



Lincoln Metropolitan Planning Organization

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

To: Technical Committee Members
From: Elizabeth Elliot, Technical Committee Chair
Subject: Technical Committee Meeting

Date: November 29, 2021
Time: 10:30 a.m. – 11:30 a.m.
Place: Council Chambers, County-City Building

Meeting Agenda:

Roll call and acknowledge the “Nebraska Open Meeting Act”

1. Review and action on the draft minutes of the [August 24, 2021](#) Technical Committee meeting
2. [Review and action](#) on MPO Targets for FHWA Safety Performance Measures
3. [Review and action](#) on revisions to the [FY 2022-2025 Transportation Improvement Program](#)
 - a. Nebraska Department of Transportation, I-80, Pleasant Dale to N.W. 56th Street – Add project and program federal funds
 - b. Lincoln Transportation & Utilities Department, Standardize Integrated e-Construction in City of Lincoln – Add project and program federal funds
 - c. Lancaster County, 148th Street and Holdrege Street intersection – Revise the programming for Preliminary Engineering phase
4. [Review and action](#) on the draft Lincoln MPO [2050 Long Range Transportation Plan](#)
5. Other topics for discussion

ACCOMMODATION NOTICE

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

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:	August 24, 2021, 3:15 p.m., City Council Chambers, County-City Building, 555 S. 10 th St., Lincoln, NE
MEMBERS AND OTHERS IN ATTENDANCE:	David Cary – Planning Department; Pam Dingman – Lancaster County Engineer; Elizabeth Elliott – Lincoln Transportation and Utilities; Paul Barnes – Planning Department; Gary Bergstrom – Health Dept.; Thomas Shaefer and Erin Sokolik – Lincoln Transportation and Utilities; Brian Praeuner – StarTran; Roger Figard – Railroad Transportation Safety District; Stephanie Fisher – City of Waverly; Bob Rankin and Craig Wacker – Nebraska Dept. of Transportation; Sara Hartzell – Parks & Recreation; Larry Legg – Lancaster County Engineer; Dan Marvin – Urban Development Dept.; Chad Lay – Lincoln Airport Authority and Kelly Oelke – City of Hickman absent. Allan Zafft and Teresa McKinstry of the Planning Dept.; Paul Libby and Thomas Whitman of Nelson Nygaard appeared via Zoom Communications ©; and other interested parties.

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

Elliott then requested a motion approving the minutes of the meeting held July 9, 2021. Allan Zafft noted there was a typographical error on the minutes to be corrected on Page 2, Pavement 'Marking' was misspelled. Motion for approval as amended made by Cary, seconded by Legg and carried 13-0: Barnes, Cary, Dingman, Elliott, Figard, Fisher, Legg, Marvin, Praeuner, Rankin, Shaefer, Sokolik, and Wacker voting 'yes'; Bergstrom and Hartzell absent at time of vote; Lay and Oelke absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) A) NEBRASKA DEPARTMENT OF TRANSPORTATION, I-80, AIRPARK – I-180: ADD PROJECT AND PROGRAM FEDERAL FUNDS, AND B) NEBRASKA DEPARTMENT OF TRANSPORTATION, I-80, MILFORD – LINCOLN: ADD PROJECT AND PROGRAM FEDERAL FUNDS

Members present: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Legg, Marvin, Praeuner, Rankin, Shaefer, Sokolik, and Wacker voting ‘yes’; Hartzell absent at time of vote; Lay and Oelke absent.

Zafft stated that this will be the first amendment to the new TIP even though we are still waiting on Federal approval. This is to add projects at I-80, Airpark – I-180 and at I-80, Milford - Lincoln. We haven’t received any public comment on these projects.

ACTION:

Figard made a motion to approve revisions to the FY 2022-2025 Transportation Improvement Program, a) Nebraska Dept. of Transportation, I-80, Airpark – I-180: add project and program federal funds and b) Nebraska Dept. of Transportation, I-80, Milford – Lincoln: add project and program federal funds, seconded by Marvin and carried 14-0: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Legg, Marvin, Praeuner, Rankin, Shaefer, Sokolik, and Wacker voting ‘yes’; Hartzell absent at time of vote; Lay and Oelke absent.

REPORT ON THE STARTRAN 2021-2022 TRANSIT DEVELOPMENT PLAN

Members present: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hartzell, Legg, Marvin, Praeuner, Rankin, Shaefer, Sokolik, and Wacker voting ‘yes’; Lay and Oelke absent.

Zafft stated there will be a presentation by Paul Libby and Thomas Whitman of Nelson Nygaard. They are doing some work on existing conditions of the Transit Development Plan (TDP). They started a few months ago.

Thomas Whitman is the project manager. He was the project manager of the 1st TDP. He is excited to address some things they weren’t able to last time,

Paul Libby wanted to give a study overview. There are three main elements. The first is existing conditions. This is where they look at the fixed routes and riders scheduled. They will also look at the van link and paratransit trips. They will be showing some maps with demographics. He thinks it is equally important to engage the community. They have set up a working group, surveys, and stakeholder surveys. They are talking with bus operators and transit staff to see how things are working on the ground. This will not be a major change to the fixed route system. This is more of

an update. They will look at some different operating scenarios. This was started in June 2021. In July, they did a community survey and virtual town hall. They are working on the draft service and market analysis. They will be in town this fall. They hope to have a preferred service alternative early next year. He wanted to share some initial information. He showed a map noting how many riders are boarding during a typical day. Key destinations are University of Nebraska Lincoln (UNL), Southeast Community College (SCC), Walmart and Gateway Mall. There are high ridership corridors along 16th Street, 48th Street and Holdrege Ave. The population density needs to be considered. This is mapped along with the routes. Density is highest around downtown, near UNL and UNL east campus, and along 9th Street and 16th Street south of downtown. Employment density is looked at as well. Jobs are spread throughout the region. In the downtown area, the State Capitol and UNL have the highest employment concentrations. There are also multiple employment hubs outside of downtown such as Gateway Mall and the hospitals. We also combine and look at other factors where people are much more likely to use transit. This is combined into a transit propensity index. This is generally aligned with population density. You see it around college campuses and large multi-family. Then we overlay ridership on top of that to see how it aligns. Areas with high transit propensity generally have higher ridership. Employment hubs and retail destinations with lower transit propensity also generate ridership. These are places such as Walmart, SCC and Kawasaki. There are a number of things that make transit successful. It is direct and serves a lot of destinations, it comes regularly, the information is clear and available, and most people begin or end their trip walking or rolling to a stop. Access is a critical piece. It is important to provide a safe and dignified place to wait. They will look at all these pieces. Some things they are hearing from the community. They have had about 720 community responses. They asked about the primary mode of transportation. About three fourths of respondents said they drive alone. 15 percent of people who filled out the survey said bus transit is their main mode. They also asked how long they have been riding StarTran. Three fourths of people who ride StarTran have been doing it for a year. They asked non riders a couple of questions on why they choose to use other forms of transportation. Not surprisingly, most people drive their own car out of convenience. They also think the bus takes too long and the schedules don't match theirs. Another question they asked was what would encourage someone to try transit. Later evening service, more Saturday service and Sunday service were some of the responses. The next step is they will continue with community outreach. They will be in Lincoln in September. They will work on developing concepts and alternatives.

REPORT ON THE 2050 LONG RANGE TRANSPORTATION PLAN (LRTP)

Members present: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hartzell, Legg, Marvin, Praeuner, Rankin, Shaefer, Sokolik, and Wacker voting 'yes'; Lay and Oelke absent.

Zafft stated that some of this information will be similar to what Jenny Young presented when she was at the last Technical Committee meeting. Recent LRTP efforts are the selection of the recommended funding plan, development of the fiscally constrained plan which includes the

travel demand model forecasts and air quality analysis, and documentation. He showed the Executive Summary. It is 16 pages long and gives an overview. He will email it out to committee members tomorrow morning. The LRTP will be 8 chapters with appendices. There are 3 phases of community input. We are about to do Phase 3. He showed a graphic of community input on investment priorities. The top choice was to maintain existing streets and bridges. Construct new trails was the second choice. The revenue projections are roadway funds of \$3.8 billion, transit funds of \$754 million and \$68 million for trails, bicycle and pedestrian. This is a total of \$4.6 billion. The transit funds were increased from the last time this was presented based on information we received from StarTran. These funds cover 29 years. The funding strategy recognizes the limited funding availability and strives to optimize the use, focuses on taking care of the existing system and recognize the importance of making the system function as efficiently as possible. The recommended Resource Allocation shows Nebraska Dept. of Transportation (NDOT) projects, the Rural Roads program, Urban Roads Program and the Multimodal Program. This is a fiscally constrained plan. The NDOT Highways Program consists of asset preservation and two committed capital roadway projects. Rural roads has three committed projects and 23 fiscally constrained projects. The Urban Roads program includes many categories. He mentioned that on an annual average, the costs went up. There are funding gaps. There are 11 committed projects, 10 public-private partnership projects and 20 fiscally constrained projects. The Multimodal program includes transit, trail projects, trail rehabilitation, on-street bike projects and pedestrian, bike share and TDM. There are 10 committed projects, 4 projects to be completed with fiscally constrained roadway projects and 17 fiscally constrained projects. The travel demand model showed daily vehicle miles traveled will continued to increase. Congestion levels will continue to increase as well. He showed vehicle hours of travel. As part of the LRTP, we do an Air Quality Analysis. We are seeing trends where particulate matter, volatile organic compounds and oxides of nitrogen will decrease. Greenhouse gases will continue to increase slightly. September 13, 2021 is the public release of the draft Comprehensive Plan and LRTP. There will also be a virtual meeting launch and kiosks will be distributed to the libraries, four library branches and Bennet Martin Library. In-person public meetings will be held on September 28, 2021 at the Jayne Snyder Center, September 30, 2021 at Spring Creek Prairie and on October 5, 2021 at Southeast Community College. They hope to appear before Planning Commission in October 2021. The public events will summarize the Comprehensive Plan and the LRTP. The focus for the public event will be future land use maps, growth tiers, comp plan "top 10", and LRTP summary. Staff will do a social media blast, email blast and newspaper ad. Planning staff is available to present at community meetings upon request. They hope for adoption in November 2021. He thanked everyone for their time and expertise in doing this update of the plan.

There being no further business, the meeting was adjourned at 4:05 p.m.

ISSUE

VOTE: MPO Targets for FHWA Safety Performance Measures

BACKGROUND

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

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

State DOTs and MPOs annually establish targets for the FHWA safety performance measures. In May 2018, the Lincoln MPO adopted to support the Nebraska Department of Transportation (NDOT) safety performance targets for Calendar Year (CY) 2018. For the FHWA performance measures for infrastructure condition and system performance, state DOTs and MPOs are required to establish 4 year targets. In November 2018, the Lincoln MPO adopted to support the NDOT infrastructure condition targets and system performance targets for CY 2018-2021. Public transportation agencies and MPOs annually establish targets for the FTA TAM performance measures and safety performance measures. In November 2018, the Lincoln MPO adopted to support the StarTran TAM performance targets for Federal Fiscal Year (FFY) 2019 as established on January 1, 2017 and published in the StarTran Transit Asset Management Plan of September 27, 2018. The Lincoln MPO adopted to support the StarTran safety performance measures targets in November 2020, which are shown in its Public Transportation Agency Safety Plan of July 2020.

Updates to the federal performance measures will be monitored by Lincoln MPO staff and changes or updates to the MPO targets will be reported to the Lincoln-Lancaster Planning Director and the MPO Technical Committee Tri-Chairs. Enclosed is a memo to the Tri-Chairs dated October 26, 2021 with an update by Lincoln MPO staff of the Lincoln MPO federal performance measures and targets. This memo shows the changes and updates to performance targets set by NDOT and StarTran, and it provides an MPO staff recommendation on the MPO performance targets.

Nebraska MPOs must adopt FHWA safety performance measure targets (PM1) by February of each year. Lincoln MPO staff recommends that the Lincoln MPO support the NDOT 2022 safety performance measure targets (see Table 1 of the attached memo to the Tri-Chairs) the most prudent and feasible alternative. The core reasons not to establish regional targets include the following:

- Regarding the NDOT 2019 and 2020 safety targets, the actual outcome for each of the five performance measures was equal to or less than the target and/or better than the baseline performance for that target.
- Need to determine the methodology to estimate annual vehicle miles traveled (VMT) for all public roads within the Lincoln MPO metropolitan planning area from 2015 to 2020, if the Lincoln MPO would establish rate targets.
- Need to process the NDOT accident data within the Lincoln MPO metropolitan planning area from 2011 to 2020 to determine the 5-year rolling average for 2015, 2016, 2017, 2018, 2019, and 2020 on the five performance measures for comparative purposes and to determine a baseline, if the Lincoln MPO would establish targets.

