



Fiscal Year 2023-2026 Transportation Improvement Program

Adopted by Officials Committee

May 12, 2022

Lincoln Metropolitan Planning Organization

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

LINCOLN
MPO
METROPOLITAN PLANNING ORGANIZATION

FY 2023-2026
Transportation Improvement Program
Lincoln/Lancaster County Nebraska
Index

- Introduction
- Self-Certification Statement
- a. State of Nebraska: Department of Transportation
- b. Lancaster County: County Engineering
- c. City of Lincoln: Transportation and Utilities
- d. City of Lincoln: StarTran
- e. Lincoln Airport Authority
- f. Federal Transit Administration: Section 5310/5311
- g. Pedestrian, Bike & Trail Projects
- h. Railroad Transportation Safety District
- i. Funding Summary
- j. Performance Measures
- k. Comments

Approval Dates

PROJECT SELECTION COMMITTEE
February 3, 2022 and March 3, 2022

TECHNICAL COMMITTEE
April 14, 2022

PLANNING COMMISSION PUBLIC HEARING
April 27, 2022

OFFICIALS COMMITTEE
May 12, 2022

METROPOLITAN PLANNING ORGANIZATION
May 12, 2022



U.S. Department of Transportation
Federal Highway Administration

Required Credit / Disclaimer Statement

"The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

Introduction

The Transportation Improvement Program (TIP) for the Lincoln Metropolitan Planning Area is a staged, four-year schedule of transportation improvements using (or expected to use) Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funding, state funds, and other projects that have significant system impacts. The TIP is developed cooperatively by the Metropolitan Planning Organization (MPO) Technical Committee and agencies within the Lincoln Metropolitan Planning Area which include the Lincoln-Lancaster Planning Department, City of Lincoln Transportation & Utilities Department, Lancaster County Engineering, Nebraska Department of Transportation (NDOT), StarTran, Lincoln Airport Authority, Lincoln Parks and Recreation Department, Lower Platte South Natural Resource District, and others agencies as transportation related projects are developed.

Federal regulations require that each urbanized area, as a condition to receive federal capital or operating assistance, have a continuing, cooperative and comprehensive (3-C) transportation planning process. The MPO is the organization designated to carry out the 3-C process which results in plans and programs that are consistent with the comprehensively planned development of the urbanized area. The TIP, along with the Long Range Transportation Plan, are a key elements of this process. The Fixing America's Surface Transportation Act or "FAST Act" became law in 2015 which authorizes surface transportation programs and continues the basic planning requirements. The Infrastructure Investment and Jobs Act (IIJA) (also known as the "Bipartisan Infrastructure Law"), became law in 2021 and continues the Metropolitan Planning programs. These programs continue the requirement for a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas and the joint oversight by the FHWA and FTA. To remain eligible for federal transportation funding, the planning process must demonstrate that the Lincoln Metropolitan Planning Area is in compliance with all federal requirements for metropolitan transportation planning.

Purpose of the TIP

The primary purpose of this document is to provide information to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Nebraska Department of Transportation (NDOT), transportation agencies and citizens regarding the Transportation Improvement Program (TIP) development process which:

- a. Depicts the Lincoln MPO's priorities for the expenditure of federal funds for all transportation funding categories by federal fiscal year including highway, public transportation, bicycle, pedestrian and transportation enhancement projects;
- b. Provides assurance to the FHWA that the project selection process has been carried out in accordance with federal requirements, Section 134 of Title 23, United States Code (USC), as amended; and
- c. Demonstrates that the TIP is financially feasible. The [*Project Prioritization and Selection Process*](#) is the mean by which projects move from the current *Long Range Transportation Plan* (LRTP) into the TIP for implementation. The annual review of projects for the purpose of coordinating priorities and programming projects is documented and posted on the MPO web page.

Federal Requirements for Transportation Improvement Programs

The planning and programming regulations include specific requirements for development and content of TIPs which are summarized below and addressed within this document.

- **Time Period** – *The TIP is to cover at least a four-year period and be updated at least every four years.* The financial and project tables included in this document cover FY's 2023-2026. NDOT and the MPOs have established an annual update cycle.
- **Public Comment** – *The TIP process is to provide opportunity for public review and comment on the TIP.* The Lincoln-Lancaster transportation planning process allows for public involvement at various points within the transportation plan and program development. The public participation process is summarized below in this section.
- **Specific Project Information** – *The TIP is to list capital and non-capital surface transportation projects to use a variety of federal funds or regionally significant projects requiring FHWA or FTA action. For each project or project phase the TIP shall include sufficient descriptive material including type of work, termini, length, total cost, amount of federal funds, and responsible agency. Line items may be used for projects that are not considered to be of appropriate scale for individual identification. A complete detailed project listing is organized by planning agency, funding sources or project type for each project.*
- **Consistency with the Transportation Plan** – *Each project or project phase in the TIP is to be consistent with the Transportation Plan.* For each project included in the detailed project listing, a Transportation Plan conformity is provided.
- **Financial Plan** – *The TIP is to include a financial plan including system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.* Each agency summarizes the expected financial resources and the last section summarizes the TIP financial resources.
- **Prioritization Process** – *The TIP should identify the criteria and process for prioritizing projects from the Transportation Plan for inclusion in the TIP.* The [Project Prioritization and Selection Process](#) annually reviews of projects for the purpose of coordinating priorities and programming projects and is posted on the MPO web page.
- **Status of Projects from the previous TIP** – *The TIP should list major projects from the previous TIP that were implemented or delayed.* Each section lists projects under construction, completed, delayed, or moved out of the current programming period.
- **Transportation Control Measures** – *The TIP should describe the process of implementing TCMs.* The Lincoln Metropolitan Planning Area is in conformance for air quality and does not specifically address TCMs for the purpose of reducing emissions.
- **Air Quality** – *The TIP is to document conformity with the State Implementation Plan.* The Lincoln Metropolitan Planning Area is in conformance for air quality and the state does not require a State Implementation Plan for meeting Clean Air Act requirements.

The Metropolitan Planning Organization

The governor designates the MPOs for urban areas in the state to be responsible for carrying out the urban transportation planning process, through the development of a Transportation Plan and TIP. The City of Lincoln is the designated MPO for the Metropolitan Planning Area which includes the City of Lincoln and Lancaster County. The MPO is composed of elected and appointed officials representing local, state and federal governments and agencies having interest or responsibility in land use planning, the quality and the location of transportation facilities, transportation safety issues on all roads, and better planning and designs.

The Mayor of the City of Lincoln is the “Executive Officer” of the Lincoln MPO. Under the Mayor, the MPO functions through a committee structure consisting of an Officials Committee, a Technical Committee, a number of subcommittees, and MPO administrative staff to establish and approve the Metropolitan Transportation Plan, the TIP and other work of the MPO. The MPO Officials Committee is composed of elected and appointed officials representing local, state and federal governments or agencies having interest or responsibility in the comprehensive transportation planning process. These include the Mayor of Lincoln, and representatives from the Lincoln City Council, Lancaster County Board of Commissioners, NDOT, FHWA and FTA.

Planning Commission

The Lincoln / Lancaster County Planning Commission plays an important role in the MPO transportation planning process. Advertised public hearings before the Planning Commission are part of the formal adoption of the MPO Transportation Plan and the City and County Comprehensive Plans. In addition, the Planning Commission reviews the TIP for conformance with the Transportation Plan. After public hearings are held, the Planning Commission forwards the MPO documents to the Officials Committee for approval.

Geographic Area the TIP Covers

The Metropolitan Planning Area (MPA) is the geographic area in which the metropolitan transportation planning process must be carried out. The boundaries of the MPA are determined by agreement between the Governor and the MPO. The Lincoln MPO Metropolitan Planning Area encompasses the entire County of Lancaster.

Transportation Improvement Program (TIP)

The TIP is a programming document that identifies the timing and funding of all highway, bridge, transit, bicycle and pedestrian transportation projects scheduled for implementation in the MPO planning area over a four-year period using federal transportation funds and annually coordinated with the State-TIP process. According to federal regulations governing transportation planning, the transportation improvement program is to be a staged multi-year program of transportation improvement projects that *"shall cover a period of not less than four years and be consistent with the urban area transportation plan."*

The TIP is directly related to the City's, County's, and State's Capital Improvement Programs which are brought forward at this time each year. The TIP identifies funding amounts by source of funding, jurisdictional responsibility, type of project, and year of funding for these projects. This program is a listing of priority projects which are to be carried out within the next four fiscal years which include FYs 2022-2023, 2023-2024, 2024-2025 and 2025-2026. Projects planned for implementation beyond this time frame are not listed in this program since local funding may be tentative and federal funds for these projects cannot be obligated.

The TIP reflects the priorities and direction of the region and its state and federal partners in the transportation planning process. Projects identified in the TIP must be consistent with the goals and objectives identified in the current *Long Range Transportation Plan* for Lincoln and Lancaster County. The TIP is part of the MPO's effort to establish and maintain the planning process required by the federal government as a condition for receipt of federal transportation funding. This program of projects depicts the MPO's priorities for the expenditure of federal funds for all transportation funding categories by federal fiscal year including highway, public transportation, bicycle, pedestrian and transportation enhancement projects. The TIP document may also include, for informational purposes, non-federally funded projects occurring in the planning area. The federal government regulations require the TIP to be updated and adopted by the local MPO at least every four years.

Statewide Transportation Improvement Program (STIP)

The TIP becomes part of the State Transportation Improvement Program (STIP) by reference and the frequency and cycle for updating the TIP is compatible with STIP development and approval process. NDOT and the Nebraska MPOs have established an annual update cycle.

The STIP begins as a compilation of the regional TIP's that have been adopted by the MPOs and develops into a comprehensive list of all highways (state or local) and all transit (capital or operating) projects in urban and rural areas that propose to use federal funds. All federally funded projects proposed to begin between October 1st and September 30th from all of the regional TIP's across the state are included in this STIP including federally funded projects in rural areas. The STIP is updated every year and is to include a minimum four-year listing of federal-aid projects for approval by the Federal Highway Administration and Federal Transit Administration.

Conformance with Long Range Transportation Plan

All projects are drawn from, or consistent with, the MPO's *2050 Long Range Transportation Plan*, the *Lincoln and Lancaster County Comprehensive Plan*, Transit Development Plan, Lincoln Area Trails Master Plan, the Railroad Transportation Safety District (RTSD) Railroad Transportation Studies, State Transportation Plans and Needs Studies and the recommendations of local governments and citizens. The projects reflect community goals and objectives and are assigned to the appropriate staging period based on the area's priorities, the individual project urgency, and the anticipated funding capabilities of the participating governments.

The TIP document was developed in conformance with the *Long Range Transportation Plan* for the Lincoln MPO as coordinated with the *Lincoln and Lancaster County Comprehensive Plan*. Included in the *Transportation Plan* are specific long-range plans for the Lincoln Area Pedestrian, Bicycle and Trails facilities; Future Urban Street and Road Network Plans which include the Functional Street and Road Classifications, Urban Area Street Improvements, and County Road Improvements; a Goods and Freight Movement Plan; Congestion Management Planning Activities; and generalized

plans for Public Transportation, Railroads, and Airports and Airfields. To see that system improvements are programmed as transportation projects and continues to work in accord with the transportation plan, a review was undertaken and was found to be consistent with the current *Long Range Transportation Plan* system improvements.

The current *2050 Long Range Transportation Plan* was adopted by the Lincoln MPO on December 15, 2021 and the supporting *Lincoln-Lancaster 2050 Comprehensive Plan* was approved by the City of Lincoln and Lancaster County on November 12, 2021. The development of the *2050 Long Range Transportation Plan* included a needs assessment and financial analysis and included the identification of the social, economic, and environmental impacts for the fiscally constrained roadway and trail projects. The Transportation Plan was transmitted to the State Department of Transportation and to the Federal Highway Administration and the Federal Transit Administration.

Types of Projects Included in the TIP

Federal regulations require that any transportation project within the metropolitan planning area that is to be funded with U.S. Department of Transportation funds must be included in the TIP. The types of projects listed below are eligible for federal funding.

- Projects on the federal aid system (road and bridge construction, reconstruction, resurfacing, restoration, rehabilitation, etc.).
- Public transportation (vehicle maintenance and operations, capital improvement projects, mass transit system construction, etc.).
- Projects that are not on the federal aid system, but may be eligible for federal funding for other reasons (e.g., bridge projects, bicycle and pedestrian facilities, etc.). The projects, however, must be linked to the transportation network.
- Regional projects requiring FHWA or FTA action or projects having significant system impacts.

Project Selection

The *Project Prioritization and Selection Process* is the mean by which projects move from the current *Long Range Transportation Plan* (LRTP) into the TIP for implementation. The annual review of projects for the purpose of coordinating priorities and programming projects is documented and posted on the MPO web page. Projects listed in the TIP typically originate in the LRTP developed by the MPO in cooperation with the respective implementing agencies involved in the planning process. Implementing agencies carry out the transportation plan's specific elements through the programming process. As a result, the TIP serves as a strategic management tool to accomplish the objectives of the transportation plan.

Project prioritization is an important element of the TIP, especially since the demand for Federal-aid transportation projects usually exceeds the level of Federal funds available for use. State highway projects in the TIP have been prioritized by the Nebraska Department of Transportation. Local Federal-aid highway improvement projects programmed by the City of Lincoln, Lancaster County and coordinating agencies have been prioritized according to resource availability. And other projects may be dependent on the availability of competitive funding using federal Surface Transportation Block Grant Program (STPG), Highway Safety Improvement Program (HSIP), Transportation Alternatives Set-Aside Program, and FTA funds. Other selected projects are accomplished through a coordinated effort among all parties to advance projects which preserve the existing system, relieve congestion, improve air quality and preserve the quality of life and promote economic development. Readiness to proceed and financial capacity was also considered in project selection.

National Performance Management Measures

The Fixing America's Surface Transportation Act (FAST Act) and the Infrastructure Investment and Jobs Act (IIJA) (also known as the "Bipartisan Infrastructure Law") requires that all state departments of transportation and metropolitan planning organizations use a performance based planning and programming approach as part of the Transportation Performance Management (TPM) program. TPM is defined as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

As part of the TPM the Nebraska Department of Transportation (NDOT) has established performance measure targets to strive for within the planning and programming process related to safety, state of good repair and system performance. The Lincoln MPO has agreed to support the Nebraska Department of Transportation targets for all Performance Measure targets and have identified these in the Long Range Transportation Plan (LRTP) [23 CFR § 490]. The applicable National Performance Management Measures to MPOs include the following:

Safety (PM-1). Highway Safety Improvement Program/Safety Performance Management Measures [23 CFR §924, 23 CFR § 490]. In the LRTP, performance measures are used to aid in making informed decisions about strategic investments and to evaluate projects included in the Needs Plan for Cost Feasible analysis.

Infrastructure (PM-2). Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program [23 CFR § 490] is identified in the LRTP to assist in evaluating the pavement and bridge conditions on the National Highway System (NHS).

System Performance (PM-3). Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program [23 CFR § 490] is identified in the LRTP to evaluate to ensure that coordination will be an ongoing activity between NDOT and the Lincoln MPO.

Transit Asset Management (TAM) [49 CFR § 625, 630] is established to evaluate the "state of good repair of transit agency vehicles, facilities, and equipment" for transportation safety and operations. The Lincoln MPO references all StarTran plans and performance reports in order to better coordinate and consider these during the LRTP planning and programming process.

Transit Safety [49 CFR § 673] is established to focus on improving transit safety performance for all modes of public transportation through the reduction of safety events, fatalities and injuries. The Lincoln MPO references all StarTran plans and performance reports in order to better coordinate and consider these during the LRTP planning and programming process.

The targets for the above performance measures are identified in Section J of the TIP.

Maintenance and Operation of Current Transportation Systems

The highest priority in the selection of projects for the TIP is to ensure the adequate reconstruction, maintenance and operation of the current transportation system. The State is programming four (4) bridge replacement projects, four (4) bridge repair/roadway resurfacing projects, three (3) roadway widening/resurfacing projects, two (2) mill/resurface projects, one (1) culvert project, one (1) power wash/seal project, and one (1) joint seal/concrete repair project. Lancaster County has two (2) safety projects, five (5) roadway capital projects, and one (1) bridge replacement project. The City of Lincoln has nine (9) system preservation projects, five (5) system optimization projects, four (4) capital roadway projects, along with maintaining the traffic, along with maintaining the traffic optimization and ITS programs, ongoing street rehab and repairs, and the sidewalk maintenance program. This program of street and highway projects ensures the investment in our existing transportation infrastructure is preserved while advancing new road projects in the developing areas. The responsibility for the daily maintenance and operation of the local infrastructure continues to lie with the custodian of the road or local jurisdiction (City, County or State). The Railroad Safety District (RTSD) has completed a Transportation Planning and Environmental Linkages Study (PEL) for a project to be located at the 33rd Street, Adams Street, Cornhusker Highway/BNSF RR crossing at Cornhusker Highway (US-6) for grade separation.

Public Transportation Project Prioritization Process

Public Transportation projects are typically funded through the Federal Transit Administration (FTA). The Public Transportation Element of the TIP includes the capital improvement programs of City of Lincoln. The prioritization process of transit projects originates from StarTran's Vehicle Replacement Program, project analysis of future needs and recommendations from the Transit Development Plan (TDP). The TDP includes a list of major findings and prescribed service delivery enhancements that are based on analyses of route performance, employment growth and ridership trends. The TDP provides an assessment of current StarTran services, peer comparison analysis, as well as recommendations over the planning period.

Financial Plan Statement

The projects identified in the TIP are financially constrained, meaning they can be implemented using current and proposed revenue sources based on the programs contained in the TIP. The expected and anticipated revenue sources are, therefore, reasonably expected to be in place when needed. Revenues for federally funded projects during each year are shown in the Financial Plan.

Public Involvement Process

The transportation planning process allows for public involvement at various points within the transportation plan and program development. This involves a series of steps from the adoption of the MPO *2050 Long Range Transportation Plan* that is coordinated with the programming of projects and again for the actual construction of the transportation facilities. The critical decision points in the transportation planning process are: 1) the development of a 30 year transportation plan, 2) the street improvement program which identifies priorities for planned projects, 3) the development of capital improvement programs for a period of four to six years, 4) Project Design and Project Construction. The first two steps are included in the long range planning process, the third step consolidates the capital improvement programs of the City, County and State with the MPO Transportation Improvement Program and the last step is the specific project design and development.

The City and the County each have an established procedure for adopting improvement programs. Both City and County processes include review by the City-County Planning Commission for compliance with the Comprehensive Plan and formal advertised Public Hearings before the Planning Commission and City Council or County Board. The Railroad Transportation Safety District (RTSD) also allows for public input within open advertised public meeting. The consolidation of these improvement programs are coordinated in the TIP as reviewed by the Technical Committee before it is referred to a formal hearing by the Planning Commission. The Planning Commission forwards their comments and recommendations to the MPO Officials Committee for review, execution, and transmittal to the State for inclusion in the STIP.

Annual Listing of Projects

Pursuant to the provisions of 23 U.S.C. 134(j)(7)(B) and 49 U.S.C. 5303(c)(5)(B), the MPO has published an annual listing of projects for which Federal funds have been obligated in the preceding year. These are listed in the TIP by jurisdiction within each section.

Congestion Mitigation and Air Quality (CMAQ)

Federal legislation provides funds to be utilized in Clean Air Act for non-attainment and maintenance areas for transportation programs and projects that contribute to attainment of National Ambient Air Quality Standards. Since the Lincoln Metropolitan Planning Area is compliance with the latest air quality standards, the MPO does not specifically program for CMAQ funding.

Amendment Process

The TIP may be modified according to the *Lincoln MPO Guidelines for Modifying the Transportation Improvement Program*. TIP revisions are either in the form of formal amendments requiring appropriate public involvement or in minor revisions/administrative modifications which do not require public involvement. The TIP and any revisions must be approved by the MPO and the Governor of the State of Nebraska. A conformity determination must also be made by the FHWA and the FTA. Once approved, the TIP then becomes, without modification, part of the Statewide Transportation Improvement Program (STIP). The frequency and cycle for updating the TIP are to be compatible with that of the STIP. The NDOT and the Nebraska MPOs have established an annual update cycle to coincide with the federal fiscal year.

FY 2023-2026

Self-Certification Statement

Lincoln Metropolitan Planning Organization

**JOINT NDOT-MPO CERTIFICATION STATEMENT
ON THE
METROPOLITAN TRANSPORTATION PLANNING PROCESS**

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

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

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

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

Since February of 1989, Lincoln has been designated by U.S. EPA as being in attainment for all the National Ambient Air Quality Standards (NAAQS). An on-going ambient air quality monitoring program for particulate matter (PM_{2.5}) and ozone is in place to monitor transportation related air emissions.

