Fiscal Year 2026 Unified Planning Work Program

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Unified Planning Work Program
Lincoln Metropolitan Planning Organization
Fiscal Year 2026
July 1, 2025 - June 30, 2026
(PL-63)

Submitted by
Lincoln-Lancaster Planning Department
for the Lincoln Metropolitan Planning Organization
555 South 10th Street, Suite 213
Lincoln, Nebraska 68508

MPO TECHNICAL COMMITTEE
April 9, 2025

MPO OFFICIALS COMMITTEE
May 2, 2025

LINCOLN METROPOLITAN PLANNING ORGANIZATION
May 2, 2025

FHWA/FTA
June 21, 2025

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U.S.Department of Transportation
Federal Highway Administration

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Introduction

Purpose

The **FY 2026 Unified Planning Work Program (UPWP) for Transportation Planning for the Lincoln Metropolitan Planning Organization (MPO)** incorporates in one document all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the region from July 1, 2025 through June 30, 2026. 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).

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

Planning Requirements

The 1962 Federal Aid Highway Act required states and local governments to conduct cooperative, comprehensive, and continuing ("3-C") transportation planning in order to receive federal funds for highway and transit improvements. Subsequently in 1973, an amendment to this act further required the governor of each state, with local concurrence, to designate a Metropolitan Planning Organization (MPO) for every urbanized area to coordinate area wide transportation planning. On March 22, 1974, the City of Lincoln was recognized as the Metropolitan Planning Organization (MPO) for the Lincoln Metropolitan Area serving Lincoln and Lancaster County to carry out transportation planning and decision-making for the Lincoln metropolitan planning area. The "Memorandum of Understanding" between the City, County and State agreeing to cooperate in carrying out this task, was adopted on November 23, 1977.

Lincoln MPO is the designated Transportation Management Agency (TMA) and carries out its responsibilities in accordance with the pertinent federal regulations. The MPO Management Plan was updated and adopted on September 24, 2009 and the Memorandum of Agreement (MOA) for Transportation Planning and Programming by and between the Lincoln Metropolitan Planning Organization and the Nebraska Department of Transportation (NDOT) was approved by the MPO and the State on April 10, 2013. The MOA was updated May 16, 2017 to a three party agreement to include the Lincoln MPO, StarTran and NDOT. The MOA states that it is the intent of the Lincoln MPO, StarTran and NDOT to cooperatively fulfill the federal requirements.

Planning activities in this work program respond to a variety of regulatory requirements. The SAFETEA-LU Act of 2005 defines the structure of the metropolitan planning process. On February 14, 2007, the FHWA and FTA issued final regulations regarding metropolitan planning in response to

SAFETEA-LU. The *Moving Ahead for Progress in the 21st Century* (MAP-21) Act, which became law on July 6, 2012, made important modifications to the metropolitan planning process, primarily requiring MPOs to establish a performance-based approach to transportation decision making and development of transportation plans. The *Infrastructure Investment and Jobs Act (IIJA)* became law on November 15, 2021, and continues the Metropolitan Planning program. This Program continues the requirement for a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas and has joint oversight by the FHWA and FTA. The *IIJA Law* continues the FAST Act and MAP 21 approach to formula program funding, authorizing a lump sum total instead of individual authorizations for each program. Once each State's combined total apportionment is calculated, funding is set aside for the State's Metropolitan Planning program. This work program has been developed to comply with the federal regulatory requirements regarding metropolitan planning.

The MPO provides a forum for cooperative decision-making among responsible state and local officials, public and private transit operators, and the general public. The MPO coordinates the planning activities of all transportation-related agencies and adopts long range plans to guide transportation investment decisions. On December 15, 2021 the Lincoln MPO approved the Financially Constrained *2050 Long Range Transportation Plan* (LRTP) for the Lincoln Metropolitan Planning Area. The MPO is also responsible for capital programming through an annually-updated multi-year *Transportation Improvement Program* (TIP), which contains all federal and state funding for surface transportation projects and programs. Plans and programs are to consider all transportation modes and support community development and social goals.

Each year, the Lincoln MPO prepares a *Unified Planning Work Program* (UPWP), in cooperation with other transportation agencies, to describe all metropolitan transportation and transportation-related planning activities anticipated within the area during the year. It is an integrated document that includes the work of participating transportation-related agencies, consultants and work done directly by the MPO Staff. Since the UPWP essentially serves as the master regional transportation planning funding application, it emphasizes documentation of planning activities to be performed with federal funds provided to the MPO for transportation related and transit planning activities and requires approval by both the FHWA and FTA.

Certification Action

The federal Quadrennial Certification Review of the Lincoln MPO was conducted by the FHWA and FTA in May of 2021. The Certification Review concluded there were no corrective actions. The review team noted several recommendations and commendations for the Lincoln MPO. The recommendations continue to be addressed through planning work outlined in the UPWP. In accordance with 23 CFR 450.334, the FHWA and FTA review team found that transportation planning activities in the Lincoln metropolitan area are being carried out in accordance with governing Federal regulations, policies, and procedures and jointly certified the transportation planning process in the Lincoln metropolitan area through September 30, 2025. The next federal Quadrennial Certification Review is scheduled to be conducted on May 20, 2025.

MPO Study Area

The Lincoln MPO Metropolitan Planning Area includes the Lincoln urbanized area and all of Lancaster County. Lancaster County contains approximately 839 square miles of land, and according to Census 2020 had a population of 322,608. The City of Lincoln is located at the geographical center of the county and currently covers approximately 104.1 square miles of land with a 2020 population of 291,082. The population of the City of Lincoln makes up approximately 90 percent of the population of Lancaster County. There are twelve other incorporated communities containing approximately 3.2 percent of the population and three second-class cities, Waverly, Hickman, and Bennet in Lancaster County. The other villages and cities ranged in population between 135 and 4,208 and there are ten unincorporated communities in the county.

Metropolitan Planning Program

Metropolitan Planning Funds (PL 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. Each State develops an allocation formula for the combined apportionment to distribute PL Funds to MPOs representing urbanized areas within the State. The estimated distribution of new PL Funds for FY 2026 is **$1,278,339** based upon the current State distribution formula based upon the Census 2020 Urban Area population (this number includes carryover funds from the FY 2024 UPWP).

Transportation Planning Goals

MPO staff, along with the City of Lincoln, Lancaster County, NDOT and coordinating agencies, selects and programs transportation facility improvements based upon available funding and conformance with USDOT priorities and the LRTP.

Federal Requirements

The IIJA continues support for transportation planning activities that maximize mobility and accessibility, and protect the human and natural environments. This is achieved through a continuing, cooperative, and comprehensive transportation planning process that results in a long range transportation plan that is implemented in a short range program of projects.

The five major components feed into the development of the long range plan and short range programs.

1. **Public Involvement** – Significant emphasis is placed on broadening participation in transportation planning to include key stakeholders, including the business community, members of the public, community groups, and other governmental agencies. Effective public involvement will result in opportunities for the public to participate in the planning process.

2. **Metropolitan Planning Factors** – The metropolitan planning process must explicitly consider and analyze, as appropriate, the following planning factors defined in federal regulations that reflect sound planning principles.

   (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
   (2) Increase the safety of transportation system for motorized and nonmotorized users;
   (3) Increase the security of transportation system for motorized and nonmotorized users;
   (4) Increase the accessibility and mobility options available to people and for freight;
   (5) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
   (6) Promote efficient system management and operation;
   (7) Emphasize the preservation of the existing transportation system;
   (8) Improve resiliency & reliability of the transportation system and reduce or mitigate storm water impacts; and
   (9) Enhance travel and tourism.

3. **Congestion Management Process** – Federal regulations requires MPOs to establish and implement a process that provides for effective management and operation of the transportation system which addresses congestion within a metropolitan planning area serving a Transportation Management Area (TMA). The Congestion Management Process (CMP) is to be a systematic process that provides information on transportation system performance and is to serve as a practical tool for the transportation planning staff and decision-makers in identifying and implementing strategies that enhance the mobility of people and goods in the metropolitan area.

4. **Financial Plan** – Current federal regulations (IIJA) continue the requirement established in FAST Act, MAP-21, and SAFETEA-LU that financial planning needs to be fully integrated into the transportation plan and program development process. This requirement is to encourage good financial planning and to prevent transportation plans and programs from becoming "wish-lists" of projects with no realistic chance of implementation. Regulations continue to allow the inclusion of an "illustrative" listing in the long range plan for potential projects that could be implemented should additional funding become available.

Performance Management

The IIJA continues overall performance management requirements for metropolitan planning organizations, public transportation providers and states **to establish and use a performance-based approach to transportation decision making to support the seven national goals for the federal-aid highway system**. The goal areas include: safety, infrastructure, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. The goal areas for public transportation address transit safety and transit asset management.

After the performance measure targets are set, the metropolitan transportation plan and the transportation improvement program (TIP) will use these in assessing the performance of the transportation system. The metropolitan transportation plan will include these as an in system performance reporting to evaluate the condition and performance of the transportation system with respect to the established targets. The TIP will use this system in program development process to evaluate the anticipated effect of projects toward achieving the performance targets set in the plan.

MPO Planning Issues

In addition to the changing federal context, other factors that influence activities in this work plan are identified by the MPO as key planning issues to be addressed over the next fiscal year. Among the key issues being addressed during this planning period include the following:

Long Range Transportation Plan Update

The *2050 Long Range Transportation Plan (LRTP) Update* will take place during this planning period and is derived in part from land use and development projections. Update of the Plan will take place during FYs 2026 and 2027, with consultant selection and initial work having occurred in FY 2025. The early phases of the planning process will include the updating and development of existing and new data sources and updating and development planning tools. The land use development process for the Lincoln and Lancaster County area identifies shifts in land use types, levels of development, and patterns of growth that are critical in preparing future transportation plans. This provides the foundation for projecting future directions and policies which become the basis for assessing future transportation needs, possible facility improvements, multi-modal strategies, and performance based planning and programming. Plan development will be concurrent with development of the Lincoln Mobility Plan and coordinated with the minor update of the Lincoln/Lancaster County Comprehensive Plan and other planning work such as the City of Lincoln Vision Zero Action Plan.

Travel Demand Model Update

To ensure consistency and credibility of travel model applications for the Lincoln Transportation Plan Update, Travel Demand Model input assumptions, methodologies, and processes used in the model need to be updated and validated. The base system data are to be collected, compiled, and evaluated for input into the travel modeling system. The goal is to provide an integrated land use/transportation model with multi-modal modeling framework for future land uses and travel conditions. This activity will include training of staff in the necessary tools to provide credible projections that support transportation planning and traffic engineering efforts.

Lincoln Mobility Plan (Bicycle and Pedestrian Master Plan Update)

Work will begin on an update to and expansion of the 2013 Bicycle and Pedestrian Master Plan, incorporating the 2018 Lincoln Bike Plan. Work for update of the Plan will take place primarily during FYs 2026 and 2027 and will be developed with assistance from the same consultant team being used for the *2050 Long Range Transportation Update* and developed concurrently with the that Plan Update. Mobility goals, project prioritization, and other aspects will be integrated into the *Long Range Transportation Plan* as appropriate.

Implementation of the 2022 Transit Development Plan

The updated Transit Development Plan was approved in 2022 with anticipated implementation ongoing this fiscal year. The Transit Development Plan provides a framework for monitoring and modifying transit services in response to changes in development patterns and user needs and is based on adopted standards and policies.

Safe Streets and Roads for All

Several FHWA planning grants have been made in the MPO Area for which work will be conducted during the planning period:

City of Lincoln: Safe Streets Lincoln: A Vision Zero Action Plan – Lincoln's award of the SS4A grant will support the development of a vision zero action plan. Staff from the MPO and Planning Department will support the plan development through participation in a technical committee, workshops, open houses, and other advisory activities as appropriate. Initial work on the Vision Zero Action Plan began in Spring 2023 and finalization of the plan is anticipated in Calendar Year 2025.

Lancaster County: Safe Streets and Roads for All Action Plan, Supplemental Study, and Demonstration Project – This award will be used by Lancaster County to update their Local Road Safety Plan so that it can then be considered a qualified Action Plan. Two corridor studies will be conducted, as well as a speed limit compliance campaign that will include the installation of 4 to 6 speed indicator signs on a high-crash road.

City of Waverly: Vehicular and Pedestrian Connectivity Study – The study will consider access and safety across the city, to schools, recreation areas, and commercial centers. Planning will focus on increasing pedestrian safety through proper management of pedestrian and vehicular traffic.

City of Bennet: Transportation Safety Action Plan – The plan will include strategizing to improve pedestrian trails, sidewalk networks, and a safer pedestrian crossing on State Hwy 43 which bisects the City from the school on the west side of town from the current and future population on the east side. This will provide residents with access to school, commerce, and other destinations throughout the City of Bennet.

Performance-Based Planning and Management

MPO is to coordinate with State and public transit provider planning activities in updating or developing performance data and measures that will support a performance-based planning approach for states and MPOs in support of national goals and to develop plans and projects that will help achieve the stated targets.

Comprehensive Review of Key MPO Documents and Policies
Continue a comprehensive review of the key Lincoln MPO Planning Documents and Policies in carrying out the federally-mandated transportation planning process in the Lincoln Planning Area.

Update Data and Develop New Data Sources
Update existing transportation system data and develop new data sources as needed for monitoring, maintaining, and enhancing the performance of public roadways. Fresh data is an important component of several planning tasks, such as regular updates to the Transportation Plan, the annual update of the transportation improvement program for prioritizing and programming transportation projects, for engineering and safety projects and other planning studies. The availability of complete and accurate data is required for monitoring the physical state of transportation infrastructure, system congestion, maintaining aspects of roadway condition and performance.