POLICY CONSIDERATIONS

With supporting the statewide 2022 targets, the Lincoln MPO is agreeing to plan and program projects in a manner that contributes towards the accomplishment of the NDOT safety targets.

MPOs are required to include a narrative description of these performance measures in their LRTPs. This document needs to include narratives on the performance measures, either by the next major update or when the current LRTP gets amended after July 20, 2021. The Lincoln MPO 2050 Long Range Transportation Plan includes the MPO targets for all the federal performance measures that are applicable to the Lincoln MPO.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve to support the state targets as the MPO 2022 safety performance measure targets for the Lincoln MPO metropolitan planning area.

STAFF CONTACT

Allan Zafft

MEMORANDUM

TO: Lincoln MPO Technical Committee Tri-Chairs

FROM: Allan Zafft, Transportation Planner

SUBJECT: Update on Lincoln MPO Federal Performance Measures and Targets

DATE: October 26, 2021

Background Information

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

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

- Safety Performance Measures (PM1)
 - Number of fatalities
 - Rate of fatalities
 - Number of serious injuries
 - Rate of serious injuries
 - Number of non-motorized fatalities and serious injuries
 - Infrastructure Condition Performance Measures (PM2)
 - Percentage of pavements on the Interstate System in good condition
 - Percentage of pavements on the Interstate System in poor condition
 - Percentage of pavements on the non-Interstate National Highway System (NHS) in good condition
 - Percentage of pavements on the non-Interstate (NHS) in poor condition
 - Percentage of NHS bridges classified as in good condition
 - Percentage of NHS bridges classified as in poor condition
 - System Performance Measures (PM3)
 - Percent of person-miles traveled on the Interstate System that are reliable
 - Percent of person-miles traveled on the non-Interstate NHS that are reliable
 - Truck Travel Time Reliability (TTTR) Index
 - Annual hours of peak hour excessive delay per capita*
 - Percent of non-single occupancy vehicle (non-SOV) travel*
 - Total emissions reduction*
- *not applicable to Nebraska

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

- TAM Performance Measures
 - Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)
 - Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB
 - Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale
 - Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile*
 - Safety Performance Measures
 - Fatalities: Total number of reportable fatalities and rate per total vehicle revenue miles (VRM) by mode
 - Injuries: Total number of reportable injuries and rate per total VRM by mode
 - Safety Events: Total number of reportable events and rate per total VRM by mode
- *not applicable to Lincoln MPO

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

Lincoln MPO Actions

State DOTs and MPOs annually establish targets for the FHWA safety performance measures. In May 2018, the Lincoln MPO adopted to support the Nebraska Department of Transportation (NDOT) safety performance targets for Calendar Year (CY) 2018. This action amended the current Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) to reflect the adopted MPO safety performance measure targets. In November 2020, the Lincoln MPO adopted to support the NDOT safety performance targets for CY 2021. This calendar year is the latest adopted annual MPO safety performance targets.

For the FHWA performance measures for infrastructure condition and system performance, state DOTs and MPOs are required to establish 4-year targets. Additional coordination is required between state DOTs and MPOs if a State adjusts its 4-year target at the midpoint of the performance period. In November 2018, the Lincoln MPO adopted to support the NDOT infrastructure condition targets and system performance targets for CY 2018-2021. This action amended the current TIP and LRTP to reflect the adopted MPO infrastructure condition performance measure targets and system performance measure targets. In

November 2020, the Lincoln MPO adopted to support the adjustments to the NDOT established four-year period targets (2018-2021) for infrastructure condition and system performance.

Public transportation agencies and MPOs annually establish targets for the FTA TAM performance measures and safety performance measures. In November 2018, the Lincoln MPO adopted to support the StarTran TAM performance targets for Federal Fiscal Year (FFY) 2019 as established on January 1, 2017 and published in the StarTran Transit Asset Management Plan of September 27, 2018. The Lincoln MPO adopted to support the StarTran safety performance measures targets in November 2020, which are shown in its Public Transportation Agency Safety Plan of July 2020. The target for each performance measure was established as a trend rather than a specific numeric value. Across each measure, the target is to demonstrate an incremental improvement over an established baseline calculated from a recent five-year experience in each category. Current baselines were set as the averages of the performance measures from 2014 to 2018. StarTran will seek annual improvements over this baseline from 2020 through 2024.

If StarTran updates its TAM and safety performance measures targets annually, the Lincoln MPO will adopt to support new TAM targets and safety performance measures when it updates the TIP on its annual cycle and the LRTP on its five-year cycle.

NDOT Performance Measure Targets

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

Table 1 shows the NDOT annual targets for safety (PM1) from calendar years 2019 through 2022. Targets are based on 5-year rolling averages. At the NDOT-MPO Safety Performance Measures (PM1) coordination meeting on June 4, 2021, NDOT staff provided an update of whether NDOT has met or made significant progress toward meeting safety targets for 2019 and 2020, and they presented the possible safety targets for 2022. NDOT has met the safety targets for 2019 and 2020. Table 3 shows the safety targets for 2022 that NDOT submitted to FHWA in August 2021.

Performance Measures	Target 2015-2019	Target 2016-2020	Target 2017-2021	Target 2018-2022
Number of fatalities	239.0	239.0	241.0	249.0
Rate of fatalities	1.180	1.140	1.130	1.270
Number of serious injuries	1,540.0	1,442.0	1,408.0	1,358.0
Rate of serious injuries	7.500	6.803	6.507	6.323
Number of non-motorized fatalities and serious injuries	140.0	133.0	126.6	121.4

Table 2 shows the NDOT original and adjusted 4-year targets for infrastructure condition (PM2) for a performance period of 2018 to 2021. At the NDOT-MPO Performance Measure

Target Adjustments coordination meeting on June 24, 2020, NDOT staff indicated no adjustments to the original targets. This is illustrated as no change in Table 2. The actual values in 2018 and 2019 have met the original targets as shown in Table 2.

Performance Measures	Original 4-Year Target	Adjusted 4-Year Target	Statewide - Actual	
			2018	2019
% of pavements on the Interstate System in good condition	≥50%	No Change	76.2%	80.3%
% of pavements on the Interstate System in poor condition	≤5%	No Change	0.2%	0.1%
% of pavements on the non-Interstate NHS in good condition	≥40%	No Change	59.1%	58.4%
% of pavements on the non-Interstate (NHS) in poor condition	≤10%	No Change	1.5%	1.7%
% of NHS bridges classified as in good condition	≥55%	No Change	61.0%	58.3%
% of NHS bridges classified as in poor condition	≤10%	No Change	1.9%	1.8%

Table 3 shows the NDOT original and adjusted 4-year targets for system performance (PM2) for a performance period of 2018 to 2021. At the NDOT-MPO Performance Measure Target Adjustments coordination meeting on June 24, 2020, NDOT staff indicated adjustments to the original targets. This is illustrated with the different values for the original and adjusted values in Table 3. The analysis values for statewide and the Lincoln MPO from 2017 through 2019 have not always met the original targets as shown in Table 3.

Performance Measures	Original 4-Year Target	Adjusted 4-Year Target	Statewide - Analysis			Lincoln MPO - Analysis		
			2017	2018	2019	2017	2018	2019
			% of person-miles traveled on the Interstate System that are reliable	98.9%	94.0%	98.9%	98.9%	97.4%
% of person-miles traveled on the non-Interstate NHS that are reliable	92.6%	88.0%	92.6%	92.2%	91.3%	91.6%	91.7%	90.0%
Truck Travel Time Reliability Index	1.10	1.25	1.10	1.13	1.15	1.09	1.17	1.18

StarTran Performance Measure Targets

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

Table 4 shows the StarTran annual targets for TAM for fiscal years 2020 through 2023. For FY 2020, the actual values for rolling stock categories are above the target values, and the actual values for equipment categories have the same target values. For FY 2021, the actual value for rolling stock: fixed route bus category is no longer above the target value whereas the equipment: non-revenue service vehicle category (automobile) is above the target value.

Asset Category	Asset Class	ULB*	FY 2020 Targets	FY 2021 Targets	FY 2022 Targets	FY 2023 Targets	FY 2020 Actual	FY 2021 Actual
Rolling Stock: FR Bus	Bus	15 years	9% of fleet exceeds ULB	25%	25%	22%	13%	7%
Rolling Stock: SR Paratransit	Paratransit Van	6 years	0% of fleet exceeds ULB	25%	25%	28%	29%	29%
Equipment: Non-Revenue Service Vehicle	Automobile	10 years	0% of fleet exceeds ULB	10%	10%	10%	0%	33%
Equipment: Non-Revenue Service Vehicle	Other Support Vehicle	15-20 years	0% of fleet exceeds ULB	0%	0%	50%	0%	0%
Facility: StarTran Administration, Bus Storage, and Maintenance	Admin & Maint	40 years	No more than 0% of StarTran owned facilities rated less than 3.0 on FTA TERM scale	0%	0%	0%		
Facility: Parking Facilities	Admin & Maint	40 years	No more than 0% of StarTran owned facilities rated less than 3.0 on FTA TERM scale	0%	0%	0%		

* ULB – Useful Life Benchmark

Table 5 and Table 6 show the StarTran safety performance baseline and targets for fixed route and paratransit (handi-van). StarTran will seek annual improvements over a 2014-2018 baseline from 2020 through 2024. For 2020, majority of the values for fixed route have not met the targets, and majority of the values for paratransit have met the targets.

Performance Category		2014-2018 Baseline	Target	2020 Value
Fatalities	Total	0	0	1
	Rate per 100,000 VRM	0	0	.06
Injuries (Minor/Major)	Total	2.6	Reduction from baseline	2
	Rate per 100,000 VRM	0.16	Reduction from baseline	.112
Safety Events (Minor/Major)	Total	1.4	Reduction from baseline	2
	Rate per 100,000 VRM	0.09	Reduction from baseline	.112
System Reliability (Minor/Major)	VRM Between Failures (Total)	4,000	Increase from baseline	3,949

Table 6: StarTran Targets for Paratransit (Handi-Van) - 2020-2024				
Performance Category		2014-2018 Baseline	Target	2020 Value
Fatalities	Total	0	0	0
	Rate per 100,000 VRM	0	0	0
Injuries (Minor/Major)	Total	0	0	0
	Rate per 100,000 VRM	0	0	0
Safety Events (Minor/Major)	Total	0	0	1
	Rate per 100,000 VRM	0	0	.374
System Reliability (Minor/Major)	VRM Between Failures (Total)	14,200	Increase from baseline	17,796

MPO Staff Recommendation

Nebraska MPOs must adopt FHWA safety performance measure targets (PM1) by February of each year. Lincoln MPO staff recommends the support of the NDOT 2022 safety performance targets as the most prudent and feasible alternative. The core reasons not to establish regional targets include the following:

- Regarding the NDOT 2019 and 2020 safety targets, the actual outcome for each of the five performance measures was equal to or less than the target and/or better than the baseline performance for that target.
- Need to determine the methodology to estimate annual vehicle miles traveled (VMT) for all public roads within the Lincoln MPO metropolitan planning area from 2015 to 2020, if the Lincoln MPO would establish rate targets.
- Need to process the NDOT accident data within the Lincoln MPO metropolitan planning area from 2011 to 2020 to determine the 5-year rolling average for 2015, 2016, 2017, 2018, 2019, and 2020 on the five performance measures for comparative purposes and to determine a baseline, if the Lincoln MPO would establish targets.

With supporting the NDOT 2022 safety performance measure targets, the Lincoln MPO is agreeing to plan and program projects in a manner that contributes towards the accomplishment of these targets. The MPO Technical Committee is scheduled to meet on November 29, 2021, and the meeting agenda includes the review and action on MPO Targets for FHWA safety performance measures and targets.

Note: The November 29 Technical Committee meeting will include an agenda item regarding the review and action on the draft Lincoln MPO 2050 Long Rang Transportation Plan. The draft Plan will include the MPO targets for all the federal performance measures that are applicable to the Lincoln MPO.

ISSUE

VOTE: Revision (Amendment No. 2) to the FY 2022-2025 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 2022-2025 TIP](#) was adopted by the MPO Officials Committee on May 17, 2021.

