



Lincoln Metropolitan Planning Organization

County-City Building
555 South 10th Street - Suite 203
Lincoln, Nebraska 68508
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To: Officials Committee Members
From: David Cary, Technical Committee Chair
Subject: Officials Committee Meeting

Date: May 19, 2026
Time: 12:30 p.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 [February 10, 2026](#) Officials Committee meeting
2. Consent Agenda (Public Hearing and Action)
 - a. [Review and action](#) on revisions to the [FY 2026-2029 Transportation Improvement Program \(TIP\)](#)
 - i. Lincoln Transportation and Utilities – StarTran program: funding adjustments to Historical years, FY 2026 and/or FY 2027 to reprogram historical unused appropriations for the following projects:
 1. Bus Stop Amenities (Required by FTA)
 2. Computer Hardware and Software
 3. Security & Enhancements (Required by FTA)
 4. Shop Tools/Equipment
 5. Improvements: Buildings/ Ground/Land
 6. Multimodal Transportation Center

- 7. Maintenance Facility Construction/Relocation
- 8. Service Vehicles
- 9. Revenue Vehicles
- 3. Items removed from Consent Agenda
- 4. [Review and action](#) on revisions to the [FY 2026-2029 Transportation Improvement Program \(TIP\)](#)
 - a. Lancaster County Engineering program:
 - i. East Beltway – add project and program funds
 - b. Transportation Planning program:
 - i. Local Road Safety Plan Update & Safe Mobility Supplemental Action Plan – add project and program federal funds
- 5. [Review and action](#) on MPO Federal Performance Measures Targets:
 - a. FTA Safety and Transit Asset Management Performance Measures Targets
- 6. [Review and action](#) on the proposed [FY 2027 Unified Planning Work Program \(UPWP\)](#)
- 7. [Review and action](#) on the 2026 Self-Certification Review
- 8. [Review and action](#) on the proposed [FY 2027-2030 Transportation Improvement Program \(TIP\)](#)
- 9. Other topics for discussion
 - a. Update on the 2050 Long Range Transportation Plan Update and Lincoln Mobility Plan
 - b. Substitute representatives for absent MPO Officials
- 10. Public Comment

Anyone wishing to address the committee on a matter not on this agenda, and not planned to appear on a future agenda, may do so.

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mpo@lincoln.ne.gov إذا كنت بحاجة إلى معلومات بلغة أخرى ، يرجى إرسال بريد إلكتروني

หากคุณต้องการข้อมูลในภาษาอื่น โปรดส่งอีเมล mpo@lincoln.ne.gov

نهگەر پښوېستت به ز انيار بيه به زمانیکې تر ، تکایه نيمیل بنیره mpo@lincoln.ne.gov

MEETING RECORD

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

NAME OF GROUP:	MPO OFFICIALS COMMITTEE MEETING
DATE, TIME AND PLACE OF MEETING:	February 10, 2026, 12:30 p.m., City Council Chambers, County-City Building, 555 S. 10 th Street, Lincoln, NE
MEMBERS AND OTHERS	Tom Beckius; Jon Carlson representing Mayor Leirion Gaylor Baird; Ryan Huff, Matt Schulte and Sändra Washington Rick Vest and Mayor Leirion Gaylord Baird absent
IN ATTENDANCE	Paul Barnes, Rachel Christopher, Mia Haschenburger, David Cary and Kristi Merfeld of the Planning and Development Services Department; Pam Dingman, County Engineer; Paul Tunakan, Pedestrian Bicycle Advisory Council; Alex Duryea, Parks and Recreation; and other interested parties were present.

Vice-Chair Sändra Washington called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.

Washington then called for a motion to approve the minutes of the regular meeting held January 9, 2026. Washington asked if there had been any comments or changes to them and there were none.

Schulte made a motion for approval, which was seconded by Beckius and carried 5-0; Beckius, Huff, Schulte, Washington and Carlson voting "yes."

Vest and Gaylor Baird absent.

Election of committee officers

Vice-Chair Washington stated they would move to the election of officers and according to the bylaws committee officers consist of a chair and a vice-chair, elected annually from the members of the committee.

Beckius said they would like to nominate Sändra Washington for chair, Schulte seconded the motion and the motion carried 5-0; Beckius, Huff, Schulte, Washington and Carlson voting “yes”.

Vest and Gaylor Baird absent.

Washington asked for nominations for Vice-Chair and nominated Matt Schulte. Beckius seconded the motion and the motion carried 5-0; Beckius, Huff, Schulte, Washington and Carlson voting “yes” .

Vest and Gaylor Baird absent.

Members Present: Beckius, Huff, Schulte, Washington and Carlson representing Mayor Leirion Gaylor Baird.

Vest and Mayor Leirion Gaylor Baird absent.

Rachel Christopher with the Lincoln MPO and Lincoln/Lancaster Planning and Development Service Department, 555 S. 10th Street came forward and asked Merfeld to read the items that were included in the Consent Agenda below.

CONSENT AGENDA (PUBLIC HEARING AND ACTION)

a. Review and action on revisions to the FY 2026 Unified Planning Work Program (UPWP) February 10, 2026

- i. Transfer funds of \$18,403 (Federal Highway Administration (FHWA) Planning (PL) funds -\$14,722, Local Funds- \$3,681) from Metropolitan Transportation Planning Activity 6500 to Transportation System Planning Activity 6600
- ii. Add Section 5303 carryover funds from FY 2025 to FY 2026 in the Transit Planning Program

b. **Review and action on revisions to the FY 2026-2029 Transportation Improvement Program (TIP)**

Federal Transit Administration Section 5310/5311 program:

1. Madonna -Lincoln-Remove project funds have been awarded
2. Section 5310 Program- FY 2023 Allocation- Remove project as funds have been awarded
3. Section 5310 Program- FY2024 Allocation- Reprogram Funds to FY 2026 and update funding amount
4. Section 5310 Program- FY 2025 Allocation – Reprogram funds To FY 2027 and update funding amount

Washington asked if there were any questions or comments about the agenda items or any items anyone would like removed from the Consent Agenda.

Washington asked the name of the 6500 program and the title of the 6600 program.

Christopher replied that 6500 is called the Metropolitan Transportation Planning. 6600 is Transportation Systems Planning.

Washington asked if the revision will move money to focus on something different.

Christopher stated yes, 6500 includes our Long Range Transportation Plan and any mobility planning, which includes our ongoing effort to update the LRTP. Our modeling activity needs to be split out from 6500 and invoiced under 6600.

ACTION:

Washington called for a motion to approve and the motion was made by Beckius, seconded by Schulte, and the motion carried 5-0. Beckius, Huff, Schulte, Washington and Carlson voting “yes”.

Vest and Mayor Leirion Gaylor Baird absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) February 10, 2026

a. Lancaster County Engineering program:

- i. Saltillo Intersection Improvements – Add project and program federal funds

b. Pedestrian, Bike and Trails program:

- i. Rock Island Trail Undercrossing at Old Cheney Road – Reprogram Construction/CE costs from FY 2026 to FY 2027, increase funding amounts for the same phase, and update project description
- ii. Rock Island Trail Widening - A Street to Boosalis Trail – Reprogram Construction/CE costs from FY 2026 to FY 2027 and reduce funding amounts for the same phase

Christopher stated that this item is for several amendments to our Transportation Improvement program that contains upcoming transportation projects. The first revision is to the Lancaster County program for Saltillo Road from 27th to 68th Streets is already in the TIP as a programmed project. This is being funded with Federal Highway Safety Improvement funds with County match. This includes roundabouts at 40th, 54th and 56th Streets. It is proposed to update the design of the project to include additional roundabouts at 38th, 47th and 65th Streets, and the State prefers two separate listings in the TIP. The proposed funding would ultimately be Surface Transportation Block Grant funds. Christopher added that she would turn it over to the County Engineer for additional comments.

Pam Dingman, County Engineer, 444 Cherry Creek, came forward and provided some history on the project. When we started to push to complete this project, the South Beltway Coalition contacted us and said they want to add three more roundabouts to this project and some intersections. This is not how we do federal projects, so it becomes more difficult conversations about how to make requests like this happen. We needed a way to improve this corridor so we can accommodate the equivalent of two projects, as it was always going to be a two-year project regardless. The road serves the residents of Lancaster County, who are also residents of the City of Lincoln. We also wanted to avoid tearing up the road twice and the associated cost. A way to catch this up would be to do a phase project with the first phase as Rachel described in this area. The second phase being to try to catch up with the design and the environmental review so it can be a two-phase project. The proposal is to use all the HSIP funds or STBG funds, whether that be funds from the City of Lincoln or Lancaster County, to get a solid project.

