



2025-2028

Transportation Improvement Program
May 17, 2024

Fiscal Years 2025-2028 Transportation Improvement Program

Lincoln/Lancaster County, Nebraska Metropolitan Planning Organization

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INDEX

[Introduction](#)
[Self-Certification Statement](#)

- | | |
|---|--|
| A. State of Nebraska: Department of Transportation | G. Pedestrian, Bike & Trail Projects |
| B. Lancaster County: County Engineering | H. Railroad Transportation Safety District |
| C. City of Lincoln: Transportation and Utilities - Transportation | I. Planning |
| D. City of Lincoln: Transportation and Utilities - StarTran | J. Funding Summary |
| E. Lincoln Airport Authority | K. Performance Measures |
| F. Federal Transit Administration: Section 5310/5311 | L. Comments |

APPROVALS

PROGRAMMING AND FUNDING
COMMITTEE
February 1 and March 4, 2024

TECHNICAL COMMITTEE
April 10, 2024

PLANNING COMMISSION
PUBLIC HEARING
May 8, 2024

OFFICIALS COMMITTEE
May 17, 2024

METROPOLITAN PLANNING
ORGANIZATION
May 17, 2024



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."

ACCOMMODATION NOTICE: The City of Lincoln complies with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973 guidelines. Ensuring the public's access to and participating in public meetings is a priority for the City of Lincoln. In the event you are in need of a reasonable accommodation in order to attend or participate in a public meeting conducted by the City of Lincoln, please contact the Lincoln Commission on Human Rights at 402-441-7624, or the City Ombudsman at 402-441-7511, as soon as possible before the scheduled meeting date in order to make your request.

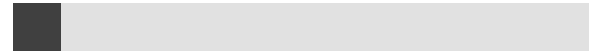
If information is needed in another language, please contact mpo@lincoln.ne.gov
Si necesita información en otro idioma, envíe un correo electrónico a mpo@lincoln.ne.gov

如果您需要其他语言的信息，请发送电子邮件至 mpo@lincoln.ne.gov

Nếu bạn cần thông tin bằng ngôn ngữ khác, vui lòng gửi email mpo@lincoln.ne.gov
mpo@lincoln.ne.gov إذا كنت بحاجة إلى معلومات بلغة أخرى، يرجى إرسال بريد إلكتروني

หากคุณต้องการข้อมูลในภาษาอื่น โปรดส่งอีเมล mpo@lincoln.ne.gov
mpo@lincoln.ne.gov ئەگەر پێویستت بە زانیارییە بە زمانیکی تر، تکایە ئیمەیل بنێرە

Introduction



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

Federal regulations require that each urbanized area have a continuing, cooperative, and comprehensive (3-C) transportation planning process in order to receive federal capital or operating funds. The MPO is the organization designated to carry out the 3-C process for Lincoln and Lancaster County. The 3-C process results in transportation 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 key elements of this process. The Infrastructure Investment and Jobs Act (IIJA) (also known as the “Bipartisan Infrastructure Law”), became law in 2021 and continues the Metropolitan Planning programs and authorization of surface transportation programs. 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. The MPO is jointly overseen by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

Purpose of the TIP

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 follows the federal fiscal year which runs from October 1st to September 30th. It identifies projects by source of funding, jurisdictional responsibility, type of project, and year of funding. This program is a listing of priority projects which are to be carried out within the next four fiscal years which include FYs 2024-2025, 2025-2026, 2026-2027 and 2027-2028. 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. 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 geographic location and extents of projects in the TIP that are location-specific are available via an [online interactive map](#) that contains links to the

applicable section of the TIP document.

The TIP and the process of developing it provides the following information to the FHWA, FTA, NDOT, transportation agencies and citizens:

- a. Depicts the Lincoln MPO's priorities for 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 in Section 134 of Title 23, United States Code (USC), as amended; and
- c. Demonstrates that the TIP is financially feasible.

Federal Requirements for TIPs

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

- **Time Period** – *The TIP must 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 FYs 2025-2028. NDOT and the MPO have established an annual update cycle.

- **Public Comment** – *The TIP process must provide opportunity for public review and comment.* The MPO transportation planning process allows for public involvement at various points within transportation plan and program development. The public participation process is summarized below in this section.

- **Specific Project Information** – *The TIP must list capital and non-capital surface transportation projects that will use federal funds and/or regionally significant projects requiring FHWA or FTA action. For each project or project phase, the TIP must include sufficient descriptions including the type of work, project termini and length, total cost, amount of federal funds, and responsible agency. Groupings may be used for projects that are not considered to be of appropriate scale for individual identification.* A complete detailed project listing is included in this TIP and organized by agency/project type.

- **Consistency with the Transportation Plan** – *Each project or project phase in the TIP must be consistent with the Long Range Transportation Plan.* For each new project included in the detailed project listing, an explanation of transportation plan conformity is provided in the associated staff report.

- **Financial Plan** – *The TIP must 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 section summarizes the expected financial resources over the program period and the last section summarizes all TIP finances shown.

- **Prioritization Process** – *The TIP should identify the criteria and process for prioritizing projects from the Transportation Plan for inclusion in the TIP.* Major projects are drawn from the priority project listings in the Long Range Transportation Plan, which are prioritized based on the goals of the LRTP. Other projects identified through the Congestion Management Process, safety planning, operational maintenance or enhancement project programming and a number of other sources may be considered within this process and supported for funding through the TIP.

- **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 contract for construction or completed. As projects move out of the current programming period, they are removed from the TIP.
- **Transportation Control Measures (TCMs)** – *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 their state that will be responsible for carrying out the urban transportation planning process. 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 staffed by the Lincoln Planning Department and its committees are 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. Together, they establish and approve the Metropolitan Transportation Plan (Long Range 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 Long Range Transportation Plan, TIP, and City and County Comprehensive Plans. The Planning Commission reviews the TIP for conformance with the Long Range Transportation Plan. After public hearings are held, the Planning Commission forwards its recommendation to the Officials Committee for approval.

Geographic Area of the TIP

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 entirety of Lancaster County.

Statewide Transportation Improvement Program (STIP)

The TIP becomes part of the State Transportation Improvement Program (STIP) by reference. The frequency and cycle for updating the TIP is compatible with the development and approval process for the STIP. The STIP begins as a compilation of the regional TIPs 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 TIPs across the state are included in the STIP, including federally funded projects in rural areas. The STIP is updated every year and includes a minimum four-year listing of federal-aid projects for approval by the FHWA and FTA.

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*, the Transit Development Plan, the Lincoln Area Trails Master Plan, the Railroad Transportation Safety District (RTSD) Railroad transportation studies, State transportation plans and 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*. To ensure that improvements are programmed in accord with the transportation plan priorities, a review was undertaken and the TIP was found to be consistent with the current *Long Range Transportation Plan*.

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.

Types of Projects Included in the TIP

Federal regulations require that any transportation project that will 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 TIP is developed cooperatively by the MPO and agencies in the metropolitan planning area. Major projects in the TIP are drawn from the priority project listings in the Long Range Transportation Plan. 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 important, especially since the demand for Federal-aid transportation projects usually exceeds the level of Federal funds available for use. The project prioritization process reflected and completed as part of the process of updating Long Range Transportation Plan. In compliance with federal requirements for performance-based planning, the project prioritization process is structured to identify those projects that will provide the greatest contribution toward meeting the plan goals and associated performance targets. Evaluation criteria are developed and used to compare projects and are directly related to the goals. The Fiscally Constrained Plan includes the top ranked roadway capital projects, trail projects, and a pool of funding for the various other transportation programs and project categories, which are prioritized outside the Long Range Transportation Plan by the managing agencies. Other projects may be dependent on the availability of funding such as federal Surface Transportation Block Grant Program (STBG), Highway Safety Improvement Program (HSIP), Transportation Alternatives Set-Aside Program (TAP), Carbon Reduction Program (CRP), and FTA funds. The Long Range Transportation Plan update process forms various sub-committees who work to prioritize projects. In addition, the annual TIP is overseen and recommended by the MPO Programming and Funding Committee, a staff committee with representatives from the Planning Department, Lincoln Transportation and Utilities, Parks and Recreation Department, Urban Development Department, Lancaster County Engineering, and NDOT.

Beginning with the FY 2024-2027 TIP, two review elements for equity and congestion management were added to the TIP review process. Their inclusion was in response to recommendations received from the FHWA and FTA at the MPO's four-year certification review in 2021. These reviews are intended to formalize consideration of these key aspects of transportation planning and would be applicable to new projects added to the TIP for all programs except NDOT, Lincoln Airport, and FTA. The equity and congestion management review elements will integrate project-level information from the 2050 LRTP and MPO Congestion Management Process with proposed projects to better inform decision-making. Standard questions were developed for each review element with responses provided by the applicant agency/department and analysis included in the Technical and Officials Committee staff reports.

Equity. Equity is addressed through one of the eight goals of the LRTP, which is defined as, "Transportation investments developed through an inclusive process that promotes equitable outcomes." Areas with Underserved and Overburdened Communities were mapped based during development of the LRTP based on socioeconomic inputs including low income, minorities, single heads of household, limited English proficiency, age 65+, disabilities, and zero vehicle households. Project scoring from the LRTP for certain project types also included a score for the equity goal.

- *Is the project located in an area with high or moderate to high Overburdened and Underserved Communities?*
- *If yes, explain how the project creates a benefit or burden to these communities and ways the project could be modified to better consider their needs (if there is an anticipated neutral or negative impact of the project).*

- *Provide the project's Equity Score and Total Score from the LRTP, if applicable.*

Congestion Management. Congestion is addressed based on the Lincoln MPO Congestion Management Process (CMP) adopted in May 2020. The CMP provides a systematic approach for managing congestion by defining a CMP network and identifying strategies to reduce trips and vehicle miles traveled, shift automobile trips to other modes, improve roadway operations, improve infrastructure, and add capacity.

- *Is the project in the Lincoln MPO CMP network?*
- *Is the project on a high-congestion segment as identified in the 2050 LRTP? (Existing, 2035, or 2050 model years).*
- *Identify which CMP strategies the project supports.*

These standard questions and methods of review will be refined over time as needed to better achieve the goal of formally integrating other MPO planning documents with TIP project reviews with respect to equity and congestion management.

National Performance Management Measures

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 known as Transportation Performance Management (TPM). TPM uses system information to make investment and policy decisions to achieve national performance goals.

As part of TPM, the U.S. Department of Transportation established performance measure targets to strive for related to safety, state of good repair and system performance. The MPO has agreed to support the NDOT targets for all Performance Measure targets and have identified them in the Long Range Transportation Plan (LRTP) [23 CFR § 490]. The applicable National Performance Management Measures 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 below performance measures are identified in Section K 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 two (2) bridge replacement/repair projects, five (5) bridge replacement/repair/ resurfacing projects, two (2) roadway widening/resurfacing projects, three (3) mill/resurface projects, one (1) culvert project, one (1) high mast tower replacement project, seven (7) joint seal/concrete repair projects, one (1) cable median barrier project, and two (2) dynamic message sign projects. Lancaster County has five (5) safety projects, four (4) roadway capital projects, and one (1) bridge replacement project. The City of Lincoln has eleven (11) system preservation projects, seven (7) system optimization projects, two (2) 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

Public transportation projects are typically funded through the Federal Transit Administration (FTA). The public transportation element of the TIP includes the capital improvement and operations programs of the City of Lincoln. The prioritization process of transit projects originates from LTU-StarTran’s Vehicle Replacement Program and project analysis of future needs and recommendations from the Transit Development Plan (TDP). The TDP includes a list of major findings and recommendations based on analyses of route performance, employment growth, ridership trends, and peer comparison.

Financial Plan Statement

The projects identified in the TIP are financially constrained, meaning they can be implemented using current and proposed revenue sources. The 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 Long Range Transportation 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 Long Range 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, and 4) project design and construction. The first two steps are included in the long range planning process, the third step refers to the capital improvement programs of the City, County and State, and the last step is the specific project design and development conducted by the managing agency.

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 RTSD also allows for public input within open advertised public meetings.

Annual Listing of Obligated 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 for non-attainment and maintenance areas under the Clean Air Act for transportation programs and projects that contribute to attainment of National Ambient Air Quality Standards. Since the Lincoln MPA is compliant 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, a part of the Statewide TIP. NDOT and the Nebraska MPOs have established an annual update cycle to coincide with the federal fiscal year.

FY 2025-2028

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 (PM2.5) and ozone is in place to monitor transportation related air emissions.