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

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

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

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

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

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

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

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

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

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

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

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

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

Lincoln Metropolitan Planning Organization


Mayor Leirion Gaylor Baird, Executive Officer

May 13, 2022
Date

Nebraska Department of Transportation


Ryan Huff, Strategic Planning Division
Nebraska Department of Transportation

5/12/22
Date



State of Nebraska: Department of Transportation

Lincoln Metropolitan Planning Organization
Transportation Improvement Program

Nebraska
Dept of Transportation
FY 2023 - 2026



- INTERCHANGE/BRIDGE
- ROAD IMPROVEMENT
- FUTURE SERVICE LIMIT

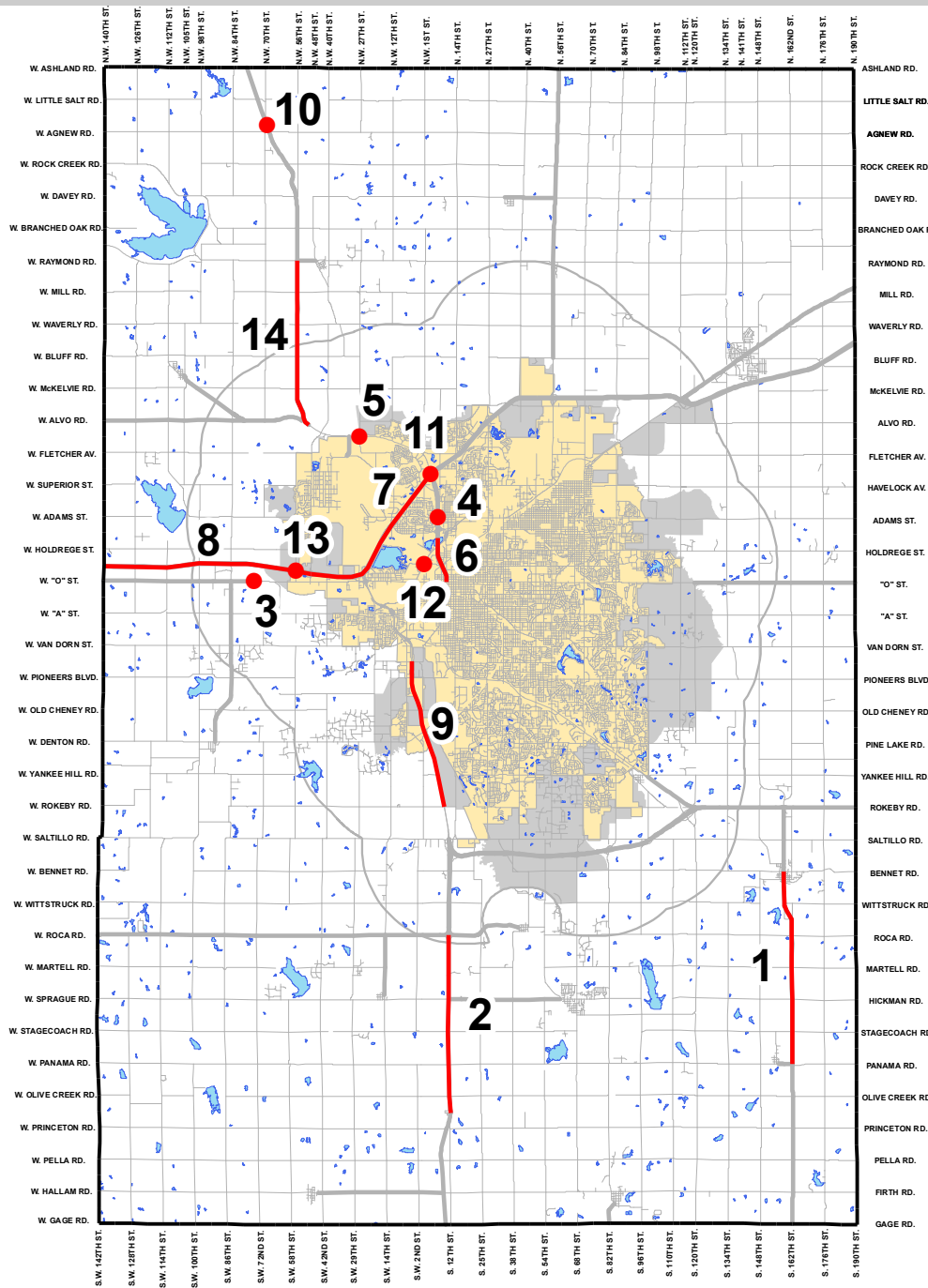
- #1 N-43, N-41 to Bennet
- #2 US-77, Princeton to N-33
- #3 US-6, Emerald East Culverts
- #4 I-180, Adams St Bridge
- #5 US-34, Lincoln West Bridges
- #6 I-180, Cornhusker South
- #7 I-80, Airpark to I-180
- #8 I-80, Pleasant Dale to NW 56th St.
- #9 US-77, Lincoln West Beltway
- #10 N-79, Agnew North Bridges
- #11 I-180, I-180 Bridges over I-80
- #12 US-6, Sun Valley Blvd over UPRR
- #13 I-80, I-80 Bridges over NW 56th St.
- #14 N-79, US-34 to Raymond Rd



2 1 0 2 4 6 8 Miles

Lincoln's Future Service Limit Shown as Grey

**Consult the detailed project descriptions
 and funding summary for further information.**



| 2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM | | | | | AGENCY: State of Nebraska | | DIVISION: Department of Transportation | | | | | | | | | | | | |
|---|---|----|---------|----|--|---|--|----|---------|----------------|-----------------|---------------------------|---------------------------|-----|-----|------------|-----------------|---------|-----------|
| PROJ NO (Map) | PROJECT (Location) (Improvement Description) (Distance) (Control Number) (Project Number) (Work Phase) | | | | PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's) | | | | | | | | | | | | | | |
| | | | | | PRIORITY PROJECTS | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | | | | | | |
| | PRIOR FISCAL YEARS | FS | 2022-23 | FS | 2023-24 | FS | 2024-25 | FS | 2025-26 | FS | | | | | | | | | |
| 1 | N-43 N-41 - Bennet N-43 from N-41 to the north limits of Bennet, includes Panama Spur Mill, widen/resurface, bridge repair, bridge replacement C.N. 13271 STP-43-1 (102) TOTAL | | | | 16.0 Miles | PE ROW Const/CE Const/CE | 815.0 | NE | 30.0 | NE | 3,154.0 | NE 12,169.0 | STP 15,323.0 | 0.0 | 0.0 | 0.0 | 16,168.0 | | |
| 2 | US-77 Princeton - N-33 US-77 from 0.3 mi south of Princeton to Jct N-33 & Roca Spur Resurf, bridge repair and overlay C.N. 13386 NH-77-2 (166) TOTAL | | | | 5.8 Miles | PE Const/CE Const/CE | 215.0 | NE | 2,242.0 | NE 8,819.0 | | | | 0.0 | 0.0 | 0.0 | 11,276.0 | | |
| 3 | US-6 Emerald East Culverts Culverts C.N. 13343 STR-6-6(1056) TOTAL | | | | 0.0 Miles | PE Const/CE | | | 39.0 | NE | 1,286.0 | NE | | 0.0 | 0.0 | 0.0 | 1,325.0 | | |
| 4 | I-180 Adams St Bridge, Lincoln Adams St over I-180 Bridge replacement C.N. 12046 NH-180-9(733) TOTAL | | | | 0.0 Miles | PE Const/CE Const/CE | | | 61.0 | NE | 240.0 | NE 1,723.0 | NH | | 0.0 | 0.0 | 2,024.0 | | |
| 5 | US-34 Lincoln West Bridges US-34 approx 2.0 mi and 0.9 mi west of Lincoln Bridge repair/overlay C.N. 13454 STP-NH-34-6(143) TOTAL | | | | 0.0 Miles | PE Const/CE Const/CE Const/CE | | | 52.0 | NE | 298.0 | NE 596.0 | NH 596.0 | STP | 0.0 | 0.0 | 0.0 | 1,542.0 | |
| 6 | I-180 Cornhusker South I-180 from Oak Creek south to the South Jct US-34 in Lincoln Mill, resurface C.N. 13459 NH-180-9(7) TOTAL | | | | 1.3 Miles | PE Const/CE Const/CE | | | 1.0 | NE | 85.0 | NE 761.0 | NH | | 0.0 | 0.0 | 0.0 | 847.0 | |
| 7 | I-80 Airpark - I-180 Begin 394.63 - End 400.89 Joint Seal, Conc. Repair C.N. 13458 NH-80-8(166) TOTAL | | | | 6.3 Miles | PE Const/CE Const/CE | 1.0 | NE | 143.0 | NE 1,289.0 | | | | 0.0 | 0.0 | 0.0 | 1,433.0 | | |
| 8 | I-80 Pleasant Dale - NW 56th Street 6-lane concrete pavement replacement/reconstruction, bridge repair/replace mainline and overhead structures, culvert, guardrail, interchange & ramp reconstruction C.N. 12591 NH-80-8(103) TOTAL | | | | 7.6 Miles | PE ROW Const/CE Const/CE Const/CE Const/CE | 1,160.0 | NE | 1.0 | NE 13,425.0 | NE 114,624.0 | NH-AC(NE) | | | | -114,624.0 | NE 114,624.0 | NH | 129,210.0 |
| 9 | US-77 Lincoln West Beltway 6-lane, grading, surfacing, surface shoulders C.N. 12552A S-77-2(1074) TOTAL | | | | 4.61 Miles | PE ROW Const/CE | | | 1,000.0 | NE | | 1,154.0 | NE | | 0.0 | 0.0 | 32,364.0 | NE | 34,518.0 |

| 2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM | | | | | AGENCY: State of Nebraska | | DIVISION: Department of Transportation | | | | | | | |
|---|---|------------------|-----------------------------------|--------------|--|---------|--|----------|---------|----------|---------------------------|-----|---------------------------|---------------------------|
| PROJ NO (Map) | PROJECT | | | | PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's) | | | | | | | | | |
| | (Location) (Improvement Description) | | (Distance) | | PRIORITY PROJECTS | | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS |
| | | | | | PRIOR FISCAL YEARS | FS | 2022-23 | FS | 2023-24 | FS | 2024-25 | FS | | |
| | | (Control Number) | (Project Number) | (Work Phase) | | | | | | | | | | |
| 10 | N-79 Agnew North Bridges Bridge Repair/Overlay | 0.46 Miles | PE Const/CE Const/CE | | | | 20.0 | NE | | | 112.0 NE 450.0 STP | | | |
| | | C.N. 13457 | STP-79-2(114) | TOTAL | | 0.0 | 20.0 | | | 562.0 | 0.0 | 0.0 | 0.0 | 582.0 |
| 11 | I-180 I-180 Bridges over I-80 Bridge Replacement | 0.35 Miles | PE Const/CE Const/CE | | | | 1.0 | NE | | | 1,053.0 NE 9,474.0 NH | | | |
| | | C.N. 13472 | NH-180-9(8) | TOTAL | | 0.0 | 1.0 | | | 0.0 | 10,527.0 | 0.0 | 0.0 | 10,528.0 |
| 12 | US-6 Sun Valley Blvd over UPRR Bridge Replacement | 0.0 Miles | PE Const/CE Const/CE | | | | 1.0 | NE | | | 882.0 NE 3,528.0 NH | | | |
| | | C.N. 13500 | NH-6-6(166) | TOTAL | | 0.0 | 1.0 | | | 0.0 | 4,410.0 | 0.0 | 0.0 | 4,411.0 |
| 13 | I-80 I-80 Bridges, NW 56th St - Waverly Bridge Repair/Overlay | 0.0 Miles | PE Const/CE Const/CE | | | | 1.0 | NE | | | | | 2,612.0 NE 23,506.0 NH | |
| | | C.N. 13503 | NH-80-9(206) | TOTAL | | 0.0 | 1.0 | | | 0.0 | 0.0 | 0.0 | 26,118.0 | 26,119.0 |
| 14 | N-79 US-34 - Raymond Rd Mill, Resurface N-79, S55J, and S55M; Culverts, Raymond Spur Bridge Replacement | 7.1 Miles | PE ROW Const/CE Const/CE | | | | 95.0 | NE | | 26.0 NE | 1,361.8 NE 5,447.2 STP | | | |
| | | C.N. 13505 | STP-79-2(115) | TOTAL | | 0.0 | 95.0 | | | 26.0 | 6,809.0 | 0.0 | 0.0 | 6,930.0 |
| | STATE OPERATIONS & MAINTENANCE FUNDING SOURCE SUMMARY | | | | | | | | | | | | | |
| | Operations & Maintenance of the Federal Aid System in Lancaster County NE (State Revenue / Aids) | | | | | 4,155.7 | NE | 4,280.4 | NE | 4,408.8 | 4,541.1 | NE | 4,677.3 | NE |
| | SUBTOTAL OPERATIONS & MAINTENANCE: | | | | | 4,155.7 | | 4,280.4 | | 4,408.8 | 4,541.1 | | 4,677.3 | 0.0 |
| | FUNDING SUMMARY | | | | | | | | | | | | | |
| | FEDERAL FUNDS | | | | | | | | | | | | | |
| | DPU (Federal Discretionary Funds) | | | | | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| | HS (HSIP - Highway Safety Improvement Program) | | | | | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| | IM (Interstate Maintenance) | | | | | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| | LC (LCLC - STP-Urbanized Areas > 200,000 (Lincoln)) | | | | | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| | NH (NHPP - National Highway Performance Program) | | | | | 0.0 | 10,108.0 | 3,080.0 | | 13,002.0 | 0.0 | | 0.0 | 26,190.0 |
| | RZ (Railroad - Hwy Crossing - Hazardous Funds) | | | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| | STPG (STP-Flexible) | | | | | 0.0 | 0.0 | 13,215.0 | | 5,447.2 | 0.0 | | 0.0 | 18,662.2 |
| | TAP (STPG - Block Grant set aside) | | | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| | SUB-TOTAL FEDERAL FUNDING: | | | | | 0.0 | 10,108.0 | 16,295.0 | | 18,449.2 | 0.0 | | 0.0 | 44,852.2 |
| | STATE FUNDS | | | | | | | | | | | | | |
| | NE (State Revenue / Aids) | | | | | 6,346.7 | 21,392.4 | 9,609.8 | | 8,991.9 | 4,677.3 | | | 51,018.1 |
| | NH-AC (NE) (State Revenue / Aids (Advanced Construction)) | | | | | 0.0 | 114,624.0 | 0.0 | | 0.0 | 0.0 | | | 114,624.0 |
| | TM (State Train/Mile Tax) | | | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | | 0.0 |
| | SUB-TOTAL STATE FUNDING: | | | | | 6,346.7 | 136,016.4 | 9,609.8 | | 8,991.9 | 4,677.3 | | 0.0 | 165,642.1 |

| 2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM | | | | | | AGENCY: State of Nebraska DIVISION: Department of Transportation | | | | | | | | | | |
|--|---|--|--|--|--|---|--|---|----|---|----|---|----|---|---------------------------|-----------|
| PROJ NO (Map) | PROJECT (Location) (Improvement Description) (Distance) (Control Number) (Project Number) (Work Phase) | | | | | PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's) | | | | | | | | | | |
| | | | | | | PRIORITY PROJECTS | | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | |
| | | | | | | PRIOR FISCAL YEARS | FS | 2022-23 | FS | 2023-24 | FS | 2024-25 | FS | | | 2025-26 |
| | LOCAL FUNDS CO (Lancaster County) LN (City of Lincoln, Funds Committed prior to LSB Agreement) LN1 (City of Lincoln, Based upon the LSB Agreement) LN2 (RTSD, Based upon the LSB Agreement) OTH (Dial Realty Corp.) * AC - Advance Construction SUB-TOTAL LOCAL FUNDING | | | | | 0.0 0.0 0.0 0.0 0.0 0.0 0.0 | | 0.0 0.0 0.0 0.0 0.0 0.0 0.0 | | 0.0 0.0 0.0 0.0 0.0 0.0 0.0 | | 0.0 0.0 0.0 0.0 0.0 0.0 0.0 | | 0.0 0.0 0.0 0.0 0.0 0.0 0.0 | | |
| | | | | | | | | | | | | | | | | |
| TOTAL | | | | | | 6,346.7 | | 146,124.4 | | 25,904.8 | | 27,441.1 | | 4,677.3 | 58,482.0 | 268,976.3 |
| STATUS OF PREVIOUS YEARS PROJECTS Projects Completed or Under Contract N-2 (UNDER CONTRACT) Lincoln South Beltway New alignment (Future N-2) south of Lincoln * Const and CE will pay out over 8 years, from FY 2020-FY 2027 C.N. 12578D DPU-LIN-2-6 (120) | | | | | | PE PE PE ROW ROW ROW Util Util Const/CE Const/CE Const/CE | 11.0 Miles | | | | | | | | | |



Lancaster County Engineering

Lincoln Metropolitan Planning Organization
Transportation Improvement Program

Lancaster County Engineering
FY 2023 - 2026

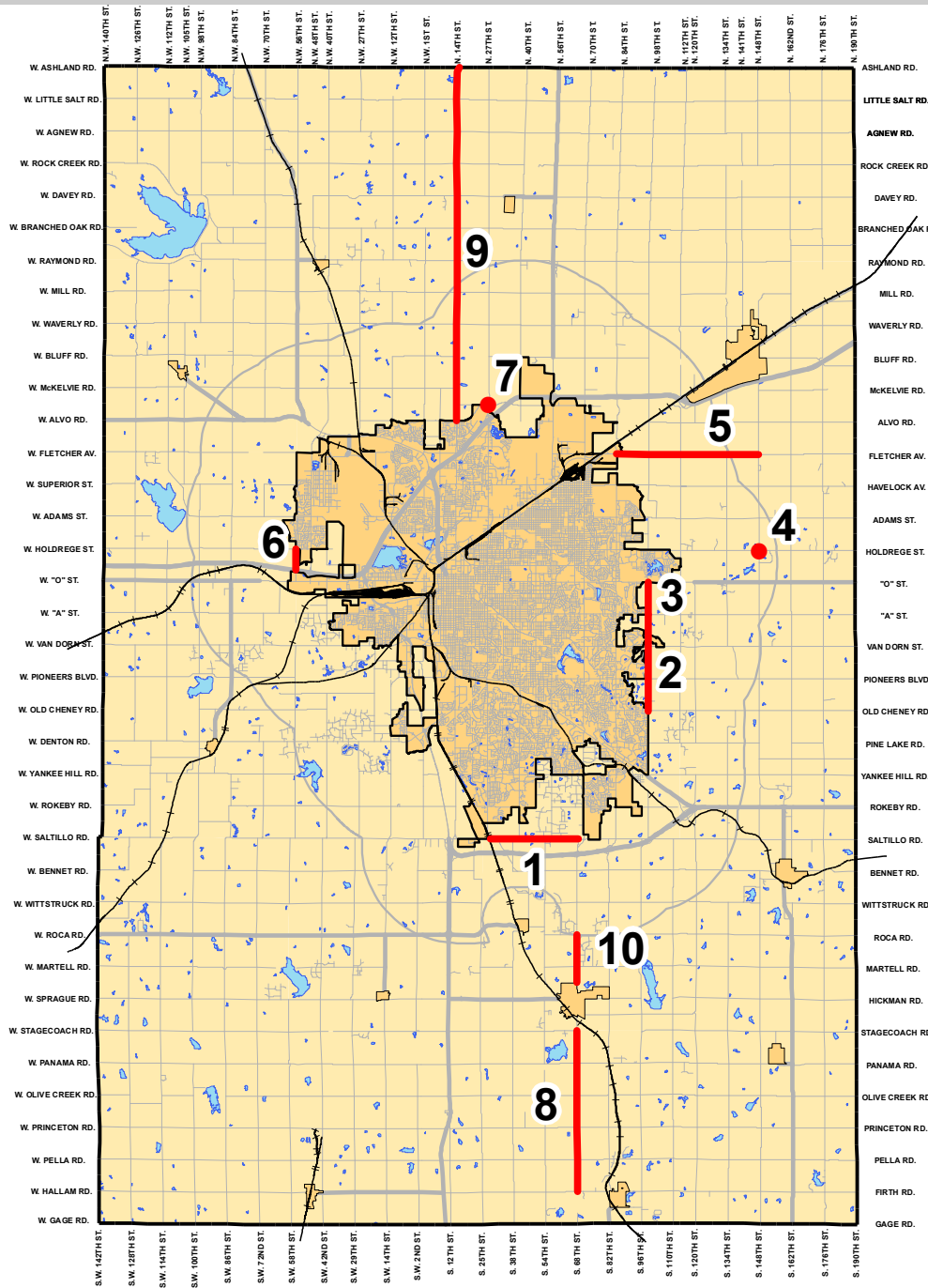


Projects

- #1 Saltillo Road, 27th Street to 68th Street
- #2 S. 98th Street, Old Cheney to A Street
- #3 S. 98th Street, A Street to O Street
- #4 148th Street and Holdrege Street
- #5 Fletcher Road, 84th Street to 148th Street
- #6 NW 56th, I-80 to W. Holdrege Street
- #7 Arbor Road Bridge Replacement
- #8 S. 68th Street, Firth Rd to Stagecoach Rd
- #9 N. 14th St, Alvo Rd to Ashland Rd
- #10 S. 68th Street, Hickman limits to Roca Rd

