of the Lincoln Metropolitan Planning Organization (MPO) is the [FY 2024-2027 TIP](#), which was adopted by the MPO Officials Committee on May 10, 2023.

In Nebraska, metropolitan planning organizations are required to update their TIPs annually to add projects, reflect changes to current projects such as adjustments to project cost, and make administrative changes. The Lincoln MPO will be developing and adopting a TIP for FY 2025-2028. Enclosed is the development and review schedule for the Lincoln MPO FY 2025-2028 TIP. MPO staff will provide a report on the TIP schedule at the January Technical Committee meeting.

#### BUDGET CONSIDERATIONS

The four main years of the TIP must be fiscally constrained on a year-by-year basis, which means the projects shown can be implemented using funding that is reasonably expected and anticipated to be received.

## Lincoln MPO Transportation Improvement Program

### Working Schedule for the FY 2025-28 Program

Date	Task
December 14	<b>MPO sets schedule and requests input for TIP report</b>
January 15	Agencies submit draft TIP project data to MPO
January 16-26	MPO compiles agency review of draft TIP
February 1	<b>MPO Programming and Funding Committee</b> reviews and coordinates proposed TIP projects and resolves programming conflicts
February 7	<b>MPO Programming and Funding Committee</b> (follow up as needed)
February 8-22	Draft TIP is finalized for public review (MPO staff works with individual agencies to finalize input)
February 23	Technical Committee draft TIP posted for interagency review
March 4	<b>MPO Programming and Funding Committee finalizes the proposed TIP and forward to Technical Committee for review/action and Planning Commission for public hearing</b>
April 10	<b>MPO Technical Committee Finalizes Draft TIP and forward to the MPO Officials Committee for Review/Adoption</b>
April 24	<b>Planning Commission <u>briefing</u> on the proposed TIP</b>
May 8	<b>Planning Commission <u>public hearing</u> on the proposed TIP</b>
May 17	<b>Officials Committee Reviews/Adopts TIP</b>
May – 4 <sup>th</sup> week	<b>TIP sent to NDOT to be included in STIP</b>
August	NDOT public comment period for TIP/STIP
September	TIP/STIP submitted to FTA/FHWA

*Updated November 27, 2023*

[https://linclanc.sharepoint.com/sites/PlanningDept-MPO/Shared Documents/MPO/TIP/FY 2025 Draft/TIP Schedule\\_2025-28.docx](https://linclanc.sharepoint.com/sites/PlanningDept-MPO/Shared Documents/MPO/TIP/FY 2025 Draft/TIP Schedule_2025-28.docx)

## Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	10
MEETING DATE	January 4, 2024
REQUEST	REPORT: Report on the Lincoln Adjusted Urban Area boundary
ASSOCIATED MEETINGS	None
STAFF CONTACT	Rachel Christopher, <a href="mailto:rchristopher@lincoln.ne.gov">rchristopher@lincoln.ne.gov</a> , 402-441-7603

### RECOMMENDATION: INFORMATION ONLY

#### BACKGROUND

The Census Urban Area (UA) is updated every 10 years with the decennial census. UAs are designated by the Census Bureau for areas with urban populations of 5,000 or more. A UA boundary for Lincoln was issued based on the 2020 Census. The UA comprises a densely settled core of census blocks that meet minimum housing unit density and/or population density requirements. This can include adjacent territory containing non-residential urban land uses.

After the Census issues their boundary, there is an opportunity for the State DOTs and MPOs to work cooperatively to adjust or “smooth” the boundary to include additional territory. This may be done for a variety of reasons:

- Aligning urban area boundaries with existing planning boundaries (e.g., MPA boundaries, local municipal boundaries),
- Addressing irregularities in urban area boundary shapes,
- Maintaining consistency with highway functional classifications,
- Including transit routes and/or traffic generators,
- Incorporating local knowledge of urban form (e.g., current and future land use), and/or
- Fostering an inclusive, effective, and comprehensive transportation planning process.

The Lincoln MPO was sent a proposed Adjusted UA boundary by Nebraska Department of Transportation (NDOT) for review in November 2023. MPOs and State DOTs had until December 29, 2023 to finalize the Adjusted UA boundary. The various boundaries are identified on the attached map as follows:

- 2020 Census Urban Area (original boundary as generated by the Census Bureau – black line)
- 2020 Adjusted Urban Area (NDOT’s proposed adjusted boundary – red line)
- 2020 Adjusted Urban Area – Modified by MPO (MPO’s revisions to NDOT’s boundary – yellow line)