Washington commented that it makes sense to bring the project forward in phases and wished Dingman good luck negotiating with the Feds.

Dingman responded that they are where they need to be with NDOT and the Federal Highway Administration. The next will be going to City Council for an interlocal agreement for this project between Lancaster County and the City of Lincoln. We are hopeful that by discussing this today, the City Council will be excited and want to get on board with this project. There has been a lot of discussion on how

to get here, as well as discussions internally and with the South Beltway Coalition. This is a really awesome solution and is seen as a 50-year solution to this corridor.

Washington replied that she was thrilled about the safety improvements along Saltillo Road.

Christopher stated that the second part of the TIP amendment package is for the Rock Island Trail projects. One project is for widening the Rock Island Trail from A Street to essentially Nebraska Parkway, and the other is for the undercrossing at Old Cheney Road. This would primarily be shifting funding from the widening to the undercrossing project. The reason for this shift is the undercrossing becoming the primary project from a political perspective. Both are using Congestion Management and Air Quality funds. These are federal funds that the MPO administers but they are limited, as we only have a finite amount of funds through Fiscal Year 2026. There is not enough funding to cover it all, so this proposal with the idea of the widening project would be able to seek out additional funds in the future. The construction phase will also be moving out a year. We are updating the lead agency on the undercrossing to Lincoln Transportation and Utilities. Parks and Recreation is planning to move forward with the preliminary engineering for the widening project as a first phase. Christopher asked if Parks and Recreation would like to add anything else and noted that the Chair of the Pedestrian Bicycle Advisory Committee is here today.

Alex Duryea, Parks and Recreation Department, 3131 O Street, came forward and noted he had nothing to add but was available for questions.

Washington asked if the preliminary engineering for the widening was going to be taken care of in fiscal year 2026 or 2027.

Duryea responded that preliminary engineering is underway now.

Washington thanked Duryea for coming forward. She asked if there were any other questions on Rock Island. There were none.

ACTION:

Washington called for a motion to approve and the motion was made by Beckius ; seconded by Schulte; motion carried 5-0. Beckius, Huff, Schulte, Washington and Carlson voting “yes”.

Vest and Mayor Leirion Gaylor Baird absent.

REVIEW AND ACTION ON MPO FEDERAL PERFORMANCE MEASURES AND TARGETS

February 10, 2026

- a. FHWA Safety Performance Measures and Targets

Christopher stated that this item is a proposal to adopt to support the State's safety targets under the Federal Highway Administration. We go through this process every year. These are annual targets for safety for calendar year 2026 at the federal level for roads and highways. Back in August, the State of Nebraska adopted new targets for these performance measures. We are then proposing to adopt the State's targets as the MPO targets. This means we would be agreeing to support the targets by coming forward with safety projects in our area. MPOs and State DOTs must adopt targets and the MPO has the option to either adopt its own targets and then track them and try to meet them. Or, we can adopt the state targets. We always propose to adopt the State targets due to capacity issues. If they are not met, there is no implication to the MPO or its funding. That is not the case for the State. If they are not met at the State level, there can be some repercussions that follow. The targets are usually annual targets that look back 5 years based on a rolling average and then they measure performance against that. Christopher walked through the target tables. She emphasized that the numbers mentioned they are statewide numbers for all of Nebraska. The MPO does report on similar data locally in our annual report. We don't specifically track these targets because they are State targets and won't pertain directly to our city or county.

Schulte asked if these are all targets and not the actual numbers.

Christopher answered yes.

Washington asked if we are still just looking at the target for 2018 to 2022. Do we know if they were met?

Christopher replied that in the staff report, there is a memo attached that includes the actuals for which we have data, for actually all the federal performance measures. In the memo if the number is in red, the target was not met. It has been met if it is green. The State of Nebraska Department of Transportation (NDOT) shared with us how they decided upon targets. One of the things they base it on is National Highway Traffic Safety administration requirements, which say that constant or improved performance must be set. Christopher went on to describe various other inputs cited for how NDOT set the new targets.

Schulte asked if we adopt them, does that mean there is no consequence for not meeting them?

Christopher responded that the MPO is simply required to adopt performance measures either way.

Washington commented that how we perform can help the State locally.

Christopher added that all the safety work locally and in the MPO region is going to help towards meeting that goal.

Washington called for a motion to approve and was approved by Schulte; motion seconded by Beckius and carried 5-0. Beckius, Huff, Schulte, Washington and Carlson voting “yes”.

Vest and Mayor Leirion Gaylor Baird absent.

OTHER TOPICS FOR DISCUSSION:

Paul Barnes with the Lincoln MPO and Lincoln Lancaster County Planning and Development Service Department came forward with updates to the 2050 Long Range Transportation and Lincoln Mobility Plan. We are in Phase 2 and it can be seen on the graphic that this time frame will carry us through most of mid year 2026 and then looking at final approval of the LRTP will be the end of 2026, which will come before this group. In our Phase 1 public engagement, which was towards the end of 2025, we completed over 2000 engagements with people. We attended many festivals and events that were happening across Lincoln and Lancaster County. So in total we had 9 community events including some trunk or treats. The Hickman event was very well attended. We really tried to get out to different things and then we also did promotional items. We did direct mailers, email blasts, social media for our city and county communications teams as well as some of the smaller cities and villages that have social media accounts. We also set up library kiosks across Lincoln that directed people to online engagement and commenting.

We also held a series of 10 focus groups that last week of October. A lot of the positive things that came out of those conversations were maintenance goals, the South beltway being completed, and the trail systems. There were some challenges to note. Some of the things are recurring like keeping pace with the growth of the community and putting in needed improvements, looking at other funding opportunities, and commute times across town. There is a lot of construction that happened in 2025 also which may have played into the commute time comments. The expanded transit was mentioned by several people and is typical when we do engagements like this. We also received comments about e-bikes, their increase in usage, and their usage on facilities where they don't belong. A good comment about e-bikes was that the rules and enforcement are not aligned. We also asked the folks in the survey to rank the transportation goals. These are 8 goals that are in the Long Range Transportation Plan that are to be used for a number of things including projects and prioritization. Our committee will be weighting these goals and then using them to develop the project score for all of our projects. At the top is access and opportunity that was formerly known as transportation equity, but it has been updated. Livability and travel choice are a close second and then on down. I think an interesting thing is safety and security was kind of down towards the bottom. Not in all the surveys but this one yes.

We also asked people to give one word of what they would like transportation to be like in 2050? The top score of responses was the word "other". Safe was a top response for this question. Also looking at the system that's connected by friendly, walkable areas and roundabouts. Roundabouts was a response that we got in terms of theme where some people like them and others do not. People want a free flowing system that is not congested. We did get quite a few comments about the use of trains between Lincoln and Omaha, just in the community, or light rail and more recreational experiences. Looking at land use theme, having places that are more walkable or dense and well planned is desired. There is just a whole group of others as you can see, that refer to the community as kind, better, and diverse. Another question that was asked is what you like best about your community? There were a lot of advocates for trails and biking as the top item. Second was safe neighborhoods, parks, green space and walkability. Then there was access and convenience, neighborhood character all the way down to our strong economy as the last response.

Looking at the mobility plan in terms of what we are doing with our goals. We asked people to select the top 3 goals out of 7 that have been developed. Safety, connected network, and access and options were at the top of the list. We have 4 additional goals that are still going to be used for developing the plan as well as selecting projects. This is similar to the LRTP but more focused on the mobility plan. In terms of the LRTP process today, we are developing our financials so we can project the revenues that will anticipate up to the year 2050. We are also creating project lists with all of our departments and agencies which we will then score. So, this is a graphic of how all that comes together. Project prioritization will be an effort that our committee undertakes. We will use those 8 goals for projects to be listed in the LRTP, and in addition we will use public input for scoring. If certain projects get a lot of input from the public we can actually bump that up with that criteria. We will also be doing our revenue forecast and then we do have some flexible funding with the MPO funds. We can play around with different scenarios to land on how we allocate the resources.