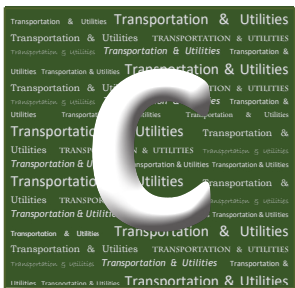


**Consult the detailed project descriptions
 and funding summary for further information.**



| 2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM | | | | | AGENCY: Lancaster County | | DIVISION: County Engineering | | | | | | | |
|---|--|------------------|---|---|--|------------|------------------------------|------------|------------|---------|------------------------------------|--|---------------------------|---------------------------|
| PROJ NO (Map) | PROJECT (Location & Distance) (Improvement Description) | | | | PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's) | | | | | | | | | |
| | | | | | PRIORITY PROJECTS | | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS |
| | | (Control Number) | (Project Number) | (Work Phase) | PRIOR FISCAL YEARS FS | 2022-23 FS | 2023-24 FS | 2024-25 FS | 2025-26 FS | | | | | |
| 1 | Saltillo Road, 27th Street to 68th Street Safety improvement project to include widening the existing earth shoulders to a 6 foot paved shoulders with safety edges. This includes intersection safety improvements on Saltillo Road at S. 40th Street and S. 56th Street. | 2.7 Miles | PE PE ROW/Utilities ROW/Utilities Const/CE Const/CE | 742.4 CO 21.6 HS 873.4 HS 97.0 CO 6,336.0 HS 704.0 CO | | | | | | | | | | |
| | | C.N. 13391 | HSIP-5280(2) | TOTAL | 764.0 | 970.4 | 0.0 | 7,040.0 | 0.0 | 0.0 | 8,774.4 | | | |
| 2 | S. 98th Street, Old Cheney to A Street Preliminary engineering in Prior Fiscal Years and construction of 24 foot asphalt surface with turf shoulders in Year 1. | 3.0 Miles | PE PE ROW/Utilities ROW/Utilities Const/CE Const/CE | 202.4 LC 50.6 CO 16.0 LC 4.0 CO 3,680.0 LC 920.0 CO | | | | | | | | | | |
| | | C.N. 13417 | LCLC-5275(1) | TOTAL | 273.0 | 4,600.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4,873.0 | | | |
| 3 | S. 98th Street, A Street to O Street Preliminary engineering in Prior Fiscal Years and construction of asphalt paving and drainage structures beyond the four-year program (FY 2026-27). | 1.0 Miles | PE PE PE ROW/Utilities ROW/Utilities ROW/Utilities Const/CE Const/CE Const/CE | 372.2 LC 58.1 CO 35.0 LN 1,297.3 LC 162.2 CO 162.2 LN | | | | | | | 7,632.0 LC 954.0 CO 954.0 LN | | | |
| | | C.N. 13418 | LCLC-5275(2) | TOTAL | 465.3 | 0.0 | 0.0 | 1,621.7 | 0.0 | 9,540.0 | 11,627.0 | | | |
| 4 | 148th Street and Holdrege Street Safety project to improve 148th Street and Holdrege Street intersection, which includes left-turn lanes on the north and southbound approaches. | 0.0 Miles | PE PE ROW/Utilities ROW/Utilities Const/CE Const/CE | 110.3 HS 12.2 CO 54.0 HS 6.0 CO 468.5 HS 52.1 CO | | | | | | | | | | |
| | | C.N. 13473 | HSIP-3365(8) | TOTAL | 0.0 | 182.5 | 520.5 | 0.0 | 0.0 | 0.0 | 703.0 | | | |
| 5 | Fletcher Road, 84th Street to 148th Street Preliminary engineering in Year 1 and construction of 28 foot asphalt surface with turf shoulders beyond the four-year program | 4.5 Miles | PE PE ROW/Utilities ROW/Utilities Const/CE Const/CE | 184.3 LC 46.1 CO 8.0 2.0 3,728.0 932.0 | | | | | | | | | | |
| | | C.N. 13493 | LCLC-3340(8) | TOTAL | 0.0 | 230.4 | 0.0 | 0.0 | 0.0 | 4,670.0 | 4,900.4 | | | |
| 6 | NW 56th Street, I-80 to W. Holdrege Street Preliminary engineering in Year 1 and construction to include grading, widening, and surfacing beyond the four-year program. | 0.7 Miles | PE PE ROW/Utilities ROW/Utilities Const/CE Const/CE | 184.0 LC 46.0 CO 36.0 9.0 1,382.4 345.6 | | | | | | | | | | |
| | | C.N. 13494 | LCLC-5287(1) | TOTAL | 0.0 | 230.0 | 0.0 | 0.0 | 0.0 | 1,773.0 | 2,003.0 | | | |
| 7 | Arbor Road Bridge Replacement Preliminary engineering in Year 1 and construction of bridge to replace existing 120' slab bridge beyond the four-year program. | 0.1 Miles | PE PE ROW/Utilities ROW/Utilities Const/CE Const/CE | 369.2 LC 92.3 CO 9.2 LC 2.3 CO 2,223.3 555.8 | | | | | | | | | | |
| | | C.N. 13492 | LCLC-5272(1) | TOTAL | 0.0 | 461.5 | 0.0 | 0.0 | 11.5 | 2,779.1 | 3,252.1 | | | |

| 2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM | | | | | | AGENCY: Lancaster County | | | | | | | |
|---|---|------------------|---------------|-------------------|--|------------------------------|----------|---------|----------|---------|----------|----------|---------------------------|
| | | | | | | DIVISION: County Engineering | | | | | | | |
| PROJ NO (Map) | PROJECT (Location & Distance) (Improvement Description) | | | | PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's) | | | | | | | | |
| | | | | | PRIORITY PROJECTS | | | | | | | | COST BEYOND PROGRAM |
| | PRIOR FISCAL YEARS | FS | 2022-23 | FS | 2023-24 | FS | 2024-25 | FS | 2025-26 | FS | | | |
| | (Control Number) | (Project Number) | (Work Phase) | | | | | | | | | | |
| 8 | S. 68th Street, Firth Road to Stagecoach Road Preliminary engineering in Year 1 and construction to include grading, widening, and surfacing in Year 3. | 5.0 Miles | PE | 448.0 | LC | | | | | | | | |
| | | | PE | 112.0 | CO | | | | | | | | |
| | | | ROW/Utilities | | | | 595.0 | HS | | | | | |
| | | | ROW/Utilities | | | | 434.4 | LC | | | | | |
| | | | ROW/Utilities | | | | 170.6 | CO | | | | | |
| | | | Const/CE | | | | | | 4,692.6 | HS | | | |
| | | | Const/CE | | | | | | 3,045.4 | LC | | | |
| | | | Const/CE | | | | | | 1,282.7 | CO | | | |
| C.N. 13518 | LCLC-3265(11) | TOTAL | 560.0 | | 0.0 | 1,200.0 | | 9,020.7 | | 0.0 | 0.0 | 10,780.7 | |
| 9 | N. 14th Street, Alvo Road to Ashland Road Preliminary engineering in Year 1 and construction to include pavement overlay, trench and shoulder widening, construction of a safety section, and centerline and edgeline rumble strips | 10.5 Miles | PE | | | 448.0 | LC | | | | | | |
| | | | PE | | | 112.0 | CO | | | | | | |
| | | | ROW/Utilities | | | | 280.0 | HS | | | | | |
| | | | ROW/Utilities | | | | 70.0 | CO | | | | | |
| | | | Const/CE | | | | | | 5,523.8 | HS | | | |
| | | | Const/CE | | | | | | 3,409.5 | LC | | | |
| | | | Const/CE | | | | | | 2,232.9 | CO | | | |
| | | | C.N. 13547 | LCLC-HSIP-3405(6) | TOTAL | 0.0 | 560.0 | 350.0 | 11,166.2 | | 0.0 | 0.0 | 12,076.2 |
| 10 | S. 68th Street, Hickman to Roca Road Preliminary engineering in Year 1 and construction to include pavement overlay, trench and shoulder widening, construction of a safety section, centerline and edgeline rumble strips, and intersection improvements at Martell Road. | 1.5 Miles | PE | | | 69.3 | HS | | | | | | |
| | | | PE | | | 50.2 | LC | | | | | | |
| | | | PE | | | 29.9 | CO | | | | | | |
| | | | ROW/Utilities | | | | | | | | 80.0 | HS | |
| | | | ROW/Utilities | | | | | | | | 20.0 | CO | |
| | | | Const/CE | | | | | | | | | | 434.3 |
| | | | Const/CE | | | | | | | | | | 258.1 |
| | | | Const/CE | | | | | | | | | | 598.1 |
| Const/CE | | | | | | | | | | 598.1 | | | |
| Const/CE | | | | | | | | | | -598.1 | | | |
| C.N. 13547 | LCLC-HSIP-3405(6) | TOTAL | 0.0 | 149.4 | 0.0 | 0.0 | 100.0 | 1,290.5 | | 1,539.9 | | | |
| | COUNTY OPERATIONS & MAINTENANCE FUNDING SOURCE SUMMARY Operations & Maintenance of the County and Federal Aid System CO (Lancaster County) | | | | | | | | | | | | |
| | SUBTOTAL FOR OPERATIONS & MAINTENANCE | | | | 3,000.0 | CO | 3,000.0 | CO | 3,000.0 | CO | 3,000.0 | CO | |
| | | | | | 3,000.0 | | 3,000.0 | | 3,000.0 | | 0.0 | 0.0 | 12,000.0 |
| | FUNDING SUMMARY | | | | | | | | | | | | |
| | FEDERAL FUNDS HS (HSIP - Highway Safety Improvement Program) LC (STPG-Urbanized Areas > 200,000, Lincoln) This includes the Highway Infrastructure Funding from the FAST Act. | | | | | | | | | | | | |
| | | | | | 21.6 | | 1,107.0 | | 1,343.5 | | 16,552.4 | | 80.0 |
| | | | | | 1,038.6 | | 4,915.7 | | 434.4 | | 7,752.2 | | 9.2 |
| | SUB-TOTAL FEDERAL FUNDING | | | | 1,060.2 | | 6,022.7 | | 1,777.9 | | 24,304.6 | | 89.2 |
| | | | | | | | | | | | | | 0.0 |
| | | | | | | | | | | | | | |
| | STATE FUNDS NE (State Funds) | | | | | | | | | | | | |
| | | | | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | |
| | SUB-TOTAL STATE FUNDING | | | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| | LOCAL FUNDS CO (Lancaster County) LN (City of Lincoln Funds) | | | | | | | | | | | | |
| | | | | | 3,967.1 | | 4,361.5 | | 3,292.7 | | 7,381.8 | | 3,022.3 |
| | | | | | 35.0 | | 0.0 | | 0.0 | | 162.2 | | 0.0 |
| | SUB-TOTAL LOCAL FUNDING | | | | 3,967.1 | | 4361.5 | | 3,292.7 | | 7,381.8 | | 3,022.3 |
| | | | | | | | | | | | | | 0.0 |
| | | | | | | | | | | | | | |
| | TOTAL | | | | 5,027.3 | | 10,384.2 | | 5,070.5 | | 31,686.4 | | 3,111.5 |
| | | | | | | | | | | | | | 18,762.1 |
| | | | | | | | | | | | | | 74,042.0 |
| | STATUS OF PREVIOUS YEARS PROJECTS | | | | | | | | | | | | |
| | Projects Completed or Under Contract | | | | | | | | | | | | |



City of Lincoln: Transportation and Utilities

Lincoln Metropolitan Planning Organization
Transportation Improvement Program

Transportation and Utilities
FY 2023 - 2026



City-Wide Projects:

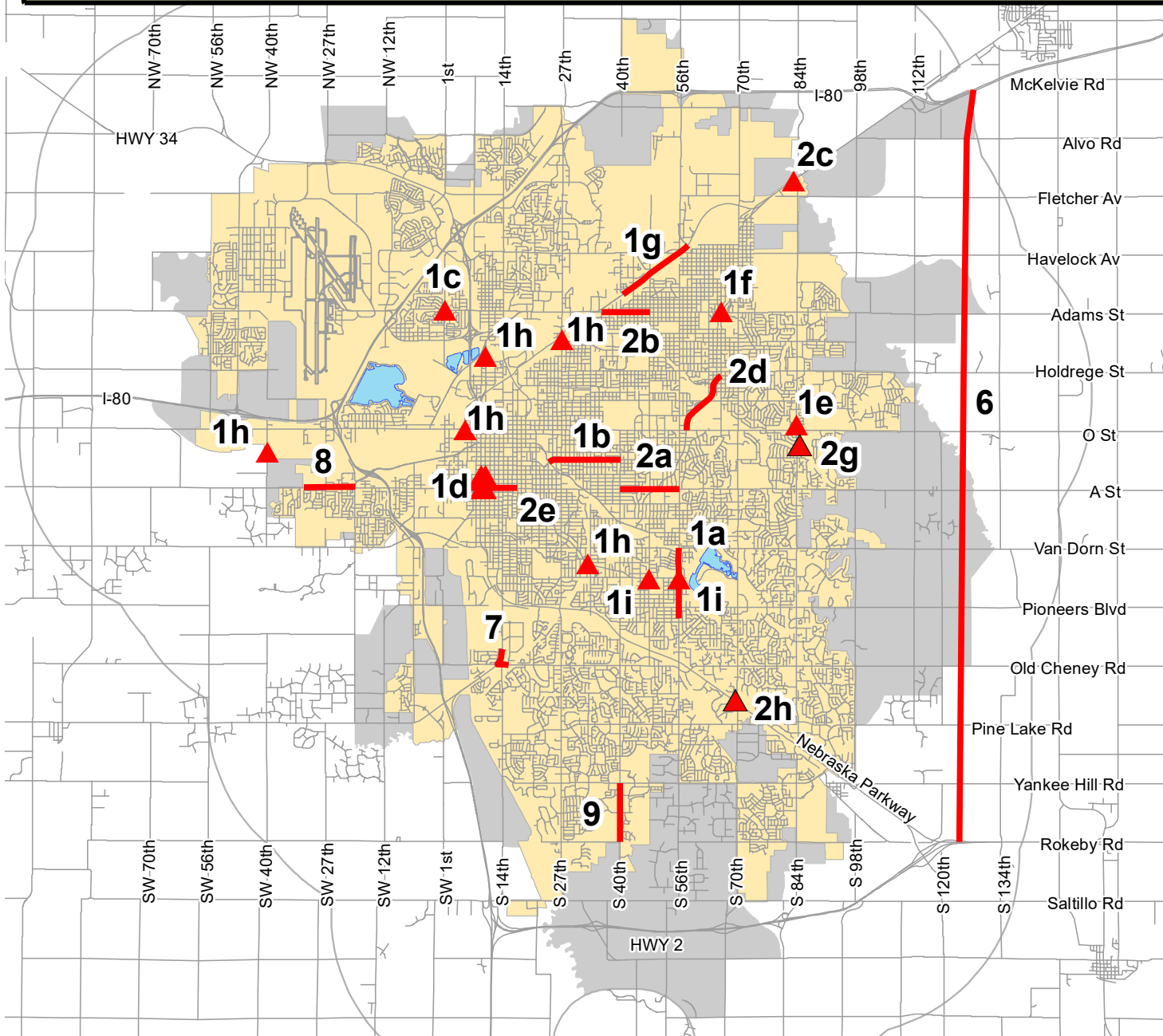
- #1 Transportation System Preservation (TSP)**
 - a. S 56th St, Spruce St to Van Dorn (Pavement Repair)
 - b. Randolph St, Capital Parkway to 40th St (Rehab)
 - c. 1st St & Cornhusker (Signal)
 - d. 9th & A St, 9th & D St, 10th & A St, 10th & D St (Signal)
 - e. N 84th St & College Park (Signal)
 - f. 66th St/Cotner Blvd/Adams St (Signal)
 - g. Cornhusker Highway, 39th to L-55X
 - h. Preventative Maintenance Bridge Package
 - i. 48th & Calvert and 56th & Calvert
- #2 Transportation System Optimization (TSO)**
 - a. A Street, 40th to 56th
 - b. Adams St, 36th to 49th
 - c. 84th St and US-6, Intersection Improvements
 - d. Cotner Boulevard, O Street to Starr Street
 - e. A Street, 6th to 17th Street
 - g. US 34 and S 84th Street, Intersection Improvements
 - h. S 70th St and Neb Pkwy, Intersection Improvements
- #3 Transportation System Growth**
- #4 Transportation Livable Neighborhoods**
- #5 Transportation Sidewalk Program**
- ▲ TSP/TSO Projects**
- #6 Lincoln East Beltway**
- #7 14th/Warlick/Old Cheney Road (On Hold)**
- #8 West "A" Street from Coddington west to City Limits**
- #9 S. 40th Street from Yankee Hill to Rokeby**

Project Locations



Lincoln's Future Service Limit Shown as Grey

Consult the detailed project descriptions and funding summary for further information.



| 2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM | | | | AGENCY: City of Lincoln DIVISION: Transportation and Utilities | | | | | |
|---|--|---|------------------------------|---|--|--|--|---------------------------|----------|
| PROJ NO (Map) | PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase) | PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's) | | | | | | | |
| | | PRIORITY PROJECTS | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | |
| | | PRIOR FISCAL YEARS FS | 2022-23 FS | 2023-24 FS | 2024-25 FS | 2025-26 FS | | | |
| 1 | Transportation System Preservation This program component focuses on preservation of transportation system assets including program delivery, repair and rehabilitation of streets, intersections, traffic signals, bridges, facilities and structures in the public street right-of-way. Projects include concrete repairs, asphalt mill & overlay, surface treatments, signal structures and equipment replacement, bridge/structure work, facility improvements and other transportation preservation & rehabilitation efforts. See Appendix | All phases All phases All phases TOTAL | 502.9 LN 2,011.7 LC | 215.2 LN 864.8 LC | 1,331.6 LN 6,324.4 LC | 1,140.0 LN 4,560.0 LC | 831.8 LN 3,327.2 LC | 0.0 | 21,109.6 |
| 2 | Transportation System Optimization This program component focuses on optimization of transportation system assets including program delivery, intersection improvements, signal system optimization, street capacity (widening), structures within the built environment, turn lanes, complete streets concepts and technology enhancements. Federal funds will be requested where applicable and matched with City funds to maximize the number of locations where enhancements can be made. Projects include new intersection modifications (turn lanes, roundabouts) new signal system hardware, adding lanes to existing streets, access improvements, bike & ped improvements, signing, safety projects and transportation system management infrastructure. Intersection improvements not yet decided. See Appendix | All phases All phases All phases All phases All phases TOTAL | 1,174.6 LN 1,458.5 LC | 1,285.1 LN 80.0 STIC 1,690.3 LC 165.2 HS | 2,110.2 LN 7,217.6 LC 4,553.0 HS | 770.1 LN 5,991.5 HS | 2,687.6 LN 9,556.4 LC 5,991.5 HS | 0.0 | 44,731.6 |
| 3 | Transportation System Growth This program component focuses on growth of new transportation system assets including program delivery, additional streets, bridges/structures, intersections, traffic signals, sidewalks & technology enhancements in new growth areas. Projects include new streets and transportation right-of-way improvements, new bridges & support structures, new intersections and signal system hardware and major upgrades to the fringe area street network. TOTAL | All phases TOTAL | 0.0 | 6,183.5 LN 3,850.0 LOTM 10,033.5 | 6,217.3 LN 3,926.5 LOTM 10,143.8 | 6,251.0 LN 4,004.5 LOTM 10,255.5 | 6,286.0 LN 1,021.0 LOTM 7,307.0 | 0.0 | 37,739.9 |
| 4 | Transportation Livable Neighborhoods This program component for Livable Neighborhoods is a commitment to improving and maintaining strong, vibrant neighborhoods. In conjunction with Transportation and Utilities, Parks & Recreation and Urban Development, this project provides funding to further that commitment. Funding is provided for planning and design, preliminary engineering and construction of improvements in the public right of way and other measures resulting in Livable Neighborhoods such as street enhancements, park improvements, trails and street trees. Specific locations will be identified through a multi-departmental process to identify and prioritize areas. TOTAL | All phases TOTAL | 0.0 | 0.0 LN 0.0 | 0.0 LN 0.0 | 140.8 LN 140.8 | 147.8 LN 147.8 | 0.0 | 288.6 |

| 2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM | | | | AGENCY: City of Lincoln | | DIVISION: Transportation and Utilities | | | | | |
|---|--|--|-----------------|-------------------------|-----------------|--|-----|-----------|---------------------------|---------------------------|--|
| PROJ NO (Map) | PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase) | PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's) | | | | | | | | | |
| | | PRIORITY PROJECTS | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | |
| | | PRIOR FISCAL YEARS FS | 2022-23 FS | 2023-24 FS | 2024-25 FS | 2025-26 FS | | | | | |
| 5 | Transportation Sidewalk Program This program component includes maintenance and repair of sidewalk infrastructure, program delivery and improvement of priority sidewalk location needs. Projects include panel replacement and leveling, grinding ADA curb ramp construction and segment sidewalk replacement. <div>All phases</div> | | 1,220.0 LN | 1,220.0 LN | 3,828.8 LN | 4,020.3 LN | | | | | |
| | TOTAL | 0.0 | 1,220.0 | 1,220.0 | 3,828.8 | 4,020.3 | 0.0 | 10,289.1 | | | |
| 6 | East Beltway Corridor protection, design, right-of-way and construction of a four lane freeway between Hwy 2 and I-80. Complete funding for this project not shown. <div>ROW</div> | 250.0 | 250.0 LN | 250.0 LN | 250.0 LN | 250.0 LN | | | | | |
| | TOTAL | 250.0 | 250.0 | 250.0 | 250.0 | 250.0 | 0.0 | 1,250.0 | | | |
| 7 | 14th/Warlick/Old Cheney Road This project involves the completion of design engineering, right-of-way acquisition, construction and construction engineering to construct improvements in the vicinity of 14th Street/Old Cheney and Warlick Blvd., in order to improve safety and congestion at the intersection. This project is part of Transportation System Optimization. <div>Const</div> | 22,000.0 | 4,000.0 LN | 3,000.0 LN | 3,000.0 LN | 3,000.0 LN | | | | | |
| | TOTAL | 22,000.0 | 4,000.0 | 3,000.0 | 3,000.0 | 3,000.0 | 0.0 | 35,000.0 | | | |
| 8 | West "A" Street from west of Coddington to west City limits This project would improve the capacity and safety of this area by programming city funds for the completion of design engineering, right-of-way, construction and construction engineering to construct two lanes of pavement along West "A" Street between Coddington and west City limits. The project will construct intersection improvements at multiple locations. The project will improve safety and capacity. This project is part of Transportation System Growth. <div>PE</div> | 2,210.0 | | | | | | | | | |
| | Const/CE | 1,000.0 | 6,400.0 LN | 6,400.0 LN | | | | | | | |
| | TOTAL | 3,210.0 | 6,400.0 | 6,400.0 | 0.0 | 0.0 | 0.0 | 16,010.0 | | | |
| 9 | S. 40th Street from Yankee Hill Road to south of Rokeby This project will construct two lanes of pavement, turn lanes and intersection improvements at multiple locations. It will also construct Rokeby Road from S 40th Street to Snapdragon Road. This project is part of Transportation System Growth. <div>PE</div> | 1,150.0 | | | | | | | | | |
| | Utilities | 100.0 | 225.0 LN | | | | | | | | |
| | ROW | 200.0 | | | | | | | | | |
| | Const/CE | 4,000.0 | 4,300.0 LN | 4,300.0 LN | | | | | | | |
| | TOTAL | 5,450.0 | 4,525.0 | 4,300.0 | 0.0 | 0.0 | 0.0 | 14,275.0 | | | |
| | Street Maintenance Operations Divisions Transportation O&M Fund <div>TOTAL</div> | | 25,453.2 LN | 26,153.2 LN | 26,872.4 LN | 27,611.4 LN | 0.0 | 106,090.2 | | | |
| | FEDERAL-AID FUNDS: LC (STPG-Urbanized Areas > 200,000, Lincoln) This includes the Highway Infrastructure Funding from the FAST Act. HS (HSIP-Highway Safety Improvement Program) DPU (SAFETEA-LU Priority Project Funds) CV (Coronavirus Response and Relief Supplemental Appropriations Act, 2021) STIC (State Transportation Innovation Council) <div>SUB-TOTAL FEDERAL FUNDING</div> | 3,470.2 | 2,555.1 | 13,542.0 | 4,560.0 | 12,883.6 | | 37,010.9 | | | |
| | | 0.0 | 165.2 | 4,553.0 | 5,991.5 | 5,991.5 | | 16,701.2 | | | |
| | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| | | 0.0 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 80.0 | | | |
| | | 3,470.2 | 2,800.3 | 18,095.0 | 10,551.5 | 18,875.1 | 0.0 | 53,792.1 | | | |

