



Lincoln-Lancaster County
**PLANNING AND
DEVELOPMENT**

LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

FROM THE LINCOLN/LANCASTER COUNTY PLANNING AND DEVELOPMENT SERVICES DEPARTMENT
555 S. 10TH STREET, SUITE 203, LINCOLN, NE 68508

APPLICATION NUMBER	FINAL ACTION?	DEVELOPER/OWNER
Miscellaneous #26011	No	N/A
PLANNING COMMISSION HEARING DATE	RELATED APPLICATIONS	PROPERTY ADDRESS/LOCATION
October 26, 2026	MISC26012, CPA26002	Lincoln Metropolitan Area

RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST

This is an application to review and provide recommendations on the proposed 2050 Long Range Transportation Plan (LRTP) Update, advising the Lincoln Metropolitan Planning Organization (MPO) Technical Committee and Officials Committee on the adoption of the new LRTP that will guide the future transportation improvements of the City of Lincoln and Lancaster County.

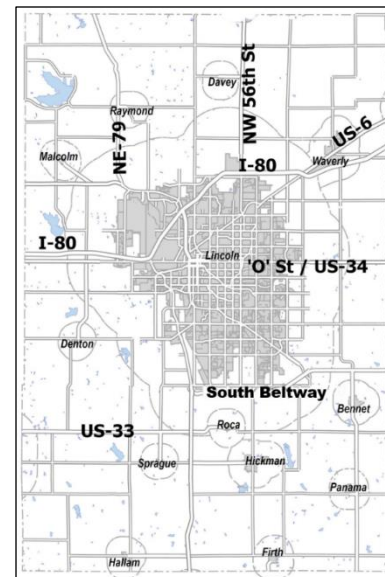
JUSTIFICATION FOR RECOMMENDATION

The 2050 Long Range Transportation Plan Update identifies the priority projects that can reasonably be expected over the 24-year planning horizon within the fiscally constrained plan, which is based on extensive analysis, community input, and ongoing coordination with the LRTP Project Oversight Planning Committee and LRTP Update/Mobility Plan Committee (Lincoln-Lancaster County Planning Commission).

This Plan follows the federal requirements for preparing a long range transportation plan which is important because compliance with federal requirements must be met for the region to receive federal transportation funding.

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The Lincoln Metropolitan Planning Organization is federally required to update the long range transportation plan every five years. The 2050 Long Range Transportation Plan is this update. Content from the LRTP becomes the transportation element of the adopted Comprehensive Plan to ensure that the two plans are aligned.



APPLICATION & STAFF CONTACT

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GENERAL INFORMATION

1. The Lincoln MPO is responsible for carrying out the federally-mandated transportation planning process in the Lincoln Metropolitan Planning Area which includes all of Lancaster County. Metropolitan transportation planning is the process of examining travel and transportation issues and needs in metropolitan areas, which includes a demographic analysis of the community in question, as well as an examination of travel patterns and trends. The planning process includes an analysis of alternatives to meet projected future demands, and for providing a safe and efficient transportation system that meets mobility needs while not creating adverse impacts to the social and physical environment.

Federal Aid Highway legislation, regulations, and guidance require local governments to conduct cooperative, comprehensive, and continuing transportation planning ("3-C Planning Process") to develop metropolitan area transportation plans and programs in order to receive federal funds for transportation system improvements. In 1973, the governor of Nebraska designated the City of Lincoln as the MPO to assume the responsibilities of coordinating the transportation planning for Lincoln and Lancaster County.

Transportation planning in metropolitan areas is a collaborative process, led by the MPO and other key stakeholders in the regional transportation system. The process is designed to foster involvement by all interested parties, such as the business community, community groups, environmental organizations, and the general public through a proactive public participation process conducted by the MPO in coordination with state, county, and city transportation agencies and transit operators.