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

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

The Lincoln MPO's Public Participation Plan together with the MPO Management Plan, Unified Planning Work Program, 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

5/29/2024
Date

Nebraska Department of Transportation


Ryan Huff, Strategic Planning Division
Nebraska Department of Transportation

5/17/24
Date

A. State of Nebraska: Department of Transportation



FISCAL YEARS 2025-2028 STATE OF NEBRASKA DEPARTMENT OF TRANSPORTATION PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT			PHASE	PRIOR		PRIORITY PROJECTS								COST BEYOND		TOTAL PROJECT COSTS
				FISCAL YEARS	FS	FY 2025	FS	FY 2026	FS	FY 2027	FS	FY 2028	FS	PROGRAM	FS	
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	16.0 Miles		PE ROW Const/CE Const/CE	933.0 NE 135.0 NE						3,042.0 NE 12,169.0 STP						
	C.N. 13271	STP-43-1 (102)	TOTAL	1,068.0		0.0		0.0		15,211.0		0.0		0.0		16,279.0
US-6 Emerald East Culverts	0.0 Miles		PE ROW Const/CE											130.0 55.0 2,703.0		
	C.N. 13343	STR-6-6(1056)	TOTAL	0.0		0.0		0.0		0.0		0.0		2,888.0		2,888.0
I-180 Adams St Bridge, Lincoln Adams St over I-180 Bridge replacement	0.0 Miles		PE ROW Const/CE Const/CE	141.0 NE 5.0 NE				379.0 NE 3,411.0 BRI								
	C.N. 12046	NH-180-9(733)	TOTAL	146.0		3,790.0		0.0		0.0		0.0		0.0		3,936.0
US-34 Lincoln West Bridges US-34 approx 2.0 mi and 0.9 mi west of Lincoln Bridge repair/overlay	0.0 Miles		PE Const/CE Const/CE Const/CE	194.0 NE				462.0 NE 1,846.0 BRI								
	C.N. 13454	STP-NH-34-6(143)	TOTAL	194.0		2,308.0		0.0		0.0		0.0		0.0		2,502.0
I-180 Cornhusker South I-180 from Oak Creek south to the South Jct US-34 in Lincoln Mill, resurface	1.3 Miles		PE Const/CE Const/CE	1.0 NE				85.0 NE 761.0 NH								
	C.N. 13459	NH-180-9(7)	TOTAL	1.0		846.0		0.0		0.0		0.0		0.0		847.0
I-80 Airpark - I-180 Begin 394.63 - End 400.89 Joint Seal, Conc. Repair	6.3 Miles		PE Const/CE Const/CE	1.0 NE				143.0 NE 1,289.0 NH								
	C.N. 13458	NH-80-8(166)	TOTAL	1.0		1,432.0		0.0		0.0		0.0		0.0		1,433.0
US-77 Lincoln West Beltway Interchange reconstruction, grading, traffic signals, culverts, lighting	5.03 Miles		PE ROW Const/CE	1,730.0 NE				2,008.0 NE								
	C.N. 12552A	S-77-2(1074)	TOTAL	1,730.0		2,008.0		0.0		0.0		0.0		0.0		3,738.0
US-77 Warlick Blvd Interchange Interchange reconstruction	0.0 Miles		PE ROW Const/CE					31,000.0 NE								
	C.N. 12552C		TOTAL	0.0		31,000.0		0.0		0.0		0.0		0.0		31,000.0
US-77 Pioneers Blvd Interchange Interchange reconstruction	1.06 Miles		PE ROW Const/CE					17,000.0 NE								
	C.N. 12552D		TOTAL	0.0		0.0		17,000.0		0.0		0.0		0.0		17,000.0
N-79 Agnew North Bridges Bridge Repair/Overlay	0.46 Miles		PE Const/CE Const/CE	165.0 NE				450.0 BRI 112.0 NE								
	C.N. 13457	STP-79-2(114)	TOTAL	165.0		562.0		0.0		0.0		0.0		0.0		727.0
I-180 I-180 Bridges over I-80 Bridge Replacement	0.35 Miles		PE Const/CE Const/CE	301.0 NE				913.0 NE 7,522.0 BRI								
	C.N. 13472	NH-180-9(8)	TOTAL	301.0		8,435.0		0.0		0.0		0.0		0.0		8,736.0

FISCAL YEARS 2025-2028 STATE OF NEBRASKA DEPARTMENT OF TRANSPORTATION PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PRIORITY PROJECTS											COST BEYOND PROGRAM	TOTAL PROJECT COSTS
	PHASE	PRIOR FISCAL YEARS	FS	FY 2025	FS	FY 2026	FS	FY 2027	FS	FY 2028	FS		
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	1.0 NE			282.0 HS 2,993.0 STP 780.0 NE							
C.N. 13505	STP-79-2(115)	TOTAL	1.0	0.0		4,055.0		0.0		0.0		0.0	4,056.0
S-55G Hickman Spur Mill, resurface, widen, culverts, bridge repair	3.41 Miles	PE Const/CE Const/CE Const/CE	1.0 NE					492.0 NE 1,786.0 STP 413.0 HS					
C.N. 13512	STP-HSIP-S55G(107)	TOTAL	1.0	0.0		0.0		2,691.0		0.0		0.0	2,692.0
US-77 US-77/I-80 North Concrete repair, Joint and Crack Seal	7.0 Miles	PE Const/CE Const/CE	1.0 NE		866.0 NE 3,464.0 NH								
C.N. 13517	NH-77-2(169)	TOTAL	1.0	4,330.0		0.0		0.0		0.0		0.0	4,331.0
N-2 Lincoln-Syracuse Concrete repair, Joint and Crack Seal	23.82 Miles	PE Const/CE Const/CE	1.0 NE			526.0 NE 2,104.0 NH							
C.N. 13527	NH-2-7(123)	TOTAL	1.0	0.0		2,630.0		0.0		0.0		0.0	2,631.0
US-77 Ceresco South Resurface, culverts	6.11 Miles	PE Const/CE Const/CE Const/CE				1.0 NE				2,169.0 NE 7,720.0 NH 954.0 STP			
C.N. 13528	NH-STP-77-2(174)	TOTAL	0.0	0.0		1.0		0.0		10,843.0		0.0	10,844.0
I-80 27th St - Platte River Cable median barrier	23.47 Miles	PE Const/CE Const/CE			1.0 NE			1,146.0 NE 10,316.0 HS					
C.N. 13537	HSIP-80-0(208)	TOTAL	0.0	1.0		0.0		11,462.0		0.0		0.0	11,463.0
I-180 I-80 - Cornhusker Highway Concrete surface seal	0.6 Miles	PE Const/CE Const/CE	1.0 NE		248.0 NE 2,236.0 NH								
C.N. 13557	NH-180-9(9)	TOTAL	1.0	2,484.0		0.0		0.0		0.0		0.0	2,485.0
I-80 Jct I-180 - E Jct US-77 Joint seal	5.7 Miles	PE Const/CE Const/CE			1.0 NE			15.0 NE 132.0 NH					
C.N. 13558	NH-80-9(140)	TOTAL	0.0	1.0		0.0		147.0		0.0		0.0	148.0
I-80 Waverly - Jct N-66 Concrete repair	15.1 Miles	PE Const/CE Const/CE			1.0 NE			100.0 NE 900.0 NH					
C.N. 13559	NH-80-9(141)	TOTAL	0.0	1.0		0.0		1,000.0		0.0		0.0	1,001.0
I-180 I-80 Interchange - Cornhusker Highway Mill, resurface	1.61 Miles	PE Const/CE Const/CE	1.0 NE			237.0 NE 2,130.0 NH							
C.N. 13562	NH-180-9(10)	TOTAL	1.0	0.0		2,367.0		0.0		0.0		0.0	2,368.0

FISCAL YEARS 2025-2028 STATE OF NEBRASKA DEPARTMENT OF TRANSPORTATION PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PHASE	PRIOR FISCAL YEARS	FS	PRIORITY PROJECTS								COST BEYOND PROGRAM	FS	TOTAL PROJECT COSTS
				FY 2025	FS	FY 2026	FS	FY 2027	FS	FY 2028	FS			
District 1 Dynamic Message Sign (DMS) Replacement Replace DMS boards	0.0 Miles	PE Const/CE Const/CE	1.0 NE			31.0 NE 283.0 NH								
C.N. 13563 ITS-NH-D1(108)	TOTAL	1.0		0.0		314.0		0.0		0.0		0.0		315.0
L-55X Link L-55X North (between Cornhusker Highway and I-80) Mill, resurface	2.67 Miles	PE Const/CE Const/CE	1.0 NE			1,323.0 NE 5,291.0 NH								
C.N. 13565 NH-L55X(108)	TOTAL	1.0		6,614.0		0.0		0.0		0.0		0.0		6,615.0
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	7.6 Miles	PE ROW Const/CE Const/CE Const/CE Const/CE Const/CE Const/CE	2,050.0 NE 700.0 NE 75,404.0 NH-AC(NE) 29,224.0 BRI-AC(NE) 14,775.0 NE 29,224.0 BRI 25,135.0 NH -54,359.0 NE			21,478.0 NH -21,478.0 NE		21,478.0 NH -21,478.0 NE		21,478.0 NH -21,478.0 NE				
C.N. 12591 NH-80-8(103)	TOTAL	122,153.0		0.0		0.0		0.0		0.0		0.0		122,153.0
I-80 District 1 Dynamic Message Signs (DMS) Retrofit Retrofit DMS structures	0.0 Miles	PE Const/CE Const/CE	1.0 NE			95.0 NE 859.0 NH								
C.N. 13566 ITS-NH-D1(109)	TOTAL	0.0		1.0		954.0		0.0		0.0		0.0		955.0
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	NE	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	22,063.3
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		282.0		10,729.0		0.0			11,011.0
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)			25,135.0		34,519.0		26,854.0		22,510.0		7,720.0			116,738.0
RZ (Railroad - Hwy Crossing - Hazardous Funds)			0.0		0.0		0.0		0.0		0.0			0.0
STP (STP-Flexible)			0.0		0.0		2,993.0		13,955.0		954.0			17,902.0
TAP (STPG - Block Grant set aside)			0.0		0.0		0.0		0.0		0.0			0.0
BRI (Highway Infrastructure Bridge Replacement/Rehab)			29,224.0		13,229.0		0.0		0.0		0.0			42,453.0
SUB-TOTAL FEDERAL FUNDING:			54,359.0		47,748.0		30,129.0		47,194.0		8,674.0		0.0	188,104.0
STATE FUNDS														
NE (State Revenue / Aids)			-29,064.3		20,345.4		1,600.8		-12,141.9		6,846.3			-12,413.7
NH-AC (NE) (State Revenue / Aids (Advanced Construction))			75,404.0		0.0		0.0		0.0		0.0			75,404.0
TM (State Train/Mile Tax)			0.0		0.0		0.0		0.0		0.0			0.0
BRI-AC (NE) (State Revenue / Aids (Advanced Construction))			29,224.0		0.0		0.0		0.0		0.0			29,224.0
SUB-TOTAL STATE FUNDING:			75,563.7		20,345.4		1,600.8		-12,141.9		6,846.3		0.0	92,214.3

FISCAL YEARS 2025-2028 STATE OF NEBRASKA DEPARTMENT OF TRANSPORTATION PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

													PRIORITY PROJECTS				TOTAL PROJECT COSTS	
PROJECT	PHASE	PRIOR FISCAL YEARS	FS	FY 2025	FS	FY 2026	FS	FY 2027	FS	FY 2028	FS	COST BEYOND PROGRAM	FS					
LOCAL FUNDS																		
CO (Lancaster County)			0.0	0.0		0.0		0.0		0.0				0.0				
LN (City of Lincoln, Funds Committed prior to LSB Agreement)			0.0	0.0		0.0		0.0		0.0				0.0				
LN1 (City of Lincoln, Based upon the LSB Agreement)			0.0	0.0		0.0		0.0		0.0				0.0				
LN2 (RTSD, Based upon the LSB Agreement)			0.0	0.0		0.0		0.0		0.0				0.0				
OTH (Dial Realty Corp.)			0.0	0.0		0.0		0.0		0.0				0.0				
* AC - Advance Construction																		
SUB-TOTAL LOCAL FUNDING			0.0	0.0		0.0		0.0		0.0		0.0		0.0				
TOTAL			129,922.7	68,093.4		31,729.8		35,052.1		15,520.3		2,888.0		283,206.3				
STATUS OF PREVIOUS YEARS PROJECTS																		
Projects Under Contract for Construction or Completed																		
US-77 (UNDER CONTRACT FOR CONSTRUCTION)																		
13.76 Miles	PE	1.0 NE																
Beatrice-Princeton	Const/CE	817.0 NE																
Crack Seal, Joint Seal	Const/CE	3,269.0 NH																
C.N. 13516	NH-77-1(137)																	
I-80 (UNDER CONTRACT FOR CONSTRUCTION)																		
0.0 Miles	PE	1.0 NE																
District 1-A High Mast Tower Replacement	Const/CE	210.0 NE																
High mast tower replacement	Const/CE	1,890.0 STP																
C.N. 13546	STP-80-9(209)																	
N-2 (COMPLETED)																		
11.0 Miles	PE	5,520.0 DPU																
Lincoln South Beltway	PE	9,068.0 NE																
New alignment (Future N-2) south of Lincoln	PE	339.0 LN																
	ROW	1,817.0 DPU																
	ROW	20,050.0 NE																
	ROW	413.0 LN																
	Util	11,857.0 NE																
	Util	83.0 LN																
	* Const/CE	31,400.0 LN																
* Const and CE will pay out over 8 years, from FY 2020-FY 2027	* Const/CE	33,174.0 DPU		35,000.0	NE	35,000.0	NE	35,000.0	NE			96,030.0						
	* Const/CE	113,294.0 NE																
C.N. 12578D	DPU-LIN-2-6 (120)																	
US-77 (COMPLETED)																		
5.6 Miles	PE	200.0 NE																
I-80 to Warlick Blvd, Lincoln	Const/CE	1,628.0 NE																
Mill and overlay project	Const/CE	6,511.0 NH																
C.N. 13412	NH-77-2 (168)																	
I-80 (COMPLETED)																		
9.0 Miles	PE	1.0 NE																
I-80 Barrier, Lincoln	Const/CE	53.0 NE																
I-80 from 0.3 mi east of Lincoln northeast to 27th St	Const/CE	211.0 NH																
Power wash and seal concrete barriers, bridge rails and bridge piers																		
C.N. 13283	NH-80-9(92)																	
US-77 (COMPLETED)																		
5.8 Miles	PE	215.0 NE																
Princeton - N-33	Const/CE	2,242.0 NE																
US-77 from 0.3 mi south of Princeton to Jct N-33 & Roca Spur	Const/CE	8,819.0 NH																
Resurf, bridge repair and overlay																		
C.N. 13386	NH-77-2 (166)																	

