



Fiscal Year 2022-2025 Transportation Improvement Program

Adopted by Officials Committee
May 17, 2021

Lincoln Metropolitan Planning Organization

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



FY 2022-2025
Transportation Improvement Program

Lincoln/Lancaster County Nebraska

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Approval Dates

PROJECT SELECTION COMMITTEE
February 4, February 12, February 22 and March 4, 2021

PLANNING COMMISSION PUBLIC HEARING
April 14, 2021

TECHNICAL COMMITTEE
April 19, 2021

OFFICIALS COMMITTEE
May 17, 2021

METROPOLITAN PLANNING ORGANIZATION
May 17, 2021



U.S. Department of Transportation
Federal Highway Administration

Required Credit / Disclaimer Statement

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

Introduction

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

Federal regulations require that each urbanized area, as a condition to receive federal capital or operating assistance, have a continuing, cooperative and comprehensive (3-C) transportation planning process. The MPO is the organization designated to carry out the 3-C process which results in plans and programs that are consistent with the comprehensively planned development of the urbanized area. The TIP, along with the Long Range Transportation Plan, are a key elements of this process. The Moving Ahead for Progress in the 21st Century Act (MAP-21) became law in 2012 which authorizes surface transportation programs and continues the basic planning requirements. The *Fixing America's Surface Transportation Act* or "FAST Act", became law in 2015 and continues the Metropolitan Planning programs. These programs continue the requirement for a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas and the joint oversight by the FHWA and FTA. To remain eligible for federal transportation funding, the planning process must demonstrate that the Lincoln Metropolitan Planning Area is in compliance with all federal requirements for metropolitan transportation planning.

Purpose of the TIP

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

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

Federal Requirements for Transportation Improvement Programs

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

- **Time Period** – *The TIP is to cover at least a four-year period and be updated at least every four years.* The financial and project tables included in this document cover FY's 2022-2025. NDOT and the MPOs have established an annual update cycle.
- **Public Comment** – *The TIP process is to provide opportunity for public review and comment on the TIP.* The Lincoln-Lancaster transportation planning process allows for public involvement at various points within the transportation plan and program development. The public participation process is summarized below in this section.
- **Specific Project Information** – *The TIP is to list capital and non-capital surface transportation projects to use a variety of federal funds or regionally significant projects requiring FHWA or FTA action. For each project or project phase the TIP shall include sufficient descriptive material including type of work, termini, length, total cost, amount of federal funds, and responsible agency. Line items may be used for projects that are not considered to be of appropriate scale for individual identification. A complete detailed project listing is organized by planning agency, funding sources or project type for each project.*
- **Consistency with the Transportation Plan** – *Each project or project phase in the TIP is to be consistent with the Transportation Plan.* For each project included in the detailed project listing, a Transportation Plan conformity is provided.
- **Financial Plan** – *The TIP is to include a financial plan including system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.* Each agency summarizes the expected financial resources and the last section summarizes the TIP financial resources.
- **Prioritization Process** – *The TIP should identify the criteria and process for prioritizing projects from the Transportation Plan for inclusion in the TIP.* The [Project Prioritization and Selection Process](#) annually reviews of projects for the purpose of coordinating priorities and programming projects and is posted on the MPO web page.
- **Status of Projects from the previous TIP** – *The TIP should list major projects from the previous TIP that were implemented or delayed.* Each section lists projects under construction, completed, delayed, or moved out of the current programming period.
- **Transportation Control Measures** – *The TIP should describe the process of implementing TCMs.* The Lincoln Metropolitan Planning Area is in conformance for air quality and does not specifically address TCMs for the purpose of reducing emissions.
- **Air Quality** – *The TIP is to document conformity with the State Implementation Plan.* The Lincoln Metropolitan Planning Area is in conformance for air quality and the state does not require a State Implementation Plan for meeting Clean Air Act requirements.

The Metropolitan Planning Organization

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

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

Planning Commission

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

Geographic Area the TIP Covers

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

Transportation Improvement Program (TIP)

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

The TIP is directly related to the City's, County's, and State's Capital Improvement Programs which are brought forward at this time each year. The TIP identifies funding amounts by source of funding, jurisdictional responsibility, type of project, and year of funding for these projects. This program is a listing of priority projects which are to be carried out within the next four fiscal years which include FYs 2021-2022, 2022-2023, 2023-2024 and 2024-2025. Projects planned for implementation beyond this time frame are not listed in this program since local funding may be tentative and federal funds for these projects cannot be obligated.

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

Statewide Transportation Improvement Program (STIP)

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

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

Conformance with Long Range Transportation Plan

All projects are drawn from, or consistent with, the MPO's *2040 Transportation Plan*, the *Lincoln and Lancaster County Comprehensive Plans*, Transit Development Plan, Lincoln Area Trails Master Plan, the Railroad Transportation Safety District (RTSD) Railroad Transportation Studies, State Transportation Plans and Needs Studies and the recommendations of local governments and citizens. The projects reflect community goals and objectives and are assigned to the appropriate staging period based on the area's priorities, the individual project urgency, and the anticipated funding capabilities of the participating governments.

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

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

The current *2040 Transportation Plan – 2016 Update* was adopted by the Lincoln MPO on January 13, 2017 and the supporting *Lincoln-Lancaster Comprehensive Plan – 2016 Update* was approved by the City of Lincoln and Lancaster County on December 12, 2016. The development of the *2040 Transportation Plan – 2016 Update* included a needs assessment and financial analysis and included the identification of the social, economic, and environmental impacts for alternative sketch transportation plans. The Transportation Plan was transmitted to the State Department of Transportation and to the Federal Highway Administration and the Federal Transit Administration.

Types of Projects Included in the TIP

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

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

Project Selection

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

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

National Performance Management Measures

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation Act (FAST Act) requires that all state departments of transportation and metropolitan planning organizations use a performance based planning and programming approach as part of the Transportation Performance Management (TPM) program. TPM is defined as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

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

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

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

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

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

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

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

Maintenance and Operation of Current Transportation Systems

The highest priority in the selection of projects for the TIP is to ensure the adequate reconstruction, maintenance and operation of the current

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

Public Transportation Project Prioritization Process

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

Financial Plan Statement

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

Public Involvement Process

The transportation planning process allows for public involvement at various points within the transportation plan and program development. This involves a series of steps from the adoption of the MPO *2040 Long Range Transportation Plan -2016 Update* that is coordinated with the programming of projects and again for the actual construction of the transportation facilities. The critical decision points in the transportation planning process are: 1) the development of a 30 year transportation plan, 2) the street improvement program which identifies priorities for planned projects, 3) the development of capital improvement programs for a period of four to six years, 4) Project Design and Project Construction. The first two steps are included in the long range planning process, the third step consolidates the capital improvement programs of the City, County and State with the MPO Transportation Improvement Program and the last step is the specific project design and development.

The City and the County each have an established procedure for adopting improvement programs. Both City and County processes include review by the City-County Planning Commission for compliance with the Comprehensive Plan and formal advertised Public Hearings before the Planning

Commission and City Council or County Board. The Railroad Transportation Safety District (RTSD) also allows for public input within open advertised public meeting. The consolidation of these improvement programs are coordinated in the TIP as reviewed by the Technical Committee before it is referred to a formal hearing by the Planning Commission. The Planning Commission forwards their comments and recommendations to Technical Committee before the MPO Officials Committee review, execution and transmittal to the State for inclusion in the STIP.

Annual Listing of Projects

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

Congestion Mitigation and Air Quality (CMAQ)

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

Amendment Process

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

**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 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

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

- (6) **23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;**
Selection of private consultants for transportation planning related contractual projects utilizing FHWA and State PL funds is coordinated by and adheres to NDOT and City of Lincoln Purchasing guidelines; reviews of all proposals are conducted by the City EEO Officer to assure compliance with applicable Title VI regulations. Per Federal guidelines under Title VI, a plan has been developed to provide meaningful access to Limited English Proficient individuals.
- (7) **The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;**
- (8) **The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;**
- (9) **Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;**
and
- (10) **Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.**
The City of Lincoln has an Equal Employment Policy (Lincoln City Municipal Code: Chapter 11.08) that prohibits discrimination on the basis of race, color, creed, or national origin, and prohibits discrimination of age, non-job related physical or mental disability and gender. This policy along with the MPO Public Participation Plan and Environmental Justice Action Strategy ensures that "particular attention will be given to impacts upon specific identifiable minority groups in relationship to Title VI of the Civil Rights Act 1964, and Title VIII of the Civil Rights Act of 1968, and ensures that no person will be excluded from participation in the planning process and the development of plans and programs.

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

Lincoln Metropolitan Planning Organization


 Mayor Leirion Gaylor Baird, Executive Officer

May 17, 2021
 Date

Nebraska Department of Transportation


 Ryan Huff, Intermodal Planning Division
 Nebraska Department of Transportation

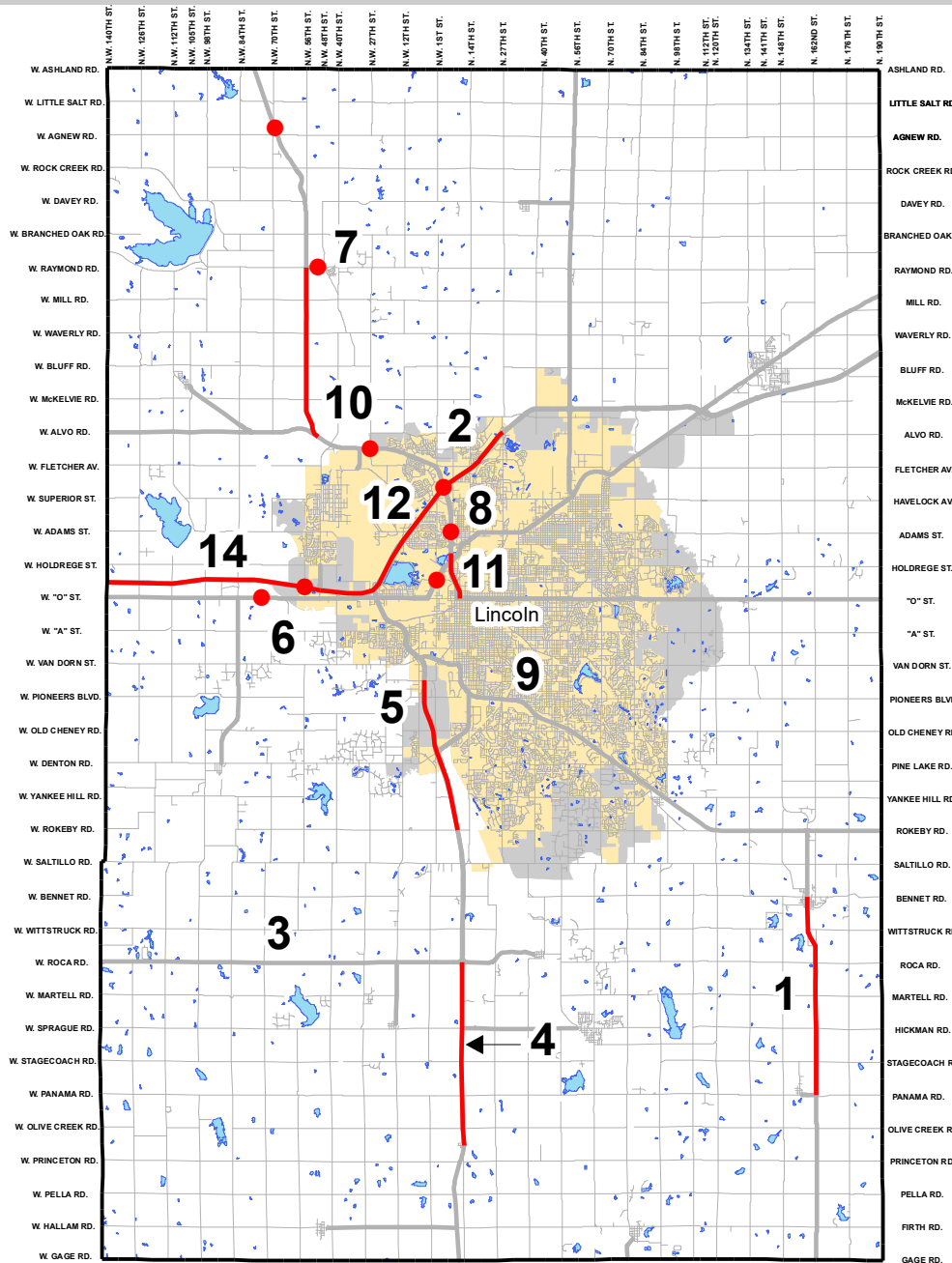
May 17, 2021
 Date



State of Nebraska: Department of Transportation

*Lincoln Metropolitan Planning Organization
Transportation Improvement Program*

**Nebraska
Dept of Transportation
FY 2022 - 2025**



- INTERCHANGE/BRIDGE
- ROAD IMPROVEMENT
- FUTURE SERVICE LIMIT

- #1 N-43, N-41 to Bennet**
- #2 I-80 Barrier**
- #3 N-33, Crete to US-77**
- #4 US-77, Princeton to N-33**
- #5 US-77, I-80 to Warlick Blvd**
- #6 US-6, Emerald East Culverts**
- #7 S-55J, Raymond Spur Bridges**
- #8 I-180, Adams St Bridge**
- #9 N-2, US-77 to Yankee Hill Rd**
- #10 US-34, Lincoln West Bridges**
- #11 I-180, Cornhusker South**
- #12 I-80, Airpark to I-180**
- #13 I-80, Pleasant Dale to NW 56th St**



Lincoln's Future Service Limit Shown as Grey

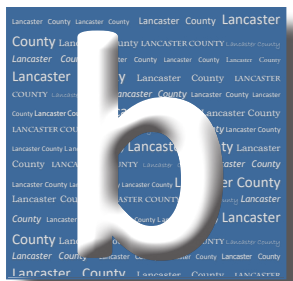
Consult the detailed project descriptions and funding summary for further information.