| 2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM | | | | AGENCY: City of Lincoln | | DIVISION: Transportation and Utilities | | | | | | | | |
|---|--|------------|----------------|--|---|--|--|--|----|---------------------------|---------------------------|----------|---|-----------|
| PROJ NO (Map) | PROJECT (Location & Distance) (Improvement Description) <div>(Control Number) (Project Number) (Work Phase)</div> | | | PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's) | | | | | | | | | | |
| | | | | PRIORITY PROJECTS | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | | | |
| | | | | PRIOR FISCAL YEARS | FS | 2022-23 | FS | 2023-24 | FS | | | 2024-25 | FS | 2025-26 |
| | STATE FUNDS: NE (State Funds) | | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| | SUB-TOTAL STATE FUNDING | | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| | LOCAL FUNDS: GR (General Revenue) [city funds] LOTM (Lincoln on the Move 1/4 cent sales tax) LC-AC (LN) (Advanced Construction - City of Lincoln funds) LN (City of Lincoln Funds) RT (Railroad Transportation Safety District) SC (Street Construction Funds) [federal, state & local funds] SN (Snow Removal Funds) [city funds] | | | 0.0 0.0 0.0 1,677.5 0.0 0.0 0.0 | 0.0 3,850.0 0.0 24,078.8 0.0 0.0 0.0 | 0.0 3,926.5 0.0 24,829.1 0.0 0.0 0.0 | 0.0 4,004.5 0.0 15,380.7 0.0 0.0 0.0 | 0.0 1,021.0 0.0 17,223.5 0.0 0.0 0.0 | | | | | 0.0 12,802.1 0.0 83,189.7 0.0 0.0 0.0 | |
| | SUB-TOTAL LOCAL FUNDING | | | 1,677.5 | | 27,928.8 | | 28,755.6 | | 19,385.2 | | 18,244.5 | 0.0 | 95,991.7 |
| TOTAL | | | | 5,147.7 | | 30,729.1 | | 46,850.6 | | 29,936.7 | | 37,119.6 | 0.0 | 149,783.8 |
| | STATUS OF PREVIOUS YEARS PROJECTS | | | | | | | | | | | | | |
| | Projects Completed or Under Contract | | | | | | | | | | | | | |
| | South Beltway (UNDER CONTRACT) Final payment to the Nebraska Department of Transportation for local share of the design, right-of-way, and construction of a four-lane freeway between US 77 and Highway 2 was made in September of 2018. | | | All Phases | 34,425.0 | | | | | | | | | |
| | | C.N. 12848 | DPU-55(156) | | | | | | | | | | | |
| | West "A" Street from west of Coddington to east of Folsom (COMPLETED) This project would improve the capacity and safety of this area by programming city funds for the completion of design engineering, right-of-way, construction and construction engineering to construct two lanes of pavement along West "A" Street between Folsom and west City limits. The project will construct intersection improvements at multiple locations. The project will improve safety and capacity. This project is part of Transportation System Growth. | | | Const/CE | 3,136.4 | | | | | | | | | |
| | 27th Street and West O Street Bridges over Salt Creek (COMPLETED) Rehabilitation may include removing and replacing the grade beams and adding piling, removing and replacing the approach and paving sections and repairing guardrail and pavement adjacent to the project. | | | Const/CE Const/CE | 3,518.7 890.8 | LC LN | | | | | | | | |
| | | C.N. 13247 | LCLC-5231(15) | | | | | | | | | | | |
| | North 27th Street, Adaptive Signal Control (UNDER CONTRACT) Safety project. | | | ROW ROW Utilities Utilities Const/CE Const/CE NDOT NDOT | 13.5 1.5 61.2 6.8 1,944.3 210.3 14.5 1.6 | HS HS HS LN HS LN HS LN | | | | | | | | |
| | | C.N. 13244 | HSIP-5231(14) | | | | | | | | | | | |
| | Standardize Integrated e-Construction in City of Lincoln (UNDER CONTRACT) Standardize the City of Lincoln's Integrated e-Construction to automate the delivery of infrastructure projects. | | | Other Other | 79.9 20.0 | STIC LN | | | | | | | | |
| | | C.N. 01042 | STIC-STWD(193) | | | | | | | | | | | |

| 2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM | | | | | AGENCY: | City of Lincoln | DIVISION: | Transportation and Utilities - APPENDIX | | | | | | | | |
|---|--|--------------|--|-------|--|-----------------|-----------|---|---------|---------|---------|---------|------------------------|---------------------------|---------|---------|
| PROJ NO (Map) | PROJECT (Location & Distance) (Improvement Description) APPENDIX (Project Number) (Work Phase) | | | | PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's) | | | | | | | | | | | |
| | | | | | PRIORITY PROJECTS | | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | | |
| | | | | | PRIOR FISCAL YEARS | FS | 2022-23 | FS | 2023-24 | FS | 2024-25 | FS | | | 2025-26 | FS |
| 1 | Transportation System Preservation | | | | | | | | | | | | | | | |
| | a. South 56th Street, Spruce Street to Van Dorn Street - Pavement Repair Project Rehabilitation may include pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. Approximately 1.2 miles. | | | | PE | 212.0 | LC | | | | | | | | | |
| | | | | | PE | 53.0 | LN | | | | | | | | | |
| | | | | | ROW | | | 20.0 | LC | | | | | | | |
| | | | | | ROW | | | 5.0 | LN | | | | | | | |
| | | | | | Const/CE | | | | | 1,535.6 | LC | | | | | |
| | | | | | Const/CE | | | | | 119.4 | LN | | | | | |
| | C.N. 13433 | LCLC-5241(7) | | TOTAL | | 265.0 | | 25.0 | | 1,655.0 | | 0.0 | | 0.0 | 0.0 | 1,945.0 |
| | b. Randolph Street, Capital Parkway to 40th Street Rehabilitation may include pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. This project may include intersection improvements at 33rd and 40th. Approximately 1.25 miles. | | | | PE | 240.0 | LC | 360.0 | LC | | | | | | | |
| | | | | | PE | 60.0 | LN | 90.0 | LN | | | | | | | |
| | | | | | ROW | | | | | 140.0 | LC | | | | | |
| | | | | | ROW | | | | | 35.0 | LN | | | | | |
| | | | | | Const/CE | | | | | | | 2,860.0 | LC | | | |
| | | | | | Const/CE | | | | | | | 715.0 | LN | | | |
| | C.N. 13434 | LCLC-5224(1) | | TOTAL | | 300.0 | | 450.0 | | 175.0 | | 3,575.0 | | 0.0 | 0.0 | 4,500.0 |
| | c. 1st Street & Cornhusker - Traffic Signal Replacement This project may include reconstruction of the existing traffic signal at the intersection and pavement improvements to improve traffic operations at this intersection. All construction is expected to be within the existing right-of-way. | | | | PE | 144.1 | LC | | | | | | | | | |
| | | | | | PE | 36.0 | LN | | | | | | | | | |
| | | | | | ROW | | | 4.0 | LC | | | | | | | |
| | | | | | ROW | | | 1.0 | LN | | | | | | | |
| | | | | | Utilities | | | | | 15.0 | LN | | | | | |
| | | | | | Const/CE | | | | | 624.0 | LC | | | | | |
| | | | | | Const/CE | | | | | 156.0 | LN | | | | | |
| | C.N. 13435 | LCLC-5213(3) | | TOTAL | | 180.1 | | 5.0 | | 795.0 | | 0.0 | | 0.0 | 0.0 | 980.1 |
| | d. 9th & A St., 9th & D St., 10th & A St., 10th & D St. - Traffic Signal Replacement This project may include replacing the traffic signal poles, new conduit and cable around the intersections, replacing vehicle detection as needed, and upgrades to pedestrian infrastructure and curb ramps. All construction is expected to be within the existing right-of-way. | | | | PE | 220.0 | LC | | | | | | | | | |
| | | | | | PE | 55.0 | LN | | | | | | | | | |
| | | | | | ROW | | | 28.0 | LC | | | | | | | |
| | | | | | ROW | | | 7.0 | LN | | | | | | | |
| | | | | | Const/CE | | | | | | | | | 1,056.0 | LC | |
| | | | | | Const/CE | | | | | | | | | 264.0 | LN | |
| | C.N. 13436 | LCLC-5261(1) | | TOTAL | | 275.0 | | 35.0 | | 0.0 | | 0.0 | | 1,320.0 | 0.0 | 1,630.0 |
| | e. N 84th Street & College Park - Traffic Signal Replacement This project may include replacing the traffic signal poles, new conduit and cable around the intersection, replacing vehicle detection as needed, and upgrades to pedestrian infrastructure and curb ramps. All construction is expected to be within the existing right-of-way. | | | | PE | 152.0 | LC | | | | | | | | | |
| | | | | | PE | 38.0 | LN | | | | | | | | | |
| | | | | | ROW/Utilities | | | 32.0 | LC | | | | | | | |
| | | | | | ROW/Utilities | | | 8.0 | LN | | | | | | | |
| | | | | | Const/CE | | | | | 345.6 | LC | | | | | |
| | | | | | Const/CE | | | | | 86.4 | LN | | | | | |
| | C.N. 13437 | LCLC-5249(8) | | TOTAL | | 190.0 | | 40.0 | | 432.0 | | 0.0 | | 0.0 | 0.0 | 662.0 |

| 2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM | | | | | AGENCY: | City of Lincoln | | | | | | | | | |
|---|--|---------------|---------|----|--|---|----------------------|-------------------|---------------------|------------------------|------------------------|---|------------------------|---------------------------|---------|
| | | | | | DIVISION: | Transportation and Utilities - APPENDIX | | | | | | | | | |
| PROJ NO (Map) | PROJECT (Location & Distance) (Improvement Description) | | | | PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's) | | | | | | | | | | |
| | | | | | PRIORITY PROJECTS | | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | |
| | PRIOR FISCAL YEARS | FS | 2022-23 | FS | 2023-24 | FS | 2024-25 | FS | 2025-26 | FS | | | | | |
| | APPENDIX (Project Number) (Work Phase) | | | | | | | | | | | | | | |
| f. | 66th St./Cotner Blvd./Adams St. - Traffic Signal Replacement This project may include replacing the traffic signal poles, new conduit and cable around the intersection, replacing vehicle detection as needed, and upgrades to pedestrian infrastructure and curb ramps. All construction is expected to be within the existing right-of-way, however some Construction Easements may be needed. | | | | PE PE ROW ROW Const/CE Const/CE | 128.0 LC 32.0 LN | | 20.0 LC 4.0 LN | | 288.0 LC 72.0 LN | | | | | |
| | C.N. 13438 | LCLC-5245(2) | TOTAL | | | 160.0 | | 24.0 | | 360.0 | | 0.0 | 0.0 | 0.0 | 544.0 |
| g. | Cornhusker Highway, 39th to L-55X Rehabilitation may include pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. This project may include intersection improvements at Havelock/Superior. Approximately 1.6 miles. | | | | PE PE Const/CE Const/CE | | 400.8 LC 100.2 LN | | | | | 2,271.2 LC 567.8 LN | | | |
| | C.N. 13497 | LCLC-6-6(165) | TOTAL | | | 0.0 | | 501.0 | | 0.0 | | 0.0 | 2,839.0 | 0.0 | 3,340.0 |
| h. | Preventative Maintenance Bridge Package Preventative maintenance package may include bridges such as Harris Overpass, N 27th viaduct, SW 40th viaduct, Penny Bridges, and 10th & Salt Creek. | | | | PE PE Const/CE Const/CE | 488.8 LC 122.2 LN | | | | 3,271.2 LC 817.8 LN | | | | | |
| | C.N. 13491 | LCLC-55(188) | TOTAL | | | 611.0 | | 0.0 | | 4,089.0 | | 0.0 | 0.0 | 0.0 | 4,700.0 |
| i. | 48th & Calvert and 56th & Calvert This project may include traffic signal replacement at 48th and a study of the 56th intersection. Construction activities would be based off the results of the study. | | | | PE PE ROW ROW Const/CE Const/CE | 426.8 LC 106.7 LN | | | 120.0 LC 30.0 LN | | 1,700.0 LC 425.0 LN | | | | |
| | C.N. 13496 | LCLC-5506(2) | TOTAL | | | 533.5 | | 0.0 | | 150.0 | | 2,125.0 | 0.0 | 0.0 | 2,808.5 |
| 2 | Transportation System Optimization | | | | | | | | | | | | | | |
| a. | A Street, 40th to 56th Project to include intersections improvements on A Street at 40th, 48th and 50th/Cotner and widening of A Street from 40th to 48th for a center turn lane. This project may also include pavement rehabilitation, curb ramp reconstruction and utility adjustments. Approximately 1.0 mile. | | | | PE PE ROW ROW Const/CE Const/CE Const/CE Const/CE | 400.0 LC 100.0 LN | 880.0 LC 220.0 LN | | 280.0 LC 70.0 LN | | | 5,077.9 LC 1,269.5 LN 1,194.1 LC-AC(LN) 298.5 LN | | 1,194.1 LC -1,194.1 LN | |
| | C.N. 13439 | LCLC-5220(6) | TOTAL | | | 500.0 | | 1,100.0 | | 350.0 | | 0.0 | 7,840.0 | 0.0 | 9,790.0 |
| b. | Adams Street, 36th to 49th - Pavement Repair Project Project improvements may include widening, pavement rehabilitation, curb ramp reconstruction and utility adjustments. This project may remove a pedestrian signal at 46th. Approximately 1.0 mile. | | | | PE PE ROW ROW Const/CE Const/CE | 288.0 LC 72.0 LN | | 20.0 LC 5.0 LN | | 2,371.3 LC 278.7 LN | | | | | |
| | C.N. 13440 | LCLC-5250(4) | TOTAL | | | 360.0 | | 25.0 | | 2,650.0 | | 0.0 | 0.0 | 0.0 | 3,035.0 |

| 2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM | | | | | AGENCY: | City of Lincoln | DIVISION: | Transportation and Utilities - APPENDIX | | | | | | | | | | | |
|---|---|--|--|--|--|-----------------|-----------|---|----------------|------------|---------------|-------------------------------------|------------------------|---------------------------|----------|-----|-----|---------|---------|
| PROJ NO (Map) | PROJECT (Location & Distance) (Improvement Description) APPENDIX (Project Number) (Work Phase) | | | | PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's) | | | | | | | | | | | | | | |
| | | | | | PRIORITY PROJECTS | | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | | | | | |
| | | | | | PRIOR FISCAL YEARS | FS | 2022-23 | FS | 2023-24 | FS | 2024-25 | FS | | | 2025-26 | FS | | | |
| c. | 84th St. and US-6 (Cornhusker Hwy.) - Intersection Improvements Safety project C.N. 13450 HSIP-5249(9) TOTAL | | | | PE ROW ROW Utilities Const/CE Const/CE | 810.0 | LN | | 90.0 10.0 | HS LN | | 114.0 4,104.0 456.0 | LN HS LN | | 0.0 | 0.0 | 0.0 | 5,584.0 | |
| d. | Cotner Boulevard, O Street to Starr Street Rehabilitation may include widening, pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. This project may include intersection improvements at Starr and Holdrege. Approximately 0.8 miles. C.N. 13498 LCLC-5237(4) TOTAL | | | | PE PE ROW ROW Const/CE Const/CE | 770.5 192.6 | LC LN | | | | | 200.0 50.0 4,366.3 1,091.6 | LC LN LC LN | | 0.0 | 0.0 | 0.0 | 6,671.0 | |
| e. | A Street, 6th to 17th Project may include intersection improvements on A Street at 13th and 17th, widening of A Street from 6th to 17th for a center turn lane. This project may also include pavement rehabilitation, curb ramp reconstruction and utility adjustments. Approximately 0.9 mile. C.N. 13495 LCLC-5220(7) TOTAL | | | | PE PE Const/CE Const/CE | | | | 790.3 197.6 | LC LN | | | | 4,478.5 1,119.6 | LC LN | | 0.0 | | 6,586.0 |
| f. | Pilot - Hyperflow Software Tool The City of Lincoln will use the Hyperflow software too from ETALYC as a pilot. Hyperflow provides an online dashboard for system-wide signalized corridor performance assessment. It will identify problem intersections and corridors, and quantify improvements made by signal timing changes, ultimately providing a better understanding of system performance and resulting in improved safety and user assistance. C.N. 1051 STIC-STWD "197" TOTAL | | | | Other | | | | 80.0 20.0 | STIC LN | | | | | | | 0.0 | | 100.0 |
| g. | US-34 and S. 84th Street/Ruswood Parkway Intersection Improvements This is a safety project partially funded with Highway Safety Improvement Project funds through the Federal Highway Administration (FHWA) and Nebraska Department of Transportation (NDOT). It will involve potential curb and lane geometric modifications. Construction is anticipated to occur in 2025. TOTAL | | | | PE ROW/Utilities ROW/Utilities Const/CE Const/CE NDOT NDOT | | | 719.0 | LN | | 389.6 43.3 | HS LN | | 5,429.9 707.7 | HS LN | | 0.0 | 7,354.2 | |
| h. | S. 70th and Nebraska Parkway (Highway 2) Intersection Improvements This is a safety project partially funded with Highway Safety Improvement Project funds through the Federal Highway Administration (FHWA) and Nebraska Department of Transportation (NDOT). It will involve potential curb and lane geometric modifications. Construction is anticipated to occur in 2025. C.N. 13548 HSIP-5247(14) TOTAL | | | | PE ROW/Utilities ROW/Utilities Const/Ce Const/Ce NDOT NDOT | | | 104.0 | LN | | 59.4 6.6 | HS LN | | 561.6 62.4 | HS LN | | 0.0 | | 814.0 |



**City of Lincoln:
StarTran**

**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

**Star Tran
FY 2023 - 2026**

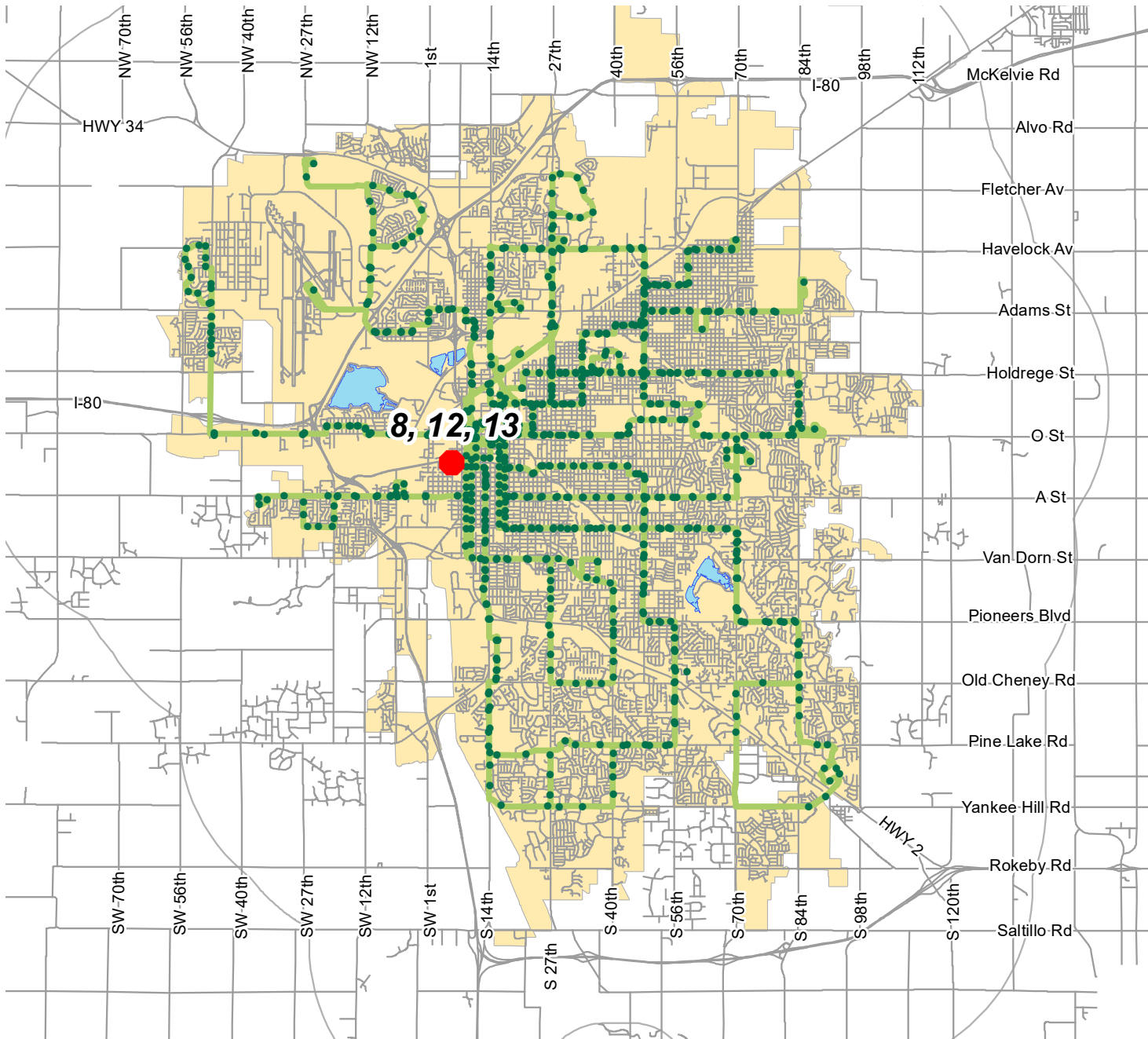


- #1 Purchase Maintenance Service Vehicles
- #2 Purchase 22 Paratransit Vehicles
- #3 Bus Stop Amenities (required by FTA)
- #4 Security Enhancements (required by FTA)
- #5 Purchase of Supervisor Vehicle
- #6 Computer Hardware and Software
- #7 Shop Tools/Equipment
- #8 Building Renovations/Improvements
- #9 Fareboxes
- #10 Multimodal Transportation Center
- #11 Purchase 13 Full Size Fixed Route Vehicles
- #12 Construction of Maintenance Bays
- #13 Fast Fuel Compressed Natural Gas Station
- #14 Maintenance Facility Construction/Relocation