There is maybe more focus on maintenance or another category.. These are inputs to our fiscally constrained plan, so we can eventually have a list of projects we expect to construct by 2050. Barnes mentioned he would not explain all of this content but there are projects listed by agency that will be scored and prioritized in the Long Range Transportation Plan. We are looking at the state projects, county's roadway and bridge capital projects, the City of Lincoln's capital projects and trails. We also want to point out how we develop some of the performance based planning decisions. These show socioeconomic data across Lincoln and Lancaster County. We use a vulnerable populations index based on aging population, single car households and a number of other factors to come up with this map. This is used to score it as a piece of that kind of access and opportunity criteria. If projects land

within or adjacent to some of these areas that are in red or orange then they would get a higher score. This is an example of how we use data for scoring. We talk about house affordability and cost burden households. We don't want to have people spending more than 30% of their income on housing. There is also a housing plus transportation index, and if you put the 2 together, we don't want to see more than 45 % spent on housing and transportation together. In our area we are at 44%. This is not something we have really tracked before and is interesting to bring up and should probably track.

Washington asked if housing includes the utilities? Yes.

Barnes showed an example of what a scoring matrix should look like. The goals are on the left. The community input is at the bottom. We will have a score that is compiled with all these different data sets, and our consultants are working with us on that. The committee that we have with staff will be weighting all of those and then we will get a project score at the end. This will shake out the project list.

On the mobility plan, we are working on identifying what we call nodes and corridors and also identifying priority projects. This is coming from past work that has been completed with the transit development plan, the 2019 bike plan, BikeLNK, bike share facilities plan and our Comp Plan. We also had a 2013 bike and pedestrian capital plan. During this input there are different node types that have been identified that will be a part of this mobility plan. The past planning efforts have not focused much on the edge growth for some good reasons. It is not as dense and it does take time to build out. However, this plan is going to be looking at how we can incorporate facilities on the edge as the community does grow out. That is an exciting piece with this plan. Eventually this would be implemented and developed as an active transportation network by connecting the existing trails to destinations to commercial centers through these nodes and corridors. There are different ways that this can be done. There are a couple of examples over on the right that can be as simple as bike lanes, like what is on 13th Street and Q Streets or bike boulevards and bikeways. We do have a bike boulevard like 4th and F Street in that neighborhood. This is really to identify where these bicyclists are on the road and how they can traverse the city safely. Signage and wayfinding is a key piece to this type of plan. There is a map of our draft efforts, and we are starting to map out where those nodes should be located in the community.

If you don't want to take a vehicle to get somewhere then there should be an option of walking or biking. As was stated we are in phase 2 and there will be an open house on April 1 at the Lincoln Commercial Club in Kindler Hotel. Throughout the month of April, we will have a virtual open house available online. Anyone can go to that, if they don't make the public open house. Phase 3 will really be wrapping up

with drafting the rest of the plan and the comprehensive plan. The final open house will be in September at Auld Pavilion.

Washington asked do you have a date for the open house in September?

Barnes stated, there was a date but unsure what it was at the moment.

Washington replied, she wanted to get it on the calendar right now.

Barnes responded the facility has been reserved, so we can let you know at the next meeting or send out an email.

PUBLIC COMMENT:

Washington asked if anyone wished to address the committee on a matter not on this agenda, and not planned to appear on a future agenda, may do so.

There was no public comment.

The motion was made to adjourn by Washington; motion for approval made by Beckius and seconded by Schulte; motion carried 5-0. Beckius, Huff, Schulte, Washington and Carlson voting "yes".

Vest and Mayor Leirion Gaylord Baird absent.

There being no further business, the meeting adjourned at 1:22 pm.

<https://linclanc.sharepoint.com/sites/PlanningDept-MPO/Shared Documents/MPO/Officials Committee/Minutes/2025-2026/021026 minutes.docx>

Lincoln MPO Officials Committee Agenda Summary

AGENDA ITEM NO.	2
MEETING DATE	May 19, 2026
REQUEST	VOTE: Review and action on revisions to the FY 2026-2029 Transportation Improvement Program
ASSOCIATED MEETINGS	The MPO Technical Committee recommended approval of this item at their meeting on April 8, 2026
APPLICANT(S)	Mike Grauf, rgrauf@lincoln.ne.gov , 402-441-8316
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603
LINK TO MAP	N/A

RECOMMENDATION: APPROVE THE CONSENT AGENDA

BACKGROUND

The Transportation Improvement Program (TIP) is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next four-year period. The [FY 2026-2029 TIP](#) was adopted by the MPO Officials Committee on May 2, 2025 and went into effect on October 1, 2025.

SUMMARY OF REQUEST

The proposed Amendment No. 4 to the FY 2026-2029 TIP includes the following revisions. The proposed changes are attached.

- Lincoln Transportation and Utilities – StarTran program

This portion of the amendment includes various funding adjustments to move funds from Historical years to FY 2026 and/or FY 2027 to reflect historical unused appropriations for the following projects. These changes are being processed at the recommendation of the Federal Transit Administration (FTA) to ensure that available funding allocations are shown in the TIP and can be obligated within grant agreements.

- Bus Stop Amenities
- Computer Hardware and Software

- Security & Enhancements
- Shop Tools/Equipment
- Improvements: Buildings/ Ground/Land
- Multimodal Transportation Center
- Maintenance Facility Construction/Relocation
- Service Vehicles
- Revenue Vehicles

CONFORMANCE WITH 2050 LONG RANGE TRANSPORTATION PLAN

The projects are existing in the TIP and were previously found to be in conformance.

CONGESTION MANAGEMENT CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

The proposed TIP revisions can be accommodated within a fiscally constrained program.



Amendment No. 4 to the FY 2026-2029 Transportation Improvement Program (TIP)

Lincoln Transportation and Utilities – StarTran Program

[Link to TIP Program Page](#)

The following changes are proposed:

Lead Agency	Project	Project No.	Control No.	Description of Revisions
StarTran	Bus Stop Amenities (Required by FTA)	N/A	N/A	Adjust funds to the following amounts: Historical Years, PE phase: \$239,000 Federal Aid - Includes Sections 5307 and 5339 (FA) and \$59,800 General Revenues-Local (GR) FY 2026, Const/CE phase: \$1,298,500 FA, \$74,900 GR, and \$250,000 City of Lincoln (LN)
StarTran	Computer Hardware and Software	N/A	N/A	Adjust funds to the following amounts: Historical Years: \$0 FY 2026: \$365,500 FA and \$91,400 GR
StarTran	Security & Enhancements (Required by FTA)	N/A	N/A	Adjust funds to the following amounts: Historical Years: \$29,200 FA and \$7,300 GR FY 2026: \$72,700 FA and \$18,200 GR
StarTran	Shop Tools/Equipment	N/A	N/A	Adjust funds to the following amounts:

				Historical Years: \$0 FY 2026: \$118,500 FA and \$24,100 GR
StarTran	Improvements: Buildings/ Ground/Land	N/A	N/A	Adjust funds in the Const/CE phase to the following amounts: Historical Years: \$128,000 FA and \$32,000 GR FY 2026: \$32,000 FA and \$8,000 GR
StarTran	Multimodal Transportation Center	N/A	N/A	Adjust funds to the following amounts: Historical Years, PE phase: \$1,692,200 FA and \$423,000 GR FY 2026, Const/CE phase: \$23,665,799 Other Federal Funds - FTA Discretionary Grant Programs (FG), \$2,115,000 FA, \$5,604,600 Other Local Funds/In-Kind Local Match (OF), and \$840,600 GR
StarTran	Maintenance Facility Construction/Relocation	N/A	N/A	Adjust funds to the following amounts: Historical Years: \$0 FY 2026, PE phase: \$240,000 FA and \$60,000 GR
StarTran	Service Vehicles	N/A	N/A	Adjust funds to the following amounts: Historical Years: \$0 FY 2026: \$176,000 FA and \$44,000 GR
StarTran	Revenue Vehicles	N/A	N/A	Adjust funds to the following amounts: Historical Years: \$10,003,300 FA and \$1,766,700 GR FY 2026: \$876,700 FA and \$153,300 GR FY 2027: \$1,000,000 FA and \$176,000 GR

Lincoln MPO Officials Committee Agenda Summary

AGENDA ITEM NO.	4
MEETING DATE	May 19, 2026
REQUEST	VOTE: Review and action on revisions to the FY 2026-2029 Transportation Improvement Program
ASSOCIATED MEETINGS	The MPO Technical Committee recommended approval of this item at their meeting on April 8, 2026
APPLICANT(S)	Larry Legg, LLegg@lancaster.ne.gov , 402-441-1852
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603
LINK TO MAP	N/A

RECOMMENDATION: APPROVE THE AMENDMENT TO THE 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 [FY 2026-2029 TIP](#) was adopted by the MPO Officials Committee on May 2, 2025 and went into effect on October 1, 2025.