2022-2025 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM					AGENCY: State of Nebraska		DIVISION: Department of Transportation																	
PROJ NO (Map)	PROJECT (Location) (Improvement Description) (Control Number) (Project Number) (Work Phase)	(Distance)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)																					
			PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS												
			PRIOR FISCAL YEARS	FS	2021-22	FS	2022-23	FS	2023-24	FS			2024-25	FS										
1	N-43 N-41 - Bennet N-43 from N-41 to the north limits of Bennet, includes Panama Spur Mill, widen/resurface, bridge repair, bridge replacement C.N. 13271 STP-43-1 (102) TOTAL	16.0 Miles	PE ROW Const/CE Const/CE			622.0	NE			30.0	NE			2,431.0	NE	9,722.0	STP	0.0	0.0	12,805.0				
2	I-80 I-80 Barrier, Lincoln I-80 from 0.3 mi east of Lincoln northeast to 27th St Power wash and seal concrete barriers, bridge rails and bridge piers C.N. 13283 NH-80-9(92) TOTAL	9.0 Miles	PE Const/CE Const/CE	1.0	NE	53.0	NE			211.0	NH							1.0	264.0	0.0	0.0	265.0		
3	N-33 Crete - US-77 N-33 from approx 1.1 mi west of E Jct N-103 in Crete to US-77 & 1.5 mi on S-55F. Mill, resurf rdwy & shld, br repair C.N. 13303 STP-33-6(110) TOTAL	14.7 Miles	PE ROW Const/CE Const/CE	275.0	NE	30.0	NE			2,476.0	NE			8,723.0	STP			305.0	11,199.0	0.0	0.0	0.0	11,504.0	
4	US-77 Princeton - N-33 US-77 from 0.3 mi south of Princeton to Jct N-33 & Roca Spur Resurf, bridge repair and overlay C.N. 13386 NH-77-2 (166) TOTAL	5.8 Miles	PE Const/CE Const/CE	215.0	NE					1,485.0	NE			5,940.0	NH			215.0	7,425.0	0.0	0.0	0.0	7,640.0	
5	US-77 I-80 to Warlick Blvd, Lincoln Mill and overlay project C.N. 13412 NH-77-2 (168) TOTAL	5.6 Miles	PE Const/CE Const/CE	200.0	NE					1,628.0	NE			6,511.0	NH			200.0	8,139.0	0.0	0.0	0.0	8,339.0	
6	US-6 Emerald East Culverts Culverts C.N. 13343 STR-6-6(1056) TOTAL	0.0 Miles	PE Const/CE							39.0	NE			1,286.0	NE			0.0	0.0	39.0	1,286.0	0.0	0.0	1,325.0
7	S-55J Raymond Spur Bridge Bridge replacement C.N. 13378 STP-S55J(106) TOTAL	0.0 Miles	PE Const/CE Const/CE							1.0	NE			282.0	NE	1,127.0	STP	0.0	0.0	1.0	1,409.0	0.0	0.0	1,410.0
8	I-180 Adams St Bridge, Lincoln Adams St over I-180 Bridge replacement C.N. 12046 NH-180-9(733) TOTAL	0.0 Miles	PE Const/CE Const/CE			61.0	NE							240.0	NE	1,723.0	NH	0.0	61.0	0.0	1,963.0	0.0	0.0	2,024.0

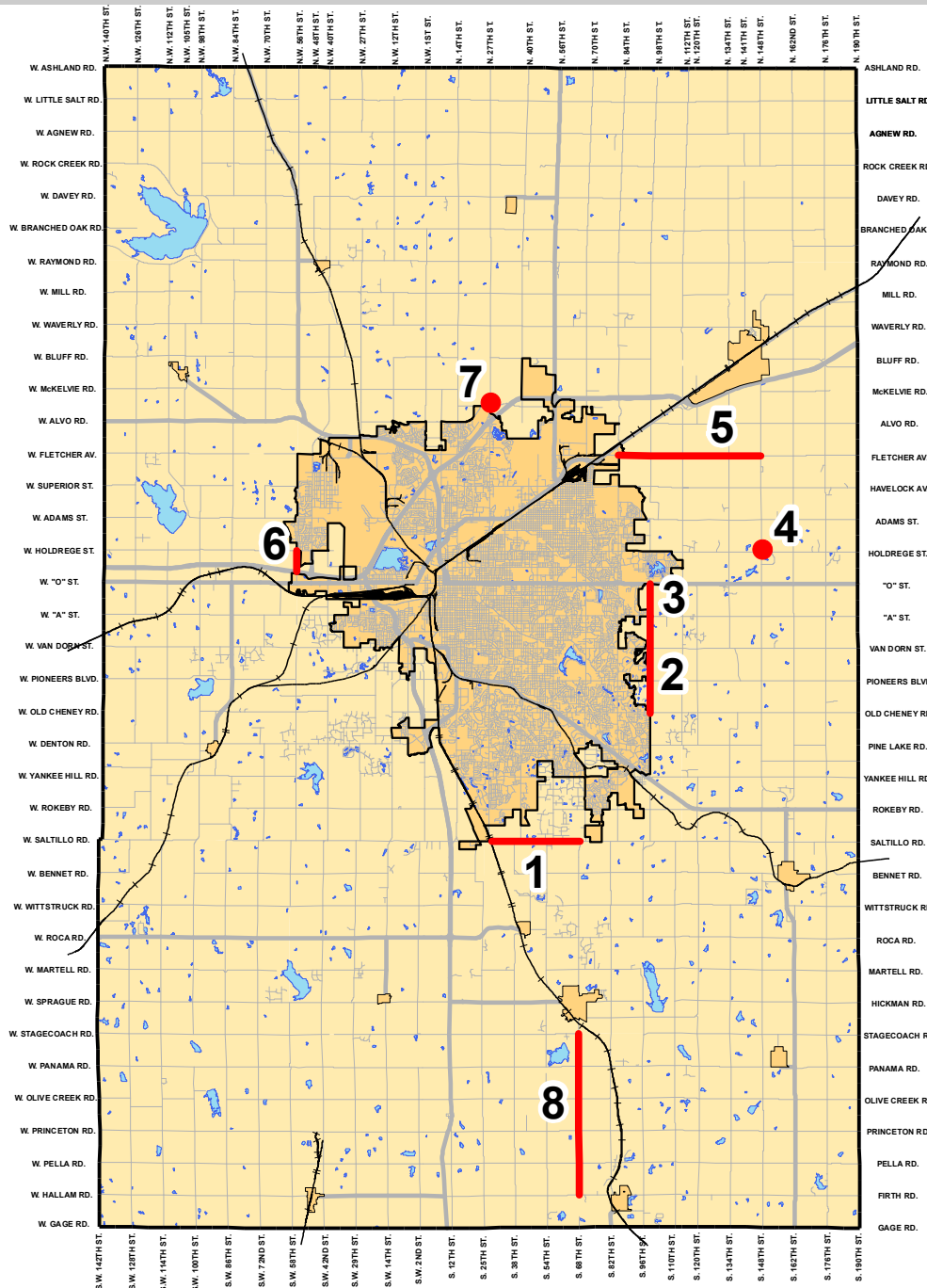
2022-2025 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: State of Nebraska		DIVISION: Department of Transportation		PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										
PROJ NO (Map)	PROJECT (Location) (Improvement Description)	(Distance)		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS								
		(Control Number)	(Project Number)	(Work Phase)	PRIOR FISCAL YEARS	FS	2021-22	FS			2022-23	FS	2023-24	FS	2024-25	FS		
9	N-2 US-77-Yankee Hill Lincoln Relinquishment N-2 from US-77 to Yankee Hill Rd Resurfacing	10.5 Miles		Const/CE			5,270.0	NE										
		C.N. 13211	RD-2-6(1033)	TOTAL	0.0		5,270.0		0.0		0.0		0.0		0.0	5,270.0		
10	US-34 Lincoln West Bridges US-34 approx 2.0 mi and 0.9 mi west of Lincoln Bridge repair/overlay	0.5 Miles		PE Const/CE Const/CE Const/CE					1.0	NE	568.0	NE 1,135.0	NH 1,135.0	STP				
		C.N. 13454	STP-NH-34-6(143)	TOTAL	0.0		0.0		1.0		2,838.0		0.0		0.0	2,839.0		
11	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	0.0		0.0		1.0		846.0		0.0		0.0	847.0		
12	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	1,289.0	NH						
		C.N. 13458	NH-80-8(166)	TOTAL	0.0		0.0		1,433.0		0.0		0.0		0.0	1,433.0		
13	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			1,160.0	NE		1.0	NE	13,425.0	NE 114,624.0	NH-AC(NE)		-114,624.0 114,624.0	NE NH	
		C.N. 12591	NH-80-8(103)	TOTAL	0.0		1,160.0		1.0		128,049.0		0.0		0.0	129,210.0		
STATE OPERATIONS & MAINTENANCE FUNDING SOURCE																		
Operations & Maintenance of the Federal Aid System in Lancaster County NE (State Revenue / Aids)							4,034.7	NE			4,155.7	NE			4,280.4	NE		
SUBTOTAL OPERATIONS & MAINTENANCE:							4,034.7				4,155.7				4,280.4			

2022-2025 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: State of Nebraska DIVISION: Department of Transportation								
PROJ NO (Map)	PROJECT (Location) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS				
		PRIOR FISCAL YEARS	FS	2021-22	FS	2022-23			FS	2023-24	FS	2024-25
FUNDING SUMMARY												
FEDERAL FUNDS												
	DPU (Federal Discretionary Funds)		0.0		0.0		0.0		0.0		0.0	0.0
	HS (HSIP - Highway Safety Improvement Program)		0.0		0.0		0.0		0.0		0.0	0.0
	IM (Interstate Maintenance)		0.0		0.0		0.0		0.0		0.0	0.0
	LC (LCLC - STP-Urbanized Areas > 200,000 (Lincoln))		0.0		0.0		0.0		0.0		0.0	0.0
	NH (NHPP - National Highway Performance Program)		0.0	12,662.0		1,289.0		3,619.0		0.0		17,570.0
	RZ (Railroad - Hwy Crossing - Hazardous Funds)		0.0		0.0		0.0		0.0		0.0	0.0
	STP (STP-Flexible)		0.0	8,723.0		0.0		11,984.0		0.0		20,707.0
	TAP (STP - Block Grant set aside)		0.0		0.0		0.0		0.0		0.0	0.0
	SUB-TOTAL FEDERAL FUNDING:		0.0	21,385.0		1,289.0		15,603.0		0.0		38,277.0
STATE FUNDS												
	NE (State Revenue / Aids)		4,755.7		16,910.7		4,497.4		22,725.8		4,541.1	53,430.7
	NH-AC (NE) (State Revenue / Aids (Advanced Construction))		0.0		0.0		0.0		114,624.0		0.0	114,624.0
	TM (State Train/Mile Tax)		0.0		0.0		0.0		0.0		0.0	0.0
	SUB-TOTAL STATE FUNDING:		4,755.7	16,910.7		4,497.4		137,349.8		4,541.1		168,054.7
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
TOTAL			4,755.7	38,295.7		5,786.4		152,952.8		4,541.1		206,331.7

2022-2025 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: State of Nebraska		DIVISION: Department of Transportation					
PROJ NO (Map)	PROJECT (Location) (Improvement Description)	(Distance)		PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)							
		(Control Number)	(Project Number)	(Work Phase)	PRIORITY PROJECTS				COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
			PRIOR FISCAL YEARS	FS	2021-22 FS	2022-23 FS	2023-24 FS	2024-25 FS			
STATUS OF PREVIOUS YEARS PROJECTS											
Projects Completed or Under Contract											
N-2 (UNDER CONTRACT) 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 0.0 NE											
ROW 413.0 LN											
Util 11,857.0 NE											
Util 83.0 LN											
* Const/CE 31,400.0 LN											
* Const/CE 33,174.0 DPU 0.0 DPU 35,000.0 NE 35,000.0 NE 35,000.0 NE 131,030.0											
* Const/CE 43,294.0 NE 35,000.0 NE											
C.N. 12578D DPU-LIN-2-6 (120)											
I-80 (UNDER CONTRACT) 13.4 Miles PE 10.0 NE											
Lincoln - Greenwood Const/CE 2,030.0 NH											
I-80 from just west N 70th St. east to just west of Greenwood Interchange Const/CE 226.0 NE											
Conc repair, joint seal											
C.N. 13304 NH-80-9 (97)											
N-33 (COMPLETE) 0.4 Miles PE 85.0 NE											
Denton South ROW 12.0 NE											
N-33 on east and west legs of the intersection with SW 100th St (Denton Road) Const/CE 1,060.0 HS											
Widen rdwy for left turn lanes, lighting Const/CE 118.0 NE											
C.N. 13332 HSIP-33-6 (111)											
I-80 (COMPLETE) PE 34.0 NE											
Salt Creek Br East of 27th St, Lincoln Const/CE 1,755.0 NH											
I-80 bridge over Little Salt Creek 0.25 mi east of 27th St in Lincoln Const/CE 195.0 NE											
Br deck repair / overlay											
C.N. 13379 NH-80-9 (112)											
I-180 (COMPLETE) PE 66.0 NE											
I-180 BNSF / UPRR Viaduct, Lincoln Const/CE 1,413.0 NH											
I-180 viaduct over BNSF / UPRR DOT #64376W in Lincoln Const/CE 157.0 NE											
Bridge deck repair, replace expansion joints and overlay, gdrl											
C.N. 13380 NH-180-9 (6)											
N-2 & US-77 (UNDER CONTRACT) 69.18 Miles PE 1.0 NE											
District 1 - Districtwide Const/CE 1,670.1 LC											
Pavement Marking Const/CE 500.0 HS											
Const/CE 473.1 NE											
C.N. 13467 HSIP-D1 (107)											



Lancaster County Engineering



Projects

- #1 Saltillo Road, 27th Street to 68th Street
- #2 S. 98th Street, Old Cheney to A Street
- #3 S. 98th Street, A Street to O Street
- #4 148th Street and Holdrege Street
- #5 Fletcher Road, 84th Street to 148th Street
- #6 NW 56th, I-80 to W. Holdrege Street
- #7 Bridge, Arbor Road east of N. 27th Street
- #8 S. 68th Street, Firth Rd to Stagecoach Rd