TRANSPORTATION PLANNING WORK PROGRAM

The purpose of the Unified Planning Work Program (UPWP) for the Lincoln Metropolitan Planning Organization (MPO) is to carry out the transportation planning process for the Lincoln Metropolitan Planning Area that will encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within the planning area. The multi-modal transportation planning responsibilities include guiding decisions that will support the goals and objectives of the *2050 Lincoln MPO Long Range Transportation Plan* resulting in the development of a Transportation Improvement Program (TIP) and coordination and implementation of transit services.

This section describes transportation planning activities expected to be completed prior to July 1, 2026 and activities that are expected to be conducted during FY 2026. The general guidelines for these activities are included in the *MPO Management Plan for Continuing Transportation Planning in the Lincoln Metropolitan Area* and the *Memorandum of Agreement for Transportation Planning and Programming Between the Lincoln Metropolitan Planning Organization, City of Lincoln StarTran Bus Service, and the Nebraska Department of Transportation*. Following the text in this section is a table that shows the agency or agencies responsible for each activity and the estimated planning costs.

ADMINISTRATION AND MANAGEMENT ACTIVITIES – 6100

Annual Costs:

$93,169 Total Funds	*$74,535 Federal PL Funds*	*$18,634 Local Funds*

General Program Administration and Coordination (6110)

Objective: Administration and management of the transportation planning, programming, and implementation tasks to ensure the compliance with administrative, financial, and legal requirements for maintaining the comprehensive, coordinated, and continuing (3-C) transportation planning process for the Lincoln Metropolitan Planning Organization (MPO). This includes coordination of MPO transportation planning activities with the Nebraska Department of Transportation (NDOT), Federal Highway Administration, Federal Transit Administration, and participating agencies in the metropolitan transportation planning process. This includes taking actions to enhance the technical capacity of the planning process and to insure a proactive public involvement process that provides full public access to key decisions in developing both short and long range plans and programs.

Previous Work: Program administration and management is a continuing work activity that includes the following key activities.

- Staff support to Lincoln MPO Officials Committee, Technical Committee, and other committees for planning activities, administration and public outreach which included developing notices, agendas, materials, and minutes as needed.
- Reviewed federal/state policies and guidance regarding metropolitan transportation planning and STIP scheduling and incorporated changes as necessary.
- Maintained records and provided reports to funding agencies on the status of transportation planning activities.
- Maintained maps of street and highway functional classification and urban area boundaries.
- Monitored federal/state transportation Local Public Agency (LPA) initiatives and guidelines.
- Maintained Responsible Charge (RC) annual training to meet LPA Guidelines.

Products: The MPO will maintain a transportation planning program and perform administrative activities necessary to ensure compliance with administrative, financial, and legal requirements for maintaining the transportation planning process and retain eligibility for federal and state funding for transportation planning and projects in the Lincoln Metropolitan Area.

Areas of emphasis for the MPO this fiscal year are to continue a comprehensive review of the key Lincoln MPO Planning Documents and Policies in carrying out the federally-mandated transportation planning process in the Lincoln Planning Area. The Lincoln MPO staff will manage the implementation of tasks in this work program and administrative activities that will include:

A. Preparation and review of transportation planning reports, contracts, quarterly progress reports and invoices for PL Funds, prepare meeting agendas, meeting materials and record meeting minutes.

B. Provide staff support to Lincoln MPO Officials Committee, Technical Committee, and special committee meetings, transportation-related meetings or public outreach activities and develop notices, agendas, materials, and minutes as needed.
C. Support operating expenses (meeting expenses, photocopying, office equipment and supplies, etc.) to conduct the administration and management of the metropolitan planning process.
D. Comply with federal and state MPO certification requirements and review federal/state policies and guidance regarding metropolitan transportation planning and incorporate changes as necessary.
E. Comply with federal/state transportation Local Public Agency (LPA) initiatives and guidelines
F. Review and certify the transportation planning process.
G. Update and maintain maps of street and highway functional classification within the urban area boundary and Metropolitan Planning Area (Lancaster County).
H. Continue the evaluation on the effectiveness of the MPO's outreach efforts.
I. Continue outreach to the freight community in the transportation planning process.
J. Coordinate with NDOT on activities from the Statewide Planning and Research (SPR) program that may impact the Lincoln MPO.

Funding Summary: Combined PL Fund, FTA and Local Funding

Functional Agency Responsibility: Local, 100%

Schedule of Products	**Completion Dates**
A. Preparation of transportation planning reports	On-going activity
B. Provide staff support to Lincoln MPO Committees	On-going activity
C. Work with City of Lincoln, Lancaster County and State of Nebraska	On-going activity
D. Support operating expenses to conduct general administration	On-going activity
E. Comply with federal regulations and state LPA Guidelines	On-going activity
F. Review and certify the transportation planning process	On-going activity
G. Maintain National Functional Classification and Urban Area Maps	On-going activity
H. Continue the evaluation and enhancement of outreach efforts	On-going activity
I. Evaluate and enhance the MPO's E.J. efforts	On-going activity
J. Continue coordination efforts with the freight community	On-going activity
K. Coordinate with NDOT on SPR activities within the Lincoln MPO	On-going activity

Certification of Transportation Planning Process (6120)

Objective: A self-review and evaluation of the transportation planning process for the Lincoln metropolitan area is conducted each year assessing its compliance with applicable federal metropolitan planning laws and regulations. A report is prepared, reviewed and acted upon by the Technical and Officials Committees regarding this compliance evaluation on the transportation planning process.

Previous Work:

- A self-review of the Transportation Planning Process was conducted and a report was accepted by the Technical and Officials Committees regarding *Certification that the Transportation Planning Process Complies with Applicable Federal Laws and Regulations*. The MPO and NDOT endorsed the compliance evaluation report and certified that the Planning Process for the Lincoln metropolitan area in meeting the requirements of 23 CFR 450.334(a).
- The federal **Quadrennial TMA Certification Review** of the Lincoln MPO was conducted by the FHWA and FTA in May of 2021 under the FY 2022 UPWP. The Certification Review did not include corrective actions.

"In accordance with 23 CFR 450.334, the FHWA and FTA review team found that transportation planning activities in the Lincoln metropolitan area are being carried out in accordance with governing Federal regulations, policies, and procedures and jointly certified the transportation planning process in the Lincoln metropolitan area through September 30, 2025."

Products:

A. Complete a self-review and evaluation process addressing the conformance of the Lincoln urban transportation planning process as it meets applicable federal laws and regulations.
B. The next federal **Quadrennial TMA Certification Review** of the Lincoln MPO is to be conducted by FHWA and FTA in 2025.
C. A federal Quadrennial TMA Certification Review Action Plan will be developed and implemented as needed.

Funding Summary: Combination of Local and Federal PL Funds

Functional Agency Responsibility: Local, 100%

Schedule of Products	Completion Dates
A. Annual self-certification review and evaluation report	May 2025
B. Develop work plans (i.e. Federal Quadrennial TMA Certification Review Action Plan) as needed to ensure the transportation planning process will continue meeting all applicable federal laws and regulations.	On-going activity

Unified Planning Work Program (6130)

Objective: The Unified Planning Work Program (UPWP) identifies work activities and budgets for both the urban transportation planning program (FHWA/State PL funds) and the transit planning program (FTA Section 5303 and 5307 funds). This describes transportation planning activities to be carried out by the MPO, member agencies, or consultants and alerts organizations of planning activities.

Previous Work:

- Completed the FY 2026 UPWP which is expected to be acted upon in May.
- Ongoing work includes completing Quarterly Reports.
- MPO Management Plan has been updated and will be used to review the MPO organization and functional responsibilities of planning activities.
- MPO Management Plan will be used to review the MPO organization and functional responsibilities of planning activities.
- Updated the *Memorandum of Agreement for Transportation Planning and Programming Between the Lincoln Metropolitan Planning Organization, City of Lincoln StarTran Bus Service, and the Nebraska Department of Transportation*.

Methodology:

- Identify transportation planning priorities and address federal and state planning emphasis areas.
- Coordinate with other transportation planning agencies in the metropolitan area and provide opportunities for input in the development of the UPWP.
- Develop draft and final versions of the UPWP for State and Federal review.
- Certify compliance with state and federal regulations regarding expenditure of federal funds.
- Prepare reports and amendments as necessary.

Products:

A. Maintain the FY 2026 UPWP with amendments made as necessary to maintain an effective work program and budget for the Lincoln MPO transportation planning program.
B. A UPWP will be developed for FY 2027 to identify the primary work programs and budgets for the Lincoln MPO urban transportation planning program (FHWA/State PL funds) and the transit planning program (FTA Section 5303 and 5307 funds).
C. MPO Management Plan will be used to review the MPO organization and functional responsibilities of planning activities. Products may include development of documents, reports, legal review of agreements and actions by MPO Committees.

Funding Summary: Combination of Local and Federal PL Funds

Functional Agency Responsibility: Local, 100%

Schedule of Products	Completion Dates
A. Maintain and update the FY 2026 UPWP	On-going activity
B. Develop the UPWP for FY 2027	June 2026
C. Develop documents, reports, and legal review of agreements & actions	On-going activity

PL Fund Grant Administration (6140)

Objective: This includes the review and execution of the PL Fund grant contract, preparation of activity reports, quarterly reimbursement requests and audits, and the staff time management system. Activity includes staff time associated with the management of the PL Fund grant.

Previous Work:

- On-going tracking and management of PL Fund grant activity.
- Internal and NDOT annual program audits were completed.

Methodology:

- Allocate PL Fund grant budget to meet study and overhead demands.
- Ongoing work includes completing Quarterly Reports to NDOT.
- Develop special requests and reports on planning activity.

Products:

A. Management of the PL Fund grant.
B. Annual City program audit.
C. Annual NDOT audit.
D. Preparation of activity reports, program tracking, reimbursement requests.
E. Execution of the PL Fund grant contract.

Funding Summary: Combination of Local and Federal PL Funds

Functional Agency Responsibility: Local, 100%

Schedule of Products	Completion Dates
A. Management of the PL Fund grant	On-going activity
B. Internal annual Lincoln MPO program audit	September - October 2025
C. External annual NDOT MPO program audit	May - June 2025
D. Preparation of activity reports and reimbursement requests	Quarterly
E. Execution of the PL Fund grant contract	June 2026

Professional Development, Education and Training (6150)

Objective: This activity is intended to keep the staff knowledgeable about federal and state regulations, the latest transportation planning technologies, and the best practices and activities of other MPO's. Staff capabilities will be enhanced by attending selected conferences, seminars, training workshops and courses in local universities, including continuing education in RC training.

Methodology:

- Participate in conferences, seminars, training workshops, and meetings to keep acquainted with the latest regulations and techniques in the transportation planning field.
- Develop training activities such as supporting training workshops and educational activities for planning and engineering staff and Planning Commission members or Committee members.
- Bring in speakers/educators to hold workshops with staff, Citizen Committees and the general public to better inform and build the knowledge base on key issues.

Products: The Lincoln MPO staff will participate in conferences, seminars, training workshops, and meetings to keep acquainted with the latest regulations and techniques in the transportation planning field or to develop general capabilities. Professional development activities may include the following:

A. Continued internal training in the program development and in the application of TransCAD transportation modeling software.
B. Other professional development possibilities include attending workshops and conferences sponsored by NDOT, FHWA, FTA, APA, ITE, TRB, AMPO, ITS, and other organizations.
C. Provide educational outreach on transportation planning and the MPO to groups such as the University of Nebraska-Lincoln Community and Regional Planning Program.
D. With the approval of the IIJA, changes to planning emphasis areas and regulations are expected to result which will require staff to be informed and educated in order to maintain a responsive transportation planning program.

Funding Summary:

- Direct charges include registration fees, travel, lodging and related expenses to attend or host conferences, seminars, workshops, and meetings that are for professional planning activities.
- Costs are to be reimbursed with a combination of Federal PL Funds (80%) and Local (20%).

Functional Agency Responsibility: Local, 100%

Schedule of Products	**Completion Dates**
A. Continuing LPA education and RC training	On-going activity
B. Professional Transportation Planning training	As available
C. Educational outreach	As available
D. Workshops & training for the new Surface Transportation Act	As available

INTERAGENCY AND PUBLIC OUTREACH ACTIVITIES – 6200

Annual Costs:

$45,733 Total Funds	*$36,586 Federal PL Funds*	*$9,147 Local Funds*

Transportation Planning-Related Committees (6210)

Objective: To facilitate the decision-making process for transportation planning with key policy-making bodies that are comprised of representatives from local government and transportation authorities. These bodies consider transportation issues and develop plans and programs for the metropolitan area.

Officials Committee – The Lincoln MPO Officials Committee membership consists of elected officials representing the City of Lincoln, Lancaster County and the State of Nebraska. The Officials Committee acts upon transportation programs and studies and reviews the MPO Technical Committee's actions.

Technical Committee and Technical Committee Subcommittees – The Technical Advisory Committee serves to review the effects of transportation plans and programs in conformance to appropriate federal regulations. This committee serves as the administrative and technical staff to implement the transportation plan and makes recommendations to the Officials Committee on proposed programs, studies and plans.

Lincoln-Lancaster Planning Commission – The Lincoln-Lancaster Planning Commission holds public reviews and considers proposed land use and transportation plans and related programs in relation to community goals and forwards recommendations to the MPO Officials Committee.

Citizen Task Forces and Advisory Committees – Key citizen advisory committees include the Pedestrian and Bicycle Advisory Committee, Neighborhood Round Table, Community Services Initiatives, as well as other project specific advisory committees and task forces.

Methodology:

- Staffing Committee and Task Force meetings.
- Develop and produce agendas, planning documents, and reports for Committee review.
- Production and mailing of materials and meeting minutes

Products:

A. Staffing of committees, citizen task forces and citizen advisory committees or groups used in the MPO planning and decision-making process.
B. Work products include the production and mailing of materials to committees, development of planning documents, reports, and meeting minutes.
C. Maintain and add to the general list of persons interested in the planning process.

