



Lincoln Metropolitan Planning Organization

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

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

Date: April 13, 2023
Time: 1:00 p.m. – 2:30 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 [January 26, 2023](#) Technical Committee meeting
2. Consent Agenda (Public Hearing and Action)
 - a. [Review and action](#) on revisions to the [FY 2023-2026 Transportation Improvement Program \(TIP\)](#)
 - i. City of Lincoln Transportation and Utilities program:
 1. Consolidate the federal Coronavirus Response and Relief Supplemental Appropriations Act funds under the federal Surface Transportation Block Grant (STBG) funds category
 2. S. 70th and Nebraska Parkway Intersection Improvements – Add control number and project number
 - ii. Pedestrian, Bike and Trails program
 1. Waterford Trail – Add control number and project number
3. Items removed from Consent Agenda
4. [Review and action](#) on revisions to the [FY 2023-2026 Transportation Improvement Program \(TIP\)](#)
 - a. Lancaster County Engineering program:

- i. S. 68th Street, Hickman to Roca Road – Add project and program federal funds
5. [Review and action](#) on the proposed [FY 2024 Unified Planning Work Program \(UPWP\)](#)
6. [Review and action](#) on the 2023 Self-Certification Review
7. [Review and action](#) on the proposed [FY 2024-2027 Transportation Improvement Program \(TIP\)](#)
8. [Report](#) on the development and schedule for the new [MPO Public Participation Plan](#)
9. Other topics for discussion:
 - a. NDOT – Coordination of Discretionary Grant Applications
10. 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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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: January 26, 2023, 2:30 p.m., Conference Room 113, County-City Building, 555 S. 10th St., Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: David Cary – Planning Department; Elizabeth Elliott – Lincoln Transportation and Utilities; Larry Legg and Jordan Wipf – County Engineer; Paul Barnes and Stephanie Rouse – Planning Department; Brian Praeuner – StarTran; Roger Figard – Railroad Transportation Safety District; Stephanie Fisher – City of Waverly; Tom Goodbarn and Craig Wacker – Nebraska Department of Transportation; Kelly Oelke – City of Hickman; Thomas Shafer and Erin Sokolik – Lincoln Transportation and Utilities; Maggie Stuckey-Ross – Parks and Recreation;(Gary Bergstrom – Lincoln Lancaster County Health Department; Chad Lay – Lincoln Airport Authority and Dan Marvin – Urban Development Department absent). Rachel Christopher and Teresa McKinstry of the Planning Department; Robert Bartja from Parks and Recreation; 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 November 10, 2022. Motion for approval made by Shafer, seconded by Legg and carried 14-0: Barnes, Cary, Elliott, Figard, Fisher, Goodbarn, Legg, Oelke, Praeuner, Shafer, Sokolik, Stuckey-Ross, Wacker and Wipf voting 'yes'; Bergstrom, Lay, Marvin and Rouse absent.

REPORT ON THE ROTATION OF THE TECHNICAL COMMITTEE OFFICERS:

Rachel Christopher stated that the Chair and Vice-Chair of the Technical Committee is rotated on an annual basis to one of the three Tri-Chairs. This year the Chair is David Cary and the Vice Chair is Elizabeth Elliott.

CONSENT AGENDA

PUBLIC HEARING:

January 26, 2023

Members present: Barnes, Cary, Elliott, Figard, Fisher, Goodbarn, Legg, Oelke, Praeuner, Shafer, Sokolik, Stuckey-Ross, Wacker and Wipf; Bergstrom, Lay, Marvin and Rouse absent.

The Consent Agenda consisted of the following items:

- a. Review and action on revisions to the FY 2023-2026 Transportation Improvement Program (TIP):**
 - i. State of Nebraska Department of Transportation Program:**
 - 1. I-80: Pleasant Dale – NW 56th Street – Reprogram Const/CE phase from FY 2023-2024 to FY 2022-2023**
 - ii. City of Lincoln Transportation and Utilities program:**
 - 1. Transportation System Preservation**
 - i. South 56th Street, Spruce Street to Van Dorn Street – Pavement Repair Project – Reprogram PE phase from Prior Fiscal Years to FY 2022-2023 and reprogram Const/CE phase from FY 2022-2023 to FY 2023-2024**
 - ii. 1st Street & Cornhusker Highway – Traffic Signal Replacement – Reprogram ROW phase from Prior Fiscal Years to FY 2022-2023 and reprogram utilities and Const/CE phases from FY 2022-2023 to FY 2023-2024**
 - iii. 9th Street & ‘A’ Street, 9th Street & ‘D’ Street, 10th Street & ‘A’ Street, 10th Street & ‘D’ Street – Traffic Signal Replacement – Reprogram Const/CE phase from FY 2023-2024 to FY 2025-2026**
 - iv. 66th Street/Cotner Boulevard/Adams Street – Traffic Signal Replacement – Reprogram Const/CE phase from FY 2023-2024 to FY 2022-2023**
 - v. Preventative Maintenance Bridge Package – Reprogram Const/CE phase from FY 2022-2023 to FY 2023-2024**
 - 2. Transportation System Optimization**
 - i. Adams Street, 36th Street to 49th Street – Pavement Repair Project – Reprogram ROW phase from Prior Fiscal Years to FY 2022-2023 and reprogram Const/CE phase from FY 2022-2023 to FY 2023-2024**
 - ii. Cotner Boulevard, ‘O’ Street to Starr Street – Reprogram ROW phase from FY 2022-2023 to FY 2023-2024**

ACTION:

Figard moved approval of the Consent Agenda, seconded by Shafer and carried 14-0: Barnes, Cary, Elliott, Figard, Fisher, Goodbarn, Legg, Oelke, Praeuner, Shafer, Sokolik, Stuckey-Ross, Wacker and Wipf voting ‘yes’; Bergstrom, Lay, Marvin and Rouse absent.

REVIEW AND ACTION ON AMENDMENT TO THE MPO MANAGEMENT PLAN

PUBLIC HEARING:

January 26, 2023

Members present: Barnes, Cary, Elliott, Figard, Fisher, Goodbarn, Legg, Oelke, Praeuner, Shafer, Sokolik, Stuckey-Ross, Wacker and Wipf; Bergstrom, Lay, Marvin and Rouse absent.

Christopher stated that this is regarding a number of provisions in the bylaws for the Technical Committee. This document was also amended in 2021. The first amendment is for eliminating the requirement that amendments to the plan must be presented to the Officials Committee at two separate meetings. The proposed process would involve a recommendation made by the Technical Committee first, then both hearing and action at the subsequent Officials Committee. The next amendment would allow non substantive changes to be made administratively. The next is to update background information and references to federal transportation bills to reflect passage of the Bipartisan Infrastructure Law in 2021. The next amendment is for changes to the Officials Committee voting members. Currently, the voting members include the Chair and Vice-Chair of the City Council and County Board. This would allow voluntary appointment of any two members of each of those bodies to serve for a minimum term of two years. This would allow members to become more familiar with MPO business.

Christopher continued the next change addresses Lincoln Transportation and Utilities (LTU) change in title of a Technical Committee member. There are also subsequent changes to the bylaws that address a member who is temporarily filling in for someone, not a long term replacement. The other changes are for minor changes to the text.

Cary offered comments regarding the makeup of Officials Committee. He noted that this came forward a few years ago. Members of City Council and County Board wanted to see this change. The impetus is that there is a preference for both to choose their membership of committees like they do others boards and committees. They are comfortable with this change. This is what they wanted to see. Paul Barnes added that this change will allow for two year terms and will be more efficient for staff and officials. Chair and Vice-Chair changes annually, so the membership can be quite confusing the way it is set up now. This should be beneficial to both groups. City staff worked with Chris Connolly in the City Attorney's office on these changes.

ACTION:

Shafer moved approval of the proposed amendments to the MPO Management Plan as recommended by staff, seconded by Goodbarn and carried 14-0: Barnes, Cary, Elliott, Figard, Fisher, Goodbarn, Legg, Oelke, Praeuner, Shafer, Sokolik, Stuckey-Ross, Wacker and Wipf voting 'yes'; Bergstrom, Lay, Marvin and Rouse absent.

REVIEW AND ACTION ON METROPOLITAN PLANNING ORGANIZATION (MPO) FEDERAL PERFORMANCE MEASURES AND TARGETS: A) FHWA SAFETY PERFORMANCE MEASURES AND TARGETS; B) FHWA INFRASTRUCTURE CONDITION PERFORMANCE MEASURES AND TARGETS; C) FHWA SYSTEM PERFORMANCE MEASURES AND TARGETS; D) FTA TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURES AND TARGETS; AND E) FTA TRANSIT SAFETY PERFORMANCE MEASURES AND TARGETS

PUBLIC HEARING:

January 26, 2023

Members present: Barnes, Cary, Elliott, Figard, Fisher, Goodbarn, Legg, Oelke, Praeuner, Shafer, Sokolik, Stuckey-Ross, Wacker and Wipf; Bergstrom, Lay, Marvin and Rouse absent.

Christopher stated this is requesting that the MPO look at federal performance measures. There are a number of performance measures that are required at the federal level. The MPO adopts the measures and targets. The first set of targets are through the Federal Highway Administration (FHWA) PM1, PM2 and PM3. These are regarding safety, infrastructure and system performance. These are set by the Nebraska Department of Transportation (NDOT). PM1 has targets updated annually. PM2 and PM3 are updated every four years. The others are regarding the Federal Transit Administration (FTA) measures. These are statewide targets for NDOT. The safety targets are regarding StarTran. They are based on the baseline of average from 2019. They set their target to show improvement from that baseline. The MPO can set their own targets.

Figard inquired if MPO Planning staff is recommending approval and concurring with these numbers. Christopher responded yes.

ACTION:

Legg moved approval to support the MPO targets for the FHWA/FTA performance measures as recommended by staff, seconded by Barnes and carried 14-0: Barnes, Cary, Elliott, Figard, Fisher, Goodbarn, Legg, Oelke, Praeuner, Shafer, Sokolik, Stuckey-Ross, Wacker and Wipf voting 'yes'; Bergstrom, Lay, Marvin and Rouse absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP): A) PEDESTRIAN, BIKE & TRAIL PROGRAM; I. WATERFORD TRAIL – COMBINE PROJECTS 4 AND 5 FOR PHASES 1 AND 2 AND PROGRAM FEDERAL FUNDS, II. B STREET BICYCLE BOULEVARD – ADD PROJECT AND PROGRAM FEDERAL FUNDS

PUBLIC HEARING:

January 26, 2023

Members present: Barnes, Cary, Elliott, Figard, Fisher, Goodbarn, Legg, Oelke, Praeuner, Rouse, Shafer, Sokolik, Stuckey-Ross, Wacker and Wipf; Bergstrom, Lay and Marvin absent.