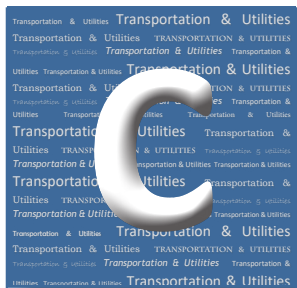


**Consult the detailed project descriptions
and funding summary for further information.**

2022-2025 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Lancaster County		DIVISION: County Engineering									
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)				PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										
		(Control Number)	(Project Number)	(Work Phase)	PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS				
				PRIOR FISCAL YEARS	FS	2021-22	FS	2022-23	FS			2023-24	FS	2024-25	FS
1	Salttilo 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 Salttilo Road at S. 40th Street and S. 56th Street.	2.7 Miles	PE PE ROW/Utilities ROW/Utilities Const/CE Const/CE	742.4 21.6	CO HS			873.4 97.0	HS CO			6,336.0 704.0	HS CO		
		C.N. 13391	HSIP-5280(2)	TOTAL			764.0	970.4	0.0	7,040.0	0.0	0.0		8,774.4	
2	S. 98th Street, Old Cheney to A Street Preliminary engineering in Prior Fiscal Years / Year 1 and construction of 24 foot asphalt surface with turf shoulders in Year 2.	3.0 Miles	PE PE ROW/Utilities ROW/Utilities Const/CE Const/CE	186.4 46.6	LC CO	16.0 4.0	LC CO			4,618.0 1,154.5	LC CO			6,045.5	
		C.N. 13417	LCLC-5275(1)	TOTAL			233.0	40.0	5,772.5	0.0	0.0	0.0		6,045.5	
3	S. 98th Street, A Street to O Street Preliminary engineering in Prior Fiscal Years and construction of asphalt paving and drainage structures in years beyond.	1.0 Miles	PE PE ROW/Utilities ROW/Utilities Const/CE Const/CE Const/CE	312.0 78.0	LC CO							1,297.3 162.2 162.2	LC CO LN	7,632.00 954.0 954.0	LC CO LN
		C.N. 13418	LCLC-5275(2)	TOTAL			390.0	0.0	0.0	0.0	1,621.7	9,540.0		11,551.7	
4	148th Street and Holdrege Street Safety project to improve 148th Street and Holdrege Street intersection, which includes left-turn lanes on the north and southbound approaches.	0.0 Miles	PE PE ROW/Utilities ROW/Utilities Const/CE Const/CE			110.3 12.2	HS CO			468.5 52.1	HS CO			703.1	
		C.N. 13473	HSIP-3365(8)	TOTAL			0.0	182.5	0.0	520.6	0.0	0.0		703.1	
5	Fletcher Road, 84th Street to 148th Street Preliminary engineering in Year 1 and construction of 28 foot asphalt surface with turf shoulders beyond the four-year program	4.5 Miles	PE PE ROW/Utilities ROW/Utilities Const/CE Const/CE			184.3 46.1	LC CO						8.0 2.0 3,728.0 932.0	4,900.4	
		C.N. 13493	LCLC-3340(8)	TOTAL			0.0	230.4	0.0	0.0	0.0	4,670.0		4,900.4	

2022-2025 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Lancaster County		DIVISION: County Engineering		PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)						
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	(Control Number)	(Project Number)	(Work Phase)	PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
					PRIOR FISCAL YEARS	FS	2021-22	FS	2022-23			FS	2023-24	FS
6	NW 56th Street, I-80 to W. Holdrege Street Preliminary engineering in Year 1 and construction to include grading, widening, and surfacing beyond the four-year program.	C.N. 13494	LCLC-5287(1)	0.7 Miles PE PE ROW/Utilities ROW/Utilities Const/CE Const/CE TOTAL	0.0	230.0	184.0 LC 46.0 CO	0.0	0.0	0.0	0.0	36.0 9.0 1,382.0 345.5	2,002.5	
7	Arbor Road Bridge Replacement Preliminary engineering in Year 1 and construction of bridge to replace existing 120' slab bridge beyond the four-year program.	C.N. 13492	LCLC-5272(1)	0.1 Miles PE PE ROW/Utilities ROW/Utilities Const/CE Const/CE TOTAL	0.0	168.0	134.4 LC 33.6 CO	0.0	0.0	0.0	0.0	8.0 2.0 1,106.0 276.5	1,560.5	
8	S. 68th Street, Firth Road to Stagecoach Road Preliminary engineering in Year 2 and construction to include grading, widening, and surfacing in Year 4.	C.N. 13518	LCLC-3265(11)	5 Miles PE PE ROW/Utilities ROW/Utilities ROW/Utilities Const/CE Const/CE Const/CE TOTAL	0.0	560.0	448.0 LC 112.0 CO	0.0	1,200.0	595.0 HS 434.4 LC 170.6 CO	9,020.7	4,692.6 HS 3,045.4 LC 1,282.7 CO	10,780.7	
COUNTY OPERATIONS & MAINTENANCE FUNDING SOURCE 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
SUBTOTAL FOR OPERATIONS & MAINTENANCE					3,000.0		3,000.0		3,000.0		3,000.0	0.0	12,000.0	
FUNDING SUMMARY														
FEDERAL FUNDS HS (HSIP - Highway Safety Improvement Program) LC (STP-Urbanized Areas > 200,000, Lincoln)					21.6		1,037.7	-468.5	7,399.5	4,692.6				
SUB-TOTAL FEDERAL FUNDING					520.0		2,020.4	4,149.6	7,833.9	9,035.3	0.0		23,559.2	
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 CO (Lancaster County)					3,867.0		3,360.9	4,102.4	3,926.7	4,444.9				
SUB-TOTAL LOCAL FUNDING					3,867.0		3,360.9	4,102.4	3,926.7	4,444.9	0.0		19,701.9	
TOTAL					4,387.0		5,381.3	8,252.0	11,760.6	13,480.2	17,375.0		60,636.1	

C



City of Lincoln: Transportation and Utilities

Lincoln Metropolitan Planning Organization
Transportation Improvement Program

Transportation and Utilities
FY 2022 - 2025



City-Wide Projects:

- #1 Transportation System Preservation (TSP)
 - a. S 56th St, Spruce St to Van Dorn (Pavement Repair)
 - b. Randolph St, Capital Parkway to 40th St (Rehab)
 - c. 1st St & Cornhusker (Signal)
 - d. 9th & A St, 9th & D St, 10th & A St, 10th & D St (Signal)
 - e. N 84th St & College Park (Signal)
 - f. 66th St/Cotner Blvd/Adams St (Signal)
 - g. Cornhusker Highway, 39th to L-55X
 - h. Preventative Maintenance Bridge Package
 - i. 48th & Calvert and 56th & Calvert
- #2 Transportation System Optimization (TSO)
 - a. North 27th Street
 - b. A Street, 40th to 56th
 - c. Adams St, 36th to 49th
 - d. 84th St and US-6, Intersection Improvements
 - e. Cotner Boulevard, OStreet to Starr Street
 - f. A Street, 6th to 17th Street
- #3 Transportation System Growth
- #4 Transportation Livable Neighborhoods
- #5 Transportation Sidewalk Program

▲ TSP/TSO Projects

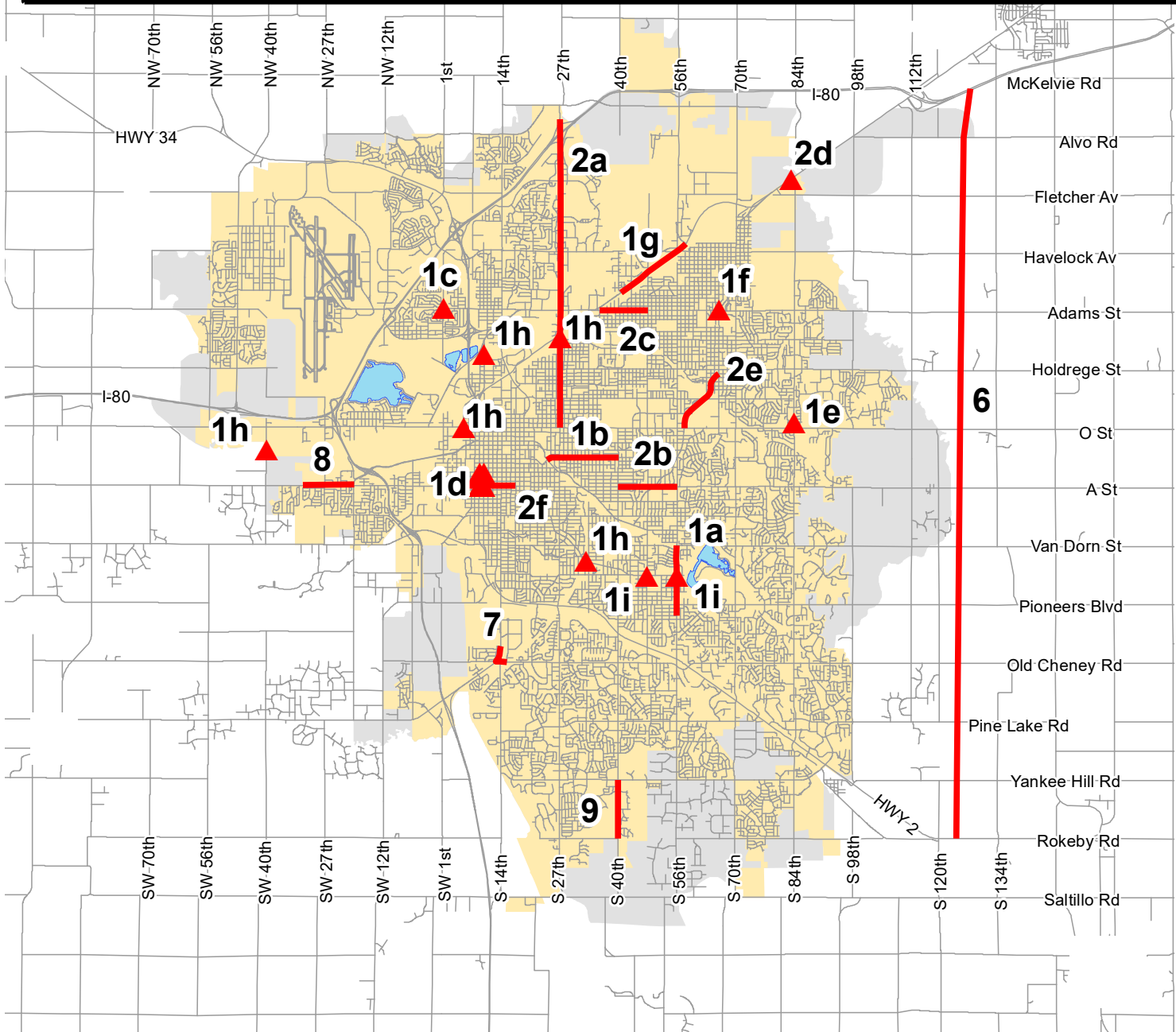
- #6 Lincoln East Beltway
- #7 14th/Warlick/Old Cheney Road
- #8 West "A" Street from Coddington west to City Limits
- #9 S. 40th Street from Yankee Hill to Rokeby
- #10 Standardize Integrated e-Construction (Lincoln)

— Project Locations



Lincoln's Future Service Limit Shown as Grey

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



2022-2025 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: City of Lincoln		DIVISION: Transportation and Utilities								
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)							COST BEYOND PROGRAM	TOTAL PROJECT COSTS				
		PRIORITY PROJECTS												
		PRIOR FISCAL YEARS	FS	2021-22	FS	2022-23					FS	2023-24	FS	2024-25
1	Transportation System Preservation This program component focuses on preservation of transportation system assets including program delivery, repair and rehabilitation of streets, intersections, traffic signals, bridges, facilities and structures in the public street right-of-way. Projects include concrete repairs, asphalt mill & overlay, surface treatments, signal structures and equipment replacement, bridge/structure work, facility improvements and other transportation preservation & rehabilitation efforts. See Appendix	All phases												
		All phases												
		All phases	340.0	LC	27,022.7	LN	17,798.8	LN	17,729.8	LN	18,565.7	LN	4,179.2	LC
		All phases			1,902.5	LC	5,194.5	LC	3,590.7	LC	4,179.2	LC		
		All phases							1,256.7	CV				
		TOTAL	340.0		28,925.2		22,993.3		22,577.2		22,744.9	0.0	97,580.6	
2	Transportation System Optimization This program component focuses on optimization of transportation system assets including program delivery, intersection improvements, signal system optimization, street capacity (widening), structures within the built environment, turn lanes, complete streets concepts and technology enhancements. Federal funds will be requested where applicable and matched with City funds to maximize the number of locations where enhancements can be made. Projects include new intersection modifications (turn lanes, roundabouts) new signal system hardware, adding lanes to existing streets, access improvements, bike & ped improvements, signing, safety projects and transportation system management infrastructure. Intersection improvements not yet decided. See Appendix	All phases												
		All phases	288.0	LC	9,544.5	LN	8,992.7	LN	8,515.8	LN	9,779.5	LN		
		All phases			2,300.8	LC	2,194.6	LC	4,646.3	LC	5,432.0	LC		
		All phases			2,035.0	HS	90.0	HS	4,104.0	HS				
		All phases							1,256.7	CV				
		TOTAL	288.0		13,880.3		12,534.0		17,266.1		15,211.5	0.0	59,179.9	
3	Transportation System Growth This program component focuses on growth of new transportation system assets including program delivery, additional streets, bridges/structures, intersections, traffic signals, sidewalks & technology enhancements in new growth areas. Projects include new streets and transportation right-of-way improvements, new bridges & support structures, new intersections and signal system hardware and major upgrades to the fringe area street network. See Appendix	All phases												
		TOTAL	0.0		9,419.9	LN	9,455.7	LN	9,489.7	LN	9,524.1	LN	0.0	37,889.4
4	Transportation Livable Neighborhoods This program component for Livable Neighborhoods is a commitment to improving and maintaining strong, vibrant neighborhoods. In conjunction with Transportation and Utilities, Parks & Recreation and Urban Development, this project provides funding to further that commitment. Funding is provided for planning and design, preliminary engineering and construction of improvements in the public right-of way and other measures resulting in Livable Neighborhoods such as street enhancements, park improvements, trails and street trees. Specific locations will be identified through a multi-departmental process to identify and prioritize areas. See Appendix	All phases												
		TOTAL	0.0		0.0		121.6	LN	127.7	LN	134.1	LN	0.0	383.4

