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Planning for the Transportation Needs of 2050

The 2050 Needs Based Plan

The LRTP Needs Based Plan identifies current and future programs and projects in the transportation system that would be necessary to address all the transportation needs of Lincoln and Lancaster County through 2050. The details of the Needs Based Plan are described in the [Chapter 5](#) of the LRTP. Current and future needs and candidate projects for the transportation system were compiled from various sources that include:

- Current planning studies
- MPO planning committees
- MPO technical tools (e.g., the 2050 Travel Demand Model, Growth Projections, GIS analysis and engineering studies)
- Community input through Focus Group meetings, public meetings, and online surveys

Surface transportation needs cover all modes including roadway, transit, bicycling, walking, and rail (specifically the railroad crossing needs). Satisfying these needs would realize the transportation vision if funding limitations were not a consideration. The Needs Based Plan includes more than \$1.8 billion in roadway capital projects and nearly \$60 million in trail projects (in 2021 dollars), among other needs. Projects built in future years will be more expensive than 2021 estimates. Increasing project costs and ongoing transportation needs will exceed the ability to fund all projects and programs identified in the Needs Based Plan.

Major Streets and Right-of-Way Considerations

Right-of-Way (ROW) widths for selected major street segments are shown in Figure E9.a.

Major Streets

The major streets identified in Figure E9.a include arterials from the Existing Functional Classification designations in the Long Range Transportation Plan (LRTP) along with future arterial streets within the PlanForward2050 Growth Tiers boundary. Other major streets shown on the map are interstates/expressways from the Existing Functional Classification map in the LRTP.

Descriptions of each street type per the LRTP are as follows:

Principal Arterials: This functional class of street serves the major portion of inter-community and intra-community traffic movement within the urban area. Principal arterials are designed to carry high traffic volumes. Facilities within this classification such as Superior Street or 84th Street can provide direct access to adjacent land, but such access is incidental to the primary functional responsibility of moving traffic within the system.

Minor Arterials: This functional class serves trips of moderate length such as Vine Street between 17th and 70th Street or Cotner Boulevard between South and 70th Streets. Minor arterials offer a lower level of mobility than principal arterials. This class interconnects with and augments principal arterials, distributes traffic to smaller areas, and provides some direct land access. Minor arterial streets are designed to carry moderate to heavy traffic volumes and provide the largest coverage of transit routes within the city.

Interstate and Expressway: These are divided, limited access facilities with no direct land access. Freeways such as I-80 do not have at-grade crossings or intersections. Expressways such as Nebraska Highway 77 are similar to freeways except that they may have cross streets that intersect at-grade and access is either fully or partially

controlled. Freeways and expressways provide the highest degree of mobility typically serving higher traffic volumes and longer trip lengths.

Right-of-Way

Projects occurring at the intersection of two arterial streets or at locations where right turn lanes are required will warrant the further dedication or acquisition of public right-of-way up to 130 feet in width for the “2+1 at 120 feet of ROW” and “4+1 at 120 feet of ROW” projects, and 150 feet in width for the “6+1 at 140 feet of ROW” projects, for a distance extending two blocks from the centerline (approximately 700 feet) of the intersection. The length of the intersection improvement should consider the existing and proposed land uses in the general area, traffic studies, and other pertinent information. Signalized intersections occurring along an arterial but not crossing another arterial may also fall under these ROW standards. The standard applies when land uses or other factors demonstrate the need for a wider ROW at that location.