1 0.5 0 1 2 3 4 Miles

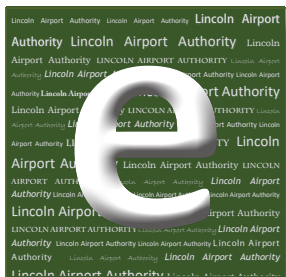
**Consult the detailed project descriptions
and funding summary for further information.**



| 2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM | | | | AGENCY: City of Lincoln | | DIVISION: StarTran | | | | | |
|---|--|--|---------------------------------|---------------------------------|-------------------|--------------------|---------------------------|---------------------------|--|--|--|
| PROJ NO (Map) | PROJECT (Location & Distance) (Improvement Description) (Control Number) | PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) | | | | | | | | | |
| | | PRIORITY PROJECTS | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | | | |
| | | PRIOR FISCAL YEARS FS | 2022-23 FS | 2023-24 FS | 2024-25 FS | 2025-26 FS | | | | | |
| 1 | Since the public acquisition of the Lincoln City Lines in 1971, StarTran has been providing efficient, convenient and economical public transportation services. The services provided comply with the current 2050 Long Range Transportation Plan. Previous capital improvement programs have included equipment essential in StarTran's provision of services. The FY 2023-2026 TIP describes capital items which will afford the opportunity for continued improvement of StarTran services. Future years include continued replacement of StarTran transit vehicles and purchase of associated equipment/items. | | | | | | | | | | |
| | Purchase Maintenance Service Vehicles Funding in FY22/23 is to replace maintenance vehicles #509 & #510. These vehicles are used by maintenance employees to deliver bus parts, move equipment to storage garage, push buses back to the garage that have broke down, change tires on the road, push snow, spread salt, run errands and general service as needed. | | 176.0 FA 44.0 SR | | | | | | | | |
| | TOTAL | 0.0 | 220.0 | 0.0 | 0.0 | 0.0 | 0.0 | 220.0 | | | |
| 2 | Purchase 21 Paratransit Vehicles Providing a high quality service to those with a disability includes purchasing comfortable and accessible vehicles. Funding is to purchase 6 expansion and 11 replacement paratransit vehicles in FY 2022-23 and 4 replacement vehicles in FY 2023-24. Vehicles will be alternate fueled and/or fuel efficient vehicles and proposed vehicle types will be reviewed by the Paratransit Working Group. The 11 replacement vehicles have met useful life per FTA guidelines. | | | | | | | | | | |
| | | 224.4 FA 39.6 SR | 3,233.0 FA | 440.0 FA | | | | | | | |
| | TOTAL | 264.0 | 3,233.0 | 440.0 | 0.0 | 0.0 | 0.0 | 3,673.0 | | | |
| 3 | Bus Stop Amenities (required by FTA) Bus stop amenities (Transit Enhancements) include: benches, shelters, pads, signage, digital signage, bicycle related equipment, and landscaping. These amenities make a transit system more safe, comfortable, and user friendly. Effective FY 2004-05, one percent of the FTA allocation to StarTran is required by FTA to fund transit enhancements. The priority of these funds will be directed towards 1) improving accessibility 2) replacement or improvement of shelters at major boarding locations and 3) adding benches to medium to high use bus stops. Improving accessibility component may include repair of sidewalk infrastructure adjacent to bus routes. Project may include sidewalk panel repair, installation of ADA bus stop pads, reconstruction, or installation of pedestrian ramps to meet federal and local standards, and segment sidewalk installation to create accessible pathways to bus stops. | | | | | | | | | | |
| | | 273.6 FA 68.4 SR | 759.2 FA 64.8 SR 125.0 LN | 780.8 FA 70.2 SR 125.0 LN | 32.0 FA 8.0 SR | 32.0 FA 8.0 SR | | | | | |
| | TOTAL | 342.0 | 949.0 | 976.0 | 40.0 | 40.0 | 0.0 | 2,005.0 | | | |
| 4 | Security Enhancements (required by FTA) Safety and security is a top priority for StarTran. One percent of the FTA allocation to StarTran is required by FTA to fund security enhancements. Such enhancements will include improved facility surveillance and improved bus camera systems. Improving the perimeter of the StarTran facility through gates and fencing will also be included in this funding. | | | | | | | | | | |
| | | 32.0 FA 8.0 SR | 32.0 FA 8.0 SR | 32.0 FA 8.0 SR | 32.0 FA 8.0 SR | 32.0 FA 8.0 SR | | | | | |
| | TOTAL | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 | 0.0 | 160.0 | | | |
| 5 | Purchase of Supervisor Vehicle Funds are proposed in FY 2023-24 to purchase 2 replacement supervisor vehicles and related charging stations. In addition to road supervision, this vehicle will be used to transport supplies and schedules, carry patrons as necessary, and will be driven in inclement weather. Propulsion type will be electric in accordance with decarbonization goals. | | | | | | | | | | |
| | | 40.0 FA 10.0 SR | | 89.6 FA 22.4 SR | | | | | | | |
| | TOTAL | 50.0 | 0.0 | 112.0 | 0.0 | 0.0 | 0.0 | 112.0 | | | |
| 6 | Computer Hardware and Software Up-to-date computer hardware and software is vital to making StarTran more efficient. Funds are proposed in FY 2022-23 to purchase maintenance software, farebox cell phone validators and a plotter. | | | | | | | | | | |
| | | 80.0 FA 20.0 SR | 167.5 FA 41.9 SR | | | | | | | | |
| | TOTAL | 100.0 | 209.4 | 0.0 | 0.0 | 0.0 | 0.0 | 209.4 | | | |
| 7 | Shop Tools / Equipment Funds are proposed for continued routine upgrade and replacement of tools and equipment, as well as for replacement due to unexpected breakage. Funds will also be used in FY 2023-24 to purchase needed items for a garage expansion project, which will include vehicle lifts, oil reels, stands, benches, oil pans, exhaust and fall protection items. | | | | | | | | | | |
| | | 100.0 FA 25.0 SR | | 89.4 FA 22.4 SR | 16.0 FA 4.0 SR | 16.0 FA 4.0 SR | | | | | |
| | TOTAL | 125.0 | 0.0 | 111.8 | 20.0 | 20.0 | 0.0 | 151.8 | | | |
| 8 | Building Renovations / Improvements Prior appropriations will be used to fund current/future projects. Funds are proposed for atomic clock system, new garage doors, raise middle garage doors and parking lot striping. | | | | | | | | | | |
| | | | 440.0 FA 110.0 SR | | | | | | | | |
| | TOTAL | 0.0 | 550.0 | 0.0 | 0.0 | 0.0 | 0.0 | 550.0 | | | |
| 9 | Fareboxes Funds are for replacement of all bus fareboxes, as well as adding fareboxes to paratransit vehicles. Currently the fareboxes are 15 years old (as of 2007) and have exceeded their normal operating life. Replacement of fareboxes will afford the opportunity to continue to effectively collect accurate passenger fares and process fare structure information for routine analysis. | | | | | | | | | | |
| | | | 1,125.0 FA 281.2 SR | | | | | | | | |
| | TOTAL | 0.0 | 1,406.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1,406.2 | | | |

| 2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA | | | | | AGENCY: | | City of Lincoln | | | |
|---|--|---|------------|--------------------------|------------------------|--------------------------------------|-----------------|---------------------------------------|---------------------------|----------|
| TRANSPORTATION IMPROVEMENT PROGRAM | | | | | DIVISION: | | StarTran | | | |
| PROJ NO (Map) | PROJECT (Location & Distance) (Improvement Description) (Control Number) | PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) | | | | | | | | |
| | | PRIORITY PROJECTS | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | |
| | | PRIOR FISCAL YEARS FS | 2022-23 FS | 2023-24 FS | 2024-25 FS | 2025-26 FS | | | | |
| 10 | Multi Modal Center - Feasibility Study, Environmental and Design Work The Multimodal Transit Transfer Center (MTTC) project will improve travel options to central business district destinations, improve connections between different travel modes, and improve bus passenger amenities including covered passenger boarding areas and interior passenger amenities. Comfort and safety will be important aspects of this project and public/private partnerships and economic development opportunities will also be considered. This project includes completion of a feasibility study, environmental and design work, and construction. | PE Const/CE Const/CE Const/CE TOTAL | | 2,006.3 FA | | | | 21,659.4 FA 8,318.2 OF 842.0 SR | | |
| | | | 0.0 | 2,006.3 | 0.0 | 0.0 | | 30,819.6 | 0.0 | 32,825.9 |
| 11 | Purchase 13 Full Size Fixed Route Vehicles Replace 13 Gillig buses from 2011 with heavy duty alternative fueled and/or alternative propulsion system buses. | | | | | 8,541.3 FA 759.3 NE 1,059.7 SR | | | | |
| | | TOTAL | 0.0 | 0.0 | 0.0 | 10,360.3 | | 0.0 | 0.0 | 10,360.3 |
| 12 | Construction of Maintenance Bays StarTran will construct a high-profile bay maintenance facility at 710 J Street, which will be able to service 13 all-electric and 39 CNG buses that have a higher profile in a new two to four bay facility, eliminating the need to outsource maintenance to a facility 120 miles (round trip) away and improve capacity so StarTran can meet its goal to convert its entire 73-bus fleet to 100% electric/renewable/alternative fuel by 2040 and Lincoln Climate Action Plan goals to reduce net greenhouse gas emissions by 80% by 2050 (relative to 2011 levels) and all City fleets to 100% electric, renewable or alternative fuels by 2040. | | | | 2,442.8 FA 271.4 SR | | | | | |
| | | TOTAL | 0.0 | 0.0 | 2,714.3 | 0.0 | | 0.0 | 0.0 | 2,714.3 |
| 13 | Fast Fuel Compressed Natural Gas Station Funds are proposed to update feasibility study and build a fast fuel compressed natural gas (CNG) station at 710 J Street. A. Temporary CNG Fueling Station Provide delivery of on-site CNG fuel and rental equipment needed to fuel StarTran buses until permanent CNG fueling station is built | 4,026.2 FA 825.0 NE 181.5 SR TOTAL | | | | | | | | |
| | | | 5,032.7 | 1,652.5 | 0.0 | 0.0 | | 0.0 | 0.0 | 1,652.5 |
| 14 | Maintenance Facility Construction/Relocation Funds are proposed to update feasibility study, purchase land and build a fast fuel compressed natural gas (CNG) station. Environmental work and preliminary design of bus storage, maintenance and administration functions will also take place. | | | | | | | | | |
| | | TOTAL | 0.0 | 4,980.9 FA 2,328.6 SR | 0.0 | 0.0 | | 0.0 | 0.0 | 7,309.5 |
| | State / Federal | | 4,776.2 | 13,334.9 | 3,874.6 | 8,621.3 | 21,739.4 | | | 47,570.2 |
| | State Revenue/Aid | | 825.0 | 0.0 | 0.0 | 759.3 | 0.0 | | | 759.3 |
| | General Revenue | | 0.0 | 1,237.5 | 0.0 | 0.0 | 0.0 | | | 1,237.5 |
| | Special Reserves | | 352.5 | 2,878.5 | 394.4 | 1,079.7 | 862.0 | | | 5,214.6 |
| | City of Lincoln | | 0.0 | 125.0 | 125.0 | 0.0 | 0.0 | | | 250.0 |
| | Other - In-Kind Local Match | | 0.0 | 0.0 | 0.0 | 0.0 | 8,318.2 | | | 8,318.2 |
| | | TOTAL | 5,953.7 | 17,575.9 | 4,394.1 | 10,460.3 | 30,919.6 | | 0.0 | 63,349.8 |
| | OPERATIONS FUNDING SOURCE SUMMARY | | | | | | | | | |
| | Fixed Route Operations & Specialized Transportation Services for Lincoln, NE | | | | | | | | | |
| | Section 5307 Preventative Maintenance | | | 1,350.0 | 1,350.0 | 1,350.0 | 1,350.0 | | | 5,400.0 |
| | Section 5307 Operating and JARC - StarTran | | | 75.0 | 75.0 | 75.0 | 75.0 | | | 300.0 |
| | Section 5307 Operating and JARC - Lincoln Literacy | | | 15.0 | 15.0 | 15.0 | 15.0 | | | 60.0 |
| | Section 5307 ADA | | | 280.0 | 280.0 | 280.0 | 280.0 | | | 1,120.0 |
| | NE (State Revenue/Aid) | | | 1,387.0 | 944.0 | 897.0 | 907.0 | | | 4,135.0 |
| | GR (General Revenues - Local Funds) | | | 7,150.0 | 7,200.0 | 7,250.0 | 7,300.0 | | | 28,900.0 |
| | SC (Service Charges - Local Funds) | | | 3,150.0 | 3,150.0 | 3,150.0 | 3,150.0 | | | 12,600.0 |
| | | TOTAL | 0.0 | 13,407.0 | 13,014.0 | 13,017.0 | 13,077.0 | | 0.0 | 52,515.0 |

| 2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM | | | | | AGENCY: City of Lincoln DIVISION: StarTran | | | |
|---|---|--|------------|------------|---|------------|---------------------------|---------------------------|
| PROJ NO (Map) | PROJECT (Location & Distance) (Improvement Description) (Control Number) | PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) | | | | | | |
| | | PRIORITY PROJECTS | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS |
| | | PRIOR FISCAL YEARS FS | 2022-23 FS | 2023-24 FS | 2024-25 FS | 2025-26 FS | | |
| | TOTALS FOR STARTRAN FUNDING | | | | | | | |
| | <u>FEDERAL FUNDING</u> | | | | | | | |
| | Federal | | 13,334.9 | 3,874.6 | 17,162.6 | 21,739.4 | | 56,111.6 |
| | Section 5307 Preventative Maintenance | | 1,350.0 | 1,350.0 | 1,350.0 | 1,350.0 | | 5,400.0 |
| | Section 5307 Operating and JARC | | 90.0 | 90.0 | 90.0 | 90.0 | | 360.0 |
| | Section 5307 ADA | | 280.0 | 280.0 | 280.0 | 280.0 | | 1,120.0 |
| | SUB-TOTAL FEDERAL FUNDING | 0.0 | 15,054.9 | 5,594.6 | 18,882.6 | 23,459.4 | 0.0 | 62,991.6 |
| | <u>STATE FUNDING</u> | | | | | | | |
| | NE (State Revenue/Aid) | | 1,387.0 | 944.0 | 1,656.3 | 907.0 | | 4,894.3 |
| | State / Federal | | | | | | | 0.0 |
| | SUB-TOTAL STATE FUNDING | 0.0 | 1,387.0 | 944.0 | 1,656.3 | 907.0 | 0.0 | 4,894.3 |
| | <u>LOCAL FUNDING</u> | | | | | | | |
| | GR (General revenues - Local Funds) | | 8,387.5 | 7,200.0 | 7,250.0 | 7,300.0 | | 30,137.5 |
| | SC (Service Charges - Local Funds) | | 3,150.0 | 3,150.0 | 3,150.0 | 3,150.0 | | 12,600.0 |
| | Special Reserves (SR) | | 2,878.5 | 394.4 | 1,079.7 | 862.0 | | 5,214.6 |
| | LN (City of Lincoln Funds) | | 125.0 | 125.0 | 0.0 | 0.0 | | 250.0 |
| | OF (Other Funds - In-Kind Local Match) | | 0.0 | 0.0 | 0.0 | 8,318.2 | | 8,318.2 |
| | SUB-TOTAL LOCAL FUNDING | 0.0 | 14,541.0 | 10,869.4 | 11,479.7 | 19,630.2 | 0.0 | 56,520.3 |
| TOTAL | | 0.0 | 30,982.9 | 17,408.1 | 32,018.6 | 43,996.6 | 0.0 | 124,406.1 |
| | Notes: Revenue & cost estimates use an inflation rate of 3% | | | | | | | |
| | STATUS OF PREVIOUS YEARS PROJECTS | | | | | | | |
| | <u>Projects Completed or Under Contract</u> | | | | | | | |
| | Purchase/Financing of Full Size Buses | | | | | | | |
| | Purchase Paratransit Vehicles | | | | | | | |
| | Bus Stop Amenities | | | | | | | |
| | Purchase of Supervisor Vehicle | | | | | | | |
| | Computer Hardware and Software | | | | | | | |
| | Shop Tools / Equipment | | | | | | | |
| | Building Renovations / Improvements | | | | | | | |
| | Transit Development Plan Update | | | | | | | |



Lincoln Airport Authority

| 2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM | | | | | AGENCY: Lincoln Airport Authority | | DIVISION: Lincoln Municipal Airport | | | | |
|---|---|--|----|---------|-----------------------------------|-------------------------------------|-------------------------------------|--|---------------------------|-----------------------|----------|
| PROJ NO (Map) | PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase) | PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's) | | | | | | | | | |
| | | PRIORITY PROJECTS | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | | |
| | | PRIOR FISCAL YEARS | FS | 2022-23 | FS | 2023-24 | FS | | | 2024-25 | FS |
| 1 | Master Plan | 835.0 FAA 0.0 LAA | | | | | | | | | |
| | TOTAL | 835.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 |
| 2 | Taxiway Alpha & Taxilane Kilo Rehab | 3,300.0 FAA 0.0 LAA | | | | | | | | | |
| | TOTAL | 3,300.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 |
| 3 | SRE-Sweeper (Replace #4454) | 532.8 FAA 0.0 LAA | | | | | | | | | |
| | TOTAL | 532.8 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 |
| 4 | Snow Removal Equipment (SRE) Building The Lincoln Airport has purchased a number of pieces of SRE in the last few years and more are anticipated in the planning period. The existing buildings that have been used to store this equipment are essentially full and are unable to store the new future equipment. The construction of new facility to store federally-funded SRE is proposed. | | | | | 3,150.0 FAA 350.0 LAA | | | | | |
| | TOTAL | 0.0 | | 3,500.0 | | 0.0 | | 0.0 | | 0.0 | 3,500.0 |
| 5 | Runway 18/36 - Runway Surface Condition Sensors The existing runway surface condition sensors wire installed in 2014. The equipment has become unreliable and non-functioning in some cases. The project proposal includes replacement of the sensors on both Runway 18/36 and Runway 14/32. | | | | | 450.0 FAA 50.0 LAA | | | | | |
| | TOTAL | 0.0 | | 500.0 | | 0.0 | | 0.0 | | 0.0 | 500.0 |
| 6 | Runway 18/36 - Pavement Reconstruction Design The existing 100' wide concrete keel section continues to see spalling and degradation at the joints. This pavement was constructed in the early 1990's and is nearing the end of it's useful life. This preliminary design/design project will more accurately define the scope of work and cost. | | | | | 330.0 FAA 934.0 OF 36.0 LOCAL | | | | | |
| | TOTAL | 0.0 | | 1,300.0 | | 0.0 | | 0.0 | | 0.0 | 1,300.0 |
| 7 | Runway 18/36 - Pavement Reconstruction Construction The existing 100' wide concrete keel section continues to see spalling and degradation at the joints, primarily due to age, ASR and exacerbated by annual freeze/thaw cycles. The increasingly urgent need for pavement rehab arose in early 2019 as maintenance efforts to mitigate FOD became more substantial. | | | | | | | 15,870.0 FAA 45,067.0 OF 1,763.0 LOCAL | | | |
| | TOTAL | 0.0 | | 0.0 | | 62,700.0 | | 0.0 | | 0.0 | 62,700.0 |
| 8 | General Aviation Development LNK is experiencing strong GA growth and has developed aircraft storage on almost all available hangar sites. In order to stay abreast of GA growth, development of a new general aviation area is proposed. Step 1 of this process is to accomplish necessary preliminary design, environmental assessments grading and infrastructure installations. | | | | | | | | 1,350.0 FAA 150.0 LAA | | |
| | TOTAL | 0.0 | | 0.0 | | 0.0 | | 1,500.0 | | 0.0 | 1,500.0 |
| 9 | Runway 14/32 Rehabilitation - Design Runway 14/32 was last rehabilitated in 2002, including a replacement of the lighting system. With both the pavement and lighting system at the end of their useful lives, we propose to do preliminary design/design phases in the project to accurately define the scope and cost of a runway rehabilitation sites. In order to stay abreast of GA growth, development of a new general aviation area is proposed. | | | | | | | | | 540.0 FAA 60.0 LAA | |
| | TOTAL | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 600.0 | 600.0 |