Christopher explained this is regarding some revisions to the Pedestrian, Bike and Trails program in the FY 2023-2026 TIP. One revision is for funds for the Waterford Trail. It also adds a new project for the 'B' Street Bicycle Boulevard. These changes are the result of a call that the MPO did for applications for transportation alternative funds. These are projects that are apportioned to the MPO that we administer and determine how to distribute. We were looking at identifying projects that would be eligible and could

receive federal funds. There were these two submittals. Those applicants submitted proposals. Staff reviewed them and met with the programming and funding subcommittee. At that meeting, the subcommittee recommended approval of both of these projects. The amendment will program the Transportation Alternative Program (TAP) funds through the TIP. Waterford Trail is a project that was in the TIP already programmed for TAP funds. It is currently shown in two different phases. It would begin at the existing trail at 84th Street and College Park Road and go through the Waterford neighborhood, terminating at 104th Street and Holdrege. Where the trail is shown ending would be a future connection with the Stevens Creek Trail. It is proposed to be a ten foot wide trail. The 'B' Street Bicycle Boulevard would involve pavement marking and signage along 'B' Street from 11th Street to 26th Street. A side path would continue on 'A' Street from 26th Street to 27th Street. That would give the connection to 27th Street. They are also proposing to include some bump outs as part of this project. Another aspect is that it would be a combination of TAP funds and block grant funds from the Urban Development Department. They are combining those funds to accomplish this project. They also have some connections as part of the transportation program, as well as providing bicycle access to a number of bus stops.

Robert Bartja stated that two phases of the Waterford Trail were combined to make this more efficient and for funding efficiency. City staff met with Southeast Community College. Stephanie Rouse stated that regarding the 'B' Street Bicycle Boulevard, the bump outs are planned at 11th Street and 12th Street, adjacent to the elementary school.

Shafer wondered about the call for projects and how many were submitted. Christopher stated just these two. Barnes added that this proposed programming is not 100 percent of the TAP funds. Staff wanted to keep a cushion in case something comes up. There may be another call for proposals or something with the funding subcommittee if any funds are left.

Cary commented that the Waterford area is building out very quickly. That trail segment is very much needed and a great project. Everyone is very excited about the 'B' Street Bike Boulevard. This is something that has been talked about for years.

Barnes noted that projects were scored based on the eight goals in the TIP. Staff used data from the underrepresented communities as well, for scoring. This reflects the new goal.

ACTION:

Figard moved approval of amendments to the FY 2023-2026 TIP as recommended by staff,

1. Waterford Trail – combine projects 4 and 5 for Phases 1 and 2, and program federal funds; and
2. 'B' Street Bicycle Boulevard – add project and program federal funds,

seconded by Stuckey-Ross and carried 15-0: Barnes, Cary, Elliott, Figard, Fisher, Goodbarn, Legg, Oelke, Praeuner, Rouse, Shafer, Sokolik, Stuckey-Ross, Wacker and Wipf voting 'yes'; Bergstrom, Lay and Marvin absent.

REPORT ON THE DEVELOPMENT AND REVIEW SCHEDULE FOR FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM:

Christopher gave an update on the schedule for the new TIP. Every year around this time, staff starts developing the draft of the new TIP. We work with many departments and agencies. We wanted to mention that some things will be a little new and different. There will be an interactive online map. You can click on projects and the map would then link to the actual table portion of the TIP. We are also developing a new look for the appearance of the document. We are trying to clean up and streamline the document. Another new aspect is some new review elements for equity and congestion management. Those were recommended to be included at the federal review in 2021. They recommended that staff incorporate equity more so than congestion management, as to how projects are integrated into the Long Range Transportation Plan (LRTP). Those will be applied going forward starting with the FY 2024-2027 TIP. There will be additional review and submittal requirements from the applicant. Staff will provide more information on the decision making that goes on. We are already starting to see draft submittals from the different department and agencies. We have a couple of meetings set up in February 2023 for the funding and subcommittee. We will be talking through any other issues that need resolved. The draft TIP will be reviewed at Technical Committee on April 13, 2023. April 19, 2023 will be the Planning Commission briefing on the proposed TIP, with their public hearing for the document on May 3, 2023. Officials Committee will review and vote on the TIP at their meeting on May 10, 2023. The document will go to the NDOT to be included in the State TIP. It will be submitted to FTA/FHWA in September 2023.

Cary understands that the first few steps have already started? Christopher stated yes. Cary noted that these dates for meetings could change. Staff will keep everyone apprised. On the additional review elements, he wanted it clearly stated those are items from the LRTP. He wanted to make sure that the existing projects in the current TIP will still be reflected. Christopher clarified that the new requirements will not apply to existing projects, just new ones coming forward.

Shafer stated the Officials meeting is scheduled for May 10, 2023. He pointed out that the City elections are on May 2, 2023. He questioned if there will be any issues. Cary believes it is appropriate to have the meeting at that time. This hasn't been an issue in the past. Barnes noted they have discussed this and will work with the Mayor's office. There hasn't been concerns about the date yet. Cary added there will be at least two new City Council members this year.

BRIEFING ON THE 2021 MPO ANNUAL TRANSPORTATION SYSTEM PERFORMANCE REPORT:

Christopher stated that the MPO compiles an annual report on the state of the transportation system. Staff has finished putting together the report for 2021. This report is tracking the performance measures that appear in the LRTP. She showed the list of eight goals. Under each goal is a set of performance measures and a target for those. This year, staff is doing an online interactive report for the format. Staff tried to present the most current historic data. She showed the website. She wanted to talk about a few of the new measures. Transportation equity is one of them. She explained the data that was used for these and the result. She believes the conclusion was pretty positive. The next one is equitable access to on-street bike lanes and trails. The result was pretty good in the areas that were more underserved. If you look at a map, they are concentrated more in the core. Equitable travel time to work duration is within

decimal points of 20 minutes. There is not a lot of difference between the different communities. She believes our travel time has historically been very stable and around 20 minutes for a while. Another one is equitable roadway conditions. Staff looked at where the poor and very poor road conditions are located. The conclusion was able to be made from this that there was an overall reduction in all the different communities for roads in poor condition. That is most likely due to Lincoln On The Move projects. This was a little more difficult to do a comparison, but going forward we will have data that we can compare to. She believes overall, a good job has been done of addressing this. Maintenance goals speak to a percent of streets rehabilitated. She included the quarter cent sales tax implemented. We came close to meeting the target of either five or three percent. We have a little ways to go yet. We will be able to send this out to committee members and you can look at the data. She encouraged everyone to feel free to reach out with any questions.

Stuckey-Ross asked if this will be a website or document. Christopher replied it will be a website. Barnes believes this will be a big improvement and more informational than a static PDF document. He offered kudos to Christopher and GIS staff. They aren't under any timeline to get this published. This is separate from the performance measures. He prompted everyone to take their time and let staff know if there are any comments. Christopher noted a cool feature is that you can hover over bar graphs and it will provide more information. Cary added that part of the strategy is to have a better tool to show the history and plan for the future. Christopher stated it is called Experience Builder from GIS. We should be able to build up data. This will allow for staff to more easily update it year after year. We will be reaching out for some more data.

Cary thanked everyone. This is a big improvement and the data will be easily accessible. It is based on our own LRTP and the guidance we received. He believes it will be useful.

Legg questioned the timeline and if it will be done soon. Barnes would like it done soon. This took a lot of time to develop. He believes it should work smoother going forward. He has no final date as of yet. Christopher stated they are shooting for the end of 2023 for the next performance report.

OTHER:

- **NDOT – Coordination of Discretionary Grant Application**

Cary believes NDOT agreed to postpone this item to another meeting. Christopher concurred. They have asked for additional time to have more staff available for questions.

PUBLIC COMMENT:

No one appeared.

Legg made a motion to adjourn, seconded by Shafer and carried 15-0: Barnes, Cary, Elliott, Figard, Fisher, Goodbarn, Legg, Oelke, Praeuner, Rouse, Shafer, Sokolik, Stuckey-Ross, Wacker and Wipf voting 'yes'; Bergstrom, Lay and Marvin absent.

There being no further business, the meeting was adjourned at 3:30 p.m.

[https://linclanc.sharepoint.com/sites/PlanningDept-MPO/SharedDocuments/MPO/Technical Committee/Minutes/2023/012623.docx](https://linclanc.sharepoint.com/sites/PlanningDept-MPO/SharedDocuments/MPO/Technical%20Committee/Minutes/2023/012623.docx)

Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	2.a
MEETING DATE	April 13, 2023
REQUEST	VOTE: Amendment No. 4 to the FY 2023-2026 Transportation Improvement Program
ASSOCIATED MEETINGS	None
APPLICANT(S)	Erin Sokolik, LTU, esokolik@lincoln.ne.gov , 402-416-9460 Bobby Bartja, Parks and Recreation, rbartja@lincoln.ne.gov , 402-441-1652
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603

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 projects in the TIP. The FY 2023-2026 TIP was adopted by the MPO Officials Committee on May 12, 2022.

SUMMARY OF REQUEST

The proposed Amendment No. 4 to the FY 2023-2026 TIP includes the following revisions:

City of Lincoln Transportation and Utilities (LTU) program:

- Consolidate federal Coronavirus Response and Relief Supplemental Appropriations Act funds under the federal Surface Transportation Block Grant (STBG) funds category
- S. 70th and Nebraska Parkway Intersection Improvements – Add control number and project number

Pedestrian, Bike and Trails program:

- Waterford Trail – Add control number and project number

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 been determined to be in conformance with the 2050 LRTP.

BUDGET CONSIDERATIONS

The federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021 appropriated funds for highway infrastructure projects. The Lincoln MPO received an apportionment of these

funds. Lincoln has approximately \$2,314,900 in remaining unobligated Coronavirus (CV) funds, which must be obligated by the end of Federal Fiscal Year 2024 on September 30, 2024.

Currently, the CV funds are programmed in the 2023-2026 TIP under two LTU projects:

South 56th Street, Spruce Street to Van Dorn Street - Pavement Repair Project (\$1,058,200 CV)

Adams Street, 36th to 49th - Pavement Repair Project (\$1,256,700 CV)

The Construction/Construction Engineering phases of both projects have experienced delays. If the projects were further delayed, the CV funds would risk expiring. Therefore, it is proposed to lump the CV funds under the "LC" funding source type for Lincoln's Surface Transportation Block grant (STBG) funds at the recommendation of NDOT. This would allow any project with the "LC" designation in the TIP to be obligated using either the CV funds or STBG funds. The CV funds would be obligated first to ensure they are spent down in a timely manner.

This same process was already applied to Lincoln MPO's Highway Infrastructure Funding (HIF) and has resulted in those funds being fully obligated.

CONGESTION MANAGEMENT AND EQUITY CONSIDERATIONS

Congestion management and equity are review elements applicable to new projects under most agencies' programs that are added to the TIP starting with the FY 2024-2027 TIP. This change impacts existing projects in the TIP. Therefore, no equity or congestion management reviews are required.