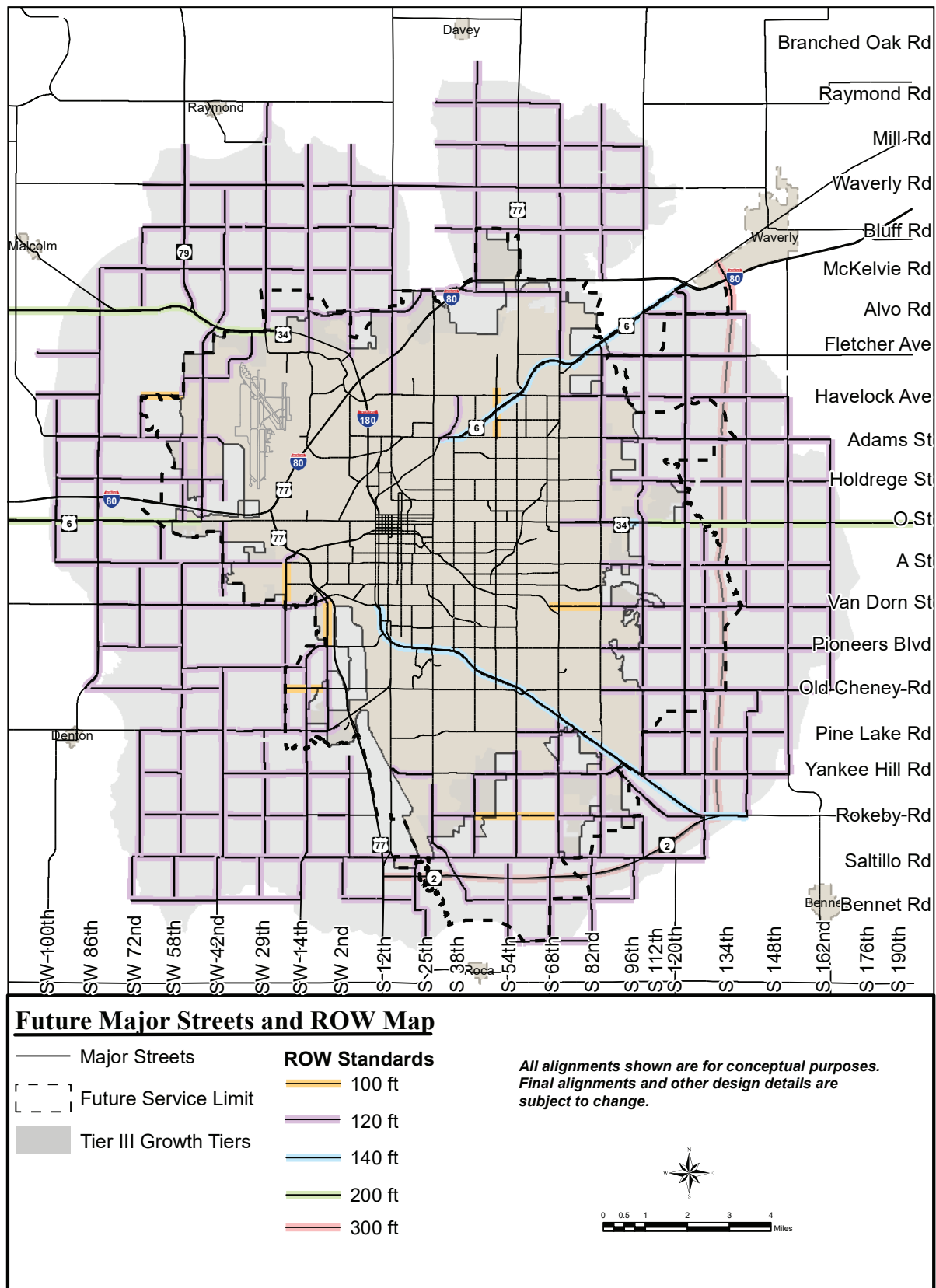
Within Lincoln's future Growth Tiers I, II and III, a public ROW width of 120 feet for any potential future arterial street is considered the standard for this Plan. This may include, but is not necessarily limited to, the existing section and half-section line roads in these future Growth Tiers. Any ROW obtained to extend or otherwise complete the section line road system in the future growth area should also be done at this standard.

There are instances — mostly but not always in newer areas — where trails are to be placed along an arterial street. This may occur in order to provide trail connections and to allow safe trail crossings at arterial streets. When a future trail or bike lane is designated along an arterial roadway, the corridor should be expanded by six (6) additional feet on the side where the trail will be located. This additional ROW should be obtained in advance of development.

Modifications to existing or proposed right-of-way are typically noted with the implementation of roundabout intersections. In most cases, ROW needed for exclusive right-turn lanes at intersections can now be lessened on the approaches due to the less intrusive footprint of roundabout intersection approaches.

Additional considerations are needed at some intersection roundabout corners however due to the circular intersection characteristics which can identify more ROW needs due to the offset required on approaches to control vehicle entry speeds.

Figure E9.a: Major Streets and Right-of-Way Map



Fiscally Constrained Transportation Plan

Revenue Forecasts

Between 2022 and 2050, an estimated \$4.6 billion in transportation revenues can be reasonably expected for the Lincoln MPO. A combination of Federal, State, local, private and donated funding serve to provide programmatic funding needed to complete multimodal transportation projects. The available revenue sources and revenue forecasts are described in the [Chapter 6](#) of the LRTP.

Approximately \$3.08 billion of the transportation revenue 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 of transportation revenue is flexible and could be used in a variety of ways to achieve the Lincoln MPO 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.

Revenue forecasts are not adequate to achieve the goals of LRTP and meet all of the region's transportation needs. The LRTP strongly encourages pursuit of additional revenues to fund the transportation improvements that are vital to a thriving community. The LRTP funding strategy recognizes the limited funding availability and strives to optimize the use of the reasonably expected funds based in input from the LRTP Committees and the community in combination with technical analysis.

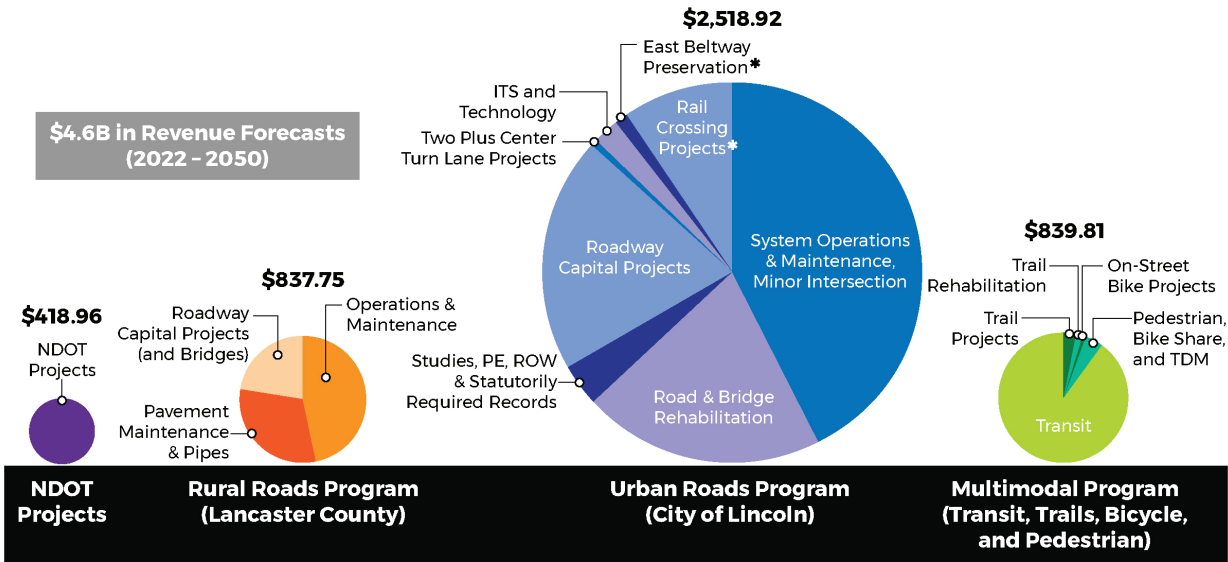
The LRTP funding strategy for the urban area focuses on applying available revenue to take care of the existing system – fully funding operations and maintenance, and prioritizing rehabilitation of critical roads and bridges. The Plan recognizes the importance of making the system function as efficiently as possible while supporting the community growth envisioned in PlanForward. The Urban Area funding strategy includes:

- Focusing operations and maintenance, road and bridge rehabilitation, as well as trail and sidewalk rehabilitation
- Encouraging flexible and performance-based geometric designs that effectively address congestion within funding limitations and right-of-way 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 continuation of funding for transit service and bicycle and pedestrian infrastructure

Fiscally Constrained Transportation Plan

The process of developing the LRTP ensures that the available funds are allocated to address needs that best support the combination of transportation goals. Although available funding levels will limit the ability to address all needs identified in the Plan, the funding strategy and recommended resource allocation will optimize available funds and enable a functional transportation system. Figure E9.a illustrates the distribution of program funding and the portion of funding for each type of need of the recommended resource allocation described by the Plan. The resource allocation is detailed in the Fiscally Constrained Plan, as documented in [Chapter 7](#) of the LRTP.

Figure E9.b: LRTP Resource Allocation (\$1M)



NDOT Highways Program

NDOT has identified 10 projects within the Lincoln MPO, totaling over \$616 million in needs (2021 dollars). The \$419 million in state and federal revenues dedicated to the NDOT Highways Program will primarily address asset preservation needs, completion of the South Beltway project scheduled to be completed by spring of 2024, and the West Beltway project. There is not adequate funding to complete all 10 projects, particularly since the construction cost of the projects will increase over time and the revenue growth is not anticipated to keep pace with the construction cost increases.

Lancaster County Rural Roads Program

Lancaster County's roads and bridges form the backbone of the local economy. These important farm-to-market and home-to-work routes connect Lancaster County's residents to economic opportunities, centers of education, and entertainment venues in the local market and to points beyond. Close coordination between the Lancaster County Engineer's Office and MPO staff occurred during the development of the LRTP update to identify a needs based rural roads program.



Lancaster County annually updates its One and Six-Year (1 & 6) Road and Bridge Construction Program, and the Planning Commission reviews this program with regards to conformity with the Comprehensive Plan. The LRTP supports the Transportation goal, element, and policies of the Comprehensive Plan. While many of the 1 & 6 projects are included in the LRTP Rural Road and Bridge Capital Projects, additional bridge projects may be needed. The 1 & 6 project needs typically fall in the following program areas:

Operations & Maintenance

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

Pavement Maintenance & Pipes

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

Road & Bridge Capital Projects

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

Figure E9.c-1: Fiscally Constrained Rural Road and Bridge Capital Projects

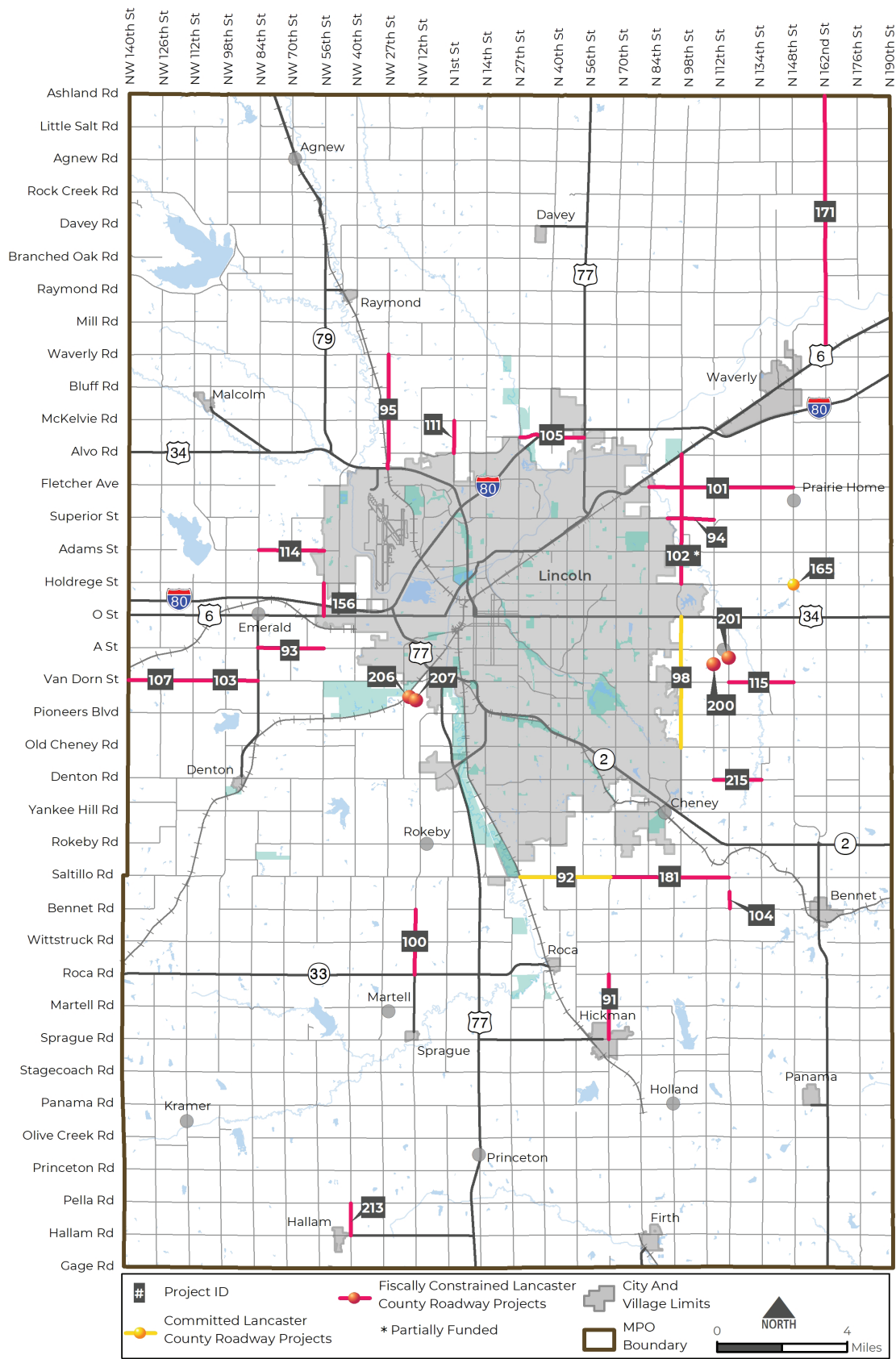
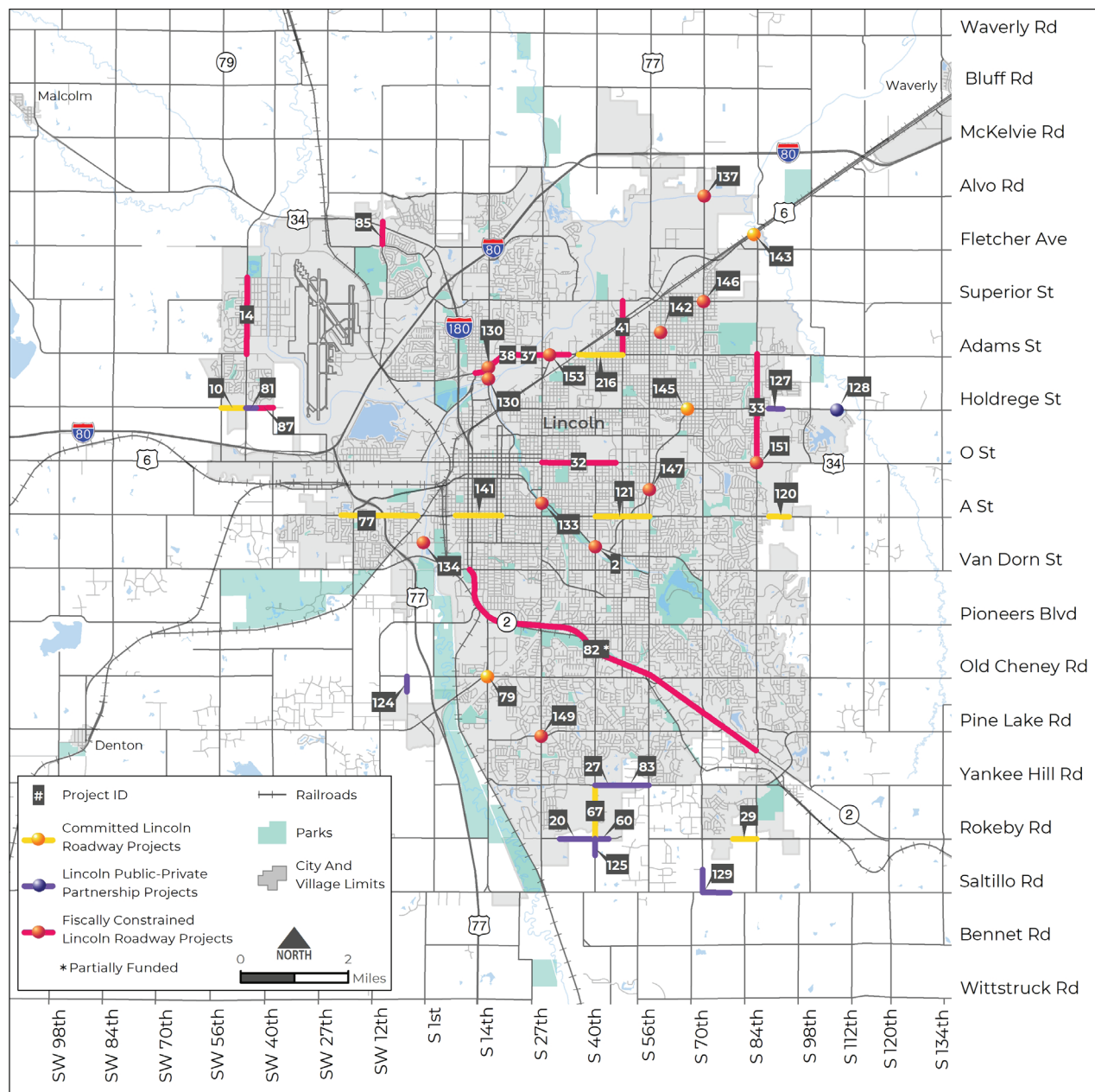