Funding Summary: Combination of Local and Federal PL Funds.

Functional Agency Responsibility: Local, 100%

Schedule of Products	Completion Dates
A. Committee Staffing and Support	On-going activity
B. Development of planning documents and reports	On-going activity
C. Maintain & Update List of Persons Involved in MPO Activities	On-going activity

Public Participation Program (6220)

Objective: Provide a public participation process and plan in order to secure public input for the metropolitan transportation planning process that will encourage early and continuing public involvement in the development of plans and programs. The MPO's Public Participation Plan was adopted in accordance with federal regulations and allows interested parties to comment on transportation plans, programs, and other planning documents.

Previous Work:

- The *Public Participation Plan* was updated with Lincoln MPO adoption February 2024.
- Consult with local and regional officials on developing transportation plans and programs.
- Public Notification list and web page posting maintained.
- Electronic Public Request Form developed and maintained.

Methodology:

- Organize meetings (i.e. reserve public meeting facility), prepare agenda materials, provide document translation/interpreter and complete information packets as needed.
- Provide public notice and public access to key decisions, place legal ads and required notice.
- Conduct public comment periods for MPO work products (i.e. UPWP, TIP).
- Attend public information meetings for transportation improvement projects and/or studies (as needed).
- Update mailing lists and post meeting agenda and materials on the MPO's website.

Products:

A. Update the current *Public Participation Plan* as necessary. This may involve analysis of the strategies and tools and the inclusion of specific monitoring techniques.
B. Update and maintain mailing lists, web page and communication tools as needed.
C. Support operating expenses (meeting expenses, advertisement, document translation, interpreter, etc.) to conduct the public participation of the metropolitan planning process.
D. Electronic Public Request and Notification Forms maintained.
E. Preparation of activity newsletters and reports.

Functional Agency Responsibility: Local, 100%

Funding Source: Combined Local and PL Funding

Schedule of Products	Completion Dates
A. Implement the updated Public Participation Plan	On-going activity
B. Update and maintain mailing lists, web page and communication tools	On-going activity
C. Support operating expenses to conduct public participation	On-going activity
D. Electronic Public Request & Notification Forms maintained	On-going activity
E. Preparation of activity Newsletters and reports	On-going activity

Transportation Reports and Newsletters (6230)

Objective: To provide the decision makers and the general public with graphic and written information analyzing the performance of the transportation system, and to provide status reports on transportation planning studies and engineering projects, to describe transportation issues the community is facing, and to identify priorities for future studies and projects.

Previous Work:

- Reports and Newsletters used on a project by project basis to provide status reports on transportation planning studies and engineering projects, and to describe and frame transportation issues the community is facing within the transportation planning process.
- Publication of a bi-annual MPO newsletter distributed to the MPO Technical and Officials Committee members and interested persons email lists.

Methodology:

- Transportation Newsletters are used for transportation-related planning proposals and activities to aid decision makers and the general public in surveillance and review of information.
- The technical elements of reports presents available monitoring data which are compared with forecasts, describes the status of activities relating to implementation of the transportation plan, and describes ongoing transportation planning activities.

Products:

A. Reports and periodic Newsletters analyzing the performance of the transportation system and discussing the transportation issues the community is facing. This includes the Transportation System Performance Measures Report, which is an annual report to monitor and evaluate the transportation system and assess whether the LRTP goals are being achieved. This report can be shared across multiple platforms and may be reviewed to inform and address a variety of transportation issues.
B. Status reports on transportation planning studies and engineering projects.
C. Any revisions to the Long Range Transportation Plan will require additional community outreach and reports.

Funding Summary: Combination of Local and Federal PL Funds

Functional Agency Responsibility: Local, 100%

Schedule of Products	Completion Dates
A. Reports and periodic Newsletters (i.e. Transportation Performance Measures Report)	On-going activity
B. Status Reports	As needed
C. Community Outreach on revisions to the LRTP	As needed

Website Management and Enhancement (6240)

Objective: To continue the development of an effective and efficient website that allows public access to transportation planning information, MPO documents and reports, and to provide a vehicle for obtaining public comment on the transportation planning process.

Previous Work:

- New technologies are being used in visual imagery to display the *2050 Long Range Transportation Plan*, TIP, Public Involvement Program, upcoming meeting calendar, and other specific projects.
- Committee meeting notices, agendas and minutes are available on the website.
- The website format has been updated to improve easy accessibility of information as part of our public outreach efforts including the addition of an upcoming meetings calendar.
- Visual techniques are used to communicate a variety of levels of information including public policy issues, planning activity, engineering projects, studies and construction projects.
- The MPO website also includes email functionality allowing citizens to electronically submit comments and questions to staff regarding transportation issues.
- Expanded the MPO website use as a mechanism for public input through on-line interactive surveys to support the planning process.
- Added a multilingual tool to the City's web page for the *Limited English Proficiency (LEP)* community.

Methodology: MPO staff will continue to work with City and County departments to improve the use of visual techniques and continue to enhance its abilities as new technologies become available. The visualization techniques under consideration range from simple illustrations and charts to sophisticated simulation tools.

Products:

A. Staff will continue to post all documents and reports on the MPO website in a timely manner.
B. Continued evaluation of the InterLinc web page to better address the needs identified in the Americans with Disabilities Act.
C. Continue looking into techniques that will further develop the "Visualization Toolbox" to provide the most effective techniques in helping people understand events within the transportation planning process.

Funding Summary: Combination of Local and Federal PL Funds

Functional Agency Responsibility: Local, 100%

Schedule of Products	Completion Dates
A. Post documents and reports on the MPO website	On-going activity
B. Evaluation of the web page	On-going activity
C. Continue developing the "Visualization Toolbox"	On-going activity

Data Development, Monitoring and Evaluation Variables – 6300

Annual Costs:

$182,120 Total Funds	*$145,696 Federal PL Funds*	*$36,424 Local Funds*

Geographic Information Systems (GIS) (6310)

Objective: To integrate the capabilities of Geographic Information System (GIS) technology into the MPO's comprehensive, coordinated, and continuous transportation planning process. Planning and programming activities are aided by the visual representation and technical evaluation of project alternatives which GIS technology provides.

Previous Work:

- The Lincoln City-Lancaster County Planning Department, the Lancaster County Engineer's Office, the Lancaster County Assessor/Register of Deeds Office and the City of Lincoln Transportation and Utilities Department have maintained an automated base mapping system for all of Lancaster County (840 square miles).
- GPS technology has been used in creating and maintaining the base mapping system to ensure stable geographic horizontal and vertical control points.
- The "street center line digital geodatabase" for the City and County is a collection of data which employs networking software to maintain and display travel and transportation projects information, E-911 and is vital to the MPO's traffic modeling activities.

Products:

A. Street Center Line Digital Geodatabase: This geodatabase encompasses the MPO planning area street network which embodies facility attributes in the street network. The geodatabase is being updated to include facilities-based data sets, information on street functional class, pavement conditions, signage, striping, public transit, sidewalks and trails databases and other data as appropriate with the goal of improving process and data quality across organizations.
B. Transportation and Land Use Planning Database Files: A vast array of GIS digital files have been constructed and maintained in support of the overall transportation and land use planning process. Many of these files are used in evaluating transportation network alternatives.
C. Capital Facilities Programming: Digital GIS files are kept up-to-date for use in the programming of various transportation facilities. These capital projects cut across all modes and become the basis for the formulating of the Transportation Improvement Program.
D. Transportation Planning Mapping: As part of the routine on-going MPO transportation planning process, maps are prepared for use in public meetings and staff working sessions.
E. The Long Range Transportation Plan maintenance process will require additional mapping and analysis activity.

Funding Source: Combination of Local and Federal PL Funds

Functional Agency Responsibility: Local, 100%

Schedule of Products	Completion Dates
A. Street Center Line Digital Geodatabase	On-going activity
B. Transportation and Land Use Planning Database Files	On-going activity
C. Capital Facilities Programming	On-going activity
D. Transportation Planning Mapping	On-going activity
E. LRTP maintenance may require additional data analysis	As needed

Paul Barnes (2025)

Demographic Database Update (6320)

Objective: The 3-C Transportation Planning Process requires current and credible population, income, household, and economic data to monitor and project travel behavior. This involves gathering and organizing demographic data for use in travel model calibration and forecasting. A variety of demographic data is also produced for base year conditions, for tracking demographic change, and for projecting future travel demand.

Previous Work:

- The MPO has crafted GIS data sets based on U.S. Bureau of the Census information, as well as from other population, household, income, and economic data sources.
- Charts and tables included in the Lincoln-Lancaster annual report on Community Indicators and the Annual Transportation Systems Management Performance Report analysis summarize much of the collected data.
- Data is also used for periodic planning studies which detail the policies and programs of the Long Range Transportation Plan.
- Population and school enrollment are collected annually by the Planning Department. Census Bureau population estimates are used to track population growth for the City and County.
- Economic and Employment figures are compiled as necessary and worker data by industry and location are monitored which include compilation of data by industrial sector.
- Significant changes in these data variables are evaluated in comparison to the forecasts.

Products:

A. Population Factors: Track U.S. Census Bureau population figures from the ACS and other periodic reports and summarize demographic figures.
B. Student Enrollment Figures: Work with educational institutions within the Lincoln area to obtain data on student enrollment by school and on location of students by place of residence.
C. Community Indicators Report: Prepare summary report to present population estimates, key indicators of area growth, transportation system usage, environmental factors, and other pertinent planning elements.

Funding Summary: Combination of Local and Federal PL Funds

Functional Agency Responsibility: Local, 100%

Schedule of Products	Completion Dates
A. Population Factors	On-going & Annual
B. Student Enrollment Figures	Fall of Each Year
C. Community Indicators Report	April 2025

Paul Barnes (2025)

Land Use Database Update and Maintenance (6330)

Objective: Transportation facility improvements in the Long Range Transportation Plan (LRTP) are derived in part from projected future development and land uses. The land use planning process for Lincoln and Lancaster County provides the foundation for projecting future dwelling units, commercial, institutional, and industrial centers which provide a basis for assessing future transportation demand.

Previous Work: The critical link between transportation and land use activities is the focus of on-going planning and management for both systems. This task involves gathering data and monitoring the land uses with the Development Approval Tracking System (DATS) which provides the foundation for the ongoing collection and evaluation of land use-related data bases.

> **Development Approval Tracking System (DATS)** is a GIS application that tracks approved commercial floor area, industrial land use, and residential dwelling unit applications. Developments are defined in the existing GIS land use layers which are nested within the defined Traffic Analysis Zones. This allows data to be easily aggregated for traffic modeling and reporting purposes etc. The Assessor will visit a commercial parcel at least once every six years, but they will also visit parcels that have permits issued or recent sales on an ongoing basis. For residential, the existing GIS land use layer is used to determine how many residential dwelling units exist (and by type of unit) or how many units still have been approved but not built. Building permit data are used to populate the existing land use layer with both existing number of units and type of units. The existing land use is updated on a monthly basis based on approved building permits generated by the Building and Safety Department.

Products:

A. Residential Land Inventory: Residential development is one of the key factors in projecting future travel demand by traffic analysis zone. The Residential Land Inventory is a digital GIS database which uses administrative records to monitor the platting of land and the construction of dwelling units.
B. Area-Wide Land Use Database: Data on all land uses within the MPO planning area is maintained on a regular basis using field surveys and administrative records. Data aids in determining shifts in land use types, levels of development, and direction of growth which are factors in preparing future transportation plans and serves as a key traffic model input.
C. GIS Based Land Use Tracking System: Tracking of all land uses and development within the MPO planning area is being maintained within the GIS environment. This data and visual capabilities provide tools and data for ongoing transportation planning.

Funding Summary: Combination of Local and Federal PL Funds

Functional Agency Responsibility: Local, 100%

Schedule of Products	Completion Dates
A. Residential Land Inventory, Monthly Postings & Annual Summary Report	On-going / Annually
B. Area-Wide Land Use Database	On-going
C. Update Land Use projections for the transportation planning	On-going

Paul Barnes (2025)

Community Involvement (6340)

Objective: The objective of this task is to ensure the opportunity for meaningful involvement of all members of the public throughout the entire MPO transportation planning process. This task involves a host of outreach efforts in soliciting, documenting, understanding, and discerning community values as they relate to the transportation system and is vital to the success of the planning process.

Previous Work:

- The Transportation Planning Update process in FY 2021 included a series of virtual public open houses held throughout the Planning Area with extra efforts made to reach minority and special needs communities. Similar and new efforts will be made for the Long Range Transportation Plan Update and Lincoln Mobility Plan processes.
- The Public Participation Plan update process in FY 2024 included an online survey and comment form submittal via the project website.
- Language services for non-English speaking and hearing impaired will be used as needed with "Google Translate" on the MPO website. Additional language services, such as interpretation during public meetings, can be provided through Language Linc.

Methodology: To ensure the opportunity for meaningful involvement within the transportation planning process from all members of the public within the planning area, work will continue to encompass a host of outreach efforts in soliciting, documenting, understanding, and discerning community values as they relate to the transportation system is vital to the planning process.

Products:

A. Continued use of public open houses and hybrid approaches for outreach such as online surveys and virtual town hall meetings to solicit input from the general public with additional efforts made to reach minority and special needs communities.
B. Language services for non-English speaking and hearing impaired will be used as needed for PDF documents on the MPO website.
C. MPO and Planning website will use on-line survey methodologies to gain input from the public.
D. The website will provide updated information related to meetings and planning materials.

