



Fiscal Years 2026-2029 Transportation Improvement Program

May 2, 2025

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mpo@lincoln.ne.gov

Si necesita información en otro idioma, envíe un correo electrónico a

mpo@lincoln.ne.gov

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

Nếu bạn cần thông tin bằng ngôn ngữ khác, vui lòng gửi email

mpo@lincoln.ne.gov

mpo@lincoln.ne.gov

إذا كنت بحاجة إلى معلومات بلغة أخرى، يرجى إرسال بريد إلكتروني

หากคุณต้องการข้อมูลในภาษาอื่น โปรดส่งอีเมล mpo@lincoln.ne.gov

ئەگەر پێویستت بە زانیارییە بە زمانێکی تر، تکایە ئیمەیل بنێرە

mpo@lincoln.ne.gov

**MPO PROGRAMMING AND
FUNDING COMMITTEE**
March 10, 2025

MPO TECHNICAL COMMITTEE
April 9, 2025

**LINCOLN-LANCASTER COUNTY
PLANNING COMMISSION**
April 16, 2025

MPO OFFICIALS COMMITTEE
May 2, 2025

**LINCOLN METROPOLITAN
PLANNING ORGANIZATION**
May 2, 2025

Introduction

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

Federal regulations require that each urbanized area have a continuing, cooperative, and comprehensive (3-C) transportation planning process in order to receive federal capital or operating funds. The MPO is the organization designated to carry out the 3-C process for Lincoln and Lancaster County. The 3-C process results in transportation plans and programs that are consistent with the comprehensively planned development of the urbanized area. The TIP, along with the Long Range Transportation Plan, are key elements of this process. The Infrastructure Investment and Jobs Act (IIJA) became law in 2021 and continues the Metropolitan Planning programs and authorization of surface transportation programs. To remain eligible for federal transportation funding, the planning process must demonstrate that the Lincoln Metropolitan Planning Area is in compliance with all federal requirements for metropolitan transportation planning. The MPO is jointly overseen by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

Purpose of the TIP

The TIP is directly related to the City's, County's, and State's Capital Improvement Programs which are brought forward at this time each year. The TIP follows the federal fiscal year which runs from October 1st to September 30th. It identifies projects by source of funding, jurisdictional responsibility, type of project, and year of funding. This program is a listing of priority projects which are to be carried out within the next four fiscal years which include FYs 2026, 2027, 2028 and 2029. Projects planned for implementation beyond this time frame are not listed in this program since local funding may be tentative and federal funds for these projects cannot be obligated.

The TIP reflects the priorities and direction of the region and its state and federal partners in the transportation planning process. Projects identified in the TIP must be consistent with the goals and objectives identified in the current *Long Range Transportation Plan* for Lincoln and Lancaster County. This program of projects depicts the MPO's priorities for the expenditure of federal funds for all transportation funding categories by federal fiscal year including highway, public transportation, bicycle, pedestrian and transportation enhancement projects. The TIP document may also include, for informational purposes, non-federally funded projects occurring in the planning area.

The geographic location and extents of projects in the TIP that are location-specific are available via an [online interactive map](#) that contains links to the applicable section of the TIP document.

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

- a. Depicts the Lincoln MPO's priorities for expenditure of federal funds for all transportation funding categories by federal fiscal year including highway, public transportation, bicycle, pedestrian and transportation enhancement projects;
- b. Provides assurance to the FHWA that the project selection process has been carried out in accordance with federal requirements in Section 134 of Title 23, United States Code (USC), as amended; and
- c. Demonstrates that the TIP is financially feasible.

Federal Requirements for TIPs

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

- **Time Period** – *The TIP must cover at least a four-year period and be updated at least every four years.* The financial and project tables included in this document cover FYs 2026-2029. NDOT and the MPO have established an annual update cycle.
- **Public Comment** – *The TIP process must provide opportunity for public review and comment.* The MPO transportation planning process allows for public involvement at various points within transportation plan and program development. The public participation process is summarized below in this section.
- **Specific Project Information** – *The TIP must list capital and non-capital surface transportation projects that will use federal funds and/or regionally significant projects requiring FHWA or FTA action. For each project or project phase, the TIP must include sufficient descriptions including the type of work, project termini and length, total cost, amount of federal funds, and responsible agency. Groupings may be used for projects that are not considered to be of appropriate scale for individual identification.* A complete detailed project listing is included in this TIP and organized by agency/project type.
- **Consistency with U.S. Department of Transportation Principles** – *Projects and project phases in the TIP must be consistent with U.S. Department of Transportation priorities.*
- **Consistency with the Transportation Plan** – *Each project or project phase in the TIP must be consistent with the Long Range Transportation Plan.* For each new project included in the detailed project listing, an explanation of transportation plan conformity is provided in the associated staff report.
- **Financial Plan** – *The TIP must include a financial plan including system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.* Each section summarizes the expected financial resources over the program period and the last section summarizes all TIP finances shown.
- **Prioritization Process** – *The TIP should identify the criteria and process for prioritizing projects from the Transportation Plan for inclusion in the TIP.* Major projects are drawn from the priority project listings in the Long Range Transportation Plan, which are prioritized based on the goals of the LRTP. Other projects identified through the Congestion Management Process, safety planning, operational maintenance or enhancement project programming and a number of other sources may be considered within this process and supported for funding through the TIP.
- **Status of Projects from the previous TIP** – *The TIP should list major projects from the previous TIP that were implemented or delayed.* Each section lists projects under contract for construction or completed. As projects move out of the current programming period, they are removed from the TIP.
- **Transportation Control Measures (TCMs)** – *The TIP should describe the process of implementing TCMs.* The Lincoln Metropolitan Planning Area is in conformance for air quality and does not specifically address TCMs for the purpose of reducing emissions.
- **Air Quality** – *The TIP is to document conformity with the State Implementation Plan.* The Lincoln Metropolitan Planning Area is in conformance for air quality and the state does not require a State Implementation Plan for meeting Clean Air Act requirements.

The Metropolitan Planning Organization

The governor designates the MPOs for urban areas in their state that will be responsible for carrying out the urban transportation planning process. The City of Lincoln is the designated MPO for the Metropolitan Planning Area which includes the City of Lincoln and Lancaster County. The MPO is staffed by the Lincoln Planning Department and its committees are composed of elected and appointed officials representing local, state and federal governments and agencies having interest or responsibility in land use planning, the quality and the location of transportation facilities, transportation safety issues on all roads, and better planning and designs.

The Mayor of the City of Lincoln is the “Executive Officer” of the Lincoln MPO. Under the Mayor, the MPO functions through a committee structure consisting of an Officials Committee, a Technical Committee, a number of

subcommittees, and MPO administrative staff. Together, they establish and approve the Metropolitan Transportation Plan (Long Range Transportation Plan), the TIP and other work of the MPO. The MPO Officials Committee is composed of elected and appointed officials representing local, state and federal governments or agencies having interest or responsibility in the comprehensive transportation planning process. These include the Mayor of Lincoln, and representatives from the Lincoln City Council, Lancaster County Board of Commissioners, NDOT, FHWA and FTA.

