

Table 7.5 Fiscally Constrained Rural Road & Bridge Capital Projects

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
						YOE	YOE Cost	Cumulative Cost (YOE)	
Committed	165	N 148th Street	Holdrege Street	Intersection improvements	\$703,000 1,463,000				1
Committed	98	S 98th Street	Old Cheney Road to US-34	Programmed Paving	\$12,592,700 17,195,600				1
Committed	92	Saltillo Road	S 27th Street to S 68th Street	Two Lane Widening	\$12,479,400 14,804,000				1
	234	S. 68 th Street	Firth Road to Stagecoach Road	Two Lane Widening With Shoulders	\$10,780,700	2025	\$10,780,700	\$10,780,700	3
	235	N. 14 th Street	Alvo Road to Ashland Road	Pavement and Two Lane Widening with Shoulders	\$12,076,200	2025	\$12,076,200	\$22,856,900	4
1	104	S 120th Street	Bennet Road North 0.5 Miles	Potential Paving	\$650,000	2026	\$1,046,832	\$23,903,732	
2	156	NW 56th Street	W O to W Holdrege Street	Potential Paving	\$1,200,000 2,292,000	2026	\$1,932,612 2,292,000	\$26,195,732 \$25,836,344	
3	100	SW 14th Street	NE-33 to W Bennet Road	Programmed Paving	\$1,300,000	2026	\$2,093,663	\$28,289,395 \$27,930,007	
4	103	W Van Dorn Street	SW 112th Street to SW 84th Street	Programmed Paving	\$1,300,000	2027	\$2,240,219	\$30,529,614 \$30,170,226	
5	105	Arbor Road	N 27th Street to US-77	Paving and Bridge Replacement of Bridge F-201 near N 27 th Street	\$5,930,000	2029	\$11,699,558	\$42,229,172 \$41,869,784	
6	101	Fletcher Avenue	N 84th Street to N 148th Street	Programmed Paving	\$5,000,000	2032	\$11,858,824	\$54,087,996 \$53,728,608	
7	95	NW 27th Street	Hwy-34 to W Waverly Road	Potential Paving	\$4,550,000	2034	\$11,897,661	\$65,985,657 \$65,626,269	
8	93	W A Street	SW 84th Street to SW 52nd Street	Programmed Paving	\$2,600,000	2035	\$7,138,597	\$73,124,254 \$72,764,866	
9	206	SW 16th Street	Bridge O-1 near W Calvert Street	Replace CB	\$168,000	2035	\$461,263	\$73,585,517 \$73,226,129	

Multimodal Program

Transit

Operation of StarTran's bus service is funded through a combination of FTA funds, state transit funds, bus fares, advertising, a UNL agreement, and transfers from the general fund. The transit revenue forecast of \$754 million consists of these committed and restricted funds, the vast majority (\$742 million) of which directly funds StarTran's capital expenses and operations. The remaining \$12 million (in FTA 5310 and 5311 funds) provides grant funding for rural transit, hospitals, and non-profit organizations. Due to funding shortfalls, no flexible funds are allocated to transit.

A federal RAISE grant was awarded in 2022 for the new Multimodal Transportation Center and the project will incorporate active transportation design elements funded through the Carbon Reduction Program and included in the project cost. The local match will use in-kind contributions and other local funds.

This funding level will allow continuation of StarTran's current service levels; however, it will not enable service extensions (longer hours and Sunday bus service) and may limit local match contributions to major projects seeking federal funds.

Table 7.8 identifies the funded and priority transit projects. These projects are expected to be funded within the Fiscally Constrained Plan. StarTran is currently in the process of updating the TDP, which may result in adjustments to the transit priorities in the region. Additional transit enhancements (such as next bus information and transit signal priority) will be coordinated through the ITS and Technology program, as funds allow.

Table 7.8 Priority Transit Projects

Project Description	Project Cost (2021\$)
Funded/Committed Transit Projects	
Multimodal Transportation Center	\$33,876,253 34,952,900
Maintenance Facility Construction/Relocation	\$22,309,500
Purchase Replacement Paratransit Vehicles	\$264,000
Transit Enhancements (bus shelters, passenger stops)	\$342,000
Security Enhancements (upgrade buildings/shelters)	\$40,000
Purchase Replacement Supervisor Vehicles	\$50,000
Computer Replacements and Upgrades	\$100,000
Shop Equipment Replacements and Upgrades	\$125,000
Building Renovations and Improvements	\$150,000
Priority Transit Projects	
Purchase Replacement Buses	\$34,100,000
Purchase Replacement Paratransit Vehicles	\$3,388,000
Transit Enhancements (bus shelters, passenger stops)	\$1,080,000
Security Enhancements (upgrade buildings/shelters)	\$1,080,000
Purchase Replacement Supervisor Vehicles	\$150,000
Computer Replacements and Upgrades	\$2,700,000
Shop Equipment Replacements and Upgrades	\$540,000
Purchase Replacement Service Vehicles	\$270,000
Building Renovations and Improvements	\$2,700,000