Lincoln Metropolitan Planning Organization
Transportation Improvement Program

Transportation and Utilities
FY 2023 - 2026



City-Wide Projects:

- #1 Transportation System Preservation (TSP)
 - a. S 56th St, Spruce St to Van Dorn (Pavement Repair)
 - b. Randolph St, Capital Parkway to 40th St (Rehab)
 - c. 1st St & Cornhusker (Signal)
 - d. 9th & A St, 9th & D St, 10th & A St, 10th & D St (Signal)
 - e. N 84th St & College Park (Signal)
 - f. 66th St/Cotner Blvd/Adams St (Signal)
 - g. Cornhusker Highway, 39th to L-55X
 - h. Preventative Maintenance Bridge Package
 - i. 48th & Calvert and 56th & Calvert
- #2 Transportation System Optimization (TSO)
 - a. A Street, 40th to 56th
 - b. Adams St, 36th to 49th
 - c. 84th St and US-6, Intersection Improvements
 - d. Cotner Boulevard, O Street to Starr Street
 - e. A Street, 6th to 17th Street
 - g. US 34 and S 84th Street, Intersection Improvements
 - h. S 70th St and Neb Pkwy, Intersection Improvements
- #3 Transportation System Growth
- #4 Transportation Livable Neighborhoods
- #5 Transportation Sidewalk Program
- ▲ **TSP/TSO Projects**
- #6 Lincoln East Beltway
- #7 14th/Warlick/Old Cheney Road (On Hold)
- #8 West "A" Street from Coddington west to City Limits
- #9 S. 40th Street from Yankee Hill to Rokeby

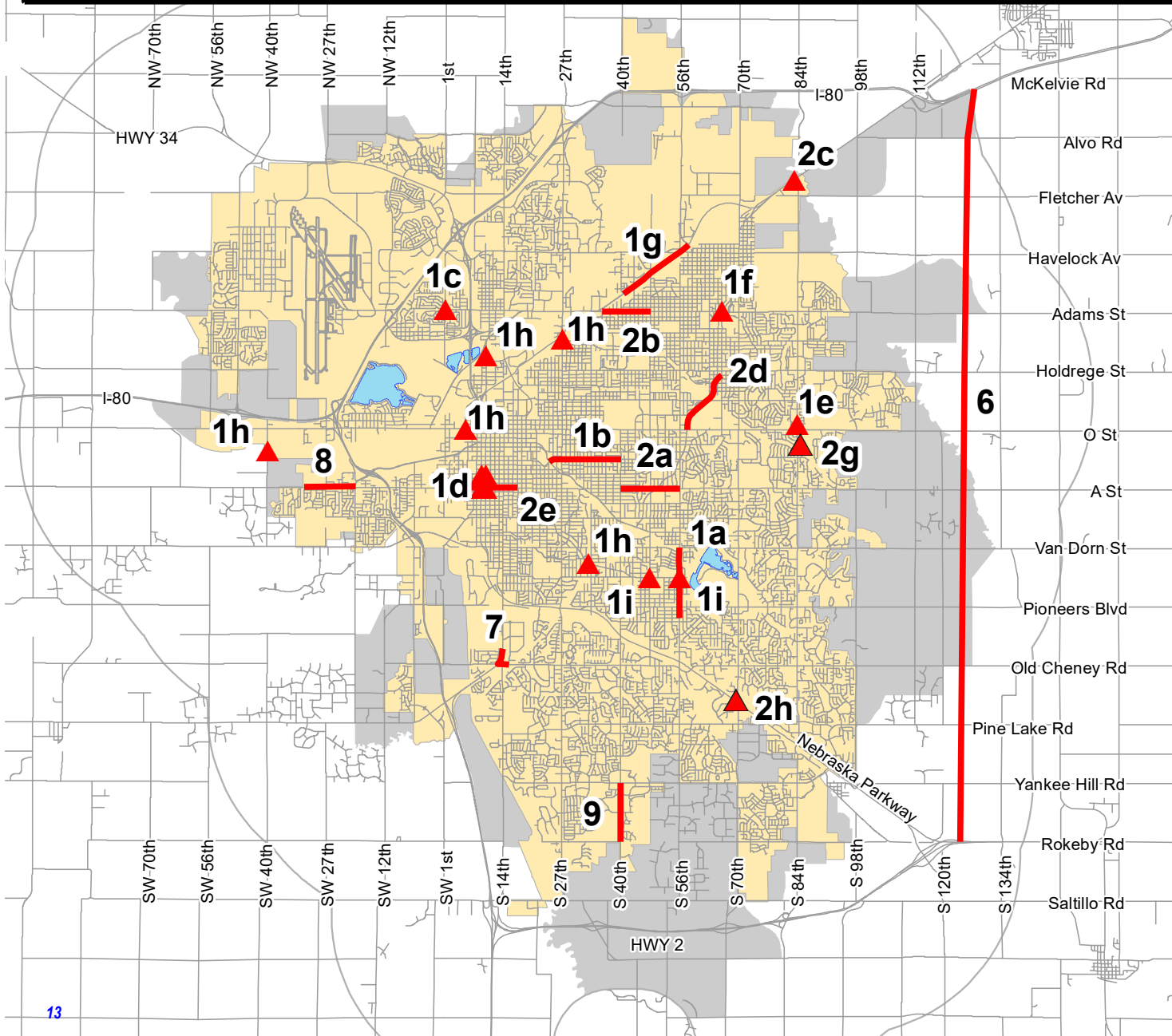
Project Locations



Lincoln's Future Service Limit Shown as Grey

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

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2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: City of Lincoln		DIVISION: Transportation and Utilities						
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS				
		PRIOR FISCAL YEARS	FS	2022-23	FS	2023-24			FS	2024-25	FS	2025-26
(Control Number)	(Project Number)	(Work Phase)										
1	Transportation System Preservation 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	502.9 LN		215.2 LN			1,331.6 LN		1,140.0 LN		831.8 LN
		All phases	0.0 STIC		0.0 STIC			0.0 STIC		0.0 STIC		0.0 STIC
		All phases	2,011.7 LC		864.8 LC			6,324.4 LC		4,560.0 LC		3,327.2 LC
		All phases	0.0 HS		0.0 HS			0.0 HS		0.0 HS		0.0 HS
		All phases	0.0 CV		0.0 CV			1,058.2 CV		0.0 CV		0.0 CV
	See Appendix	TOTAL	2,514.6		1,080.0			7,656.0		5,700.0		4,159.0
											0.0	21,109.6
2	Transportation System Optimization 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	1,174.6 LN		1,285.1 LN			2,110.2 LN		770.1 LN		2,687.6 LN
		All phases	0.0 STIC		80.0 STIC			0.0 STIC		0.0 STIC		0.0 STIC
		All phases	1,458.5 LC		1,690.3 LC			7,217.6 LC		0.0 LC		9,556.4 LC
		All phases	0.0 HS		165.2 HS			4,553.0 HS		5,991.5 HS		5,991.5 HS
		All phases	0.0 CV		0.0 CV			1,256.7 CV		0.0 CV		0.0 CV
	See Appendix	TOTAL	2,633.1		3,220.6			13,880.8		6,761.6		18,235.5
											0.0	44,731.6
3	Transportation System Growth 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			6,183.5 LN			6,217.3 LN		6,251.0 LN		6,286.0 LN
					3,850.0 LOTM			3,926.5 LOTM		4,004.5 LOTM		1,021.0 LOTM
		TOTAL	0.0		10,033.5			10,143.8		10,255.5		7,307.0
											0.0	37,739.9
4	Transportation Livable Neighborhoods 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			0.0 LN			0.0 LN		140.8 LN		147.8 LN
		TOTAL	0.0		0.0			0.0		140.8		147.8
											0.0	288.6
5	Transportation Sidewalk Program 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			1,220.0 LN			1,220.0 LN		3,828.8 LN		4,020.3 LN
		TOTAL	0.0		1,220.0			1,220.0		3,828.8		4,020.3
											0.0	10,289.1

2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: City of Lincoln		DIVISION: Transportation and Utilities								
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)												
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS						
		PRIOR FISCAL YEARS	FS	2022-23	FS	2023-24			FS	2024-25	FS	2025-26	FS	
(Control Number)	(Project Number)	(Work Phase)												
6	East Beltway 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	250.0		250.0 LN		250.0 LN		250.0 LN		250.0 LN			
		TOTAL	250.0		250.0		250.0		250.0		250.0		0.0	1,250.0
7	14th/Warlick/Old Cheney Road 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	22,000.0		4,000.0 LN		3,000.0 LN		3,000.0 LN		3,000.0 LN			
		TOTAL	22,000.0		4,000.0		3,000.0		3,000.0		3,000.0		0.0	35,000.0
8	West "A" Street from west of Coddington to west City limits 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											
		Const/CE	1,000.0		6,400.0 LN		6,400.0 LN							
		TOTAL	3,210.0		6,400.0		6,400.0		0.0		0.0		0.0	16,010.0
9	S. 40th Street from Yankee Hill Road to south of Rokeby 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	100.0		225.0 LN									
		ROW	200.0											
		Const/CE	4,000.0		4,300.0 LN		4,300.0 LN							
		TOTAL	5,450.0		4,525.0		4,300.0		0.0		0.0		0.0	14,275.0
Street Maintenance Operations Divisions Transportation O&M Fund		TOTAL			25,453.2 LN		26,153.2 LN		26,872.4 LN		27,611.4 LN		0.0	106,090.2
FEDERAL-AID FUNDS:														
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			3,470.2		2,555.1		13,542.0		4,560.0		12,883.6			37,010.9
HS (HSIP-Highway Safety Improvement Program)			0.0		165.2		4,553.0		5,991.5		5,991.5			16,701.2
DPU (SAFETEA-LU Priority Project Funds)			0.0		0.0		0.0		0.0		0.0			0.0
CV (Coronavirus Response and Relief Supplemental Appropriations Act, 2021)			0.0		0.0		2,314.9		0.0		0.0			2,314.9
STIC (State Transportation Innovation Council)			0.0		80.0		0.0		0.0		0.0			80.0
		SUB-TOTAL FEDERAL FUNDING	3,470.2		2,800.3		18,095.0		10,551.5		18,875.1		0.0	51,477.2
STATE FUNDS:														
NE (State Funds)			0.0		0.0		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

2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA				AGENCY: City of Lincoln			
TRANSPORTATION IMPROVEMENT PROGRAM				DIVISION: Transportation and Utilities			

PROJ NO <small>(Map)</small>	PROJECT <small>(Location & Distance) (Improvement Description)</small>	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)									
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
		PRIOR FISCAL YEARS	FS	2022-23	FS	2023-24			FS	2024-25	FS
<small>(Control Number)</small>	<small>(Project Number)</small>	<small>(Work Phase)</small>									
LOCAL FUNDS:											
	GR (General Revenue) [city funds]			0.0		0.0		0.0		0.0	0.0
	LOTM (Lincoln on the Move 1/4 cent sales tax)			0.0	3,850.0		3,926.5	4,004.5	1,021.0		12,802.1
	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)			1,677.5	24,078.8		24,829.1	15,380.7	17,223.5		83,189.7
	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
	SUB-TOTAL LOCAL FUNDING			1,677.5	27,928.8		28,755.6	19,385.2	18,244.5	0.0	95,991.7