SUMMARY OF REQUEST

The proposed Amendment No. 4 to the FY 2026-2029 TIP includes the following revisions. The proposed changes are attached.

- Lancaster County Engineering program
 - Add new project for East Beltway

This project would be added to the County program showing County funding for preliminary engineering and design, pending an application for Congressionally Directed Spending. There is currently a project listing in the Lincoln Transportation and Utilities showing ongoing funding for right-of-way acquisition.
- Transportation Planning program

- Add new project for Lancaster County – Local Road Safety Plan Update & Safe Mobility Supplemental Action Plan

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

Lancaster County was awarded an SS4A planning grant for Federal Fiscal Year 2024. They anticipate that the current Local Road Safety Plan can be updated to a qualified Action Plan within 12 months. Concurrently with the process of completing an Action Plan, a supplemental action plan will be completed for the 148th Street and 68th Street corridors as well as facilitation of a demonstration project. Estimated completion is August 2029 (August 2026 for substantial completion and open to public use date of the demonstration activity).

CONFORMANCE WITH 2050 LONG RANGE TRANSPORTATION PLAN

Because Title 23 of the United States Code generally does not apply to the SS4A Program, SS4A projects are not required to be consistent with the [Long Range Transportation Plan](#) (LRTP). However, safety is one of the foundational goals of the Lincoln MPO LRTP. The East Beltway project is already identified in the LRTP and were previously found to be in conformance.

CONGESTION MANAGEMENT CONSIDERATIONS

None.

BUDGET CONSIDERATIONS

The proposed TIP revisions can be accommodated within a fiscally constrained program. The County project will utilize discretionary funds rather than MPO formula funds, so there is no impact to MPO FHWA funding balances.



Amendment No. 4 to the FY 2026-2029 Transportation Improvement Program (TIP)

Lancaster County Engineering Program:

[Link to TIP Program Page](#)

The following changes are proposed:

Lead Agency	Project	Project No.	Control No.	Description of Revisions
Lancaster County Engineering	East Beltway	N/A	N/A	Add project and program funds in the amount of \$5,000,000 Lancaster County (CO) funding in FY 2028.

Transportation Planning Program:

[Link to TIP Program Page](#)

The following changes are proposed:

Lead Agency	Project	Project No.	Control No.	Description of Revisions
Lancaster County Engineering	Lancaster County – Local Road Safety Plan Update & Safe Mobility Supplemental Action Plan	N/A	N/A	Add new project and program federal funds. The study will be funded through a Fiscal Year 2024 Safe Streets and Roads for All (SS4A) Grant Agreement through the U.S. Department of Transportation. It will update the current Lancaster County Local Road Safety Plan to a qualified Action Plan. Concurrently with the process of creating an Action Plan, Lancaster County Engineering Department is preparing to

				<p>also complete a supplemental Action Plan at the 148th Street and 68th Street corridors, as well as facilitating a demonstration project to address speed limit compliance.</p> <p>Funding will be shown in FY 2026 in the amounts of \$260,000 federal Safe Streets and Roads for All (SS4A) funds and \$65,000 Lancaster County (CO) funds and in FY 2027 in the amounts of \$60,000 SS4A and \$15,000 CO.</p>
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Lincoln MPO Officials Committee Agenda Summary

AGENDA ITEM NO.	5
MEETING DATE	May 19, 2026
REQUEST	VOTE: MPO Federal Performance Measures and Targets
ASSOCIATED MEETINGS	The MPO Technical Committee recommended approval of this item at their meeting on April 8, 2026
STAFF CONTACT	Rachel Christopher, Lincoln MPO, rchristopher@lincoln.ne.gov , 402-441-7603

RECOMMENDATION: APPROVE TO SUPPORT THE STARTRAN PERFORMANCE TARGETS FOR SAFETY AND TRANSIT ASSET MANAGEMENT

BACKGROUND

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

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

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

SUMMARY OF REQUEST

Updated targets have been adopted by StarTran for transit asset management (TAM) and safety performance measures. The MPO proposes to adopt to support StarTran's targets.

Transit Asset Management Performance Measures:

- Revenue Vehicles: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)
- Service Vehicles: 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

Safety Performance Measures:

- Major Events: Total number and rate per 100,000 VRM
- Collisions: Total number and rate (including pedestrian and vehicular) per 100,000 VRM
- Fatalities: Total number and rate per 100,000 VRM
- Transit Worker Fatalities: Rate per 100,000 VRM
- Injuries: Total number and rate per 100,000 VRM
- Transit Worker Injuries: Rate per 100,000 VRM
- Assaults on Transit Workers: Total number and rate per 100,000 VRM
- System Reliability: Mean (or average) revenue miles of service between major mechanical failures

Enclosed is a memo to the MPO Technical Committee Tri-Chairs dated March 31, 2026. The memo includes the changes and updates to performance targets set by StarTran for FTA targets.

POLICY CONSIDERATIONS

With supporting the StarTran targets, the Lincoln MPO is agreeing to plan and program projects in a manner that contributes towards the accomplishment of these performance targets. MPOs are required to include a narrative description of these performance measures in their L RTPs and T IPs. Both documents need to include

narratives on the performance measures, either by the next major update or when the current LRTP or TIP is amended.

BUDGET CONSIDERATIONS

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

Memo

DATE: March 31, 2026
TO: Lincoln MPO Technical Committee Tri-Chairs
FROM: Rachel Christopher, Transportation Planner
SUBJECT: Update on Lincoln MPO Federal Performance Measures and Targets

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

Background

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

FHWA Performance Measures

Safety (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 (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 (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 Performance Measures

Transit Asset Management

- Revenue Vehicles: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)
- Service Vehicles: 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

Safety

- Major Events: Total number and rate per 100,000 VRM
- Collisions: Total number and rate (including pedestrian and vehicular) per 100,000 VRM
- Fatalities: Total number and rate per 100,000 VRM
- Transit Worker Fatalities: Rate per 100,000 VRM
- Injuries: Total number and rate per 100,000 VRM
- Transit Worker Injuries: Rate per 100,000 VRM
- Assaults on Transit Workers: Total number and rate per 100,000 VRM
- System Reliability: Mean (or average) revenue miles of service between major mechanical failures

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.

Action by the Lincoln MPO

State DOTs and MPOs annually establish targets for the FHWA safety performance measures (PM1). In February 2025, the Lincoln MPO adopted to support the NDOT safety performance targets for CY 2025. Updated PM1 targets have been adopted by NDOT for CY 2026.

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

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

Public transportation agencies and MPOs annually establish targets for the FTA TAM performance measures and safety performance measures. The Lincoln MPO previously adopted to support StarTran safety performance measures targets, which were shown in its Public Transportation Agency Safety Plan of 2023 and the transit asset management performance measures established in the 2022 StarTran Transit Asset Management Plan. The current proposed performance measures and targets are established in the December 2025 Public Transportation Agency Safety Plan and the 2026 TAM National Transit Database (NTD) Narrative Report.

When StarTran updates its TAM and safety performance measures targets and notifies the MPO of the updated targets, the MPO adopts to support the StarTran targets at the next opportunity.

Targets for Performance Measures

NDOT Targets

Safety (PM1)

Table 1 shows the NDOT annual targets for safety (PM1) from calendar years 2022 through 2026. NDOT submitted their proposed safety target for 2022-2026 to FHWA in August 2025. The targets are based on 5-year rolling averages that end the year prior to the year in which targets were established and are compared against an actual performance period (noted in the table below) for the 5-year average ending in the year for which the targets were established.

TAKEAWAYS

- The CY 2026 targets for number of fatalities and non-motorized fatalities and serious injuries were selected based on a National Highway Traffic Safety Administration requirement to show constant or improved performance.
- The CY 2026 target for fatality rate was selected based on a reduction of the current increasing trend by 1%.