| 2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM | | | | | AGENCY: Lincoln Airport Authority | | DIVISION: Lincoln Municipal Airport | | | | | |
|---|---|--|----|-----------------------------------|-----------------------------------|---------|-------------------------------------|---------------------------|---------------------------|-------------------------------------|---------------------------------|----------|
| PROJ NO (Map) | PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase) | PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's) | | | | | | | | | | |
| | | PRIORITY PROJECTS | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | | | |
| | | PRIOR FISCAL YEARS | FS | 2022-23 | FS | 2023-24 | FS | | | 2024-25 | FS | 2025-26 |
| 10 | Relocate Run-up Pad The existing run-up pad at the Lincoln Airport is located on the west side of the airfield opposite of the majority of the users. This necessitates multiple runway crossings to use and, as such, represents a safety concern. This has been also identified as a concern by the Runway Safety Action Team (RSAT). A 2014 study identified several concepts to mitigate the issue and was the preliminary step to construct a relocated pad. | | | | | | | | | | | |
| | TOTAL | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 3,150.0 FAA 350.0 LAA 3,500.0 | 0.0 | 3,500.0 |
| 11 | Runway 14/32 Rehabilitation - Pavement and Lighting With preliminary design/design work completed in the previous year, we would like to bid and construct a rehabilitation (monimal 5" mill & overlay, 8650' x 150') of the existing pavement. This pavement was constructed in 2002, with sealcoats applied in 2006 (LNK-34) and 2015 (LNK-51). With preliminary design completed in the previous year, we would like to bid and construct a rehabilitation of the existing lighting system. This lighting system was installed in 2002 (LNK-27), using the design standards of the time. With new design standards for light spacing and with a system age of over 20 years, would propose to replace the entire system with a new LED MIRL system, including the re-spacing of runway lights to meet current design criteria and the replacement of a 30+ year old emergency generator (serves Rwy 14/32, 17/35 and Twys A, C, E, K, N, P). | | | | | | | | | | | |
| | TOTAL | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 10,080.0 1,120.0 11,200.0 | 11,200.0 |
| 12 | Oak Creek Levee Improvements In the years following Hurricane Katrina in 2005, the Oak Creek Levee that runs around the West and South portions of the airfield was decertified due to national changes in freeboard requirements. The proposed project would construct improvements to the existing levee system to allow for recertification. | | | | | | | | | | | |
| | TOTAL | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 3,150.0 350.0 3,500.0 | 3,500.0 |
| 13 | Terminal Ramp Rehabilitation - Phase II As a follow-on to work done in 2014 (3-31-0050-44 & 46), this program proposed to complete Phase II of our planned Terminal Ramp rehabilitation. While we are proposing this project for 2022, we would like to be able to adjust the timing of the project based on pavement conditions. | | | | | | | | | | | |
| | TOTAL | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 3,600.0 400.0 4,000.0 | 4,000.0 |
| 14 | Interlocal Agreement for Minimum Revenue Guarantee Lancaster County and the City of Lincoln each pledged \$1.5 million of their American Rescue Plan Act (ARPA) funds for a total of \$3 million to an Interlocal agreement with the Lincoln Airport Authority to be used as a Minimum Revenue Guarantee (MRG) for the purpose of developing/encouraging new or expanded regularly scheduled passenger air service. The Interlocal Agreement continues through December 31, 2026. The funds will be drawn down as needed. Any unexpended funds will be returned to the City and County at the end of the agreement period. The funds shown are FY 2022-23 but may be used in any of the fiscal years through FY 2025-26. | | | | | | | | | | | |
| | TOTAL | 0.0 | | 3,000.0 OF 3,000.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 | 3,000.0 |
| 15 | Terminal Building - HVAC Cooling Tower Reconstruction This project replaces the existing Lincoln passenger terminal facility's cooling towers, fans, internal exhaust ducts and adjacent control equipment and plumbing. The cooling towers and exhause ductwork are original to the 1974-era Terminal building at the Lincoln Airport. Significant degradation of the metal ductwork indicates the existing infrastructure is nearing the end of its useful life. In 2014, a locally-funded project was undertaken in an attempt to rehabilitate the towers and gain some additional use life. The currently observed level of oxidation and deterioration indicates that a complete replacement of the cooling towers and adjacent ancillary equipment is now warranted. | | | | | | | | | | | |
| | TOTAL | 0.0 | | 650.0 FAA 350.0 LAA 1,000.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 | 1,000.0 |



Federal Transit Administration:

Section 5310/5311 Projects

| 2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM | | | | | AGENCY: FTA Program Funding DIVISION: Section 5310/5311 Projects | | | | | | | | | |
|---|---|----|---------|----|---|------|---------|------|---------|----|-----|--|---------------------------|---------------------------|
| PROJ NO (Map) | PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase) | | | | PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's) | | | | | | | | | |
| | | | | | PRIORITY PROJECTS | | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS |
| | PRIOR FISCAL YEARS | FS | 2022-23 | FS | 2023-24 | FS | 2024-25 | FS | 2025-26 | FS | | | | |
| 1 | <u>Section 5311 Program</u> Vanpool Project Vendor vanpool services to provide statewide contracted services, which includes service for A) the Lincoln and Omaha (LCLC and MAPA) Metro regions and B) Rural Nebraska vanpool service. a. Lincoln and Omaha (LCLC & MAPA) Metro vanpool service for Lancaster, Sarpy & Douglas counties. Note: CMAQ funding transferred to Section 5307. b. Rural Nebraska vanpool service. <div>TOTAL</div> | | | | 186.12 | CMAQ | | | | | | | | 186.12 |
| | | | | | 204.0 | 5311 | | | | | | | | 204.0 |
| | | | | | 51.0 | OF | | | | | | | | 51.0 |
| | | | | | 441.12 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 441.1 |
| 2 | <u>Section 5310 Program</u> a. Madonna Rehabilitation Hospital Capital - 2 transit conversion van Operating Assistance - 3 driver salary Note: 5310 grant application requested \$131,300, although it will be funded at \$76,461 under CRSAA and ARP. <div>TOTAL</div> FY 2015 5310 Allocation Carry-over <div>TOTAL</div> | | | | 112.00 | 5310 | | | | | | | | |
| | | | | | 28.00 | OF | | | | | | | | |
| | | | | | 56.46 | 5310 | | | | | | | | |
| | | | | | 196.46 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 196.46 |
| | | | | | 80.571 | | | | | | | | | |
| | | | | | -80.571 | | | | | | | | | |
| | | | | | 0.000 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 |
| 3 | FY 2016 5310 Allocation <div>TOTAL</div> | | | | 187.656 | | | | | | | | | |
| | | | | | -187.656 | | | | | | | | | |
| | | | | | 0.000 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 |
| 4 | FY 2017 5310 Allocation <div>TOTAL</div> | | | | 193.889 | | | | | | | | | |
| | | | | | -193.889 | | | | | | | | | |
| | | | | | 0.000 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 |
| 5 | FY 2018 5310 Allocation <div>TOTAL</div> | | | | 201.902 | | | | | | | | | |
| | | | | | -201.902 | | | | | | | | | |
| | | | | | 0.000 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 |
| 6 | FY 2019 5310 Allocation <div>TOTAL</div> | | | | 106.704 | | 103.834 | 5310 | | | | | | |
| | | | | | -106.704 | | | | | | | | | |
| | | | | | 0.000 | | 103.834 | | 0.0 | | 0.0 | | 0.0 | 103.8 |
| 7 | FY 2020 5310 Allocation <div>TOTAL</div> | | | | | | 220.329 | 5310 | | | | | | |
| | | | | | 0.000 | | 220.329 | | 0.0 | | 0.0 | | 0.0 | 220.3 |

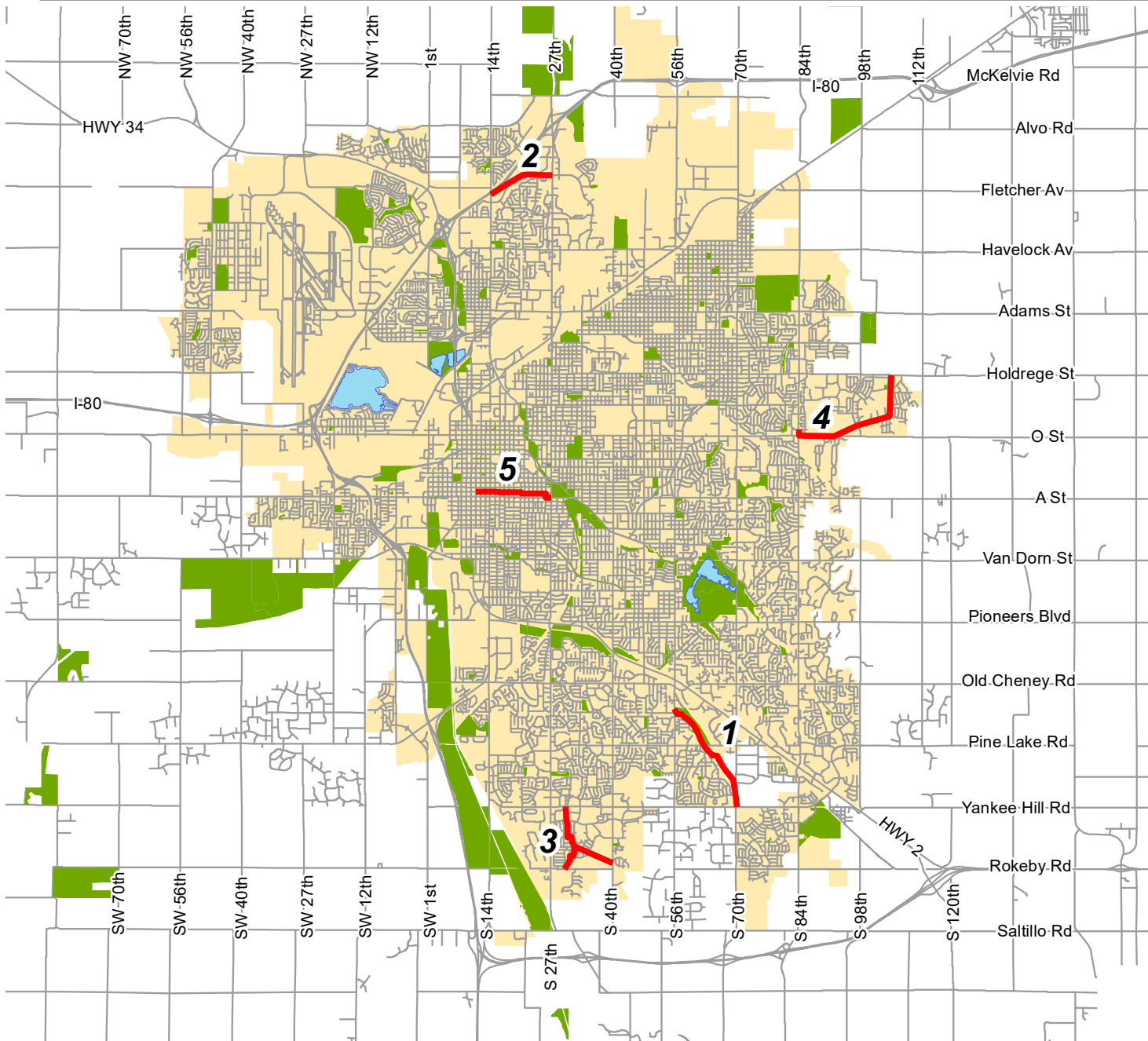
| 2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM | | | | | AGENCY: FTA Program Funding DIVISION: Section 5310/5311 Projects | | | | | | | | | | | |
|---|--|--|--|--|---|----|---------|------|---------|----|---------|----|---------------------------|---------------------------|---------|-------|
| PROJ NO (Map) | PROJECT (Location & Distance) (Improvement Description) <div>(Control Number) (Project Number) (Work Phase)</div> | | | | PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's) | | | | | | | | | | | |
| | | | | | PRIORITY PROJECTS | | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | | |
| | | | | | PRIOR FISCAL YEARS | FS | 2022-23 | FS | 2023-24 | FS | 2024-25 | FS | | | 2025-26 | FS |
| 8 | FY 2021 5310 Allocation (This includes funding from CRSSA and ARP.) | | | | | | 303.848 | 5310 | | | | | | | | |
| | TOTAL | | | | 0.000 | | 303.848 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 303.8 |
| | FUNDING SUMMARY | | | | | | | | | | | | | | | |
| | FEDERAL FUNDS | | | | | | | | | | | | | | | |
| | FA (Federal Aid) | | | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| | CMAQ (Congestion Mitigation and Air Quality) | | | | 186.1 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 186.1 | |
| | 5307 (FTA Section 5307 Funds) | | | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| | 5310 (FTA Section 5310 Funds) | | | | 168.5 | | 628.0 | | 0.0 | | 0.0 | | 0.0 | | 796.5 | |
| | 5311 (FTA Section 5311 Funds) | | | | 204.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 204.0 | |
| | SUB-TOTAL FEDERAL FUNDING | | | | 558.6 | | 628.0 | | 0.0 | | 0.0 | | 0.0 | | 1,186.6 | |
| | STATE FUNDS | | | | | | | | | | | | | | | |
| | NE (State of Nebraska) | | | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| | SUB-TOTAL STATE FUNDING | | | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| | LOCAL FUNDS | | | | | | | | | | | | | | | |
| | OF (Other Funds) | | | | 79.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 79.0 | |
| | SUB-TOTAL LOCAL FUNDING | | | | 79.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 79.0 | |
| | TOTAL | | | | 637.6 | | 628.0 | | 0.0 | | 0.0 | | 0.0 | | 628.0 | |
| | STATUS OF PREVIOUS YEARS PROJECTS | | | | | | | | | | | | | | | |
| | Projects Completed or Under Contract | | | | | | | | | | | | | | | |
| | Madonna Rehabilitation Hospital Technology - 12 radio rentals | | | | | | | | | | | | | | | |
| | Region V L5 Capital - 2 low floor van | | | | | | | | | | | | | | | |
| | Region V ServiceLinc Capital - 1 transit conversion van | | | | | | | | | | | | | | | |
| | Region V L3 Capital - 2 lowered floor van | | | | | | | | | | | | | | | |
| | City of Lincoln - Aging Parters Capital - 1 transit conversion van | | | | | | | | | | | | | | | |





Pedestrian, Bike & Trails

**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

**Ped, Bike and Trails
FY 2023 - 2026**



-  Trail Projects
-  Existing Parks

- #1 Beal Slough Trail Project**
- #2 Fletcher Landmark Trail**
- #3 Wilderness Hills Trail**
- #4 Waterford Trail**
- #5 B Street Bicycle Boulevard**



Lower Platte South
Natural Resources District



**Consult the detailed project descriptions
and funding summary for further information.**

| 2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM | | | | | AGENCY: Pedestrian, Bike & Trails DIVISION: Planning Area Projects | | | | | | |
|---|--|--|-------------|-----------------------|---|------------|---------------------------|---------------------------|------------|---------|---------|
| PROJ NO (Map) | PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase) | PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's) | | | | | | | | | |
| | | PRIORITY PROJECTS | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | | | |
| | | PRIOR FISCAL YEARS FS | 2022-23 FS | 2023-24 FS | 2024-25 FS | 2025-26 FS | | | | | |
| 1 | <u>City of Lincoln Parks & Recreation Department</u> | | | | | | | | | | |
| | Beal Slough Trail Project | | | PE 265.5 TA | | | | | | | |
| | Trail project to extend southeasterly along the Beal Slough Channel from 56th Street & London Road to 70th Street & Yankee Hill Road. The trail will be on city owned property to Pine Lake Road where it will connect with an underpass at Pine Lake Road (included with the street project). trail will continue southeast parallel to the railroad and the Beal Slough Channel, connecting to 70th Street. Ten foot concrete trail on 20 foot right-of-way. Total 2.22 miles. | | | PE 66.4 LN | | | | | | | |
| | | | | | 213.7 TA | | | | | | |
| | | | | | 53.4 LN | | | | | | |
| | | | | | | 958.3 TA | | | | | |
| | | | | | | 239.6 LN | | | | | |
| | | | | | | 143.8 TA | | | | | |
| | | | | | | 35.9 LN | | | | | |
| | | C.N. 13366 | TAP-55(182) | TOTAL | 331.9 | 267.1 | 1,377.6 | 0.0 | 0.0 | 0.0 | 1,976.6 |
| 2 | Fletcher Landmark Trail | | | PE 181.4 TA | | | | | | | |
| | Trail project for concrete trail to follow primarily alongside Fletcher Street from N. 14th Street to N. 27th Street. | | | PE 45.4 LN | | | | | | | |
| | | | | ROW 29.7 TA | | | | | | | |
| | | | | ROW 7.4 LN | | | | | | | |
| | | | | | 21.8 TA | | | | | | |
| | | | | | 5.4 LN | | | | | | |
| | | | | Construction 725.5 TA | | | | | | | |
| | | | | Construction 181.4 LN | | | | | | | |
| | | | | CE 112.1 TA | | | | | | | |
| | | | | CE 28.0 LN | | | | | | | |
| | C.N. 13442 | TAP-55(186) | TOTAL | 263.9 | 1,074.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1,338.1 | |
| 3 | Wilderness Hills Trail | | | PE | | | 87.5 OF | | | | |
| | Continuing the Tierra Williamsburg trail from about 37th and Yankee Hill Rd South approximately .75 mile where it will branch off in two segments, one leading east to an underpass of S. 40th Street, the other southwest to an underpass of Rokeby Road. | | | PE | | | 21.8 LN | | | | |
| | | | | ROW | | | | 27.4 OF | | | |
| | | | | Utilities | | | | 36.5 OF | | | |
| | | | | Construction | | | | 767.5 OF | | | |
| | | | | CE | | | | 109.3 OF | | | |
| | | | TOTAL | 0.0 | 0.0 | 109.3 | 940.7 | 0.0 | 0.0 | 1,050.0 | |
| 4 | Waterford Trail | | | PE | | | 278.3 TA | | | | |
| | Starting with a trail connection at 84th Street. Trail at 84th and College Park Rd., this new 10' wide trail will generally extend NE through Southeast Community College and Waterford Estates until reaching its terminus at 104th and Holdrege St. | | | PE | | | 69.6 LN | | | | |
| | | | | ROW/Utilities | | | | 347.8 TA | | | |
| | | | | ROW/Utilities | | | | 86.9 LN | | | |
| | | | | Const/CE | | | | | 1,567.8 TA | | |
| | | | | Const/CE | | | | | 391.9 LN | | |
| | | C.N. 13554 | TAP-55(192) | TOTAL | 0.0 | 0.0 | 347.9 | 434.7 | 1,959.7 | 0.0 | 2,742.3 |
| 5 | <u>City of Lincoln/Lancaster County Planning Department</u> | | | | | | | | | | |
| | B Street Bicycle Boulevard | | | PE | | | 24.2 LN | | | | |
| | Bicycle boulevard pavement markings and signage on B Street from 11th to 26th Street and 26th Street from A to B Streets, bump outs at 11th and 12th Streets, and a sidepath on A Street from 26th to 27th Street | | | PE | | | 50.4 CDBG | | | | |
| | | | | Const/CE | | | | 289.8 CDBG | | | |
| | | | | Const/CE | | | | 130.9 TA | | | |
| | | | | Const/CE | | | | 26.6 LN | | | |
| | | | | CE | | | | | | | |
| | | TOTAL | 0.0 | 0.0 | 74.6 | 447.3 | 0.0 | 0.0 | 521.9 | | |

| 2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM | | | | | AGENCY: Pedestrian, Bike & Trails DIVISION: Planning Area Projects | | | | | | | | | | |
|---|---|--|-------------|--------------|---|---------|---------------------------|---------------------------|---------|---------|---------|---------|---------|-----|---------|
| PROJ NO (Map) | PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase) | PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's) | | | | | | | | | | | | | |
| | | PRIORITY PROJECTS | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | | | | | | | |
| | | PRIOR FISCAL YEARS | FS | 2022-23 | FS | 2023-24 | | | FS | 2024-25 | FS | 2025-26 | FS | | |
| | FUNDING SUMMARY | | | | | | | | | | | | | | |
| | FEDERAL FUNDS | | | | | | | | | | | | | | |
| | CMAQ (Congestion Mitigation and Air Quality) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | | |
| | RTP (Recreational Trails Program) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | | |
| | TE (STPB - Sub-Allocation, Transportation Enhancement) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | | |
| | TA (STPG-TA - Transportation Alternatives Program) | | 476.6 | | 1,073.1 | | 1,380.4 | | 478.7 | | 1,567.8 | | | | |
| | TAC (Advanced Construction for STP-TA-Transportation Alternatives Program Funding) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | | |
| | SR (SRTS - Safe Routes to School) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | | |
| | CDBG (Community Development Block Grant Program) | | 0.0 | | 0.0 | | 50.4 | | 289.8 | | 0.0 | | | | |
| | SUB-TOTAL FEDERAL FUNDING | | 476.6 | | 1,073.1 | | 1,430.8 | | 768.5 | | 1,567.8 | 0.0 | 5,316.8 | | |
| | STATE FUNDS | | | | | | | | | | | | | | |
| | NE (State Revenue / Aids) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | | |
| | SUB-TOTAL STATE FUNDING | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| | LOCAL FUNDS | | | | | | | | | | | | | | |
| | NR (Lower Platte South Natural Resource District Funds) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | | |
| | GP (Great Plains Trail Network Private Contributions) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | | |
| | RT (Railroad Transportation Safety District) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | | |
| | LN (City of Lincoln Funds) | | 119.2 | | 268.2 | | 391.1 | | 113.5 | | 391.9 | | | | |
| | HIC (City of Hickman Funds) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | | |
| | PR (Other Private Contributions) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | | |
| | OF (Other Funds) | | 0.0 | | 0.0 | | 87.5 | | 940.7 | | 0.0 | | | | |
| | SUB-TOTAL LOCAL FUNDING | | 119.2 | | 268.2 | | 478.6 | | 1,054.2 | | 391.9 | 0.0 | 2,312.1 | | |
| TOTAL | | | | | 595.8 | | 1,341.3 | | 1,909.4 | | 1,822.7 | | 1,959.7 | 0.0 | 7,628.9 |
| | STATUS OF PREVIOUS YEARS PROJECTS | | | | | | | | | | | | | | |
| | Projects Completed or Under Contract | | | | | | | | | | | | | | |
| | Rosa Parks Way Trail (UNDER CONTRACT) | | | | PE | 41.6 | TA | | | | | | | | |
| | Railroad Undercrossing trail west of 1st and J Street, 900 feet long and 10 wide concrete surface. | | | | PE | 10.4 | NR | | | | | | | | |
| | | | | ROW | 17.6 | TA | | | | | | | | | |
| | | | | ROW | 4.4 | NR | | | | | | | | | |
| | | | | Construction | 993.3 | TA | | | | | | | | | |
| | | | | Construction | 193.3 | NR | | | | | | | | | |
| | | | | Construction | 50.0 | RT | | | | | | | | | |
| | | | | Construction | 5.0 | GP | | | | | | | | | |
| | | | | CE | 248.3 | TA | | | | | | | | | |
| | | | | CE | 62.1 | NR | | | | | | | | | |
| | | C.N. 12945 | ENH-55(164) | | | | | | | | | | | | |