2. The Mayor of the City of Lincoln is the Executive Officer of the Lincoln MPO. Under the Mayor, the MPO functions through a committee structure comprised of an Officials Committee, a Technical Committee, a number of subcommittees, and MPO staff.
 - a. **Officials Committee.** The Lincoln MPO Officials Committee functions as the policy making arm of the MPO. The Officials Committee membership consists of elected officials representing the City of Lincoln, Lancaster County and the State of Nebraska. The voting members review and act upon transportation related programs and studies recommended by the MPO Technical Committee. This Committee also reviews and adopts planning documents that are in compliance with the established planning process and the policies of the general purpose governments and agencies which they represent.
 - b. **Technical Committee.** The Lincoln MPO Technical Committee is made up of representatives of various professional transportation and related planning disciplines and serves as the administrative and technical staff to develop and implement the plans and policies of the MPO. The Committee conducts the work necessary to produce and amend the Long Range Transportation Plan (LRTP) and makes recommendations to the Officials Committee on proposed programs, studies and planning documents that conform with appropriate regulations.
 - c. **Project Oversight Planning Committee.** The MPO Technical Committee established a staff subcommittee to function as the Project Oversight Planning Committee to provide project oversight in developing the LRTP Update. The planning team worked with a consultant to establish the goals for a performance-based multi-modal long range transportation plan, provide the expertise and resources needed for the project and the review the technical reports and documentation. The committee members include staff from the Lincoln-Lancaster Planning and Development Services Department, Lincoln Transportation and Utilities Department, Lincoln Urban Development Department, Lincoln Parks and Recreation Department, Lancaster County Engineering, Lincoln-Lancaster County Health Department, Resilient Lincoln, Aging Partners, Lincoln Police Department, Lincoln Fire and Rescue, other cities in Lancaster County, Nebraska Department of Transportation, Federal Highway Administration, and Federal Transit Administration.
 - d. **Lincoln/ Lancaster County Planning Commission.** The Planning Commission plays an important role in the Lincoln MPO transportation planning process. An advertised public hearing before the Planning Commission is part of the formal adoption of the Long Range Transportation. In addition, the Planning

Commission reviews the Transportation Improvement Program for conformance with the LRTP. After public hearings are held, the Planning Commission forwards the MPO documents to the Officials Committee for approval. Joint briefings were held with the Planning Commission on the LRTP Update and other planning efforts that were grouped under a single Plan Forward heading, which were the Lincoln-Lancaster County Comprehensive Plan and Lincoln Mobility Plan (associated applications on this agenda). Primary activities during the briefings included education on specific topics so that members could make informed decisions, discussion and brainstorming exercises, and review of draft materials.

- e. **MPO Administration.** Administration of MPO activities is the responsibility of the Lincoln-Lancaster County Planning and Development Services Department. The Planning and Development Services Director is the MPO Administrator and with direction from the Mayor of the City of Lincoln and the MPO Officials Committee, is responsible for on-going coordination, direction, and supervision of the Lincoln MPO transportation planning process.

ANALYSIS

1. The development of the Long Range Transportation Plan (LRTP) is a collaborative effort using input provided from state and local governments, agencies, citizens, committees and staff that focuses on promoting an integrated multi-modal transportation network. The LRTP guides investment in the Lincoln metropolitan area's transportation system for the next 24 years. It defines an overarching vision of the region's future transportation, establishes goals and objectives that will lead to achieving that vision, and allocates projected revenue to transportation programs and projects consistent with the Lincoln MPO's goals. The LRTP also is the basis for the development of the short-range Transportation Improvement Program (TIP), a set of transportation improvement projects that the MPO expects to implement during the next four years.

The LRTP is updated every five years to accurately reassess existing and projected travel conditions and needed improvements based on current population and socioeconomic data and to be responsive to the planning area's continuously evolving needs. The projects listed in the LRTP are intended to reflect the community's values and visions for improving the overall transportation system while maintaining fiscal constraint. The policies, principles, and strategies in the Lincoln-Lancaster County Comprehensive Plan are coordinated with transportation planning activities and are reviewed regularly to ensure the Plans remain current. The land use and growth patterns become an integral part of the technical elements in the transportation plan and allows the plans, working together, to preserve and enhance valued natural and cultural resources and facilitate sustainable neighborhoods.

This update of the LRTP was conducted simultaneously with development of a proposed Lincoln Mobility Plan, an updated bicycle and pedestrian plan for the City of Lincoln and its immediate environs that considered first- and last-mile connections to transit stops and cross-Lincoln routes. The Mobility Plan focused on pedestrian and on-street bicycle infrastructure, including trail sidepaths, which directly informed the LRTP recommendations. The Lincoln Mobility Plan also includes recommendations for mobility hubs locations. A mobility hub is a location with various types of amenities where multiple modes of transportation meet and serve key land uses.