B. Lancaster County: County Engineering



FISCAL YEARS 2025-2028 LANCASTER COUNTY ENGINEERING PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT		PHASE	PRIOR		PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS
			FISCAL YEARS	FS	FY 2025	FS	FY 2026	FS	FY 2027	FS	FY 2028	FS		
Salttillo 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 Salttillo Road at S. 40th Street and S. 56th Street.	2.7 Miles	PE		742.4	CO									
		PE		21.6	HS									
		ROW/Utilities		2,553.3	HS									
		ROW/Utilities		283.7	CO									
		Const/CE				10,936.0	HS							
		Const/CE				1,204.0	CO							
C.N. 13391	HSIP-5280(2)	TOTAL		3,601.0		12,140.0		0.0	0.0		0.0		0.0	15,741.0
S. 98th Street, Old Cheney to A Street Preliminary engineering and construction of 24 foot asphalt surface with turf shoulders in Prior Fiscal Years.	3.0 Miles	PE		202.4	LC									
		PE		50.6	CO									
		ROW/Utilities		16.0	LC									
		ROW/Utilities		4.0	CO									
		Const/CE		3,680.0	LC									
		Const/CE		920.0	CO									
C.N. 13417	LCLC-5275(1)	TOTAL		4,873.0		0.0	0.0	0.0			0.0		0.0	4,873.0
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.	1.0 Miles	PE		372.2	LC									
		PE		58.1	CO									
		PE		35.0	LN									
		ROW/Utilities				1,297.3	LC							
		ROW/Utilities				162.2	CO							
		ROW/Utilities				162.2	LN							
		Const/CE											8,188.8	
		Const/CE											1,023.6	
C.N. 13418	LCLC-5275(2)	TOTAL		465.3		1,621.7		0.0	0.0		0.0		10,236.0	12,323.0
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		186.3	HS									
		PE		20.7	CO									
		ROW/Utilities		54.0	HS									
		ROW/Utilities		6.0	CO									
		Const/CE				1,335.7	HS							
		Const/CE				148.4	CO							
C.N. 13473	HSIP-3365(8)	TOTAL		267.0		1,484.1		0.0	0.0		0.0		0.0	1,751.1
Fletcher Road, 84th Street to 148th Street Preliminary engineering in Prior Fiscal Years and construction of 28 foot asphalt surface with turf shoulders beyond the four-year program.	4.5 Miles	PE		156.0	LC									
		PE		39.0	CO									
		ROW/Utilities											8.0	
		ROW/Utilities											2.0	
		Const/CE											3,728.0	
		Const/CE											932.0	
C.N. 13493	LCLC-3340(8)	TOTAL		195.0		0.0	0.0	0.0			0.0		4,670.0	4,865.0
NW 56th Street, I-80 to W. Holdrege Street Preliminary engineering in Prior Fiscal Years and construction to include grading, widening, and surfacing beginning in FY 2027 and extending beyond the four-year program.	0.7 Miles	PE		117.6	LC									
		PE		29.4	CO									
		ROW/Utilities				36.0	LC							
		ROW/Utilities				9.0	CO							
		Const/CE						1,680.0	LC					
		Const/CE						420.0	CO					
C.N. 13494	LCLC-5287(1)	TOTAL		147.0		45.0	0.0	2,100.0			0.0		0.0	2,292.0

FISCAL YEARS 2025-2028 LANCASTER COUNTY ENGINEERING PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PHASE	PRIOR		PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		FISCAL YEARS	FS	FY 2025	FS	FY 2026	FS	FY 2027	FS	FY 2028	FS		
Arbor Road Bridge Replacement Preliminary engineering in Prior Fiscal Years and construction of bridge to replace existing 120' slab bridge beyond the four-year program.	0.1 Miles	PE	369.2 LC										
		PE	92.3 CO										
		ROW/Utilities		9.2 LC									
		ROW/Utilities		2.3 CO									
		Const/CE										2,223.3	
		Const/CE										555.8	
C.N. 13492	LCLC-5272(1)	TOTAL	461.5	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2,779.1	3,252.1
S. 68th Street, Firth Road to Stagecoach Road Preliminary engineering in Prior Fiscal Years and construction to include grading, widening, and surfacing in Year 2.	5.0 Miles	PE	212.8 LC										
		PE	53.2 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-HSIP-3265(11)	TOTAL	1,466.0	0.0	0.0	9,020.7		0.0		0.0		0.0	10,486.7
N. 14th Street, Alvo Road to Ashland Road Preliminary engineering in Prior Fiscal Years 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	560.0	0.0	0.0	11,516.2		0.0		0.0		0.0	12,076.2
S. 68th Street, Hickman to Roca Road Preliminary engineering in FY 2023 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	LC						
		Const/CE				258.1	CO						
		Const/CE				598.1	HS-AC(CO)					598.1	
		Const/CE										-598.1	
C.N. 13564	LCLC-HSIP-3265(12)	TOTAL	149.4	0.0	0.0	100.0		1,290.5		0.0		0.0	1,539.9
COUNTY OPERATIONS & MAINTENANCE FUNDING SOURCE SUMMARY													
Operations & Maintenance of the County and Federal Aid System													
CO (Lancaster County)													
			3,000.0 CO	3,000.0 CO	3,000.0 CO	3,000.0 CO	3,000.0 CO	3,000.0 CO	3,000.0 CO	3,000.0 CO	3,000.0 CO	0.0	15,000.0
		SUBTOTAL FOR OPERATIONS & MAINTENANCE	3,000.0	3,000.0	3,000.0	3,000.0	3,000.0	3,000.0	3,000.0	3,000.0	3,000.0	0.0	15,000.0
FUNDING SUMMARY													
FEDERAL FUNDS													
HS (HSIP - Highway Safety Improvement Program)													
			3,479.5	12,271.7	5,883.8	4,692.6				0.0			
LC (STPG-Urbanized Areas > 200,000, Lincoln) - This includes Highway Infrastructure Funding from the FAST Act													
			6,058.8	1,342.5	3,409.5	5,159.7				0.0			
		SUB-TOTAL FEDERAL FUNDING	9,538.3	13,614.2	9,293.3	9,852.3				0.0		0.0	42,298.1
STATE FUNDS													
NE (State Funds)													
			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

FISCAL YEARS 2025-2028 LANCASTER COUNTY ENGINEERING PROGRAM

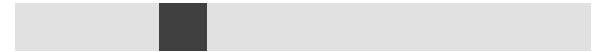
PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PHASE	PRIOR		PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		FISCAL YEARS	FS	FY 2025	FS	FY 2026	FS	FY 2027	FS	FY 2028	FS		
LOCAL FUNDS													
CO (Lancaster County)			5,611.9		4,525.9		5,322.9		4,960.8		3,000.0		
HS-AC (CO) (Advanced Construction - Lancaster County funds)			0.0		0.0		0.0		598.1		0.0		
LN (City of Lincoln Funds)			35.0		162.2		0.0		0.0		0.0		
SUB-TOTAL LOCAL FUNDING			5,611.9		4525.9		5,322.9		4,960.8		3,000.0	0.0	23,421.5
TOTAL			15,150.2		18,140.1		14,616.2		14,813.1		3,000.0	17,685.1	83,404.7

STATUS OF PREVIOUS YEARS PROJECTS

Projects Under Contract for Construction or Completed

**C. City of Lincoln: Transportation and Utilities -
Transportation**



FISCAL YEARS 2025-2028 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - TRANSPORTATION PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
	PHASE	PRIOR FISCAL YEARS	FS	FY 2025	FS	FY 2026	FS	FY 2027	FS	FY 2028			FS	
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.														
	All phases	868.5	LN	930.4	LN	1,846.6	LN	1,260.0	LN	-1,496.0	LN			
	All phases	0.0	STIC	0.0	STIC	0.0	STIC	0.0	STIC	0.0	STIC			
	All phases	3,478.1	LC	4,779.7	LC	7,386.4	LC	3,484.0	LC	1,496.0	LC			
	All phases	0.0	HS	0.0	HS	0.0	HS	0.0	HS	0.0	HS			
	All phases	0.0	OF	0.0	OF	0.0	OF	0.0	OF	0.0	OF			
See Appendix	TOTAL	4,346.6		5,710.1		9,233.0		4,744.0		0.0		0.0	24,033.7	
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.														
	All phases	1,723.2	LN	503.0	LN	1,695.4	LN	2,132.5	LN	0.0	LN			
	All phases	80.0	STIC	125.0	STIC	0.0	STIC	0.0	STIC	0.0	STIC			
	All phases	3,148.8	LC	2,371.3	LC	4,431.4	LC	11,165.4	LC	0.0	LC			
	All phases	0.0	HS	0.0	HS	0.0	HS	0.0	HS	0.0	HS			
	All phases	0.0	OF	15.0	OF	0.0	OF	0.0	OF	0.0	OF			
See Appendix	TOTAL	4,952.0		3,014.3		6,126.8		13,297.9		0.0		0.0	27,390.9	
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.														
	All phases	7,217.3	LN	6,251.5	LN	6,286.0	LN	6,320.9	LN	6,356.0	LN			
		3,926.5	LOTM	4,004.5	LOTM	1,021.0	LOTM		LOTM					
	TOTAL	11,143.8		10,256.0		7,307.0		6,320.9		6,356.0		0.0	41,383.7	
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.														
	All phases	1,570.0	LN	3,828.8	LN	4,020.3	LN	4,221.3	LN	4,432.3	LN			
	TOTAL	1,570.0		3,828.8		4,020.3		4,221.3		4,432.3		0.0	18,072.7	
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.														
	ROW	250.0	LN	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	
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.														
	PE	2,210.0	LN											
	Const/CE	9,300.0	LN	6,400.0	LN									
	TOTAL	11,510.0		6,400.0		0.0		0.0		0.0		0.0	17,910.0	

FISCAL YEARS 2025-2028 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - TRANSPORTATION PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PHASE	PRIOR	FS	PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		FISCAL YEARS		FY 2025	FS	FY 2026	FS	FY 2027	FS	FY 2028	FS		
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.													
	PE	1,150.0											
	Utilities	325.0											
	ROW	200.0											
	Const/CE	12,600.0		6,000.0	LN								
	TOTAL	14,275.0		6,000.0		0.0		0.0		0.0		0.0	20,275.0
Street Maintenance Operations Divisions													
Transportation O&M Fund	TOTAL			26,153.2	LN	26,872.4	LN	27,611.4	LN	28,370.7	LN	0.0	109,007.7
FEDERAL-AID FUNDS:													
LC (STPG-Urbanized Areas > 200,000, Lincoln) - This includes the Highway Infrastructure Funding from the FAST Act and the Coronavirus Response and Relief Supplemental Appropriations Act Funding													41,741.1
		6,626.9		7,151.0		11,817.8		14,649.4		1,496.0			
HS (HSIP-Highway Safety Improvement Program)		0.0		0.0		0.0		0.0		0.0			0.0
DPU (SAFETEA-LU Priority Project Funds)		0.0		0.0		0.0		0.0		0.0			0.0
STIC (State Transportation Innovation Council)		80.0		125.0		0.0		0.0		0.0			205.0
	SUB-TOTAL FEDERAL FUNDING	6,706.9		7,276.0		11,817.8		14,649.4		1,496.0		0.0	41,946.1
STATE FUNDS:													
NE (State Funds)												0.0	0.0
	SUB-TOTAL STATE FUNDING	0.0		0.0		0.0		0.0		0.0		0.0	0.0
LOCAL FUNDS:													
GR (General Revenue) [city funds]													0.0
		0.0		0.0		0.0		0.0		0.0			
LOTM (Lincoln on the Move 1/4 cent sales tax)		3,926.5		4,004.5		1,021.0		0.0		0.0			8,952.0
LC-AC (LN) (Advanced Construction - City of Lincoln funds)		0.0		0.0		0.0		0.0		0.0			0.0
LN (City of Lincoln Funds)		23,139.0		24,163.7		14,098.3		14,184.7		9,542.3			85,127.9
RT (Railroad Transportation Safety District)		0.0		0.0		0.0		0.0		0.0			0.0
SC (Street Construction Funds) [federal, state & local funds]		0.0		0.0		0.0		0.0		0.0			0.0
SN (Snow Removal Funds) [city funds]		0.0		0.0		0.0		0.0		0.0			0.0
OF (Other Funds - In-Kind Local Match)		0.0		15.0		0.0		0.0		0.0			15.0
	SUB-TOTAL LOCAL FUNDING	27,065.5		28,183.2		15,119.3		14,184.7		9,542.3		0.0	94,095.0
	TOTAL	33,772.4		35,459.2		26,937.1		28,834.1		11,038.3		0.0	136,041.1