Funding Summary: Combination of Local and Federal PL Funds

Functional Agency Responsibility: Local, 100%

Schedule of Products	Completion Dates
A. Continued use of public open houses	Done as needed
B. Language services for non-English speaking & hearing impaired	Done as needed
C. MPO & Planning website will use on-line survey methodologies	On-going
D. MPO & Planning website will be maintained and updated	On-going

Paul Barnes (2025)

Census Planning Activities (CTPP) (6350)

Objective: Provide timely and meaningful local support to the United States Bureau of the Census in gathering and geo-coding of Census information and integrate Census data into the transportation planning process in a purposeful and supportive fashion.

Previous Work:

- The City of Lincoln and Lancaster County have a long standing partnership with the Bureau of the Census. During the Decennial Censuses, staff from Lincoln and Lancaster County were instrumental in supporting the Bureau's work by providing labor and geographic information.
- For the Decennial Census efforts, efforts were made by local staff to promote community participation in the Census, especially among traditional undercounted demographic segments.
- Work effort involves the Census Transportation Planning Package (CTPP) Program which includes vital transportation-related data, commuting information for urban planning purposes and demographic information about workers' place of residence and place of work.
- MPO staff works to assist in preparing maps, coding data by geographic subareas, performing statistical analysis, developing informational reports, and document this information.
- MPO staff worked cooperatively with NDOT to submit a smoothed 2020 Lincoln Urban Area Boundary for approval by FHWA.

Methodology: This task is two-fold: 1) to provide timely and meaningful local support to the United States Bureau of the Census in gathering and geo-coding of Census information; and 2) to integrate Census data into the transportation planning process. This involves gathering and geo-coding work by local agencies prior to, during, and after the actual conduct of data collection by the Bureau of the Census.

Products:

A. Local staff will continue to work with the U.S. Bureau of the Census and other Federal agencies in collecting, tabulating, and distributing Census data.
B. Staff is currently providing support in setting up the managerial infrastructure for the U.S. Bureau of the Census and for the LUCA, PSAP, VTDP, CTPP, CBAS and new construction programs.
C. Local staff will also track American Communities Survey (ACS) data related to the Lincoln MPO and overall transportation planning process.

Funding Summary: Combination of Local and Federal PL Funds

Functional Agency Responsibility: Local, 100%

Schedule of Products	Completion Dates
A. Work with the U.S. Bureau of the Census and other Federal agencies	Done as needed
B. Manage Programs for the Bureau, LUCA, CTPP, and CBAS	Done as needed
C. Track American Communities Survey Data	On-going

Paul Barnes (2025)

Transportation System Data Monitoring and Collecting (6360)

Objective: The objective of this task is to collect, maintain, and monitor data on the transportation system to support on-going planning needs. This includes data regarding system performance, inventories of facilities and services, and user behavior.

Previous Work: Data is routinely gathered to provide information on the operation of the street network, to evaluate and manage the street and road system, and to support transportation planning programs. Information is compiled on a continuing system-wide basis and includes the following:

Safety Data on Crash Locations and Frequencies: Data are collected continuously to monitor crash activity by location and frequency, along with short-range planning activities to identify system improvements. Crash statistics on pedestrians, bicycles, and vehicles are compiled and summarized annually. A biennial *Citywide Crash Report* is developed based upon a rolling five year crash data input cycle to evaluate safety improvement opportunities. A new Crash Application tool has been developed that will allow more robust annual evaluations.

Downtown Parking Management and Planning Studies: A Comprehensive Supply and Demand Parking Study was completed on parking facilities in the Downtown area, Haymarket shared parking activity, including metered parking and time limit restriction analysis.

Traffic Counting Program: A traffic count program is maintained to provide base data for travel assessment and level of service analysis, traffic signal timing optimization and transportation-related systems planning tasks. Traffic count data includes 24-hour traffic counts and turning movements for signalized intersections and roadway segment locations. Data and maps are prepared and posted on the internet to provide public information on traffic volumes on major roadways.

Traffic Optimization Program: Traffic Engineering collects and evaluates system data on traffic control features including pavement marking, traffic signals, traffic signs, intersection channelization, and parking regulations. Data inventories are updated, expanded and evaluated as an ongoing *Traffic Optimization Program*. Traffic flow analysis is conducted as part of the Green Light Lincoln (GL2) program to evaluate major corridors and intersections with regard to travel time and other system performance measures. Phase 4 of GL2 was completed in 2020, and Phase 5 was due to start in March of 2022.

Performance-Based Planning and Management: MPO coordinates with State and public transit provider planning activities in developing performance data and measures that support the performance based planning in meeting national goals. Planning efforts in the development of performance measures supporting NDOT and LTU-StarTran targets include the following:

- Safety performance measures to support the Highway Safety Improvement Program (HSIP)
- National Highway System (NHS) pavement and bridge condition performance measures
- Performance of NHS, freight, and Congestion Management and Air Quality Improvement Program (CMAQ) performance measures
- Transit Asset Management (TAM) performance measures
- FTA safety performance measures

Products: System data is collected, organized, and maintained. Activities that will continue in FY 2026 include:

A. Collect safety data to monitor crash activity by type, location and frequency.
B. Compile an annual update of City vehicular, pedestrian and bicycle crash statistics.
C. Prioritize, evaluate and select projects based upon USDOT priorities and safety effectiveness.
D. Establish and coordinate safety performance measures with NDOT to support national performance goals.
E. Implement Downtown Supply and Demand Parking Study.
F. Continue the comprehensive, on-going Traffic Counting Program.
G. Update traffic count reports and maps with the most current traffic volumes.
H. Evaluate system data through the *Traffic Optimization Program* focusing on traffic control features, pavement marking, traffic signals, traffic signs, intersection channelization, and parking regulations.
I. Update and evaluate the *Traffic Optimization Program* as part of an ongoing program.
J. Conduct and implement traffic signal optimization.
K. Continue to integrate some of the transportation system data into the Congestion Management Process
L. Continue to coordinate with State and public transit provider planning activities in developing performance data and measures that support the performance based planning in meeting national goals.

Funding Summary: Combination of Local and Federal PL Funds

Functional Agency Responsibility: Local, 100%

Schedule of Products	**Completion Dates**
Safety Data on Crash Locations and Frequencies	
A. Crash data is collected and summarized	On-going activity
B. *Annual City crash statistics*	Annually
C. Projects selected, prioritized, implemented and evaluated	On-going activity
D. Coordinate safety performance measures with NDOT	On-going activity

Downtown Parking Management and Planning Studies	
E. Implement the Comprehensive Parking Study	On-going activity
Traffic Counting Program	
F. Comprehensive urban traffic count program	On-going activity
G. Update traffic count data report and map	On-going activity
Traffic Optimization Program	
H. Collect and evaluate traffic control system data	On-going activity
I. Update *Traffic Optimization Program*	On-going activity
J. Traffic *Signal Optimization along corridors*	On-going activity
Congestion Management Process	
K. Continue to integrate some of the transportation system data into the Congestion Management Process	On-going activity
Performance-Based Planning and Management	
L. Continue to coordinate with the State and public transit provider on Performance Measures	On-going activity

SHORT RANGE PLANNING AND PROGRAMMING ACTIVITIES – 6400

Annual Costs:

$112,499 Total Funds	*$89,999 Federal PL Funds*	*$22,500 Local Funds*

Transportation Improvement Program (TIP) (6410)

Objective: Draw on priorities identified in the *2050 Long Range Transportation Plan* to program projects for the next four fiscal years. Develop, maintain and update the scheduling of improvements and ensure consistency between the MPO's Transportation Improvement Program (TIP), local Capital Improvement Programs, and coordinate with the State Transportation Improvement Program (STIP).

Previous Work:

- Developed and maintained the FY 2025-2028 TIP by including amendments and administrative modifications.
- Coordinated the development of the FY 2026-2029 TIP based upon the project prioritization using ClearGov. Process to ensure projects are coordinated and evaluated with the MPO Transportation Plan.
- The Transportation Alternatives Program (TAP) and project selection process was developed.
- The Carbon Reduction Program (CRP) project selections were programmed.

Methodology:

- Draw on USDOT goals and priorities in the *2050 Long Range Transportation Plan*, where compatible, to select projects for funding.
- Coordinate capital improvements to ensure consistency between the MPO's TIP and the City of Lincoln, Lancaster County and State Transportation Improvement Programs.
- Coordinate the TIP with the State Transportation Improvement Program.
- Review annual TIP for consistency and coordination with the MPO Transportation Plan.
- Develop an annual listing of obligated projects for which federal funds have been programmed.
- Annual review and processing of the Lancaster County One and Six-Year Road and Bridge Construction Program.

Products:

A. Coordinate the development of the FY 2026-2029 TIP.
B. The TIP will be maintained with amendments and administrative modifications as needed.
C. The draft FY 2027-2030 TIP will be coordinated with the 2026 self-certification as required.
D. Listing of projects obligated with federal funds.
E. Staff reports for Planning Commission and County Board meetings on the Lancaster County One and Six-Year Road and Bridge Construction Program.

Funding Source: Combined Local and PL Funding

Functional Agency Responsibility: Local, 100%

Schedule of Products	Completion Dates
A. Coordinate development of the FY 2026-2029 TIP	October 2025
B. Maintain the current TIP through revisions as necessary	On-going activity
C. Coordinate the development of the FY 2027-2030 TIP	February – October 2026
D. Annual listing of federally obligated projects	January 2026
E. Coordinate the public process and prepare staff reports for the County One and Six-Year Program	July – September 2025

Financial Resources Development and Program Phasing (6420)

Objective: As part of the annual budget and financial planning activities, staff develops budget programs for transportation planning activities, engineering projects and construction projects to be conducted within the MPO Metropolitan Planning Area (MPA) of Lancaster County.

Previous Work: The Lincoln MPO developed a *Transportation Alternatives Program* (TAP) competitive project selection process for the purpose of selecting and programming projects in the TIP using Federal Fiscal Years 2022-2026 funds. The MPO issued a Call for Applications and worked with the TAP Programming and Funding Committee to develop a fiscally constrained schedule of TA projects that were included in the FY 2023-2026 and later programs of projects.

Methodology: Project and financial programming activity lists all planning activities and construction work to be pursued over the planning and programming period.

- MPO staff budgets the amount of funds needed for administration, planning activities, and transportation studies to be conducted in the planning year.
- MPO staff, along with the City of Lincoln, Lancaster County, NDOT and coordinating agencies, selects and programs transportation facility improvements based upon available funding and conformance with USDOT priorities and the LRTP.
- MPO staff maintains accounting for its STBG, TAP, and CRP funds to support a fiscally constrained program of projects.

Products:

A. Provide technical assistance and determine financial resources for transportation planning issues with the City of Lincoln, Lancaster County, NDOT and stakeholders.
B. Analyze funding resources and pursue revenue development.

Funding Summary: Combination of Local and Federal PL Funds

Functional Agency Responsibility: Local, 100%

Schedule of Products	**Completion Dates**
A. Technical assistance on financial resources for stakeholders	On-going activity
B. Analyze funding resources and pursue revenue development	On-going activity
C. Review and program transportation facility improvements	March – May 2026

Enhanced Mobility FTA Grant Programs (6430)

Objective: Assist human service and transit providers and public officials to develop, coordinate and administer the Public Transit/Human Service Coordination Transportation Plan and Programs.

Previous Work:

- MPO staff created and implemented a competitive selection program in consultation with the Technical Committee's six-member *Project Selection Task Force*.
- Projects for the Section 5310 and other FTA program initiatives competitively selected for a portion of operations or capital assistance.
- The Governor, in cooperation with the Lincoln MPO and NDOT, identified NDOT as the "Designated Recipient" for the Lincoln Planning Area for the *Enhanced Mobility of Seniors and Individuals with Disabilities Program* (Section 5310).

Methodology: The Federal Transit Administration (FTA) provides grants to local public transit systems and partners with state and local governments to support and enhance public transportation services.

- The MPO will assist NDOT in a call for applications through a competitive process to fund projects in the Lincoln Planning Area with the enhanced Section 5310 program funds.
- The subrecipients are selected and derived from a locally developed *Coordinated Transit-Human Services Transportation Plan*.
- Review applications for FTA transportation disadvantaged funding and develop recommendations to the MPO Technical and Officials Committees.

Product:

A. Assist NDOT in the implementation of the Section 5310 application procedure and project selection process.
B. Coordinate MPO recommendations to meet local needs from the prioritized list of projects.
C. Monitor project activity through performance measures.

Funding Summary: Combination of Local and Federal Transit Funds and PL Funds

Functional Agency Responsibility: Lincoln MPO/LTU-StarTran, 100%

Schedule of Products	Completion Dates
A. Assist NDOT in the implementation of the Section 5310	January – June 2025
B. Coordinate MPO recommendations of projects to meet local needs	April – May 2025
C. Monitor project activity through performance measures	On-going activity

Transportation Facilities and Site Plan Review (6440)

Objective: Provide data, participate in transportation decision making processes and obtain feedback from other transportation planning agencies including federal, state transportation agencies, environmental and natural resource agencies on the direct and indirect potential impacts of land development and transportation projects.

Previous Work:

- Participation in the local and state-wide transportation planning and programming activities.
- Reviewed transportation planning and engineering study purpose and needs statements and data for State projects identified in the Transportation Plan.

Methodology:

- Evaluations are focused on the needs identified in the Transportation Plan and Transportation Improvement Program so that more informed decisions can be made.
- Participate, to the maximum extent possible, in the transportation decision making process and in the State transportation planning and programming activities.
- Work with appropriate agencies to identify data resources, including GIS, which is useful in evaluating the potential impacts of proposed transportation solutions.
- Coordinate with the NDOT for the collection of transportation and socio-economic-cultural data.
- Assist in developing purpose and need statements for planning and engineering projects identified in the Transportation Plan and provide support for Transportation Plan amendments.
- Review of National Environmental Policy Act (NEPA) Documents and Environmental Impact Statements (EIS) to integrate environmental values into the decision making processes.