The three plans (LRTP, Lincoln Mobility Plan, and Comprehensive Plan) were coordinated with respect to community engagement under the Plan Forward header. This coordination allowed for unified and streamlined public interaction.

2. The current federal transportation act, the Infrastructure, Investment and Jobs Act (IIJA) of November 15, 2021 continues the previous requirements and provides long-term funding certainty for surface transportation infrastructure planning and investment. The metropolitan transportation planning process is required to be "continuous, cooperative, and comprehensive," and to provide for consideration and implementation of projects, strategies, and services that will address the below federal planning factors. The goals developed for the 2050 LRTP Update are aligned with these planning factors and the national transportation goals.

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promote energy conservation, and improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

Federal regulations require that public outreach efforts allow all interested parties with reasonable opportunity to comment, including individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, affordable housing organizations, representatives of the disabled, and other interested parties. Methods of participation for the 2050 LRTP Update included public meetings, focus groups, pop-up booths at community events, and website survey tools. The Public Engagement Plan was established to ensure that federal requirements for public participation are met during the development of the LRTP Update and remain consistent with the MPO's adopted Public Participation Plan.

3. Development of the proposed 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 approximately twenty-one (21) months in close coordination with the LRTP Project Oversight Planning Committee and Lincoln-Lancaster County Planning Commission with extensive input from the community. The public engagement process included three phases of community outreach that consisted of in-person and virtual public meetings, focus group meetings, and booths.

The major planning elements addressed in the LRTP include the following:

- 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 system that expands mobility choices, strengthens community connections, and enhances quality of life and economic vitality. 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, resilient, and well-connected transportation system that leverages innovation and technology for moving people and freight.
- **Livability and Travel Choice:** A multimodal system that provides convenient and affordable travel options to support a more compact, healthy, livable urban environment.
- **Safety and Security:** A safe and secure transportation system.
- **Economic Vitality:** A transportation system that promotes economic vitality and sustainable growth 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 maximizes user benefits and local funding and embraces innovative funding approaches.
- **Access & Opportunity:** A multimodal transportation system that expands access to opportunities and enhances connections for communities with limited transportation options.

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 from a variety of sources that include:

- 2050 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 other outreach, 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 \$1.5 billion in roadway capital projects and \$76 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, both in-person and virtual. All engagement was coordinated with the other planning efforts taking place at the same time, which were the minor update to the Comprehensive Plan and the Lincoln Mobility Plan, discussed in detail in the separate staff reports on this agenda. In addition, Phases 1 and 2 of public engagement were coordinated with Lincoln on the Move. The Public Engagement Plan for each of the phases focused on a key theme:

- **Phase 1: Listening & Discovery (Fall 2025)** – Understand how people currently travel, identify barriers and needs, and raise awareness of the planning effort.
- **Phase 2: Priorities & Tradeoffs (Winter 2025–2026)** – Share draft goals and strategies; gather input on priorities for investment and tradeoffs across the transportation system.
- **Phase 3: Draft Plan Review (Spring 2026)** – Share draft plan recommendations, report back on

community input, and gather final feedback before adoption.

Detailed Phase 1 and 2 Engagement Summaries are available online at:

<https://www.lincoln.ne.gov/City/Departments/PDS/Planning/MPO/LRTP-Update-LMP>

The first phase involved 10 Focus Group sessions with stakeholders who represented various interests in the community, virtual and physical mailings, library kiosks, social media and press release, a virtual public meeting between October and November 2025 with 163 unique contributors and 700 total contributions, an in-person public meeting on October 23, 2025 that was attended by 95 people, booths at seven community events, and various other advertising and presentations to community groups. 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 as well as locations of transportation needs.

The second phase included virtual and physical mailings, social media and press release, a virtual public meeting between May and June 2026 with 194 unique contributors and 575 total contributions, an in-person public meeting on May 19, 2026 that was attended by 59 people, two informational booths, and various other advertising and presentations. Staff also re-engaged previous and new focus group members by asking for suggestions about the direction of funding to address challenges previously identified. 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 provided various opportunities for public feedback on the draft 2050 LRTP Update document. A virtual public meeting was held from September 22 to October 22, 2026 and an in-person public meeting was held on September 22, 2026. The Phase 3 Engagement Summary will be available following close of the Phase 3 input period on October 22 at

<https://www.lincoln.ne.gov/City/Departments/PDS/Planning/MPO/LRTP-Update-LMP>.