STATUS OF PREVIOUS YEARS PROJECTS

Projects Under Contract for Construction or Completed

South Beltway (COMPLETED)

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)

FISCAL YEARS 2025-2028 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - TRANSPORTATION PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)													
PROJECT	PHASE	PRIOR		PRIORITY PROJECTS									
		FISCAL YEARS	FS	FY 2025	FS	FY 2026	FS	FY 2027	FS	FY 2028	FS	COST BEYOND PROGRAM	TOTAL PROJECT COSTS
North 27th Street, Adaptive Signal Control (COMPLETED) Safety project.	ROW	13.5	HS										
	ROW	1.5	HS										
	Utilities	61.2	HS										
	Utilities	6.8	LN										
	Const/CE	1,944.3	HS										
	Const/CE	210.3	LN										
	NDOT	14.5	HS										
	NDOT	1.6	LN										
C.N. 13244		HSIP-5231(14)											
Standardize Integrated e-Construction in City of Lincoln (COMPLETED) Standardize the City of Lincoln's Integrated e-Construction to automate the delivery of infrastructure projects.	Other	79.9	STIC										
	Other	20.0	LN										
C.N. 01042		STIC-STWD(193)											

FISCAL YEARS 2025-2028 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - TRANSPORTATION PROGRAM - APPENDIX

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)													
PROJECT	PHASE	PRIOR	FS	PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		FISCAL YEARS		FY 2025	FS	FY 2026	FS	FY 2027	FS	FY 2028	FS		
Transportation System Preservation													
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			477.4	LC								
	Const/CE			1,058.2	LC								
	Const/CE			119.4	LN								
C.N. 13433	LCLC-5241(7)	TOTAL		290.0		1,655.0		0.0		0.0		0.0	
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	600.0	LC										
	PE	150.0	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		750.0		0.0		175.0		3,575.0		0.0	
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							530.0	LN				
	Const/CE							1,496.0	LC-AC(LN)	1,496.0	LC		
	Const/CE									-1,496.0	LN		
C.N. 13435	LCLC-5213(3)	TOTAL		180.1		0.0		5.0		2,665.0		0.0	
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												
	ROW												
	Const/CE			1,924.1	LC								
	Const/CE			481.0	LN								
C.N. 13436	LCLC-5261(1)	TOTAL		275.0		2,405.1		0.0		0.0		0.0	
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		662.0		0.0		0.0		0.0		0.0	

FISCAL YEARS 2025-2028 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - TRANSPORTATION PROGRAM - APPENDIX

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PHASE	FISCAL YEARS	FS	PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS
				FY 2025	FS	FY 2026	FS	FY 2027	FS	FY 2028	FS		
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	128.0	LC										
	PE	32.0	LN										
	ROW	20.0	LC										
	ROW	4.0	LN										
	Utilities												
	Const/CE	288.0	LC										
	Const/CE	72.0	LN										
C.N. 13438	LCLC-5245(2)	TOTAL	544.0	0.0		0.0		0.0		0.0		0.0	544.0
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	400.8	LC										
	PE	100.2	LN										
	Const/CE					2,271.2	LC						
	Const/CE					567.8	LN						
C.N. 13497	LCLC-6-6(165)	TOTAL	501.0	0.0		2,839.0		0.0		0.0		0.0	3,340.0
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	488.8	LC										
	PE	122.2	LN										
	Const/CE					3,271.2	LC						
	Const/CE					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
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	426.8	LC										
	PE	106.7	LN										
	ROW			120.0	LC								
	ROW			30.0	LN								
	Const/CE					1,700.0	LC						
	Const/CE					425.0	LN						
C.N. 13496	LCLC-5506(2)	TOTAL	533.5	150.0		2,125.0		0.0		0.0		0.0	2,808.5
West South Street Bridge over Salt Creek This project would replace the existing bridge over Salt Creek. The project will include pedestrian facilities.	PE			600.0	LC								
	PE			150.0	LN								
	Const/CE											3,400.0	
	Const/CE											850.0	
	TOTAL	0.0		750.0		0.0		0.0		0.0		4,250.0	5,000.0
S 27th Street Bridge Over SE Upper Salt Creek This project would replace the existing bridge.	PE			600.0	LC								
	PE			150.0	LN								
	Const/CE												
	Const/CE												
	TOTAL	0.0		750.0		0.0		0.0		0.0		0.0	750.0
Transportation System Optimization													
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	1,280.0	LC										
	PE	320.0	LN										
	ROW					280.0	LC						
	ROW					70.0	LN						
	Const/CE							6,272.0	LC				
	Const/CE							1,568.0	LN				
C.N. 13439	LCLC-5220(6)	TOTAL	1,600.0	0.0		350.0		7,840.0		0.0		0.0	9,790.0

FISCAL YEARS 2025-2028 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - TRANSPORTATION PROGRAM - APPENDIX

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PHASE	FISCAL YEARS	FS	PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS
				PY 2025	FS	PY 2026	FS	PY 2027	FS	PY 2028	FS		
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	288.0	LC										
	PE	72.0	LN										
	ROW	20.0	LC										
	ROW	5.0	LN										
	Const/CE			1,114.6	LC								
	Const/CE			1,256.7	LC								
	Const/CE			278.7	LN								
C.N. 13440	LCLC-5250(4)	TOTAL	385.0	2,650.0		0.0		0.0		0.0		0.0	3,035.0
84th St. and US-6 (Cornhusker Hwy.) - Intersection Improvements Safety project	PE	810.0	LN										
	ROW			90.0	HS								
	ROW			10.0	LN								
	Utilities			114.0	LN								
	Const/CE					4,104.0	HS						
	Const/CE					456.0	LN						
C.N. 13450	HSIP-5249(9)	TOTAL	810.0	214.0		4,560.0		0.0		0.0		0.0	5,584.0
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.	PE	770.5	LC										
	PE	192.6	LN										
	ROW					200.0	LC						
	ROW					50.0	LN						
	Const/CE							4,366.3	LC				
	Const/CE							1,091.6	LN				
C.N. 13498	LCLC-5237(4)	TOTAL	963.1	0.0		250.0		5,457.9		0.0		0.0	6,671.0
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.	PE	790.3	LC										
	PE	197.6	LN										
	Const/CE					3,951.4	LC						
	Const/CE					1,119.4	LN						
	Const/CE					527.1	LC-AC(LN)						
	Const/CE							527.1	LC				
C.N. 13495	LCLC-5220(7)	TOTAL	987.9	0.0		5,070.8		0.0		0.0		0.0	6,058.7
Pilot - Hyperflow Software Tool The City of Lincoln will use the Hyperflow software tool 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 satisfaction.	Other	80.0	STIC										
		20.0	LN										
C.N. 1051	STIC-STWD"197"	TOTAL	100.0	0.0		0.0		0.0		0.0		0.0	100.0
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.	PE	104.0	LN										
	ROW/Utilities			59.4	HS								
	ROW/Utilities			6.6	LN								
	Const/CE			561.6	HS								
	Const/CE			62.4	LN								
	NDOT	18.0	HS										
C.N. 13548	HSIP-5247(14)	TOTAL	124.0	690.0		0.0		0.0		0.0		0.0	814.0

FISCAL YEARS 2025-2028 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - TRANSPORTATION PROGRAM - APPENDIX

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)															
PROJECT	PHASE	PRIORITY PROJECTS	PRIORITY PROJECTS	PRIORITY PROJECTS	PRIORITY PROJECTS	PRIORITY PROJECTS	PRIORITY PROJECTS	PRIORITY PROJECTS	PRIORITY PROJECTS	PRIORITY PROJECTS	PRIORITY PROJECTS	PRIORITY PROJECTS	PRIORITY PROJECTS	COST BEYOND PROGRAM	TOTAL PROJECT COSTS
Phase 2 Pilot Project - Standardizing Lincoln's Integrated eConstruction (SLIC) The Standardizing Lincoln's Integrated eConstruction (SLIC) effort has produced and deployed a technology framework for tracking the delivery of infrastructure projects for LTU. Phase 2 will include detailed documnetation of workflows required to share information with the City's current financial tracking software, evaluate schema for area-based construction elements, and summarize data in a final report documenting costs, benefits, and lessons learned.															
		Other			125.0	STIC									
		Other			31.3	LN									
		Other			15.0	OF									
C.N. 01074	STIC-STWD(208)	TOTAL	0.0		171.3		0.0		0.0		0.0		0.0	0.0	171.3

**D. City of Lincoln: Transportation and Utilities -
StarTran**



FISCAL YEARS 2025-2028 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - STARTRAN PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PHASE	PRIORITY PROJECTS						COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIOR FISCAL YEARS	FS	FY 2025	FS	FY 2026	FS			FY 2027
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.										
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. FY 2027 - funding to replace vehicle #511, which is a 2012 Ford Truck.										
Funds prior to FY 2025 are proposed to purchase 2 replacement supervisor vehicles and 1 expansion vehicle. In addition to road supervision, supervisor vehicles are used to transport supplies and schedules, carry patrons as necessary, and will be driven in inclement weather. The expansion vehicle is for administrative office use, such as transporting fares and staff travel use. The vehicles are Hybrids.										
		305.6	FA					80.0	FA	
		76.4	GR					20.0	GR	
	TOTAL	382.0		0.0		0.0		100.0		0.0
Revenue 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.										
FY 2027 - Replace 3 2021 ProMaster vans.										
FY 2025 - Replace 3 buses from 2006 and 13 Gillig buses from 2011 with heavy duty alternative fueled.										
		3,897.4	FA	5,383.3	FA	5,496.7	FA	365.5	FA	9,503.0
		593.6	GR	950.0	GR	970.0	LN	64.5	GR	1,677.0
	TOTAL	4,491.0		6,333.3		6,466.7		430.0		11,180.0
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.										
	PE	240.0	FA							
	PE	20.0	GR							
	PE	40.0	LN							
	Const/CE	1,573.6	FA							
	Const/CE	183.4	GR	32.0	FA	32.0	FA	32.0	FA	
	Const/CE	210.0	LN	8.0	GR	8.0	GR	8.0	GR	
	TOTAL	2,267.0		40.0		40.0		40.0		0.0

FISCAL YEARS 2025-2028 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - STARTRAN PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PHASE	PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
		PRIOR FISCAL YEARS	FS	FY 2025	FS	FY 2026	FS	FY 2027	FS			FY 2028	FS
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 and 0.75 percent for safety enhancements. There are some security enhancements that may be used to also fulfill the safety requirement. 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.													
		223.5	FA	32.0	FA	32.0	FA	32.0	FA	32.0	FA		
		55.9	GR	8.0	GR	8.0	GR	8.0	GR	8.0	GR		
	TOTAL	279.4		40.0		40.0		40.0		40.0		0.0	439.4
Computer Hardware and Software													
Up-to-date computer hardware and software is vital to making StarTran more efficient. Funds are proposed in FY 2023 to purchase maintenance software, farebox cell phone validators and a plotter. Funds are proposed in FY 2024 to upgrade staff computers.													
		255.5	FA	64.5	FA	320.0	FA	320.0	FA	320.0	FA		
		63.9	GR	16.1	GR	80.0	GR	80.0	GR	80.0	GR		
	TOTAL	319.4		80.6		400.0		400.0		400.0		0.0	1,600.0
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. A scissor lift is proposed in FY 2027 that will replace the current lift from 1986.													
		139.0	FA	16.0	FA	16.0	FA	40.0	FA	16.0	FA		
		34.7	GR	4.0	GR	4.0	GR	10.0	GR	4.0	GR		
	TOTAL	173.7		20.0		20.0		50.0		20.0		0.0	283.7
Improvements: Buildings / Grounds / Land													
Funds are proposed for replacing garage doors in the north garage.													
				160.0	FA								
				40.0	GR								
	TOTAL	0.0		200.0		0.0		0.0		0.0		0.0	200.0
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	GR										
	TOTAL	1,406.2		0.0		0.0		0.0		0.0		0.0	1,406.2
Multimodal Transportation Center													
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, including the installation of overhead electric charging unit stations.													
	PE	3,081.3	FA										
	PE	770.3	GR										
	Const/CE	2,700.0	FA	23,665.7	FG								
	Const/CE	300.0	GR	5,604.6	OF								
	Const/CE			4,173.1									
	TOTAL	6,851.6		33,443.4		0.0		0.0		0.0		0.0	40,295.0
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.													
		4,544.0	FA										
		825.0	NE										
		311.0	GR										
	TOTAL	5,680.0		0.0		0.0		0.0		0.0		0.0	5,680.0