Planning Commission

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

Geographic Area of the TIP

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

Statewide Transportation Improvement Program (STIP)

The TIP becomes part of the State Transportation Improvement Program (STIP) by reference. The frequency and cycle for updating the TIP is compatible with the development and approval process for the STIP. The STIP begins as a compilation of the regional TIPs that have been adopted by the MPOs and develops into a comprehensive list of all highways (state or local) and all transit (capital or operating) projects in urban and rural areas that propose to use federal funds. All federally funded projects proposed to begin between October 1st and September 30th from all of the regional TIPs across the state are included in the STIP, including federally funded projects in rural areas. The STIP is updated every year and includes a minimum four-year listing of federal-aid projects for approval by the FHWA and FTA.

Conformance with Long Range Transportation Plan

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

The TIP document was developed in conformance with the *Long Range Transportation Plan* for the Lincoln MPO as coordinated with the *Lincoln and Lancaster County Comprehensive Plan*. To ensure that improvements are programmed in accord with the transportation plan priorities, a review was undertaken and the TIP was found to be consistent with the current *Long Range Transportation Plan*.

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

Types of Projects Included in the TIP

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

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

Project Selection

The TIP is developed cooperatively by the MPO and agencies in the metropolitan planning area. Major projects in the TIP are drawn from the priority project listings in the Long Range Transportation Plan. Implementing agencies carry out the transportation plan's specific elements through the programming process. As a result, the TIP serves as a strategic management tool to accomplish the objectives of the transportation plan.

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

Congestion Management. Beginning with the FY 2024-2027 TIP, a review element for congestion management was added to the TIP review process. Its inclusion was in response to a recommendation received from the FHWA and FTA at the MPO's four-year certification review in 2021. This review is intended to formalize consideration of these key aspects of transportation planning and would be applicable to new projects added to the TIP for all programs except NDOT, Lincoln Airport, and FTA. The congestion management review element integrated project-level information from the MPO Congestion Management Process with proposed projects to better inform decision-making. Standard questions were developed with responses provided by the applicant agency/department and analysis included in the Technical and Officials Committee staff reports. Congestion is addressed based on the Lincoln MPO Congestion Management Process (CMP) adopted in May 2020. The CMP provides a systematic approach for managing congestion by defining a CMP network and identifying strategies to reduce trips and vehicle miles traveled, shift automobile trips to other modes, improve roadway operations, improve infrastructure, and add capacity.

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

This method of review and questions will be refined as needed.

National Performance Management Measures

The Infrastructure Investment and Jobs Act (IIJA) requires that all state departments of transportation and metropolitan planning organizations use a performance-based planning and programming approach known as Transportation Performance Management (TPM). TPM uses system information to make investment and policy decisions to achieve national performance goals.

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

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

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

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

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

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

The targets for the above performance measures are identified in the Performance Measures section 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, Lancaster County, and City of Lincoln program numerous maintenance 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

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

Financial Plan Statement

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

Public Involvement Process

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

The City and the County each have an established procedure for adopting improvement programs. Both City and County processes include review by the City-County Planning Commission for compliance with the Comprehensive Plan and formal advertised Public Hearings before the Planning Commission and City Council or County Board. The RTSD also allows for public input within open advertised public meetings.

Annual Listing of Obligated Projects

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

Congestion Mitigation and Air Quality (CMAQ)

Federal legislation provides funds to be utilized for non-attainment and maintenance areas under the Clean Air Act for transportation programs and projects that contribute to attainment of National Ambient Air Quality Standards. Since the Lincoln MPA is compliant with the latest air quality standards, the MPO does not specifically program for CMAQ funding. However, the MPO Carbon Reduction Program (CRP) formula funds were exchanged for CMAQ funds from NDOT in 2024 and those funds are identified as CMAQ in the TIP.

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. Once approved, the TIP then becomes, without modification, a part of the Statewide TIP. NDOT and the Nebraska MPOs have established an annual update cycle to coincide with the federal fiscal year.

FY 2026-2029 Self-Certification Statement

JOINT NDOT-MPO CERTIFICATION STATEMENT

ON THE

METROPOLITAN TRANSPORTATION PLANNING PROCESS

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

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

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

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

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

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

and

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

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

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

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

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

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

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

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

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

and

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

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

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

Lincoln Metropolitan Planning Organization



Mayor Leirion Gaylor Baird, Executive Officer

5/15/25

Date

Nebraska Department of Transportation



Ryan Huff, Strategic Planning Division

5/2/25

Date

Performance-Based Planning Measures

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

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

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

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

Safety

The Federal Highway Administration (FHWA) published the Highway Safety Improvement Program and Safety Performance Management Measures (PM-1) Final Rules in the Federal Register on March 15, 2016. The Safety Performance Management Measures rule supports the Highway Safety Improvement Program (HSIP), as it establishes five safety performance measures to carry out the HSIP and to assess serious injuries and fatalities on all public roads. State DOTs are required to establish safety (HSIP) targets for all five performance measures by August 31 of each year. The Lincoln MPO has agreed to support the state's annual (CY 2025) safety performance targets set in August 2024. The targets are:

	5-Year Rolling Average	
	Baseline (2019-2023)	Target (2021-2025)
Number of Fatalities	234.6	233.0
Rate of Fatalities per 100 million vehicle miles traveled (VMT)	1.120	1.120
Number of Serious Injuries	1,275.2	1,155.0
Rate of Serious Injuries	6.084	5.487
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	111.6	106.0

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

Infrastructure

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

are required to establish pavement and bridge condition targets by October 1 every four years. The Lincoln MPO has agreed to support the state's 4-year performance period (CY 2022-2025) pavement and bridge performance targets set in December 2022 and the adjusted 4-year target set in 2024. The targets are:

Performance Measure	4-Year Target (2022-2025)
Percentage of Pavements of the Interstate System in Good Condition	≥50% (adjusted)
Percentage of Pavements of the Interstate System in Poor Condition	≤5%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	≥40%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	≤10%
Percentage of NHS Bridges Classified as Good Condition	≥55%
Percentage of NHS Bridges Classified as Poor Condition	≤10%

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

System Performance

Assessing Performance of the National Highway System (NHS), Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (PM-3) was identified in the FHWA Final Ruling, published in the Federal Register on January 18, 2017 (82 FR 5970). This rule establishes performance measures to assess the performance of the Interstate and non-Interstate NHS to carry out the National Highway Performance Program, freight movement on the Interstate system to carry out the National Highway Freight Program, and traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. There are two performance measures to assess system performance of the NHS, one performance measure to assess freight movement on the Interstate system, two performance measures to assess traffic congestion under the CMAQ program, and one performance measure to assess total emissions reductions by applicable pollutants under the CMAQ program. State DOTs are required to establish system performance, freight, and CMAQ targets by October 1 every four years. The Lincoln MPO has agreed to support the state's adjusted 4-year target set in 2024. The targets are:

Performance Measure	4-Year Target (2022-2025)
Percent of the Person-Miles Traveled on the Interstate that are Reliable	≥96.0% (adjusted)
Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable	≥85.0% (adjusted)
Truck Travel Time Reliability Index	≤1.25 (adjusted)

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

Transit Asset Management

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

The Rule, “Transit Asset Management; National Transit Database,” went into effect on July 26, 2016 with the TAM plan due for transit by October 1, 2018. Transit target setting repeats annually and plans are updated every four years. The Lincoln Transportation and Utilities - StarTran Transit Asset Management Plan was completed by September 27, 2018, and StarTran established the TAM targets by the January 1, 2017 deadline. The StarTran TAM Plan was updated in December 2022. The Lincoln MPO has agreed to support the StarTran performance targets. The targets are:

Category	Class	ULB*	Performance Target
Rolling Stock: FR Bus	Bus	15 years	4.5% of fleet exceeds ULB
Rolling Stock: SR Paratransit	Overall (Van, Cutaway, Minivan)	6 years	25% of fleet exceeds ULB
Equipment: Non-Revenue Service Vehicle	Automobile	10 years	0% of fleet exceeds ULB
Equipment: Non-Revenue Service Vehicle	Other Support Vehicle	15-20 years	50% of fleet exceeds ULB
Facility: StarTran Administration, Bus Storage, and Maintenance	Admin & Maintenance	40 years	No more than 0% of StarTran owned facilities rated less than 3.0 on FTA TERM scale
Facility: Parking Facilities	Admin & Maintenance	40 years	No more than 0% of StarTran owned facilities rated less than 3.0 on FTA TERM scale

* ULB – Useful Life Benchmark

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

Transit Safety

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

Agency Safety Plans in place by December 31, 2020 and share the safety performance targets with their MPO and State. The StarTran Agency Safety Plan was completed in July 2020, and it was updated in December 2022. The Lincoln MPO has agreed to support the safety performance targets in this plan. The targets are:

Fixed Route Safety Performance Baseline and Targets - Performance Category	2020-2023 Baseline	Target
Fatalities - Total	0.25	0
Fatalities - Rate per 100,000 vehicle revenue miles (VRM)	0.00	0
Injuries (Minor/Major) - Total	0.25	Reduction from baseline
Injuries (Minor/Major) - Rate per 100,000 VRM	0.00	Reduction from baseline
Injuries (Minor/Major) - Total	0.25	Reduction from baseline
Injuries (Minor/Major) - Rate per 100,000 VRM	0.00	Reduction from baseline
Safety Events (Minor/Major) - Total	0.25	Reduction from baseline
Safety Events (Minor/Major) - Rate per 100,000 VRM	0.00	Reduction from baseline
System Reliability (Minor/Major)	8,021	Increase from baseline

Comments



Jim Pillen, Governor

September 24, 2025

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

Dear Ms. Gaylor Baird:

SUBJECT: State Approval by Governor's Designee of Lincoln MPO FY 2026 – FY 2029 TIP

As the Governor's designee, I am approving the Lincoln MPO FY 2026 – FY 2029 Transportation Improvement Program (TIP) as approved by the Lincoln MPO Technical Advisory Committee and approved by the Lincoln MPO Officials Committee on May 2, 2025.

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

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

Sincerely,

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

CC: J. Luther, FHWA
G. Doyle, FTA
R. Huff, NDOT
J. Gibson, NDOT
S. Soula, NDOT
D. Townsend, NDOT
J. Kamarad, NDOT
D. Cary, Lincoln MPO
R. Christopher, Lincoln MPO
Division file

Vicki Kramer, Director

Department of Transportation

MAILING ADDRESS

PO Box 94759
Lincoln, NE 68509-4759

PHYSICAL ADDRESS

1500 Nebraska Parkway
Lincoln, NE 68502

PHONE 402-471-4567

EMAIL NDOT.ContactUs@nebraska.govdot.nebraska.gov



**U.S. Department
of Transportation**

October 1, 2025

Federal Highway Administration
100 Centennial Mall North, Room 220
Lincoln, NE 68508

Federal Transit Administration
901 Locust Street, Room 404
Kansas City, MO 64106

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

Director Kramer:

**FHWA/FTA Approval of the Nebraska FY 2026 - 2029 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 2026-2029 Statewide Transportation Improvement Program (STIP), including the projects from the incorporated Metropolitan Transportation Improvement Programs (TIPs) for Lincoln MPO (City of Lincoln and Lancaster County), South Sioux City (SIMPCO), Omaha (MAPA), and Grand Island (GIAMPO).

The Draft FY 2026-2029 STIP was available for public comment from August 15, 2025 to August 29, 2025. NDOT received no comments on the proposed STIP during this public comment period.

The Metropolitan Area Planning Agency's (MAPA) Board of Directors approved the TIP on June 26, 2025. The Lincoln MPO TIP was approved by the Officials Committee on May 2, 2025. The Grand Island TIP was approved by the Policy Board on May 27, 2025. NDOT approved all of the Metropolitan TIPs for inclusion into the STIP on September 24, 2025.

The SIMPCO TIP and 2045 LRTP were found to be inconsistent during the NDOT review of those planning products, therefore the SIMPCO FY 2026-2029 TIP is excluded from this approval. SIMPCO is currently addressing the issue and an amendment to the FY 2026-2029 STIP will be required to include their TIP once addressed.

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

The enclosed planning finding was prepared to demonstrate how the NDOT's statewide and metropolitan transportation planning and programming processes meet the Federal requirements. Based on FHWA and FTA review of the FY 2026-2029 STIP, the monitoring activities throughout the year, the MPO's self-certifications, and the enclosed planning finding, the FY 2026-2029 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,

CARRIE
ELISABETH
OSBORNE BUTLER

Digitally signed by CARRIE
ELISABETH OSBORNE
BUTLER
Date: 2025.09.30 15:28:06
+05'00'

Carrie Butler
Regional Administrator
Federal Transit Administration



James R. Simerl
Acting Division Administrator
Federal Highway Administration

cc:

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

Nebraska FY 2026-2029 STIP FHWA and FTA Joint Planning Finding

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

In accordance with 23 CFR 450.220 and 450.330 (a), the FHWA and the FTA hereby find that the projects included in the fiscal year 2026-2029 STIP are based on a transportation planning process that substantially meets the requirements of 23 CFR Part 450 subpart A, B, C, 49 U.S.C. Sections 5303-5304, and 23 U.S.C. Sections 134 and 135. This joint finding is based on the certification of the statewide transportation planning process for and within Nebraska as well as FHWA's and FTA's ongoing participation in both statewide and metropolitan transportation planning processes (including certification reviews conducted in transportation management areas).