2022-2025 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: City of Lincoln		DIVISION: Transportation and Utilities				
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
		PRIOR FISCAL YEARS FS	2021-22 FS	2022-23 FS	2023-24 FS	2024-25 FS				
5	Transportation Sidewalk Program This program component includes maintenance and repair of sidewalk infrastructure, program delivery and improvement of priority sidewalk location needs. Projects include panel replacement and leveling, grinding ADA curb ramp construction and segment sidewalk replacement.	All phases		2,000.0 LN	3,307.5 LN	3,472.9 LN	3,646.5 LN			
		TOTAL	0.0	2,000.0	3,307.5	3,472.9	3,646.5	0.0	12,426.9	
6	East Beltway Corridor protection, design, right-of-way and construction of a four lane freeway between Hwy 2 and I-80. Complete funding for this project not shown.	ROW	250.0	250.0 LN	250.0 LN	250.0 LN	250.0 LN			
		TOTAL	250.0	250.0	250.0	250.0	250.0	0.0	1,250.0	
7	14th/Warlick/Old Cheney Road ON HOLD This project involves the completion of design engineering, right-of-way acquisition, construction and construction engineering to construct improvements in the vicinity of 14th Street/Old Cheney and Warlick Blvd. The project will consist of revised roadway alignments and grade separation structures, in order to improve safety and congestion at the intersection. This project is part of Transportation System Optimization.	Const	17,032.3	4,902.5 LN	7,628.7 LN	6,886.5 LN				
		TOTAL	17,032.3	4,902.5	7,628.7	6,886.5	0.0	0.0	36,450.0	
8	West "A" Street from west of Coddington to west City limits This project would improve the capacity and safety of this area by programming city funds for the completion of design engineering, right-of-way, construction and construction engineering to construct two lanes of pavement along West "A" Street between Folsom and west City limits. The project will construct intersection improvements at multiple locations. The project will improve safety and capacity. This project is part of Transportation System Growth.	PE Const/CE	2,210.0	3,904.8 LN	3,904.8 LN	1,952.4 LN				
		TOTAL	2,210.0	3,904.8	3,904.8	1,952.4	0.0	0.0	11,972.0	
9	S. 40th Street from Yankee Hill Road to south of Rokeby Two lanes plus turn lanes includes 40th and Rokeby Rd intersection improvement including all three approaches (north, west, and east) for unknown drainage considerations. This project is part of Transportation System Growth	PE Utilities ROW Const	1,273.3	200.0 LN 80.0 LN	7,710.0 LN					
		TOTAL	1,273.3	280.0	7,710.0	0.0	0.0	0.0	9,263.3	
10	Standardize Integrated e-Construction in City of Lincoln Standardize the City of Lincoln's Integrated e-Construction to automate the delivery of infrastructure projects.	Other Other		79.9 STIC 20.0 LN						
	C.N. 01042 STIC-STWD(193)	TOTAL	0.0	99.9	0.0	0.0	0.0	0.0	99.9	

2022-2025 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM	AGENCY: City of Lincoln DIVISION: Transportation and Utilities
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PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) ('000's)							COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIORITY PROJECTS					2024-25 FS			
		PRIOR FISCAL YEARS	FS	2021-22 FS	2022-23 FS	2023-24 FS				
	South 56th Street & Yankee Hill Road Intersection (COMPLETE) Safety project. PE 405.2 HS PE 101.3 LN ROW 240.5 HS ROW 60.1 LN Utilities 420.3 LN Const/CE 1,759.9 HS Const/CE 560.0 LC Const/CE 1,195.3 LN C.N. 13347 HSIP-5241(6)									
	27th Street and West O Street Bridges over Salt Creek (UNDER CONTRACT) Rehabilitation may include removing and replacing the grade beams and adding piling, removing and replacing the approach and paving sections and repairing guardrail and pavement adjacent to the project. Const/CE 3,518.7 LC Const/CE 890.8 LN C.N. 13247 LCLC-5231(15)									

2022-2025 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: City of Lincoln	DIVISION: Transportation and Utilities - APPENDIX			
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PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS				
		PRIOR FISCAL YEARS	FS	2021-22	FS	2022-23			FS	2023-24	FS	2024-25
APPENDIX		(Project Number)	(Work Phase)									
1	Transportation System Preservation a. South 56th Street, Spruce Street to Van Dorn Street - Pavement Repair Project Rehabilitation may include pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. Approximately 1.2 miles.	C.N. 13433	LCLC-5241(7)	PE PE ROW ROW Const/CE Const/CE Const/CE TOTAL	212.0 LC 53.0 LN	20.0 LC 5.0 LN	477.4 LC 1,058.2 CV 119.4 LN	0.0	0.0	0.0	1,945.0	
	b. Randolph Street, Capital Parkway to 40th Street Rehabilitation may include pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. This project may include intersection improvements at 33rd and 40th. Approximately 1.25 miles.	C.N. 13434	LCLC-5224(1)	PE PE ROW ROW Const/CE Const/CE TOTAL	240.0 LC 60.0 LN	360.0 LC 90.0 LN	140.0 LC 35.0 LN	2,860.0 LC 715.0 LN	175.0	3,575.0	0.0	4,500.0
	c. 1st Street & Cornhusker - Traffic Signal Replacement This project may include reconstruction of the existing traffic signal at the intersection and pavement improvements to improve traffic operations at this intersection. All construction is expected to be within the existing right-of-way.	C.N. 13435	LCLC-5213(3)	PE PE ROW ROW Utilities Const/CE Const/CE TOTAL	144.1 LC 36.0 LN	4.0 LC 1.0 LN	15.0 LN 624.0 LC 156.0 LN	0.0	0.0	0.0	980.1	
	d. 9th & A St., 9th & D St., 10th & A St., 10th & D St. - Traffic Signal Replacement This project may include replacing the traffic signal poles, new conduit and cable around the intersections, replacing vehicle detection as needed, and upgrades to pedestrian infrastructure and curb ramps. All construction is expected to be within the existing right-of-way.	C.N. 13436	LCLC-5261(1)	PE PE ROW ROW Const/CE Const/CE TOTAL	220.0 LC 55.0 LN	28.0 LC 7.0 LN	1,056.0 LC 264.0 LN	0.0	0.0	0.0	1,630.0	
	e. N 84th Street & College Park - Traffic Signal Replacement This project may include replacing the traffic signal poles, new conduit and cable around the intersection, replacing vehicle detection as needed, and upgrades to pedestrian infrastructure and curb ramps. All construction is expected to be within the existing right-of-way.	C.N. 13437	LCLC-5249(8)	PE PE Const/CE Const/CE TOTAL	152.0 LC 38.0 LN	345.6 LC 86.4 LN	0.0	0.0	0.0	0.0	622.0	

2022-2025 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM	AGENCY:	City of Lincoln
	DIVISION:	Transportation and Utilities - APPENDIX

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)													
		PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS				
		PRIOR FISCAL YEARS	FS	2021-22	FS	2022-23	FS	2023-24	FS			2024-25	FS		
	APPENDIX	(Project Number)	(Work Phase)												
f.	66th St./Cotner Blvd./Adams St. - Traffic Signal Replacement This project may include replacing the traffic signal poles, new conduit and cable around the intersection, replacing vehicle detection as needed, and upgrades to pedestrian infrastructure and curb ramps. All construction is expected to be within the existing right-of-way, however some Construction Easements may be needed.	C.N. 13438	LCLC-5245(2)	PE PE ROW Utilities Const/CE Const/CE TOTAL	128.0 LC 32.0 LN 5.0 LN 15.0 LN 288.0 LC 72.0 LN 160.0			5.0		15.0		360.0	0.0	0.0	540.0
g.	Cornhusker Highway, 39th to L-55X Rehabilitation may include pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. This project may include intersection improvements at Havelock/Superior. Approximately 1.6 miles.	C.N. 13497	LCLC-6-6(165)	PE PE Const/CE Const/CE TOTAL				400.8 LC 100.2 LN 0.0				1,761.1 LC 440.3 LN 510.1 LC-AC(LN) 127.5 LN 2,839.0	0.0	510.1 LC -510.1 LN 0.0	3,340.0
h.	Preventative Maintenance Bridge Package Preventative maintenance package may include bridges such as Harris Overpass, N 27th viaduct, SW 40th viaduct, Penny Bridges, and 10th & Salt Creek.	C.N. 13491	LCLC-55(188)	PE PE Const/CE Const/CE TOTAL				488.8 LC 122.2 LN 0.0		3,271.2 LC 817.8 LN 4,089.0		0.0	0.0	0.0	4,700.0
i.	48th & Calvert and 56th & Calvert This project may include traffic signal replacement at 48th and a study of the 56th intersection. Construction activities would be based off the results of the study.	C.N. 13496	LCLC-5506(2)	PE PE ROW ROW Const/CE Const/CE TOTAL				232.8 LC 58.2 LN 400.0 LC 100.0 LN 0.0				1,319.2 LC 329.8 LN 1,649.0	0.0	0.0	2,440.0
2	Transportation System Optimization														
a.	North 27th Street, Adaptive Signal Control Safety project.	C.N. 13244	HSIP-5231(14)	ROW ROW Utilities Utilities Const/CE Const/CE NDOT NDOT TOTAL				13.5 HS 1.5 HS 61.2 HS 6.8 LN 1,944.3 HS 210.3 LN 14.5 HS 1.6 LN 2,253.7				0.0	0.0	0.0	2,253.7

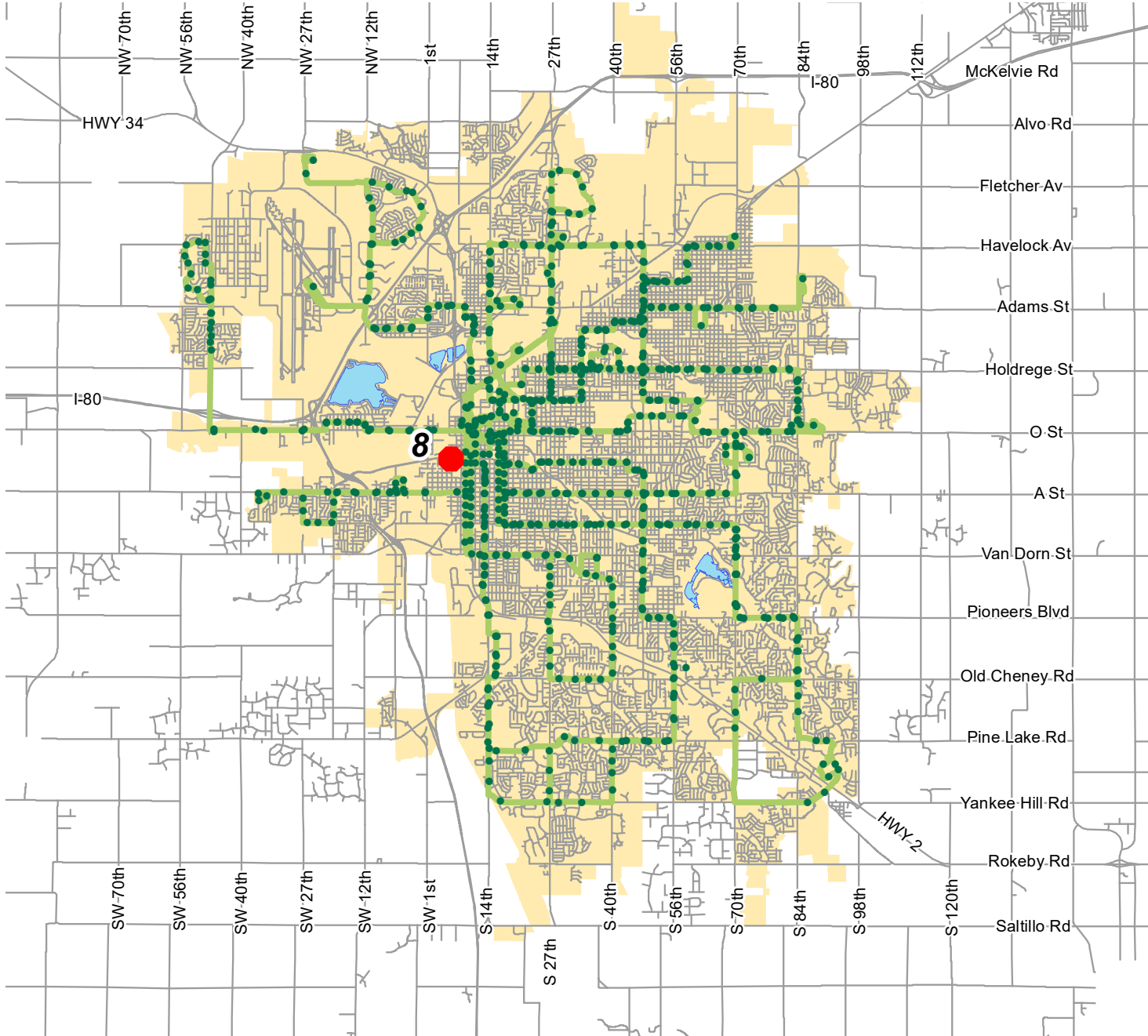
2022-2025 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY:	City of Lincoln									
				DIVISION:	Transportation and Utilities - APPENDIX									
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	APPENDIX		PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										
		(Project Number)	(Work Phase)	PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS				
				PRIOR FISCAL YEARS	FS	2021-22	FS	2022-23			FS	2023-24	FS	2024-25
	b. 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.	C.N. 13439	LCLC-5220(6)	PE PE ROW ROW Const/CE Const/CE TOTAL			400.0 LC 100.0 LN	880.0 LC 220.0 LN		280.0 LC 70.0 LN			6,272.0 1,568.0 7,840.0	9,790.0
	c. 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.	C.N. 13440	LCLC-5250(4)	PE PE ROW ROW Const/CE Const/CE Const/CE TOTAL	288.0 LC 72.0 LN		20.0 LC 5.0 LN		1,114.6 LC 1,256.7 CV 278.7 LN				0.0 0.0 0.0	3,035.0
	d. 84th St. and US-6 (Cornhusker Hwy.) - Intersection Improvements Safety project	C.N. 13450	HSIP-5249(9)	PE ROW ROW Utilities Const/CE Const/CE TOTAL			810.0 LN		90.0 HS 10.0 LN	114.0 LN 4,104.0 HS 456.0 LN			0.0 0.0 0.0	5,584.0
	e. Cotner Boulevard, O Street to Starr Street Rehabilitation may include widening, pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. This project may include intersection improvements at Starr and Holdrege. Approximately 0.8 miles.	C.N. 13498	LCLC-5237(4)	PE PE ROW ROW Const/CE Const/CE TOTAL			770.5 LC 192.6 LN		200.0 LC 50.0 LN	4,366.3 LC 1,091.6 LN			0.0 0.0 0.0	6,671.0
	f. A Street, 6th to 17th Project may include intersection improvements on A Street at 13th and 17th, widening of A Street from 6th to 17th for a center turn lane. This project may also include pavement rehabilitation, curb ramp reconstruction and utility adjustments. Approximately 0.9 mile.	C.N. 13495	LCLC-5220(7)	PE PE Const/CE Const/CE TOTAL			790.3 LC 197.6 LN					4,478.5 LC 1,119.6 LN	0.0 0.0 5,598.1	6,586.0



City of Lincoln: StarTran

Lincoln Metropolitan Planning Organization
Transportation Improvement Program

Star Tran
FY 2022 - 2025



- #1 Purchase/Financing of Full Size Buses
- #2 Purchase 3 Paratransit Vehicles
- #3 Bus Stop Amenities (required by FTA)
- #4 Security Enhancements (required by FTA)
- #5 Purchase of Supervisor Vehicle
- #6 Computer Hardware and Software
- #7 Shop Tools/Equipment
- #8 Building Renovations/Improvements
- #9 Maintenance Facility Construction/Relocation
- #10 Multi Modal Center/Feasibility Study
- #11 Predictive Maintenance
- #12 Transit Development Plan Update
- #13 Autonomous Shuttles (Micro-AV)



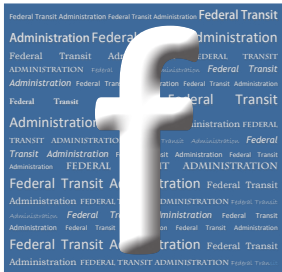
Consult the detailed project descriptions and funding summary for further information.