The proposed Amendment No. 2 to the FY 2022-2025 TIP includes the following revision:

- Nebraska Department of Transportation, I-80, Pleasant Dale to N.W. 56th Street – Add project and program federal funds
- Lincoln Transportation & Utilities Department, Standardize Integrated e-Construction in City of Lincoln – Add project and program federal funds
- Lancaster County, 148th Street and Holdrege Street intersection – Revise the programming for Preliminary Engineering phase

Details of the above revision are available for review on the Internet at:

<https://www.lincoln.ne.gov/files/sharedassets/public/planning/mpo/tip/2022-2025/amendment-no-2.pdf>

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

Approve Amendment No. 2 to the FY 2022-2025 Transportation Improvement Program.

STAFF CONTACT

Allan Zafft

November 19, 2021

ISSUE

VOTE: Draft 2050 Long Range Transportation Plan

BACKGROUND

As the Lincoln region’s federally designated metropolitan planning organization (MPO), the Lincoln MPO is required to develop and maintain a long range transportation plan (LRTP) for transportation investments with a minimum 20-year plan horizon. The LRTP serves as a blueprint for managing the area’s transportation system. The current LRTP, [2040 Long Range Transportation Plan - 2016 Update](#), was adopted in January of 2017.

In accordance with federal law, the Lincoln MPO is required to update the LRTP every five years. The next LRTP will be due by January of 2022 and will be known as the [2050 Long Range Transportation Plan \(2050 LRTP\)](#).

In the fall of 2019, the Lincoln MPO initiated the process to develop the 2050 LRTP by preparing and releasing a Request for Proposals (RFP) to retain a consultant firm to provide professional services for updating the MPO Travel Demand Model and LRTP. A Notice to Proceed was issued to Felsburg Holt & Ullevig (FHU) in late March 2020.

Development of the proposed 2050 Long Range Transportation Plan (LRTP) addressed all the major elements in the Plan. The project team has consistently received feedback from the committees and the general public about the importance of maintaining the transportation system and making the system function as efficiently as possible, given transportation funding limitations. This planning process took place over the last twenty-one (21) months in close coordination with the LRTP Project Oversight Planning Committee and the Community Committee, and with extensive input from the community. The public engagement process included three phases of community outreach that consisted of virtual public meetings, in-person public meetings, focus group meetings, and/or community surveys.

The major planning elements addressed in the LRTP include the following analysis.

- a. **Performance-based Planning** – Performance-based planning provides for a structure for the LRTP to ensure that scarce resources are used effectively and equitably and forms the foundation of the LRTP. The community values of transportation are woven into the goals, objectives, performance measures, and ultimately, evaluation criteria, which are used to identify high-priority transportation projects. The LRTP is based on a set of goals intended to implement the vision and support the transportation needs and values of the community, while aligning with state and national goals.

The vision for transportation in Lincoln and Lancaster County is a safe, efficient, and sustainable transportation system that enhances the quality of life, livability, and economic vitality of the community. Goals are the foundation for performance-based planning; the eight goals articulate the desired end state. The eight transportation goals, listed below, include related objectives that are specific, measurable statements that support achievement of the particular goal. These goals reinforce the five PlanForward (Lincoln-Lancaster County 2050 Comprehensive Plan) planning themes: Livable, Equitable, Resilient, Innovative, and Thriving.

- **Maintenance:** A well-maintained transportation system.

- **Mobility and System Reliability:** An efficient, reliable, and well-connected transportation system that leverages innovation and technology for moving people and freight.
- **Livability and Travel Choice:** A multimodal system that provides travel options to support a more compact, livable urban environment.
- **Safety and Security:** A safe and secure transportation system.
- **Economic Vitality:** A transportation system that supports economic vitality for residents and businesses.
- **Environmental Sustainability:** A transportation system that enhances the natural, cultural, and built environment.
- **Funding and Cost Effectiveness:** Collaboration in funding transportation projects that maximize user benefits.
- **Transportation Equity:** Transportation investments developed through an inclusive process that promotes equitable outcomes

Thirty-seven system-level performance measures are linked directly to the goals and supporting objectives. Performance measures support the planning process to develop policy, prioritize investments, and measure progress. For each performance measure, available current and historic data show the current system performance and the trajectory of historic trends, providing insight into the projects, strategies, and policies needed to achieve performance targets. Specific performance targets are maintained and a desired trend (increase, decrease, or maintain) has been identified.

- b. **Current and Future Needs** – The LRTP covers all modes of surface transportation and includes an overview of the transportation needs. The current and future needs of Lincoln and Lancaster County’s transportation system are compiled for the 2050 LRTP from a variety of sources that include:

- 2040 LRTP
- Current planning studies
- MPO planning committees
- MPO technical tools (e.g., the 2050 Travel Demand Model, GIS analysis and engineering studies)
- Community input through focus group meetings, public meetings, and online surveys

The transportation needs cover all modes of surface transportation: roadway, transit, bicycling, walking, and rail (specifically the railroad crossing needs). The current and future needs help to define a Needs Based Plan for the Lincoln MPO. This includes the transportation projects that could be constructed and programs that could be implemented to realize the transportation vision, if funding limitations were not a consideration. The Needs Based Plan includes more than \$1.9 billion in roadway capital projects and nearly \$60 million in trail projects, among other needs.

- c. **Community Input** – The 2050 LRTP included three phases of community outreach using various mechanisms at each phase of the project. In response to practical challenges COVID-19 Directed Health Measures presented, public outreach methods successfully utilized digital resources and tools that could bring the public into the participation process. The Public Engagement Plan for the 2050 LRTP includes three phases of community outreach, each of which focused on a key theme:

- **Needs (September and October 2020)** – Listen to community members discuss their transportation values, the transportation issues they encounter, and relevant trends that will influence future transportation decisions.

- Priorities (March and April 2021) – Input on balancing the tradeoffs that exist when there are more projects to complete than funding available.
- Validation (September and October 2021) – Public feedback on draft 2050 LRTP document.

The first phase of the community outreach (Needs) involved 10 Focus Group sessions with stakeholders who represented various interests in the community, a virtual public meeting between September and October 2020, and an online survey that was completed by 236 community members. The input received during this community outreach was used to inform the LRTP goals and their importance relative to each other and to help identify challenges and strategies to improve multimodal transportation.

The second phase (Priorities) included a second set of Focus Group sessions with stakeholders, a virtual public meeting between March and April 2021, and an online survey that was completed by 203 community members. The input received during this community outreach phase was instrumental in understanding the community’s transportation priorities and has been integrated into the project prioritization process and the development of the recommended resource allocation scenario. Community input from both phases of public outreach has been integrated into the elements of the transportation plan.

The third phase (Validation) of the community outreach provides various opportunities for public feedback on the draft 2050 LRTP document. To date, a virtual public meeting was held from September 13 to October 6, 2021 and three in-person public meetings were held on September 28 and 30 and October 5, 2021. Planning staff also made presentations about the draft plan to eight community groups. Enclosed is the 2050 LRTP Public and Virtual Meeting Phase 3 Summary report that includes responses to public and agency comments.

- d. **Funding Outlook** – Transportation funding in Lincoln and Lancaster County comes from a variety of local, state, federal, and private funding sources. Revenue projections are estimated using historic revenue information and represent the funding that can reasonably be expected over the life of the 2050 LRTP. In total, an estimated \$4.74 billion in transportation revenues can reasonably be expected for the Lincoln MPO region over the 29-year planning horizon (2022 through 2050). Approximately \$3.2 billion (two-thirds of funding available for transportation) is either restricted to specific types of projects (e.g., Federal Transit Administration funds must be used for transit capital and operations) or committed to specific projects or categories (e.g., 25% of Lincoln on the Move sales tax funds are committed to specific growth projects). The remaining \$1.53 billion in funding is considered “flexible” and could be used for various transportation-related purposes to achieve the LRTP goals.

The Surface Transportation Block Grant Program (STBG) funds, a portion of the flexible funds (approximately \$239 million), can be used in Lincoln or Lancaster County. The LRTP recommends a 70% (Lincoln)/30% (Lancaster County) split for these funds. This split will provide federal funding for construction of priority projects in the urban and urbanizing areas (that will likely be annexed into the City of Lincoln), as well as some critical rural projects.

However, the transportation needs and opportunities in Lincoln and Lancaster County are great and current funding realities indicate that not all desired projects will be built within this plan’s time frame. The funding outlook analysis for the LRTP presents an overview of the revenue forecasts, describes the resource allocation process, and establishes a strategy to maintain the transportation system and to make the system function as efficiently as possible within the transportation funding limitations. The details of the revenue forecasts available for transportation projects and programs are described in Chapter 6 of the LRTP.

- e. **Resource Allocation** – Resource allocation is the process that establishes how the Lincoln MPO intends to distribute the available funding for the transportation system improvements to best achieve the vision and goals of this plan. Based on the revenue forecasts and transportation needs, the planning process developed six funding scenarios or funding for allocation options based on project and program categories. Seventeen (17) project or program categories are used in the 2050 LRTP, and they have been divided into four major categories.

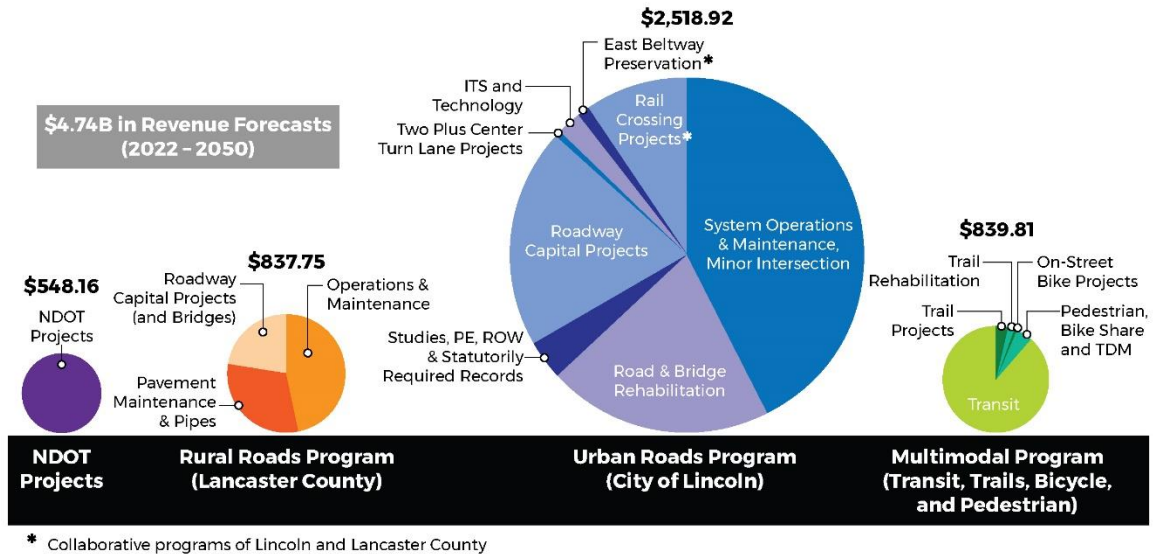
Through the process of developing the six resource allocation scenarios, it became apparent that funding needs for LTU's Operations & Maintenance (O&M) Program exceed the funding projections included in the 2040 LRTP. This was attributed to an increase in the base year program cost and in the annual inflation rate based on increasing costs over the past five years. Specifically, the cost of materials, wages and healthcare for employees has increased, resulting in a higher annual inflation on the cost to complete the essential functions associated with the O&M Program. The 2050 LRTP O&M needs represent a 25 percent increase over those identified in the 2040 LRTP.