TIP/STIP:

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

During the review of the FY 2026-2029 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 2025 federal fiscal year. To address this issue, please ensure the next STIP amendment accurately portrays the beginning balances.

NDOT approved all the MPO TIPs on September 24, 2025 for inclusion into the NDOT 2026-2029 STIP, with the exception of SIMPCO. There is no NDOT approval for SIMPCO at this time, as the SIMPCO TIP is not currently consistent with their 2045 LRTP. SIMPCO is currently in the process of updating the 2045 LRTP and it should have policy board approval by the end of the first week of October. NDOT will submit the approval letter for SIMPCO as soon as the LRTP is approved and a STIP amendment to FHWA and FTA.

The MPOs' TIPs were approved by their respective policy committees on the following dates:

- The Metropolitan Area Planning Agency's (MAPA) Board of Directors approved the TIP on June 26, 2025.
- The Lincoln MPO (City of Lincoln and Lancaster County) TIP was approved by the Officials Committee on May 2, 2025.
- The Grand Island TIP was approved by the Policy Board on May 27, 2025.

FHWA and FTA have jointly determined that the FY 2026-2029 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 most recently in July 2024. This document contains many of the administrative procedures for developing the STIP and TIPs. Also, this document outlines the amendment thresholds that the transportation partners have agreed to in Nebraska for both TIPs and Long-Range Transportation Plan amendments. This document continues to be a major streamlining tool to help advance projects through the planning process in Nebraska. FHWA is available to assist NDOT in continuing to update the STIP Development Guidelines upon request.

Public Involvement:

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

In addition, NDOT prepares a news release for media outlets informing the public that the draft STIP is available for public comment. The 2026-2029 STIP outreach was disseminated as follows:

- A press release to 5,162 recipients, including 276 media outlets statewide.
- A Tweet to 35,500 NDOT followers.
- Gov. Delivery (web-based email subscription service) note to the 2,621 subscribers of RSS feed of NDOT Twitter page.
- Gov. Delivery note to the 1,298 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 2026-2029 STIP was available for public comment from August 15, 2025 to August 29, 2025. NDOT received no comments on the proposed STIP during this public comment period.

Self-Certification Statements:

The self-certification statements are an opportunity for the MPOs and NDOT to present how they have incorporated participation in the transportation planning process. These agencies use these statements to outline how their operations are conducted in a comprehensive, cooperative, and continuous (3C) manner.

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

Planning Finding:

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

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

FY 2026 Corrective Action:

There are no corrective actions identified for the FY 2025 Planning Finding.

FY 2026 Recommendations:

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

Transportation Improvement Program

NOTE: All costs are in thousands. Values displayed throughout this document will need to be multiplied by 1,000 to generate anticipated costs/actual amounts.

Key to Funding Sources

Federal Funds

5310: FTA Section 5310

5311: FTA Section 5311

ARPA: American Rescue Plan Act

BRI: Highway Infrastructure Bridge Replacement/Rehab

CDBG: Community Development Block Grant Program

CMAQ: Congestion Management and Air Quality

CPF: HUD Economic Development Initiative Community Project Funding

CRP: Carbon Reduction Program

DPU: Federal Discretionary Funds (NDOT)

EDA: Economic Development Administration

EM: Earmarks - Discretionary, Demonstration, Federal Lands and other funds not distributed by federal formula (EM*) reflective of submitted grant application for earmark funds. *EM funds are not available until Grant Award. If not awarded, alternative funds will be identified as these are priority projects for Nebraska

FA: Federal Aid - Includes Sections 5307 and 5339

FAA: Airport Improvement Program

FG: Other Federal Funds - FTA Discretionary Grant Programs

HS: Highway Safety Improvement Program

LC: STPG-Urbanized Areas > 200,000, Lincoln

NH: National Highway Performance Program

OFF: Other Federal Funds

RCE: Railroad Administration Railroad Crossing Elimination

RTP: Recreational Trails Program

RZ: Railroad - Hwy Crossing - Hazardous Funds

SS4A: Safe Streets and Roads for All

STIC: State Transportation Innovation Council

STP: STP-Flexible (NDOT)

TA: Transportation Alternatives

State Funds

BRI-AC(NE): State Revenue/Aids (Advanced Construction)

NE: State Revenue/Aids

NH-AC(NE): State Revenue/Aids (Advanced Construction)

Local & State Funds

BN: City of Bennet

GR: General Revenues - Local

CO: Lancaster County

HIC: City of Hickman

HS-AC(CO): Lancaster County (Advanced Construction)

LAA: Lincoln Airport Authority

LC-AC(LN): City of Lincoln (Advanced Construction)

LN: City of Lincoln

LOCAL: Other Local Funds

LOTM: Lincoln on the Move 1/4 Cent Sales Tax

OF: Other Local Funds/In-Kind Local Match (LTU-StarTran: includes Nebraska Environmental Trust Funds)

RR: Railroad Private Contributions

RT: Railroad Transportation Safety District

WV: City of Waverly

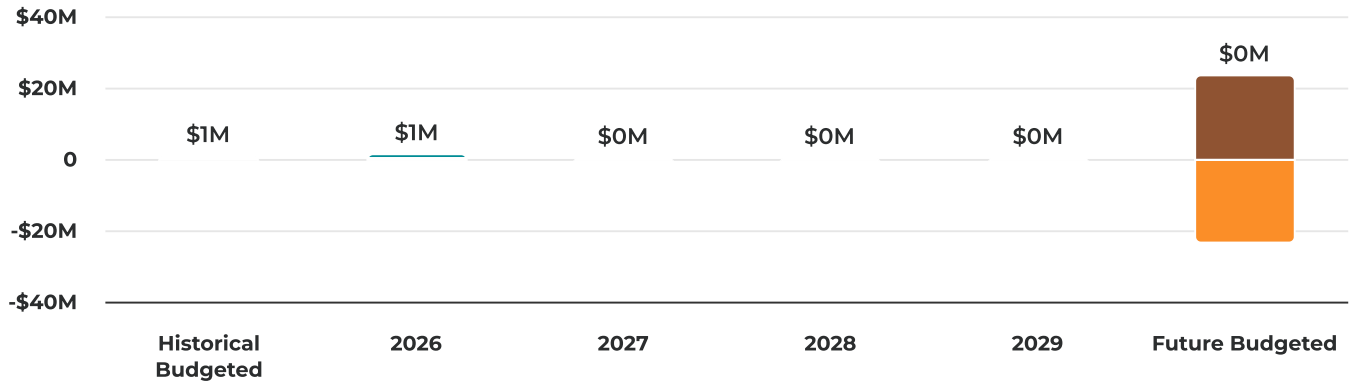
Other

Unspecified (Future Years): Funding Source Not Identified

Multi-Year Summary

NOTE: All costs are in thousands. Values displayed throughout this document will need to be multiplied by 1,000 to generate anticipated costs/actual amounts.