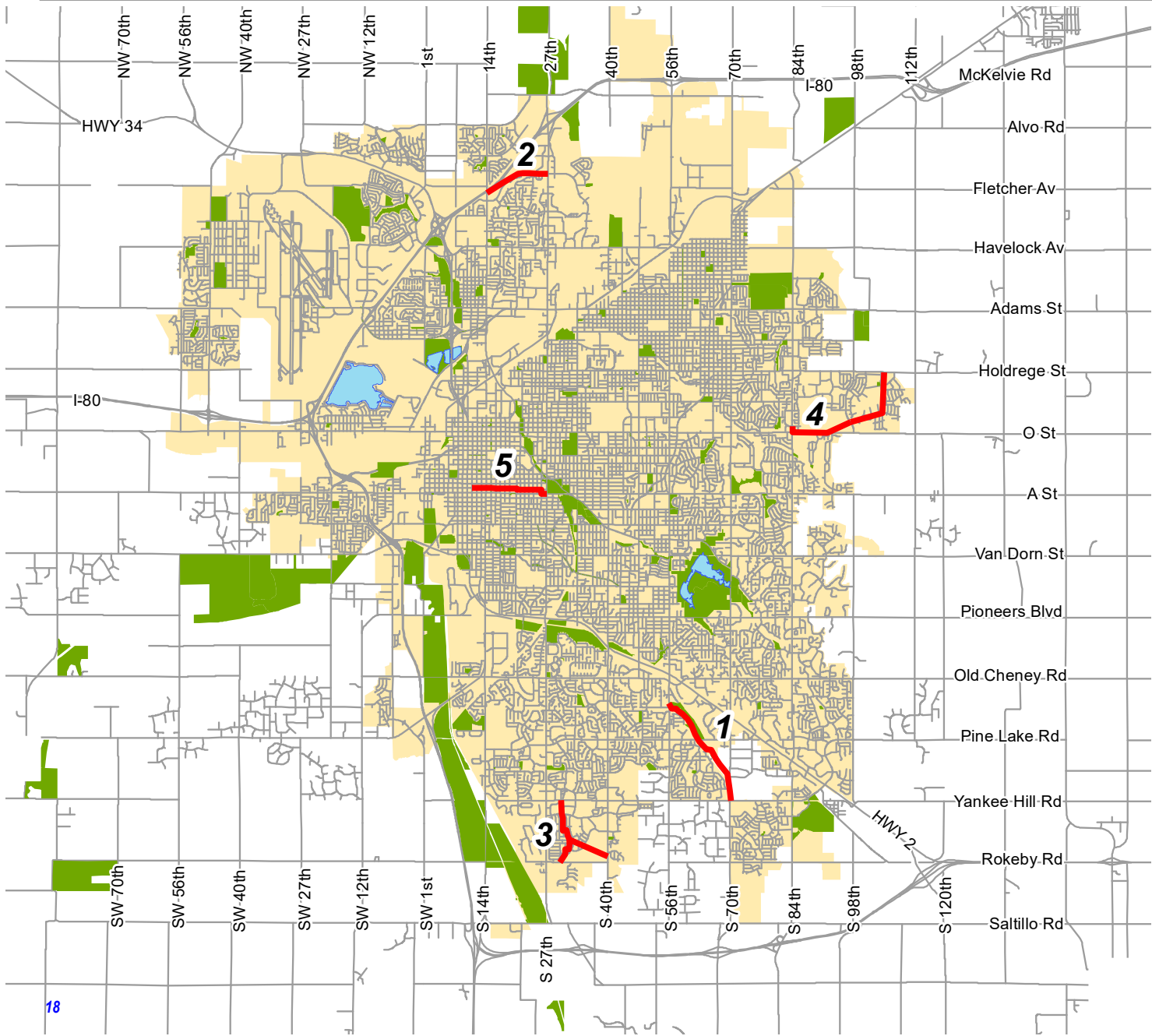
	TOTAL	5,147.7	30,729.1	46,850.6	29,936.7	37,119.6	0.0	149,783.8
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
STATUS OF PREVIOUS YEARS PROJECTS								
Projects Completed or Under Contract								
South Beltway (UNDER CONTRACT)								
Final payment to the Nebraska Department of Transportation 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.		All Phases	34,425.0					
	C.N. 12848 DPU-55(156)							
West "A" Street from west of Coddington to east of Folsom (COMPLETED)								
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					
27th Street and West O Street Bridges over Salt Creek (COMPLETED)								
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.		Const/CE	3,518.7 LC					
	C.N. 13247 LCLC-5231(15)	Const/CE	890.8 LN					
North 27th Street, Adaptive Signal Control (UNDER CONTRACT)								
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					
	C.N. 13244 HSIP-5231(14)	NDOT	1.6 LN					
Standardize Integrated e-Construction in City of Lincoln (UNDER CONTRACT)								
Standardize the City of Lincoln's Integrated e-Construction to automate the delivery of infrastructure projects.		Other	79.9 STIC					
	C.N. 01042 STIC-STWD(193)	Other	20.0 LN					

2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY:	City of Lincoln					
				DIVISION:	Transportation and Utilities - APPENDIX					
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	APPENDIX (Project Number) (Work Phase)		PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)						
				PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIOR FISCAL YEARS	FS	2022-23 FS	2023-24 FS	2024-25 FS	2025-26 FS			
1	Transportation System Preservation									
Amend (Modify)	a. South 56th Street, Spruce Street to Van Dorn Street - Pavement Repair Project 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 1,535.6 LC Const/CE 1,058.2 EV Const/CE 119.4 LN						
	C.N. 13433 LCLC-5241(7)	TOTAL		265.0	25.0	1,655.0	0.0	0.0	0.0	1,945.0
	Amendment Description: Change the funding source from CV (Coronavirus) to LC (STPG). <input type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope <input checked="" type="checkbox"/> Other									
2	Transportation System Optimization									
Amend (Modify)	b. Adams Street, 36th to 49th - Pavement Repair Project 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 2,371.3 LC Const/CE 1,256.7 EV Const/CE 278.7 LN						
	C.N. 13440 LCLC-5250(4)	TOTAL		360.0	25.0	2,650.0	0.0	0.0	0.0	3,035.0
	Amendment Description: Change the funding source from CV (Coronavirus) to LC (STPG). <input type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope <input checked="" type="checkbox"/> Other									
Amend (Modify)	h. S. 70th and Nebraska Parkway (Highway 2) Intersection Improvements 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 ROW/Utilities ROW/Utilities Const/CE Const/CE NDOT NDOT	104.0 LN	59.4 HS 6.6 LN	561.6 HS 62.4 LN			
	C.N. 13548 HSIP-5247(14)	TOTAL		0.0	124.0	66.0	624.0	0.0	0.0	814.0
	Amendment Description: Add the C.N. and Project Number. The C.N. is 13548 and the Project Number is HSIP-5247(14). <input type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope <input checked="" type="checkbox"/> Other									

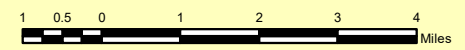
Lincoln Metropolitan Planning Organization
Transportation Improvement Program

Ped, Bike and Trails
FY 2023 - 2026



-  Trail Projects
-  Existing Parks

- #1 Beal Slough Trail Project**
- #2 Fletcher Landmark Trail**
- #3 Wilderness Hills Trail**
- #4 Waterford Trail**
- #5 B Street Bicycle Boulevard**



Lower Platte South
 Natural Resources District 



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

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2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Pedestrian, Bike & Trails		DIVISION: Planning Area Projects			
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)							
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIOR FISCAL YEARS FS	2022-23 FS	2023-24 FS	2024-25 FS	2025-26 FS			
4 Amend (Modify)	City of Lincoln Parks & Recreation Department Waterford Trail Starting with a trail connection at 84th St. Trail at 84th St. and College Park Rd, this new 10' wide trail will generally extend NE through Southeast Community College and Waterford Estates until reaching its terminus at 104th St. and Holdrege St. Amendment Description: Add the C.N. and Project Number. The C.N. is 13554 and the Project Number is TAP-55(192). <input type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope <input checked="" type="checkbox"/> Other	PE		278.3	TA				
		PE		69.6	LN				
		ROW/Utilities				347.8	TA		
		ROW/Utilities				86.9	LN		
		Const/CE						1,567.8	TA
Const/CE						391.9	LN		
		TOTAL	0.0	0.0	347.9	434.7	1,959.7	0.0	2,742.3

FEDERAL FUNDS

TA (STPG-TA - Transportation Alternatives Program)

LOCAL FUNDS

LN (City of Lincoln Funds)

Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	4.a
MEETING DATE	April 13, 2023
REQUEST	VOTE: Amendment No. 4 to the FY 2023-2026 Transportation Improvement Program
ASSOCIATED MEETINGS	None
APPLICANT(S)	Larry Legg, Lancaster County Engineering, llegg@lancaster.ne.gov , 402-441-1852
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603

RECOMMENDATION: APPROVE THIS ITEM IN AMENDMENT NO. 4 TO THE FY 2023-2026 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 projects in the TIP. The FY 2023-2026 TIP was adopted by the MPO Officials Committee on May 12, 2022.

SUMMARY OF REQUEST

The proposed Amendment No. 4 to the FY 2023-2026 TIP includes the following revisions:

Lancaster County Engineering program:

- S. 68th Street, Hickman to Roca Road – add project and program federal funds

This project has been awarded Highway Safety Improvement Program (HSIP) funding through NDOT's systemic safety program. This funding is made available for widening of lanes and shoulders on rural roads to help reduce roadway departure crashes.

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

CONFORMANCE WITH 2050 LONG RANGE TRANSPORTATION PLAN

This project is in conformance with the [2050 LRTP](#) as it appears as Project ID 91 in Table 7.5 and Figure 7.1, Fiscally Constrained Rural Road & Bridge Capital Projects in Chapter 7 – Fiscally Constrained Plan on pages 7-9 and 7-10.

BUDGET CONSIDERATIONS

This proposal can be accommodated within a fiscally constrained plan for Surface Transportation Block Grant (STBG) funds in the Lincoln MPO FY 2023-26 Transportation Improvement Program (TIP).

CONGESTION MANAGEMENT AND EQUITY CONSIDERATIONS

Congestion management and equity are review elements applicable to new projects under most agencies' programs that are added to the TIP starting with the FY 2024-2027 TIP. This change involves a project being added to the FY 2023-2026 TIP. Therefore, no equity or congestion management reviews are required.