The revenue forecasts are not enough to address all the transportation needs in Lincoln and Lancaster County. Through public input, the community has consistently expressed that maintaining existing streets and bridges is the top priority. The LRTP recommends a funding strategy that recognizes the limited funding availability and strives to optimize the use of the reasonably expected funds based on input from the LRTP Committees and the community, in combination with technical analysis. The LRTP funding strategy focuses on taking care of the existing system – fully funding LTU's O&M Program and prioritizing rehabilitation of critical roads and bridges. The plan recognizes the importance of making the system function as efficiently as possible while supporting the community growth envisioned in PlanForward. The Urban Area funding strategy includes:

- Focusing on operations and maintenance, road and bridge rehabilitation, as well as trail and sidewalk rehabilitation
- Encouraging flexible and performance-based geometric designs that effectively address congestion within funding limitations and ROW constraints
- Placing emphasis on addressing congestion at intersection bottlenecks and leveraging technology to improve the efficiency of major corridors
- Supporting community growth through public-private partnerships
- Supporting both infill development and Lincoln's Climate Action Plan through the continuation of funding for transit service and bicycle and pedestrian infrastructure

The recommended resource allocation is shown on the next page. One outcome of the resource allocation process is that flexible funding is not available to address other possible resource allocation scenarios. The six funding scenarios will be maintained for consideration if transportation funding increases in the future. Future funding considerations include a continuation of the Lincoln on the Move (LOTM) sales tax, competitive grant opportunities such as the Federal Recreational Trails Program, and potential changes to the Highway Allocation Funds.

Recommended Resource Allocation



- f. **Fiscally Constrained Plan** – The recommended resource allocation establishes the framework for the fiscally responsible plan and what can reasonably be funded over the 29-year time horizon of the LRTP. By directing the available transportation revenues to cost-effective improvements and maintaining the existing infrastructure, the Fiscally Constrained Plan is able to address the region’s most pressing needs.

The following sections provide information on what can reasonably be funded over the 29-year time horizon of the LRTP within the Fiscally Constrained Plan. The details of the Fiscally Constrained Plan are described in the Chapter 7 of the LRTP.

- **NDOT Highways Program**

Overview: NDOT has identified 10 projects within the Lincoln MPO, totaling over \$616 million in needs

Resource Allocation: \$548 million

What can be completed: Address asset preservation needs and the West Beltway and I-80 widening projects (The Fiscally Constrained Plan includes the South Beltway which is under construction.)

Funding Gap: Funding is not adequate to complete all 10 projects

- **Lancaster County Rural Roads Program**

Overview: Includes three program areas: Road & Bridge Capital Projects, Pavement Maintenance & Pipes, and Operations & Maintenance; the LRTP identifies 95 capital projects in the County, with project costs totaling over \$160 million

Resource Allocation: \$837 million total (\$188 million for capital projects)

What can be completed: 26 of the capital projects could be constructed when accounting for construction cost inflation over time (refer to the enclosed table and map - Table 7.5 and Figure 7.1)

Funding Gap: 69 capital projects would remain unfunded; a gap analysis conducted for Lancaster County in 2018 identified a significant annual funding gap, which would continue based on the LRTP revenue forecasts

- **City of Lincoln Urbans Roads Program**

System Operations & Maintenance, Minor Intersections

Overview: Lincoln Transportation and Utilities (LTU) employs 125 people to maintain and operate the transportation system, including street sweeping, snow removal, stormwater, mowing, crack sealing, pothole repair, signing, and pavement markings

Resource Allocation: \$1.08 billion

What can be completed: Fully funds the O&M program through 2050

Funding Gap: None

Road & Bridge Rehabilitation

Overview: Repair of arterial and residential streets when the pavement conditions deteriorate to an unacceptable level, bridge rehabilitation, signal replacements

Resource Allocation: \$515 million

What can be completed: Commensurate funding with the 2040 LRTP; equates to approximately 350 lane miles rehabilitated

Funding Gap: Funding will not fully address Lincoln's road and bridge rehabilitation needs

Studies, Preliminary Engineering, ROW & Statutorily Required Records

Overview: Pre-project level engineering studies, responses to non-project specific public inquiries, engineering standards and guidelines, staff coordination with private sector growth proposals, and legal requirements for record keeping

Resource Allocation: \$91 million

What can be completed: Fully funds continuation of these essential staff functions through 2050

Funding Gap: None

Roadway Capital Projects

Overview: The LRTP identifies 105 capital roadway projects with project costs totaling over \$1 billion

Resource Allocation: \$500 million

What can be completed: 40 projects, including 8 projects with committed funding (expected to be built within the next four years) and 13 public-private partnership projects (refer to the enclosed table and map - Table 7.6 and Figure 7.2)

Funding Gap: 64 projects would remain unfunded

Two Plus Center Turn Lane Projects

Overview: Two Plus Center Turn Lane projects are typically done opportunistically in conjunction with roadway rehabilitation projects, and the incremental cost to add the center turn lane is funded through this program

Resource Allocation: \$17 million

What can be completed: 2.4 miles of Two Plus One Projects plus 1.8 miles of Two Plus One construction that will be constructed as a part of federal aid projects in the next four years

Funding Gap: Ten miles out of the 14 miles of identified Two Plus One projects would remain unfunded

ITS and Technology

Overview: This program includes Green Light Lincoln, annual signal equipment upgrades, and technology improvements such as automated traffic signal performance measures

Resource Allocation: \$59 million

What can be completed: Continuation of existing programs

Funding Gap: Funding will not support the large capital costs required to invest in new technologies such as transit and emergency signal priority deployment and advanced traffic management systems

East Beltway Preservation

Overview: This program banks funding to purchase right-of-way for the future East Beltway, which the public identified as one of the highest priority roadway capital projects

Resource Allocation: \$23 million (includes contributions from both Lincoln and Lancaster County)

What can be completed: Funding could be used to preserve a portion of the 960 acres of land needed for the future corridor

Funding Gap: Proceeding with construction of a project this size depends on additional funding from the state and/or federal government

Rail Crossing Program

Overview: The Railroad Transportation Safety District (RTSD) and State Train Mile Tax revenue provide dedicated funding to improve the safety of railroad crossings

Resource Allocation: \$236 million

What can be completed: High priority crossing improvements

Funding Gap: Funding will not address full needs of the program

▪ **Multimodal Program**

Transit

Overview: Operation of StarTran’s bus service is funded through a combination of Federal Transit Administration funds, state transit funds, bus fares, advertising, the University of Nebraska – Lincoln, and transfers from the general fund

Resource Allocation: \$754 million (including \$12 million of federal grant funds for rural transit and non-profit organizations)

What can be completed: Continuation of StarTran’s current service levels and maintenance and replacement of fleet and bus stop amenities

Funding Gap: Funding will not enable service extensions (longer hours and Sunday bus service) and may limit local match contributions to major projects seeking federal funds

Trail Projects

Overview: The LRTP identifies 64 trail projects with costs totaling \$59 million

Resource Allocation: \$28 million

What can be completed: 31 projects (including 10 trail projects with committed funding that will be built within the next four years) (refer to the enclosed table and map - Table 7.8 and Figure 7.3)

Funding Gap: 33 projects would remain unfunded

Trail Rehabilitation

Overview: Nearly 100 miles of concrete trails will reach their 50-year life expectancy by 2050 requiring rehabilitation; program also includes bridge and sign replacements, trail widening to accommodate increasing use, mowing, snow removal, and tree control

Resource Allocation: \$14 million

What can be completed: Reconstruct approximately 16 miles of trails

Funding Gap: Program would be considerably underfunded

On-Street Bike Projects

Overview: The Lincoln Bike Plan identifies over 100 miles of proposed bikeways plus intersection crossing improvements

Resource Allocation: \$6.5 million

What can be completed: Approximately 35 miles of bike lane striping (a relatively low cost improvement type compared to some Bike Plan recommendations)

Funding Gap: Program would be considerably underfunded

Pedestrian, Bike Share, and Transportation Demand Management

Overview: Program includes sidewalk rehabilitation, pedestrian crossing improvements, the bike share program, and the transportation demand management (TDM) program

Resource Allocation: \$37 million

What can be completed: Replacement of 46 miles of sidewalk and continuation of the bike share program

Funding Gap: Funding will not address all of the pedestrian and TDM program needs

The planning objective for 2050 Long Range Transportation Plan (LRTP) was to use a performance based planning approach in developing a metropolitan transportation plan that conforms with the funding outlook which maintains the existing infrastructure, allows the transportation system function as efficiently as possible, constructs the highest priority capital projects and continues the funding for bike, pedestrian and transit modes. The result is a fiscally constrained LRTP that addresses the planning area's most pressing needs. A basic direction of this LRTP Update was to focus on maintaining the transportation system and making the system function as efficiently as possible with the most needed projects.

There are many transportation needs in the Lincoln MPO planning area that would be implemented if additional funding was available. These projects will remain in the LRTP but are identified as unfunded illustrative projects. These include roadway, transit, and trail projects that are desired but cannot be done within the 29-year planning period due to funding limitations. However, unfunded illustrative projects will be able to move forward if and when funding becomes available. An ongoing community discussion about the need for additional funding is supported.

The Nebraska Department of Transportation and Lincoln Transportation and Utilities Department provided input on projects that resulted in updated project listings in the 2050 LRTP. Enclosed is a document called "Updates to the Draft 2050 LRTP" which notes the project input with the applicable changes to the corresponding sections of the LRTP. This document also provides other substantive changes to the LRTP such as incorporating the 2050 LRTP Public and Virtual Meeting Phase 3 Summary report. These changes were made to the 2050 LRTP that goes forth to the MPO Technical Committee for review and approval.

Lincoln MPO staff will provide a report on the 2050 LRTP at the November Technical Committee meeting. This report includes a presentation with a summary of the Phase 3 Public Engagement for the draft LRTP document.

The Draft 2050 Long Range Transportation Plan is located at <https://www.lincoln.ne.gov/City/Departments/Planning-Department/MPO/LRTP>.

POLICY CONSIDERATIONS

The plan identifies needs and transportation revenues that the metropolitan region expects to receive for approximately three decades. The current LRTP contains:

- **Vision and goals:** a set of goals to represent the community's vision for Lincoln and Lancaster County's transportation system.
- **Needs assessment:** a snapshot of the existing transportation system.
- **Transportation programs and projects:** regional transportation investments that help accomplish the goals.

Once adopted, goals and policies identified in the 2050 LRTP will guide transportation investments within our region in future years.

COMMITTEE ACTION

The MPO Project Oversight Planning Committee, a subcommittee of the MPO Technical Committee providing technical expertise and input during the LRTP planning process, has met in April, May, July, September, and November in 2020 and January, March, and April in 2021.

Technical Committee last received an update on the 2050 LRTP in August 2021.

The Lincoln/Lancaster County Planning Commission held a public hearing for the 2050 Long Range Transportation Plan on October 27, 2021 where they recommended to adopt this Plan. The voting record was 8-0 (Corr absent). The Planning Commission staff report is available at

<https://app.lincoln.ne.gov/city/plan/boards/pc/staffreports/2021/102721/MISC21011%20staff%20report.pdf>.

RECOMMENDATION

Approve the 2050 Long Range Transportation Plan.

STAFF CONTACT

Allan Zafft

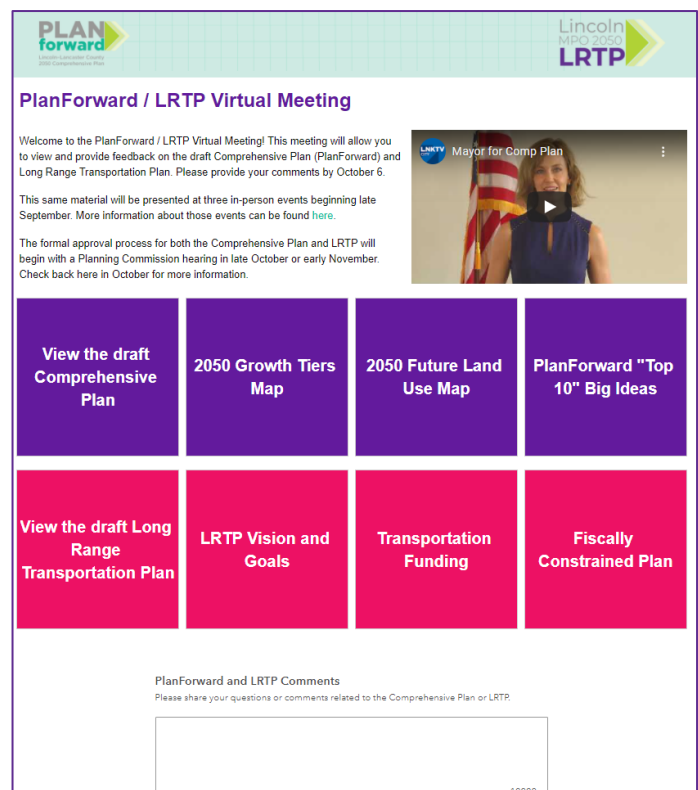
Public and Virtual Meeting Phase 3 Summary

September 13 – October 6, 2021

Overview

The third and final phase of public input included three open house events and a virtual public meeting, which were all coordinated with PlanForward public outreach. The draft Comprehensive Plan and LRTP documents were completed and hosted on a shared virtual meeting website for community members to review and confirm that the proposed plans reflect what was heard from the community. Lincoln LRTP website content was also updated and included a forwarding link to the virtual meeting website. The purposes of the virtual public meeting were to:

- Share the draft Executive Summary, LRTP Chapters and Appendices in downloadable format for review and provide opportunity to share comments and questions.
- Summarize the LRTP Vision and Goals, affirm they support Comp Plan goals, highlight community input themes, policies and action steps and ask if they reflect the needs and outlook of the community.
- Summarize anticipated transportation funding amounts, source, and commitment types for the 29-year plan, display how that funding is assigned to various programs, affirm that the assignment of funding prioritizes maintenance, and highlight what could be accomplished if additional transportation funding could be identified. The public was asked if the funding strategy reflects input provided by the community.
- Display the fiscally constrained plan for roads and trails in an interactive format and provide opportunity to share comments and questions.