FY26 - FY29 Total Funding by Source (in 1,000s)

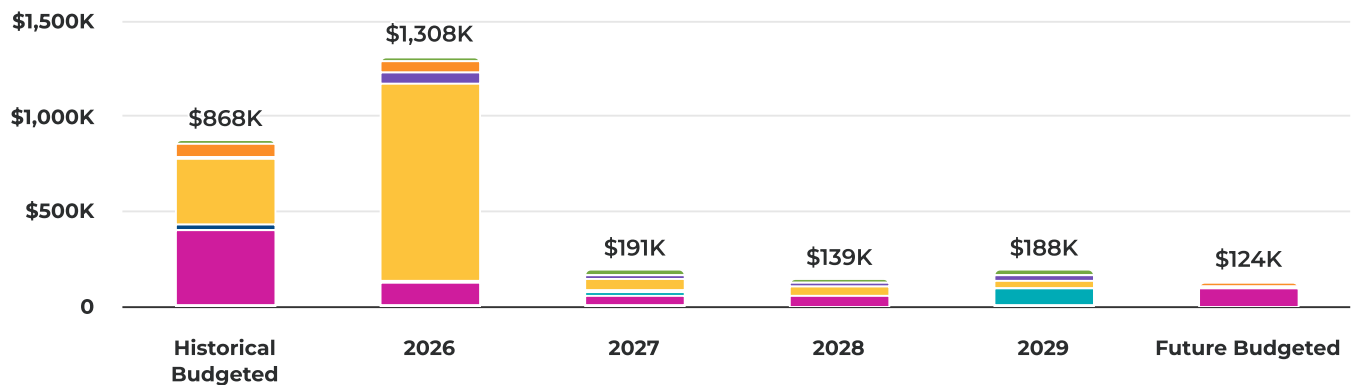


Funding by Source Totals (all years)

5310	\$382	0.01%
ARPA	\$2,250	0.08%
BN	\$25	0.00%
BNSF	\$125,993	4.61%
BRI	\$21,358	0.78%
BRI-AC(NE)	\$21,358	0.78%
CMAQ	\$5,028	0.18%
CO	\$35,474	1.30%
CPF	\$13,748	0.50%
DPU	\$40,511	1.48%
EDA	\$1,000	0.04%
EM	\$14,379	0.53%
EM-AC(NE)	\$14,379	0.53%
FA	\$34,712	1.27%
FAA	\$68,118	2.49%
FG	\$24,125	0.88%
Fixed Route Operations & Specialized	\$5,400	0.20%
GR	\$7,197	0.26%
GR (General Revenues - Local Funds)	\$49,770	1.82%
HIC	\$33	0.00%
HS	\$921,728	33.73%
HS-AC(CO)	\$598	0.02%
LAA	\$740	0.03%
LC	\$23,366,168	855.08%
LC-AC(CO)	\$100	0.00%
LC-AC(LN)	\$27,006	0.99%
LN	-\$22,742,807	-832.26%
LOCAL	\$30,637	1.12%
LOTM	\$8,952	0.33%

NE	\$273,400	10.00%
NE (State Revenue/Aid)	\$2,400	0.09%
NH	\$107,112	3.92%
NH-AC(NE)	\$89,621	3.28%
OF	\$6,648	0.24%
OFF	\$54,980	2.01%
RCE	\$67,657	2.48%
RTP	\$132	0.00%
SC (Service Charges - Local Funds)	\$12,600	0.46%
Section 5307 ADA	\$1,120	0.04%
Section 5307 Operating and JARC - Lincoln Literacy	\$60	0.00%
Section 5307 Operating and JARC - StarTran	\$300	0.01%
SS4A	\$1,056	0.04%
STIC	\$285	0.01%
STP	\$9,822	0.36%
TA	\$7,030	0.26%
WV	\$59	0.00%

FY26 - FY29 Total Funding by Department (in 1,000s)



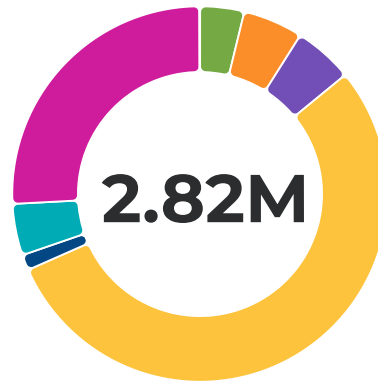
Funding by Department Totals (all years)

Federal Transit Administration: Section 5310/5311	\$382	0.01%
Lancaster County Engineering	\$106,841	3.79%
Lincoln Airport Authority	\$145,800	5.17%
Lincoln Transportation and Utilities - StarTran	\$143,540	5.09%
Lincoln Transportation and Utilities - Transportation	\$1,531,099	54.32%
Pedestrian, Bike & Trail Projects	\$37,821	1.34%
Railroad Transportation Safety District	\$125,042	4.44%
State of Nebraska: Department of Transportation	\$726,901	25.79%
Transportation Planning	\$1,320	0.05%

Funding by Department

NOTE: All costs are in thousands. Values displayed throughout this document will need to be multiplied by 1,000 to generate anticipated costs/actual amounts.

FY26 - FY29 Costs by Department (in 1,000s)



● Federal Transit Administration: Section 5310/5311	\$382	0.01%
● Lancaster County Engineering	\$106,841	3.79%
● Lincoln Airport Authority	\$145,800	5.17%
● Lincoln Transportation and Utilities - StarTran	\$143,540	5.09%
● Lincoln Transportation and Utilities - Transportation	\$1,531,099	54.32%
● Pedestrian, Bike & Trail Projects	\$37,821	1.34%
● Railroad Transportation Safety District	\$125,042	4.44%
● State of Nebraska: Department of Transportation	\$726,901	25.79%
● Transportation Planning	\$1,320	0.05%

Transportation Projects

NOTE: All costs are in thousands. Values displayed throughout this document will need to be multiplied by 1,000 to generate anticipated costs/actual amounts.