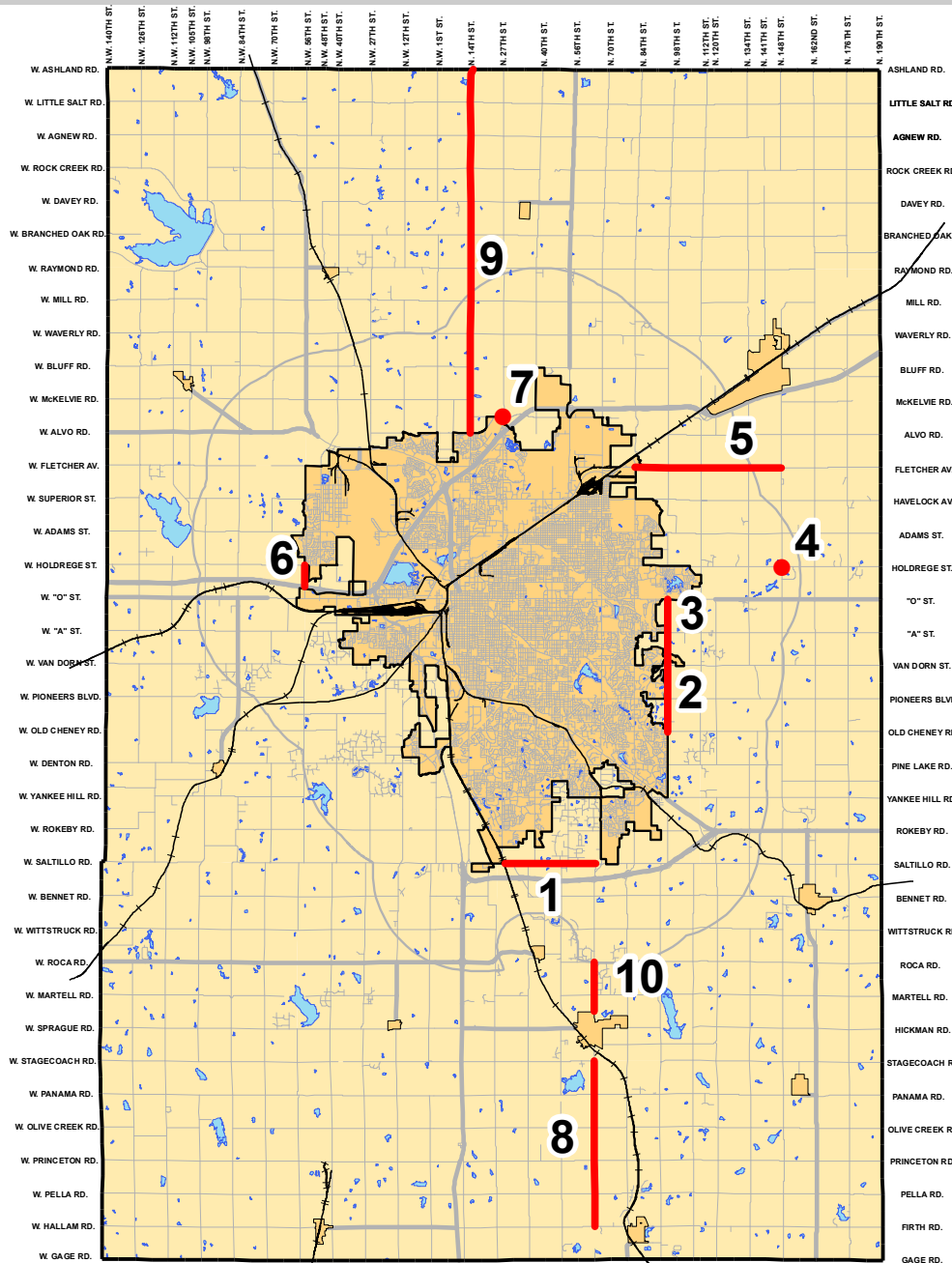
Projects

- #1 Saltillo Road, 27th Street to 68th Street
- #2 S. 98th Street, Old Cheney to A Street
- #3 S. 98th Street, A Street to O Street
- #4 148th Street and Holdrege Street
- #5 Fletcher Road, 84th Street to 148th Street
- #6 NW 56th, I-80 to W. Holdrege Street
- #7 Arbor Road Bridge Replacement
- #8 S. 68th Street, Firth Rd to Stagecoach Rd
- #9 N. 14th St, Alvo Rd to Ashland Rd
- #10 S. 68th Street, Hickman limits to Roca Rd



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

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2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Lancaster County DIVISION: County Engineering							
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PROJ NO <small>(Map)</small>	PROJECT <small>(Location & Distance) (Improvement Description)</small>	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)													
		PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS				
		PRIOR FISCAL YEARS	FS	2022-23	FS	2023-24	FS	2024-25	FS			2025-26	FS		
(Control Number)	(Project Number)	(Work Phase)													
1	Salttillo Road, 27th Street to 68th Street 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 Salttillo Road at S. 40th Street and S. 56th Street.	2.7 Miles	PE	742.4	CO										
			PE	21.6	HS										
			ROW/Utilities			873.4	HS								
			ROW/Utilities			97.0	CO								
			Const/CE						6,336.0	HS					
			Const/CE						704.0	CO					
	C.N. 13391	HSIP-5280(2)	TOTAL	764.0		970.4		0.0	7,040.0		0.0	0.0		8,774.4	
2	S. 98th Street, Old Cheney to A Street Preliminary engineering in Prior Fiscal Years and construction of 24 foot asphalt surface with turf shoulders in Year 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								
	C.N. 13417	LCLC-5275(1)	TOTAL	273.0		4,600.0		0.0	0.0		0.0	0.0		4,873.0	
3	S. 98th Street, A Street to O Street Preliminary engineering in Prior Fiscal Years and construction of asphalt paving and drainage structures beyond the four-year program (FY 2026-27).	1.0 Miles	PE	372.2	LC										
			PE	58.1	CO										
			PE	35.0	LN										
			ROW/Utilities						1,297.3	LC					
			ROW/Utilities						162.2	CO					
			ROW/Utilities						162.2	LN					
			Const/CE									7,632.0	LC		
			Const/CE									954.0	CO		
			Const/CE									954.0	LN		
	C.N. 13418	LCLC-5275(2)	TOTAL	465.3		0.0		0.0	1,621.7		0.0	9,540.0		11,627.0	
4	148th Street and Holdrege Street Safety project to improve 148th Street and Holdrege Street intersection, which includes left-turn lanes on the north and southbound approaches.	0.0 Miles	PE			110.3	HS								
			PE			12.2	CO								
			ROW/Utilities			54.0	HS								
			ROW/Utilities			6.0	CO								
			Const/CE					468.5	HS						
			Const/CE					52.1	CO						
	C.N. 13473	HSIP-3365(8)	TOTAL	0.0		182.5		520.5	0.0		0.0	0.0		703.0	
5	Fletcher Road, 84th Street to 148th Street Preliminary engineering in Year 1 and construction of 28 foot asphalt surface with turf shoulders beyond the four-year program	4.5 Miles	PE			184.3	LC								
			PE			46.1	CO								
			ROW/Utilities									8.0			
			ROW/Utilities									2.0			
			Const/CE									3,728.0			
			Const/CE									932.0			
	C.N. 13493	LCLC-3340(8)	TOTAL	0.0		230.4		0.0	0.0		0.0	4,670.0		4,900.4	
6	NW 56th Street, I-80 to W. Holdrege Street Preliminary engineering in Year 1 and construction to include grading, widening, and surfacing beyond the four-year program.	0.7 Miles	PE			184.0	LC								
			PE			46.0	CO								
			ROW/Utilities									36.0			
			ROW/Utilities									9.0			
			Const/CE									1,382.4			
			Const/CE									345.6			
	C.N. 13494	LCLC-5287(1)	TOTAL	0.0		230.0		0.0	0.0		0.0	1,773.0		2,003.0	

2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Lancaster County DIVISION: County Engineering									
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)											
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS					
		PRIOR FISCAL YEARS	FS	2022-23	FS	2023-24			FS	2024-25	FS	2025-26	FS
(Control Number)	(Project Number)	(Work Phase)											
7	Arbor Road Bridge Replacement Preliminary engineering in Year 1 and construction of bridge to replace existing 120' slab bridge beyond the four-year program.	0.1 Miles	PE PE ROW/Utilities ROW/Utilities Const/CE Const/CE			369.2 LC 92.3 CO					9.2 LC 2.3 CO	2,223.3 555.8	
		C.N. 13492 LCLC-5272(1)	TOTAL	0.0		461.5	0.0	0.0			11.5	2,779.1	3,252.1
8	S. 68th Street, Firth Road to Stagecoach Road Preliminary engineering in Year 1 and construction to include grading, widening, and surfacing in Year 3.	5.0 Miles	PE PE ROW/Utilities ROW/Utilities ROW/Utilities Const/CE Const/CE Const/CE	448.0 LC 112.0 CO			595.0 HS 434.4 LC 170.6 CO		4,692.6 HS 3,045.4 LC 1,282.7 CO				
		C.N. 13518 LCLC-3265(11)	TOTAL	560.0	0.0	1,200.0	9,020.7	0.0	0.0			10,780.7	
9	N. 14th Street, Alvo Road to Ashland Road Preliminary engineering in Year 1 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 PE ROW/Utilities ROW/Utilities Const/CE Const/CE Const/CE	448.0 LC 112.0 CO		280.0 HS 70.0 CO		5,523.8 HS 3,409.5 LC 2,232.9 CO					
		C.N. 13547 LCLC-HSIP-3405(6)	TOTAL	0.0	560.0	350.0	11,166.2	0.0	0.0			12,076.2	
10 Amend (Add)	S. 68th Street, Hickman to Roca Road Preliminary engineering in Year 1 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. Amendment Description: Add project and program federal funds. <input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope	1.5 Miles	PE PE PE ROW/Utilities ROW/Utilities Const/CE Const/CE Const/CE Const/CE Const/CE			69.3 HS 50.2 LC 29.9 CO			80.0 HS 20.0 CO			434.3 258.1 598.1 598.1 -598.1	
			TOTAL	0.0	149.4	0.0	0.0	100.0	1,290.5			1,539.9	
COUNTY OPERATIONS & MAINTENANCE FUNDING SOURCE SUMMARY 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	0.0	0.0	12,000.0
SUBTOTAL FOR OPERATIONS & MAINTENANCE						3,000.0	3,000.0	3,000.0	3,000.0	3,000.0	0.0	0.0	12,000.0

2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Lancaster County		DIVISION: County Engineering								
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	(Control Number)	(Project Number)	(Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)									
					PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
					PRIOR FISCAL YEARS	FS	2022-23	FS	2023-24			FS	2024-25	FS
FUNDING SUMMARY														
FEDERAL FUNDS														
HS (HSIP - Highway Safety Improvement Program)					21.6		1,107.0		1,343.5		16,552.4	80.0		
LC (STPG-Urbanized Areas > 200,000, Lincoln) This includes the Highway Infrastructure Funding from the FAST Act.					1,038.6		4,915.7		434.4		7,752.2	9.2		
SUB-TOTAL FEDERAL FUNDING					1,060.2		6,022.7		1,777.9		24,304.6	89.2	0.0	33,254.6
STATE FUNDS														
NE (State Funds)					0.0		0.0		0.0		0.0	0.0		0.0
SUB-TOTAL STATE FUNDING					0.0		0.0		0.0		0.0	0.0	0.0	0.0
LOCAL FUNDS														
CO (Lancaster County)					3,967.1		4,361.5		3,292.7		7,381.8	3,022.3		
LN (City of Lincoln Funds)					35.0		0.0		0.0		162.2	0.0		
SUB-TOTAL LOCAL FUNDING					3,967.1		4,361.5		3,292.7		7,381.8	3,022.3	0.0	22,025.4
TOTAL					5,027.3		10,384.2		5,070.5		31,686.4	3,111.5	18,762.1	74,643.0
STATUS OF PREVIOUS YEARS PROJECTS														
<u>Projects Completed or Under Contract</u>														

Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	5
MEETING DATE	April 13, 2023
REQUEST	VOTE: Proposed FY 2024 Unified Planning Work Program
ASSOCIATED MEETINGS	Lincoln MPO staff requested input towards the development of the FY 2024 UPWP from City/County Departments and the Lincoln Airport Authority on January 27, 2023 and from NDOT on February 2, 2023. A draft version of the FY 2024 UPWP was sent to the MPO Administration Committee, FHWA, and FTA for comment on March 3, 2023; no comments were received.
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603

RECOMMENDATION: APPROVE THE FY 2024 UNIFIED PLANNING WORK PROGRAM

BACKGROUND

The Draft FY 2024 Unified Planning Work Program (UPWP) incorporates in one document all federal assisted state, regional, and local transportation planning activities proposed to be undertaken in the region from July 1, 2023 through June 30, 2024. The UPWP provides a mechanism for the coordination of transportation planning activities in the metropolitan planning area and is required as a basis and condition for all federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

SUMMARY OF REQUEST

This work program describes all transportation planning activities utilizing federal funding. This program is funded primarily with Metropolitan Planning Funds (PL funds); however, an MPO may use other eligible funds provided the guidelines for use of these funds are met. Other funds include Surface Transportation Block Grant Program (STPG) funds, FTA funds, Federal Aviation Administration (FAA) Airport Planning funds when they apply and State and Local funds. State and local funds are used to provide the non-federal match for federal planning programs.