Products:

A. Review and provide analyses of major transportation facility design plans and Environmental Impact reports as needed.
B. Review project plans for new land use developments and associated impacts on the transportation network.
C. Respond to data needs by uploading socio-economic-cultural data, transportation network data, GIS files as necessary for the transportation planning process.

Funding Summary: Combination of Local and Federal PL Funds

Functional Agency Responsibility: Local, 100%

Schedule of Products	Completion Dates
A. Review major transportation facility design plans	As needed
B. Review project plans for new land use developments	As needed
C. Respond to data needs	As needed

METROPOLITAN TRANSPORTATION PLANNING – 6500

Annual Costs:

$1,104,635 Total Funds	*$883,708 Federal PL Funds*	*$220,927 Local Funds*

Long Range Transportation Plan – Review, Evaluation and Update and Coordination with Comprehensive Planning Activities (6510)

Objective: Develop and maintain the Lincoln MPO's *Long Range Transportation Plan* (LRTP) and coordinate with the *Lincoln and Lancaster County Comprehensive Plan*s and the *Nebraska Long Range Transportation Plan*. Annually review planning assumptions and performance measures to identify amendments to keep the plan current, cost affordable and conforming to federal laws.

Previous Work: The *2050 Long Range Transportation Plan* and *Technical Documentation* includes all modes of transportation and social, environmental and economic reviews. The **Long Range Transportation Plan** is a performance based Transportation Plan that was coordinated with the *Lincoln City* and *Lancaster County Comprehensive Plan*s, had a series of Public Open House activities and Public Hearing held by the Lincoln-Lancaster Planning Commission. The *2050 Long Range Transportation Plan* was adopted by the Lincoln MPO on December 15, 2021. The MPO's Long Range Transportation Plan covers a minimum forecast period of 20-years at the time of plan adoption and subject to urban area conditions and amendments, will remain valid until its five year expiration date of December 15, 2026.

Long Range Transportation Plan Update: The MPO is to periodically update the Metropolitan Transportation Plan for its Metropolitan Planning Area (23 U.S.C. 134 (g)). According to federal requirements, the scope of life of the Long Range Transportation Plan is to cover a 20-year minimum forecast period at the time of plan adoption. Current Federal planning provisions require the MPO to update long range transportation plans every five years based on current population and socioeconomic data in order to accurately assess existing and projected travel conditions and needed system improvements. According to federal guidelines, the five year stipulation on the life of the current MPO Transportation Plan will expire December 15, 2026.

The Lincoln MPO, in cooperation with the City of Lincoln, Lancaster County, Nebraska Department of Transportation, and other local and regional public and private entities, will begin the process of developing the *2050 Long Range Transportation Plan Update* this fiscal year into FY 2027, with adoption prior to expiration of the current plan. This planning effort will include collecting current land use data, proposed development scenarios, and transportation system centerline data to refresh and update the MPO travel model used to project future mobility. Additional work will involve preparing the information base and analysis tools to continue Performance Based Planning and Programming that supports the development and implementation of a performance management approach to transportation planning and programming. The scope of the planning process for the Transportation Plan includes a review of all transportation modes and surface transportation issues that include specific plans for

pedestrian, bicycle, and trails facilities; future urban street and road network plans which include the functional street and road classifications, goods, and freight movement planning strategy; and generalized plans for public transportation, railroads, airports, and airfields. Other issues will involve the consideration of access to essential services. Key plan elements include a detailed financial plan, a list of prioritized transportation projects, and environmental mitigation strategies based on consultation with stakeholders and interest groups.

This study is to be coordinated with the minor update of the local Comprehensive Plan and development of a Lincoln Mobility Plan which allows the land use, urban growth plans, and active mobility needs to be considered. This process will involve planning oversight from the Technical Advisory Committee for technical support and policy guidance as well as community input. The resulting *Long Range Transportation Plan Update* is intended to fulfill the Federal transportation planning requirements and be the programming tool for transportation improvements. The complete technical and community study process is expected to take about a year and a half with adoption of the new Transportation Plan anticipated in late 2026.

Professional Services: This study effort will involve an extensive planning and technical effort and will involve professional services from a Transportation Consulting firm. Professional services will provide staff with assistance in developing analysis tools for use in preparing the planning information to complete the formulation of the Transportation Plan. This will include assistance throughout the planning process in collecting background data, in developing travel model network/strategies, and analysis tools for Performance Based Planning and programming.

Products:

A. *2050 Long Range Transportation Plan Update* coordinated with the Lincoln/Lancaster County
Comprehensive Plan and Lincoln Mobility Plan
B. Monitor and maintain the 2050 *Long-Range Transportation Plan* and coordinate the review with all associated planning documents.
C. Maintain and update the Long Range Transportation Plan Performance Based measures.
D. Amend the current *2050 Long Range Transportation Plan* as necessary. This may involve analysis of the concepts and the inclusion of specific projects as part of the plan.

Funding Summary: Combination of Local and Federal PL Funds

Federal 80%, Local 20%

Functional Agency Responsibility: Local, 100%

Schedule of Products	**Completion Dates**
A. Develop the 2050 LRTP Update	July 2024 – December 2026
A. Monitor and maintain the current Long Range Transportation Plan	On-going activity

B. Maintain and update LRTP Performance Measures	March 2026
C. Amend the LRTP as required to keep it current	As needed

Subarea Planning and Corridor Studies (6520)

Objective: Subarea plans are developed in order to implement the goals and planning concepts identified in the *2050 Long Range Transportation Plan*. Studies prepared as part of this effort identify future land use and transportation relationships and coordinated with the Lincoln and Lancaster County Comprehensive Plans.

Previous Work:

- Staff support to the state, county, city and other agencies in subarea and corridor studies.
- Transportation Planning support in the NW 48th Street Study, South Lincoln Beltway Study, and the North 33rd Street at BNSF RR crossing Grade Separation Project study.
- Project support for engineering and transportation planning studies.
- The *North 33rd and Cornhusker Subarea Plan* and *Cornhusker Highway Corridor Enhancement Plan* were adopted by reference in the LRTP. Future coordination with the RTSD may result in amendments to these plans.
- Staff support to the state and City on draft Lincoln West Beltway Corridor Study.
- University Place Subarea Plan work initiated and ongoing by the Lincoln-Lancaster County Planning Department.
- Lincoln Transportation and Utilities conducted spot speed studies in each segment of Nebraska Parkway (Van Dorn to 14th, 14th to 27th , 27th to 33rd, etc., to the east city limits). Turning Movement Counts (TMCs) are planned at each of the signalized intersections on Nebraska Parkway to conduct before and after studies for truck volumes as well as the overall vehicle count since changing from Nebraska Highway 2 to Nebraska Parkway.
- Lincoln Transportation and Utilities also conducted studies on S. 17th Street between 'A' Street and Nebraska Parkway. Two spot speed studies were conducted in each segment (between signalized intersections) and crash studies have been completed between South Street and Van Dorn Street in consideration of changing this segment from one southbound lane and two northbound lanes to one lane each direction with a common left between. Results of the speed study indicate that speed limit adjustments may also be needed where adjacent to a residential neighborhood. Parking on the west side of S 17th Street, south of Van Dorn, may also be restored as part of this study (parking was removed to facilitate a bus route that no longer runs through the neighborhood).

Methodology:

- Studies provide details within study areas for existing and projected land uses with the transportation plan.
- Activities provide the details required for traffic analysis used in evaluating both near-term and long-term improvements.
- Activities include identifying policies and physical improvements that support multi-modal transportation systems within major corridors and sub-areas.
- Issues include planning for major investments, policy development, multi-modal transportation systems, congestion relief, safety, aesthetics, access management, adverse impacts, land use and urban design that supports the efficient provision and maintenance of the transportation system.
- Coordination with local governments, state agencies, community groups, business owners, land owners, residents and other stakeholders in developing studies.

Products:

A. Study documents, reports, maps, presentation materials, and data files will be developed.
B. Subarea plans will be presented to the Planning Commission, MPO Technical Committee, City Council, County Board of Commission and MPO Officials Committee for formal review and approval as amendments to the *2050 Long Range Transportation Plan*.
C. Supplemental to updating Lancaster County's Road Safety Plan under their Safe Streets and Roads for All grant, a study of the 148th Street corridor will be conducted along with a demonstration project for monitoring speeds/safety and raising public awareness.

Funding Source: Combined PL and Local Funding

Functional Agency Responsibility: Local and State

Schedule of Products	Completion Dates
A. Study documents, reports, maps, and data files will be developed	Scheduled with each project
B. Subarea plans will be presented for review	Scheduled with each project

Multi-modal Planning (6530)

Objective: Emphasize a balance in multiple transportation modes including walking, bicycling, public transit, paratransit, and vehicles, that will provide a choice in travel modes and enable the community to maintain a high level of safe mobility and accessibility.

Previous Work:

- Implementation of the e-scooter program.
- Created a Complete Streets checklist for review of roadway improvements which is being used on currently active projects.
- Implemented portions of the 2018 Lincoln Bike plan, a system-wide on-street bicycle facilities plan that has been incorporated into the *2050 Long Range Transportation Plan*.
- Submitted a TAP funding application for a bike boulevard and pedestrian safety improvements on B Street.
- Launched a mobile counter program, expanding the sites collected for pedestrian and bicycle data.

Methodology:

- **Transit Planning:** Work with LTU-StarTran to advance the action items in the 2022 TDP and other transit plans and priorities.
- **Complete Streets:** Continue regular meetings of the full committee and sub-committees to advance complete streets policy and implementation. Work on development of complete streets design guidelines in conjunction with the Vision Zero action plan.
- **Safe Streets Lincoln: a Vision Zero Action Plan:** Lincoln's award of the SS4A grant will support the development of a vision zero action plan. Support the plan development through technical committee membership, open house assistance, and other activities.
- **Development and Street Project Reviews:** Work with Pedestrian/Bicycle Advisory Committee and various agencies to recommend and prioritize bicycle and pedestrian projects and programs. Coordinate with LTU-Transportation staff on School Zones Standards implementation projects. Monitor transportation facility projects, community plans and development proposals for multi-modal enhancements.
- **Document Updates:** Update the 2013 Bicycle and Pedestrian Master Plan, incorporating the 2018 Lincoln Bike Plan, into a new Lincoln Mobility Plan. This effort is expected to involve professional services from a Transportation Consulting firm. Professional services will provide staff with assistance in formulating a plan that addresses pedestrian and bicycle mobility, transit connectivity, strengthening first and last mile trips, micromobility, intersection enhancements, the identification of mobility hubs, street typologies and public engagement. The planning effort will be funded with a combination of Local and Federal PL Funds.
- **Bicycle and Pedestrian Counts:** Continue to track bicycle and pedestrian counts with the permanent and mobile counters. Expand the program to include other counting technology to get a more complete picture of active modes of transportation.

Complete Streets Activities: The IIJA requires each MPO to use at least 2.5% of its PL funds on Complete Streets planning activities that increase safe and accessible options for multiple travel modes for people of all ages and abilities. These activities fall under the Metropolitan Transportation Planning section of the Unified Planning Work Program, activity 6530 – Multi-modal

Planning. The MPO will meet or exceed this requirement through activities under the Multi-Modal Planning category.

Products:

A. Maintain and implement the Bike Lincoln website page.
B. Implement adopted bicycle and pedestrian plans.
C. Develop bicycle facility, parking, and amenity requirements for new developments.
D. Emphasize the coordination of transit service within the Urbanized Area and the involvement of transit service planning in transportation decision making process.
E. Implement the *Transit Development Plan* Update recommendations.
F. Continue to review and measure Complete Streets projects that enhance safety and connectivity for all road users.
G. Work to develop a set of Complete Streets Design Standards.
H. Identification of key mobility hub designs and possible locations.
I. Implement the Pedestrian and Bicycle Count Program.
J. Develop a Lincoln Mobility Plan.

Funding Summary: Combination of Local and Federal PL Funds
LTU-StarTran – FTA 5307 funding
MPO – FHWA PL funding
State – Transit Operating funding
Local funding

As required by the current transportation bill, at least 2.5% of PL funds will be spent in this category on eligible Complete Streets activities.

Functional Agency Responsibility: Local, 100%

Schedule of Products	**Completion Dates**
Implement the Transit Development Plan Update recommendations including a Transit Oriented Development zoning district.	Ongoing
Reviews of street and development projects for Complete Streets elements that enhance safety and connectivity for all road users.	Ongoing
Work to develop a set of Complete Streets Design Standards.	Ongoing
Completion of the Safe Streets Lincoln Action Plan.	April 2026
Implementation of additional School Zone projects.	Ongoing
Develop a Lincoln Mobility Plan.	April 2026
Pedestrian and Bicycle Count Program.	Ongoing

Goods and Freight Movement Planning (6540)

Objective: To advance a continuing process for involving the freight hauling community in the transportation planning process and to build on the base for freight hauling community input in developing infrastructure investment strategies.

Previous Work:

- A community-wide freight carrier company survey on goods and freight movement activities was undertaken to gather information and analyze commodity movements within the planning area.
- Outreach efforts for involvement of the freight industry was initiated during the LRTP update planning process and a core group is continuing to work with the MPO in the planning process.
- The MPO participated in activities relating to the process for the development of NDOT's update to the Nebraska State Freight Plan. NDOT began coordination with MPOs in September 2020, and the Freight Plan was completed in June 2023.

Methodology:

- Continue to engage the core group of freight hauling community and stakeholders in the transportation planning process and with their assistance identifying local transport issues.
- Railroad-related planning activities are coordinated with the Railroad Transportation Safety District (RTSD) for railroad crossings safety issues and railroad system improvements.
- Coordinate planning activities with the NDOT in examining freight issues, programming projects, and promoting a dialogue with the freight industry.