The virtual public meeting was viewed 1,260 times. No registration was required to view the virtual meeting materials. Three in-person open house events were provided for community members that wanted to view, discuss the draft plans with planning staff, and provide written comments about the draft plans. Open house materials included printed copies of the Executive

Summary and the complete LRTP document to reference. Display boards (**Attachment B-7**) and digital scrolling displays were also created to provide consistency with the virtual meeting content. The dates, times, and locations of each event were advertised in the Journal Star newspaper print and online copy. A Spanish interpreter was provided for the first open house which was expected to have the highest potential need for an interpreter. The 34 open house meeting attendees had the benefit of visiting with Planning Department and MPO staff, asking questions, and discussing how the draft plans addressed their comments. The hybrid model of virtual and in-person community engagement was a useful way to reach the widest possible audience during this phase.

Advertising

An email notification was distributed to the participants of the LRTP focus group meetings, the city’s distribution list, and to everyone who provided online comments or completed the Phase 1 and 2 Public Survey. The public meeting notice was posted in the Lincoln Journal-Star newspaper indicating the dates the virtual meeting would be available and the dates of the three open house events.

Social media was again used to encourage community members to view the virtual meeting materials, attend an open house, and complete the survey questions. The social media approach for Phase 3 was to announce the three open houses and virtual meeting and to encourage the public to provide comments on the plans. The community conversation that occurred on social media generated approximately 210 Facebook and Twitter comments. A summary of the community conversation is provided in the next section along with public comments that were formally submitted to the MPO.

During the social media advertising period, the City of Lincoln also posted multimodal transportation content including the opening of the first bicycle boulevard as part of the Streets Alive event, street closings for Lincoln on the Move street maintenance and repairs, availability of free helmets for ScooterLNK Safety Education participants, and the benefits of the Green Light Lincoln program.

Join us for a
PUBLIC OPEN HOUSE
at one of three locations

Let your voice be heard about the draft **PLANFORWARD 2050** (Lincoln-Lancaster County Comprehensive Plan) and the draft **LINCOLN MPO 2050 LONG RANGE TRANSPORTATION PLAN**

- Jayne Snyder Trails Center (English/Español)**
Tuesday, Sept. 28, 3:00 p.m. - 7:00 p.m.
Bus route access via: 27, 44, 49
- Spring Creek Prairie**
Thursday, Sept. 30, 5:00 p.m. - 7:00 p.m.
- Southeast Community College (8800 O St)**
Tuesday, Oct. 5, 5:00 p.m. - 7:00 p.m.
Bus route access via: 42 & 44

More information and the virtual public meeting option are available September 13th through October 6th at:
www.planforward2050.com

For more information, to submit comments, or a request for reasonable meeting accommodations, please contact:
Allan Zafft, Lincoln MPO
Phone: 402.441.6369
email: azafft@lincoln.ne.gov

Lincoln MPO 2050 LRTP

City of Lincoln Government
September 24 at 12:27 PM

Join our virtual event to help us plan for the future!

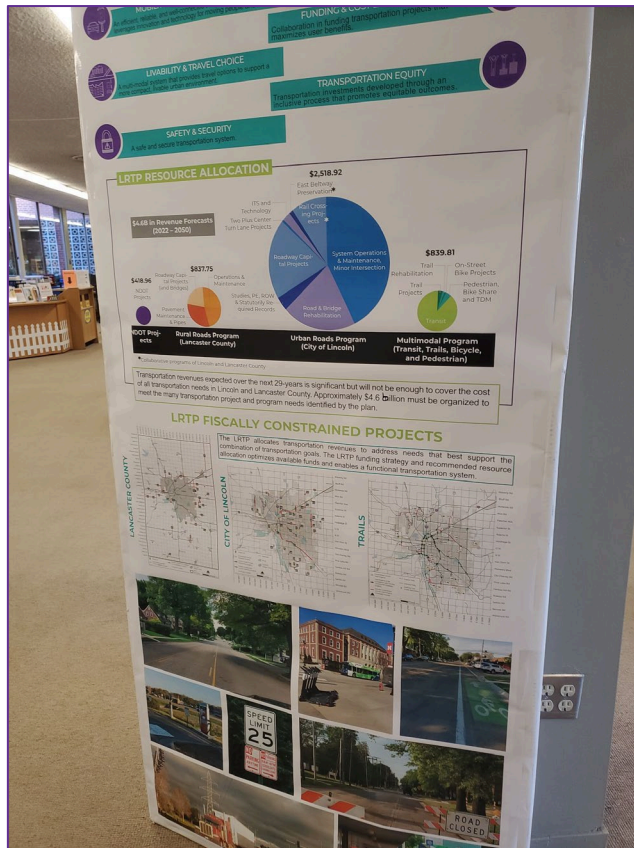
PlanForward is the Lincoln-Lancaster County Comprehensive Plan and as a public document will be used to guide growth, development, and investments out to the year 2050.

The Long Range Transportation Plan provides the blueprint to plan for and invest in roads, trails, and transit throughout Lincoln and Lancaster County out to the year 2050.

PLANFORWARD2050.COM
Help us plan for the future of Lincoln/Lancaster County
Join in the conversation about Lincoln and Lancaster County's future on our website. [Learn More](#)

143 205 Comments 37 Shares

Display boards were placed at five Lincoln libraries, which included the downtown library and one library in each quadrant of the city. The boards were displayed for the duration of the virtual meeting and included a QR codes to direct viewers to the PlanForward website where draft plans and the virtual open house could be viewed from a mobile device.



Public Comment Summary

Informal community conversations and formal public comment were both helpful to validate the draft LRTP. Additionally, public agencies were provided a link to the draft documents with the request to provide formal comments as well. This three-tiered approach to developing public input allowed Planning Department and MPO staff to confirm the Draft LRTP reflects the needs of the community and to identify areas to review and reinforce during future updates to the LRTP.

Social Media Community Conversation

The social media posting provided a direct link to the online virtual meeting where formal public comments could be provided. Online community conversations are also important to the overall process and allow community members an opportunity to interact about the Draft Plans with each other on social media platforms such as Facebook and Twitter. Community members are not required to view the Virtual Meeting before adding to these platforms for community conversation. As such, the general sentiment of the conversation is captured for consideration.

Approximately 210 comments were provided, and the post was shared approximately 40 times by community members. General sentiments captured from the community conversation include:

- **Continue to prioritize maintenance operations.** The Draft LRTP does prioritize maintenance operations by assigning all flexible spending to the maintenance and operations of existing roadways. The Lincoln on the Move funds authorized through 2025 combined with appropriated flexible funds will continue to make progress on needed maintenance described in the community conversation.
- **Continue to prioritize efficient north-south and east-west corridors.** The Draft LRTP implements the Congestion Management Process and continues to support the work of Green Light Lincoln to address this topic. Congestion is one of the many performance-based planning topics used to prioritize the projects on the Fiscally Constrained Plan and the Travel Demand Model updated with the plan supports the improvements listed.
- **Continue to prioritize inclusive design for all transportation uses.** The community conversation provided some recent references about opportunities to connect transportation equity to economic vitality as well as Livability and travel choice goals included in the Draft LRTP. The Draft LRTP addresses all modes of transportation and introduces a new goal for Transportation Equity. The combination of these two topics will continue to help inform the design and project selection criteria over time. The Draft LRTP uses equity-based data to help weight the benefit of individual projects against the Transportation Equity Goal.
- **Continue to prioritize planning for the East Beltway.** Planning for the East Beltway was retained in the Draft LRTP, including the ongoing corridor protection activities coordinated between the City and Lancaster County. The NDOT highway program has not made a financial commitment to the project to date.
- **Spend sales tax funding wisely and according to designed purpose.** The Draft LRTP includes the allocation of flexible transportation funds to meet the highest priority communicated by the public which was operations and maintenance. The City maintains a public website for the Lincoln on the Move new growth and maintenance projects including locations, budgets, and timing. The City will continue to share the information about the benefits of Lincoln on the Move funding which is only authorized through 2025.

Open House and Virtual Meeting Comments

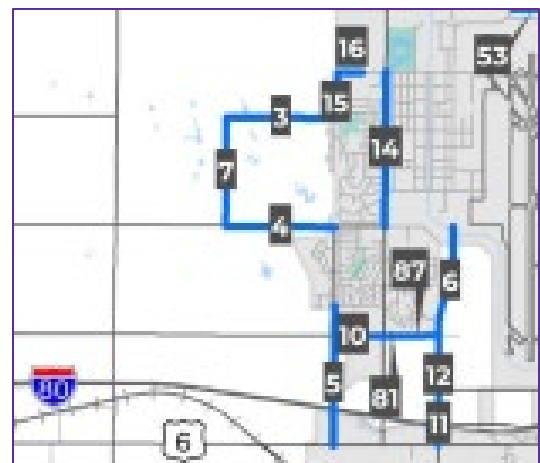
Public comment was encouraged to be submitted through the Virtual Meeting platform, during any of the three public open houses, and by email to the Lincoln MPO. All three platforms were utilized during Phase 3 of the public engagement process.

- **Maintaining the transportation system while trying to find additional funding to do more projects was encouraged.** The Draft LRTP implements this funding strategy and no change to the Fiscally Constrained Plan is needed. Information about potential funding sources to continue maintaining and supporting new growth is discussed in the Draft LRTP. No change is required to the Draft Plan.
- **More advance work on major arterials in new developments was recommended to minimize disruption once development occurs.** The current funding strategy maximized the available funding allocated to a variety of transportation needs. Phase 2 community

input prioritized building new roads well below maintaining existing roadways. Allocating flexible transportation funding to build major arterials in advance of development would not support this input. No change is required to the Draft Plan.

- **A roundabout was encouraged to be considered at NW 1st and Fletcher Road.** LTU will continue to evaluate individual intersection improvements. This project was not identified during the first phase of public engagement nor considered during the project prioritization process. The project will not be included in the illustrative plan but will be reviewed by LTU for future addition if justified. No change is required to the Draft Plan.
- **The Lincoln on the Move sales tax funding was positively recognized and the idea of continuing it or expanding it beyond 2025 was suggested.** The Draft LRTP revenue allocation reflects this funding through 2025. The potential outcomes of continuing or expanding the funding source was summarized within the virtual meeting and on an open house board. No change is required to the Draft Plan.
- **A comment suggested the next major southern east-west trail line should be along Saltillo Road when it is upgraded from two lanes.** The Draft LRTP identifies east/west trail project for South Beltway Phases I-III (Project IDs T-26, T-51, and T-52) in the Illustrative plan. No change is required to the Draft Plan.
- **A suggestion was made by a commenter for the City to pave or change maintenance practice of unpaved roads inside the City limits.** Within City limits it is the responsibility of the benefited property owners to pay for the initial street paving or to bring substandard streets up to the minimum design standards for the applicable type of street. In new subdivisions the developer pays for this cost, in older parts of town, paving districts or repaving districts are created and costs assessed to those benefited property owners over a 20-year period. More information about this process can be found at, lincoln.ne.gov, search for “special assessment districts”. The Draft LRTP does not propose to change this current standing practice by the City of Lincoln. No change is required to the Draft Plan.
- **A suggestion was made to find more funding to implement more projects, especially alternative mode projects.** The Draft LRTP documents all of the revenue sources and organizes the restricted purpose from the flexible funds. The Draft LRTP is a performance based plan that uses data to ensure selected projects provide the greatest potential to achieve the goals to the LRTP. The Draft LRTP also maximizes benefits of alternative transportation expenditures by bundling on-street bike lanes, sidepath trails, and sidewalk improvements with various roadway capital improvements including within the Fiscally Constrained Plan. Additional funding ideas are documented in Chapter 6 of the Draft LRTP. No change is required to the Draft Plan.
- **A comment was made about the lack of 4-lane continuity north-south should be resolved along 27th Street.** The Draft LRTP documents the Travel Demand Model and the Congestion Management Process. South 27th Street between Highway 2 and Sheridan Boulevard is included with the Congestion Management Process to be addressed through traffic signal coordination. The peak hour vehicle to capacity ratio is expected to reach 1.22 by 2050. This segment was optimized during Phase 2 of Green Light Lincoln and system-wide optimization continues to support more efficient north-south corridors within their existing right of way and intersection configurations. No change is required to the Draft Plan.