Figure E9.c-2: Fiscally Constrained Urban Roadway Capital Projects



The rural roads program funds three program areas: Capital Projects, Pavement Maintenance & Pipes, and Operations & Maintenance. A gap analysis conducted for Lancaster County in 2018 identified a significant annual funding gap, which would continue based on the LRTP revenue forecasts and recommended resource allocation. The LRTP identifies 95 capital projects in the County, with project costs totaling over \$160 million (2021 dollars). With approximately \$188 million of available revenue allocated to rural road capital projects over the next 29 years, only 26 of these projects listed on [Table 7.5 in Chapter 7](#) of the LRTP could be constructed when accounting for construction cost inflation over time. Sixty-nine capital projects would remain unfunded.

City of Lincoln Urban Roads Program

Without additional revenue sources, several important transportation urban area project and program categories will not have adequate funding. Additional revenue sources, including continuation of the Lincoln on the Move sales tax, would significantly help to meet the community's transportation needs. The Lincoln on the Move 1/4 cent sales tax and the Highway Allocation Bond will allow the city to construct more projects in the first four years of the plan, with an average funding level of nearly \$22 million per year for capital projects. After the 1/4 cent sales tax sunsets in 2025, the average funding level for capital projects would be reduced to \$16 million per year, reducing the number of projects that can be completed annually in the final 25 years of the plan.



Review of the funding strategy recommended including an action step to identify areas of greatest need.

"Maintain a quality transportation system in all areas of the community by balancing the distribution of program funding equitably."

System Operations & Maintenance, Minor Intersection: The Operations and Maintenance program meets the day-to-day requirements of the urban street system. The street maintenance program includes services and functions like street sweeping, snow removal, stormwater ditch and drainage maintenance, culvert maintenance, minor intersection improvements, mowing, crack sealing, pothole repair, signing, and pavement markings, among other tasks. The cost to maintain and operate the transportation system is increasing.

Lincoln Transportation and Utilities (LTU) employs 125 people to maintain and operate the transportation system. As the cost of materials, wages and healthcare for employees increases, the cost to complete the essential functions of operations and maintenance (O&M) increases. An estimated \$1.08 billion is needed for Lincoln's O&M program through 2050, which represents a higher proportion of the projected revenues than anticipated in the previous LRTP. The LRTP fully funds Lincoln's O&M program.

Road & Bridge Rehabilitation: The Rehabilitation program includes the repair of arterial and residential roads when the pavement conditions deteriorate to an unacceptable level as well as bridge rehabilitation and signal replacements. Money invested today in the ongoing maintenance and repair of the street system saves a significant amount of money in the future by avoiding the costs associated with full reconstruction of roadways. The City's target is to rehabilitate 5 percent of the arterial street system each year and 3 percent of the residential street system. That is, each arterial street would be rehabilitated once every 20 years, and each residential street would be rehabilitated every 33 years. The costs associated with achieving this goal will increase as the system ages, as the community grows and adds miles of streets to be maintained, and as construction costs increase over time.



The LRTP funds the Rehabilitation program at a level commensurate with the 2040 LRTP. This includes \$518 million of committed and flexible funds, which equates to approximately 350 lane miles when accounting for construction cost inflation. This amount will not fully address Lincoln's road and bridge rehabilitation needs.

Rail Crossing Program: Rail crossing projects serve the needs of freight and passenger movements as well as present challenges for vehicles and passenger safety. The LRTP maintains a list of candidate railroad grade separated crossing projects that could be completed over time. The Needs Based Plan for railroad crossings include safety improvements at crossing locations and grade separation projects at 12 crossings.

The Railroad Transportation Safety District (RTSD) and State Train Mile Tax revenue provide dedicated funding to improve the safety of railroad crossings through the addition of crossing gates and flashers at at-grade crossings, railroad crossing surface upgrades, pedestrian and bicycle crossings, as well as grade separation projects. With approximately \$236 million of committed funding, the railroad crossing program is anticipated to address high priority crossing improvements but will not address the full needs of the program.

Studies, Preliminary Engineering, ROW & Statutorily Required Records: Roadway Capital Projects: Capital projects include major widening projects, new/reconstructed interchange and major intersection projects, construction of the East Beltway, urban improvement projects (bringing rural roads to two lane urban standards), and other corridor improvements. The LRTP includes 105 urban street capital projects estimated to cost at least \$1.04 billion (in 2021 dollars). Identified projects would support the effort to address future congestion anticipated with new growth.

Roadway Capital Projects: Capital projects include major widening projects, new/reconstructed interchange and major intersection projects, construction of the East Beltway, urban improvement projects (bringing rural roads to two lane urban standards), and other corridor improvements. The LRTP includes 105 urban street capital projects estimated to cost at least \$1.04 billion (in 2021 dollars). Identified projects would support the effort to address future congestion anticipated with new growth.