Performance Measures	CY 2022 Target (2018-2022)	CY 2023 Target (2019-2023)	CY 2024 Target (2020-2024)	CY 2025 Target (2021-2025)	CY 2026 Target (2022-2026)
Number of fatalities	≤249.0	≤254.0	≤234.0	≤233.0	≤235.0
Rate of fatalities	≤1.270	≤1.300	≤1.120	≤1.120	≤1.120
Number of serious injuries	≤1,358.0	≤1,319.0	≤1,168.0	≤1,155.0	≤1,183.0
Rate of serious injuries	≤6.323	≤6.044	≤5.539	≤5.487	≤5.357
Number of non-motorized fatalities and serious injuries	≤121.4	≤117.8	≤96.8	≤106.0	≤113.0

 Target Met

 Target Not Met

Infrastructure Condition (PM2)

Table 2 shows the NDOT 4-year targets for infrastructure condition (PM2) for a performance period of 2022 to 2025. In addition, it shows NDOT’s adjustments to one of their 4-year targets. Adjustments may be made at the 2-year point, halfway through the four-year performance period. The actual statewide values in 2023 met the targets, with the exception of the one performance measure being adjusted.



The only 4-year target that was adjusted under PM2 was the percentage of pavements on the Interstate System in good condition.

TAKEAWAYS

- NDOT reports that during this period, there were significant changes to their pavement collection and processing technology, which resulted in a large reduction in the pavement condition not due to the natural deterioration of pavement but to an increase in the precision of their measurements.
- Therefore, the adjusted target was reduced to account for the reduced actual pavement condition.

Table 2: NDOT Statewide Targets for Infrastructure Condition (PM2)

Performance Measures	4-Year Target (2022-2025)	Adjusted 4-Year Target (2022-2025)	Statewide Actual (2023)
% of pavements on the Interstate System in good condition	≥65%	≥50.0%	59.3%
% of pavements on the Interstate System in poor condition	≤5%	N/A	1.0%
% of pavements on the non-Interstate NHS in good condition	≥40%	N/A	42.9%
% of pavements on the non-Interstate (NHS) in poor condition	≤10%	N/A	3.8%
% of NHS bridges classified as in good condition	≥55%	N/A	59.5%
% of NHS bridges classified as in poor condition	≤10%	N/A	2.3%

 Target Met
 Target Not Met

System Performance (PM3)

Table 3 shows the NDOT targets for system performance (PM3) for a performance period of 2022 to 2025 along with the actual statewide values from 2023. In addition, it shows NDOT’s adjusted 4-year targets for all three performance measures under PM3. As with PM2, adjustments may be made at the halfway point of the performance period.

TAKEAWAYS:

- The first adjusted target was for percentage of person-miles traveled on the Interstate System that are reliable. With a combination of increased VMT and increased ridership and construction projects during the past two years in the Omaha metro area, NDOT’s initial target marginally missed the mark. The adjusted target was based on an analysis of more recent Interstate reliability performance from the years 2018 – 2023 and incorporated additional data on gas consumption, population growth, tax revenues, and VMT.
- The second adjusted target was for percentage of person-miles traveled on the non-Interstate NHS that are reliable. While the initial target was met, NDOT reports that as VMT increased in 2022 and 2023, non-Interstate reliability dipped. The adjustment of Nebraska’s 4-year target from 92.0% to 85.0% is based on trend analyses between 2018 and 2023 performance. NDOT believes a reduced target will better represent current ridership and reliability.
- The third adjusted target was for the Truck Travel Time Reliability index, which considers congestion at truck freight bottlenecks throughout the State. A lower index figure is associated with more reliable travel times. The 2023 State Freight Plan Update indicates statewide truck volumes will continue to increase. Even with existing supply chain constraints and labor shortages, brought about during the COVID-19 era, decreases in overall freight traffic appear to have been temporary. The adjustment of Nebraska’s 4-year target from 1.20 to 1.25 is based on trend analyses of performance between 2018 and 2023. By adjusting the performance target to 1.25, NDOT can work to ensure that Nebraska’s freight corridors are reliable while measuring against an accurate target.

Performance Measures	4-Year Target (2022-2025)	Adjusted 4-Year Target (2022-2025)	Statewide Actual (2023)
% of person-miles traveled on the Interstate System that are reliable	≥98.5%	≥96.0%	97.9%
% of person-miles traveled on the non-Interstate NHS that are reliable	≥92.0%	≥85.0%	92.4%
Truck Travel Time Reliability Index	≤1.20	≤1.25	1.15

-  Target Met
-  Target Not Met

StarTran Targets

Transit Asset Management

A capital asset is considered to be in a State of Good Repair (SGR) when it is able to operate at a full level of performance. This means the asset:

1) Is able to perform its designed function; 2) Does not pose a known and/or unacceptable safety risk (Condition); and 3) Its lifecycle investments have been met or recovered. **Table 4** shows the StarTran annual targets for TAM for fiscal years 2024 through 2026.

TAKEAWAYS:

- In FY 2024, the actual values met all targets, except the actual for the cutaway revenue vehicles category (a type of heavy-duty minivan or minibus), which exceeded the target. StarTran experienced significant delays in vehicle arrival times with the purchase of 17 new vans. These vans were purchased in 2022 but did not arrive until the beginning of FY2024-2025, considerably later than originally anticipated.
- In FY 2025, the actual values met all targets, except the actual for the bus revenue vehicles category, which exceeded the target due to differences in how FTA calculates actuals.



Table 4: StarTran Targets for Asset Management

Asset Category	ULB*	Measure	FY 2024 Targets	FY 2024 Actual	FY 2025 Targets	FY 2025 Actual	FY 2026 Targets
Revenue Vehicles: Bus	15 years	% of fleet exceeds ULB	4.5%	3.39%	4.5%	5.26%	0%
Revenue Vehicles: Cutaway	6 years	% of fleet exceeds ULB	4.5%	78.95%	22%	18.18%	22%
Revenue Vehicles: Van	6 years	% of fleet exceeds ULB	0%	0%	0%	0%	0%
Revenue Vehicles: Minivans	6 years	% of fleet exceeds ULB	0%	0%	0% (retired)	N/A	N/A
Service Vehicles: Automobiles	7-10 years	% of fleet exceeds ULB	0%	0%	0%	0%	0%
Service Vehicles: Trucks and other Rubber Tire Vehicles	15-20 years	% of fleet exceeds ULB	50%	50%	50%	50%	50%
Facilities: Administrative	N/A	% of StarTran owned facilities rated less than 3.0 on FTA TERM scale	0%	0%	0%	0%	0%
Facilities: Maintenance	N/A	% of StarTran owned facilities rated less than 3.0 on FTA TERM scale	0%	0%	0%	0%	0%

* ULB – Useful Life Benchmark



Target Met



Target Not Met

Safety

Tables 5 and 6 show the StarTran safety performance baseline and targets for fixed route and paratransit. StarTran will seek annual improvements based on a 3-year rolling average of data. With the most recent reporting, the FTA added to the safety performance reporting metrics required in the PTASP as part of a new Final Rule published April 9, 2024.

TAKEAWAYS:

- In FY 2025, demand response transit met more targets than fixed route.



Table 5: StarTran Targets for Fixed Route (Bus)

Safety Performance Measure		FY 2024-2025 Actual	FY 2023-2024 Target	Target Met?	FY 2025-2026 Target
Major Events	Total	2	0.33	No	0.67
Major Event Rate	Rate per 100,000 VRM	0.11	0.02	No	0.04
Collisions	Total	2	0.00	No	0.67
Collision Rate	Rate per 100,000 VRM	0.11	0.00	No	0.04
Pedestrian Collision Rate	Rate per 100,000 VRM	0.00	0.00	Yes	0.00
Vehicular Collision Rate	Rate per 100,000 VRM	0.11	0.00	No	0.04
Fatalities	Total	0	0.00	Yes	0.00
Fatality Rate	Rate per 100,000 VRM	0.00	0.00	Yes	0.00
Transit Worker Fatality Rate	Rate per 100,000 VRM	0.00	0.00	Yes	0.00
Injuries	Total	8	3.00	No	5.33
Injury Rate	Rate per 100,000 VRM	0.44	0.17	No	0.29
Transit Worker Injury Rate	Rate per 100,000 VRM	0.06	0.08	Yes	0.07
Assaults on Transit Workers	Total	9	2.00	No	4.67
Rate of Assaults on Transit Workers	Rate per 100,000 VRM	0.50	0.12	No	0.26
System Reliability	VRM Between Failures	6,746	4,486	Yes	5,298

 Target Met

 Target Not Met



Table 6: StarTran Targets for Demand Response (Van)