Goods and Freight Movement Planning: The MPO will continue to gather information, analyze commodity movements and solicit input from the freight hauling community for use in the planning and development of infrastructure investment strategies. Planning strategies include coordinate with the NDOT and the freight hauling community in support of the Statewide freight plan which addresses the State's freight planning activities and investments.

Products:

A. Continue an active process to gain input from and involve the freight hauling community and stakeholders for input into the transportation planning process.
B. Coordinate with the NDOT in examining freight issues and the programming of projects.
C. Coordination with the core group from the freight community includes local trucking and logistics firms and the Nebraska Trucking Association.

Funding Summary: Combination of Local and Federal PL Funds

Functional Agency Responsibility: Local, 100%

Schedule of Products	Completion Dates
A. Coordination with the core freight community & stakeholders in the transportation planning process	On-going activity
B. Coordinate with the Nebraska Department of Transportation	On-going activity
C. Coordination with the freight community	On-going activity

Policy Studies and Regulation Review (6550)

Objective: To research and promote the study of general transportation policy issues and regulations that include the review of local, state and federal regulations and MPO resolutions for planning provisions associated with new program development.

Previous Work:

- The Complete Streets Policy was adopted by the City of Lincoln as an administrative regulation on September 12, 2013 and a Complete Streets oversight committee was established for the Lincoln Metropolitan Planning Area.
- Reviewed the National Surface Transportation Policy, the IIJA and incorporated this policy into the transportation planning process.

Methodology:

- Research and development of transportation policy issues and regulations that involve the review of local, state and federal regulations and planning policy and provisions as well as new planning activities associated with new program development. This activity is to ensure the compliance with administrative, financial, and legal requirements for maintaining the transportation planning process within the Lincoln MPO planning area.
- Review new/potential federal transportation legislation, regulations and guidance and incorporate these into the transportation planning process as needed.

Products:

A. Incorporate new/potential transportation legislation, regulations and guidance into the MPO's planning documents and transportation planning process as needed.

Funding Summary: Combination of Local and Federal PL Funds

Functional Agency Responsibility: Local, 100%

Schedule of Products	Completion Dates
A. Incorporate new provisions into planning process and documents.	As needed

Transportation System Planning – 6600

Annual Costs:

$59,768 Total Funds	*$47,814 Federal PL Funds*	*$11,954 Local Funds*

Transportation Model Development and Maintenance (6610)

Objective: Implement and maintain the travel demand model for developing system-wide travel analysis for long- and short-range transportation planning purposes. Perform alternative analysis to support the Performance Based Planning and Programming process of the MPO.

Previous Work: The Lincoln MPO Travel Demand Model was updated in 2015-2016. Model components were ensured to depict accurate model replication of existing travel behavior for the Transportation Plan update (2040 Long Range Transportation Plan – 2016 Update). NDOT concurred with the model validation. The *Lincoln Metropolitan Planning Organization Travel Demand Model User's Guide & Model Calibration and Validation Report* (February 2016) was accepted by the MPO Technical Advisory Committee for use in the Transportation Planning process. The Travel Demand Model was enhanced to meet the data needs for updating the Long Range Transportation Plan and for the transition to Performance Based Planning and Programming.

Methodology: The model is used in the maintenance of the *Lincoln Metropolitan Transportation Plan* and in analyzing system deficiencies and transportation system improvement scenarios. The model is also used to address emerging issues, changes in growth patterns, congestion management activities, and to assess system priorities during annual reviews of project programing.

Travel Model Improvement Program: The transportation model maintenance and improvement program is divided into three major work areas: 1) Work related to updating and maintaining the Transportation System Model to address network and land use changes; 2) work related to subarea and focus area modeling and analysis for planning and engineering studies; and 3) the application of modeling activity for various project-related transportation and traffic engineering analyses, as well as for use in Performance Based Planning and Programming activities.

<u>Professional Services Travel Model Updates:</u> If needed, the MPO may contract for on-call professional services for transportation modeling and GIS analysis tools. Performance Based Planning and Programming involves extensive planning effort and technical skills to maintain and use the data base. Professional services from a consulting firm will assist in on-going Performance Based Planning and Programming analysis.

Funding: Consulting Fees for Technical Assistance: Up to $30,000

Travel Model Update: The Lincoln MPO will be updating and enhancing the Travel Demand Model in FYs 2026 and 2027 to meet the data needs for updating the Long Range Transportation Plan. This includes updating the TransCAD Model Software.

Assistance is to be contracted for collecting background data, in developing travel model network/strategies, and analysis tools. This will include integrating the model network with the capabilities of Geographic Information System (GIS) technology and the street center line digital geodatabase to maintain and display travel and transportation project information. The geodatabase encompasses the MPO planning area street network which embodies pertinent facilities-based data sets and attributes (e.g., posted speeds, distance, turning movement prohibitions, etc.) for all links and intersections in the street network.

The updating and validation of the travel model includes conducting fresh checks on upstream model components to ensure that the model accurately replicates travel behavior and travel demand patterns in the Lincoln urban area. Also, the model update includes development of an improved peak hour model and a mode choice model. Traffic count programs will be used to characterize system traffic flows and provide specific information on travel behavior. Network and travel sensitivity testing will assist in evaluating alternative transportation improvements and prioritized transportation projects.

Assistance throughout the planning process is anticipated to collect background data, create travel model network/strategies and develop tools for Performance Based Planning and Programming analysis.

Products: This process is intended to maintain a travel model work program that is able to respond to the increasing information needs placed on the travel projection process. Efforts may include:

A. Work to build expertise in the use of and advancement of the travel demand model. This may include on-call consultant services and/or training of the MPO, Planning, and Engineering staff in the use of the updated TransCAD software.
B. Work to maintain the fully integrated travel model with the current GIS street center line digital geo-database and incorporate Performance Based Planning and Programming measures.
C. Work with City and MPO staff to review planning assumptions and test alternative networks in updating the *Lincoln Metropolitan Transportation Plan*.
D. Developing traffic projections which support transportation planning and engineering efforts in project-related transportation and traffic engineering analyses.

Funding Summary:	Combined PL (80%) and Local Funding (at least 20%)
Functional Agency Responsibility:	Local, 100%

Schedule of Products	Completion Dates
A. On-call consultant services and/or training to advance staff skills in travel demand modeling	On-going activity
B. Integrate to maintain the travel model data with the GIS database for Performance Based Planning and Programming measures	On-going activity
C. Develop project-related traffic for projections for transportation planning and traffic engineering analyses	As needed
D. Update of the Lincoln MPO Travel Demand Model associated with the *2050 Long Range Transportation Plan Update*	April 2026

Congestion Management Process (6620)

Objective: The Congestion Management Process (CMP) serves as a practical tool for staff and decision-makers to identify and implement strategies that enhance the mobility of people and goods in the Lincoln metropolitan area. The CMP is a feature in the metropolitan transportation planning process that includes the development and implementation of the TIP and the LRTP.

Previous Work:

- The CMP for the Lincoln Metropolitan Area was updated in accordance with 23 CFR 450.322 and adopted by the MPO on May 1, 2020.
- The CMP was used to identify projects to include in the 2050 Long Range Transportation Plan.
- The *Traffic Management Master Plan*, completed in December of 2015 outlines the steps to maintain a safe and efficient transportation system. This plan was updated in 2020.

Methodology: The CMP is a systematic process that provides information on transportation system performance to provide for effective management and operation of the transportation system and to alleviate congestion and enhance mobility. The CMP identifies the key performance measures to track system performance over time that will address operations objectives and to the congestion problems facing the planning area. Information gathered in the management systems is integrated into the transportation planning process and periodically used to evaluate the effectiveness of implemented strategies.

Products:

A. The CMP process 1) provides congestion management data, 2) identifies and evaluates congested locations, 3) compares links for potential actions, 4) monitors the effectiveness of improvements. The Traffic Optimization Program will be integrated into these steps.
B. The CMP is applied within the transportation planning process that includes the TIP and LRTP.

Funding Source: Combined PL (80%) and Local Funding (20%)

Functional Agency Responsible: Local, 100%

Schedule of Products	Completion Dates
A. Review and apply Congestion Management analysis	On-going activity
B. Apply the CMP within the transportation planning process	On-going activity

Intelligent Transportation System (ITS) (6630)

Objective: Advance the development and application of ITS within the Lincoln Metropolitan Area and across the region in order to increase highway safety, mobility, security, economic health and reduce community environmental impacts.

Previous Work:

- The *ITS Regional Architecture for SE Nebraska* identifies thirty nine projects and the Stakeholder Involvement and Outreach Plan.
- The ITS Regional Architecture Plan is a key element of the MPO Transportation Planning process.
- A system of ITS field devices (CCTV Cameras, DMS, RWIS) have been implemented in Lincoln to enhance the safety, security, operations and economic well-being of residents and the transportation system.
- Upgraded the City's central traffic signal system and local intersection software.

Methodology:

- Conduct System Engineering Analysis to comply with FHWA requirements for the thirty nine projects identified in the ITS Regional Architecture.
- Update the joint ITS Regional Architecture to ensure that ITS investment in Southeast Nebraska has established common communication protocols.
- Bring the region into compliance with the nationally established ITS standards and architecture.

Products:

A. Conduct Regional ITS Architecture compliance assessments as required.
B. Conduct Project Level Architecture updates as required.
C. Encourage use of ITS strategies and field devices as a part of all transportation projects.

Funding Source: Combined Federal, State, and Local Funding

Functional Agency Responsible: City of Lincoln, Lancaster County, Nebraska

Department of Transportation, local governments

Schedule of Products	Completion Dates
A. Continue working with ITS Regional Technical Work Group	On-going activity
B. Conduct Regional ITS Architecture compliance assessments	On-going activity
C. Conduct Project Level Architecture updates as required.	On-going activity
D. Encourage ITS strategies as part of roadway & infrastructure projects	On-going activity

System Management, Operations and Coordination (6640)

Objective: To carry out effective long-range transportation planning by integrating transportation system management and operations and system performance evaluations within the Lincoln Metropolitan Planning Area.

The metropolitan transportation planning process has implemented a transportation infrastructure that emphasizes the need to optimize the effectiveness and performance of the transportation system through improved transportation system management and operations activities. Transportation system management and operations activities have been integrated in the Lincoln transportation planning process, and assist the Lincoln MPO in meeting federal requirements that calls for system management and operations strategies to be incorporated into the metropolitan transportation plan.

Previous Work:

- Provide decision-makers direction on key transportation policies, issues and procedures
- Provide technical assistance for public and private projects for urban, rural, and state transportation planning and engineering activities.
- Ongoing work activities include developing and maintaining programs in traffic access management, site impact review, congestion management, intersection improvements, level of service and system performance measures.
- Access Management Plan developed.
- A Pavement Management Program survey for Lincoln streets was initiated in 2005 and updates to arterials and other major streets were completed in 2012, 2015, 2018, and 2021.

Methodology:

- System Management, Operations and Coordination is an evaluation of the need for transportation facilities and services based on travel demand. This may be accomplished on an area wide basis, within a single jurisdiction, within a specific transportation corridor or in any other geographic unit. System planning includes an evaluation of how the urban area develops and how human travel characteristics change the demand for transportation.
- System data and records are maintained to insure a consistent and proactive planning process and provide consistent up-to-date information for the transportation planning and transportation improvement programs.
- System Management, Operations and Coordination Activity maintains project data bases for the Transportation Plan which are translated into projects for input into the TIP. Data sources provide support for transportation planning and transportation related activities which include maintaining level-of-service information and functional classification for the roadway network
- Highway Functional Classification process is an on-going activity to determine the importance of all urban streets and highways in relation to one another and to urban development. This will undergo a complete review and updating to reflect the changing character of the urban environment transportation system.
- Emergency Preparedness has been established to address local disasters, both natural and man made, which are unpredictable as to time, location, nature and severity. An Emergency Plan has been developed to provide guidelines in responding to incidents and evacuation routes and emergency operations management have been developed. Lincoln

Transportation & Utilities and County Engineering staff have received training through the National Incident Management System which is a unified approach to incident management with standard command and management structures and an emphasis on preparedness, mutual aid and resource management.

- Traffic Incident Management Planning (TIMP) is the process of managing multi-agency, multi-jurisdictional responses to street and highway traffic disruptions. The focus is on managing both small and large scale incidents and executing a plan with the cooperation of all of the organizations involved. Major events require the planning and preparation from a wide scope of participants which may utilize pre-planning for the use of public transit which may become a critical component in addressing a major regional event.
- Pavement Management Program uses specially equipped vans to collect high-quality digital images and measures defects in the pavement surface to assist in scoring each street section. Follow-up to the Lincoln pavement condition survey calls for updates of major streets every other year, and minor streets every four years.
- Signal System Prioritization Ranking was developed in 2015. This asset management system for the City's traffic signals to guide expenditures identified in the Capital Improvement Program and Transportation Improvement Program are spent in the most cost effective manner.

Products:

A. Evaluation of the need for transportation facilities and services based on travel demand.
B. Develop and maintain system planning data and records to be used to support the transportation planning process and related planning/engineering activities.
C. Maintain Highway Functional Classification maps and update as needed to support community development and the growing importance of all urban streets and highways.
D. Maintain and update as necessary the Emergency Plan and staff training to provide guidelines and preparedness in responding to incidents and evacuation routes and emergency conditions.
E. Oversee the Traffic Incident Management pre-planning activities and the execution of traffic operation plans for incidents.
F. Prioritized replacement of traffic signals and ITS elements.
G. Safe Streets Lincoln: Lincoln's award of the SS4A planning grant will support the development of a safety action plan.