FISCAL YEARS 2025-2028 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - STARTRAN PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PHASE	PRIORITY PROJECTS						COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
		PRIOR FISCAL YEARS	FS	FY 2025	FS	FY 2026	FS			FY 2027	FS	FY 2028
Maintenance Facility Construction / Relocation												
Funds are proposed to construct a new bus maintenance and storage facility, including a feasibility study, design, purchase of land, construction, and relocation. Funds would include potential award of FTA discretionary grant programs funding that will be applied for.												
				240.0	FA							
				60.0	GR							
	TOTAL	0.0		300.0		0.0		0.0		0.0		300.0
Electric Bus EV Charging Stations												
The current EV charging stations for the electric buses located at 710 J Street, Lincoln NE need to be replaced due to continued breakdowns and the obsolescence of the model. There is a need to replace four (4) of the stations. They will use Section 5339 Lo-No funding that is appropriated and will continue to be used after the new Multimodal Transportation Center is built either at the 710 J Street location or at the planned new maintenance facilities location.												
	Const/CE	459.1	FG									
	Const/CE	51.0	GR									
	TOTAL	510.1		0.0		0.0		0.0		0.0		510.1
FA (State / Federal)		18,084.9		5,927.8		5,896.7		869.5		9,871.0		40,649.9
FG (Other Federal Funds - FTA Discretionary Grant Programs)		459.1		23,665.7		0.0		0.0		0.0		24,124.8
NE (State Revenue/Aid)		825.0		0.0		0.0		0.0		0.0		825.0
GR (General Revenue)		2,741.4		1,086.1		100.0		190.5		1,769.0		5,887.0
SR (Special Reserves)		0.0		0.0		0.0		0.0		0.0		0.0
LN (City of Lincoln)		250.0		0.0		970.0		0.0		0.0		1,220.0
OF (Other - In-Kind Local Match & Other State Funds)		0.0		5,604.6		0.0		0.0		0.0		5,604.6
	TOTAL	22,360.4		36,284.2		6,966.7		1,060.0		11,640.0		78,311.3
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)				755.0		800.0		850.0		900.0		3,305.0
GR (General Revenues - Local Funds)				12,442.6		12,442.6		12,442.6		12,442.6		49,770.4
SC (Service Charges - Local Funds)				3,150.0		3,150.0		3,150.0		3,150.0		12,600.0
	TOTAL	0.0		18,067.6		18,112.6		18,162.6		18,212.6		72,555.4
TOTALS FOR STARTRAN FUNDING												
FEDERAL FUNDING												
FA (State / Federal) - Includes 5307 and 5339 Funds												
Section 5307 Preventative Maintenance				5,927.8		5,896.7		869.5		9,871.0		22,565.0
Section 5307 Operating and JARC				1,350.0		1,350.0		1,350.0		1,350.0		5,400.0
Section 5307 ADA				90.0		90.0		90.0		90.0		360.0
FTA Discretionary Grant Programs				280.0		280.0		280.0		280.0		1,120.0
				23,665.7		0.0		0.0		0.0		23,665.7
	SUB-TOTAL FEDERAL FUNDING	0.0		31,313.5		7,616.7		2,589.5		11,591.0		53,110.7
STATE FUNDING												
NE (State Revenue/Aid)												
State / Federal				755.0		800.0		850.0		900.0		3,305.0
												0.0
	SUB-TOTAL STATE FUNDING	0.0		755.0		800.0		850.0		900.0		3,305.0

FISCAL YEARS 2025-2028 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - STARTRAN PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PHASE	PRIOR FISCAL YEARS	FS	PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS
				FY 2025	FS	FY 2026	FS	FY 2027	FS	FY 2028	FS		
STATE & LOCAL FUNDING													
GR (General revenues - Local Funds)				13,528.7		12,542.6		12,633.1		14,211.6			52,916.0
SC (Service Charges - Local Funds)				3,150.0		3,150.0		3,150.0		3,150.0			12,600.0
Special Reserves (SR)				0.0		0.0		0.0		0.0			0.0
LN (City of Lincoln Funds)				0.0		970.0		0.0		0.0			970.0
OF (Other Local & State Funds - In-Kind Local Match & Nebraska Environmental Trust)				5,604.6		0.0		0.0		0.0			5,604.6
SUB-TOTAL LOCAL FUNDING				0.0	22,283.3	16,662.6		15,783.1		17,361.6		0.0	72,090.6
TOTAL				0.0	54,351.8	25,079.3		19,222.6		29,852.6		0.0	128,506.3

Notes:
Revenue & cost estimates use an inflation rate of 3%

STATUS OF PREVIOUS YEARS PROJECTS

Projects Under Contract for Construction or Completed

- 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

E. Lincoln Airport Authority



FISCAL YEARS 2025-2028 LINCOLN AIRPORT AUTHORITY PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PHASE	PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIOR FISCAL YEARS	FS	FY 2025	FS	FY 2026	FS	FY2 027	FS	FY 2028	FS		
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	3,500.0		0.0		0.0		0.0		0.0		0.0	3,500.0
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	500.0		0.0		0.0		0.0		0.0		0.0	500.0
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.													
				1,458.0 FAA 1,080.0 OF 162.0 LOCAL									
	TOTAL	0.0		2,700.0		0.0		0.0		0.0		0.0	2,700.0
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.													
				23,100.0 FAA 21,800.0 OF 1,800.0 LOCAL		23,100.0 FAA 21,800.0 OF 1,800.0 LOCAL							
	TOTAL	0.0		46,700.0		46,700.0		0.0		0.0		0.0	93,400.0
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		1,500.0		0.0		0.0		0.0	1,500.0
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		600.0		0.0		0.0	600.0
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.													
								3,150.0 FAA 350.0 LAA					
	TOTAL	0.0		0.0		0.0		3,500.0		0.0		0.0	3,500.0

FISCAL YEARS 2025-2028 LINCOLN AIRPORT AUTHORITY PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
	PHASE	PRIOR FISCAL YEARS	FS	FY 2025	FS	FY 2026	FS	FY2 027	FS	FY 2028			FS
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).												10,080.0	
												1,120.0	
TOTAL												11,200.0	11,200.0
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.												3,150.0	
												350.0	
TOTAL												3,500.0	3,500.0
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. The timing of this project will be based on the existing pavement condition.												3,600.0	
												400.0	
TOTAL												4,000.0	4,000.0
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 are shown in FY 2023-24 but may be used in any of the fiscal years through FY 2025-26.													
												3,000.0	OF
TOTAL												3,000.0	3,000.0

FISCAL YEARS 2025-2028 LINCOLN AIRPORT AUTHORITY PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PHASE	PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIOR FISCAL YEARS	FS	FY 2025	FS	FY 2026	FS	FY2 027	FS	FY 2028	FS		
Terminal Parking Garage - Solar Panel Roof Canopies													
This project proposes to install solar panel canopies over the rooftop parking spaces of the Terminal Garage. This project is intended to be funded by a discretionary grant from the Airport Terminal Program (ATP) of the Bipartisan Infrastructure Law (BIL).													
			1,900.0 100.0	FAA LAA									
	TOTAL	2,000.0			0.0	0.0		0.0		0.0		0.0	2,000.0
Runway 17/35 & Taxiway 'A' Sealcoat													
An asphalt mill and overlay was completed on Runway 17/35 in 2019 and on Taxiway 'A' in 2021. Per industry guidance for asphalt pavement preservation, a sealcoat, crack sealing, and minor asphalt patching should be completed approximately every 5 years. This project will help maintain the runway and taxiway pavement in a better condition and extend the life of the pavement.													
						720.0 80.0	FAA LAA						
	TOTAL	0.0		0.0		800.0		0.0		0.0		0.0	800.0
FUNDING SUMMARY													
FAA FUNDS / OTHER FEDERAL FUNDS													
FAA(Airport Improvement Program)													
		5,500.0		24,558.0		25,170.0		3,690.0		0.0		0.0	58,918.0
OF (Other Federal Funds)													
		0.0		22,880.0		21,800.0		0.0		0.0		0.0	44,680.0
	SUB-TOTAL FEDERAL FUNDING	5,500.0		47,438.0		46,970.0		3,690.0		0.0		0.0	103,598.0
STATE FUNDS													
NDA (NE Dept. of Aeronautics)													
		0.0		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	0.0
LOCAL FUNDS													
LAA (Lincoln Airport Authority)													
		500.0		0.0		230.0		410.0		0.0		0.0	1,140.0
LOCAL (Other Local Funds)													
		0.0		1,962.0		1,800.0		0.0		0.0		0.0	3,762.0
	SUB-TOTAL LOCAL FUNDING	500.0		1,962.0		2,030.0		410.0		0.0		0.0	4,902.0
	TOTAL	6,000.0		49,400.0		49,000.0		4,100.0		0.0		18,700.0	127,200.0

F. Federal Transit Administration: Section 5310/5311



FISCAL YEARS 2025-2028 FTA SECTION 5310/5311 PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PHASE	PRIOR	FS	PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		FISCAL YEARS		FY 2025	FS	FY 2026	FS	FY 2027	FS	FY 2028	FS		
<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.													
Lincoln and Omaha (LCLC & MAPA) Metro vanpool service for Lancaster, Sarpy & Douglas counties.		186.12	CMAQ										
Note: CMAQ funding transferred to Section 5307.													
Rural Nebraska vanpool service.		325.0	5311	150.0	5311								
		81.3	OF	37.5	OF								
	TOTAL	592.37		187.5		0.0	0.0	0.0	0.0	0.0	0.0	0.0	779.9
<u>Section 5310 Program</u>													
FY 2020 5310 Allocation		110.165	5310	110.165	5310								
	TOTAL	110.165		110.165		0.000	0.000	0.000	0.000	0.000	0.000	0.000	220.3
FY 2021 5310 Allocation (Capital)				113.694	5310	113.7	5310						
	TOTAL	0.000		113.694		113.694	0.000	0.000	0.000	0.000	0.000	0.000	227.4
FY 2022 5310 Allocation (Capital)						161.2	5310	161.2	5310				
	TOTAL	0.000		0.000		161.216	161.216	0.000	0.000	0.000	0.0	322.4	
FY 2023 5310 Allocation (Capital -Estimate - assumes a 7% increase from FY 2022)								324.9	5310				
	TOTAL	0.000		0.000		0.000	324.936	0.000	0.000	0.000	0.0	324.9	
FY 2024 5310 Allocation (Capital -Estimate - assumes a 7% increase from FY 2023)										347.7	5310		
	TOTAL	0.000		0.000		0.000	0.000	347.682			0.0	347.7	
FY 2025 5310 Allocation (Capital -Estimate - assumes a 7% increase from FY 2023)										372.0	5310		
	TOTAL	0.000		0.000		0.000	0.000	372.019			0.0	372.0	

FISCAL YEARS 2025-2028 FTA SECTION 5310/5311 PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PHASE	PRIOR	PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		FISCAL YEARS	FS	FY 2025	FS	FY 2026	FS	FY 2027	FS	FY 2028			FS
FUNDING SUMMARY													
<u>FEDERAL FUNDS</u>													
FA (Federal Aid)		0.0		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		0.0	186.1
5307 (FTA Section 5307 Funds)		0.0		0.0		0.0		0.0		0.0		0.0	0.0
5310 (FTA Section 5310 Funds)		110.2		223.9		274.9		486.2		719.7		0.0	1,814.8
5311 (FTA Section 5311 Funds)		325.0		150.0		0.0		0.0		0.0		0.0	475.0
SUB-TOTAL FEDERAL FUNDING		621.3		373.9		274.9		486.2		719.7		0.0	2,475.9
<u>STATE FUNDS</u>													
NE (State of Nebraska)		0.0		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	0.0
<u>LOCAL FUNDS</u>													
OF (Other Funds)		81.3		37.5		0.0		0.0		0.0		0.0	118.8
SUB-TOTAL LOCAL FUNDING		81.3		37.5		0.0		0.0		0.0		0.0	118.8
TOTAL		702.5		411.4		274.9		486.2		719.7		0.0	2,594.7

STATUS OF PREVIOUS YEARS PROJECTS

Projects Completed or Under Contract

Region V ServiceLinc (Under Contract)