Safety Performance Measure		FY 2024-2025 Actual	FY 2023-2024 Target	Target Met?	FY 2025-2026 Target
Major Events	Total	0	0.00	Yes	0.00
Major Event Rate	Rate per 100,000 VRM	0.00	0.00	Yes	0.00
Collisions	Total	0	0.00	Yes	0.00
Collision Rate	Rate per 100,000 VRM	0.00	0.00	Yes	0.00
Pedestrian Collision Rate	Rate per 100,000 VRM	0.00	0.00	Yes	0.00
Vehicular Collision Rate	Rate per 100,000 VRM	0.00	0.00	Yes	0.00
Fatalities	Total	0	0.00	Yes	0.00
Fatality Rate	Rate per 100,000 VRM	0.00	0.00	Yes	0.00
Transit Worker Fatality Rate	Rate per 100,000 VRM	0.00	0.00	Yes	0.00
Injuries	Total	3	1.67	No	2.67
Injury Rate	Rate per 100,000 VRM	0.39	0.26	No	0.39
Transit Worker Injury Rate	Rate per 100,000 VRM	0.13	0.00	Yes	0.04
Assaults on Transit Workers	Total	0	0.00	Yes	0.00
Rate of Assaults on Transit Workers	Rate per 100,000 VRM	0.00	0.00	Yes	0.00
System Reliability	VRM Between Failures	45,361	17,002	Yes	25,577

Target Met

Target Not Met

Recommendation

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

- NDOT Safety Targets (PM1)

By supporting the NDOT performance measure targets, the Lincoln MPO is agreeing to plan and program projects in a manner that contributes towards the accomplishment of these targets. The

MPO Technical Committee is scheduled to meet on January 15, 2025 and the meeting agenda includes the review and action on MPO targets for FTA safety performance measures.

-Thank you

Lincoln MPO Officials Committee Agenda Summary

AGENDA ITEM NO.	6
MEETING DATE	May 19, 2026
REQUEST	VOTE: Proposed FY 2027 Unified Planning Work Program
ASSOCIATED MEETINGS	Lincoln MPO staff requested input from staff towards the development of the FY 2027 UPWP in early February 2026. A draft version of the UPWP was sent to the MPO Administration Committee, FHWA, and FTA for comment on March 18, 2026. The MPO Technical Committee recommended approval of this item at their meeting on April 8, 2026.
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603

RECOMMENDATION: APPROVE THE FY 2027 UNIFIED PLANNING WORK PROGRAM

BACKGROUND

The Proposed FY 2027 Unified Planning Work Program (UPWP) incorporates in one document all federal assisted state, regional, and local transportation planning activities proposed to be undertaken in the region during the State/MPO Fiscal Year from July 1, 2026 through June 30, 2027. The UPWP provides a mechanism for the coordination of transportation planning activities in the metropolitan planning area and is required as a basis and condition for all federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

SUMMARY OF REQUEST

This work program describes all transportation planning activities utilizing federal funding during the coming fiscal year. It is funded primarily with the Metropolitan Planning Funds (PL funds) grant provided to the MPO. However, an MPO may use other eligible funds provided that the guidelines for use of those funds are met. Other funds that contribute towards transportation planning activities include FTA funds, Federal Aviation Administration (FAA) Airport Planning funds, and state and local funds. State and local funds are used to provide the match for federal planning programs.

The Proposed FY 2027 UPWP is available at:

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

Enclosed is a summary of the work program activities in the FY 2027 UPWP.

BUDGET CONSIDERATIONS

The FY 2027 UPWP has been developed based on funding levels resulting from the federal Bipartisan Infrastructure Law and is based on the 2020 Census counts for urbanized area populations in Nebraska.



Lincoln Metropolitan Planning Organization

County-City Building
555 South 10th Street - Suite 203
Lincoln, Nebraska 68508
(402) 441-7491

To: MPO Officials Committee
From: Rachel Christopher, Transportation Planner
Date: May 11, 2026
Subject: Proposed FY 2027 Unified Planning Work Program

The MPO Officials Committee will review the proposed FY 2027 Unified Planning Work Program (UPWP) at their meeting on May 19, 2026. The MPO Technical Committed reviewed and recommended approval on April 8, 2026.

The UPWP is funded primarily with Metropolitan Planning Funds (PL funds). Metropolitan Planning Funds authorized under 23 U.S.C. 104(f)(3) are apportioned to States and are to be made available to the metropolitan planning organizations responsible for carrying out the provisions of 23 U.S.C. 134. The estimated distribution of new PL Funds for FY 2027 is based upon the current State distribution formula that uses Census 2020 Urban Area population. The Lincoln MPO estimated PL funds for FY 2026 is \$1,334,488 (this number includes carryover funds from the FY 2025 UPWP).

A summary of the work program activities in the draft FY 2027 UPWP is provided below.

Administration and Management Activities:

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

<u>Total Funding</u>	<u>PL Funds</u>	<u>Local Share</u>
\$93,169	\$74,535	\$18,634

Interagency and Public Outreach Activities:

These activities include Transportation Planning-Related Committees, Public Participation Plan, Transportation Reports and Newsletters, and Website

Management and Enhancement. In the upcoming fiscal year, an amendment to the Public Participation Plan is anticipated to re-assess the plan following the Long Range Transportation Plan Update and Lincoln Mobility Plan processes, reflect approval of the City of Lincoln Language Access Plan and new City of Lincoln ADA/Title VI policy, and conform with federal policy changes. In addition, a re-branding of the MPO will be explored.

<u>Total Funding</u>	<u>PL Funds</u>	<u>Local Share</u>
\$48,173	\$38,538	\$ 9,635

Data Development, Monitoring and Evaluation Variables:

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

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

Short Range Planning and Programming Activities:

These activities include development of the Transportation Improvement Program (TIP), Financial Resources Development and Program Phasing, Enhanced Mobility FTA Grant Programs, and Transportation Facilities and Site Plan Review. An ongoing expense will be subscription to ClearGov for the TIP.

<u>Total Funding</u>	<u>PL Funds</u>	<u>Local Share</u>
\$112,499	\$89,999	\$22,500

Metropolitan Transportation Planning:

These activities include Long Range Transportation Plan Review, Evaluation and Coordination with Comprehensive Planning Activities, Subarea Planning and Corridor Studies, Multi-modal Planning, Goods and Freight Movement Planning, and Policy Studies and Regulation Review. For FY 2027, funds are included for staff time implementing the Safe Streets Lincoln Vision Zero Action Plan and continued work and implementation of the 2050 Long Range Transportation Plan Update and Lincoln Mobility Plan. In addition, staff time will also be spent on initial coordination for the City of Lincoln’s awarded Active Transportation Infrastructure Investment Program (ATIIP) grant for Downtown Lincoln bicycle and pedestrian infrastructure planning and design, until a grant agreement and notice to proceed are in effect.

<u>Total Funding</u>	<u>PL Funds</u>	<u>Local Share</u>
\$1,003,979	\$803,183	\$ 200,796

Transportation System Planning:

These activities include Transportation Model Development and Maintenance, Congestion Management Process, Intelligent Transportation System (ITS), and System Management, Operations and Coordination. Funds in this activity continue to be included for consultant work to update the Lincoln MPO Transportation Model associated with the Long Range Transportation Plan Update.

<u>Total Funding</u>	<u>PL Funds</u>	<u>Local Share</u>
\$228,171	\$182,537	\$45,634

Transit Planning Work Program:

These activities include Program Support and Administration, General Development/Comprehensive Planning, Long Range Transportation Planning, Short-Range Transportation Planning, Transportation Improvement Program, and Other Activities. The Transit Planning Program receives funds through FTA including FTA Sections 5303 and 5307 funds.

Environmental Studies, Programs and Coordination:

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

Lincoln Municipal Airport Planning:

The Lincoln Airport Authority concluded an Airport Master Planning effort in the current fiscal year, with the primary objective of developing a long term program that will yield a safe, efficient, economical, and environmentally acceptable air transportation facility. The study provided an analysis of airport needs, a definition of the airport's role within the regional airport system and evaluate alternatives with the purpose of providing direction for the future development of the facility. The Airport Master Plan process is funded with federal funds through the Federal Aviation Administration (FAA).