2022-2025 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM		AGENCY: City of Lincoln DIVISION: StarTran						
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)						
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIOR FISCAL YEARS FS	2021-22 FS	2022-23 FS	2023-24 FS	2024-25 FS		
13	Autonomous Shuttles (Micro-AV) Autonomous vehicle technology is poised to increase mobility options for individuals around the world and Lincoln is establishing itself as a community at the forefront of using these technologies for the good of its people. Deployment of lease autonomous shuttles will be tested with ambassadors on board during the pilot project.							
		200.0 SR	200.0 SR	200.0 SR	200.0 SR	200.0 SR		
	TOTAL	200.0	200.0	200.0	200.0	200.0	0.0	800.0
	State / Federal	5,669.8	10,300.1	160.0	80.0	80.0		10,620.1
	General Revenue	0.0	0.0	0.0	0.0	0.0		0.0
	Special Reserves	2,694.7	970.6	240.0	220.0	220.0		1,650.6
	TOTAL	8,364.5	11,270.7	400.0	300.0	300.0	0.0	12,270.7
	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		12.0	12.0	12.0	12.0		48.0
	Section 5307 ADA		280.0	280.0	280.0	280.0		1,120.0
	NE (State Revenue/Aid)		1,387.0	944.0	897.0	907.0		4,135.0
	GR (General Revenues - Local Funds)		7,150.0	7,200.0	7,250.0	7,300.0		28,900.0
	SC (Service Charges - Local Funds)		3,150.0	3,150.0	3,150.0	3,150.0		12,600.0
	TOTAL	0.0	13,404.0	13,011.0	13,014.0	13,074.0	0.0	52,503.0
	TOTALS FOR STARTRAN FUNDING							
	FEDERAL FUNDING							
	Federal		10,300.1	160.0	80.0	80.0		10,620.1
	Section 5307 Preventative Maintenance		1,350.0	1,350.0	1,350.0	1,350.0		5,400.0
	Section 5307 Operating and JARC		87.0	87.0	87.0	87.0		348.0
	Section 5307 ADA		280.0	280.0	280.0	280.0		1,120.0
	SUB-TOTAL FEDERAL FUNDING	0.0	12,017.1	1,877.0	1,797.0	1,797.0	0.0	17,488.1
	STATE FUNDING							
	NE (State Revenue/Aid)		1,387.0	944.0	897.0	907.0		4,135.0
	State / Federal							0.0
	SUB-TOTAL STATE FUNDING	0.0	1,387.0	944.0	897.0	907.0	0.0	4,135.0
	LOCAL FUNDING							
	GR (General revenues - Local Funds)		7,150.0	7,200.0	7,250.0	7,300.0		28,900.0
	SC (Service Charges - Local Funds)		3,150.0	3,150.0	3,150.0	3,150.0		12,600.0
	Special Reserves (SR)		970.6	240.0	220.0	220.0		1,650.6
	SUB-TOTAL LOCAL FUNDING	0.0	11,270.6	10,590.0	10,620.0	10,670.0	0.0	43,150.6
	TOTAL	0.0	24,674.7	13,411.0	13,314.0	13,374.0	0.0	64,773.7
	Notes: Revenue & cost estimates use an inflation rate of 3%							
	STATUS OF PREVIOUS YEARS PROJECTS							
	Projects Completed or Under Contract							
	Purchase/Financing of Full Size Buses							
	Bus Stop Amenities							



Lincoln Airport Authority

2022-2025 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Lincoln Airport Authority		DIVISION: Lincoln Municipal Airport		PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)					
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)			PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
				PRIOR FISCAL YEARS	FS	2021-22	FS	2022-23			FS	2023-24	FS
9	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).										8,100.0 900.0		
TOTAL				0.0		0.0		0.0		0.0	9,000.0	9,000.0	
10	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 our planned Terminal Ramp rehabilitation. While we are proposing this project for 2022, we would like to be able to adjust the timing of the project based on pavement conditions.										3,600.0 400.0		
TOTAL				0.0		0.0		0.0		0.0	4,000.0	4,000.0	
FUNDING SUMMARY													
FAA FUNDS FAA(Airport Improvement Program)				1,126.0		2,686.0		2,070.0		7,200.0	540.0	0.0	12,496.0
SUB-TOTAL FEDERAL FUNDING				1,126.0		2,686.0		2,070.0		7,200.0	540.0	0.0	12,496.0
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)				0.0		268.6		230.0		800.0	60.0	0.0	1,358.6
SUB-TOTAL LOCAL FUNDING				0.0		268.6		230.0		800.0	60.0	0.0	1,358.6
TOTAL				1,126.0		2,954.6		2,300.0		8,000.0	600.0	13,000.0	26,854.6



Federal Transit Administration: Section 5310/5311 Projects

2022-2025 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM	AGENCY: FTA Program Funding DIVISION: Section 5310/5311 Projects
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PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)											
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS					
		PRIOR FISCAL YEARS	FS	2021-22	FS	2022-23			FS	2023-24	FS	2024-25	FS
1	Section 5311 Program												
	Vanpool Project Vendor vanpool services to provide statewide contracted services, which includes service for A) the Lincoln and Omaha (LCLC and MAPA) Metro regions and B) Rural Nebraska vanpool service.												
	a. Lincoln and Omaha (LCLC & MAPA) Metro vanpool service for Lancaster, Sarpy & Douglas counties. Note: CMAQ funding transferred to Section 5307.	186.12	CMAQ										186.12
	b. Rural Nebraska vanpool service.	204.0	5311									204.0	
		51.0	OF									51.0	
	TOTAL	441.12		0.0		0.0		0.0		0.0		441.1	
2	Section 5310 Program												
	a. Madonna Rehabilitation Hospital Technology - 12 radio rental	3.33	5310										
		0.83	OF										
	TOTAL	4.16		0.0		0.0		0.0		0.0		4.16	
	b. Region V L5 Capital - 2 low floor van	76.80	5310										
		19.20	OF										
	TOTAL	96.0		0.0		0.0		0.0		0.0		96.0	
	c. Region V ServiceLinc Capital - 1 transit conversion van	52.00	5310										
		13.00	OF										
	TOTAL	65.0		0.0		0.0		0.0		0.0		65.0	
	d. Region V L3 Capital - 2 lowered floor van	76.80	5310										
	19.20	OF											
TOTAL	96.0		0.0		0.0		0.0		0.0		96.0		
e. City of Lincoln - Aging Partners Capital - 1 transit conversion van	52.00	5310											
	13.00	OF											
TOTAL	65.0		0.0		0.0		0.0		0.0		65.0		
	FY 2015 5310 Allocation Carry-over	80.571											
		-80.571											
	TOTAL	0.000		0.0		0.0		0.0		0.0		0.0	

2022-2025 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: FTA Program Funding DIVISION: Section 5310/5311 Projects										
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										
				PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS				
				PRIOR FISCAL YEARS	FS	2021-22	FS	2022-23			FS	2023-24	FS	2024-25
3	FY 2016 5310 Allocation			187.656										
				-187.656										
	TOTAL			0.000		0.0		0.0		0.0		0.0		0.0
4	FY 2017 5310 Allocation			193.889										
				-193.889										
	TOTAL			0.000		0.0		0.0		0.0		0.0		0.0
5	FY 2018 5310 Allocation			201.902										
				-201.902										
	TOTAL			0.000		0.0		0.0		0.0		0.0		0.0
6	FY 2019 5310 Allocation			106.704		103.834	5310							
				-106.704										
	TOTAL			0.000		103.834		0.0		0.0		0.0		103.8
7	FY 2020 5310 Allocation					220.329	5310							
	TOTAL			0.000		220.329		0.0		0.0		0.0		220.3
FUNDING SUMMARY														
FEDERAL FUNDS														
FA (Federal Aid)				0.0		0.0		0.0		0.0		0.0		0.0
CMAQ (Congestion Mitigation and Air Quality)				186.1		0.0		0.0		0.0		0.0		186.1
5307 (FTA Section 5307 Funds)				0.0		0.0		0.0		0.0		0.0		0.0
5310 (FTA Section 5310 Funds)				260.9		324.2		0.0		0.0		0.0		585.1
5311 (FTA Section 5311 Funds)				204.0		0.0		0.0		0.0		0.0		204.0
SUB-TOTAL FEDERAL FUNDING				651.1		324.2		0.0		0.0		0.0		975.2
STATE FUNDS														
NE (State of Nebraska)				0.0		0.0		0.0		0.0		0.0		0.0
SUB-TOTAL STATE FUNDING				0.0		0.0		0.0		0.0		0.0		0.0
LOCAL FUNDS														
OF (Other Funds)				116.2		0.0		0.0		0.0		0.0		116.2
SUB-TOTAL LOCAL FUNDING				116.2		0.0		0.0		0.0		0.0		116.2
TOTAL				767.3		324.2		0.0		0.0		0.0		324.2

2022-2025 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: FTA Program Funding DIVISION: Section 5310/5311 Projects							
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)									
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
		PRIOR FISCAL YEARS	FS	2021-22	FS	2022-23			FS	2023-24	FS
STATUS OF PREVIOUS YEARS PROJECTS											
<p><u>Projects Completed or Under Contract</u></p> <p>Madonna Foundation Capital - 1 small bus Capital - 1 low floor van Technology - radio rental</p> <p>Region V L5 Capital - 1, 12 passenger van Capital - 1 low floor van</p> <p>City of Lincoln - Parks & Recreation Department Capital - 1 small bus</p>											





Pedestrian, Bike & Trails

**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

**Ped, Bike and Trails
FY 2022 - 2025**



-  Trail Projects
-  Existing Parks

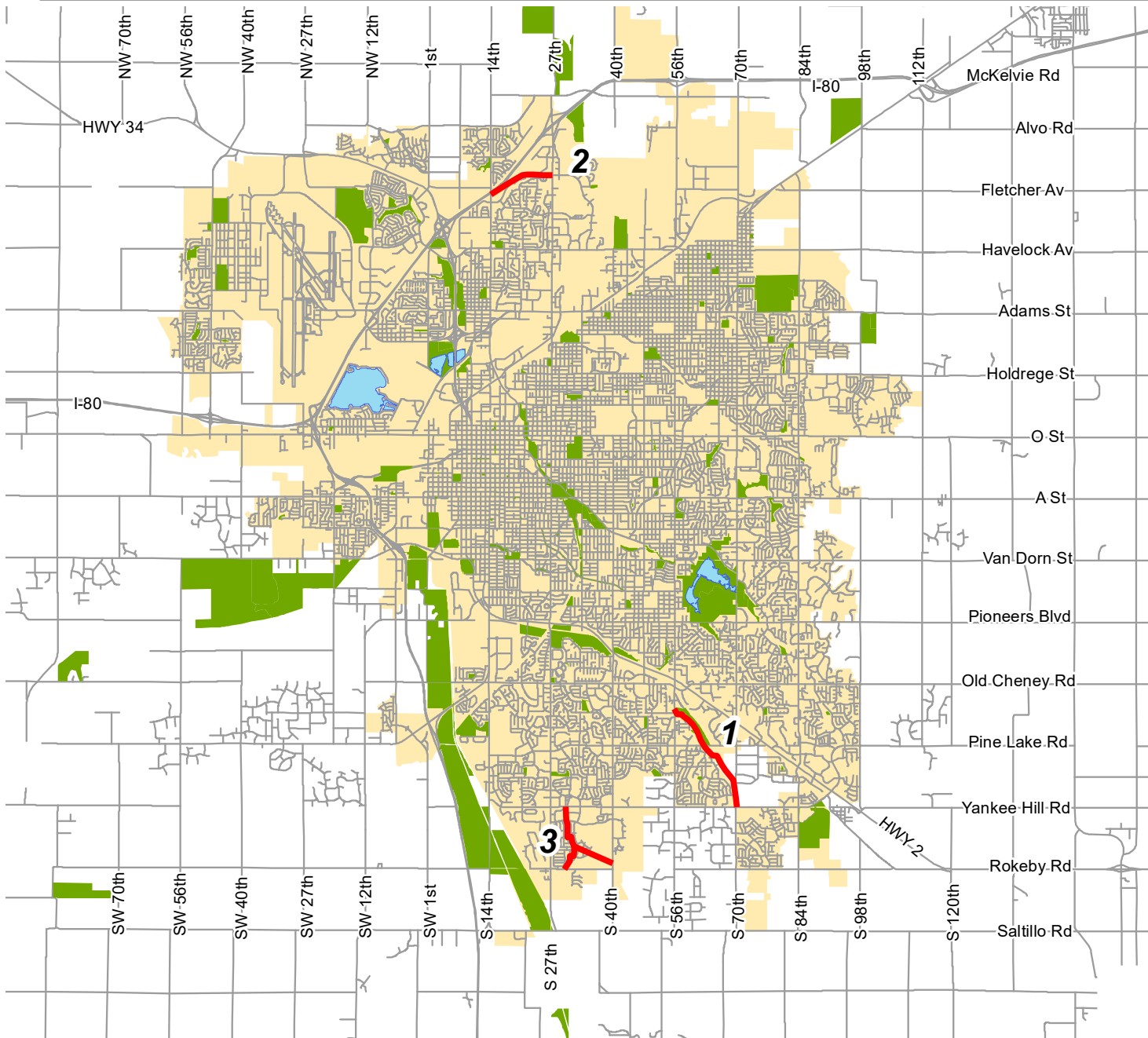
- #1** Beal Slough Trail Project
- #2** Fletcher Landmark Trail
- #3** Wilderness Hills Trail