- d. **Assumptions** – Several key assumptions have changed since the 2021 LRTP, affecting both forecasted revenues and projected transportation needs. The current plan begins with a substantially higher base-year revenue estimate (\$189 million in 2027 compared to \$156 million in 2022 in the previous plan), reflecting growth in transportation funding over the past several years. However, long-term revenue growth assumptions are more conservative, with transportation revenues increasing at an average annual rate of 2.5% compared to 3.3% in the 2021 plan.

The most significant difference is in project cost inflation assumptions. The 2021 LRTP was developed during a period of rapidly escalating construction costs and assumed inflation rates of 10% annually for the first five years, 7% annually for the next five years, and 5% annually thereafter. In contrast, the current plan assumes construction cost inflation of 5% annually through 2028 and 3% annually for the remainder of the planning horizon. These lower inflation assumptions substantially reduce projected project costs over time, improving the overall purchasing power of available revenues despite the more modest revenue growth forecast. As a result, the current plan is able to fund a larger share of identified transportation needs than would have been possible under the assumptions used in the 2021 LRTP.

- e. **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 LRTP. While the forecasts cover the full 24-year planning period (2027 – 2050), the first four years are already programmed through the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP). As a result, the LRTP focuses on allocating the remaining 20 years of forecasted revenues (2031 – 2050), which establish the financial framework for future transportation investments.

In total, an estimated \$5.1 billion in transportation revenues can reasonably be expected for the Lincoln MPO region over the 20-year period. Approximately \$3.5 billion (approximately 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. The remaining \$1.7 billion in funding is considered “flexible” and could be used for various transportation-related purposes to achieve the Plan goals.

Flexible Funds

1. Surface Transportation Block Grant Program (STBG) – A portion of the flexible funds (approximately \$285 million), can be used in Lincoln or Lancaster County. The LRTP continues to recommend 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.
2. City of Lincoln Street Improvement Vehicle (Wheel) Tax – These flexible funds (50% of wheel tax, approximately \$303 million) must be used in Lincoln for street construction and residential street improvements.
3. City of Lincoln General Revenues – These flexible funds (approximately \$226 million) must be used in Lincoln.
4. Lincoln Highway Allocation Funds (less payments for bonds issued for the construction of streets) – These flexible funds (approximately \$893 million) must be used in Lincoln.

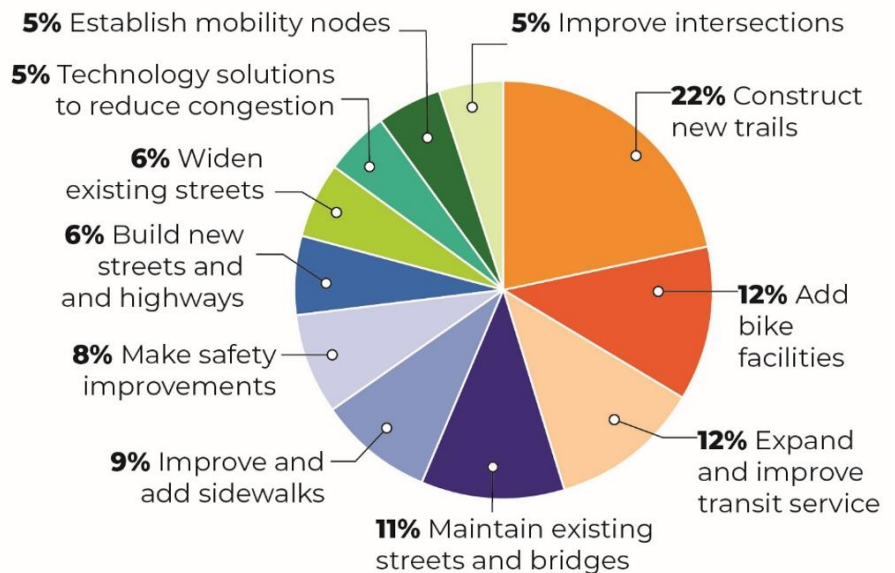
The transportation needs and opportunities in Lincoln and Lancaster County are great and current funding realities indicate that not all desired projects will be built within this plan’s time frame. The funding outlook analysis for the LRTP presents an overview of the revenue forecasts, describes the 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.