Lincoln MPO Officials Committee Agenda Summary

AGENDA ITEM NO.	7
MEETING DATE	May 19, 2026
REQUEST	VOTE: 2026 Self-Certification Review
ASSOCIATED MEETINGS	The MPO Technical Committee recommended approval of this item at their meeting on April 8, 2026
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603

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

SUMMARY OF REQUEST

Concurrent with the submittal of the annual Transportation Improvement Program (TIP), the Lincoln Metropolitan Planning Organization (MPO) and the Nebraska Department of Transportation (NDOT) certify to the Federal Highway Administration and Federal Transit Administration that the planning process is being carried out in accordance with all applicable requirements set forth in 23 CFR 450.336. The Lincoln MPO must submit the Self-Certification of the Planning Process to NDOT with the submittal of a new TIP. The MPO Self-Certification, which will be included in the Proposed FY 2027-2030 TIP, is enclosed.

BUDGET CONSIDERATIONS

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

FY 2027-2030 Self-Certification Statement

JOINT NDOT-MPO CERTIFICATION STATEMENT

ON THE

METROPOLITAN TRANSPORTATION PLANNING PROCESS

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

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

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

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

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

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

and

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

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

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

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

(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

Selection of private consultants for transportation planning related contractual projects utilizing FHWA and State PL funds is coordinated by and adheres to NDOT and City of Lincoln Purchasing guidelines; reviews of all proposals are conducted by the City EEO Officer to assure compliance with applicable Title VI regulations. Per Federal guidelines under Title VI, a plan has been developed to provide meaningful access to Limited English Proficient individuals.

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;

and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

The City of Lincoln has an Equal Employment Policy (Lincoln City Municipal Code: Chapter 11.08) that prohibits discrimination on the basis of race, color, creed, or national origin, and prohibits discrimination of age, non-job related physical or mental disability and gender. This policy along with the MPO Public Participation Plan ensures that particular attention will be given to impacts upon specific identifiable minority groups in relationship to Title VI of the Civil Rights Act 1964, and Title VIII of the Civil Rights Act of 1968, and ensures that no person will be excluded from participation in the planning process and the development of plans and programs.

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

Lincoln Metropolitan Planning Organization

Nebraska Department of Transportation

Mayor Leirion Gaylor Baird, Executive Officer

Ryan Huff, Strategic Planning Division

Date

Date

Lincoln MPO Officials Committee Agenda Summary

AGENDA ITEM NO.	8
MEETING DATE	May 19, 2026
REQUEST	VOTE: Proposed FY 2027-2030 Transportation Improvement Program
ASSOCIATED MEETINGS	The MPO Programming and Funding Committee convened for development of the FY 2027-2030 TIP. The TIP falls under the work items for this committee, which reports to the MPO Technical Committee. On March 11, 2026 Programming and Funding Committee reviewed the Draft FY 2027-2030 TIP, expressed support, and forwarded it to the Technical Committee and Planning Commission for review as to conformance with the Long Range Transportation Plan. The MPO Technical Committee and the Planning Commission recommended approval of this item at their meetings on April 8 and April 15, 2026, respectively.
STAFF CONTACT	Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603

RECOMMENDATION: APPROVE THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM

BACKGROUND

Lincoln Metropolitan Planning Organization (MPO) staff has prepared the Draft FY 2027-2030 Transportation Improvement Program (TIP) for public review and comment. The TIP includes surface transportation and planning projects to receive federal funds and projects of regional significance that are planned for the metropolitan area during Federal Fiscal Years 2027-2030. The TIP is based upon the Federal Fiscal Year from October 1 to September 30.

SUMMARY OF REQUEST

The proposed FY 2027-2030 TIP has been developed by Lincoln MPO staff to be in compliance with regulations contained in the Bipartisan Infrastructure Bill, the most recent legislation governing the federal transportation program.

The FY 2027-2030 TIP is available at:

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

Enclosed is a summary of the projects in the proposed TIP.

CONFORMANCE WITH 2050 LONG RANGE TRANSPORTATION PLAN

Most projects contained in the proposed 2027-2030 TIP are being carried forward from the current 2026-2029 TIP with the exception of several projects being added as described below. The projects being carried forward were previously determined to be in conformance with the [Long Range Transportation Plan](#).

The State of Nebraska Department of Transportation program added several new projects listed below. These projects are coordinated with the State's TIP and are considered to be in general conformance with the LRTP.

- Agnew North Bridges
- Ceresco South – resurfacing and bridge work
- Cornhusker Hwy Bridges
- D1 Camera Towers – CCTV Cameras
- D1 Variable Speed Advisory – Speed Advisory Signs
- US-6, Emerald to Sun Valley Blvd – resurfacing and bridge work
- I-80 Bridges, NW 48th St – Waverly
- Lincoln West Bridges
- N-43, N-41 – Bennet – resurfacing and bridge work
- NW 48th Street Gates & Camera – auto gate & camera
- US-6, O Street to 10th Street – resurfacing

BUDGET CONSIDERATIONS

The proposed FY 2027-2030 TIP is fiscally constrained and the project funding identified within it can be accommodated within the MPO's funding allocations.



Lincoln Metropolitan Planning Organization

County-City Building
555 South 10th Street - Suite 203
Lincoln, Nebraska 68508
(402) 441-7491

To: MPO Officials Committee
From: Rachel Christopher, Transportation Planner
Date: May 11, 2026
Subject: Proposed FY 2027-2030 Transportation Improvement Program

The MPO Officials Committee will review the proposed FY 2027-2030 Transportation Improvement Program (TIP) at their meeting on May 19. The MPO Technical Committee reviewed and recommended approval on April 8. The Planning Commission also held a public hearing and recommended approval on April 15. A summary of the projects in the proposed TIP is provided below.

State of Nebraska: Department of Transportation

The State program typically includes projects that focus on system rehab/resurfacing, maintenance, and replacement. These projects are coordinated with the State's TIP and are considered to be in general conformance with the LRTP.

- Agnew North Bridges
- Cornhusker Hwy Bridges
- D1 Camera Towers
- D1 Fiber I-80, Pleasant Dale - Lincoln
- D1 Variable Speed Advisory
- District 1 Dynamic Message Sign (DMS) Replacement
- District 1 Dynamic Message Signs (DMS) Retrofit
- District 1 Side Mount Dynamic Message Sign (DMS)
- Emerald Intersection
- I-180, Adams St Bridge, Lincoln (UNDER CONTRACT FOR CONSTRUCTION)
- I-180, Cornhusker South (UNDER CONTRACT FOR CONSTRUCTION)
- I-180, I-180 Bridges over I-80 (UNDER CONTRACT FOR CONSTRUCTION)
- I-180, I-80 - Cornhusker Highway
- I-180, I-80 Interchange - Cornhusker Highway
- I-80 Bridges, NW 48th St - Waverly
- I-80, 27th St - Platte River
- I-80, Airpark - I-180

- I-80, Jct I-180 - E Jct US-77
- I-80, Pleasant Dale - NW 56th Street
- I-80, Waverly - Jct N-66
- L-55X, Link L-55X North (between Cornhusker Highway and I-80)
- Lincoln South Beltway ITS Deployment
- Lincoln West Bridges
- N-2, Lincoln South Beltway
- N-2, Lincoln-Syracuse
- N-43, N-41 to Bennet
- NW 48th St Gates & Camera
- S-55G, Hickman Spur
- State Operations & Maintenance
- Sun Valley Blvd over Union Pacific Railroad
- US-6, Emerald to Sun Valley Blvd
- US-6, O Street to 10th Street
- US-77 & S55H Restricted Crossing U-Turn
- US-77, Ceresco - south
- US-77, Lincoln West Beltway
- US-77, Pioneers Blvd Interchange
- US-77, US-77/I-80 North
- US-77, Warlick Blvd Interchange
- Operations & Maintenance

Lancaster County – County Engineering:

The Lancaster County improvement program typically includes roadway and bridge capital projects. All county projects are considered to be in conformance with the LRTP.