Projects and Operations

Project No. / Project Name	Years	Departments	Type	Total
HSIP-33 148th Street and 65(8) Holdrege Street	2026 - 2029	Lancaster County Engineering	Standard TIP Form	\$0
LCLC55 14th Street from 202) Salt Creek to Adams Street	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$29,104
LCLC-52 1st Street & 13(3) Cornhusker - Traffic Signal Replacement	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$2,715
LCLC-52 33rd/Cornhusker 33(4) Viaduct, Lincoln	2026 - 2029	Railroad Transportation Safety District	Standard TIP Form	\$111,642
LCLC-52 33rd/Cornhusker 33(5) Viaduct, Lincoln - Phase A	2026 - 2029	Railroad Transportation Safety District	Standard TIP Form	\$2,375
LCLC-52 33rd/Cornhusker 33(6) Viaduct, Lincoln - Phase B	2026 - 2029	Railroad Transportation Safety District	Standard TIP Form	\$1,175
LCLC-52 33rd/Cornhusker 33(7) Viaduct, Lincoln - Phase C	2026 - 2029	Railroad Transportation Safety District	Standard TIP Form	\$1,800
LCLC-52 48th & Calvert and 06(2) 56th & Calvert	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$2,275
LCLC-52 66th St./Cotner 45(2) Blvd./Adams St. - Traffic Signal Replacement	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$0
HSIP-52 84th St. and US-6 49(9) (Cornhusker Hwy.) - Intersection Improvements	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$4,774
LCLC-52 9th & A St., 9th & D 61(1) St., 10th & A St., 10th & D St. - Traffic Signal Replacement	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$0
LCLC-52 A Street, 40th to 20(6) 56th	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$8,190
LCLC-52 A Street, 6th to 20(7) 17th	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$5,648
LCLC-52 Adams Street, 50(4) 36th to 49th - Pavement Repair Project	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$0

Project No. / Project Name	Years	Departments	Type	Total
LCLC-52 72(1) Arbor Road Bridge Replacement	2026 - 2029	Lancaster County Engineering	Standard TIP Form	\$2,791
TAP-55 (182) Beal Slough Trail Project	2026 - 2029	Pedestrian, Bike & Trail Projects	Standard TIP Form	\$2,982
N/A Bus Stop Amenities (Required by FTA)	2026 - 2029	Lincoln Transportation and Utilities - StarTran	Standard TIP Form	\$1,769
N/A City of Bennet - Transportation Safety Action Plan	2026 - 2029	Transportation Planning	Standard TIP Form	\$0
N/A City of Waverly - Vehicular and Pedestrian Connectivity Study	2026 - 2029	Transportation Planning	Standard TIP Form	\$0
N/A Computer Hardware and Software	2026 - 2029	Lincoln Transportation and Utilities - StarTran	Standard TIP Form	\$1,657
LCLC-6-6(165) Cornhusker Highway, 39th to L-55X	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$6,150
LCLC-52 37(4) Cotner Boulevard, O Street to Starr Street	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$5,708
N/A County Operations & Maintenance	2026 - 2029	Lancaster County Engineering	Standard TIP Form	\$12,000
ITS-NH-80-8(17 2) D1 Fiber I-80, Pleasant Dale - Lincoln	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$939
ITS-NH-D1(108) District 1 Dynamic Message Sign (DMS) Replacement	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$314
ITS-NH-D1(109) District 1 Dynamic Message Signs (DMS) Retrofit	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$1,074
ITS-NH-D1(110) District 1 Side Mount Dynamic Message Sign (DMS)	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$1,715
N/A Downtown Corridors and Music District Streetscape (UNDER CONTRACT FOR CONSTRUCTION)	2026 - 2029	Pedestrian, Bike & Trail Projects	Standard TIP Form	\$0
N/A East Beltway	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$1,000
-- East Beltway - Lancaster County	2026 - 2029	Lancaster County Engineering	Standard TIP Form	\$5,000
N/A Fareboxes	2026 - 2029	Lincoln Transportation and Utilities - StarTran	Standard TIP Form	\$0
N/A Fleet Infrastructure	2026 - 2029	Lincoln Transportation and Utilities - StarTran	Standard TIP Form	\$0

Project No. / Project Name	Years	Departments	Type	Total	
LCLC-33 40(8)	Improvements Fletcher Avenue, 84th Street to 148th Street	2026 - 2029	Lancaster County Engineering	Standard TIP Form	\$5 , 853
TAP-55 (186)	Fletcher Landmark Trail (COMPLETED)	2026 - 2029	Pedestrian, Bike & Trail Projects	Standard TIP Form	\$0
N/A	General Aviation Development	2026 - 2029	Lincoln Airport Authority	Standard TIP Form	\$1 , 500
NH-180- 9(733)	I-180, Adams St Bridge, Lincoln	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$7 , 511
NH-180- 9(7)	I-180, Cornhusker South	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$2 , 772
NH-180- 9(8)	I-180, I-180 Bridges over I-80	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$8 , 466
NH-180- 9(9)	I-180, I-80 - Cornhusker Highway (UNDER CONTRACT FOR CONSTRUCTION)	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$0
NH-180- 9(10)	I-180, I-80 Interchange - Cornhusker Highway	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$4 , 051
HSIP-80 -9(208)	I-80, 27th St - Platte River	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$11 , 462
NH-80- 8(166)	I-80, Airpark - I-180	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$2 , 368
STP-80- 9(209)	I-80, District 1-A High Mast Tower Replacement (UNDER CONTRACT FOR CONSTRUCTION)	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$0
NH-80- 9(92)	I-80, I-80 Barrier, Lincoln (COMPLETED)	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$0
NH-80- 9(140)	I-80, Jct I-180 - E Jct US-77	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$147
NH-80- 8(103)	I-80, Pleasant Dale - NW 56th Street	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$0
NH-80- 9(141)	I-80, Waverly - Jct N-66	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$1 , 000
N/A	Improvements: Buildings/ Grounds / Land	2026 - 2029	Lincoln Transportation and Utilities - StarTran	Standard TIP Form	\$290
N/A	Interlocal Agreement for Minimum Revenue Guarantee	2026 - 2029	Lincoln Airport Authority	Standard TIP Form	\$0
NH-L55 X(108)	L-55X, Link L-55X North (between Cornhusker Highway and I-80)	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$6 , 614
--	Lancaster County - Local Road	2026 - 2029	Transportation Planning	Standard TIP Form	\$400