The complete FY 2024 UPWP is available at:

<https://www.lincoln.ne.gov/City/Departments/Planning-Department/MPO/Key-Planning-Documents/UPWP>

Enclosed is a summary of the work program activities in the FY 2024 UPWP.

BUDGET CONSIDERATIONS

The proposed FY 2024 UPWP has been developed based on funding levels resulting from the passage of the Bipartisan Infrastructure Bill and is based on the 2010 Census counts for urbanized area populations in Nebraska. Per NDOT, 2020 Census counts for urbanized area populations will be used for determining the following year's budget for the FY 2025 UPWP.



Lincoln Metropolitan Planning Organization

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

To: MPO Technical Committee
From: Rachel Christopher, Transportation Planner
Date: March 30, 2023
Subject: Proposed FY 2024 Unified Planning Work Program

The MPO Technical Committee will review the draft FY 2024 Unified Planning Work Program (UPWP) at their meeting on April 13, 2023 and take action on a recommendation to the MPO Officials Committee.

The UPWP is funded primarily with Metropolitan Planning Funds (PL funds); however, an MPO may use other eligible funds provided the guidelines for use of these funds are met. Metropolitan Planning Funds authorized under 23 U.S.C. 104(f)(3) are apportioned to States and are to be made available to the metropolitan planning organizations responsible for carrying out the provisions of 23 U.S.C. 134. The estimated distribution of new PL Funds for FY 2024 is based upon the current State distribution formula based upon the Census 2010 Urban Area population. The Lincoln MPO estimated PL funds for FY 2024 is \$580,566.54 (this number includes a de-obligation of \$30,630.27 and re-authorization of \$36,297.42 in PL Funds from the FY 2021 UPWP).

A summary of the work program activities in the draft FY 2024 UPWP is provided below.

Administration and Management Activities:

These program activities include General Program Administration and Coordination, Certification of Transportation Planning Process, UPWP, PL Fund Grant Administration, and Professional Development, Education and Training.

<u>Total Funding</u>	<u>PL Funds</u>	<u>Local Share</u>
\$93,363	\$74,690	\$18,673

Interagency and Public Outreach Activities:

These program activities include Transportation Planning-Related Committees, Public Participation Program, Environmental Justice Strategies and Implementing Title VI Requirements, Transportation Reports and Newsletters, and Website Management and Enhancement. For FY 2024, funds have been added to this category for updating the MPO Public Participation Program.

<u>Total Funding</u>	<u>PL Funds</u>	<u>Local Share</u>
\$86,900	\$69,520	\$17,380

Data Development, Monitoring and Evaluation Variables:

These program activities include Geographic Information Systems (GIS), Demographic Database Update, Land Use Database Update and Maintenance, Community Value Factors and Surveys, Census Planning Activities (CTPP), and Transportation System Data Monitoring and Collecting.

<u>Total Funding</u>	<u>PL Funds</u>	<u>Local Share</u>
\$182,120	\$145,696	\$36,424

Short Range Planning and Programming Activities:

These program activities include Transportation Improvement Program (TIP), Financial Resources Development and Program Phasing, Enhanced Mobility FTA Grant Programs, and Transportation Facilities and Site Plan Review. For FY 2024, funds have been added to this category for possible update of the MPO Project Prioritization and Selection Process document.

<u>Total Funding</u>	<u>PL Funds</u>	<u>Local Share</u>
\$89,537	\$71,630	\$17,907

Metropolitan Transportation Planning:

These program activities include Long Range Transportation Plan Review, Evaluation and Update and Coordination with Comprehensive Planning Activities, Subarea Planning and Corridor Studies, Pedestrian, Bicycle and Trails Planning, Multi-modal Planning and Transit Coordination, Goods and Freight Movement Planning, and Policy Studies and Regulation Review.

For FY 2024, funds have been added to this category for staff time contributing to development of the Safe Streets Lincoln Vision Zero Action Plan, development of a guiding document for enhancing the bicycle and pedestrian counts program, and initial work on updating the 2013 Bicycle and Pedestrian Master Plan and incorporating the 2018 Lincoln Bike Plan into the new combined plan.

<u>Total Funding</u>	<u>PL Funds</u>	<u>Local Share</u>
\$198,788	\$159,030	\$39,758

Transportation System Planning:

These program activities include Transportation Model Development and Maintenance, Congestion Management Process, Intelligent Transportation System (ITS), and System Management, Operations and Coordination. Funds in this activity continue to be shown for on-call consultant work as needed to update the Lincoln MPO Transportation Model.

<u>Total Funding</u>	<u>PL Funds</u>	<u>Local Share</u>
\$75,000	\$60,000	\$15,000

Transit Planning Work Program:

These program activities include Program Support and Administration, General Development/Comprehensive Planning, Long Range Transportation Planning, Short-Range Transportation Planning, Transportation Improvement Program, Planning Emphasis Areas, and Other Activities. The Transit Planning Program receives funds through FTA including FTA Section 5303 in the amount of \$205,644 and FTA Section 5307 in the amount of \$68,581.

Environmental Studies, Programs and Coordination:

These program activities include Environmental Planning, Urban Air Quality Planning, and Flood Plain Management Program Coordination. These programs typically receive funds from State (including Federal pass-through grant funds) or Local sources.

Lincoln Municipal Airport Planning:

The Lincoln Airport Authority has been undertaking an Airport Master Planning effort that will continue into FY 2024, with the primary objective of developing a long term program that will yield a safe, efficient, economical, and environmentally acceptable air transportation facility. The comprehensive study will provide an analysis of airport needs, a definition of the airport's role within the regional airport system and evaluate alternatives with the purpose of providing direction for the future development of the facility. The Airport Master Plan is funded with federal funds through the Federal Aviation Administration.

Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	6
MEETING DATE	April 13, 2023
REQUEST	VOTE: 2023 Self-Certification Review
ASSOCIATED MEETINGS	None
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603

**RECOMMENDATION: AUTHORIZE EXECUTIVE OFFICER TO SIGN THE
SELF-CERTIFICATION STATEMENT**

SUMMARY OF REQUEST

Concurrent with the submittal of the annual Transportation Improvement Program (TIP), the Lincoln Metropolitan Planning Organization (MPO) and the Nebraska Department of Transportation (NDOT) certify to the Federal Highway Administration and Federal Transit Administration that the planning process is being carried out in accordance with all applicable requirements set forth in 23 CFR 450.336. Lincoln MPO must submit the Self-Certification of the Planning Process to NDOT with the submittal of a new TIP. The MPO Self-Certification, which the Lincoln MPO includes in the FY 2024-2027 TIP, is enclosed.

BUDGET CONSIDERATIONS

Compliance with federal requirements regarding the metropolitan transportation planning process is necessary for the Lincoln MPO planning area to continue to receive federal transportation funds.

**JOINT NDOT-MPO CERTIFICATION STATEMENT
ON THE
METROPOLITAN TRANSPORTATION PLANNING PROCESS**

In accordance with 23 U.S.C. Sec. 134 - Metropolitan transportation planning, 23 CFR Part 450.336 (a), the Nebraska Department of Transportation and Lincoln Metropolitan Planning Organization certify that the transportation planning process is addressing the major issues in the Metropolitan Planning Area and is being conducted in accordance with all applicable requirements of:

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;

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

(2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

Since February of 1989, Lincoln has been designated by U.S. EPA as being in attainment for all the National Ambient Air Quality Standards (NAAQS). An on-going ambient air quality monitoring program for particulate matter (PM2.5) and ozone is in place to monitor transportation related air emissions.

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

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

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

(5) Section 11101(e) of the Infrastructure Investment and Jobs Act (Pub. L. 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

The City of Lincoln-StarTran maintains the Disadvantaged Business Enterprise Program that was submitted to FTA in 2014 that includes the Small Business Utilization elements and continues to meet the requirements of the Federal Transit Administration.

- (6) **23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;**
Selection of private consultants for transportation planning related contractual projects utilizing FHWA and State PL funds is coordinated by and adheres to NDOT and City of Lincoln Purchasing guidelines; reviews of all proposals are conducted by the City EEO Officer to assure compliance with applicable Title VI regulations. Per Federal guidelines under Title VI, a plan has been developed to provide meaningful access to Limited English Proficient individuals.
- (7) **The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;**
- (8) **The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;**
- (9) **Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;**
and
- (10) **Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.**
The City of Lincoln has an Equal Employment Policy (Lincoln City Municipal Code: Chapter 11.08) that prohibits discrimination on the basis of race, color, creed, or national origin, and prohibits discrimination of age, non-job related physical or mental disability and gender. This policy along with the MPO Public Participation Plan and Environmental Justice Action Strategy ensures that "particular attention will be given to impacts upon specific identifiable minority groups in relationship to Title VI of the Civil Rights Act 1964, and Title VIII of the Civil Rights Act of 1968, and ensures that no person will be excluded from participation in the planning process and the development of plans and programs.

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

Lincoln Metropolitan Planning Organization

Nebraska Department of Transportation

 Mayor Leirion Gaylor Baird, Executive Officer

 Ryan Huff, Strategic Planning Division
 Nebraska Department of Transportation

 Date

 Date

Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	7
MEETING DATE	April 13, 2023
REQUEST	VOTE: Proposed FY 2024-2027 Transportation Improvement Program
ASSOCIATED MEETINGS	The MPO Programming and Funding Committee convened for development of the FY 2024-2027 TIP. The TIP falls under the work items for this committee which functions or reports to the MPO Technical Committee. The Programming and Funding Committee decided on a recommendation as to which projects to fund with the Lincoln MPO funds. This committee reviewed and provided comments on the Draft FY 2024-2027 TIP. The Programming and Funding Committee expressed support of the TIP and forwarding it to the Planning Commission for review as to conformance with the Long Range Transportation Plan. The Planning Commission will hold a public hearing on the proposed FY 2024-2027 TIP on May 3, 2023.
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603

RECOMMENDATION: APPROVE THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

BACKGROUND

The Lincoln Metropolitan Planning Organization (MPO) staff has prepared the Draft FY 2024-2027 Transportation Improvement Program (TIP) for public review and comment. The TIP includes surface transportation projects to receive federal funds and surface transportation projects of regional significance, planned for the Lincoln MPO metropolitan planning area in Federal Fiscal Years 2024-2027.

SUMMARY OF REQUEST

The proposed FY 2024-2027 TIP has been developed by Lincoln MPO staff to be in compliance with regulations contained in the Bipartisan Infrastructure Bill, the most recent legislation governing the federal transportation program.