Table 7.9 Priority Trail Projects

Project ID	Trail Name	Limits	Description	Project Cost (2021\$)	Refer to Notes Below Table
Funded/Committed Trail Projects					
T-45	Landmark Fletcher	Fletcher Ave from N 27th St to N 14th St	Sidepath	\$990,000 1,815,100	
T-61	Beal Slough Trail	S 56th St and London Rd to S 70th St and Yankee Hill	New Trail	\$1,480,000 1,976,600	
T-54	Chris Buetler Trail - Jamaica North Connector	J Street to N Street	New Trail	\$250,000	
T-04	Woodlands	Rokeby Rd to S 70th St to Yankee Hill Rd	New Trail	\$950,000	
T-09	Wilderness Hills	Yankee Hill Rd to Rokeby Rd and S 40th St	New Trail	\$1,200,000	
T-11	Waterford	N 84th St to Stevens Creek	New Trail	\$900,000 2,742,300	
T-30	W. O Street	SW 40th St to SW 48th St	Sidepath	\$260,000	
T-27	Greenway Corridor Trail/Haines Branch	Pioneers Park Nature Center to Spring Creek Prairie Audubon Center	New Trail	\$4,500,000	
T-37	Rock Island	Old Cheney grade separated crossing	Grade Separation	\$2,286,000	
T-67	Old Cheney Rd	Warlick Blvd to Jamaica North	Sidepath	\$250,000	
Trail Projects to be Completed with Fiscally Constrained Roadway Projects					
T-16	N 48th Street Trail	Murdock Trail to Superior St	Sidepath	\$200,000	1
T-55	Yankee Hill Road	S 40th St to S 56th St	Sidepath	\$350,000	2
T-15	W Holdrege Street Trail	NW 48th St to NW 56th St	Sidepath	\$250,000	3
T-39	10th Street Trail	Hwy 2 intersection improvements	Crossing Improvements	\$2,200,000	4
Priority Trail Projects					
T-19	Boosalis - Bison Connector	Van Dorn St to S 17th St/Burnam St	Sidepath	\$300,000	
T-44	S 14th Street & Yankee Hill Connector (w/RTSD project)	South LPS Property Line to Yankee Hill	Sidepath	\$400,000	
T-21	East Campus Trail	Leighton St to Holdrege St	New Trail	\$150,000	
T-31	W A Street Connector	A Street from SW 36th to SW 40th; SW 40th from A St to F St	Sidepath	\$120,000	
T-48	Air Park Connector - Phase I	NW 13th St to NW 27th St	Sidepath	\$600,000	
T-29	South Street	Folsom St to Jamaica Trail	Sidepath	\$750,000	
T-20	Deadmans Run Trail	N 48th St to Mo Pac Trail	New Trail	\$550,000	
T-66	Yankee Hill Road	S 14th St to S 27th St	Sidepath	\$350,000	
T-43	Yankee Hill Rd	S 56th St to S 70th St	Sidepath	\$350,000	
T-64	S 70th Street Connector	Old Post Rd to MoPac Trail	Sidepath	\$700,000	
T-53	NW 56th Street Trail	W Holdrege to W Partridge	Sidepath	\$100,000	
T-18	Deadmans Run Trail	Murdock Trail to Cornhusker Hwy and Railroad grade separation	New Trail and Grade Separation	\$300,000	
T-80	NW 12th Street	NW 10th St to W Fletcher Ave	Sidepath	\$200,000	
T-35	N 1st Street	N 1st St crossing of Hwy 34	Sidepath	\$400,000	
T-49	Air Park Connector - Phase II	NW 27th St to NW 48th St	Sidepath	\$900,000	
T-36	NW 12th Street	W Fletcher Ave to Aster St with US 34 grade separated crossing	Sidepath; Grade Separation	\$400,000	
T-34	N 48th Street/Bike Park Trail	Superior St to N 56th St	New Trail; Sidepath	\$900,000	

¹ Project T-16 to be completed with Roadway Capital Project 41 (N 48th Street from Adams Street to Superior Street)

² Project T-55 to be completed with Roadway Capital Project 27 (Yankee Hill Road from S 40th Street to S 48th Street) and Project 83 (Yankee Hill Road from S 48th Street to S 56th Street)

³ Project T-15 to be completed with Roadway Capital Project 10 (W Holdrege Street from NW 56th Street to NW 48th Street)

⁴ Project T-39 to be completed with Roadway Capital Project 82 (Nebraska Hwy 2 Corridor Improvements), which is partially funded within the Fiscally Constrained Plan. Inclusion of this crossing improvement project should be considered in the context of the overall corridor improvement needs and available funding.