Railroad Transportation Safety District

Lincoln Metropolitan Planning Organization
Transportation Improvement Program

**Railroad Transportation
Safety District**
FY 2023 - 2026



 **Project Location**

**33rd and Cornhusker
(BNSF Rail Corridor)**



Lincoln's Future Service Limit Shown as Grey

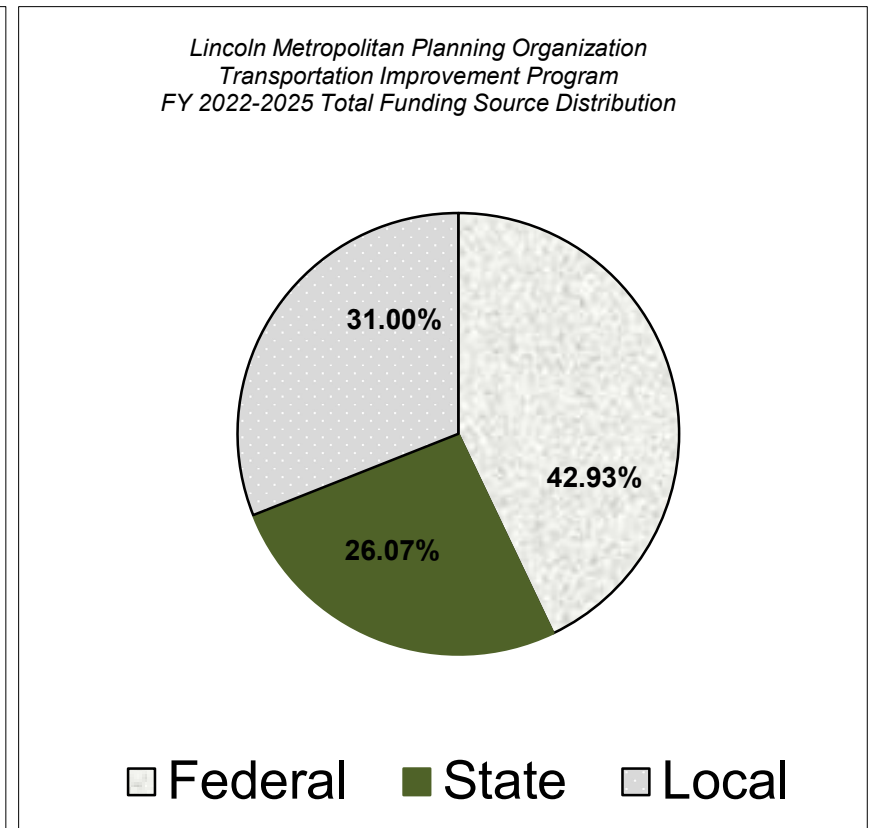
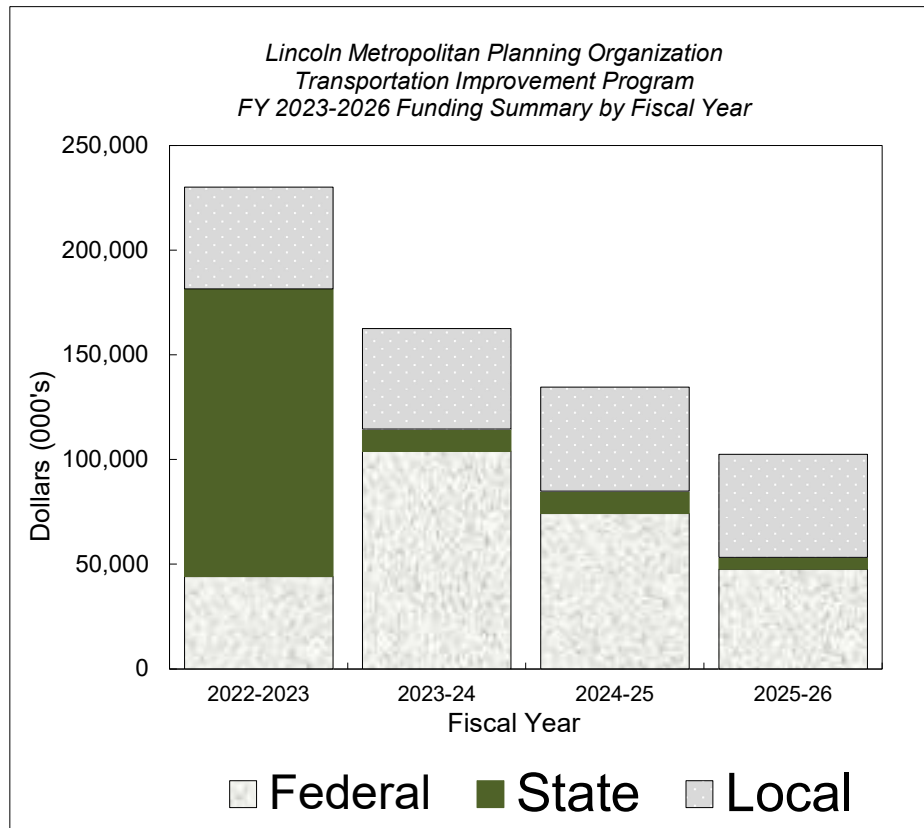
**Consult the detailed project descriptions
and funding summary for further information.**

| 2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM | | | | | AGENCY: | City of Lincoln | DIVISION: Railroad Transportation Safety District | | | | | | | | | | | |
|---|---|------------------|------------------|--------------|--|-----------------|--|-------|------------|---------|------------|----------|------------|---------|---------------------------|---------------------------|----------|-----------|
| PROJ NO (Map) | PROJECT (Location & Distance) | | | | PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's) | | | | | | | | | | | | | |
| | | | | | PRIORITY PROJECTS | | | | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | | |
| | (Improvement Description) | (Control Number) | (Project Number) | (Work Phase) | PRIOR FISCAL YEARS FS | | 2022-23 FS | | 2023-24 FS | | 2024-25 FS | | 2025-26 FS | | | | | |
| 1 | 33rd/Cornhusker Viaduct, Lincoln This project would implement study results to remove two at-grade crossings which would improve safety and mobility for existing and future traffic needs in the area. Complete funding for this project is not shown. Construction/CE will consist of RZ, RT, and RR funds. This project is part of Transportation System Optimization. | | | | PE/ROW | 5,114.0 | RT | 405.0 | RT | 2,505.0 | RT | 10,005.0 | RT | 7,305.0 | RT | 37.0 | 89,005.0 | 115,833.0 |
| | | | | PE/ROW | 347.0 | LOTM | 195.0 | LOTM | 195.0 | LOTM | 195.0 | LOTM | 195.0 | LOTM | | | | |
| | | | | PE/ROW | 330.0 | LN | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | TOTAL | | | | | 5,791.0 | | 600.0 | | 2,700.0 | | 10,200.0 | | 7,500.0 | | 89,042.0 | | |
| | FUNDING SUMMARY | | | | | | | | | | | | | | | | | |
| | FEDERAL FUNDS | | | | | | | | | | | | | | | | | |
| | RZ (Railroad - Hwy Crossing - Hazardous Funds) | | | | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 25,000.0 | | |
| | SUB-TOTAL FEDERAL FUNDING | | | | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 25,000.0 | | 25,000.0 |
| | STATE FUNDS | | | | | | | | | | | | | | | | | |
| | SUB-TOTAL STATE FUNDING | | | | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| | LOCAL FUNDS | | | | | | | | | | | | | | | | | |
| | RT (Railroad Transportation Safety District) | | | | | 5,114.0 | | 405.0 | | 2,505.0 | | 10,005.0 | | 7,305.0 | | 58,005.0 | | 83,339.0 |
| | RR (Railroad Private Contributions) | | | | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 6,000.0 | | 6,000.0 |
| | LN (City of Lincoln Funds) | | | | | 330.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | | 330.0 |
| | LOTM (Lincoln on the Move Funds) [city funds] | | | | | 347.0 | | 195.0 | | 195.0 | | 195.0 | | 195.0 | | 37.0 | | 1,164.0 |
| | SUB-TOTAL LOCAL FUNDING | | | | | 5,791.0 | | 600.0 | | 2,700.0 | | 10,200.0 | | 7,500.0 | | 64,042.0 | | 26,791.0 |
| | TOTAL | | | | | 5,791.0 | | 600.0 | | 2,700.0 | | 10,200.0 | | 7,500.0 | | 89,042.0 | | 115,833.0 |



Funding Summary

2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM



**2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

SUMMARY OF PROGRAM EXPENDITURES

| | AGENCY | | FISCAL YEARS | | | | Total for Four Years | Costs Beyond Program |
|---------------|---|-----------|--------------|-----------|-----------|-----------|-------------------------|-------------------------|
| | | | 2022-2023 | 2023-24 | 2024-25 | 2025-26 | | |
| A | State of Nebraska | FEDERAL | 10,108.0 | 16,295.0 | 18,449.2 | 0.0 | 44,852.2 | |
| | | STATE | 136,016.4 | 9,609.8 | 8,991.9 | 4,677.3 | 159,295.4 | |
| | | LOCAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | | SUB-TOTAL | 146,124.4 | 25,904.8 | 27,441.1 | 4,677.3 | 204,147.6 | |
| B | Lancaster County | FEDERAL | 6,022.7 | 1,777.9 | 24,304.6 | 89.2 | 32,194.4 | |
| | | STATE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | | LOCAL | 4,361.5 | 3,292.7 | 7,381.8 | 3,022.3 | 18,058.3 | |
| | | SUB-TOTAL | 10,384.2 | 5,070.5 | 31,686.4 | 3,111.5 | 50,252.6 | |
| C | City of Lincoln Transportation and Utilities | FEDERAL | 2,800.3 | 18,095.0 | 10,551.5 | 18,875.1 | 50,321.9 | |
| | | STATE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | | LOCAL | 27,928.8 | 28,755.6 | 19,385.2 | 18,244.5 | 94,314.2 | |
| | | SUB-TOTAL | 30,729.1 | 46,850.6 | 29,936.7 | 37,119.6 | 144,636.1 | |
| D | StarTran | FEDERAL | 15,054.9 | 5,582.6 | 18,882.6 | 23,459.4 | 62,979.6 | |
| | | STATE | 1,387.0 | 944.0 | 1,656.3 | 907.0 | 4,894.3 | |
| | | LOCAL | 14,541.0 | 10,866.4 | 11,479.7 | 19,630.2 | 56,517.3 | |
| | | SUB-TOTAL | 30,982.9 | 17,393.1 | 32,018.6 | 43,996.6 | 124,391.1 | |
| E | Lincoln Airport Authority | FEDERAL | 8,514.0 | 60,937.0 | 1,350.0 | 3,690.0 | 74,491.0 | |
| | | STATE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | | LOCAL | 786.0 | 1,763.0 | 150.0 | 410.0 | 3,109.0 | |
| | | SUB-TOTAL | 9,300.0 | 62,700.0 | 1,500.0 | 4,100.0 | 77,600.0 | |
| F | Section 5310 / 5311 Projects | FEDERAL | 628.0 | 0.0 | 0.0 | 0.0 | 628.0 | |
| | | STATE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | | LOCAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | | SUB-TOTAL | 628.0 | 0.0 | 0.0 | 0.0 | 628.0 | |
| G | Ped, Bikes & Trails | FEDERAL | 1,073.1 | 1,430.8 | 768.5 | 1,567.8 | 4,840.2 | |
| | | STATE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | | LOCAL | 268.2 | 478.6 | 1,054.2 | 391.9 | 2,192.9 | |
| | | SUB-TOTAL | 1,341.3 | 1,909.4 | 1,822.7 | 1,959.7 | 7,033.1 | |
| H | Railroad Transportation Safety Dist. | FEDERAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | | STATE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | | LOCAL | 600.0 | 2,700.0 | 10,200.0 | 7,500.0 | 21,000.0 | |
| | | SUB-TOTAL | 600.0 | 2,700.0 | 10,200.0 | 7,500.0 | 21,000.0 | |
| | PROGRAM TOTAL | FEDERAL | 44,201.0 | 104,118.3 | 74,306.4 | 47,681.5 | 270,307.2 | |
| | | STATE | 137,403.4 | 10,553.8 | 10,648.2 | 5,584.3 | 164,189.7 | |
| | | LOCAL | 48,485.5 | 47,856.3 | 49,650.9 | 49,198.9 | 195,191.7 | |
| | | SUB-TOTAL | 230,089.9 | 162,528.4 | 134,605.5 | 102,464.7 | 629,688.6 | |
| PROGRAM TOTAL | | | 230,089.9 | 162,528.4 | 134,605.5 | 102,464.7 | 629,688.6 | 184,986.1 |



Performance Measures

With the passing of the Fixing America's Surface Transportation Act (FAST Act) transportation bill and continuing in the Infrastructure Investment and Jobs Act (IIJA) (also known as the "Bipartisan Infrastructure Law"), states and MPOs are required to use performance based transportation planning practices. MPO Transportation Improvement Programs (TIP) will be required to document compliance with each of the performance based planning categories. Categories currently implemented include Safety (PM 1), Infrastructure (PM 2), System Performance (PM 3), Transit Asset Management (TAM), and Transit Safety.

MPOs establish performance targets for each of these measures by either:

1. Supporting the State DOT Performance Targets; or
2. Establishing its own Regional Performance Targets.

The Lincoln MPO gathered input from its committees in order to determine whether to support state DOT targets, or to develop its own regional targets.

Safety

The Federal Highway Administration (FHWA) published the Highway Safety Improvement Program and Safety Performance Management Measures (PM-1) Final Rules in the Federal Register on March 15, 2016. The Safety Performance Management Measures rule supports the Highway Safety Improvement Program (HSIP), as it establishes five safety performance measures to carry out the HSIP and to assess serious injuries and fatalities on all public roads. State DOTs are required to establish safety (HSIP) targets for all five performance measures by August 31 of each year.

The Lincoln MPO has agreed to support the state's annual (CY 2022) safety performance targets set in August 2021. The targets are:

| Performance Measure | 5-Year Rolling Average | |
|---|------------------------|--------------------|
| | Baseline (2015-2020) | Target (2017-2022) |
| Number of Fatalities | 231.4 | 249.0 |
| Rate of Fatalities per 100 million vehicle miles traveled (VMT) | 1.122 | 1.270 |
| Number of Serious Injuries | 1,429.0 | 1,358.0 |
| Rate of Serious Injuries per 100 million VMT | 6.916 | 6.323 |
| Number of Non-motorized Fatalities and Non-motorized Serious Injuries | 127.0 | 121.4 |

The Lincoln MPO supports these targets by reviewing and programming HSIP projects within the Metropolitan Planning Area into the Transportation Improvement Program (TIP). Working in partnership with local agencies, the Nebraska Department of Transportation (NDOT) safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. NDOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present.

Infrastructure

Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program (PM-2) was identified in the FHWA Final Ruling published in the Federal Register on January 18, 2017 (82 FR 5886). This rule establishes six performance measures to assess the condition of pavement and bridges on the National Highway System (NHS) to carry out the National Highway Performance Program. State DOTs are required to establish pavement and bridge condition targets by May 20 every four years.

The Lincoln MPO has agreed to support the state's 4-year performance period (CY 2018-2021) pavement and bridge performance targets set in May 2018. NDOT adopted adjustments to their established 4-year performance period in September 2020. The Lincoln MPO has agreed to support the adjustments by the State. The targets are:

| Performance Measure | 4-Year Target 2018-2021 | 4-Year Adjustment |
|---|----------------------------|----------------------|
| Percentage of Pavements of the Interstate System in Good Condition | ≥50% | No Change |
| Percentage of Pavements of the Interstate System in Poor Condition | ≤5% | No Change |
| Percentage of Pavements of the Non-Interstate NHS in Good Condition | ≥40% | No Change |
| Percentage of Pavements of the Non-Interstate NHS in Poor Condition | ≤10% | No Change |
| Percentage of NHS Bridges Classified as in Good Condition | ≥55% | No Change |
| Percentage of NHS Bridges Classified as in Poor Condition | ≤10% | No Change |

The Lincoln MPO will review and program pavement and bridge projects within the Metropolitan Planning Area into the TIP, which contributes toward the accomplishment of these targets.

System Performance

Assessing Performance of the National Highway System (NHS), Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (PM-3) was identified in the FHWA Final Ruling, published in the Federal Register on January 18, 2017 (82 FR 5970). This rule establishes performance measures to assess the performance of the Interstate and non-Interstate NHS to carry out the National Highway Performance Program, freight movement on the Interstate system to carry out the National Highway Freight Program, and traffic

congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. There are two performance measures to assess system performance of the NHS, one performance measure to assess freight movement on the Interstate system, two performance measures to assess traffic congestion under the CMAQ program, and one performance measure to assess total emissions reductions by applicable pollutants under the CMAQ program. State DOTs are required to establish system performance, freight, and CMAQ targets by May 20 every four years.

The Lincoln MPO has agreed to support the state's 4-year performance period (CY 2018-2021) system performance and freight performance targets set in May 2018 (Nebraska exempt from CMAQ measures this performance period). NDOT adopted adjustments to their established 4-year performance period in September 2020. The Lincoln MPO has agreed to support the adjustments by the State. The targets are:

| Performance Measure | 4-Year Target 2018-2021 | 4-Year Adjustment |
|--|----------------------------|----------------------|
| Percent of the Person-Miles Traveled on the Interstate that are Reliable | 98.9% | 94.0% |
| Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable | 92.6% | 88.0% |
| Truck Travel Time Reliability Index | 1.10 | 1.25 |

The Lincoln MPO will review and program system performance and freight projects within the Metropolitan Planning Area into the TIP, which contributes toward the accomplishment of these targets.

Transit Asset Management

The Federal Transit Administration (FTA) issued a Final Rule on transit asset management (TAM) plans to evaluate the state of good repair of transit provider capital assets for safety and operations. Recipients of public transit funds—which include states, local authorities, and public transportation operators—are required to establish targets for state of good repair performance measures; to develop transit asset management and transit safety plans; and to report on their progress toward achieving targets. Public transportation operators are directed to share information with MPOs and states so that all plans and performance reports are coordinated.

The Rule, "Transit Asset Management; National Transit Database," went into effect on July 26, 2016 with the TAM plan due for transit by October 1, 2018. Transit target setting repeats annually and plans are updated every four years. The StarTran Transit Management Plan was completed by September 27, 2018, and StarTran established the TAM targets by the January 1, 2017 deadline. The Lincoln MPO has agreed to support the StarTran performance targets. The targets are:

| Category | Class | ULB* | Performance Target |
|---|-----------------------|-------------|--|
| Rolling Stock: FR Bus | Bus | 15 years | 25% of fleet exceeds ULB |
| Rolling Stock: SR Paratransit | Paratransit Van | 6 years | 25% of fleet exceeds ULB |
| Equipment: Non-Revenue Service Vehicle | Automobile | 10 years | 10% of fleet exceeds ULB |
| Equipment: Non-Revenue Service Vehicle | Other Support Vehicle | 15-20 years | 0% of fleet exceeds ULB |
| Facility: StarTran Administration, Bus Storage, and Maintenance | Admin & Maint | 40 years | No more than 0% of StarTran owned facilities rated less than 3.0 on FTA TERM scale |
| Facility: Parking Facilities | Admin & Maint | 40 years | No more than 0% of StarTran owned facilities rated less than 3.0 on FTA TERM scale |

* ULB – Useful Life Benchmark

The Lincoln MPO supports these targets by reviewing and programing transit projects relating to capital assets within the urbanized area into the TIP, which contributes toward the accomplishment of these targets.

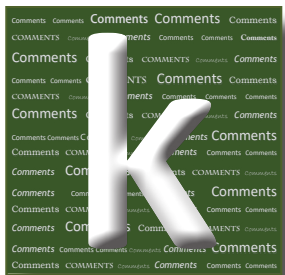
Transit Safety

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The Agency Safety Plan must include performance targets based on the safety performance measures established in the National Public Transportation Safety Plan. Transit providers are required to have their certified Agency Safety Plans in place by December 31, 2020 and share the safety performance targets with their MPO and State.

The StarTran Agency Safety Plan was completed in July 2020, and it was updated in June 2021. The Lincoln MPO has agreed to support the safety performance targets in this plan. The targets are:

| Fixed Route Safety Performance Baseline and Targets | | | |
|---|------------------------------|--------------------|-------------------------|
| Performance Category | | 2014-2018 Baseline | Target |
| Fatalities | Total | 0 | 0 |
| | Rate per 100,000 VRM | 0 | 0 |
| Injuries (Minor/Major) | Total | 2.6 | Reduction from baseline |
| | Rate per 100,000 VRM | 0.16 | Reduction from baseline |
| Safety Events (Minor/Major) | Total | 1.4 | Reduction from baseline |
| | Rate per 100,000 VRM | 0.09 | Reduction from baseline |
| System Reliability (Minor/Major) | VRM Between Failures (Total) | 4,000 | Increase from baseline |

| Paratransit (Handi-Van) Safety Performance Baseline and Targets | | | |
|---|------------------------------|--------------------|------------------------|
| Performance Category | | 2014-2018 Baseline | Target |
| Fatalities | Total | 0 | 0 |
| | Rate per 100,000 VRM | 0 | 0 |
| Injuries (Minor/Major) | Total | 0 | 0 |
| | Rate per 100,000 VRM | 0 | 0 |
| Safety Events (Minor/Major) | Total | 0 | 0 |
| | Rate per 100,000 VRM | 0 | 0 |
| System Reliability (Minor/Major) | VRM Between Failures (Total) | 14,200 | Increase from baseline |



Comments

MEETING RECORD

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

| | |
|--|--|
| NAME OF GROUP: | TECHNICAL COMMITTEE MEETING |
| DATE, TIME AND PLACE OF MEETING: | April 14, 2022, 1:00 p.m., City Council Chambers, County-City Building, 555 S. 10 th St., Lincoln, NE |
| MEMBERS AND OTHERS IN ATTENDANCE: | Pam Dingman – Lancaster County Engineer; Elizabeth Elliott – Lincoln Transportation and Utilities; Paul Barnes and Stephanie Rouse – Planning Department; Gary Bergstrom – Lincoln-Lancaster County Health Dept.; Bob Simmering and Erin Sokolik – Lincoln Transportation & Utilities (LTU); Michael Davis – StarTran; Roger Figard – Railroad Transportation Safety District (RTSD); Stephanie Fisher – City of Waverly; Tom Goodbarn – Nebraska Dept. of Transportation (NDOT); Chad Lay – Lincoln Airport Authority; Larry Legg – Lancaster County Engineer; and Kelly Oelke – City Hickman; (David Cary – Planning Dept.; Lynn Johnson – Parks and Recreation; Dan Marvin – Urban Development Dept.; and Craig Wacker – Nebraska Department of Transportation absent). Teresa McKinstry of the Planning Dept.; and other interested parties. |

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

REVIEW AND ACTION ON THE PROPOSED FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

Members present: Barnes, Bergstrom, Davis, Dingman, Elliott, Figard, Fisher, Goodbarn, Lay, Legg, Oelke, Rouse, Simmering and Sokolik voting 'yes'; Cary, Johnson, Marvin and Wacker absent.