The complete FY 2024-2027 TIP is available at:

<https://www.lincoln.ne.gov/City/Departments/Planning-Department/MPO/TIP>

Enclosed is a summary of the projects in the FY 2024-2027 TIP. New with the proposed TIP is an online interactive project map found at the link above. FY 2024 is also the first year of the 70/30 split of federal Surface Transportation Block Grant (STBG) funds between the City and County going forward.

CONFORMANCE WITH 2050 LONG RANGE TRANSPORTATION PLAN

Most projects contained in the proposed 2024-2027 TIP are being carried forward from the current 2023-2026 TIP, with the exception of some projects being removed along with several new proposed projects

described below. The projects being carried forward would have previously been determined to be in conformance with the 2050 LRTP.

State of Nebraska Department of Transportation program – added several new projects. These projects are coordinated with the State’s TIP and are considered to be in general conformance with the Lincoln MPO 2050 Long Range Transportation Plan:

- US-6 (Cornhusker Highway Bridges) – Bridge repair/replacement
- S-55G, Hickman Spur – Mill, resurface, widen, culverts, bridge repair
- US-77, Beatrice-Princeton – Crack and joint seal
- US-77/I-80 North – Concrete repair, crack and joint seal
- N-2, Lincoln-Syracuse – Concrete repair, crack and joint seal
- I-80, District 1-A – High mast tower replacement

Lincoln Airport Authority program – added two new projects. These projects are considered to be in general conformance with the 2050 Long Range Transportation Plan:

- Terminal Parking Garage - Solar Panel Roof Canopies
- Runway 17/35 & Taxiway 'A' Sealcoat

City of Lincoln Transportation and Utilities Program – added one new project. This project is in conformance with the [2050 LRTP](#) as it appears as Project ID 134 in Table 7.7 and Figure 7.3, Fiscally Constrained Urban Roadway Capital Projects in Chapter 7 – Fiscally Constrained Plan on pages 7-17 and 7-17.

- W. South Street Bridge Replacement at Salt Creek

POLICY CONSIDERATIONS

The proposed FY 2024-2027 TIP is financially constrained, and the projects in the TIP are consistent with the current MPO Long Range Transportation Plan.

CONGESTION MANAGEMENT AND EQUITY CONSIDERATIONS

Congestion management and equity are review elements applicable to new projects being added to the TIP starting with the FY 2024-2027 TIP. Their inclusion was added to the TIP process to address recommendations received from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) at the Lincoln MPO’s four-year certification review in May 2021.

The congestion management and equity review elements will integrate project-level information from the 2050 LRTP and MPO Congestion Management Process with proposed additions to the TIP to better inform decision-making. They will apply to all TIP programs/projects except those projects in the NDOT, Lincoln Airport and FTA programs.

Equity is addressed through one of the eight goals of the LRTP, which states, “Transportation investments developed through an inclusive process that promotes equitable outcomes.” Areas with Underserved and Overburdened Communities were mapped based on inputs including low income, minorities, single heads of household, limited English proficiency, age 65+, disabilities, and zero vehicle households. This map has been

updated using information from the 2020 US Census and American Community Survey (ACS). Roadway and trail projects not having committed funding at the time the LRTP was developed were also given scores for each of the eight goals including Equity along with a Public Input score and Total score.

Congestion is addressed based on the Lincoln MPO Congestion Management Process (CMP) adopted in May 2020. The CMP provides a systematic approach for managing congestion by defining a CMP network and identifying strategies to reduce trips and vehicle miles traveled, shift automobile trips to other modes, improve roadway operations, improve infrastructure, and add capacity.

Standard questions were developed for each review element. The information below was provided on each question by the applicant for the only new project being added to the 2024-2027 TIP, which is the **W. South Street Bridge Replacement** for the City of Lincoln Transportation and Utilities (LTU) Department.

LTU proposes to add the replacement of the bridge on W. South Street over Salt Creek as a future funded project to begin design in FY 2025. This project ranks 10th on the fiscally constrained ranking in the 2050 LRTP.

Per LTU, this bridge was constructed in 1971 and is quickly approaching the end of its life cycle. It requires both routine and unscheduled maintenance to address issues with the expansion joint cover plates on the deck, the concrete in the deck surfacing, and the settlements of the roadway at the bridge approaches. It currently has a score of 4 (poor), which puts it in the bottom 4% for overall bridge health when compared to all bridge structures in the City. In 2021, the Average Daily Traffic Volume (ADT) was 4,380 vehicles per day, with over 6% of vehicles being trucks.

The following information was provided by LTU regarding the project.

Congestion Management Process

- Is the project in the Lincoln MPO CMP Network? *No*
- Is the project on a high-congestion segment as identified in the 2050 LRTP? (Existing, 2035, or 2050 model years). *No*
- Identify which Congestion Management Process (CMP) strategies the project supports (see [pages 17-20 of the CMP](#)): *C.14 Goods Movement Management*

Equity

- Is the project located in an area with High or Moderate to High Overburdened and Underserved Communities? *Yes, it lies in between highest and moderate to high areas of overburdened and underserved communities (project location indicated by red star) on the exhibit on the following page.*



Underserved and Overburdened Communities



- If yes to the previous question, provide explanation of how the project creates a benefit or burden to these communities and ways the project could be modified (if neutral or negative impact):
 - *This project will create a benefit to citizens and businesses located in southwest Lincoln due to its connectivity to residential, commercial, and industrial properties, as well as to recreation facilities including parks and sports complexes. This corridor also provides connectivity to the Bryan Medical Complex at S 16th & South Street, the nearest hospital to communities located in southwest Lincoln, as well as connections for Lincoln Public Schools busses, which are housed and dispatched from the main transportation facility at South Street & Park Boulevard.*
 - *The West A Street commuter trail begins at South Street, on the west side of the bridge, and the Salt Creek Levee commuter trail crosses South Street at-grade on the east side of the bridge. Replacement of this bridge structure will allow for the Salt Creek Levee trail to pass underneath the structure, which will eliminate the need for an at-grade pedestrian crossing.*
 - *Currently, this bridge does not have pedestrian sidewalks across it. Replacement of the bridge will allow for pedestrian facilities to be added across the facility, including connectivity between the two commuter trails.*
 - *Replacement of this bridge structure will eliminate the need for closures on South Street to perform repairs to the current bridge structure, which are becoming more commonplace given the structure's age and deteriorating condition. The current out-of-direction detour length when the bridge must be closed, for both motorists and pedestrians, is one mile.*

- Provide the project's Equity Score and Total Score from [Appendix G of the LRTP](#) (if applicable):
 - *Equity Score = 1.0*
 - *Total Score = 50.54*



Lincoln Metropolitan Planning Organization

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

To: MPO Technical Committee
From: Rachel Christopher, Transportation Planner
Date: March 30, 2023
Subject : Proposed FY 2024-2027 Transportation Improvement Program

The MPO Technical Committee will review the proposed FY 2024-2027 Transportation Improvement Program (TIP) at their meeting on April 13, 2023 and take action on a recommendation to the MPO Officials Committee. The Planning Commission will hold a public hearing on the FY 2024-2027 TIP as to conformance with the MPO Long Range Transportation Plan on May 3, 2023. A summary of the projects in the proposed TIP is provided below.

State of Nebraska: Department of Transportation

The State program includes nineteen projects that focus on system rehab/resurfacing, system maintenance, and replacement. Listed are programming four bridge replacement/repair projects, four bridge repair/roadway resurfacing projects, three roadway widening/resurfacing projects, two mill/resurface projects, one culvert project, one high mast tower replacement project, and four joint seal/concrete repair projects. These projects are coordinated with the State's TIP and are considered to be in general conformance with the Lincoln MPO 2050 Long Range Transportation Plan.

Bridge Replacement/Repair

- I-180 Adams Street Bridge, replacement.
- I-180 Bridges over I-80.
- US-6 Sun Valley Blvd over UPRR, replacement.
- US-6 Cornhusker Hwy Bridges, repair/replacement.

Bridge Repair/Roadway Resurfacing

- US 34, Lincoln West bridges. US-34 approximately 2.0 miles and 0.9 miles west of Lincoln.
- N-79, Agnew North Bridges, 0.46 miles.
- I-80 Bridges, NW 56th Street to Waverly.
- S-55G, Hickman Spur, 3.41 miles.

Roadway Widening/Resurfacing

- N-43 from N-41 to the north limits of Bennet, includes Panama spur, 16.0 miles.
- I-80 from Pleasant Dale to NW 56th Street, 6-lane concrete pavement replacement/reconstruction, 7.6 miles.

- US-77 Lincoln West Beltway, 6-lane, grading, surfacing, shoulders, 4.61 miles.

Mill/Resurfacing

- I-180 Cornhusker South, from Oak Creek south to the South Jct US-34, 1.3 miles.
- N-79, US-34 to Raymond Road, 7.1 miles.

Culverts

- US-6 Emerald East Culverts.

High Mast Tower Replacement Project

- I-80 District 10A High Master Tower Replacement.

Joint Seal/Concrete Repair

- I-80 Airpark, I-180, 6.3 miles.
- US-77 Beatrice-Princeton, 13.76 miles.
- US-77/I-80 North, 7.0 miles.
- N-2 Lincoln-Syracuse, 23.82 miles.

Lancaster County – County Engineering:

The Lancaster County improvement program includes ten projects. The list below includes five safety projects, four roadway capital projects, and one bridge replacement project. All county projects are considered to be in general conformance with the 2050 Long Range Transportation Plan.

Safety Improvement Projects

- Saltillo Road, 27th Street to 68th Street, 2.7 miles: Widening/paving earthen shoulders with safety edges and safety improvements for S. 40th Street and S. 56th Street intersections.
- 148th Street and Holdrege Street: Intersection improvements including left turn lanes on north and southbound approaches.
- S. 68th Street, Firth Road to Stagecoach Road, 5.0 miles: Grading, widening, and surfacing.
- N. 14th Street, Alvo Road to Ashland Road, 10.5 miles: pavement overlay, trench and shoulder widening, construction of a safety section, and centerline and edgeline rumble strips.
- S. 68th Street, Hickman to Roca Road, 1.5 miles: pavement overlay, trench and shoulder widening, construction of a safety section, centerline and edgeline rumble strips, and intersection improvements at Martell Road.

Roadway Capital Projects

- S. 98th Street, Old Cheney Road to A Street, 3.0 miles: Preliminary engineering and construction of a 24 foot asphalt surface with turf shoulders.
- S. 98th Street, A Street to O Street, 1.0 mile: Preliminary engineering and construction of asphalt paving and drainage structures. Since S. 98th Street from Old Cheney to O Street is within the 2050 Future Service Limit, the City and County will closely coordinate on these projects.
- Fletcher Road, 84th Street to 148th Street, 4.5 miles: Preliminary engineering and construction of 28 foot asphalt surface with turf shoulders. Since Fletcher Road from 84th Street to east of 98th Street is within the 2050 Future Service Limit, the City and County will closely coordinate on this project.
- NW 56th Street, I-80 to W. Holdrege Street, 0.7 miles: Preliminary engineering and construction to include grading, widening, and surfacing. Since NW 56th Street from I-80 to W. Holdrege Street is within the 2050 Future Service Limit, the City and County will closely coordinate on this

project.