Eight projects with committed funding are anticipated to be constructed within the next four years, and 13 public-private partnership (PPP) projects are expected to be constructed during the LRTP planning horizon. The plan allocates \$500 million to roadway capital projects consists solely of committed funds; that is, no flexible funds are included due to the funding shortfall. The amount of funding is anticipated to fund 40 projects listed on [Table 7.6 in Chapter 7](#) of the LRTP (including the 21 committed and public-private partnership projects) when accounting for construction cost inflation. Sixty-four projects remain unfunded.

Two Plus Center Turn Lane Projects: The City of Lincoln has routinely added a center left turn lane as part of programmed street rehabilitation along two-lane minor arterials and some collector roads. Approximately \$51 million (in 2021 dollars) would be required to complete the 14 miles of two plus center turn lane projects.

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

ITS and Technology: The urban street network also relies on Intelligent Transportation System (ITS) and technology investments to increase highway safety, mobility, security, economic health and community development while preserving the environment. Programmatic costs for wide-spread investments are not fully developed, but continuing to deploy ITS solutions to address congestion in the region is identified as a need.

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

East Beltway Preservation: Approximately \$23 million is allocated for East Beltway preservation which includes contributions from both Lancaster County and the City of Lincoln. This funding will be used to preserve a portion of the 960 acres of land needed for the future corridor. The public identified the East Beltway as one of the highest priority Roadway Capital Projects; proceeding with construction of a project this size depends on additional funding from the state and/or federal government. No state or federal funding has been identified for completing the East Beltway project. The estimated cost of the project exceeds \$315 million (in 2021 dollars).

Transit

Providing efficient transit services throughout the city requires careful consideration of the number of routes, the frequency of service, and the hours of service. The Transit Development Plan (TDP) adopted in 2016 provides the framework for monitoring and modifying transit services in response to changes in development patterns and user needs. The TDP is based on adopted service standards and policies and is periodically reviewed and updated by Lincoln Transportation and Utilities – StarTran, under the guidance of the StarTran Advisory Board and the public. The TDP is the main planning document for transit services in Lincoln and is currently being updated with planned completion planned in 2022.



Public input provided for the transit system during development to the LRTP encouraged adding similar levels of service during evening and weekend hours and continuing to improve support for intermodal connections for bikers and pedestrians. Transit users also recommend use of ITS and other emerging technologies that provide a reliable transit experience. Continued improvement of route information, streamlined fare payment systems, travel data, real-time bus location information and potentially driverless vehicle service were suggested as ways to support greater numbers of passenger who ride by choice as well as those that depend on transit services. The TDP update will provide recommendations for these ideas.

Although Lincoln may not reach the density and demand needed to justify a bus rapid transit (BRT) system within the planning period, efforts should be made to identify potential routes and to concentrate efforts to increase density along potential BRT routes. The “O” Street and N. 27th Street corridors are likely candidates for planning and identification as long-term BRT routes.

The projected increase in the 65 and over population creates challenges in service provision. This population increase will create a greater use of demand-responsive public transportation. While all fixed-route services are, and will continue to be, accessible, the need for increased complementary paratransit services will continue. Such services are expensive due to vehicle load constraints and operating policies; therefore, innovative variations of such services will be essential.

Expanded transit service within the rural areas of the county or between Lincoln and other larger cities requires additional data to be collected and analyzed to monitor travel patterns in the hopes of identifying opportunities for regional transit. NDOT completed a Lincoln and Omaha intercity feasibility study in 2020. The Lincoln MPO should continue to be involved in these conversations.

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. The transit revenue forecast of \$754 million consists of these committed and restricted funds, the vast majority (\$742 million) of which directly funds StarTran’s capital expenses and operations. The remaining \$12 million (in FTA 5310 and 5311 funds) provides grant funding for rural transit, hospitals, and non-profit organizations. Due to funding shortfalls, no flexible funds are allocated to transit. This funding level will allow for continuation of StarTran’s current service levels; however, it will not enable service extensions (longer hours and Sunday bus service) and may limit local match contributions to major projects seeking federal funds.

[Table 7.7 in Chapter 7](#) of the LRTP identifies the StarTran funded and priority transit projects. These projects are expected to be funded within the Fiscally Constrained 2050 Plan. The TDP update may result in adjustments to the transit priorities in the region. Additional transit enhancements (such as next bus information and transit signal priority) will be coordinated through the ITS and Technology program, as funds allow.

Active Transportation

Walking, biking and other forms of non-motorized travel will support the growth scenario and other goals in PlanForward and will meet the demands for safe, connected, and equitable forms of transportation. The transportation network will require a network of connected infrastructure that not only supports, but encourages use non-motorized transportation modes for transportation as well as recreation. Public input received during the LRTP process indicated that active transportation infrastructure investments will help the region achieve many of the transportation goals including Livability & Travel Choice, Mobility & System Reliability, Environmental Sustainability, and Transportation Equity.



Trail Rehabilitation: As the trail system begins to age, rehabilitation of trails is becoming a larger issue. A rehabilitation program should be developed and funded adequately to complete projects as they are needed. Additionally, some trail segments have already begun to see more use than was originally anticipated. New trails should be built to a 10-foot width, and in some areas existing trails should be widened to 10 or 12 feet as they are rehabilitated to better accommodate the volume and mix of trail users.

The LRTP allocates \$14 million for trail rehabilitation, to reconstruct approximately 16 miles of trails when accounting for construction cost inflation. With nearly 100 miles of concrete trails that will reach their 50-year life expectancy by 2050, the trail rehabilitation program will be considerably underfunded. In addition to concrete trail reconstruction, trail maintenance program needs include bridge and sign replacements, trail widening to accommodate increasing use, mowing, snow removal, and tree control, among other ongoing maintenance requirements.