Barnes stated this is the annual TIP. Staff has been working on this since 2021. This is carrying forward the recommended projects as they were developed in the LRTP. We coordinate with all member agencies and incorporate their programs into the TIP. There is a subcommittee that meets separately to discuss those project. That committee met in February and March 2022 to communicate needs and projects. That subcommittee recommended approval. We need to see if the list of projects are in conformance, which they were determined to be. The TIP is available online for further review at:

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

Staff works in coordination with Nebraska Dept. of Transportation (NDOT). The State has identified 16 projects. Lancaster County has projects. The S. 68th St. project was included and the changes voted on earlier were reflected. We work with LTU to program their group of projects. Appendices show separate projects. He wanted to recognize that this TIP in year four shows a dramatic drop in 'Lincoln On The Move'

funds. That is the year it will sunset. That has been a nice additional funding source. We would like to continue the conversation. StarTran projects are included. There is the additional purchase of 13 buses and a maintenance garage project being added. Lincoln Airport Authority has a listing of projects. For FTA, these are the funds that get awarded to the State and come to the MPO through a competitive process, otherwise known as 5310 projects. We will be coming forward in the future to add projects that are currently under review. Ped, Bike and Trails has a variety of projects. He noted that Wilderness Trail is shown in two phases. Lastly is the RTSD project for grade separation project at 33rd and Cornhusker along with a lot of other improvements.

ACTION:

Figard moved approval of the FY 2023-2026 Transportation Improvement Program, seconded by Davis and carried 14-0: Barnes, Bergstrom, Davis, Dingman, Elliott, Figard, Fisher, Goodbarn, Lay, Legg, Oelke, Rouse, Simmering and Sokolik voting 'yes'; Cary, Johnson, Marvin and Wacker absent.

MEETING RECORD

Advanced public notice of the Planning Commission meeting was posted on the County-City bulletin board and the Planning Department's website. In addition, a public notice was emailed to the Lincoln Journal Star for publication on Tuesday, April 19, 2022.

| | |
|--|---|
| NAME OF GROUP: | PLANNING COMMISSION |
| DATE, TIME AND PLACE OF MEETING: | Wednesday, April 27, 2022, 1:00 p.m., Hearing Room 112, on the first floor of the County-City Building, 555 S. 10 th Street, Lincoln, Nebraska. |
| MEMBERS AND OTHERS IN ATTENDANCE: | Lorenzo Ball, Dick Campbell, Tracy Corr, Maribel Cruz, Gloria Eddins, Tracy Edgerton, Cristy Joy, Rich Rodenburg, and Cindy Ryman Yost. Paul Barnes, David Cary, Steve Henrichsen, Alexis Longstreet, Shelli Reid, and Andrew Thierolf of the Planning Department; media and other interested citizens. |
| STATED PURPOSE OF MEETING: | Regular Planning Commission Hearing |

Chairperson Edgerton called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.

MISCELLANEOUS 22003

TO REVIEW THE DRAFT OF FY 2023 TO FY 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR CONFORMANCE WITH THE CURRENT LINCOLN METROPOLITAN PLANNING ORGANIZATION (MPO) LONG RANGE TRANSPORTATION PLAN (LRTP).

PUBLIC HEARING: April 27, 2022

Members present Ball, Campbell, Corr, Cruz, Eddins, Edgerton, Joy, Rodenburg and Ryman Yost.

Staff Recommendation: In Conformance with the Long-Range Transportation Plan

There were no ex-parte communications disclosed.

There were no ex-parte communications disclosed relating to site visits.

Staff Presentation:

Paul Barnes, Planning Department and Lincoln Metropolitan Planning Organization, 555 South 10th Street, appeared and gave a brief presentation of the Transportation Improvement Program (TIP). Barnes stated that the Metropolitan Planning Organization is required to adopt a Transportation Improvement Program (TIP) and development which is coordinated with the State TIP. He stated that the projects included in the Transportation Improvement Program (TIP) come from the MPO Long-Range Transportation Plan (LRTP). Barnes stated there is a process for the Transportation Improvement Program (TIP) coordination and development. He also stated that the development of the TIP is done by the Metropolitan Project Coordination Committee which is a sub-committee to the Technical Committee. Barnes stated that the state has 16 projects in the Transportation Improvement Program (TIP), Lancaster County Engineering has 8 projects included in the Transportation Improvement Program (TIP) and Transportation and Utilities has 9 projects included in the Transportation Improvement Program (TIP). All the plans are in conformance with the LRTP. He addressed that there has been funding put into the 56th Street project in the past. Barnes stated that Federal Transit Authority funds are provided.

Commissioner Ball asked how the South Beltway contributes to the other projects being proposed over the next few years. Barnes stated that the South Beltway was a state project and there was a bill that paid for majority of that development and there was a partnership with the city to contribute funds. Barnes stated that in terms of transportation development in that area, the growth plan incorporated into the Comprehensive Plan is being followed.

Campbell asked why the State wanted to place an intersection at 32nd Street and not at 27th Street to eliminate roads curving into Saltillo Road.

Thomas Shafer, Assistant Director of Transportation (LTU), 949 W Bond St, Ste 200, stated that the development in that location needed to move to allow development on either side of the road. Campbell asked with the intersection at 68th Street, traffic would have to travel on Saltillo Road to get to 70th Street or 56th Street. Shafer stated that traffic should transition to 70th Street from the South Beltway with no issues.

Applicant Testimony:

No one came forward in testimony.

Proponents:

No one came forward in support.

Neutral:

No one came forward in neutral testimony.

Opposition:

No one came forward in opposition.

MISCELLANEOUS 22003

ACTION BY PLANNING COMMISSION:

April 27, 2022

Campbell moved to close public hearing, seconded by Eddins.

Motion to close public hearing carried 9-0: Ball, Campbell, Corr, Cruz, Eddins, Edgerton, Joy, Rodenburg and Ryman Yost voting 'yes'.

Campbell moved to approve MISC 22003, seconded by Cruz.

Campbell stated all the projects listed are well needed.

Edgerton expressed her appreciation for the details on the improvements.

Motion to approve MISC 22003, carried 9-0: Ball, Campbell, Corr, Cruz, Eddins, Edgerton, Joy, Rodenburg and Ryman Yost voting 'yes'.

MEETING RECORD

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

| | |
|--|---|
| NAME OF GROUP: | OFFICIALS COMMITTEE MEETING |
| DATE, TIME AND PLACE OF MEETING: | May 12, 2022, 2:30 p.m., City Council Chambers, County-City Building, 555 S. 10 th Street, Lincoln, NE |
| MEMBERS AND OTHERS IN ATTENDANCE: | Ryan Huff, Deb Schorr, Tammy Ward and Christa Yoakum; (Mayor Leirion Gaylor Baird and Richard Meginnis absent). David Cary, Paul Barnes, Rachel Christopher and Teresa McKinstry of the Planning Department; Tom Beckius, City Council; Pam Dingman, County Engineer; and other interested parties. |

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

REVIEW AND ACTION ON THE PROPOSED FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Barnes stated this is for the new TIP. This is inclusive of all transportation agencies within the County. They are planning for four years. The State has many projects. They are all considered to be in general conformance. The Lancaster County program has eight projects. He noted that the S. 68th St. project is being included in the TIP. The Lincoln Transportation and Utilities (LTU) program focuses on traffic management, signals and timing amongst other items. He noted that in the four year program, there is a reduced amount in year four for reduced funds. That would be the local sales tax that will sunset. All projects are in general conformance with the 2050 LRTP. The StarTran program includes operational funds. They have couple of new projects. They are all in conformance.

Schorr asked what would happen if the City should receive grant funds for the Multi-Modal Transit Facility. Barnes stated there would be an amendment and it would be rolled into the plan.

Barnes continued the Pedestrian, Bike and Trails section is generally funded with a combination of Federal and local funds. Most of these projects are listed in the current TIP. There are a couple of new projects in Waterford. They are all found to be in conformance. Next is the Railroad Transportation Safety District (RTSD). Included is their grade separation project at 33rd St. and Cornhusker Hwy. This is found to be in conformance. The Lincoln Airport Authority includes operational Capital Improvement Programs. These are mostly funded through the Federal Aviation Administration (FAA) and are found to be in conformance. Last is Federal Transit Administration funds. These are separate from what StarTran receives. They are Section 5310 and 5311 funds.

Ward wondered about any potential future amendments to the TIP. Barnes responded that staff works with all their partners and lets them know if there are any upcoming items. He would like MPO Committees to meet quarterly.

ACTION:

Yoakum moved approval of the FY 2023-2026 Transportation Improvement Program, seconded by Schorr and carried 4-0: Huff, Schorr, Ward and Yoakum voting 'yes'; Mayor Leirion Gaylor Baird and Meginnis absent.

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF TRANSPORTATION



Pete Ricketts, Governor

July 15, 2022

The Honorable Leirion Gaylor Baird
Mayor of Lincoln
555 South 10th Street
Lincoln NE 68508

Dear Ms. Gaylor Baird:

SUBJECT: State Approval by Governor's Designee of Lincoln MPO FY 2023 – FY 2026 TIP

As the Governor's designee, I am approving the Lincoln MPO FY 2023 – FY 2026 TIP Transportation Improvement Program (TIP) as approved by the Lincoln MPO Technical Advisory Committee and approved by the Lincoln MPO Officials Committee on May 12, 2022.

The TIP approval applies to the first four years of projects listed that involve federal funds. Federally funded projects in the first year of the TIP must be programmed by the Nebraska Department of Transportation. Lincoln MPO TIP is included in Nebraska's State Transportation Improvement Program (STIP) by reference. Consequently, the new TIP is included in Nebraska's STIP upon the notification to and approval of the Federal Highway Administration.

If you have any questions, please contact me at 402-479-3797.

Sincerely,

Ryan Huff, P.E.
Chief Strategy Officer
Strategic Planning Division
Nebraska Dept. of Transportation

CC: J. Luther, FHWA
D. Nguyen, FTA
R. Huff, NDOT
J. Gibson, NDOT
K. Ruse, NDOT
A. Starr, NDOT
J. Kamarad, NDOT
D. Cary, Lincoln MPO
R. Christopher, Lincoln MPO
Division file

John R. Selmer, P.E., Director
Department of Transportation

| | |
|------------------------|-------------------|
| MAILING ADDRESS | PHYSICAL ADDRESS |
| PO Box 94759 | 1500 Highway 2 |
| Lincoln, NE 68509-4759 | Lincoln, NE 68502 |

PHONE 402-471-4567
EMAIL NDOT.ContactUs@nebraska.gov

dot.nebraska.gov



U.S. Department of Transportation

Federal Transit Administration
901 Locust Street, Room 404
Kansas City, MO 64106
816-329-3920
816-329-3921 (fax)

Federal Highway Administration
100 Centennial Mall North, Rm 220
Lincoln, NE 68508
402-742-8460
402-742-8480 (fax)

September 30, 2022

John R. Selmer, P.E. Director
Nebraska Department of Transportation
Lincoln, NE

Dear Mr. Selmer:

FHWA/FTA Approval of the Nebraska FY 2023 - 2026 Statewide Transportation Improvement Program

This letter is to inform you of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) review and approval of the highway and transit projects contained in the Nebraska Department of Transportation (NDOT) FY 2023-2026 Statewide Transportation Improvement Program (STIP), including the projects from the incorporated Metropolitan Transportation Improvement Programs (TIPs) for Lincoln MPO (City of Lincoln and Lancaster County), South Sioux City (SIMPCO), Omaha (MAPA), and Grand Island (GIAMPO).

The Draft FY 2023-2026 STIP was available for public comment from August 9, 2022 to August 29, 2022. NDOT received one comment on the proposed STIP during this public comment period. NDOT responded directly to the commenter about a specific project outlined in the STIP.

The Metropolitan Area Planning Agency's (MAPA) Board of Directors approved the TIP on June 23, 2022. The Lincoln MPO TIP was approved by the Officials Committee on May 12, 2022. The Siouxland Interstate Metropolitan Planning Council (SIMPCO) TIP Policy Board approved the TIP on June 23, 2022. The Grand Island TIP was approved by the Policy Board on May 24, 2022. NDOT approved all of the Metropolitan TIPs for inclusion into the STIP on July 15, 2022.

Throughout the year, FHWA and FTA have had ongoing communication with the NDOT, the metropolitan planning organizations (MPOs), and the state's transit agencies. In accordance with 23 CFR Part 450.218(b) and 23 CFR Part 450.334(a), FHWA and FTA have jointly determined that the highway and transit projects included in the STIP and the metropolitan TIPs are based on a transportation planning process that substantially meets the requirements.

The enclosed planning finding was prepared to demonstrate how the NDOT's statewide and metropolitan transportation planning and programming processes meet the Federal requirements. Based on FHWA and FTA review of the FY 2023-2026 STIP, the monitoring activities throughout the year, the MPO's self-certifications, and the enclosed planning finding, the FY 2023-2026 STIP is hereby approved.

If you have any questions or need additional information, please contact Justin Luther, FHWA, at (402)742-8464 or Daniel Nguyen, FTA, at (816)329-3938.




Mokhtee Ahmad
Regional Administrator
Federal Transit Administration

Sincerely,

**JOSEPH A
WERNING**

Joseph Werning
Division Administrator
Federal Highway Administration



Digitally signed by
JOSEPH A WERNING
Date: 2022.10.03
08:59:52 -05'00'

cc:

Amy Starr, NDOT
Ryan Huff, NDOT
Craig Wacker, NDOT
Curtis Nosal, NDOT
Jaime Kamarad, NDOT
Michael Helgersen, MAPA
David Cary, Lincoln MPO
Allan Zafft, GIAMPO
Michelle Bostinelos, SIMPCO

Nebraska FY 2023-2026 STIP FHWA and FTA Joint Planning Finding

As part of the stewardship and oversight responsibilities, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must ensure that both the statewide and metropolitan transportation planning processes satisfy the requirements of 23 U.S.C. 134 and 135, 49 U.S.C 5303-5304, and 23 CFR 450. From a statewide perspective, the Nebraska Department of Transportation (NDOT) certifies the process through the submittal of the Statewide Transportation Improvement Program (STIP), while the Metropolitan Planning Organizations (MPO) certify the metropolitan transportation planning process through the submittal of their respective Transportation Improvement Program (TIP) and self-certifications.

In accordance with 23 CFR 450.220 and 450.330 (a), the FHWA and the FTA hereby find that the projects included in the fiscal year 2023-2026 STIP are based on a transportation planning process that substantially meets the requirements of 23 CFR Part 450 subpart A, B, C, 49 U.S.C. Sections 5303-5304, and 23 U.S.C. Sections 134 and 135. This joint finding is based on the certification of the statewide transportation planning process for and within Nebraska as well as FHWA's and FTA's ongoing participation in both statewide and metropolitan transportation planning processes (including certification reviews conducted in transportation management areas).

TIP/STIP:

The NDOT STIP is composed of a listing and description of all regionally significant capital and non-capital projects or phases of project development which are FHWA and FTA funded projects. The listing shows a project or phase of a project to be advanced by year for the next four-year period. The MPO TIPs contain a listing and description of all regionally significant capital and non-capital projects or phases of project development which are FHWA and FTA funded projects. The listing shows a project or phase of a project to be advanced by year for the next four-year period.

During the review of the FY 2023-2026 STIP, it was noted that the apportionment amounts and beginning balance forecasts were inaccurate. The main reason for this discrepancy is that the NDOT STIP was prepared prior to the fiscal year ending. FHWA and FTA recognizes a substantial portion of the NDOT, and the MPOs' programs were obligated between the time the STIP was prepared and the end of the 2022 federal fiscal year. To address this issue, please ensure the next STIP amendment accurately portrays the beginning balances.

NDOT approved all the MPO TIPs on July 15, 2022 for inclusion into the NDOT 2023 -2026 STIP. The MPOs' TIPs were approved by their respective policy committees on the following dates:

- The Metropolitan Area Planning Agency's (MAPA) Board of Directors approved the TIP on June 23, 2022.

- The Lincoln MPO (City of Lincoln and Lancaster County) TIP was approved by the Officials Committee on May 12, 2022.
- The Siouxland Interstate Metropolitan Planning Council (SIMPCO) TIP Policy Board approved the TIP on June 23, 2022.
- The Grand Island TIP was approved by the Policy Board on May 24, 2022.

FHWA and FTA have jointly determined that the FY 2023-2026 NDOT STIP, which is inclusive of each MPO TIP, adequately demonstrates fiscal constraint by year. All the TIPs included self-certifications and discussion on Transportation Performance Management target establishment.

The STIP and TIPs are all developed utilizing the Nebraska STIP Development Guidelines which were agreed to by FHWA, FTA and NDOT in April 2011 and updated in 2014. NDOT recently sent a draft of updated guidelines that are under review by FHWA and FTA. This document contains many of the administrative procedures for developing the STIP and TIPs. Also, this document outlines the amendment thresholds that the transportation partners have agreed to in Nebraska for both TIPs and Long-Range Transportation Plan amendments. This document continues to be a major streamlining tool to help advance projects through the planning process in Nebraska.

Public Involvement:

Public involvement is required in the development of the STIP. Specific to the planning process, NDOT has developed a Public Involvement Plan specific to the process of outreach efforts for development and approval of the STIP. This document helps to ensure the State meets federal requirements regarding public participation during the development of the STIP. A letter is sent annually to all non-metropolitan elected and appointed officials offering them an opportunity to comment on the STIP. In the letter, a link is provided to the online STIP to facilitate review and comment by non-metropolitan local officials. The draft STIP is posted on the website and made available at the eight district offices.

In addition, NDOT prepares a news release for media outlets informing the public that the draft STIP is available for public comment. The 2023 -2026 STIP outreach was disseminated as follows:

- A press release to 3,939 recipients, including 315 media outlets statewide.
- A Tweet to 27,688 NDOT followers.
- Gov. Delivery (web-based email subscription service) note to the 1,619 subscribers of RSS feed of NDOT Twitter page.
- Gov. Delivery note to the 739 subscribers of the NDOT STIP page.

In addition to the STIP, NDOT prepares a six- year surface transportation program book. This program book contains many of the projects listed in the STIP. The program book seeks public involvement through the Highway Commission meetings and is approved by the Governor. The latest six-year surface transportation book can be found at the following link: [NDOT six-year transportation program book](#)

The Draft FY 2023-2026 STIP was available for public comment from August 9, 2022 to August 29, 2022. NDOT received one comment on the proposed STIP during this public comment period. NDOT responded directly to the commenter about the status of a specific project outlined in the STIP.

FHWA and FTA have noted over the past few years there has not been a lot of public comments received during the comment periods for the STIP. FHWA and FTA recommend NDOT analyze the 2-week timeframe provided for public comment on the STIP this fiscal year to determine if there are opportunities to enhance public engagement in the STIP development process, including assessing whether additional time is warranted for public notification, review, and comment. A potential area of focus could be determining if there is a need to extend the comment period or look at a phased approach to public notifications (i.e. initial outreach followed by a reminder notification) to encourage greater public engagement.

Self-Certification Statements:

The self-certification statements are an opportunity for the MPOs and NDOT to present how they have incorporated participation in the transportation planning process -- be it citizens or contractors. These agencies use these statements to outline how their operations are conducted in a comprehensive, cooperative, and continuous (3C) manner. It ensures that the transportation planning process occurs to satisfy the objectives of a non-discriminatory, environmentally respectful and citizen-oriented atmosphere.

In accordance with 23 CFR 450.220 (a), NDOT has completed its self-certification requirements and has posted the statement as part of their letter transmitting the STIP to FHWA and FTA. In addition, each of the MPO self-certifications are included by reference, as required under 23 CFR 450.336 (a). NDOT and each of the MPOs have self-certified that the transportation planning process is being carried out in accordance with all applicable requirements found in 23 CFR 450.220 (a) and 23 CFR 450.336 (a), respectively.

Planning Finding:

Corrective Action: Items that are compliance issues failing to meet one or more requirements of the federal planning statute and regulations.

Recommendation: Items that address technical improvements to the conditions described by the observation involving processes or procedures that are not regulatory.

Corrective Action:

There are no corrective actions identified for the FY 2023 Planning Finding.

Recommendations:

Enhancing Public Engagement: FHWA recommends that NDOT analyze the timeframe provided for public comment this fiscal year to determine if there are enhancements that could be implemented to facilitate greater public engagement in the STIP development process, including public notification, review and comments.



Metropolitan Planning Organization
555 South 10th Street, Suite 213
Lincoln, NE 68508
402-441-7491
lincoln.ne.gov (keyword: mpo)