- **A concern was raised about emergency response times for fire and ambulance vehicles during congested traffic conditions.** This concern is important to monitor, but it was not expressed by the LRTP project oversight planning committee which includes public employees and officials that interact with Lincoln Fire and Rescue staff. The Congestion Management policy of the Draft LRTP includes the action step to continue optimizing signal coordination and adaptive communications. Emergency vehicle signal preemption can be evaluated with this action step. No change is required to the Draft Plan.
- **A concern about East O Street was raised.** “East O St has become a nightmare and needs to be addressed now.” It was unclear if the written concern was about roadway conditions, traffic congestion or other issues. Project ID 32 will improve O Street between 19th Street and 46th Street. Project ID 151 will improve the intersection of O Street and 84th Street with dual eastbound left turn lanes and eastbound right-turn lane and widening to the east. A northbound right-turn lane is also being considered to improve efficiency and reliability at this intersection. No change is required to the Draft Plan.
- **A concern about StarTran operating days and hours was provided.** Multiple comments were shared about the lack of Sunday and holiday bus services as well as evening availability. The Draft LRTP recognizes the operation and capital resources allocated to StarTran. Public comments about service quality and logistics are provided to StarTran to support the update of the Transit Development Plan (TDP) that is currently underway. Future changes to the TDP and funding available to support it will be reflected in an updated LRTP. No change is required to the Draft Plan.
- **A recommendation was made to raise the priority of the South 68th Street Projects between Norris school campus and the City of Hickman.** The commenter expressed the concern that approximately 3,000 vehicles travel the roadway for school twice a day. The roadway is shown in the illustrative plan as multiple 1-mile section and intersection improvements. The projects do not have adequate funding currently to be completed as part of the Fiscally Constrained plan. The need for the projects and opportunity to complete them together can be evaluated by Lancaster County. If additional funding can be identified and the County prioritizes the project, the next LRTP Update can add the project. No change is required to the Draft Plan.
- **A grouping of concerned comments was made about projects in northwest Lincoln, their justification, and the potential to encourage leapfrog residential development.** Project 14 improves NW 48th between W. Adams and W. Cuming. This project is consistent with support needed along the corridor and the Future Land Use. The improvement will provide efficient and reliable traffic through the corridor. No improvement along NW 56th Street is considered in the Draft LRTP. The needs based plan was partially developed by carrying the illustrative plan projects forward from the 2040 LRTP. This included project ID 7, 3, 15, and 6 shown below. Each of these projects was rated very low against the LRTP goals based on the data driven decision making process. Their



continued inclusion in the illustrative plan is reflective of that outcome. A future subarea infrastructure plan may be completed to determine if these projects should be adjusted in the next LRTP update. No change is required to the Draft Plan.

- **A comment was made to continue increasing mode-choice options such as bike, bus and autonomous electric shuttle.** The Draft LRTP includes multiple policies and actions steps that will expand the quality and range of alternative modes of transportation. Federal performance standards that apply to the Lincoln MPO monitor percent single occupant vehicle as the mode choice for commuting. The Livability and Travel Choice goal along with the data-driven performance measures reviewed annually will help maintain steady progress toward expanding mode choices for more trips. Also, the Transportation and Managing Growth policy includes the action step to increase multimodal connections within and between all neighborhoods and commercial centers. Finally, the Advance Mobility policy includes the action step to incorporate autonomous shuttles into the StarTran fleet. No change is required to the Draft Plan.
- **The Transportation Element of the draft Comprehensive Plan received public comments with various recommendations:**
 - *Use transportation-based zoning:* The Complete Neighborhoods Element was one of the Comprehensive Plan's top 10 big ideas. Transportation provides access to goods and services needed for daily life activities in these neighborhoods. Often, Complete Streets are needed to help support the Complete Neighborhood. The Complete Streets policy was developed to help direct transportation solutions that support current and future land uses. No change is required to the Draft Plan.
 - *Identify light rail/express bus routes:* The Transportation Element acknowledges a current lack of densities needed to support bus rapid transit and other options such as light rail in Lincoln would be more costly. The shift to higher infill and strategic redevelopment supported by the Comp Plan can increase opportunities for transit solutions. The Lincoln MPO will complete the action step for updating the Travel Demand Management program (Transportation and the Environment Policy), the State of Nebraska recently completed an inter-city bus route study, and StarTran is currently updating their Transit Development Plan. No change is required to the Draft Plan.
 - *Use environmentally friendly vehicles (battery electric buses, light rail, electric automobiles, trucks):* The Draft LRTP upholds the Lincoln Climate Action Plan to build a decarbonized and efficient transportation system. The Draft LRTP is explicit about action steps that specifically require coordination with the Lincoln MPO such as the Travel Demand Management program, incentives to adopt electric vehicles by City employees, public access electric charging stations, and electrification of municipal fleet. No change is required to the Draft Plan.
 - *StarTran suggestions included: Cross-town bus routes, later evening and Sunday bus service, express bus, park-and-ride routes (Transit Policy, Action Step 10), develop mini-transfer hubs outside of downtown (Transit Policy, Action Step 4), permanent fare-free service (Transit Policy, Action Step 10), new downtown terminal transfer point (Transit Policy, Action Step 1), and LPS cooperate in transporting students (Transportation Equity Policy, Action Step 6), and dedicated bus lanes on streets (Transit Policy, Action Step 5 instead).* All public comments about StarTran operation and capital programming are

provided to StarTran. The Transit Development Plan will produce any recommended fare changes, route updates and cross-town bus route considerations and will be available for public comment. No change is required to the Draft Plan.

- *No new parking garages:* Parking garages are not addressed in the LRTP. No change is required to the Draft Plan.
- *Shift funding from street construction to public transit.* Chapter 6 of the Draft Plan presents the funding outlook and highlights the restricted use of most funds for specific projects and programs (i.e. Highways, safety, new growth, maintenance, bridge, rail, transit, bicycle infrastructure and operations.) The remaining flexible funding accounted for approximately \$239 Million for the 29-year planning period. Based on public input, LTU recommended allocating flexible funds to Operations and Maintenance program. The remaining committed funding for street construction cannot be diverted to public transit program. Additional committed transit funding would need to be identified and programmed in the LRTP. No change is required to the Draft Plan.
- *Better incorporate public transit/hiking/biking into complete streets.* The next step in expanding the Complete Streets Program (existing) is to include a Complete Streets Plan (Complete Streets Policy, Action Step 1). This will produce the needed procedures, guidelines, and project review processes to expand the program as suggested. No change is required to the Draft Plan.
- *Infill rather than grow on fringes.* The Draft LRTP works to strengthen transportation network for infill recommendations in the Draft Comprehensive Plan. The success of adding a quarter of all new housing within the current City limit will be supported by increasing multimodal connections within and between all neighborhoods and commercial centers (Transportation and Managing Growth Policy, Action Step 1-3). No change is required to the Draft Plan.
- *More publicly available charging stations for electric vehicles.* The Draft LRTP addresses the oncoming demand for more electric vehicle charging stations with the Transportation and Environment Policy. No change is required to the Draft Plan.
- *Expand and improve trail connections, expand bike lanes on public streets.* The Draft LRTP extends the ability to utilize limited trail and bicycle infrastructure funding by identifying opportunities to bundle identified projects with planned roadway improvements when possible. In Chapter 7, Table 7.9 identifies the 11 bicycle infrastructure projects from the Lincoln On-Street Bike Plan that can be completed with a Fiscally Constrained roadway project. The Draft LRTP also supports updating the Complete Streets Gap Analysis and Prioritization Strategy (Complete Streets Policy, Action Step 5) which can address missing connections and demands created by additional infill and redevelopment strategies. Addressing these gaps for underserved and overburdened areas of the community is also addressed (Complete Streets Policy, Action Step 6). No change is required to the Draft Plan.
- *Add a north-south protected bike lane from K street to the University of Nebraska campus.* The Lincoln On-Street Bike Plan identified buffered bike lanes along 13th, 16th, and 17th Streets connecting downtown to the University. Protected bike lanes can be reevaluated, but the cost would further reduce currently available funding for expanding

bicycle infrastructure elsewhere. Alternative funding is called out as well (Transportation Funding, Action Step 3) within the Draft LRTP. No change is required to the Draft Plan.

Two virtual meeting survey questions asked participants to rate their input. The public was asked to:

- Rate how well the Vision, Goals and Policies reflect the transportation needs and outlook of the community, and
- Rate how well the funding strategy reflect input provided by the community.

Both questions received too few responses (four and seven respectively) to make any specific conclusions. No responses indicated that enough transportation funding was available. Funding is a concern and some perceive that additional funding is required, not just recommended.

Agency Input

Notification was sent to approximately 50 public agencies and non-profit interest organizations representing a wide range of resource and interest groups. The list of agencies notified about the Draft 2050 LRTP is listed in Appendix H. Federal and State agencies were provided a full 30-days and a link to download for review the draft LRTP and Executive Summary. All other agencies were notified of the public notice period and the location of the draft documents posted online. No agencies provided substantive comments that would require any change to the Draft LRTP.

- The U.S. Fish and Wildlife Service acknowledged and thanked the MPO for providing the review opportunity. No comments were provided to the Lincoln MPO by the Agency.
- The People's City Mission recommended that Agency comments be addressed with an indication of how the final LRTP was directly impacted and/or changed because of Agency comments. Input from LTU and NDOT about projects led to the updated project listings. No other changes were made resulting from Agency Comment.
- The Historical Society of Nebraska indicated their appreciation for being included and that their involvement tends to focus on the corridor and project level review. They requested no changes to the Draft LRTP but that the historic review process be followed during project development. This is addressed in Chapter 8 section, Mitigating Impacts to Environmental, Social, and Cultural Resources.
- The Partnership for Healthy Lincoln (PHL) submitted a letter of support for the Draft LRTP. The partnership was supportive of the balanced transportation system approach. They were encouraged by the adoption of a new Transportation Equity goal and applauded efforts to identify and work to eliminate disparity in the quality of and access to transportation options for all community members. They endorsed the policy for Complete Streets and strongly endorses the {action step} to increase the safety and connectivity of the pedestrian environment to encourage walking and the use of mobility aids as a mode of transportation. Continued discussions are encouraged about access to employment, education, housing, and key destinations by transit. Shared Mobility Policy, Advanced Mobility, Transportation Partnerships, and Transportation Safety were also encouraged to continue advancing conversations with an eye to the future.