- f. **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 five funding scenarios across eighteen (18) project and program areas that have been divided into five major categories (NDOT, Lancaster County, Lincoln Roadway, Alternative Modes, and Other [Other includes ITS and Technology, East Beltway, and Studies/Preliminary Engineering/Right-of-Way/Statutorily Required Records]).

The revenue forecasts are not enough to address all the transportation needs in Lincoln. Through public input, the community expressed that trails, bike facilities, and transit were the top priorities. Maintaining existing streets and bridges came in fourth, followed by sidewalks and safety improvements. 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 provided by professional staff and the consultant team.

Community Input on Funding Priorities

Given the availability of limited funding, how would you allocate it? You have 100 pts. You can spread out your points or put them all in one project type.



Lancaster County

Lancaster County has identified approximately \$312 million in roadway capital project needs. All identified rural roadway capital projects can be funded within the L RTP planning horizon by 2050. After funding these roadway needs, approximately \$94 million in flexible County revenues remains available. The recommended scenario allocates these remaining funds as a local contribution toward the East Beltway once all projects are completed.

Lincoln Urban Area

Based on input from the community on priorities and staff input on the funding scenarios, a hybrid scenario was developed that builds on the current investment approach while providing targeted increases for safety, rehabilitation, transit, and the East Beltway.

Compared to the current L RTP funding scenario (used as the baseline), the hybrid scenario re-allocates the flexible funds for the Lincoln Urban Area and increases funding for:

- **Safety Projects** (+\$30 million), to support implementation of Vision Zero and other safety-focused initiatives.
- **Trail Projects** (+\$10 million) and **Trail Rehabilitation** (+\$10 million), to improve both trail expansion to keep pace with development and maintenance of the trail system.
- **Transit** (+\$16 million), reflecting community support for expanding transportation choices and allocating funds to support increased frequency on key routes.
- **Mobility Nodes** (+\$1.6 million) and **Other Bicycle and Pedestrian Projects** (+\$10 million), to strengthen multimodal connectivity.
- **East Beltway** (+\$10 million Lincoln + \$94 million County), providing additional local funding toward this important regional investment, bringing the total contribution to \$130 million.

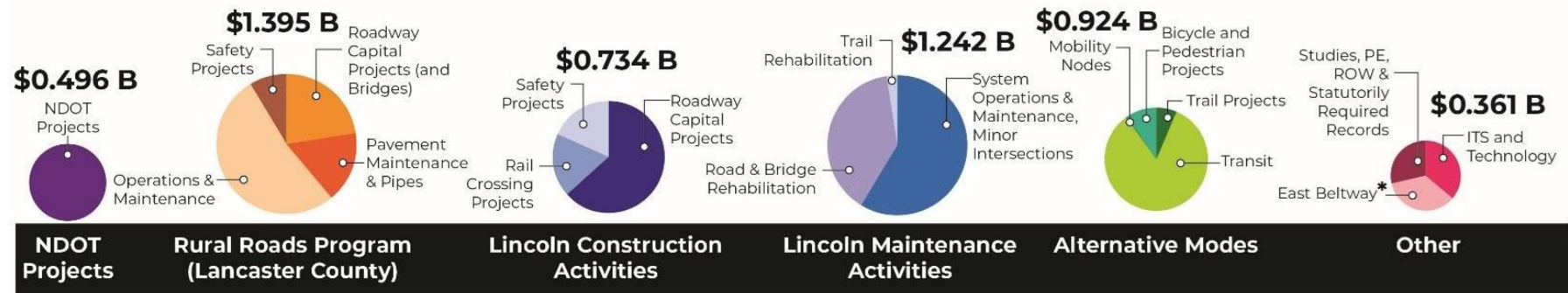
To accommodate these increases, funding for ITS and Technology was reduced from the baseline. During development of the hybrid scenario, the project team coordinated with Lincoln Transportation and Utilities (LTU) to refine long-term technology funding needs. Based on an estimated total need of approximately \$150 million through 2050, a total allocation of \$130 million is proposed. While this represents a substantial reduction from the baseline scenario, \$130 million will meet a significant portion of anticipated ITS and technology needs through 2050. Examples of ITS and Technology improvements are synchronized

or adaptive traffic signals such as those deployed with the Green Light Lincoln Program, vehicle-to-infrastructure technologies, vehicle-to-vehicle technologies, and traffic monitoring and incident management capability improvements.