Lower Platte South
Natural Resources District



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



2022-2025 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM	AGENCY: Pedestrian, Bike & Trails DIVISION: Planning Area Projects
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PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)													
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS							
		PRIOR FISCAL YEARS	FS	2021-22	FS	2022-23			FS	2023-24	FS	2024-25	FS		
(Control Number)	(Project Number)	(Work Phase)													
1	City of Lincoln Parks & Recreation Department Beal Slough Trail Project Trail project to extend southeasterly along the Beal Slough Channel from 56th Street & London Road to 70th Street & Yankee Hill Road. The trail will be on city owned property to Pine Lake Road where it will connect with an underpass at Pine Lake Road (included with the street project). trail will continue southeast parallel to the railroad and the Beal Slough Channel, connecting to 70th Street. Ten foot concrete trail on 20 foot right-of-way. Total 2.22 miles.			PE	76.2	TA2									
				PE	19.1	LN									
				ROW			8.0	TA2							
				ROW			2.0	LN							
				Construction					958.3	TA2					
				Construction					239.6	LN					
				CE					143.8	TA2					
				CE					35.9	LN					
				TOTAL	95.3		10.0		1,377.6		0.0		0.0	0.0	1,482.9
			C.N. 13366	TAP-55(182)											
2	Fletcher Landmark Trail Trail project for concrete trail to follow primarily alongside Fletcher Street from N. 14th Street to N. 27th Street.			PE	181.4	TA2									
				PE	45.4	LN									
				ROW			29.7	TA2							
				ROW			7.4	LN							
				Util					21.8	TA2					
				Util					5.4	LN					
				Construction					725.5	TA2					
				Construction					181.4	LN					
				CE					112.1	TA2					
				CE					28.0	LN					
		TOTAL	226.8		37.1		1,074.2		0.0		0.0	0.0	1,338.1		
	C.N. 13442	TAP-55(186)													
3	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		
				Utilities									36.5		
				Construction									767.5		
				CE									109.3		
		TOTAL	0.0		0.0		0.0		0.0		109.3	940.7	1,050.0		

2022-2025 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM	AGENCY: Pedestrian, Bike & Trails DIVISION: Planning Area Projects
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PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)									
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
		PRIOR FISCAL YEARS	FS	2021-22	FS	2022-23			FS	2023-24	FS
FUNDING SUMMARY											
FEDERAL FUNDS											
CMAQ (Congestion Mitigation and Air Quality)		0.0		0.0		0.0		0.0		0.0	
RTP (Recreational Trails Program)		0.0		0.0		0.0		0.0		0.0	
TE (STPB - Sub-Allocation, Transportation Enhancement)		0.0		0.0		0.0		0.0		0.0	
TA1 (STP-TA - State Transportation Alternatives Program)		0.0		0.0		0.0		0.0		0.0	
TA2 (STP-TA - Lincoln MPO Transportation Alternatives Program)		257.6		37.7		1,961.5		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	
SUB-TOTAL FEDERAL FUNDING		257.6		37.7		1,961.5		0.0		0.0	2,256.8
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
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)		64.5		9.4		490.3		0.0		21.8	
HIC (City of Hickman Funds)		0.0		0.0		0.0		0.0		0.0	
PR (Other Private Contributions)		0.0		0.0		0.0		0.0		0.0	
OF (Other Funds)		0.0		0.0		0.0		0.0		87.5	
SUB-TOTAL LOCAL FUNDING		64.5		9.4		490.3		0.0		109.3	673.5
TOTAL		322.1		47.1		2,451.8		0.0		109.3	3,871.0
STATUS OF PREVIOUS YEARS PROJECTS											
Projects Completed or Under Contract											
City of Lincoln Parks and Recreation Department											
Stonebridge Trail (COMPLETED)											
Design and construction of a 10' wide, concrete bicycle, pedestrian trail, connecting the North 14th Street Trail with the Alvo Road Trail. This trail will begin at North 14th Street and Humphrey Avenue and proceed through the Stonebridge neighborhood			PE	72.0	TA2						
			PE	18.0	LN						
			ROW	107.0	TA2						
			ROW	26.7	LN						
			Construction	642.9	TA2						
			Construction	160.1	LN						
			CE	96.4	TA2						
			CE	24.1	LN						

2022-2025 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM	AGENCY: Pedestrian, Bike & Trails DIVISION: Planning Area Projects
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PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)													
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS							
		(Control Number)	(Project Number)	(Work Phase)	PRIOR FISCAL YEARS	FS			2021-22	FS	2022-23	FS	2023-24	FS	2024-25
	Wilderness Park Bridge (COMPLETED) Replace Salt Creek Bridge 1/2 mile north of Saltillo Road.			PE	20.0	LN									
				PE	10.0	GP									
				PE	12.4	OF									
				Const/CE	359.6	LN									
				Const/CE	7.5	GP									
				Const/CE	20.1	OF									
	Lower Platte South Natural Resources District														
	Rosa Parks Way Trail (UNDER CONTRACT) Railroad Undercrossing trail west of 1st and J Street, 900 feet long and 10 wide concrete surface.			PE	41.6	TA1									
				PE	10.4	NR									
				ROW	17.6	TA1									
				ROW	4.4	NR									
				Construction	993.3	TA1									
				Construction	193.3	NR									
				Construction	50.0	RT									
				Construction	5.0	GP									
				CE	248.3	TA1									
				CE	62.1	NR									
		C.N. 12945	ENH-55(164)												



Railroad Transportation Safety District

Lincoln Metropolitan Planning Organization
Transportation Improvement Program

**Railroad Transportation
Safety District**
FY 2022 - 2025



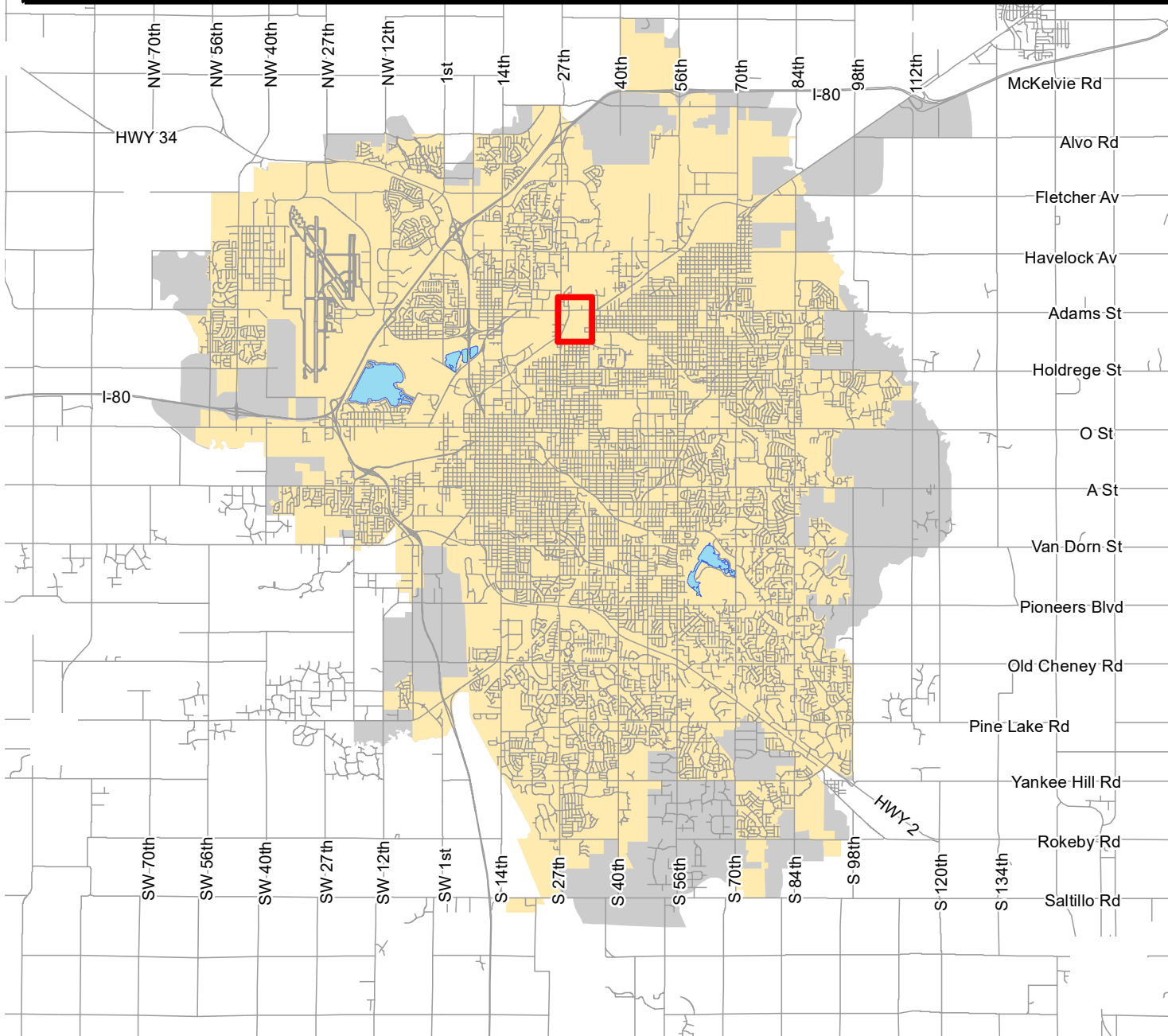
 **Project Location**

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



Lincoln's Future Service Limit Shown as Grey

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

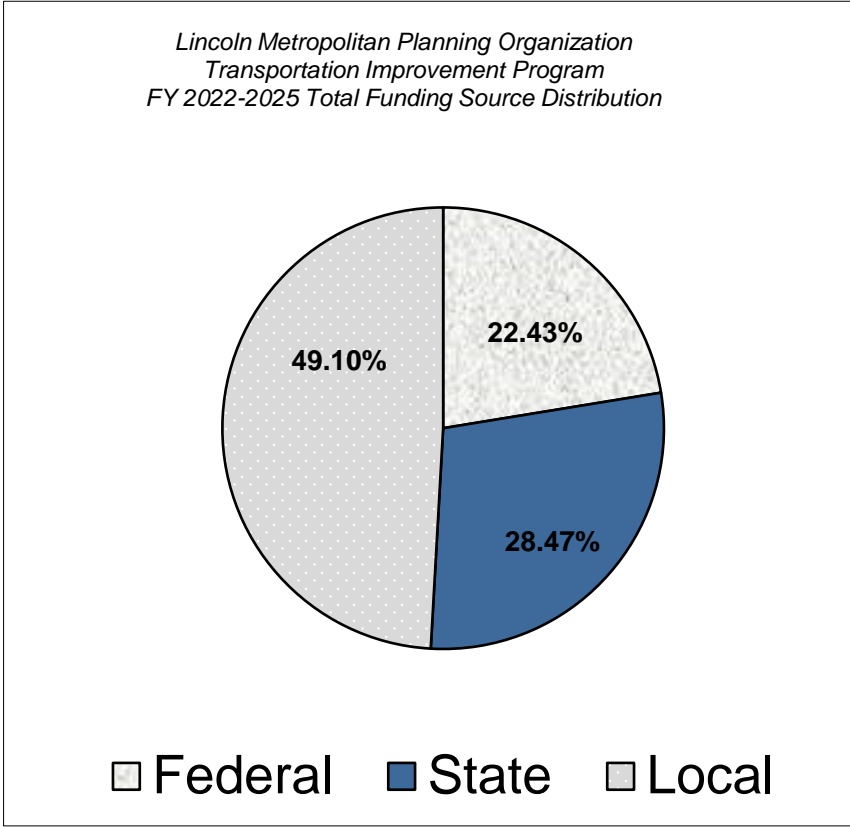
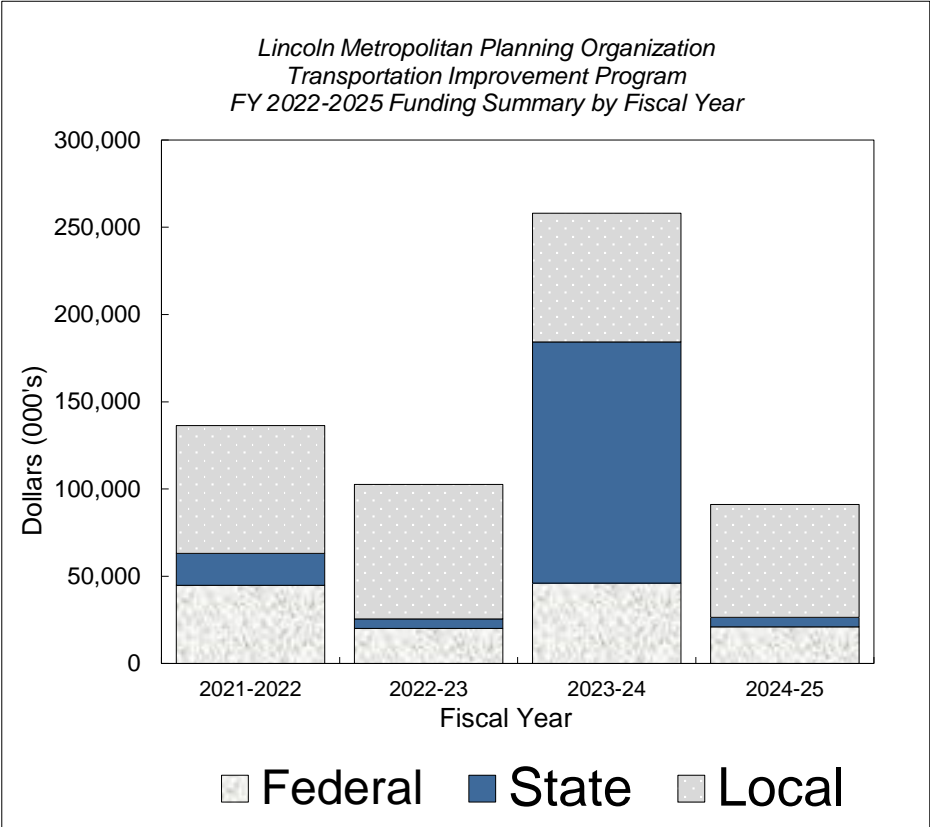