Funding Source: Combined PL (80%) and Local Funding (20%)

Functional Agency Responsible: Local, 100%

Schedule of Products	Completion Dates
A. Evaluation of transportation facilities and services	On-going activity
B. Development and maintenance of system planning data and records	On-going activity
C. Maintain Highway Functional Classification maps	As needed

D. Maintain Emergency Plan and staff training to provide preparedness	As needed
E. Oversee the Traffic Incident Management planning and operations	On-going activity
F. Prioritized replacement of traffic signals and ITS elements	On-going activity
G. Pending federal funding, completion of the Safe Streets Lincoln Action Plan	2025

Continuing Urban Transportation Planning Process

Lincoln MPO Cost Allocation Plan for Fiscal Year 2025

Purpose

The Transportation Planning "Cost Allocation Plan" for the Lincoln Metropolitan Planning Organization (MPO) is the basis of assigning project costs based on staff time spent on transportation planning work in carrying out the continuing transportation planning process within the Lincoln metropolitan area. The City of Lincoln has been designated as the recipient agency for the Lincoln Metropolitan Area for planning funds pursuant to 23 U.S.C. Section 134 which provides partial funding for the transportation planning process carried out by the Lincoln MPO. Overall program funding is based upon financial resources received from participating agencies which include the City of Lincoln, Lancaster County, State of Nebraska and federal government (FTA/FHWA).

The purpose of a cost allocation plan is to summarize the methods and procedures that are used to allocate costs and to establish the overhead rate for the MPO. This rate is used for the PL Funding grant which is administered through the Unified Planning Work Program (UPWP) and is the basis for the Federal Aid Highway Metropolitan Planning (PL) Funds agreement with the NDOT. This Cost Allocation Plan is submitted to the Nebraska Department of Transportation (NDOT), the Lincoln MPO cognizant for the Federal Highway Administration, for approval.

General Approach

The Transportation Planning Cost Allocation Plan is a cost rate proposal to document and identify the cost allocations and establish overhead rates of the MPO for fiscal year 2024-2025. There are three basic factors covering project costs and used in determining the total overhead rate. These include 1) direct assignable project costs, 2) employee fringe benefits and 3) indirect common or joint purpose project costs.

Direct assignable project costs are those expenses that can be identified specifically with a particular final objective. These are the gross costs of personnel, materials, services and consultants that have direct assignment or responsibilities identifiable to specific projects identified in the UPWP. Costs charged directly to final cost objectives that do not require any further allocation or breakdown are assignable direct costs.

Direct assignable labor includes employee fringe benefits which are considered part of the direct labor costs. Fringe benefits costs are fixed expenses such as health insurance, vacation pay, employer's contribution to retirement funds, workers' compensation, and payroll taxes which are constant for each worker and so, like wages, adds directly to the cost of every job.

Indirect project costs include all job related costs other than direct labor and direct materials but are made up of indirect materials, indirect labor, and other overhead costs related to carrying out the transportation planning program for the MPO. Indirect costs are incurred for a common or joint purpose and cannot be readily identified with a particular final cost objective; therefore, a method of allocation is used to distribute the indirect costs to various direct activities that were benefitted. To distribute indirect costs equitably and consistently, a "Cost Allocation Plan" was completed by the

City of Lincoln in 2023 which establishes an indirect rate for all project costs required to cover project overhead.

Overhead Factor

The overhead factor employed is a fairly simple, straightforward calculation, which establishes the general overhead costs that are incorporated into the labor billing rates. Two factors went into developing this factor. First are the employee fringe benefits, estimated to average 29.68 percent of labor costs as determined by an audit of Lincoln's payroll and related expenses. Only those payroll-related expenses listed on the following page and included in Employee Fringe Benefits part 1.31.6 of the Federal Acquisition Regulation (Code of Federal Regulation 48) are included for reimbursement. For purposes of this plan, the employee fringe benefit funding level for the work program is a 29.68 percent rate applied to direct labor costs.

The "Cost Allocation Plan" (2024) computed a new special indirect rate for all direct labor costs, a rate of 19.08 percent. This was done in accordance with Office of Management and Budget (OMB) Circular A-87, "Cost Principles for State and Local Governments," and pursuant to the definitions set forth in 2 CFR 200, Appendix VII, b(5) and b(9) in a negotiated agreement between the City of Lincoln and FHWA, the cognizant federal agency.

The combined direct employee benefit rate (29.68%) and indirect overhead cost rate (19.08%) results in a total overhead cost rate of 48.76 percent to be applied to all project costs. This overhead cost rate is subject to any conditions that may be set forth in the payment section of the NDOT PL Fund agreement.

Cost Allocation To Projects

Each project that is active during the fiscal year receives an allocation of costs relative to its activity or staff time spent on the project. This includes direct personnel costs for the actual time, direct non-personnel project costs, and a share of all indirect costs relative to the project activity. The share of indirect costs charged to each project is determined by the staff activity and the overhead factor applied to each respective project's direct personnel costs.

This "Cost Allocation Plan" for the Lincoln MPO is the basis of assigning project costs and project support. At the quarter end, the actual dollar amount of available programmed funds will determine the amount of support each project will receive during the requisition period. Funding will be drawn from available federal, state, and local transportation funds, and other special transportation planning funds contracted for and authorized by the MPO Executive Officer, MPO Director, or Officials Committee.

Direct Assignable Personnel Costs. The gross costs of personnel that have direct assignment or responsibilities identifiable to specific projects in the UPWP. This is compensation paid to employees whose time is devoted specifically to the fulfillment of a particular program objective and do not require any further allocation or breakdown and are directly assignable. If direct personnel are assigned to general administrative functions, their time will be recognized as an indirect cost.

Employee Fringe Benefit Costs. Fringe benefits are fixed expenses that are directly assignable to labor costs. Fringe benefits costs are fixed expenses such as health insurance, vacation pay, employer's contribution to retirement funds, workers' compensation, and payroll taxes, etc. which are constant for each worker and so, like wages, adds directly to the cost of every job.

The fringe benefit costs inflate every dollar spent on wages by an average of 29.68 percent as determined by an audit of Lincoln's payroll and related expenses. Only those payroll-related expenses shown below and included in Employee Fringe Benefits part 1.31.6 of the Federal Acquisition Regulation (Code of Federal Regulation 48) are included for reimbursement. The fringe benefit cost rate of 29.68 percent is applied for quarterly grant reimbursement claims. Benefits include the following cost categories which are subject to conditions set forth in the PL Fund agreement:

- Social Security
- Retirement
- Life Insurance
- Health Insurance
- Dental Insurance
- Deferred Compensation
- Post Employee Health Plan
- Worker's Compensation
- Employee Assistance Program
- Unemployment

When claimed for reimbursement, the rate for overhead costs will be determined by an audit of Lincoln's payroll and related expenses for the FY 2026 PL contractual agreement.

Direct Non-Personnel Costs. The cost of non-personnel items or services that are directly assignable to the work program and charged directly to a specific objective and do not require any further allocation or breakdown are assignable direct costs. Direct non-personnel costs include the costs of any materials purchased and project related items such as contract services, project report publishing and reproductions, travel, reference materials, staff development, postage, public notices, data processing, memberships, and other costs directly identifiable to the program. Costs may include pre-approved items such as equipment, consultants and subcontractors for performance of services specifically for the program.

Indirect Personnel Costs. The indirect personnel costs or "central overhead costs" are the overall costs it takes to support an employee. Indirect costs are spread among general and administrative expenses that are incurred for common or joint purposes benefitting more than one cost objective and not readily assignable to a specific cost objective without effort disproportionate to the results achieved. These are gross costs of all personnel that are not directly assigned to specific projects but rather are assigned to support all project activities. If indirect costs could be distributed equitably and consistently, it would not be necessary to develop a cost allocation plan. Staff assigned as an indirect cost will not be allocated as a direct cost to any other project or circumstance for which they have been assigned as a direct cost.

Indirect Non-Personnel Costs. Indirect non-personnel costs are all non-personnel costs incurred for common or joint purposes benefitting more than one cost objective, and are not readily assignable to the cost objectives specifically benefitted, without effort disproportionate to the results achieved. These costs include the costs of office supplies, services, and facilities that benefit more than one project, program or department (for example, office rent, office supplies, base telephone, mail delivery, depreciation, insurance, janitorial services, utilities and other such costs similarly attributed to total agency and all project support). It is difficult to classify costs that will be indirect in all situations. However, one rule followed is that a cost is not allocated as an indirect cost if that cost or any other cost incurred in the same circumstance and for the same purpose has already been assigned to the program as a direct cost.

Products

The activities included in this work program will be carried out in accordance with the MPO Prospectus. The following Activity Reference Chart reflects the activities described above, with agency responsibilities and estimated costs noted. The activity number is that assigned to each activity for purposes of the Lincoln-Lancaster Planning Department and Lincoln Transportation and Utilities Department Time Management Systems.

Program Funding Summary Table

Staff Time Estimates For FY 2026

Staff (equivalent staff time)	Staff Months
Professional Staff	44
Support Staff	35

Estimated Costs By Agency

Agency	Estimated Costs
Lincoln Metropolitan Planning Organization (MPO)	
Total Program Costs (100%):	$1,597,924
Federal Share (80%): PL Fund	$1,278,339
City Share (20%):	$319,585
PL Funding Summary:	
Federal Allocation: SPR-PL-1(63)	$739,016
Federal Allocation: SPR-PL-1(61)	$539,323
Total Federal PL Fund Allocation:	$1,278,339

February 2025

ACTIVITY REFERENCE CHART

WORK PROGRAM FOR CONTINUING TRANSPORTATION PLANNING IN THE LINCOLN METROPOLITAN AREA: FY 2026

Activity Number	Activity	Agency Primarily Responsible*	Estimated Activity Costs		
			PL Fund	Local	Total
			(80%)	(20%)	(100%)
Administrative and Management Activities – 6100			74,535	18,634	93,169
6110	General Program Administration and Coordination	LLPD			
6120	Certification of Transportation Planning Process	LLPD, LTU, TA			
6130	Unified Planning Work Program	LLPD, LTU, TA			
6140	PL Fund Grant Administration	LLPD, LTU			
6150	Professional Development, Education and Training	LLPD, LTU			
Interagency and Public Outreach Activities – 6200			36,586	9,147	45,733
6210	Transportation Planning-Related Committees	LLPD, LTU			
6220	Public Participation Program	LLPD			
6230	Transportation Reports	LLPD			
6240	Website Management and Enhancement	LLPD			
Data Development, Monitoring & Evaluation – 6300			145,696	36,424	182,120
6310	Geographic Information Systems (GIS)	LLPD, LTU, TA			
6320	Demographic Database Update	LLPD			
6330	Land Use Database Update and Maintenance	LLPD, LTU, LCE			
6340	Community Involvement	LLPD, LTU, TA			
6350	Census Planning Activities (CTPP)	LLPD			
6360	Transportation System Data Monitoring & Collection	LLPD, LTU, LCE			
Short Range Planning and Programming – 6400			89,999	22,500	112,499
6410	Transportation Improvement Program (TIP)	LLPD, LTU, LCE, TA			
6420	Financial Resources Develop and Program Phasing	LLPD, LTU, LCE, TA			
6430	Enhanced Mobility FTA Grant Programs	LLPD, LTU, LCE, TA			
6440	Transportation Facilities and Site Plan Review	LLPD, LTU, LCE, TA			

Activity Number	Activity	Agency Primarily Agency	Estimated Activity Costs		
			PL Fund	Local	Total
			(80%)	(20%)	(100%)
Metropolitan Transportation Planning – 6500			763,707	190,927	954,634
6510	Long Range Transportation Plan Review, Evaluation and Update and Coordination with Comprehensive Planning Activities	LLPD, LTU, LCE, TA			
6520	Subarea Planning and Corridor Studies	LLPD, LTU, LCE, TA			
6530	Multi-modal Planning	LLPD, LTU, LCE, TA			
6540	Goods and Freight Movement Planning	LLPD, LTU, LCE, TA			
6550	Policy Studies and Regulation Review	LLPD, LTU, LCE, TA			
Transportation System Planning – 6600			167,815	41,954	209,769
6610	Transportation Model Development & Maintenance	LLPD, LTU, LCE, TA			
6620	Congestion Management Process (CMP)	LLPD, LTU, LCE, TA			
6630	Intelligent Transportation System (ITS)	LLPD, LTU, LCE, TA			
6640	System Management, Operations and Coordination	LLPD, LTU, LCE, TA			
	MPO PROGRAM TOTALS		**$1,278,338**	**$319,586**	**$1,597,924**
			(80%)	(20%)	(100%)

September 2025

** Agency Abbreviation Key:*
LLPD – Lincoln/Lancaster County Planning Department
LTU – Lincoln Transportation and Utilities Department
LCE – Lancaster County Engineering
TA – Transit Agency

TRANSIT PLANNING WORK PROGRAM – 6700

Transit Planning Program

The following describes transit planning activities expected to be conducted in FY 2026. The task budget categories are per Federal Transit Administration (FTA) guidance circulars to be utilized for reporting and auditing purposes. Tables follow this information describing the level of effort and budget of each indicated task.

44.21.00 Program Support and Administration:
Various administrative activities will continue in FY 2026 in coordination with planning carried out by other agencies, including:

- Staff supervision and administration
- Professional development
- Coordination and development of planning activities
- Policy review and development
- Budget development and coordination
- Activities associated with procurement of StarTran capital items
- Financial management activities related to organizational support and operations

44.22.00 General Development/Comprehensive Planning:
Evaluation and update of Transit Portion of Lincoln MPO Long Range Transportation Plan (LRTP) and the Lincoln/Lancaster County Comprehensive Plan.

44.23.02 Long Range Transportation Planning:
Appropriate review and update of the Long Range Transportation Plan. Planning for fleet infrastructure system.