The previous LRTP focused on road and bridge rehabilitation and maintenance as its top flexible funding category. This LRTP would continue to fund maintenance of the existing system at current levels, i.e., no change in funding levels from the previous plan. With renewal of Lincoln on the Move through 2033, a dedicated funding source continues to be available with a large portion dedicated to existing street improvements.

Overall, the hybrid scenario reflects the committees' and the community's preference for a balanced approach that preserves the core investment strategy of the current plan while directing additional resources toward updated priorities.

Recommended Resource Allocation



* East Beltway funding represents an initial investment from both the City of Lincoln and Lancaster County toward advancing the project; additional funding will be needed for full design and construction.

One outcome of the resource allocation process is that flexible funding is not available to address other possible resource allocation scenarios. Staff will continue to pursue additional funding sources to meet the transportation needs of the future. Future funding considerations include continuation of the Lincoln on the Move (LOTM) sales tax, new and continued competitive grant opportunities and Congressionally Directed Spending, and potential changes to the Highway Allocation Funds.

Two new policy recommendations are proposed to further advance the Plan goals:

Implement a Complete Streets funding policy for roadway capital projects. Consistent with the City's adopted Complete Streets approach, allocate approximately 3% of roadway capital project funding toward new bicycle, pedestrian, and other multimodal improvements that are integrated into roadway projects. This funding is assumed to be included within the roadway capital project allocation and does not represent a separate funding category.

Establish an annual bicycle and pedestrian project funding pool. Create a dedicated funding program for stand-alone bicycle and pedestrian projects that are not directly tied to roadway capital improvements. This strategy would provide a predictable source of funding for smaller-scale projects that improve connectivity, close network gaps, and advance the community's active transportation goals.

- g. **Fiscally Constrained Plan** – 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 24-year time horizon within the Fiscally Constrained Plan. The details of the Fiscally Constrained Plan are described in [Chapter 7](#).

NDOT Projects

Overview: NDOT has identified four projects within the Lincoln MPO, totaling \$212 million in needs

Resource Allocation: \$496 million

What can be completed: I-180, I-80 to US-6 (reconstruction + bridges); I-80 and I-180 interchange; and O Street (US-34), 84th Street to the east County line (see [Table 18](#) and [Figure 16](#)); remaining funds go towards asset preservation and strategic improvements to key Interstate and US Highway corridors, enhancing regional mobility, safety, and long-term system performance

Lancaster County Roadways

Overview: Includes four program areas: Roadway and Bridge Capital Projects, Pavement Maintenance and Pipes, Operations and Maintenance, and Safety Projects. The LRTP identifies 67 capital projects in the County, with project costs totaling \$201 million

Resource Allocation: \$1.4 billion total (\$312 million for capital projects with the remaining funds used for maintenance projects, safety projects, and East Beltway contributions)

What can be completed: All of the capital projects could be constructed when accounting for construction cost inflation over time, plus 12 projects with committed funding (expected to be built within the next four years) (see [Table 17](#) and [Figure 20](#))

Funding Gap: None

City of Lincoln Construction Activities

Overview: Includes three program areas: Roadway Capital Projects, Rail Crossing Projects, and Safety Projects. The LRTP identifies 109 capital projects in the City, with project costs totaling \$970 million

Resource Allocation: \$734 million total (\$467 million for capital projects with the remaining funds used for rails crossing projects and safety projects)

What can be completed: 43 projects, plus 25 projects with committed funding (expected to be built within the next four years) (see [Figure 18](#) and [Table 22](#))

Funding Gap: 66 projects would remain unfunded

City of Lincoln Maintenance Activities

System Operations and Maintenance

Overview: Routine activities such as snow removal, street sweeping, pothole repair, signing and pavement markings, as well as traffic operations and minor intersection improvements

Resource Allocation: \$729 million

What can be completed: Commensurate funding with the previous 2050 LRTP

Road and Bridge Rehabilitation

Overview: Rehabilitation of arterial and residential streets, pavement resurfacing and overlays, bridge rehabilitation, signal replacement, and other improvements that restore infrastructure

Resource Allocation: \$483 million

What can be completed: Commensurate funding with the previous 2050 LRTP; equates to approximately 260 lane miles rehabilitated