2022-2025 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY:	City of Lincoln												
				DIVISION:	Railroad Transportation Safety District												
PROJ NO	PROJECT			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)													
(Map)	(Location & Distance)																
(Improvement Description)				PRIORITY PROJECTS						COST BEYOND PROGRAM	TOTAL PROJECT COSTS						
	(Control Number)	(Project Number)	(Work Phase)	PRIOR FISCAL YEARS	FS	2021-22	FS	2022-23	FS			2023-24	FS	2024-25	FS		
1	33rd and Cornhusker/BNSF Rail Corridor This project would implement study results to remove three at-grade crossings which would improve safety and mobility for existing and future traffic needs in the area. Complete funding for this project is not shown. Construction/CE will consist of RZ, RT, and RR funds. This project is part of Transystem System Optimization.			PE/ROW	4,709.0	RT	805.0	RT	2,305.0	RT	9,805.0	RT	7,305.0	RT			
				PE/ROW	152.0	LOTM	195.0	LOTM	195.0	LOTM	195.0	LOTM	195.0	LOTM	232.0		
				PE/ROW	330.0	LN									89,200.0		
				Const/CE													
				TOTAL	5,191.0		1,000.0		2,500.0		10,000.0		7,500.0		89,432.0	115,623.0	
FUNDING SUMMARY																	
FEDERAL FUNDS																	
RZ (Railroad - Hwy Crossing - Hazardous Funds)					0.0		0.0		0.0		0.0		0.0		25,000.0		
SUB-TOTAL FEDERAL FUNDING					0.0		0.0		0.0		0.0		0.0		25,000.0	25,000.0	
STATE FUNDS																	
SUB-TOTAL STATE FUNDING					0.0		0.0		0.0		0.0		0.0		0.0	0.0	
LOCAL FUNDS																	
RT (Railroad Transportation Safety District)					4,709.0		805.0		2,305.0		9,805.0		7,305.0		57,968.0	82,897.0	
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	330.0	
LOTM (Lincoln on the Move Funds) [city funds]					152.0		195.0		195.0		195.0		195.0		232.0	1,164.0	
SUB-TOTAL LOCAL FUNDING					5,191.0		1,000.0		2,500.0		10,000.0		7,500.0		64,200.0	26,191.0	
TOTAL					5,191.0		1,000.0		2,500.0		10,000.0		7,500.0		89,432.0	115,623.0	



Funding Summary

2022-2025 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM



**2022-2025 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

SUMMARY OF PROGRAM EXPENDITURES

	AGENCY	FISCAL YEARS				Total for Four Years	Costs Beyond Program	
		2021-2022	2022-23	2023-24	2024-25			
A	State of Nebraska	FEDERAL	21,385.0	1,289.0	15,603.0	0.0	38,277.0	
		STATE	16,910.7	4,497.4	137,349.8	4,541.1	163,299.0	
		LOCAL	0.0	0.0	0.0	0.0	0.0	
		SUB-TOTAL	38,295.7	5,786.4	152,952.8	4,541.1	201,576.0	
B	Lancaster County	FEDERAL	2,020.4	4,149.6	7,833.9	9,035.3	23,039.2	
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	3,360.9	4,102.4	3,926.7	4,444.9	15,834.9	
		SUB-TOTAL	5,381.3	8,252.0	11,760.6	13,480.2	38,874.1	
C	City of Lincoln Transportation and Utilities	FEDERAL	6,318.2	8,735.8	13,597.7	9,611.2	38,262.9	
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	57,344.4	59,169.8	48,424.7	41,899.9	206,838.9	
		SUB-TOTAL	63,662.7	67,905.6	62,022.4	51,511.1	245,101.8	
D	StarTran	FEDERAL	12,017.1	1,877.0	1,797.0	1,797.0	17,488.1	
		STATE	1,387.0	944.0	897.0	907.0	4,135.0	
		LOCAL	11,270.6	10,590.0	10,620.0	10,670.0	43,150.6	
		SUB-TOTAL	24,674.7	13,411.0	13,314.0	13,374.0	64,773.7	
E	Lincoln Airport Authority	FEDERAL	2,686.0	2,070.0	7,200.0	540.0	12,496.0	
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	268.6	230.0	800.0	60.0	1,358.6	
		SUB-TOTAL	2,954.6	2,300.0	8,000.0	600.0	13,854.6	
F	Section 5310 / 5311 Projects	FEDERAL	324.2	0.0	0.0	0.0	324.2	
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	0.0	0.0	0.0	0.0	0.0	
		SUB-TOTAL	324.2	0.0	0.0	0.0	324.2	
G	Ped, Bikes & Trails	FEDERAL	37.7	1,961.5	0.0	0.0	1,999.2	
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	9.4	490.3	0.0	109.3	609.0	
		SUB-TOTAL	47.1	2,451.8	0.0	109.3	2,608.2	
H	Railroad Transportation Safety Dist.	FEDERAL	0.0	0.0	0.0	0.0	0.0	
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	1,000.0	2,500.0	10,000.0	7,500.0	21,000.0	
		SUB-TOTAL	1,000.0	2,500.0	10,000.0	7,500.0	21,000.0	
PROGRAM TOTAL	FEDERAL		44,788.6	20,082.9	46,031.6	20,983.5	131,886.5	
		STATE	18,297.7	5,441.4	138,246.8	5,448.1	167,434.0	
		LOCAL	73,253.9	77,082.5	73,771.4	64,684.1	288,792.0	
		SUB-TOTAL	136,340.2	102,606.7	258,049.8	91,115.7	588,112.5	
PROGRAM TOTAL			136,340.2	102,606.7	258,049.8	91,115.7	588,112.5	120,747.7



Performance Measures

With the passing of the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill, and continuing in the Fixing America’s Surface Transportation Act (FAST Act), states and MPOs are required to use performance based transportation planning practices. MPO Transportation Improvement Programs (TIP) will be required to document compliance with each of the performance based planning categories. Categories currently implemented include Safety (PM 1), Infrastructure (PM 2), System Performance (PM 3), Transit Asset Management (TAM), and Transit Safety.

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

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

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

Safety

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

The Lincoln MPO has agreed to support the state’s annual (CY 2021) safety performance targets set in August 2020. The targets are:

Performance Measure	5-Year Rolling Average	
	Baseline (2014-2019)	Target (2016-2021)
Number of Fatalities	234.0	241.0
Rate of Fatalities per 100 million vehicle miles traveled (VMT)	1.126	1.130
Number of Serious Injuries	1,476.0	1,408.0
Rate of Serious Injuries per 100 million VMT	7.102	6.507
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	134.2	126.6

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

Infrastructure

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

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

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

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

System Performance

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

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

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

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

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

Transit Asset Management

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

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

Category	Class	ULB*	Performance Target
Rolling Stock: FR Bus	Bus	15 years	9% of fleet exceeds ULB
Rolling Stock: SR Paratransit	Paratransit Van	6 years	8% 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	0% of fleet exceeds ULB
Facility: StarTran Administration, Bus Storage, and Maintenance	Admin & Maint	40 years	No more than 0% of StarTran owned facilities rated less than 3.0 on FTA TERM scale
Facility: Parking Facilities	Admin & Maint	40 years	No more than 0% of StarTran owned facilities rated less than 3.0 on FTA TERM scale

* ULB – Useful Life Benchmark

The Lincoln MPO supports these targets by reviewing and 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 are required to have their certified Agency Safety Plans in place by December 31, 2020 and share the safety performance targets with their MPO and State.

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

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

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



Comments

**Excerpt of
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 6, 2021.

NAME OF GROUP: PLANNING COMMISSION

DATE, TIME AND PLACE OF MEETING: Wednesday, April 14, 2021, 1:00 p.m., Hearing Room 112, on the first floor of the County-City Building, 555 S. 10th Street, Lincoln, Nebraska.

MEMBERS IN ATTENDANCE: Lorenzo Ball, Tom Beckius (arrived at 1:25 pm), Dick Campbell, Tracy Corr, Tracy Edgerton, Deane Finnegan, Cristy Joy, and Dennis Scheer; Cindy Ryman Yost absent. David Cary, Steve Henrichsen, Paul Barnes, Allan Zafft, Kellee Van Bruggen, Geri Rorabaugh and Rhonda Haas (via broadcast) of the Planning Department; media and other interested citizens.

STATED PURPOSE OF MEETING: Regular Planning Commission Hearing

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

MISCELLANEOUS 21002

TO REVIEW THE DRAFT FY2022/2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR CONFORMANCE WITH THE CURRENT LINCOLN METROPOLITAN PLANNING ORGANIZATION (MPO) LONG RANGE TRANSPORTATION PLAN (LRTP). THE PLANNING COMMISSION RECOMMENDATION WILL BE FORWARDED TO THE LINCOLN MPO FOR FINAL ACTION

PUBLIC HEARING: APRIL 14, 2021

Members present: Ball, Campbell, Edgerton, Finnegan, Joy, Scheer, Beckius and Corr; Ryman Yost absent.

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: Allan Zafft, Planning Department, came forward and stated this is for the FY2022/2025 Transportation Improvement Program (TIP) and was discussed at the March 31, 2021, briefing. The TIP is a 4-year program of projects completed annually and are brought forward to the Planning Commission annually. The TIP includes projects that receive federal funds, projects that are reasonably significant and projects that require federal action. All projects in the TIP must be listed specifically or generally listed in the Long Range Transportation Plan (LRTP). Zafft stated that the staff's review found them in conformity with the LRTP. TIP is financially constrained, and it must indicate the project's funding, its schedule and phase. The TIP is coordinated with plans from the City, County and State. The State's plan is the Surface Transportation Program, and Lancaster County's plan is the One- and Six-Year Program. The MPO Project Coordination Committee of the Technical Committee meets throughout the early process to coordinate projects and funding. The TIP includes projects from the Nebraska Department of Transportation, Lancaster County, City of Lincoln, Lincoln Transportation and Utilities (LTU), StarTran, Railroad Transportation Safety District (RTSD), Parks & Recreation and others. Comments made at today's meeting will be attached to the TIP and forwarded to the Nebraska State Department of Transportation. This then goes on to the MPO Technical Committee April 19, 2021, and then the MPO Officials Committee on May 19, 2021. This TIP will be included in the State TIP, with public review and when approved it will go to the Federal Highway Administration for approval, which is normally approved in September and becomes effective officially on October 1, 2021.

The changes that were made to transportation in the CIP will be reflected in the TIP.

No one came forward in support or opposition.

Beckius moved to close the public hearing on these items, seconded by Joy and carried 8-0: Ball, Campbell, Edgerton, Finnegan, Joy, Scheer, Beckius and Corr voting 'yes'; Ryman Yost absent.

MISCELLANEOUS 21002

ACTION BY PLANNING COMMISSION:

APRIL 14, 2021

Beckius moved approval, seconded by Joy.

Corr thanked staff for all of their hard work because it is hard to coordinating between both plans, with all of the departments, and everyone involved.

Motion carried 8-0: Ball, Campbell, Edgerton, Finnegan, Joy, Scheer, Beckius and Corr voting 'yes'; Ryman Yost absent.

Chair Corr stated at this point we generally invite anyone wishing to speak on an item not on the agenda to come forward and do so. However, we are suspending this portion of the hearing until further notice. If you do have comments, please direct them to Plan@lincoln.ne.gov or by calling 402-441-7941.

Campbell moved to adjourn the Planning Commission Meeting of April 14, 2021, seconded by Joy and carried 8-0: Ball, Campbell, Edgerton, Finnegan, Joy, Scheer, Beckius and Corr voting 'yes'; Ryman Yost absent.

Meeting adjourned 3:20 p.m.

Note: The Planning Commission will not formally approve these minutes until their next regular meeting on Wednesday, April 28, 2021.

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**Excerpt of
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 19, 2021, 10:15 a.m., City Council Chambers, County-City Building, 555 S. 10 th St., Lincoln, NE
MEMBERS AND OTHERS IN ATTENDANCE:	David Cary – Planning Department; Elizabeth Elliott – Lincoln Transportation and Utilities; Paul Barnes – Planning Department; John Berry – Lancaster County Engineering; Gary Bergstrom – Health Dept.; Rich Bishop – Urban Development Department; Ron Caldi and Thomas Shafer – Lincoln Transportation and Utilities; Michael Davis – StarTran; Roger Figard – Railroad Transportation Safety District; Stephanie Fisher – City of Waverly; Tom Goodbarn and Craig Wacker – Nebraska Dept. of Transportation; Chad Lay – Lincoln Airport Authority; Sara Hartzell – Parks & Recreation; Larry Legg – Lancaster County Engineer; Kelly Oelke – City of Hickman; Kellee Van Bruggen – Planning Dept.; Allan Zafft and Teresa McKinstry – Planning Dept.; Roma Amundson – County Commissioner; Brian Praeuner – StarTran; Jenny Young from Felsburg, Holt and Ullevig appeared online via © Zoom Video Communications; 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 FY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Members present: Barnes, Berry, Bergstrom, Bishop, Caldi, Cary, Davis, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Oelke, Shafer, Van Bruggen and Wacker

Zafft stated this is for the proposed TIP. It represents MPO programming. The MPO Selection Committee has reviewed this document. NDOT, County Engineering, StarTran, Lincoln Transportation and Utilities (LTU), RTSD, LAA, along with pedestrian, bike and trails are all

involved. He provided a summary of the document. NDOT has ten projects. Three were added from the previous TIP. They are the Lincoln West Bridge, roadway rehab on US 77 and a bridge replacement on I-80. County Engineering has seven projects. Fletcher Road, NW 56th Street, and Arbor Road projects for PE only were added. LTU has five programs, transportation system preservation, transportation system optimization, transportation system growth, transportation livable neighborhoods and transportation sidewalk program. Transportation system preservation has nine projects. Optimization has six projects. StarTran has projects for bus replacement and software enhancement. LAA has work on runways. Ped, Bike and Trails has three projects. RTSD has a project for 33rd St. and Cornhusker Hwy.

ACTION:

Figard moved approval of the FY 2022-2025 Transportation Improvement Program, seconded by Shafer and carried 18-0: Barnes, Berry, Bergstrom, Bishop, Caldi, Cary, Davis, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Oelke, Shafer, Van Bruggen and Wacker

Cary wanted to thank all the partners that worked on this. This years TIP was a very good result of a lot of collaboration. The TIP is better because of it. He feels very good about this document.