Project No. / Project Name	Years	Departments	Type	Total	
ITS-NH-2-6(124)	Safety Plan Update & Safe Mobility Supplemental Action Plan Lincoln South Beltway ITS Deployment	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$3 , 875
N/A	Lincoln Transportation & Utilities - Safe Streets Lincoln: A Vision Zero Action Plan	2026 - 2029	Transportation Planning	Standard TIP Form	\$0
N/A	Maintenance Facility Construction / Relocation	2026 - 2029	Lincoln Transportation and Utilities - StarTran	Standard TIP Form	\$5 , 300
N/A	Multimodal Transportation Center	2026 - 2029	Lincoln Transportation and Utilities - StarTran	Standard TIP Form	\$32 , 226
N/A	Multimodal Transportation Center - Active Transportation Enhancements	2026 - 2029	Pedestrian, Bike & Trail Projects	Standard TIP Form	\$1 , 452
LCLC-5249(8)	N 84th Street & College Park - Traffic Signal Replacement	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$0
DPU-LI N-2-6 (120)	N-2, Lincoln South Beltway (COMPLETED)	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$105 , 000
NH-2-7(123)	N-2, Lincoln-Syracuse	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$2 , 440
LCLC-H SIP-3405(6)	N. 14th Street, Alvo Road to Ashland Road	2026 - 2029	Lancaster County Engineering	Standard TIP Form	\$11 , 516
LCLC-55(201)	N. 162nd Street, Ashland Road to Davey Road	2026 - 2029	Lancaster County Engineering	Standard TIP Form	\$100
LCLC55(200)	N. 162nd Street, Davey Road to US-6	2026 - 2029	Lancaster County Engineering	Standard TIP Form	\$645
HSIP-5231(14)	North 27th Street, Adaptive Signal Control (COMPLETED)	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$0
LCLC-5287(1)	NW 56th Street, I-80 to W. Holdrege Street	2026 - 2029	Lancaster County Engineering	Standard TIP Form	\$2 , 100
N/A	Oak Creek Levee Improvements	2026 - 2029	Lincoln Airport Authority	Standard TIP Form	\$0
STIC-ST WD(208)	Phase 2 Pilot Project - Standardizing Lincoln's	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$0

Project No. / Project Name		Years	Departments	Type	Total
	Integrated eConstruction (SLIC)				
STIC-STWD(197)	Pilot - Hyperflow Software Tool	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$0
LCLC-55(188)	Preventative Maintenance Bridge Package	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$7 , 200
LCLC-5224(1)	Randolph Street, Capital Parkway to 40th Street	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$3 , 750
N/A	Relocate Run-up Pad	2026 - 2029	Lincoln Airport Authority	Standard TIP Form	\$3 , 500
N/A	Revenue Vehicles	2026 - 2029	Lincoln Transportation and Utilities - StarTran	Standard TIP Form	\$13 , 386
CRP-55(197)	Rock Island Trail Undercrossing at Old Cheney Road	2026 - 2029	Pedestrian, Bike & Trail Projects	Standard TIP Form	\$3 , 533
CRP-55(198)	Rock Island Trail Widening - A Street to Boosalis Trail	2026 - 2029	Pedestrian, Bike & Trail Projects	Standard TIP Form	\$824
N/A	Runway 14/32 Rehabilitation - Design	2026 - 2028	Lincoln Airport Authority	Standard TIP Form	\$600
N/A	Runway 14/32 Rehabilitation - Pavement and Lighting	2026 - 2029	Lincoln Airport Authority	Standard TIP Form	\$0
N/A	Runway 17/35 & Taxiway 'A' Sealcoat	2027 - 2029	Lincoln Airport Authority	Standard TIP Form	\$800
N/A	Runway 18/36 - Pavement Reconstruction Construction	2026 - 2029	Lincoln Airport Authority	Standard TIP Form	\$56 , 500
N/A	Runway 18/36 - Pavement Reconstruction Design (UNDER CONTRACT)	2026 - 2029	Lincoln Airport Authority	Standard TIP Form	\$0
LCLC-55(199)	S 27th Street Bridge Over SE Upper Salt Creek	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$5 , 946
STP-HSIP-S55G(107)	S-55G, Hickman Spur	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$3 , 767
N/A	S. 40th Street from Yankee Hill Road to south of Rokeby	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$0
LCLC-HSIP-3265(11)	S. 68th Street, Firth Road to Stagecoach Road	2026 - 2029	Lancaster County Engineering	Standard TIP Form	\$10 , 221
LCLC-HSIP-326	S. 68th Street, Hickman to Roca	2026 - 2029	Lancaster County Engineering	Standard TIP Form	\$1 , 391

Project No. / Project Name		Years	Departments	Type	Total
5(12) HSIP-52 47(14)	Road S. 70th and Nebraska Parkway (Highway 2) Right Turn Lane Addition	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$975 , 576
LCLC-52 75(2)	S. 98th Street, A Street to O Street	2026 - 2029	Lancaster County Engineering	Standard TIP Form	\$11 , 858
LCLC-52 75(1)	S. 98th Street, Old Cheney to A Street	2026 - 2029	Lancaster County Engineering	Standard TIP Form	\$0
LCLC-52 80(3)	Saltillo Intersection Improvements	2026 - 2029	Lancaster County Engineering	Standard TIP Form	\$3 , 400
HSIP-52 80(2)	Saltillo Road, 27th Street to 68th Street	2026 - 2029	Lancaster County Engineering	Standard TIP Form	\$12 , 140
N/A	Scott's Creek Trail	2026 - 2029	Pedestrian, Bike & Trail Projects	Standard TIP Form	\$0
N/A	Section 5310 Program: FY 2024 Allocation	2026 - 2029	Federal Transit Administration: Section 5310/5311	Standard TIP Form	\$16
N/A	Section 5310 Program: FY 2025 Allocation	2026 - 2029	Federal Transit Administration: Section 5310/5311	Standard TIP Form	\$366
N/A	Security & Enhancements (Required by FTA)	2026 - 2029	Lincoln Transportation and Utilities - StarTran	Standard TIP Form	\$237
N/A	Service Vehicles	2026 - 2029	Lincoln Transportation and Utilities - StarTran	Standard TIP Form	\$445
N/A	Shop Tools / Equipment	2026 - 2029	Lincoln Transportation and Utilities - StarTran	Standard TIP Form	\$267
LCLC-52 41(7)	South 56th Street, Spruce Street to Van Dorn Street - Pavement Repair Project	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$0
DPU-55 (156)	South Beltway (COMPLETED)	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$0
STIC-ST WD(193)	Standardize Integrated e- Construction in City of Lincoln (COMPLETED)	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$0
--	StarTran Operations	2026 - 2029	Lincoln Transportation and Utilities - StarTran	StarTran Operations	\$71 , 650
N/A	State Operations & Maintenance	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$18 , 445
N/A	Street Maintenance Operations Divisions	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$82 , 855
NH-6-6 (166)	Sun Valley Blvd over Union Pacific Railroad	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$4 , 430
N/A	Terminal Parking Garage - Solar	2026 - 2029	Lincoln Airport Authority	Standard TIP Form	\$0