Table 7.5 Fiscally Constrained Rural Road & Bridge Capital Projects

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
						YOE	YOE Cost	Cumulative Cost (YOE)	
Committed	165	N 148th Street	Holdrege Street	Intersection improvements	\$703,000				1
Committed	98	S 98th Street	Old Cheney Road to US-34	Programmed Paving	\$12,592,700				1
Committed	92	Saltillo Road	S 27th Street to S 68th Street	Two Lane Widening	\$8,774,400				1
1	104	S 120th Street	Bennet Road North 0.5 Miles	Potential Paving	\$650,000	2026	\$1,046,832	\$1,046,832	
2	156	NW 56th Street	W O to W Holdrege Street	Potential Paving	\$1,200,000	2026	\$1,932,612	\$2,979,444	
3	100	SW 14th Street	NE-33 to W Bennet Road	Programmed Paving	\$1,300,000	2026	\$2,093,663	\$5,073,107	
4	103	W Van Dorn Street	SW 112th Street to SW 84th Street	Programmed Paving	\$1,300,000	2027	\$2,240,219	\$7,313,326	
5	105	Arbor Road	N 27th Street to US-77	Paving and Bridge Replacement of Bridge F-201 near N 27th Street	\$5,930,000	2029	\$11,699,558	\$19,012,884	
6	107	W Van Dorn Street	SW 140th Street to SW 112th Street	Potential Paving	\$1,300,000	2030	\$2,744,365	\$21,757,249	
7	213	SW 42nd Street	W Hallam Road to W Pella Road	Potential Paving	\$920,000	2030	\$1,942,166	\$23,699,415	
8	101	Fletcher Avenue	N 84th Street to N 148th Street	Programmed Paving	\$5,000,000	2032	\$11,858,824	\$35,558,239	
9	95	NW 27th Street	Hwy-34 to W Waverly Road	Potential Paving	\$4,550,000	2034	\$11,897,661	\$47,455,900	
10	93	W A Street	SW 84th Street to SW 52nd Street	Programmed Paving	\$2,600,000	2035	\$7,138,597	\$54,594,497	
11	206	SW 16th Street	Bridge O-1 near W Calvert Street	Replace CB	\$168,000	2035	\$461,263	\$55,055,760	
12	94	Havelock Avenue	Stevens Creek to N 112th Street	Potential Paving	\$1,820,000	2036	\$5,246,869	\$60,302,629	
13	207	SW 15th Street	Bridge O-140 near W Stockwell Street	Replace CB	\$168,000	2036	\$484,326	\$60,786,955	

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
						YOE	YOE Cost	Cumulative Cost (YOE)	
14	201	S 120th Street	Bridge J-138 near A Street	Replace with CBC	\$612,000	2037	\$1,852,548	\$62,639,504	
15	111	N 1st Street	Alvo Road to McKelvie Road	Potential Paving	\$1,300,000	2037	\$3,935,152	\$66,574,655	
17	181	Saltillo Road	S 68th Street to S 120th Street	Two Lane Widening	\$2,450,000	2038	\$7,787,059	\$74,361,715	
18	171	N 162nd Street	US-6 to Ashland Road	Potential Paving	\$5,530,000	2041	\$20,347,002	\$94,708,717	
19	200	S 112th Street	Bridge J-135 near A Street	Replace with CBC	\$612,000	2042	\$2,364,373	\$97,073,090	
20	114	W Adams Street	NW 84th Street to NW 56th Street	Potential Paving	\$2,600,000	2043	\$10,546,959	\$107,620,049	
21	91	S 68th Street	Hickman to Roca Road	Two Lane Widening with Shoulders	\$2,000,000	2044	\$8,518,698	\$116,138,747	
22	115	Van Dorn Street	S 120th Street to S 148th Street	Potential Paving	\$2,600,000	2046	\$12,209,423	\$128,348,170	
23	215	Pine Lake Road	S 112th Street to S 134th Street	Grading and Pavement; bridge Q-110 near S 134th St	\$3,188,000	2048	\$16,505,121	\$144,853,291	
24	102	N 98th Street	Holdrege Street to US-6	Potential Paving	\$7,700,000	2050	\$43,951,097	\$188,804,388	2

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

² Project ID 102 is partially funded (approximately 47%) within the Fiscally Constrained Plan.