Bridge Replacement Project

- Arbor Road Bridge over the Little Salt Creek, 0.1 miles: Preliminary engineering and construction of bridge to replace existing 120' slab bridge.

City of Lincoln Transportation and Utilities:

This program includes significant resources for projects that focus on traffic management, traffic signal timing, equipment replacement and Intelligent Transportation System (ITS) projects that are needed to improve traffic flow. Other focus areas are for traffic safety and operations for intersection projects, sidewalk maintenance, and roadway and bridge infrastructure rehabilitation or improvements. Below are the major intersection, roadway, and bridge infrastructure improvement projects. All projects are considered to be in general conformance with the 2050 Long Range Transportation Plan.

Transportation System Preservation

This program component focuses on repair and preservation of transportation system assets including rehabilitation of streets, intersections, traffic signals, bridges, and facilities 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 and rehabilitation efforts.

- S 56th Street, Spruce Street to Van Dorn Street – pavement repair
- Randolph Street, Capital Parkway to 40th Street - pavement repair and intersection improvements at 33rd Street and 40th Street
- 1st Street & Cornhusker Highway – traffic signal replacement
- 9th & A St., 9th & D St., 10th & A St., 10th & D St. - traffic signal replacement
- N 84th Street & College Park - traffic signal replacement
- 66th St./Cotner Blvd./Adams St. - traffic signal replacement
- Cornhusker Highway, 39th Street to L-55X – pavement repair, intersection improvements, mill and overlay, curb ramp reconstruction and utility adjustments
- Preventative Maintenance Bridge Package – maintenance of bridges such as Harris Overpass, N 27th Street viaduct, SW 40th Street viaduct, Penny Bridges, and 10th Street & Salt Creek Bridge
- 48th St. & Calvert St. and 56th St. & Calvert St. – traffic signal replacement
- W South Street Bridge over Salt Creek – bridge replacement

Transportation System Optimization

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. 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.

- A Street, 40th Street to 56th Street – intersection improvements and widening
- Adams Street, 36th Street to 48th Street – pavement repair and widening
- 84th Street and US-6 (Cornhusker Highway) – safety project
- Cotner Boulevard, O Street to Starr Street – pavement repair and intersection improvements
- A Street, 6th Street to 17th Street – intersection improvements and widening
- Pilot – Hyperflow Software Tool – corridor performance system

- US-34 and S 84th Street/Ruswood Parkway – intersection improvements
- S 70th St. and Nebraska Parkway – intersection improvements

Transportation System Growth

This program component focuses on growth of new transportation system assets including new streets, right-of-way improvements, bridges/structures in new growth areas and major upgrades to the fringe area street network. Projects include new streets and right-of-way improvements, new bridges and support structures, new intersections and signal system hardware, and major upgrades to the fringe area street network.

Transportation Livable Neighborhoods

This is a program committed to projects that improve and maintain strong neighborhoods and are coordinated with Transportation and Utilities, Parks and Recreation, and Urban Development. Specific projects are identified through a multi-departmental prioritization process.

Transportation Sidewalk Program

This program is for the maintenance and repair of sidewalk infrastructure. Projects include sidewalk repair and replacement, panel leveling, and construction of ADA curb ramps. The LRTP recommends continuing to increase funding for sidewalk repairs.

Capital Roadway Projects

- East Beltway: Corridor protection and right-of-way (as needed) for a four lane freeway between Hwy 2 and I-80. The LRTP recommends continuing corridor protection.
- 14th/Warlick/Old Cheney Road: Design and construction to construct improvements in the vicinity of 14th Street/Old Cheney and Warlick Blvd. in order to improve safety and congestion. This project is listed as Committed in the LRTP.
- West "A" Street from west of Coddington to west City Limits: Construction of a two lane urban facility with intersection improvements and turn lanes. This project is listed as Committed in the LRTP.
- S. 40th from Yankee Hill Rd to south of Rokeby: Construction of a two lane urban facility with intersection improvements and turn lanes. This project is listed as a Developer Commitment in the LRTP.

StarTran:

The Public Transportation Element of the TIP includes operational and capital improvement programs for the City of Lincoln Public Transportation projects that are typically funded through the Federal Transit Administration (FTA) and local funds. The primary focus of this program is to maintain StarTran services and provide for StarTran's Vehicle Replacement Program. All projects are considered to be in general conformance with the 2050 Long Range Transportation Plan.

- Paratransit and maintenance service vehicle replacements. This is a priority project in the LRTP.
- Bus stop amenities such as benches, shelters, pads, signage, bicycle related equipment and landscaping. This is a priority project in the LRTP.
- Security enhancements as required by FTA. Such enhancements will include improved facility surveillance and improved bus camera systems. This is a priority project in the LRTP.
- Computer hardware and software for continued upgrade/replacement of computer services for StarTran administration, operators, and maintenance functions. Funds are proposed to purchase maintenance software, farebox cell phone validators, a plotter, and upgraded staff computers. This is a priority project in the LRTP.
- Shop tools/equipment for continued routine upgrade and replacement. Such tools and

equipment include vehicle lifts, oil reels, and fall protection items. This is a priority project in the LRTP.

- Building renovations and improvements for atomic clock system, new garage doors, raise middle garage doors and parking lot striping. This is a priority project in the LRTP.
- Fareboxes: Funds are proposed for replacement of all bus fareboxes.
- Purchase of supervisor vehicle.
- Multimodal Transportation Center: The Multimodal Transit Transfer Center (MTTC) project will improve travel options to central business district destinations, improve connections between different travel modes, and improve bus passenger amenities including covered passenger boarding areas and interior passenger amenities. This project includes completion of a feasibility study, environmental and design work, and construction. This project is recommended in the LRTP and was awarded federal RAISE grant funding.
- Purchase 16 Full Size Vehicles: Funds are proposed to replace 3 buses from 2006 and 13 Gillig buses from 2011 with alternative fueled and/or alternative propulsion system buses.
- Fast Fuel Compressed Natural Gas Station: Update of feasibility study and build a fast fuel compressed natural gas station at 710 J Street.
- Maintenance Facility Construction/Relocation: Funds are proposed to construct a new bus maintenance and storage facility.

Lincoln Airport Authority:

The Lincoln Airport Authority improvement program includes operational and capital improvement programs for the City of Lincoln Airport that are typically funded through the Federal Aviation Administration (FAA) and local funds. All projects are considered to be in general conformance with the 2050 Long Range Transportation Plan.

- Snow removal equipment building
- Runway and taxiway improvements including design, construction, pavement, lighting and other equipment
- General aviation development
- Relocate run-up pad
- Oak Creek levee improvements
- Terminal ramp rehabilitation
- Interlocal Agreement for Minimum Revenue Guarantee
- Terminal parking garage solar roof canopies

Federal Transit Programs:

Federal Transit Administration Grants assist in the development and support of intercity bus transportation and enhance the access of people to employment, health care, shopping, education, public services, and recreation. All projects are considered to be in general conformance with the 2050 Long Range Transportation Plan.

- NDOT Vanpool Project: Vendor vanpool services provide statewide contracted services for a) Metro Vanpool service for Lancaster, Sarpy, & Douglas counties between Lincoln and Omaha (LCLC & MAPA) and b) Statewide, Rural Nebraska Vanpool service.
- Section 5310 Program: These projects or programs are designed to support transportation services that meet the special transportation needs of seniors and individuals with disabilities in urbanized areas. Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

Pedestrian, Bike & Trails:

The projects located in this section of the TIP are generally funded with a combination of local and federal funds that comes from either the Transportation Alternatives Program (TAP) or Recreational Trails Program (RTP) funds. Projects listed for Parks & Recreation have advanced from previous programming. The project listed for the Planning Department was added to the TIP as a result of the MPO Call for Applications for TAP funding that took place in 2022. The Call also resulted in programming the Waterford Trail project for the use of TAP funds. All projects are considered to be in general conformance with the 2050 Long Range Transportation Plan.

City of Lincoln Parks & Recreation Department:

- **Beal Slough Trail Project:** This is a ten-foot wide trail to extend along the Beal Slough Channel and the railroad from 56th Street & London Road connecting to 70th Street & Yankee Hill Road. This is a priority project in the LRTP.
- **Fletcher Landmark Trail:** This is a trail project for concrete trail to follow primarily alongside Fletcher Street from N.14th Street to N. 27th Street. This is a priority project in the LRTP.
- **Wilderness Hills Trail:** This project is a trail extending south from about 37th Street and Yankee Hill Road where it will branch off in two segments, one leading east to an underpass of S. 40th Street, the other southwest to an underpass of Rokeby Road. This is a priority project in the LRTP.
- **Waterford Trail:** This is a trail project beginning at 84th and College Park east across Southeast Community College to the corner of 98th and Boathouse Road and extending east and north to the corner of 104th and Holdrege. This is a priority project in the LRTP.

City of Lincoln/Lancaster County Planning Department:

- **B Street Bicycle Boulevard:** This is an on-street bicycle facility on B Street from 11th to 26th Streets and on 26th Street from A to B Street, and a sidepath on A Street from 26th to 27th Streets.

Railroad Transportation Safety District (RTSD):

This project is for a Railroad Crossing Grade Separation project at the North 33rd Street and Cornhusker/BNSF railroad crossing to eliminate at-grade vehicular-train conflicts that enhance safety, reduce delays, and improve emergency access. This project is listed as a committed project and is therefore considered to be in general conformance with the 2050 Long Range Transportation Plan.

Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	8
MEETING DATE	April 13, 2023
REQUEST	REPORT: Development of and review schedule for update to the MPO Public Participation Plan
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603

RECOMMENDATION: INFORMATION ONLY

BACKGROUND

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

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

SUMMARY OF REQUEST

The Lincoln MPO PPP was last amended in February 2014. A major update of the PPP is proposed to take place during calendar year 2023 to consider new methods of public involvement, particularly for enhanced visualization techniques, virtual public involvement, seeking out and considering the needs of those traditionally underserved by the transportation system, and monitoring the effectiveness of public involvement activities. Updates are also needed to make parts of the plan easier to understand and reflect the MPO's recent processes. The current PPP is found at:

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

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

POLICY CONSIDERATIONS

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

BUDGET CONSIDERATIONS

Costs for staff activity and possible consultant work to carry out the PPP update during the timeframe of July 1, 2023 – June 30, 2024 have been included in the proposed FY 2024 Unified Planning Work Program (UPWP), which is also an item on this agenda.

Lincoln MPO Public Participation Plan (PPP) Update

Working Schedule for 2023

Date	Task
March to May	Internal assessment period
June	30-day solicitation of input from interested parties and stakeholders
July 1 – July 14	MPO reviews input and compiles draft
July 17 – July 31	MPO Administration Committee review and provide comments on draft
August 1 – September 15	Publish Draft PPP for 45-day comment period
September 18 – September 28	Document, summarize, analyze, report, and respond to comments, include in appendix and revise PPP as needed
September 29	MPO Administration Committee finalizes the revised Draft PPP and forwards to Technical Committee for review/action
Mid-October	Final Draft PPP posted for public review with Technical Committee Agenda
November 2	MPO Technical Committee review and forward to the MPO Officials Committee for Adoption
December 8	Officials Committee Reviews/Adopts PPP
December 11	Submit adopted plan to NDOT
TBD	Approval by FTA/FHWA

March 15, 2023

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