Capital - 1 transit conversion van

G. Pedestrian, Bike & Trail Projects



FISCAL YEARS 2025-2028 PEDESTRIAN, BIKE & TRAILS PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PHASE	PRIORITY PROJECTS		FY 2025	FS	FY 2026	FS	FY 2027	FS	FY 2028	FS	COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIOR FISCAL YEARS	FS										
City of Lincoln Parks & Recreation Department													
Beal Slough Trail Project Trail project to extend southeasterly along the Beal Slough Channel from 56th Street & London 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). The 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	408.4	TA										
	PE	102.1	LN										
	ROW	213.7	TA										
	ROW	53.4	LN										
	Construction			2076.8	TA								
	Construction			519.2	LN								
	CE			309.1	TA								
	CE			77.3	LN								
C.N. 13366	TAP-55(182)	TOTAL	777.6	2,982.4		0.0		0.0		0.0		0.0	3,760.0
Fletcher Landmark Trail Trail project for concrete trail to follow primarily alongside Fletcher Street from N. 14th Street to N. 27th Street.	PE	265.5	TA										
	PE	66.4	LN										
	ROW	213.7	TA										
	ROW	53.4	LN										
	Utilities/Construction	846.0	TA										
	Utilities/Construction	211.5	LN										
	CE	126.9	TA										
	CE	31.7	LN										
C.N. 13442	TAP-55(186)	TOTAL	1,815.1	0.0		0.0		0.0		0.0		0.0	1,815.1
Wilderness Hills Trail 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			87.5	OF								
	PE			21.8	LN								
	ROW					27.4	OF						
	Utilities					36.5	OF						
	Construction							767.5	OF				
	CE							109.3	OF				
	TOTAL	0.0		109.3		63.9		876.8		0.0		0.0	1,050.0
Waterford Trail Starting with a trail connection at 84th St. Trail at 84th St. 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 St. and Holdrege St.	PE	278.3	TA										
	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						
	TOTAL	347.9		434.7		1,959.7		0.0		0.0		0.0	2,742.3
	C.N. 13554	TAP-55(192)											
Rock Island Trail Undercrossing at Old Cheney Road This project will provide a grade separated crossing of the Rock Island Trail at Old Cheney Road by constructing an undercrossing of the roadway. The crossing will be located in the approximate alignment of the existing trail and connections to the sidewalks on each side of Old Cheney will be required. The project is anticipated to require some ROW acquisition.	PE			174.4	CMAQ								
	PE			43.6	LN								
	ROW/Utilities			43.2	CMAQ								
	ROW/Utilities			10.8	LN								
	Const/CE					1,611.2	CMAQ						
	Const/CE					402.8	LN						
	TOTAL	0.0		272.0		2,014.0		0.0		0.0		0.0	2,286.0
	C.N. 13581	CRP-55(197)											

FISCAL YEARS 2025-2028 PEDESTRIAN, BIKE & TRAILS PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PHASE	PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIOR FISCAL YEARS	FS	FY 2025	FS	FY 2026	FS	FY 2027	FS	FY 2028	FS		
Rock Island Trail Widening - A Street to Boosalis Trail The Rock Island Trail between A Street and Nebraska Parkway is one of the busiest trail segments in Lincoln. Having been one of the first segments constructed, it is also built to a standard that is no longer adequate for the 1,000 trips per day it experiences. This project would remove the existing 8 foot wide concrete trail and replace it with an 11 foot wide, 5" thick concrete trail. This project would also include the replacement of a pedestrian/bicycle bridge over Garfield Street.	PE			206.5	CMAQ								
	PE			51.6	LN								
	Const/CE					1,830.9	CMAQ						
	Const/CE					457.7	LN						
		C.N. 13583	CRP-55(198)	TOTAL	0.0	258.1		2,288.6		0.0		0.0	2,546.7
<u>City of Lincoln/Lancaster County Planning Department</u>													
B Street Bicycle Boulevard 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 Streets.	PE			74.6	LN								
	Const/CE					130.9	CDBG						
	Const/CE					316.4	TA						
	TOTAL		0.0	74.6		447.3		0.0		0.0		0.0	521.9
<u>Lincoln Transportation & Utilities Department</u>													
Multimodal Transportation Center - Active Transportation Enhancements Mobility improvements for future transit center to include potential enhancements such as such as bike parking, scooter and bike share station, enhanced sidewalks and lighting, sidepath connections, and improved crossings at 9th and 10th Streets.	PE			172.0	CRP								
	PE			43.0	LN								
	Const/CE			257.6	CRP	119.1	CMAQ	612.6	CMAQ				
	Const/CE			64.4	LN	29.8	LN	153.1	LN				
	TOTAL		0.0	537.1		148.9		765.7		0.0		0.0	1,451.7
<u>Lincoln Urban Development Department</u>													
Downtown Corridors and Music District Streetscape Project Pedestrian crossing and sidewalk improvements, targeted lane reductions, and redesign of on-street parking areas on 9th, 10th, 11th, 14th, O and P Streets as identified in the Greater Downtown Principal Corridors Redevelopment Plan. The expenditures shown do not include additional ARPA funds anticipated to be directed towards the 14th Street/Music District portion of the project.	PE	2,800.0	LN										
	Const/CE			4,000.0	CPF								
	Const/CE			2,250.0	ARPA								
	Const/CE			1,000.0	EDA								
	Const/CE			11,505.9	LN								
	TOTAL	2,800.0		18,755.9		0.0		0.0		0.0		0.0	21,555.9

FISCAL YEARS 2025-2028 PEDESTRIAN, BIKE & TRAILS PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PRIORITY PROJECTS											COST BEYOND PROGRAM	TOTAL PROJECT COSTS
	PHASE	PRIOR FISCAL YEARS	FS	FY 2025	FS	FY 2026	FS	FY 2027	FS	FY 2028	FS		
City of Hickman													
Scott's Creek Trail													
The proposed project is the construction of a trail on City-owned land in an established easement. The new trail will extend a total of 1,250 linear feet north and east from Hickman Road before tying into the pedestrian underpass underneath S. 68th Street. It will then continue east from S. 68th Street before terminating by tying into existing sidewalk north of Prairie View Lane. The trail will be 10' wide and constructed of concrete.													
	PE			32.0	RTP								
	PE			8.0	HIC								
	Const/CE			100.0	RTP								
	Const/CE			25.0	HIC								
	TOTAL	0.0		165.0		0.0		0.0		0.0		0.0	165.0
FUNDING SUMMARY													
FEDERAL FUNDS													
CMAQ (Congestion Mitigation and Air Quality)		0.0		424.1		3,561.2		612.6		0.0			
RTP (Recreational Trails Program)		0.0		132.0		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)		2,352.5		2,733.7		1,884.2		0.0		0.0			
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		130.9		0.0		0.0			
CRP (Carbon Reduction Program)		0.0		429.6		0.0		0.0		0.0			
CPF (HUD Economic Development Initiative Community Project Funding)		0.0		4,000.0		0.0		0.0		0.0			
ARPA (American Rescue Plan Act)		0.0		2,250.0		0.0		0.0		0.0			
EDA (Economic Development Administration)		0.0		1,000.0		0.0		0.0		0.0			
	SUB-TOTAL FEDERAL FUNDING	2,352.5		10,969.4		5,576.3		612.6		0.0		0.0	19,510.8
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)		3,388.1		12,499.1		1,282.2		153.1		0.0			
HIC (City of Hickman Funds)		0.0		33.0		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		87.5		63.9		876.8		0.0			
	SUB-TOTAL LOCAL FUNDING	3,388.1		12,619.6		1,346.1		1,029.9		0.0		0.0	18,383.7

STATUS OF PREVIOUS YEARS PROJECTS

Projects Completed or Under Contract

H. Railroad Transportation Safety District



FISCAL YEARS 2025-2028 CITY OF LINCOLN RAILROAD TRANSPORTATION SAFETY DISTRICT PROGRAM

PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PHASE	PRIOR		PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		FISCAL YEARS	FS	FY 2025	FS	FY 2026	FS	FY 2027	FS	FY 2028	FS		
33rd/Cornhusker Viaduct, Lincoln This project would implement study results to remove two at-grade crossings which 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	5,894.0	RT	3,950.0	RT	2,850.0	RT	1,220.0	RT	15,000.0	RT		
	PE/ROW	898.1	LOTM	250.0	LOTM	250.0	LOTM	4,880.0	RZ				
	PE/ROW	330.0	LN			6,300.0	RZ						
	Const/CE									6,300.0	RZ	7,520.0	
	Const/CE									7,200.0	RT	57,000.0	
TOTAL		7,122.1		4,200.0		9,400.0		6,100.0		28,500.0		64,520.0	119,842.1
FUNDING SUMMARY													
FEDERAL FUNDS													
RZ (Railroad - Hwy Crossing - Hazardous Funds)		0.0		0.0		6,300.0		4,880.0		6,300.0		7,520.0	
SUB-TOTAL FEDERAL FUNDING		0.0		0.0		6,300.0		4,880.0		6,300.0		7,520.0	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)		5,894.0		3,950.0		2,850.0		1,220.0		22,200.0		58,005.0	94,119.0
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]		898.1		250.0		250.0		0.0		0.0		0.0	1,398.1
SUB-TOTAL LOCAL FUNDING		7,122.1		4,200.0		3,100.0		1,220.0		22,200.0		64,005.0	37,842.1
TOTAL		7,122.1		4,200.0		9,400.0		6,100.0		28,500.0		64,520.0	119,842.1

I. Planning



FISCAL YEARS 2025-2028 PLANNING PROGRAM

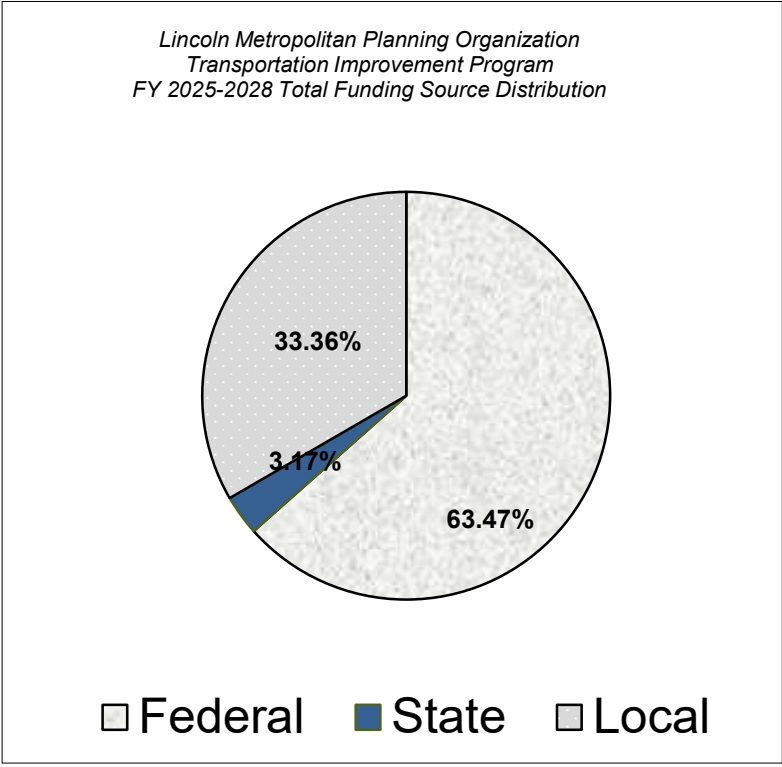
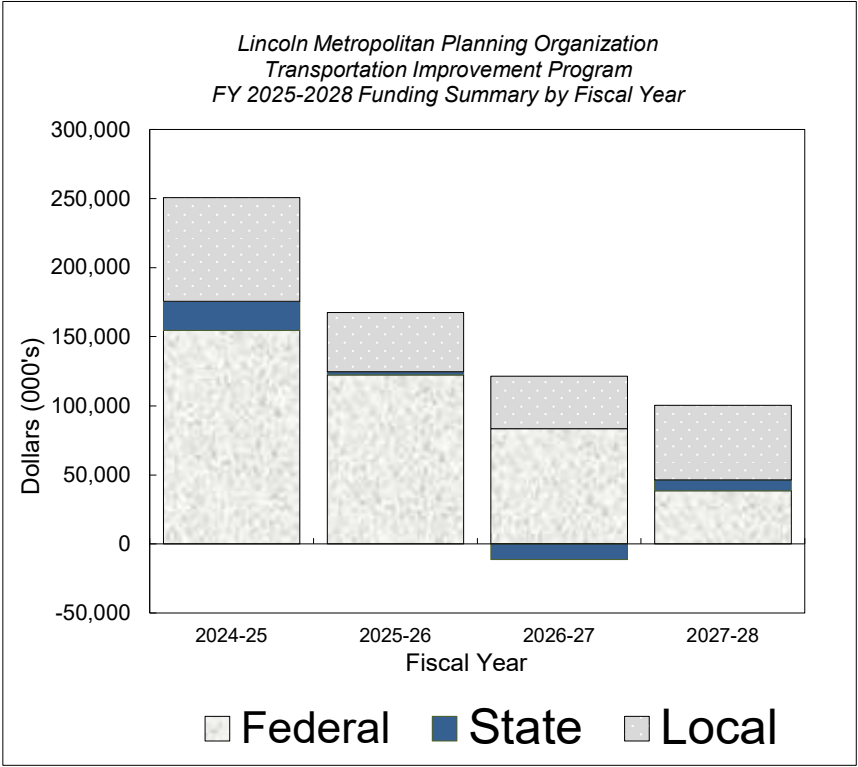
PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PHASE	PRIOR		PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		FISCAL YEARS	FS	FY 2025	FS	FY2026	FS	FY2027	FS	FY2028	FS		
Lincoln Transportation & Utilities - Safe Streets Lincoln: A Vision Zero Action Plan The plan will be funded through a Fiscal Year 2022 Safe Streets and Roads for All (SS4A) Grant Agreement through the U.S. Department of Transportation. The City of Lincoln will develop a comprehensive safety action plan that will employ low-cost/high-impact strategies, innovative and existing strategies and technologies to promote safety and equity.			400.0 SS4A										
			100.0 LN										
	TOTAL	500.0		0.0		0.0		0.0		0.0		0.0	500.0
City of Waverly - Vehicular and Pedestrian Connectivity Study The study will be funded through a Fiscal Year 2022 Safe Streets and Roads for All (SS4A) Grant Agreement through the U.S. Department of Transportation. It will consider access and safety across the city, to schools, recreation areas, and commercial centers. Planning will focus on increasing pedestrian safety through proper management of pedestrian and vehicular traffic.			236.0 SS4A										
			59.0 WV										
	TOTAL	295.0		0.0		0.0		0.0		0.0		0.0	295.0
City of Bennet - Transportation Safety Action Plan The plan will include strategizing to improve pedestrian trails, sidewalk networks, and a safer pedestrian crossing on State Hwy 43 which bisects the City from the school on the west side of town from the current and future population on the east side. This will provide residents with access to school, commerce, and other destinations proper management of pedestrian and vehicular traffic.				100.0 SS4A									
				25.0 BN									
	TOTAL	0.0		125.0		0.0		0.0		0.0		0.0	125.0
FUNDING SUMMARY													
FEDERAL FUNDS													
SS4A (Safe Streets and Roads for All Grant Program)		636.0		100.0		0.0		0.0		0.0			
SUB-TOTAL FEDERAL FUNDING		636.0		100.0		0.0		0.0		0.0		0.0	736.0
STATE FUNDS													
		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													
LN (City of Lincoln Funds)		100.0		0.0		0.0		0.0		0.0			
WV (City of Waverly Funds)		59.0		0.0		0.0		0.0		0.0			
BN (City of Bennet Funds)		0.0		25.0		0.0		0.0		0.0			
SUB-TOTAL LOCAL FUNDING		159.0		25.0		0.0		0.0		0.0		0.0	184.0
TOTAL		795.0		125.0		0.0		0.0		0.0		0.0	920.0