Figure 7.1 Fiscally Constrained Rural Road & Bridge Capital Projects

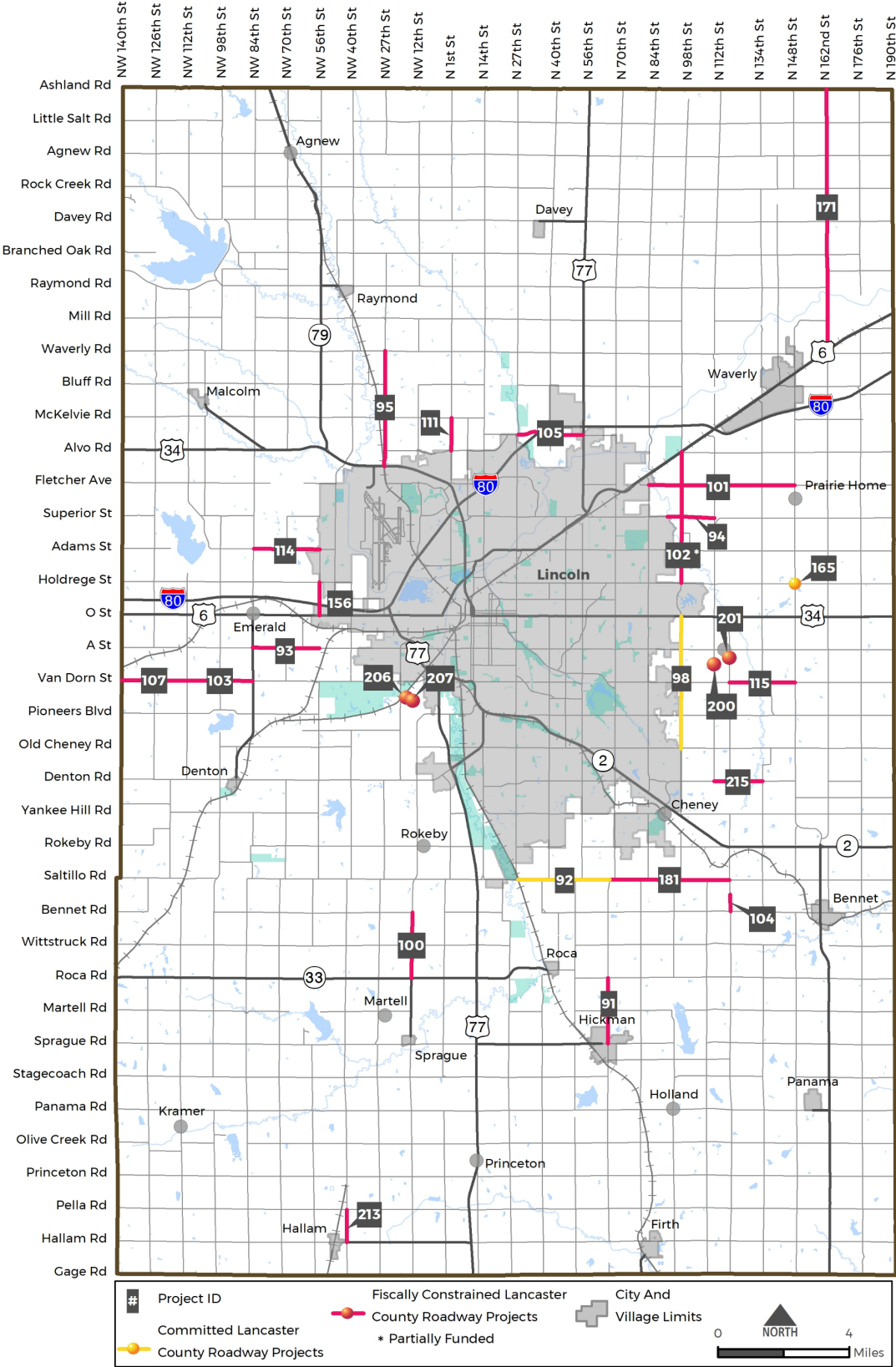


Table 7.6 Fiscally Constrained Urban Roadway Capital Projects

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

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

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

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

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

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

Figure 7.2 Fiscally Constrained Urban Roadway Capital Projects

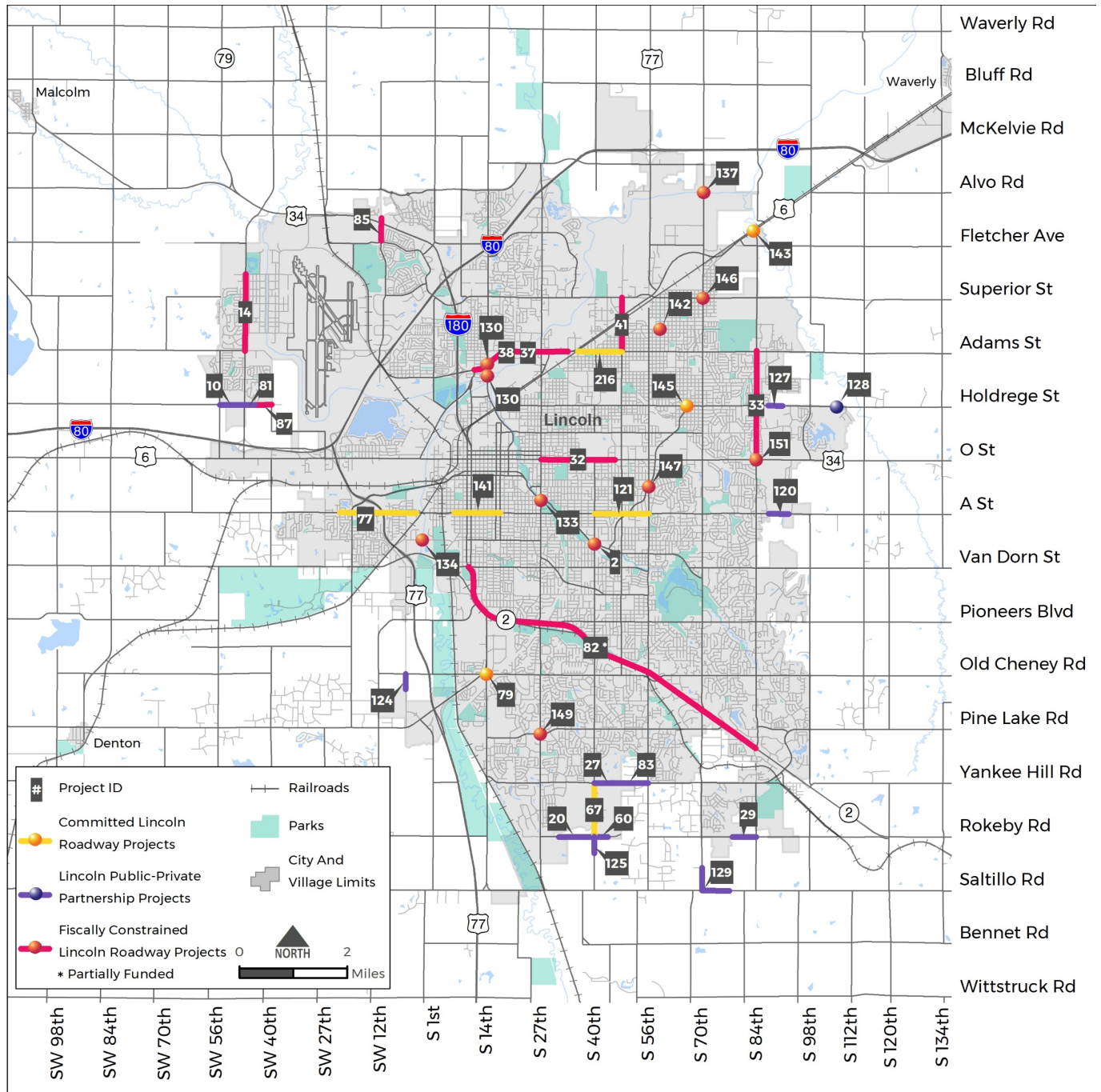


Table 7.8 Priority Trail Projects

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

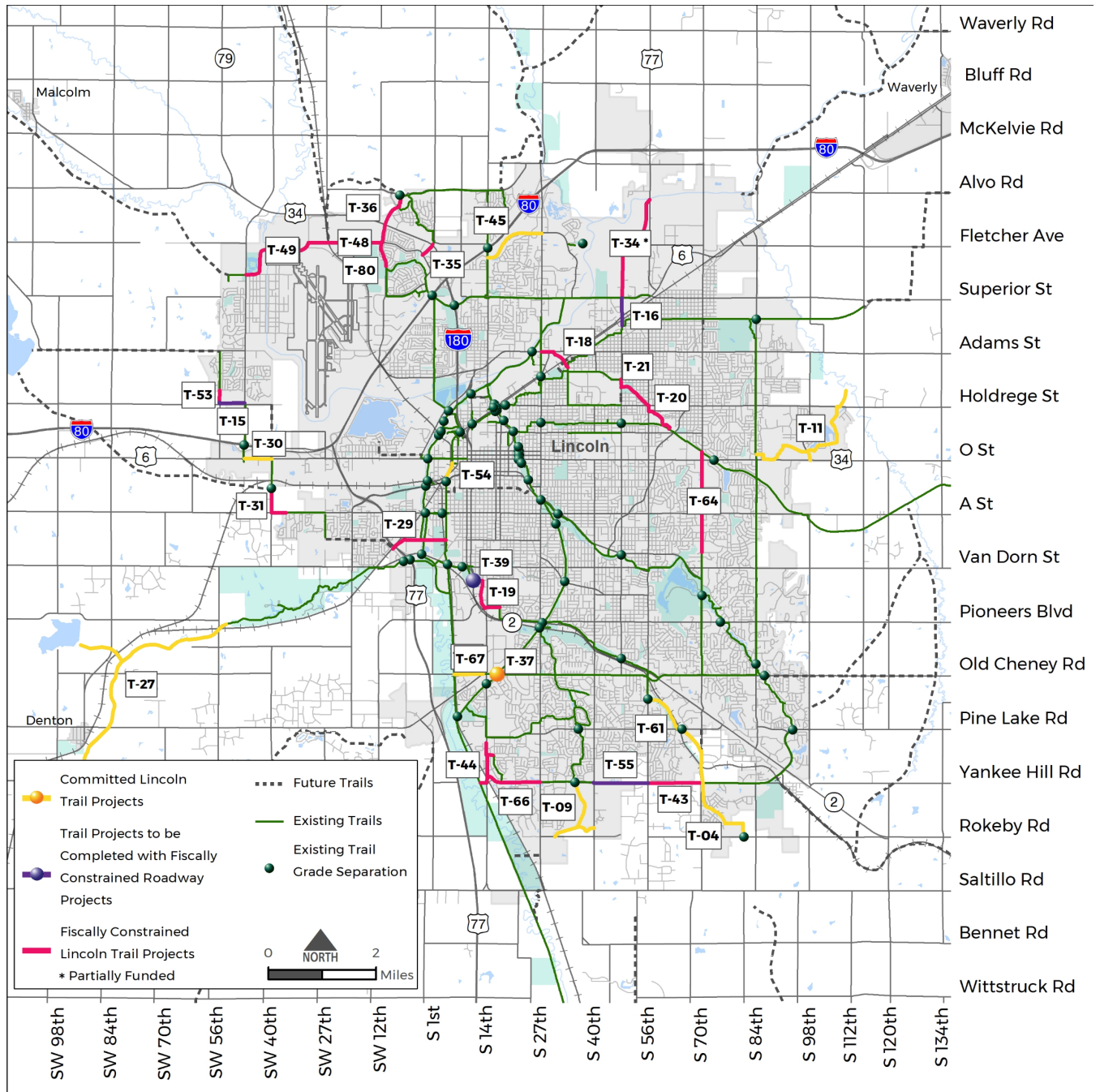
¹ Project T-16 to be completed with Roadway Capital Project 41 (N 48th Street from Adams Street to Superior Street)

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

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

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

Figure 7.3 Priority Trail Projects



On-Street Bike Projects

The Lincoln Bike Plan was adopted in February 2019. Since no committed funding source has historically been provided for implementation of the on-street bike network, the L RTP resource allocation includes a nominal allocation of \$6.5 million of flexible funds to the on-street bike program, which

could be used to stripe approximately 35 miles of bike lanes, accounting for construction cost inflation. However, this amount falls well short of the funding needed to implement the more than 100 miles of proposed bikeways (some of which are more capital-cost intensive than bike lane striping) and the intersection crossing improvements identified in the Lincoln Bike Plan.

Updates to the Draft 2050 LRTP

Agency	Comment	Changes to 2050 LRTP
Nebraska Department of Transportation	Move the I-80, Pleasant Dale to NW 56th Street project from the Illustrative Plan to the Fiscally Constrained with the updated estimate of \$129,207,000.	<p>Executive Summary, Page 8, Paragraphs 1 and 3 - The numbers will change for the total revenue for inclusion of this project to the Fiscally Constrained Plan.</p> <p>Executive Summary, Page 10 - Revise the resource allocation graphic and NDOT Highways Program section to reflect the inclusion of this project to the Fiscally Constrained Plan.</p> <p>LRTP, Chapter 5, Page 5-1, Paragraph 3 - Revise the total amount of the roadway capital projects for the Needs Based Plan to reflect the inclusion of this project and to reflect the updated estimate of Project ID 75 (see comment from Lincoln Transportation and Utilities Department on page 2).</p> <p>LRTP, Chapter 5, Pages 5-20 to 5-22 - Revise the NDOT Highways section (includes Table 5.5) to reflect the updated estimate of this project.</p> <p>LRTP, Chapter 6, Pages 6-1 and 6-2 - Revise the NDOT Highways Program section to reflect the inclusion of this project in the NDOT revenue forecast. This revision will result in changes to applicable funding amounts and tables/graphics for the following sections in Chapter 6 - Summary of Available Revenue, Resource Allocation, and Recommended Resource Allocation.</p> <p>LRTP, Chapter 7, Page 7-1 - Revise Table 7.1 - Resource Allocation to reflect the inclusion of this project.</p> <p>LRTP, Chapter 7, Page 7-6 - Revise the NDOT Highways Program section to reflect the inclusion of this project within the Fiscally Constrained Plan.</p> <p>LRTP, Chapter 7, Page 7-23 - Note this project is not reflected in the Future Congestion Levels section.</p> <p>LRTP, Chapter 7, Page 7-26 - Note this project is not reflected in the Air Quality section.</p> <p>LRTP, Chapter 7, Page 7-31 - Revise the Environmental Justice and Equity section to reflect the inclusion of this project.</p> <p>LRTP, Chapter 7, Page 7-34 - Revise the NDOT Highways Program section to not reflect this project within the Illustrative Plan.</p> <p>LRTP, Appendix H - Revisions to the applicable sections of the Environmental Overview to reflect the inclusion of this project.</p>
Lincoln Transportation & Utilities Department	<p>Remove below project from the Fiscally Constrained Urban Roadway Capital Projects, since this project is included in the overall cost of the 33rd/Cornhusker project.</p> <p>- LRTP Project ID: 153, Street Name: Cornhusker Hwy (US-6), Limits: State Fair Park Drive, Description: Intersection Improvements: dual westbound left turn lanes</p>	<p>Executive Summary, Page 10 - Revise the LTU Roadway Capital Projects section to reflect the removal of this project. This revision will result in changes to the Fiscally Constrained Urban Roadway Capital Projects map on page 13.</p> <p>LRTP Chapter 7, Pages 7-12 to 7-16 - Revise the LTU Roadway Capital Projects section (includes Table 7.6 and Figure 7.2) to reflect the removal of this project.</p> <p>LRTP Chapter 7, Pages 7-17 and 7-18 - Note the Cornhusker Hwy (US-6) & State Fair Park Drive the (Project ID 153) is part of the N. 33rd and Cornhusker grade separated railroad crossings project (Project ID 74) in the Rail Crossing Program section.</p>

Agency	Comment	Changes to 2050 LRTP
(continue from page 1)	(continue from page 1)	<p data-bbox="1094 136 1925 196">LRTP, Chapter 7, Page 7-31 - Revise the Environmental Justice and Equity section to reflect the removal of this project.</p> <p data-bbox="1094 196 1925 261">LRTP, Appendix H - Revisions to the applicable sections of the Environmental Overview to reflect the removal of this project.</p>
Lincoln Transportation & Utilities Department	Change cost estimate from \$89.1 million to \$115.6 million for N. 33rd Street and Cornhusker separated railroad crossings project (Project ID 74) in the Rail Crossing Program within the Fiscally Constrained Plan. This amount is consistent with the FY 2022-2025 Transportation Improvement Program.	LRTP Chapter 7, Pages 7-17 and 7-18 - Revise the cost estimate N. 33rd and Cornhusker grade separated railroad crossings project (Project ID 74) from \$89.1 million to \$115.6 million.
Lincoln Transportation & Utilities Department	<p data-bbox="556 451 1094 613">Change the street name, limits, and project costs (2021\$) for Project ID 75 (State Fair Park Dr, Salt Creek Roadway to Cornhusker Hwy, and \$9,300,000) to the following:</p> <p data-bbox="556 613 1094 711">Street Name: Salt Creek Roadway Limits: State Fair Park Dr to Cornhusker Hwy Project Cost (2021\$): \$26,000,000</p>	<p data-bbox="1094 451 1925 511">LRTP, Chapter 5, Pages 5-3 to 5-10 - Revise the LTU Capital Projects section (includes Figure 5.1 and Table 5.1) to reflect this project.</p> <p data-bbox="1094 511 1925 711">LRTP, Appendix G - Note in the scoring of Project ID 75 that this project had the incorrect street name, limits, and project costs (2021\$) at the time of scoring.</p>
Lincoln-Lancaster Planning Department	Update the LRTP document to reflect the Phase 3 Community Outreach.	<p data-bbox="1094 711 1925 771">LRTP, Chapter 3, Page 3-5 - Revise the Phase 3: Validation section to update the outreach activities and include a summary of public input.</p> <p data-bbox="1094 771 1925 836">LRTP, Appendix B - Include the 2050 LRTP Public and Virtual Meeting Phase 3 Summary report and the public engagement materials.</p>
Lincoln-Lancaster Planning Department	Change the transportation vision from "The vision for transportation in Lincoln and Lancaster County is a safe, efficient, and sustainable transportation system that equitably supports quality of life, livability, and economic vitality of the community." to "The vision for transportation in Lincoln and Lancaster County is a safe, efficient, and sustainable transportation system that enhances the quality of life, livability, and economic vitality of the community." This change is consistent with the Transportation Goal of the 2050 Comprehensive Plan which is "Lincoln and Lancaster County will strive to achieve a safe, efficient, and sustainable transportation system that enhances the quality of life, livability, and economic vitality of the community."	<p data-bbox="1094 836 1925 961">Executive Summary, Page 3 - Change the vision to "The vision for transportation in Lincoln and Lancaster County is a safe, efficient, and sustainable transportation system that enhances the quality of life, livability, and economic vitality of the community."</p> <p data-bbox="1094 961 1925 1312">LRTP, Chapter 2, Page 2-2 - See above change.</p>

Agency	Comment	Changes to 2050 LRTP
Lincoln-Lancaster Planning Department	Update Table H.8 (Agency Review Comments and Reponses) in Appendix H with comments from agencies.	LRTP, Appendix H, H-39 - Update Table H.8 with comments and responses.
Lincoln-Lancaster Planning Department in coordination with the Lancaster County Engineer's Office	Update the project cost for Project ID 98 (S 98th Street, Old Cheney Road to US-34) from \$2,600,000 to \$12,592,700. This amount is consistent with the FY 2022-2025 Transportation Improvement Program.	<p>Executive Summary, Page 10 - Revise the Lancaster County Rural Roads Program section to reflect the updated project cost for this project.</p> <p>LRTP, Chapter 5, Page 5-15 to 5-20 - Revise the Capital Projects section (includes Table 5.4) to reflect the updated project cost for this project.</p> <p>LRTP, Chapter 7, Page 7-7 to 7-9 - Revise the Road and Bridge Capital Projects section (includes Table 7.5) to reflect the updated project cost for this project</p>
Lincoln-Lancaster Planning Department in coordination with the Lancaster County Engineer's Office	Update the project cost for Project ID 165 (N 148th Street and Holdrege Street) from \$650,000 to \$703,000. This amount is consistent with the FY 2022-2025 Transportation Improvement Program.	<p>Executive Summary, Page 10 - Revise the Lancaster County Rural Roads Program section to reflect the updated project cost for this project.</p> <p>LRTP, Chapter 5, Page 5-15 to 5-20 - Revise the Capital Projects section (includes Table 5.4) to reflect the updated project cost for this project.</p> <p>LRTP, Chapter 7, Page 7-7 to 7-9 - Revise the Road and Bridge Capital Projects section (includes Table 7.5) to reflect the updated project cost for this project</p>
Lincoln-Lancaster Planning Department in coordination with the Lancaster County Engineer's Office	Update the project cost for Project ID 92 (Saltillo Road, S 27th Street to S 68th Street) from \$7,500,000 to \$8,774,400. This amount is consistent with the FY 2022-2025 Transportation Improvement Program.	<p>Executive Summary, Page 10 - Revise the Lancaster County Rural Roads Program section to reflect the updated project cost for this project.</p> <p>LRTP, Chapter 5, Page 5-15 to 5-20 - Revise the Capital Projects section (includes Table 5.4) to reflect the updated project cost for this project.</p> <p>LRTP, Chapter 7, Page 7-7 to 7-9 - Revise the Road and Bridge Capital Projects section (includes Table 7.5) to reflect the updated project cost for this project</p>