Safety Improvement Projects

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

Roadway Capital Projects

- S. 98th Street, Old Cheney Road to A Street: Construction of a 24 foot asphalt surface with turf shoulders.
- S. 98th Street, A Street to O Street: Construction of asphalt paving and drainage structures. Since S. 98th Street from Old Cheney to O Street is within the 2050 Future Service Limit, the City and County will closely coordinate on these projects.
- Fletcher Avenue, 84th Street to 148th Street: Construction of 28 foot asphalt surface with turf shoulders. Since Fletcher Road from 84th Street to east of 98th Street is within the 2050 Future Service Limit, the City and County will closely coordinate on this project.
- NW 56th Street, I-80 to W. Holdrege Street: Grading, widening, and surfacing. Since NW 56th Street from I-80 to W. Holdrege Street is within the 2050 Future Service Limit, the City and County will closely coordinate on this project.
- N. 162nd Street, Ashland Road to US-6: Construction of 28-foot asphalt surface with turf shoulders.
- East Beltway: Preliminary design, right-of-way, and construction of a four lane freeway between Hwy 2 and I-80. Complete funding not shown.

Bridge Replacement Projects

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

Operations & Maintenance

City of Lincoln Transportation and Utilities - Transportation:

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

Transportation System Preservation

This program component focuses on repair and preservation of transportation system assets including rehabilitation of streets, intersections, traffic signals, bridges, and facilities in the public street right-of-way. Projects include concrete repairs, asphalt mill & overlay, surface treatments, signal structures and equipment replacement, bridge/structure work, facility improvements, and other transportation preservation and rehabilitation efforts.

- S. 56th Street, Spruce Street to Van Dorn Street – pavement repair
- Randolph Street, Capital Parkway to 40th Street – pavement repair and intersection improvements at 33rd Street and 40th Street
- 1st Street & Cornhusker Highway – traffic signal replacement

- 9th & A St., 9th & D St., 10th & A St., 10th & D St. – traffic signal replacement
- N. 84th Street & College Park – traffic signal replacement
- 66th St./Cotner Blvd./Adams St. – traffic signal replacement
- Cornhusker Highway, 39th Street to L-55X – pavement repair, intersection improvements, mill and overlay, curb ramp reconstruction and utility adjustments
- Preventative Maintenance Bridge Package – maintenance of various bridges
- 48th St. & Calvert St. and 56th St. & Calvert St. – traffic signal replacement
- W. South Street Bridge over Salt Creek – bridge replacement
- S. 27th Street Bridge over SE Upper Salt Creek – bridge replacement

Transportation System Optimization

This program component focuses on optimization of transportation system assets including program delivery, intersection improvements, signal system optimization, street capacity (widening), structures within the built environment, turn lanes, complete streets concepts and technology enhancements. Projects include new intersection modifications (turn lanes, roundabouts) new signal system hardware, adding lanes to existing streets, access improvements, bike & pedestrian improvements, signing, safety projects and transportation system management infrastructure.

- A Street, 40th Street to 56th Street – intersection improvements and widening
- Adams Street, 36th Street to 48th Street – pavement repair and widening
- 84th Street and US-6 (Cornhusker Highway) – safety project
- Cotner Boulevard, O Street to Starr Street – pavement repair and intersection improvements
- A Street, 6th Street to 17th Street – intersection improvements and widening
- Pilot – Hyperflow Software Tool – corridor performance system
- S. 70th St. and Nebraska Parkway – intersection improvements

Transportation System Growth

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

Transportation Sidewalk Program

This program is for the maintenance and repair of sidewalk infrastructure. Projects include sidewalk repair and replacement, panel leveling, and construction of ADA curb ramps.

Capital Roadway Projects

- East Beltway – Corridor protection and right-of-way (as needed) for a four lane freeway between Hwy 2 and I-80. The LRTP recommends continuing corridor protection
- S. 40th Street from Yankee Hill Rd to south of Rokeby – Construction of a two lane urban facility with intersection improvements and turn lanes. This project is listed as a Developer Commitment in the LRTP
- N. 14th Street, Salt Creek to Adams Street – Bridge replacement and rehabilitation, intersection and pedestrian improvements

City of Lincoln Transportation and Utilities - StarTran:

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

- Service and revenue service vehicle replacements.
- Bus stop amenities such as benches, shelters, pads, signage, bicycle related equipment and landscaping.
- Security enhancements as required by FTA.
- Computer hardware and software for continued upgrade/replacement of computer services for StarTran.
- Shop tools/equipment for continued routine upgrade and replacement. Such tools and equipment typically include items like vehicle lifts, oil reels, and fall protection items.
- Improvements to buildings, ground, and land.
- Fare collection system: Funds are proposed for replacement of all bus fareboxes and adding fareboxes to paratransit vehicles.
- Fleet Infrastructure Improvements: This project includes strategic upgrades to essential fleet infrastructure to enhance operational efficiency and reliability.
- Multimodal Transportation Center: This project will enhance public transit services, support economic growth, and streamline Lincoln Transportation & Utilities' transit operations. The project includes the completion of a feasibility study, environmental & design work, and construction. This project includes completion of a feasibility study, environmental and design work, and construction.
- Maintenance Facility Construction/Relocation: Funds are proposed for a feasibility study. Future funds include FTA discretionary funds to construct a new bus maintenance and storage facility.
- Operations costs.

Lincoln Airport Authority:

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

- General Aviation Development
- Oak Creek Levee Improvements
- Relocate Run-up Pad
- Runway and taxiway improvements including design, construction, pavement, lighting and other equipment
- Terminal Parking Garage Solar Panel Roof Canopies
- Terminal Ramp Rehabilitation

Federal Transit Programs:

Federal Transit Administration grants assist in the development and support of intercity bus transportation and enhance the access of people to employment, health care, shopping, education, public services, and recreation. Section 5310 and 5311 funds allocated to or awarded within the Lincoln Metropolitan Area are administered by NDOT. All projects are considered to be in conformance with the LRTP.

- Section 5310 Program – designed to support transportation services that meet the special transportation needs of seniors and individuals with disabilities in urbanized areas. Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.
 - Lincoln Vehicle Purchases: funds for vehicle purchases for the 5310 Urban Lincoln area estimated for the outer years.
 - Capital allocations for FY 2024, FY 2025, and estimates for outer years.

Pedestrian, Bike & Trails:

The projects located in this section of the TIP are generally funded with a combination of local and federal funds that comes from the Transportation Alternatives (TA) program, Recreational Trails Program (RTP), and other sources. All projects are considered to be in conformance with the LRTP.

City of Lincoln Parks & Recreation Department

- Beal Slough Trail Project – This is a ten-foot wide trail to extend along the Beal Slough Channel and the railroad from 56th Street & London Road connecting to 70th Street & Yankee Hill Road.
- Fletcher Landmark Trail – This is a trail project for concrete trail to follow primarily alongside Fletcher Street from N.14th Street to N. 27th Street.
- Waterford Trail – This is a trail project beginning at 84th and College Park east

across Southeast Community College to the corner of 98th and Boathouse Road and extending east and north to the corner of 104th and Holdrege.

- Rock Island Trail Widening – A Street to Boosalis Trail: This project would widen the trail from 8 feet to 11 feet in this busy section to assist with capacity, as well as replace a pedestrian/bicycle bridge over Garfield Street.

City of Lincoln Transportation and Utilities Department

- Rock Island Trail Undercrossing at Old Cheney Road – This is a project for a grade separated crossing of the Rock Island Trail under Old Cheney Road east of S. 16th Street where there is currently an at-grade crossing.
- Active Transportation Enhancements for the Multimodal Transportation Center – Pedestrian and bicycle improvements to facilitate commuter movements to and from the new multimodal center would be constructed in conjunction with that project.
- Project O Street & Music District Streetscape – replace aging water mains, repair and resurface streets and sidewalks, and install new amenities along both “O” Street and the 14th Street Music District.

City of Lincoln Urban Development Department

- Downtown Corridors Phase 2 – Sidewalks, street and pedestrian lighting, trees, landscaping, amenities, curb, ramps, lane reductions, pavement markings and signalization changes along portions of 9th and 10th Streets.

Railroad Transportation Safety District (RTSD):

This project is for a Railroad Crossing Grade Separation project at the N. 33rd Street and Cornhusker/BNSF railroad crossing to eliminate at-grade vehicular-train conflicts that enhance safety, reduce delays, and improve emergency access. This project is listed as a committed project and is therefore considered to be in conformance with the LRTP. The project was recently awarded a \$66.7 million federal grant. In this annual TIP, separate phases for the project were added.

Planning:

These projects include federally funded transportation planning funds.

- Lancaster County – Local Road Safety Plan Update & Safe Mobility Supplemental Action Plan
- City of Lincoln – Safe Streets Lincoln: A Vision Zero Action Plan
- City of Waverly - Vehicular and Pedestrian Connectivity Study
- City of Hickman - Transportation Safety Action Plan