On-Street Bike Projects: The City of Lincoln has a strong tradition of supporting bicycle travel, not only for recreation but as a means of transportation. The Lincoln Bike Plan depicts a comprehensive system of off-street and on-street facilities to safely connect neighborhoods and destinations and encourage bicycle travel. The network builds from the existing trail network and on-street bike facilities, including the N Street Cycle Track and bike lanes in the downtown area. It connects on-street bikeways and trails and will ultimately connect people riding bikes to key destinations like bus stops, schools, libraries, employment centers, and social destinations. The plan identified 88 intersection enhancements, 58 miles of new sidepaths, 47 miles of posted bike routes, 11 miles of bicycle boulevards, and other projects to expand the bicycle network.

The Lincoln Bike Plan describes a **sidepath** as a separated path along a roadway that serves people bicycling and walking within the street right-of-way and are generally desirable along high-volume or high-speed roadways, where accommodating active transportation within the roadway is impractical.

There is currently no committed funding source for implementation of the on-street bike network. The LRTP resource allocation includes a nominal allocation of \$6.5 million of flexible funds to the on-street bike program, which will 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 over 100 miles of proposed bikeways (some of which are more capital-cost intensive than bike lane striping) and the intersection crossing improvements identified in the Lincoln Bike Plan. The LRTP [Table 7.9 in Chapter 7](#) of the LRTP identifies 11 roadway projects recommended to include the on-street bike project recommended in the Lincoln Bike Plan when constructed.

Pedestrian, Bike Share and Travel Demand Management: Lincoln currently has a well-developed sidewalk system, and the requirement of sidewalks on both sides of all streets should continue. However, this system needs rehabilitation in many areas. Ideally, the sidewalk rehabilitation program should be funded at a level to replace a minimum of three (3) miles of sidewalk, or one percent of the sidewalk system annually. Pedestrian crossing signals should be updated and installed when warranted at appropriate sites, along with other visual cues to alert drivers to pedestrian crossing points and to increase the safety and security of pedestrians.

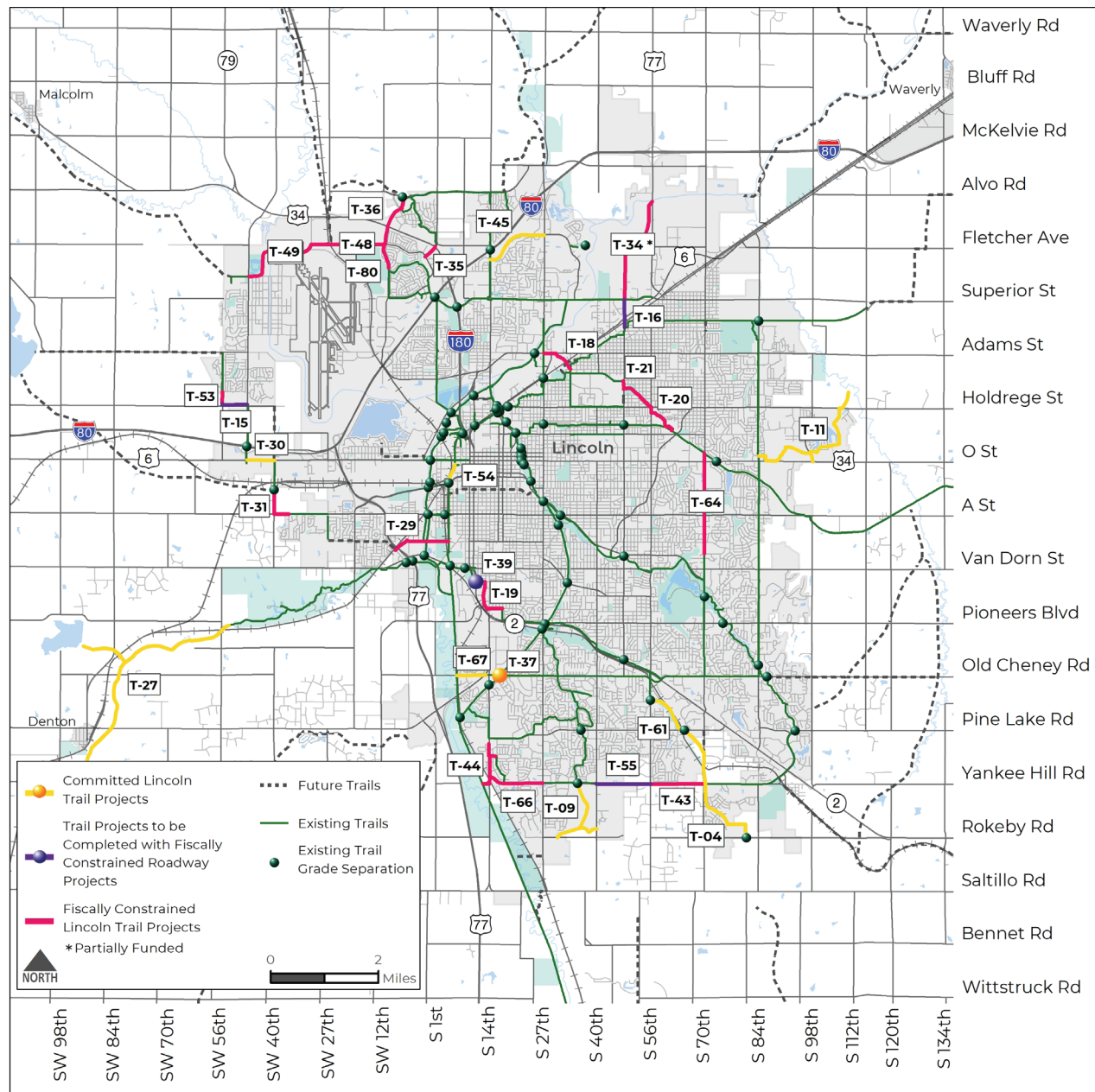
The resource allocation includes a minimum \$1 million annual general fund transfer to the sidewalk rehabilitation program. With the \$37 million allocation to this program through 2050, an estimated 46 miles of sidewalk could be replaced, accounting for construction cost inflation.