J. Funding Summary

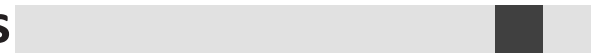


2025-2028 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM



2025-2028 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM								SUMMARY OF PROGRAM EXPENDITURES	
	AGENCY		FISCAL YEARS						
			2024-25	2025-26	2026-27	2027-28	Total for Four Years	Costs Beyond Program	
A	State of Nebraska	FEDERAL	47,748.0	30,129.0	47,194.0	8,674.0	133,745.0		
		STATE	20,345.4	1,600.8	-12,141.9	6,846.3	16,650.6		
		LOCAL	0.0	0.0	0.0	0.0	0.0		
		SUB-TOTAL	68,093.4	31,729.8	35,052.1	15,520.3	150,395.6	2,888.0	
B	Lancaster County	FEDERAL	9,538.3	13,614.2	9,293.3	9,852.3	42,298.1		
		STATE	0.0	0.0	0.0	0.0	0.0		
		LOCAL	5,611.9	4,525.9	5,322.9	4,960.8	20,421.5		
		SUB-TOTAL	15,150.2	18,140.1	14,616.2	14,813.1	62,719.6	17,685.1	
C	City of Lincoln Transportation and Utilities - Transportation	FEDERAL	7,276.0	11,817.8	14,649.4	1,496.0	35,239.2		
		STATE	0.0	0.0	0.0	0.0	0.0		
		LOCAL	28,183.2	15,119.3	14,184.7	9,542.3	67,029.5		
		SUB-TOTAL	35,459.2	26,937.1	28,834.1	11,038.3	102,268.7	0.0	
D	City of Lincoln Transportation and Utilities - StarTran	FEDERAL	31,313.5	7,616.7	2,589.5	11,591.0	53,110.7		
		STATE	755.0	800.0	850.0	900.0	3,305.0		
		LOCAL	22,283.3	16,662.6	15,783.1	17,361.6	72,090.6		
		SUB-TOTAL	54,351.8	25,079.3	19,222.6	29,852.6	128,506.3	0.0	
E	Lincoln Airport Authority	FEDERAL	47,438.0	46,970.0	3,690.0	0.0	98,098.0		
		STATE	0.0	0.0	0.0	0.0	0.0		
		LOCAL	1,962.0	2,030.0	410.0	0.0	0.0		
		SUB-TOTAL	49,400.0	49,000.0	4,100.0	0.0	102,500.0	18,700.0	
F	Section 5310 / 5311 Projects	FEDERAL	373.9	274.9	486.2	719.7	1,854.6		
		STATE	0.0	0.0	0.0	0.0	0.0		
		LOCAL	37.5	0.0	0.0	0.0	37.5		
		SUB-TOTAL	411.4	274.9	486.2	719.7	1,892.1	0.0	
G	Pedestrian, Bikes & Trails	FEDERAL	10,969.4	5,576.3	612.6	0.0	17,158.3		
		STATE	0.0	0.0	0.0	0.0	0.0		
		LOCAL	12,619.6	1,346.1	1,029.9	0.0	14,995.6		
		SUB-TOTAL	23,589.0	6,922.4	1,642.5	0.0	32,153.9	0.0	
H	Railroad Transportation Safety District	FEDERAL	0.0	6,300.0	4,880.0	6,300.0	17,480.0		
		STATE	0.0	0.0	0.0	0.0	0.0		
		LOCAL	4,200.0	3,100.0	1,220.0	22,200.0	30,720.0		
		SUB-TOTAL	4,200.0	9,400.0	6,100.0	28,500.0	48,200.0	64,520.0	
I	Planning	FEDERAL	100.0	0.0	0.0	0.0	100.0		
		STATE	0.0	0.0	0.0	0.0	0.0		
		LOCAL	25.0	0.0	0.0	0.0	25.0		
		SUB-TOTAL	125.0	0.0	0.0	0.0	125.0	0.0	
	PROGRAM TOTAL	FEDERAL	154,657.1	122,298.8	83,395.0	38,633.0	398,983.9		
		STATE	21,100.4	2,400.8	-11,291.9	7,746.3	19,955.6		
		LOCAL	74,897.5	42,783.9	37,950.6	54,064.7	205,294.7		
		SUB-TOTAL	250,655.1	167,483.5	110,053.7	100,444.0	624,234.2		
PROGRAM TOTAL			250,655.1	167,483.5	110,053.7	100,444.0	624,234.2	103,793.1	

K. Performance Measures



FY 2025-2028

Performance Based Planning Measures

Lincoln Metropolitan Planning Organization

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 (TIPs) 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 2023) safety performance targets set in August 2023. The targets are:

Performance Measure	5-Year Rolling Average	
	Baseline (2018-2022)	Target (2020-2024)
Number of Fatalities	235.2	234.0
Rate of Fatalities per 100 million vehicle miles traveled (VMT)	1.130	1.120
Number of Serious Injuries	1,286.4	1,168.0
Rate of Serious Injuries per 100 million VMT	6.172	5.539
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	108.4	96.8

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 October 1 every four years.

The Lincoln MPO has agreed to support the state's 4-year performance period (CY 2022-2025) pavement and bridge performance targets set in December 2022. The targets are:

Performance Measure	4-Year Target 2022-2025
Percentage of Pavements of the Interstate System in Good Condition	≥65%
Percentage of Pavements of the Interstate System in Poor Condition	≤5%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	≥40%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	≤10%
Percentage of NHS Bridges Classified as in Good Condition	≥55%
Percentage of NHS Bridges Classified as in Poor Condition	≤10%

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 October 1 every four years.

The Lincoln MPO has agreed to support the state's 4-year performance period (CY 2022-2025) system performance and freight performance targets set in December 2022 (Nebraska exempt from CMAQ measures this performance period). The targets are:

Performance Measure	4-Year Target 2022-2025
Percent of the Person-Miles Traveled on the Interstate that are Reliable	98.5%
Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable	92.0%
Truck Travel Time Reliability Index	1.20

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 Lincoln Transportation and Utilities - StarTran Transit Asset Management Plan was completed by September 27, 2018, and StarTran established the TAM targets by the January 1, 2017 deadline. The StarTran TAM Plan was updated in December 2022 and updated targets have been established. 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	4.5% of fleet exceeds ULB
Rolling Stock: SR Paratransit	Overall (Van, Cutaway, Minivan)	6 years	25% of fleet exceeds ULB
Equipment: Non-Revenue Service Vehicle	Automobile	10 years	0% of fleet exceeds ULB
Equipment: Non-Revenue Service Vehicle	Other Support Vehicle	15-20 years	50% 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

* ULB – Useful Life Benchmark

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

Transit Safety

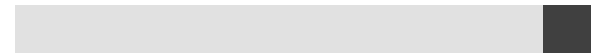
On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to 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 were 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 December 2023. 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		2020-2023 Baseline	Target
Fatalities	Total	0.25	0
	Rate per 100,000 VRM	0.00	0
Injuries (Minor/Major)	Total	0.25	Reduction from baseline
	Rate per 100,000 VRM	0.00	Reduction from baseline
Safety Events (Minor/Major)	Total	0.25	Reduction from baseline
	Rate per 100,000 VRM	0.00	Reduction from baseline
System Reliability (Minor/Major)	VRM Between Failures (Total)	8,021	Increase from baseline

Paratransit Safety Performance Baseline and Targets			
Performance Category		2020-2023 Baseline	Target
Fatalities	Total	0	0
	Rate per 100,000 VRM	0	0
Injuries (Minor/Major)	Total	0	Reduction from baseline
	Rate per 100,000 VRM	0	Reduction from baseline
Safety Events (Minor/Major)	Total	0	0
	Rate per 100,000 VRM	0	0
System Reliability (Minor/Major)	VRM Between Failures (Total)	41,146	Increase from baseline

L. 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 10, 2024, 8:30 a.m., Conference Room 113, County-City Building, 555 S. 10th St., Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: David Cary – Lincoln/Lancaster County Planning Department; Pam Dingman – Lancaster County Engineer; Elizabeth Elliott – Lincoln Transportation and Utilities; Paul Barnes and Stephanie Rouse – Lincoln/Lancaster County Planning Department; Gary Bergstrom – Lincoln/Lancaster County Health Department; Clyde Jenkins III – StarTran; Roger Figard – Railroad Transportation Safety District; Stephanie Fisher – City of Waverly; Jennifer Hiatt – Urban Development; Larry Legg – Lancaster County Engineering; Michelle Lincoln – City of Bennet; Kelly Oelke – City of Hickman; Thomas Shafer and Erin Sokolik – Lincoln Transportation and Utilities; Maggie Stuckey-Ross – Parks and Recreation; Brandon Varilek and Curtis Nosal – Nebraska Department of Transportation; (Chad Lay – Lincoln Airport Authority absent). Rachel Christopher, Teresa McKinstry and Jennifer McDonald of the Lincoln/Lancaster County Planning Department; and other interested citizens.

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

REVIEW AND ACTION ON THE PROPOSED FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PUBLIC HEARING:

April 10, 2024

Members present: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek; Lay absent.