Trail Rehabilitation

Overview: Reconstruction and rehabilitation of deteriorating trails, as well as related improvements such as bridge and sign replacement and trail widening

Resource Allocation: \$30 million

What can be completed: Increased funding compared with the previous 2050 LRTP; equates to rehabilitation of approximately 60 miles of trails

Alternative Modes

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: \$774 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, plus increased frequency on select existing routes

Trail Projects

Overview: The LRTP identifies 37 capital trail projects with costs totaling \$71 million

Resource Allocation: \$60 million

What can be completed: 25 projects (plus four trail projects with committed funding that will be built within the next four years) (see [Figure 19](#) and [Table 25](#))

Funding Gap: 12 projects would remain unfunded

Mobility Nodes & Connecting Corridors

Overview: Mobility nodes are strategically located places designed to improve connections between transportation options and destinations, particularly for people walking, bicycling, using transit, or using shared mobility services

Resource Allocation: \$1.6 million; new program not in previous 2050 LRTP

What can be completed: Approximately 30 mobility nodes and/or up to 6 miles of connecting corridors

Bicycle and Pedestrian Projects

Overview: Improvements identified in the proposed Lincoln Mobility Plan to make walking and bicycling safer and more convenient

Resource Allocation: \$88 million

What can be completed: Approximately 380 miles of on-street bike lanes OR 15 miles of protected bike lanes OR 53 miles of sidewalk rehab

Other

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: \$130 million

What can be completed: More accurate reflection of funding needs for existing programs through 2050

East Beltway

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

Resource Allocation: \$130 million (including approximately \$94 million from Lancaster County, \$18 million from the City of Lincoln, and \$18 million from Keno/Gambling revenues)

What can be completed: Funding could be used for continued corridor preservation, environmental review, design, and early implementation activities

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

Studies, PE, ROW, and 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: \$101 million

What can be completed: Commensurate funding with the previous 2050 LRTP

4. The planning objective for 2050 LRTP Update 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 addresses some of the funding needs for roadway, bridge, trail, bike, pedestrian, transit, and other modes as identified through technical analysis and public input. 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 and trail projects that are desired but cannot be done within the 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, and new funding options will continue to be pursued to address these unfunded needs.

The Nebraska Department of Transportation, Lancaster County Engineering, Lincoln Transportation and Utilities Department, and Lincoln Parks and Recreation Department provided input on projects that resulted in updated project listings in the proposed LRTP.

The public review period on the Draft LRTP was held from September 22 to October 22, 2026, as required per the MPO's Public Participation Plan. All comments received are being forwarded to the Planning Commission

for their consideration in the final review of the LRTP.

The Planning Commission review and comments along with additional comments received at the public hearing will be forwarded to the MPO Technical Committee and MPO Officials Committee for review and approval. The LRTP must be approved by the end of the year to meet established federal timelines.

The Plan is available on the web at lincoln.ne.gov/city/departments/pds/planning/mpo/lrtp-update-lmp.

Prepared by Rachel Christopher, Transportation Planner
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Date: October 15, 2026

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/MISC/26000/MISC26011 2050 LRTP Update.rkc.docx>



Memo

DATE: September 29, 2026
TO: Lincoln-Lancaster County Planning Commission
FROM: Lincoln-Lancaster County Planning and Development Services
Department and Lincoln Metropolitan Planning Organization (MPO)
SUBJECT: 2050 Long Range Transportation Plan Update

This is application to review the Lincoln Metropolitan Planning Organization (MPO) 2050 Long Range Transportation Plan (LRTP).

The LRTP guides investments in the Lincoln metropolitan planning area's transportation system for the next 24 years. It defines a vision of the region's future transportation, establishes goals, objectives, and performance measures that will lead to achieving that vision, and allocates projected revenue to transportation programs and projects consistent with goals of the LRTP. The LRTP also supports the Transportation Goal, Element, and Policies of the Lincoln-Lancaster County 2050 Comprehensive Plan.

This plan is the result of a robust process that involved a consultant team, Lincoln MPO committees, Planning Commission, multiple city departments, focus groups, and other community stakeholders.

This item will be scheduled for Planning Commission consideration at the October 28, 2026 public hearing. The tentative schedule is that the plan will be adopted by the MPO Officials Committee in December 2026.

The draft plan is available for review at lincoln.ne.gov/planforward.