The Transportation Demand Management (TDM) portion of this program may include partnerships with employers to support biking, walking, and transit commuting; flexible work hours; and remote work options. The program could also consider partnerships with Transportation Network Companies (TNC) such as Uber or Lyft, as well as car share options and expansion of the bike share and scooter programs, to support shared mobility options in Lincoln.

Trail Projects: The current trail network includes nearly 250 miles of trails and utilizes strong support from the community and groups such as the Great Plains Trails Network along with various public funds to continue expanding the network. The LRTP development process identified 64 candidate trail projects totaling nearly \$60 million (in 2021 dollars).

Approximately \$28 million in revenue is anticipated for trail projects through committed or restricted funding sources. Due to funding shortfalls, no flexible funds are allocated to trail projects. This amount would fund 31 projects listed on [Table 7.8 in Chapter 7](#) of the LRTP (including 10 trail projects with committed funding in the Transportation Improvement Program, Capital Improvement Program or other agreements) when accounting for construction cost inflation. Thirty-three projects would remain unfunded.

Figure E9.d: Priority Trail Projects



Airports and Airfields

The Lincoln Airport will continue to be the principal airport facility serving the Lincoln Metropolitan Area, Lancaster County, and a significant portion of the region in the southeast area of the State. As a member of the Lincoln MPO Technical Committee, the Lincoln Airport Authority is an integral part of the metropolitan area transportation planning process. Specific strategies include ensuring that future developments are aware of their proximity to the airport and that noise issues are appropriately addressed through the Airport Environs Noise District ordinance and the recommendations of the Airport Noise Compatibility Study.

The Airport Authority initiated a \$54.8 million terminal expansion and modernization project which is estimated to increase passenger counts by 27% to 220,000 annually. Other future considerations include redevelopment of Lincoln Airpark West for various uses such as developing sites for rail-accessible warehousing and seeking opportunities for air-rail-truck freight operations. While these potential developments can make the airport into an intermodal transportation hub, attention will need to be focused on mitigating conflicts among the different freight operations.



Illustrative Plan

Transportation projects and programs that do not have LRTP identified funding revenue are retained in the Illustrative Plan. This unfunded portion of the LRTP is substantial, but it is important to maintain as available funding and project priorities can change during the planning period. Illustrative Plan projects for NDOT Highway ([Table 7.13 in LRTP - Chapter 7](#)), Rural Road & Bridge ([Table 7.14 in LRTP - Chapter 7](#)), Urban Roadway ([Table 7.15 in LRTP - Chapter 7](#)), and Trails ([Table 7.16 in LRTP - Chapter 7](#)) are presented in the priority order as they were determined by the LRTP goals, public input and technical analysis. New and innovative funding sources must be identified to enable more roadway and trail projects from the Illustrative Plan to be completed. Three funding considerations could make a significant impact on the available revenue available for projects on the Illustrative Plan list. They include:

- **Continuation of Sales Tax:** The LRTP revenue forecasts do not account for the continuation of the ¼ cent Lincoln on the Move sales tax beyond 2025. A continuation of the ¼ cent sales tax throughout the planning period would result in \$380 million of additional revenue, which could be used to construct an estimated 30 additional roadway capital projects, rehabilitate an additional 210 lane miles of roadway, or provide more adequate funding to address transit, pedestrian, or bicycle needs. If the sales tax were increased to a 1/2 cent, twice the level of funding and associated improvements could be completed!
- **Grant Opportunities:** In addition to the ongoing funding sources, the Lincoln MPO and its member agencies can pursue other transportation funds including competitive grants such as Federal Recreational Trails and the portion of the federal Transportation Alternatives Set Aside that is distributed by NDOT through a project-specific competitive process. In addition, there are a variety of federal and non-profit grant programs such as Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants that could supplement transportation funding available to the Lincoln MPO.

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

Policies Related to this Element

P15: Infrastructure and Economic Development

P62: Transportation Equity

P63: Transportation and the Environment

P64: Complete Streets

P65: Transportation and Managing Growth

P66: Congestion Management

P67: Transportation and Economic Health

P68: Pedestrians

P69: Bicycles

P70: Transit

P71: Public ROW and Access

P72: Freight

P73: Shared Mobility

P74: Advanced Mobility

P75: Transportation Partnerships

P76: Transportation Safety

P77: Transportation Maintenance

P78: Transportation Funding

P79: Airport

Goals Related to this Element

- G1: Safe, Affordable, and Accessible Housing
- G2: Complete Neighborhoods
- G4: Economic Opportunity
- G5: Equity and Inclusion
- G6: Healthy, Active, and Connected People
- G7: Environmental Stewardship and Sustainability
- G14: Technology
- G15: Transportation