Christopher stated this is for the annual TIP adoption for the MPO. The MPO is a federally required organization and is federally funded. The planning area covers all of Lancaster County. We also have representatives from Hickman, Waverly and Bennet as part of the MPO Technical Committee. The TIP is a shorter range planning document which looks at planning projects coming up in the next four years. This runs with the federal fiscal year which is October 1 through September 30. Staff also processes amendments and revisions to the TIP. The projects in the TIP come from the 2050 LRTP. The TIP includes federal and state funded projects, as well as regionally significant locally funded projects. The TIP is fiscally constrained, meaning it must only show funds that are reasonably anticipated to be available. The TIP is also coordinated with the Capital Improvement Program (CIP). The TIP includes a number of programs for transportation agencies. NDOT's program includes interstates, highways and bridges. Other programs described were for County Engineer, LTU-Transportation, LTU-StarTran, Lincoln Airport Authority, Federal Transit Administration, Pedestrian Bike and Trails, Railroad Transportation Safety District and Planning. The TIP is organized with project listings and details for funding by year and source. There is an online map for the TIP. We work with all the different agencies listed in the TIP to provide input. We also conduct an Equity and Congestion Management review for new projects. The MPO Programming and Funding Committee meets and reviews the document. It then comes to the MPO Technical Committee and Planning Commission for review and recommendation, before vote by the MPO Officials Committee. With this year's TIP, NDOT has several new projects as does City of Hickman for Scott's Trail, which was awarded Recreational Trail Program (RFP) funding. There were two LTU-Transportation projects removed. One was the 14th Street/Warlick/Old Cheney Rd. project which is being paused due to uncertainty on timing and impacts of the Highway 77 West Bypass project. Another LTU project taken out was Transportation Livable Neighborhoods. It is being removed from the TIP because LTU will conduct those activities under their Preservation and Optimization initiatives. There were also changes made to the StarTran program per the CIP since the agenda went out. The first change was to StarTran revenue vehicles for buses where funding was split between FY 2025 and 2026 to the need to spread out the local match portion. There was also a change to maintenance facility construction where all funds except initial funds for a feasibility study were removed, pending future funding through a discretionary grant.

Figard pointed out a correction needed to the RTSD project of 33rd & Cornhusker in the Railroad Transportation Safety District (RTSD) program. He would suggest any motion for approval of the proposed TIP include a correction of the federal aid to show \$7,520,000 in Cost Beyond RZ funds.

Cary noted this is the big list for the MPO. He commented that over the years, the TIP has been improved as a document. He believes it is much more readable. The way the funding sources are identified helps understand these projects in a much more straightforward way. It has been great to watch the MPO evolve. He feels like the TIP has become a much better document.

Shafer added that this process is always a long one. There will most likely be amendments between now and approval, and he noted recent awards for Congressionally directed spending to the MPO area that he assumes will be added to the TIP in the future.

Dingman thinks for future TIP documents, we will also need to add a page for Bennet, Hickman and Waverly. She hopes everyone gets a piece of funding. Christopher noted that for now, the Hickman trail project is under the Pedestrian, Bike and Trails program with the Waverly planning grant appearing under the Planning program.

Barnes noted that Bennet has an award for Planning as well.

ACTION:

Shafer moved approval of the FY 2025-2028 Transportation Improvement Program as presented today, including the revision to StarTran revenue vehicles for buses and the correction noted by the RTSD, seconded by Figard and carried 18-0: Barnes, Bergstrom, Cary, Dingman, Elliott, Figard, Fisher, Hiatt, Jenkins, Legg, Lincoln, Nosal, Oelke, Rouse, Shafer, Sokolik, Stuckey-Ross and Varilek; Lay 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 30, 2024.

NAME OF GROUP:	PLANNING COMMISSION
DATE, TIME AND PLACE OF MEETING:	Wednesday, May 8, 2024, 1:00 p.m., Hearing Room 112, on the first floor of the County-City Building, 555 S. 10th Street, Lincoln, Nebraska.
MEMBERS AND OTHERS IN ATTENDANCE:	Lorenzo Ball, Dick Campbell, Maribel Cruz, Brett Ebert, Gloria Eddins, Bailey Feit, Cristy Joy, Rich Rodenburg, and Cindy Ryman Yost. David Cary, Steve Henrichsen, Shelli Reid, Jennifer McDonald, Brian Will, Emma Martin, Steve Dush, Rachel Christopher, George Wesselhoft and Ben Callahan the Planning Department; media and other interested citizens.
STATED PURPOSE OF MEETING:	Regular Planning Commission Hearing Chair Ryman Yost called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.

MISCELLANEOUS 24002

FOR REVIEW OF THE DRAFT FY2025 TO FY2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR CONFORMANCE WITH THE CURRENT LINCOLN METROPOLITAN PLANNING ORGANIZATION (MPO) LONG RANGE TRANSPORTATION PLAN.

PUBLIC HEARING:

May 8, 2024

Members present: Ball, Campbell, Cruz, Ebert, Eddins, Feit, 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:

Rachel Christopher, Planning Department and the Lincoln Metropolitan Planning Organization (MPO), 555 S. 10th Street, Suite 213, Lincoln, NE approached and stated that this application is a request is for the annual proposed Transportation Improvement Program

(TIP). This is a document that recognizes transportation projects that are coming up in the next 4 years. Christopher stated that all projects listed in the form must conform to the plan. A detailed overview was previously presented to the Planning Commission on April 24th. This is for the federal fiscal year 2025-2028. Christopher stated an overview of the programs that are listed on this list. Christopher stated that this can be capital improvements, safety improvements, maintenance, and operations projects. This year, the proposed TIP has several new projects that are being added. Most projects in general are carried forward from year to year. The MPO technical committee meeting was held and recommended approval. The final action would be finalized with the MPO officials meeting.

Proponents:

No one approached in support.

Neutral:

No one approached in neutral.

Opposition:

No one approached in opposition.

Campbell moved to close the public hearing; seconded by Joy.

Motion carried 9-0: Ball, Campbell, Cruz, Ebert, Eddins, Feit, 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 17, 2024, 2:00 p.m., City Council Chambers, County-City Building, 555 S. 10th Street, Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: Tom Beckius, Sean Flowerday, Ryan Huff, Rick Vest and S ndra Washington; Mayor Leirion Gaylor Baird absent. Paul Barnes, Rachel Christopher and Teresa McKinstry of the Planning Department; Pam Dingman, Lancaster County Engineer; Richard Meginnis, City Council member; and other interested parties.

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

REVIEW AND ACTION ON THE FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PUBLIC HEARING: May 17, 2024

Members present: Beckius, Flowerday, Huff, Vest and Washington; Mayor Gaylor Baird absent.

Christopher stated that the TIP is a listing of projects for the next four years. The TIP looks at transportation projects and costs. This Proposed TIP is for 2025 through 2028. It can be amended and administratively modified between annual adoptions. The TIP looks at all of Lancaster County. The communities of Bennet, Waverly and Hickman are now represented on our Technical Committee. The TIP is organized into programs for each transportation agency. The Planning section is the newest section of the TIP, which denotes federal funding for transportation planning activities. Projects for the TIP must be found consistent with the LRTP. She wanted to give a little background on how projects are chosen for the TIP. Projects were scored and prioritized as part of the LRTP. Projects are pulled from the LRTP based on priority and availability of funds. For the most part, projects are chosen from the ranked lists in the LRTP, dependent on funding. The funding is broken down by phase, source, and fiscal

year. The map portion of the TIP is now online and interactive. All the agencies involved provide input into the program. The adoption process consists of a Programming and Funding Committee, Technical Committee, Planning Commission, and Officials Committee. There are quite a few new NDOT projects with the Proposed TIP. There is also a new project added to Lincoln Transportation and Utilities' (LTU) program for the S. 27th Street bridge at southeast upper Salt Creek. Also new is a trail in the City of Hickman that received a federal grant; the project is not listed specifically in the LRTP, but staff has found it in general conformance with the plan. A project that was removed is 14th Street and Warlick/Old Cheney Rd project for LTU. This is being taken out, but still is planned to move forward though the timeline of this project is unknown. It is being removed in response to NDOT planned interchange improvements on Highway 77, for which traffic impacts to the area aren't fully known, so LTU is putting this project on pause. There is a trail crossing/underpass to the east of 14th & Warlick Blvd that is still moving forward in the near term. Also removed from LTU's program is an item called Transportation Livable Neighborhoods. It is being removed with the understanding that this category of programs is covered under their Preservation and Optimization initiatives. The TIP will be submitted to the State and FHWA and FTA for approval.

Vest inquired if the TIP is inclusive of all projects in Lancaster County. Christopher stated the TIP is for projects that are receiving State funds, Federal funds or are of regional significance. Federal and state funds are the main reason a project needs to be in the TIP so that for the National Environmental Policy Act (NEPA) environmental review, they want to see that the funds are programmed and available. Vest noted that we have seen Federal and State funds can come through a variety of means. Christopher agreed. There are many Federal funding sources in the TIP. Some are from a competitive grant, others are formula funds.

ACTION:

Vest moved approval of the FY 2025-2028 Transportation Improvement Program, seconded by Washington and carried 5-0: Beckius, Flowerday, Huff, Vest and Washington voting 'yes'; Mayor Gaylor Baird absent.



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)

October 4, 2024

Vicki Kramer, Director
Nebraska Department of Transportation
P.O. Box 94759
Lincoln, NE 68509

Director Kramer:

FHWA/FTA Approval of the Nebraska FY 2025 - 2028 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 2025-2028 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 2025-2028 STIP was available for public comment from August 15, 2024 to August 30, 2024. NDOT received no comments on the proposed STIP during this public comment period.

The Metropolitan Area Planning Agency's (MAPA) Board of Directors approved the TIP on June 27, 2024. The Lincoln MPO TIP was approved by the Officials Committee on May 17, 2024. The Siouxland Interstate Metropolitan Planning Council (SIMPCO) TIP Policy Board approved the TIP on July 11, 2024. The Grand Island TIP was approved by the Policy Board on May 28, 2024. NDOT approved all of the Metropolitan TIPs for inclusion into the STIP on July 23, 2024.

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 2025-2028 STIP, the monitoring activities throughout the year, the MPO's self-certifications, and the enclosed planning finding, the FY 2025-2028 STIP is hereby approved.

If you have any questions or need additional information, please contact Craig Wacker, FHWA, at (402)742-8475 or Gerri Doyle, FTA, at (816)329-3928.

Sincerely,

Cathy Monroe
For: Carrie Butler
Regional Administrator
Federal Transit Administration

Richard Wayne Fedora, P.E.
Division Administrator
Federal Highway Administration

cc:

Devin Townsend, P.E. NDOT
Ryan Huff, P.E. NDOT
Jarrod Walker, NDOT
Curtis Nosal, P.E. NDOT
Jaime Kamarad, NDOT
Michael Helgerson, MAPA
David Cary, Lincoln MPO
Allan Zafft, GIAMPO
Michelle Bostinelos, SIMPCO

Nebraska FY 2025-2028 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 2024-2027 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 2025-2028 STIP, it was noted that the apportionment amounts and beginning balance forecasts were inaccurate with actual end of year balances. 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 2024 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 23, 2024 for inclusion into the NDOT 2025-2028 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 27, 2024.
- The Lincoln MPO (City of Lincoln and Lancaster County) TIP was approved by the Officials Committee on May 17, 2024.
- The Siouxland Interstate Metropolitan Planning Council (SIMPCO) TIP Policy Board approved the TIP on July 11, 2024.

- The Grand Island TIP was approved by the Policy Board on May 28, 2024.

FHWA and FTA have jointly determined that the FY 2025-2028 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 most recently in July 2024. 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. FHWA is available to assist NDOT in continuing to update the STIP Development Guidelines upon request.

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 2025-2028 STIP outreach was disseminated as follows:

- A press release to 4,922 recipients, including 315 media outlets statewide.
- A Tweet to 34,600 NDOT followers.
- Gov. Delivery (web-based email subscription service) note to the 2,621 subscribers of RSS feed of NDOT Twitter page.
- Gov. Delivery note to the 1,209 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 2025-2028 STIP was available for public comment from August 15, 2024 to August 30, 2024. NDOT received no comments on the proposed STIP during this public comment period.

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 2025 Planning Finding.

Recommendations:

FHWA noted there are projects programmed in the STIP or currently in the environmental phase which FHWA consider major projects. FHWA requires any project with total project costs over \$100 million to have a financial plan. Any project over \$500 million must have a financial plan, a project management plan, and a cost estimation process. FHWA will work with NDOT in the upcoming fiscal year to ensure these requirements are met on the upcoming Major Projects.

FHWA and FTA recommend NDOT analyze the process for outreach to ensure the STIP development and outreach process is adequately capturing public comment, providing for local official participation, and consultation with Tribal governments on the STIP. Consultation referring to a meeting conducted in person or by other appropriate means where there is a meaningful, timely, and clear exchange of information between heads of an agency and Tribal governments or their designated officials; and is pre-decisional. There may be opportunities to enhance engagement in the STIP development process, including how NDOT is targeting the public, local officials, and Tribal governments when requesting comment. A potential area of focus could be determining if the engagement methods are adequately reaching all demographics and communities to encourage greater engagement and comments on the program. FHWA is available to assist NDOT develop and enhance engagement activities as described in 23 CFR Part 450.210.

FHWA and FTA recommend NDOT conduct a process mapping exercise that examines all aspects of planning for programming and completing projects. With the turnover in leadership and technical positions it would be good for NDOT to have all the pieces mapped out and a solid understanding of everyone's roles and responsibilities. FHWA would advise taking a specific look at LRTP and TIP consistency with MPO's, and the cost estimation process as these are the most common reasons for STIP Amendments. FHWA would be happy to participate and assist in any type of process mapping exercise.



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