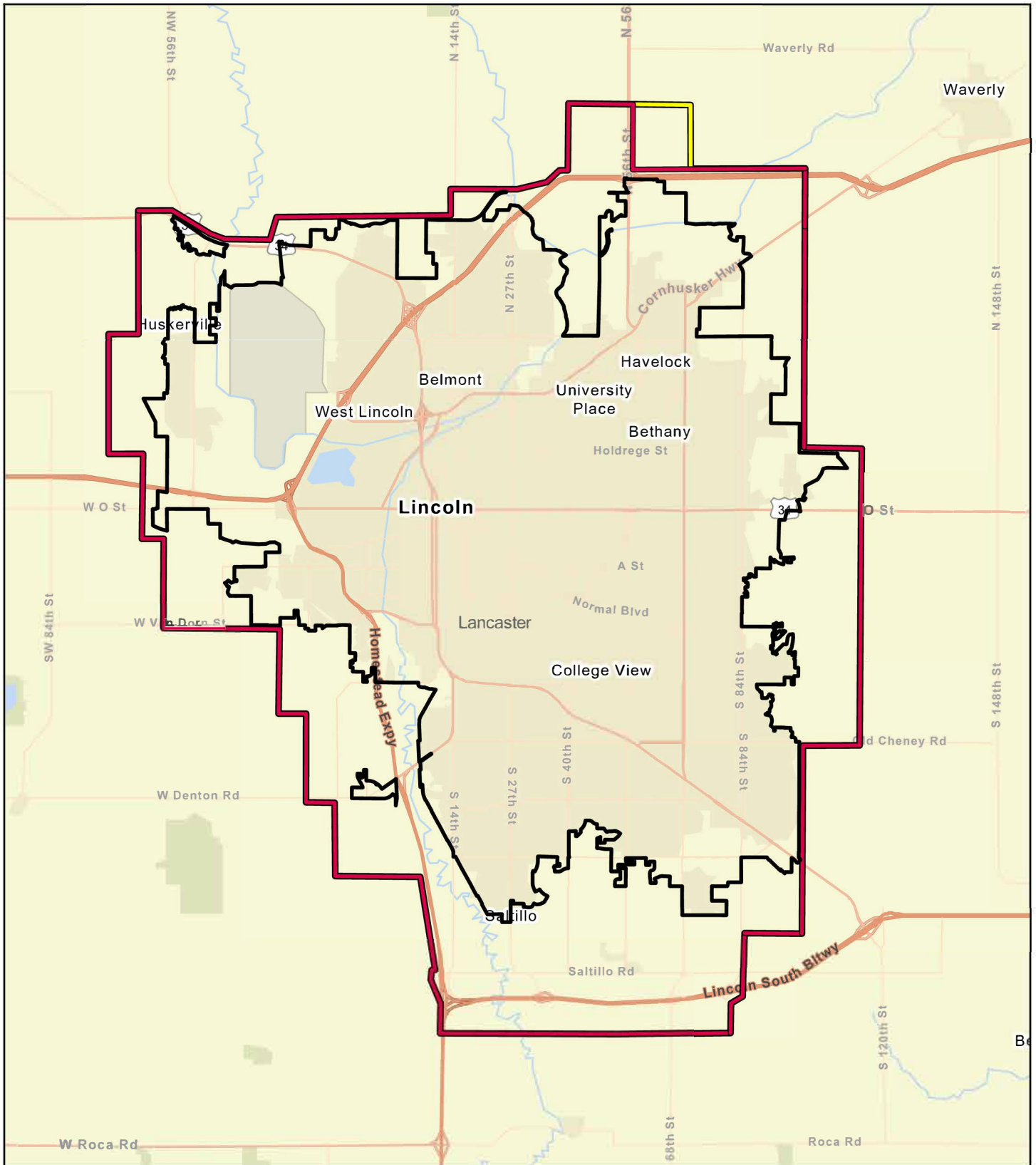
The main implications of the UA relate to Highway Performance Monitoring System (HPMS) reporting that the State does based on urban vs. rural status of roads. It is desirable to avoid roads going in and out of the boundary because urban vs. rural design standards may apply. The proposed Adjusted UA is drawn so as to include arterial roads that are on the periphery in their entirety.



Following finalization of the UA, revisions to the MPO's Functional Class Map will be required. Expanding the UA may ultimately make more roads/miles eligible as Federal-Aid highways with associated eligibility for Federal-Aid funding depending on the road's functional classification. For example, it appears that a functional class change from rural minor collector to urban collector would cause a road to become eligible as a Federal-Aid highway. The details of revisions to the Functional Class Map will be addressed in the future in cooperation with NDOT and FHWA. Revising the Functional Class Map will involve an amendment to the 2050 Long Range Transportation Plan adopted no later than December 29, 2025.

It is important to note that the Adjusted UA is not used for determining transportation formula funds.

The MPO proposed to use NDOT's proposed Adjusted UA boundary, with the exception of adding the future state penitentiary site north of the Interstate and the City landfill site immediately to the west. This would extend the boundary east along Bluff Road to N. 70<sup>th</sup> Street, then south to I-80. The reason for adding this site is that it is expected to be developed in an urban fashion in the near term with improvements to adjacent and nearby roads.



## 2020 Lincoln Adjusted Urban Area Boundary

- 2020 Census Urban Area
- 2020 Adjusted Urban Area
- 2020 Adjusted Urban Area - Modified by MPO