**Excerpt of
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, 2021, 1:00 p.m., City Council Chambers, County-City Building, 555 S. 10 th Street, Lincoln, NE
MEMBERS AND OTHERS IN ATTENDANCE:	Roma Amundson, Mayor Leirion Gaylor Baird, Ryan Huff, Richard Meginnis and Rick Vest; James Michael Bowers absent. David Cary, Paul Barnes, Allan Zafft, Kellee Van Bruggen and Teresa McKinstry of the Planning Department; Elizabeth Elliott of Lincoln Transportation and Utilities; Jenny Young from Felsburg, Holt & Ullevig appeared online via © Zoom Video Communications; and other interested citizens.

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

REVIEW AND ACTION ON THE PROPOSED FY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP):

Zafft stated the proposed TIP is a four year program. This includes all transportation projects that include Federal funds. Requests were sent to member agencies to submit their new and existing projects for the new TIP. He created a draft. The MPO Project Selection Committee reviews the preliminary TIP. They convened four times. They expressed support of the TIP. There was a public hearing at Planning Commission. They recommended approval of the new TIP as well. This was reviewed by the Technical Committee and they recommended approval. This was out for public review and comment. The State added three projects. Lancaster County has two projects (98th Street) that added additional funds. Lincoln Transportation and Utilities (LTU) has nine projects under preservation that are using Federal funds and six under optimization. StarTran will be replacing 14 buses, adding recharging stations and replacing some vehicles.

Amundson attended Technical Committee. She was pleased there is money for 98th street. S. 98th Street is a major project. There is a time limit. It needs to be constructed by 2030. It has to be designed yet.

Vest commended Zafft for a very complete report. He appreciates the attention to this. There is a lot of detail.

ACTION:

Amundson moved approval of the FY 2022-2025 Transportation Improvement Program, seconded by Mayor Gaylor Baird and carried 5-0: Amundson, Mayor Gaylor Baird, Huff, Meginnis and Vest voting 'yes'; Bowers absent.

<https://linclanc.sharepoint.com/sites/PlanningDept-MPO/Shared Documents/MPO/Officials Committee/Minutes/2021-2022/excerpt 051721.docx>



Lincoln Metropolitan Planning Organization

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

Lincoln MPO Resolution: 2021-6 FOR THE PURPOSE OF ADOPTING THE FY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Lincoln Metropolitan Planning Organization (Lincoln MPO) is the designated Metropolitan Planning Organization (MPO) responsible for undertaking the transportation planning process for the Lincoln Metropolitan Transportation Management Area (TMA), in accordance with 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR Part 450; and

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act), passed by the United States Congress and signed into law by the President in 2015, requires that each MPO adopt a transportation program that consists of federally funded and/or regionally significant transportation improvement projects within the metropolitan area; and

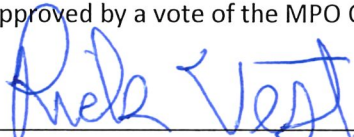
WHEREAS, various federal, state, regional, and local agencies and organizations concerned with transportation planning for the MPO area have cooperatively developed the Transportation Improvement Program (TIP) for FY 2022 through 2025 to satisfy federal planning requirements of the FAST Act; and

WHEREAS, the TIP is comprised of projects that are derived from the Lincoln MPO's adopted 2040 Long Range Transportation Plan, is consistent with local and state transportation plans, and has met the requirements of Title 23 Code of Federal Regulations Part 450.326; and

WHEREAS, the MPO has involved the public and interested stakeholders in an open and transparent process as detailed by the MPO's Public Participation Plan which includes a public review and comment period of no less than 30 days.

NOW, THEREFORE, BE IT RESOLVED that the Lincoln Metropolitan Planning Organization Officials Committee adopts the Transportation Improvement Program for FY 2022 through 2025.

Approved by a vote of the MPO Officials Committee and signed this 17th day of May, 2021.



Lincoln MPO Officials Committee Chair

ATTEST



Elizabeth Elliott, City of Lincoln Transportation & Utilities Director
Lincoln MPO Technical Advisory Committee Chair



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 14, 2021

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

Dear Mr. Selmer:

**FHWA/FTA Approval of the Nebraska FY 2022 - 2025
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 2022-2025 Statewide Transportation Improvement Program (STIP), as well as 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 2022-2025 STIP was available for public comment starting August 17, 2021 running thru August 31, 2021. During this period, NDOT received no comments on the proposed STIP.

The Metropolitan Area Planning Agency's (MAPA) Board of Directors approved the TIP on June 24, 2021 and NDOT approval for inclusion into the NDOT STIP was given on July 20, 2021. The Lincoln MPO TIP was approved by the Officials Committee on May 17, 2021 and NDOT approval for inclusion into the NDOT STIP was given on May 26, 2021. The Siouxland Interstate Metropolitan Planning Council (SIMPCO) TIP Policy Board approved the TIP on July 1, 2020 and on July 20, 2021 NDOT approved the TIP for inclusion into the STIP. The Grand Island TIP was approved by the Policy Board on May 25, 2021 and NDOT approval for inclusion into the STIP was given on July 20, 2021.

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.

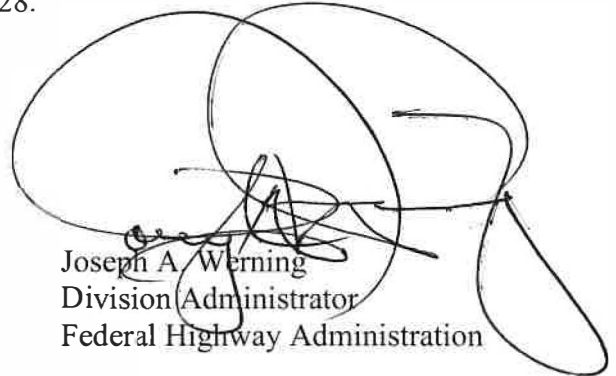
For NDOT's consideration, the planning finding also offers some recommendations on ways to enhance the transportation planning program in Nebraska. Based on FHWA and FTA review of the FY 2022-2025 STIP, the aforementioned monitoring activities throughout the year, the MPO's self-certifications, and the enclosed planning finding, the FY 2022-2025 STIP is hereby approved.

If you have any questions or need additional information, please contact Justin Luther, FHWA, at (402)742-8464 or Gerri Doyle, FTA, at (816)329-3928.

Sincerely,



Mokhtee Ahmad
Regional Administrator
Federal Transit Administration



Joseph A. Werning
Division Administrator
Federal Highway Administration

cc:

Amy Starr, NDOT
Ryan Huff, NDOT
Craig Wacker, NDOT
Curtis Nosal, NDOT
Brandie Neemann, NDOT
Jaime Kamarad, NDOT
Michael Helgerson, MAPA
David Cary, Lincoln MPO
Allan Zafft, Lincoln MPO

Nebraska FY 2022-2025 STIP FHWA and FTA Joint Planning Finding

As part of the stewardship 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 2022-2025 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 the 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 2022-2025 STIP, it was noted that the apportionment amounts and beginning balance forecasts were inaccurate. The main reason for this discrepancy is that the NDOT STIP was prepared prior to the fiscal year ending. FHWA and FTA recognizes a substantial portion of the NDOT and the MPOs' programs were obligated between the time the STIP was prepared and the end of the 2021 federal fiscal year. In order to address this issue, please ensure the next STIP amendment accurately portrays the beginning balances.

The MPOs' TIPs were approved by their respective policy committees and subsequently approved by NDOT for inclusion into the NDOT 2022 -2025 STIP on the following dates:

- The Metropolitan Area Planning Agency's (MAPA) Board of Directors approved the TIP on June 24, 2021 and NDOT approval for inclusion into the NDOT STIP was given on July 20, 2021.
- The Lincoln MPO (City of Lincoln and Lancaster County) TIP was approved by the Officials Committee on May 17, 2021 and NDOT approval for inclusion into the NDOT STIP was given on May 26, 2021.
- The Siouland Interstate Metropolitan Planning Council (SIMPCO) TIP Policy Board approved the TIP on July 1, 2021 and on July 20, 2021 NDOT approved the TIP for inclusion into the STIP.

- The Grand Island TIP was approved by the Policy Board on May 25, 2021 and NDOT approval for inclusion into the STIP was given on July 20, 2021.

FHWA and FTA have jointly determined that the FY 2022-2025 NDOT STIP, which is inclusive of each MPO TIP, adequately demonstrates fiscal constraint by year. All the TIPs included self-certifications and discussion on Transportation Performance Management target establishment.

The STIP and TIPs are all developed utilizing the Nebraska STIP Development Guidelines which were agreed to by FHWA, FTA and NDOT in April 2011 and updated in 2014. 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.

It was again noted that the September 1, 2021 STIP submittal letter from NDOT to FHWA and FTA does not request our respective agencies approval of the STIP. Per Federal regulations, the STIP requires joint FHWA and FTA approval, assuming highway and transit projects are both included. In future submittals, please ensure NDOT reflects the appropriate action NDOT is requesting of FHWA and FTA. Please note that failure to address this recommendation could result in delayed approvals, as the material could be mistaken as a draft document or information for the file as opposed to an official submittal for approval.

During this past fiscal year, there was a question from NDOT surrounding the interpretation of what "within the boundaries of the Metropolitan planning area" means as found in 23 CFR 450.326 (e). The project in question had one terminus within the MPO planning area boundary and the other termini outside of the planning area boundary. At that time, FHWA confirmed that if a project has termini that starts inside of the MPO planning area boundary and then extends outside of the planning area boundary, the project shall be listed on the MPO TIP and go through the MPO transportation planning and programming processes. Working with FHWA and FTA, NDOT needs to update the STIP Development Guidelines this fiscal year to clearly document this process. When the guidelines are updated, it must submit to FHWA and FTA for approval. The MPOs have a shared responsibility to include all projects that are in the respective planning area boundaries into their planning process. As such, FHWA, FTA and NDOT will communicate this requirement to the MPOs at a Technical and/or Policy Board meeting in the near future and will share the STIP Development Guidelines once they are updated.

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 2022 -2025 STIP outreach was disseminated as follows:

- A press release to 1,835 recipients, including 332 media outlets statewide.
- A Tweet to 25,165 NDOT followers.
- Gov. Delivery (web-based email subscription service) note to the 1,399 subscribers of RSS feed of NDOT Twitter page.
- Gov. Delivery note to the 632 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 2022-2025 STIP was available for public comment from August 17, 2021 to August 31, 2021. NDOT received no comments on the proposed STIP during this public comment period. FHWA and FTA have noted over the past few years there has not been a lot of public comments received during the comment periods for the STIP. FHWA and FTA recommends that NDOT analyze the 2-week timeframe provided for public comment on the STIP this fiscal year to determine if there are opportunities to enhance public engagement in the STIP development process. , including assessing whether additional time is warranted for public notification, review and comment. A potential area of focus could be determining if there is a need to extend the comment period or look at a phased approach to public notifications (i.e. initial outreach followed by a reminder notification) to encourage greater public engagement.

Self-Certification Statements:

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

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

MPO Obligation Limitation in FY 2022

All States with STBG funds sub allocated to urbanized areas (UZA) with over 200,000 in population must make formula obligation limitation available to each of these areas based on the criteria set forth in 23 U.S.C. 133(e). During the period of fiscal years (FY) 2016 through 2020, a State must make available to each of these urbanized areas an aggregate (5-year) amount of obligation limitation based on the formula outlined in the November 30, 2016 FHWA memorandum. The section 133(e) requirement applies to the entire 5-year period.

The requirement to "make available" obligation limitation is satisfied by providing obligation limitation to a UZA over 200,000 in a reasonable manner. This reasonableness determination may include an evaluation of whether the obligation limitation is made available in a manner that permits the UZA sufficient time to utilize it and if the affected UZA is practically able to use the obligation limitation given its currently available projects. Ensuring compliance with this requirement is a joint responsibility of the FHWA, the States, and the metropolitan planning organizations for the affected UZA.

The Lincoln MPO (City of Lincoln and Lancaster County) is an urbanized area over 200,000 population. As the responsible State agency, NDOT is required to make available obligation limitation, as required under 23 U.S.C. 133(e). FHWA has reviewed the Lincoln MPO's previous years' obligations, de-obligations, and the projects programmed in FY 2022-2025 Lincoln MPO TIP. FHWA's review found the Lincoln MPO has not been fully programming STBG projects over the last few years. As a result, the Lincoln MPO has built up an available apportionment balance. Importantly, it appears the FY 2022-2025 Lincoln MPO TIP has been programmed with sufficient projects to utilize available obligation limitation and apportionments for the 5-year aggregate period and previous accumulated balance such that all amounts available for obligation should be obligated. NDOT will need to continue ensuring obligation limitation is made available to the Lincoln MPO during FY 2022 and into the future in order to satisfy the requirements of 23 USC 133 (e). As a reminder, the Lincoln MPO (City of Lincoln and Lancaster County) can program Federal-aid eligible projects anywhere inside the planning area boundary defined as Lancaster County.

Planning Finding:

Corrective Action: Those items are compliance issues that fail 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:

Projects Within MPO Planning Area Boundaries Are Required to Meet Planning and Programming Requirements: If a project has termini that starts inside of the MPO planning area boundary and then extends outside of the planning area boundary, the project shall be listed on the MPO TIP and go through the MPO transportation planning and programming processes. NDOT shall update the STIP Development Guidelines this fiscal year to clearly articulate this process in that document. In addition, FHWA, FTA and NDOT will communicate this requirement to the MPOs at a Technical and/or Policy Board meeting in the near future and will share the STIP Development Guidelines once they are updated.

Recommendations:

1. **Requesting FHWA and FTA Approval:** This is a repeat recommendation and not addressing this recommendation could result in delayed approvals. The September 1, 2021 request letter which NDOT submitted to FHWA and FTA for review and approval of the STIP does not request our respective agencies approval. In future submittals, please ensure NDOT's submittal letter reflects the appropriate action NDOT is requesting FHWA and FTA to take for the STIP approval.
2. **Enhancing Public Engagement:** FHWA recommends that NDOT analyze the timeframe provided for public comment this fiscal year to determine if there are enhancements that could be implemented to facilitate greater public engagement in the STIP development process, including public notification, review and comments.
3. **TMA Obligation Limitation Requirement:** The Lincoln MPO (City of Lincoln and Lancaster County) has not been fully utilizing their obligation limitation over the last several years, resulting in a build-up of their STBG apportionment balance. The FY 2022-2025 Lincoln MPO TIP has programmed sufficient projects to utilize available apportionments for the 5-year aggregate period and the previous accumulated balance such that all amounts available for obligation should be obligated. FHWA, NDOT, and the Lincoln MPO should establish ongoing conversations to monitor the delivery of projects in the region to jointly insure that any available obligation limitation and apportionments are utilized.



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