44.24.00 Short-Range Transportation Planning:
Activities specifically related to short range transportation system/project planning and analysis will continue in FY 2026, to include:

- Management analysis of and planning related to internal operations
- Public Transportation & Transit Safety Planning to remain in compliance with 49 CFR Part 673
- Transit Systems Management/Operations to enhance public transit services & support economic growth
- Transit Capital Investment to enhance public transit services & support economic growth
- Office and Maintenance Facilities Security review and implementation
- Transit-related system and project planning
- Transit-related performance monitoring
- Transit Asset Management Plan to remain in compliance with 49 CFR Part 625
- Monitor results of Passenger Counting System for route performance and service effectiveness.
- Activities associated with StarTran bus stop improvement program

- Planning for the New Bus Maintenance Facilities
- Continue implementing recommendations from 2022 Transit Development Plan
- Planning & Project management activities and operational expenses for Multimodal Transportation Center project

44.25.00 Transportation Improvement Program:

In FY 2026, the transit portion of the 2024/25-2027/28 Transportation Improvement Program (TIP) will be developed and maintained and ensure consistency with the Capital Improvement Program. Use sound financial planning to accurately estimate available funds for system expansion, operations, and maintenance costs.

44.27.00 Other Activities:

Transit-related portions of the following such transportation administrative programs will continue to be developed in FY 2026:

- Unified Planning Work Program
- Planning Process Certification Report
- National Transit Database Reporting
- Disadvantaged Business Enterprise Goal
- Maintenance Plan review and update
- Participation in City Transportation efforts

Appropriate planning activities will be conducted in FY 2026 which give early consideration of the natural environment and effects of transportation planning and project activities. Such planning activities will address, as appropriate, equitable distribution of mobility benefits and possible adverse environmental/health impacts of federally-funded transportation investments and activities.'

Schedule of Products	**Completion Dates**
A. Security Activities	Fall 2025
B. Transportation Improvement Plan	Summer 2025
C. Unified Planning Work Program	Summer 2025
D. Planning Process Certification Report	July 2025
E. Program Support Activities	On-going activity
F. Short Range Transportation Planning Activities	On-going activity
G. Planning Emphasis Activities	On-going activity
H. National Transit Database Reporting	On-going activity
I. Implement recommendations from 2022 Transit Development Plan	On-going activity
J. StarTran bus stop improvement program	May 2026

K. Planning for New Bus Maintenance Facilities	2026
L. Planning & Project management for Multimodal Transportation Center Project	2027
M. Planning for estimated annual operational expenses of the new Multimodal Transportation Center	2027

Carla Cosier and R. Michael Grauf (2025)

Program Funding Summary Table

TRANSIT PLANNING PROGRAM
FUNDING SUMMARY
FY 2026

	FTA Section 5303	FTA Section 5307	City of Lincoln	TOTALS
Section 5303	$219,572	$0	$54,893	$274,465
Section 5307	$0	$68,581	$17,145	$85,726
TOTALS	$219,572	$68,581	$72,038	$360,191

Raymond Grauf (2025)

Note: The 5307 portion is unchanged from last year.

TRANSIT PLANNING PROGRAM
FUNDING BY TASK
FY 2026

	FEDERAL DOLLARS		CITY MATCH		
Task	**Section 5303**	**Section 5307**	**Section 5303**	**Section 5307**	**Total**
44.21.00 Program Support & Administration	$65,871	$20,574	$16,468	$5,143	$108,056
44.22.00 General Development/Comprehensive Planning	$5,489	$1,852	$1,372	$463	$9,176
44.23.02 Long Range Transportation Planning	$16,687	$5,198	$4,172	$1,299	$27,356
44.24.00 Short Range Transportation Planning	$93,979	$29,312	$23,495	$7,329	$154,115
44.25.00 Transportation Improvement Program	$5,489	$1,852	$1,372	$463	$9,176
44.27.00 Other Activities	$32,057	$9,793	$8,014	$2,448	$52,312
TOTALS	$219,572	$68,581	$54,893	$17,145	$360,191

Raymond Grauf (2025)

Note: The 5307 portion is unchanged from last year.

Environmental Studies, Programs and Coordination – 6800

Environmental Planning (6810)

Objective: Continue a dialogue with City, County and Statewide agency partners regarding ways all agencies can become involved in important environmental issues resulting in enhanced programs and maintain an emphasis on the integration of environmental values in the decision making processes.

Previous Work:

- *Wilderness Park Study* integrates the findings of a number of studies of Wilderness Park and makes recommendations for a park management plan and considerations planning process.
- *Natural Resources - Geographic Information System (NRGIS) Interpretive Summary* brings together importation natural resources information in digital form about Lancaster County for use in the community's on-going planning process.
- A *Greenprint Challenge* was undertaken in approach to planning urban and rural developments.

Methodology: The *Long Range Transportation Plan* and the *Lincoln and Lancaster Comprehensive Plans* are a local resource of environmental principals and strategies for long term planning activities. The MPO will continue to work with local and state agencies building on planning activities and in developing environmental action plans to target environmental issues.

Products:

A. Further develop the transportation and environmental planning linkages with local, regional, state and federal environmental agencies.
B. Integration of environmental and transportation plans with planning activities of local, regional and state agencies to identify possible programs that can address environmental issues.
C. Strengthen the emphasis of environmental values by further incorporating environmental planning in the transportation planning process.

Funding Summary:
- Local Funds

Functional Agency Responsibility:
- Local, 100%

Schedule of Products	Completion Dates
A. Further develop planning linkages with environmental agencies	On-going activity
B. Integration of environmental and transportation planning activities	On-going activity
C. Emphasize environmental values in transportation planning process	On-going activity

Urban Air Quality Planning (6820)

Objective: The minimization of air pollution such that the public's health is protected.

Ongoing Work: The Lincoln metropolitan area has been designated by U.S. EPA as being in attainment or unclassifiable for all of the National Ambient Air Quality Standards (NAAQS), which are established by the U.S. Environmental Protection Agency (U.S. EPA) to be protective of the public's health. An ambient air quality monitoring program, operated by the Lincoln-Lancaster County Health Department's (LLCHD) Air Quality Program monitors fine particulate matter (≤ 2.5 microns in diameter, referred to a $PM_{2.5}$), and ground-level ozone (O_3).

Monitoring Activities: Funding for purchasing monitoring equipment has been provided through local funds and also, in part, by the Nebraska Department of Environment and Energy (NDEE). Since July of 2010, a continuous $PM_{2.5}$ monitor has been operating on the roof of the Health Department at 3131 O Street in Lincoln. The LLCHD has monitored ozone concentrations in Davey, Nebraska since 1985. Data from the $PM_{2.5}$ and ozone monitors is used to calculate the Air Quality Index (AQI), which is available on the US EPA's 'AirNow' website. From January 1, 2017 through December 31, 2019, the LLCHD operated a sulfur dioxide (SO_2) monitor near Hallam, NE. Data from that monitoring period demonstrated compliance with the SO_2 NAAQS. In February of 2024, the U.S. Environmental Protection Agency (US EPA) announced that the annual average primary NAAQS for $PM_{2.5}$ would be reduced from 12.0 micrograms per cubic meter ($\mu g/m^3$) to 9.0 $\mu g/m^3$. The US EPA has indicated that the earliest likely year for which compliance with this standard would have to be demonstrated is 2032. Based on the US EPA's projections, the LLCHD believes that Lancaster County will remain in compliance with this revised standard. Emissions from cars and trucks continue to account for much of the $PM_{2.5}$ and ozone-forming pollution in Lancaster County. Studies have indicated that exposures to traffic-related pollution are likely to be of public health concern and deserve public attention. Additional research is needed to fill key gaps in our understanding of emissions, exposure, and health.

Ongoing Activities: Emission Inventory, Modeling, and Air Monitoring:

A. The LLCHD will continue to monitor ambient air for $PM_{2.5}$ and ozone. Data is recorded in 1-hour, 8-hour, and 24-hour increments and annual averages are computed. In order to assess the impact of emissions from mobile sources, a comprehensive emission inventory is conducted on a regular basis using EPA-approved models and emission calculation methods.
B. The LLCHD will continue to cooperate with the Lincoln-Lancaster County Planning Department, the Transportation and Utilities Department, the MPO and Nebraska Department of Transportation (NDOT) to understand and quantify emissions related to the transportation system.

<u>Funding Summary</u>:

- Local funding
- $117,000 from NDEQ grants (Federal pass-through grant funds)
- $64,685 in grant match funding from the Health Fund

<u>Functional Agency Responsibility</u>:

- Local, 100%

Schedule of Products	Completion Dates
A. Continue monitoring ambient air and utilizing air monitor data to demonstrate compliance with NAAQS and examine air quality trends	On-going activity
B. Comprehensive emission inventory is conducted	On-going activity
C. Continue to cooperative planning efforts with the MPO	On-going activity

Gary Bergstrom, LLCHD (2025)

Flood Plain Management Program Coordination (6830)

Objective: This program is to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions by sound management of flood hazard areas. To accomplish this, an integrated watershed management program is to be developed and maintained that will take a comprehensive, proactive approach to floodplain and stormwater management. This also enables the City and County to maintain status in the National Flood Insurance Program.

Previous Work: Obtained a Community Rating System rating of five in October 2015 which provides a 25% reduction in flood insurance premiums for properties in the floodplain that have flood insurance.

- Stormwater quality standards (Lincoln Municipal Code 28.03) became effective February 1, 2016.
- Completed the Salt Creek Floodplain Resiliency Study (January 2021).
- Completed the Comprehensive Watershed Master Plan (October 2022).
- Updated floodplain, water quality, and stormwater standards (Lincoln Municipal Code 26, 27, and 28) which became effective March 1, 2023, most significantly increasing the freeboard standards for development in and adjacent to the floodplain from 1 ft to 2 ft, while the floodplain maps are out-of-date.
- Completed the Flood Mitigation Master Plan (November 2023).

Methodology:

- Develop a Comprehensive Watershed Master Plan and Flood Mitigation Master Plan for the City to address stream stability, flood issues and water quality.
- Implement stream stability, flood control, and water quality projects based on the recommendations of the Comprehensive Watershed Master Plan and Flood Mitigation Master Plan.
- Disseminate floodplain and stormwater information to the public, utilizing web technology and GIS to increase the range of information available.
- Ongoing stormwater education program.
- Regulate new development for compliance with floodplain, water quality, and stormwater standards, to protect new development from flood risk and reduce the negative impact of development on the community.

Products:

A. Develop the Salt Creek Flood Reduction Feasibility Study to evaluate the benefits and costs of flood mitigation measures to reduce flood risk along Salt Creek within the City of Lincoln. Study started June 2023, and is planned to be completed Winter 2025.
B. Update the FEMA floodplain maps within the City's 3-mile jurisdiction, using NOAA Atlas 14 rainfall data and updated topography. Study started August 2023 and is expected to be completed in 2031.

<u>Funding Summary</u>:

- The Salt Creek Flood Reduction Feasibility Study is funded by a combination of city, NRD, and federal funds. Estimated cost is $330,000.
- Floodplain remapping funded by FEMA grants through the Cooperating Technical Partnership program. Estimated cost is $9,000,000.

Functional Agency Responsibility:

- 75% Federal funds and 12.5% local funds each from the City and NRD for the Salt Creek Flood Reduction Feasibility Study.
- 100% Federal funds through FEMA's Cooperating Technical Partnership program for Floodplain remapping, with leverage provided by City.

Schedule of Products	**Completion Dates**
A. Salt Creek Flood Reduction Feasibility Study	Winter 2025
B. Floodplain remapping	Winter 2031

Tim Zach (2025)

LINCOLN MUNICIPAL AIRPORT PLANNING – 6900

Airport Master Plan Study (6910)

Objective: The Lincoln Airport Authority will conclude an Airport Master Planning effort that began in FY 2021 with the primary objective of developing a long term program that will yield a safe, efficient, economical, and environmentally acceptable air transportation facility. This comprehensive study will provide an analysis of airport needs, a definition of the airport's role within the regional airport system and evaluate alternatives with the purpose of providing direction for the future development of the facility.

Previous Work: The previous *Lincoln Airport Master Plan* completed in August of 2007 was sponsored by the Lincoln Airport Authority, funded with assistance of the Federal Aviation Administration (FAA) and Lincoln Airport Authority.

Methodology: To accomplish the objectives of the study, the Airport Master Planning effort analyzes and supplies the following information:

- **Inventory of Existing Conditions** – Assemble and organize relevant information and data for the Lincoln Airport, the City of Lincoln and Lancaster County.
- **Forecasts** – Develop detailed projections of future aviation activity by quantity and type.
- **Facility Requirements** – Estimate the current and future levels of airfield capacity and delay. Identify the facility requirements needed to meet projected demand for existing, short, intermediate and long term time frames.
- **Airport Alternatives** – Evaluate concepts of the various alternatives for airport development as determined by current and future facility requirements.
- **Recommended Master Plan Concept and Airport Layout Plan** – Refine the recommended airport development concepts into the airport final plans for development.
- **Capital Improvement Plan** – Prepare a capital improvement program to assist in the implementation of the recommended development plan. Establish development priorities and schedule proposed development items and estimate development costs.
- **Obstacle Identification Surveys** – Provide obstruction surveys of airport approach and departure surfaces meeting FAA accuracy requirements.

Products:

A. The Study provides an *Airport Master Plan* which will consist of the *Airport Master Plan* document and an updated *Airport Layout Plan* showing the planned development described in the planning document.

<u>Funding Summary:</u>

- Lincoln Airport Authority: $0 (0%)
- Federal Aviation Administration: $835,130 (100%)

<u>Functional Agency Responsible</u>:

- Local (100%)

Schedule of Products	Completion Dates
A. *Airport Master Plan* and updated *Airport Layout Plan*	FY 2025-2026

Chad Lay (2025)

END

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