Project No. / Project Name	Years	Departments	Type	Total	
N/A	Panel Roof Canopies				
N/A	Terminal Ramp Rehabilitation - Phase II	2026 - 2029	Lincoln Airport Authority	Standard TIP Form	\$0
N/A	Transportation Sidewalk Program	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$12,674
N/A	Transportation System Growth	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$30,240
NH-77-1 (137)	US-77, Beatrice-Princeton (UNDER CONTRACT FOR CONSTRUCTION)	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$0
NH-77-2 (168)	US-77, I-80 to Warlick Blvd, Lincoln (COMPLETED)	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$0
S-77-2(1074)	US-77, Lincoln West Beltway	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$1,534
N/A	US-77, Pioneers Blvd Interchange	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$17,000
NH-77-2 (166)	US-77, Princeton - N-33 (COMPLETED)	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$0
NH-77-2 (169)	US-77, US-77/I-80 North	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$3,537
N/A	US-77, Warlick Blvd Interchange	2026 - 2029	State of Nebraska: Department of Transportation	Standard TIP Form	\$28,185
TAP-55 (192)	Waterford Trail	2026 - 2029	Pedestrian, Bike & Trail Projects	Standard TIP Form	\$2,700
N/A	West "A" Street from west of Coddington to west City limits	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$0
LCLC-52 12(6)	West South Street Bridge over Salt Creek	2026 - 2029	Lincoln Transportation and Utilities - Transportation	Standard TIP Form	\$0
N/A	Wilderness Hills Trail	2026 - 2029	Pedestrian, Bike & Trail Projects	Standard TIP Form	\$1,050

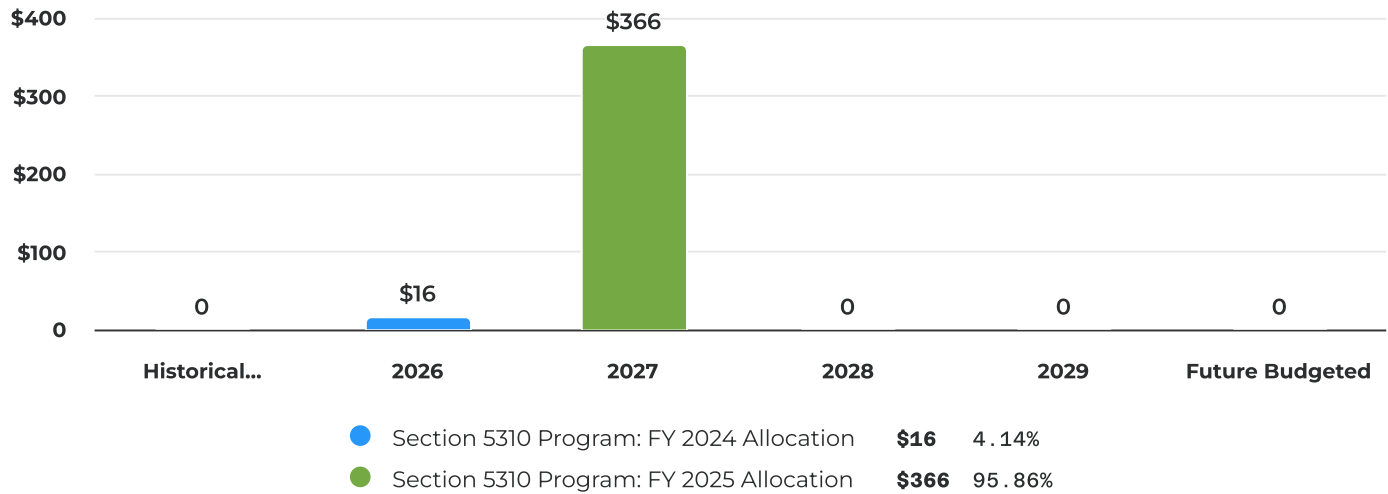
Project Costs by Phase

For project cost details by year, phase, and funding source, please refer to the online TIP here (Capital Projects section, Project Cost Details):

https://department-linc_met_plan-ne-clear.doc.cleargov.com/8859/285657/d

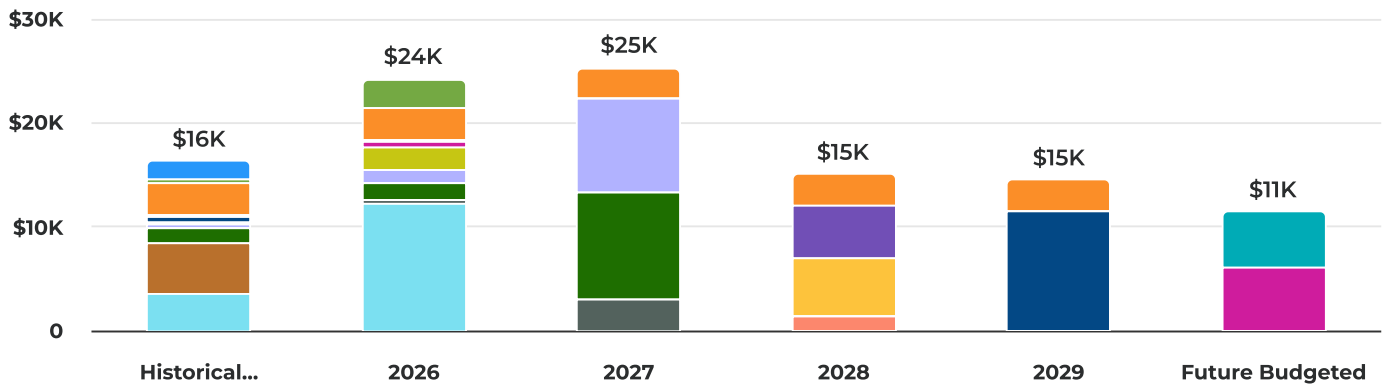
Federal Transit Administration: Section 5310/5311

FY26 - FY29 Federal Transit Administration: Section 5310/5311 Projects (including Historical Budgeted, Future Budgeted)



Lancaster County Engineering

FY26 - FY29 Lancaster County Engineering Projects (including Historical Budgeted, Future Budgeted)



148th Street and Holdrege Street	\$1,751	1.64%
Arbor Road Bridge Replacement	\$3,252	3.05%
County Operations & Maintenance	\$15,000	14.05%
East Beltway - Lancaster County	\$5,000	4.68%
Fletcher Avenue, 84th Street to 148th Street	\$6,048	5.67%
N. 14th Street, Alvo Road to Ashland Road	\$12,076	11.31%
N. 162nd Street, Ashland Road to Davey Road	\$5,448	5.10%
N. 162nd Street, Davey Road to US-6	\$6,685	6.26%
NW 56th Street, I-80 to W. Holdrege Street	\$2,292	2.15%
S. 68th Street, Firth Road to Stagecoach Road	\$10,487	9.82%
S. 68th Street, Hickman to Roca Road	\$1,540	1.44%
S. 98th Street, A Street to O Street	\$13,148	12.32%
S. 98th Street, Old Cheney to A Street	\$4,873	4.57%
Saltillo Intersection Improvements	\$3,400	3.19%
Saltillo Road, 27th Street to 68th Street	\$15,741	14.75%

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East Beltway - Lancaster County

Overview

Description

Four lane freeway between Hwy 2 and I-80. Complete funding for this project not shown.

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$0	\$5K	\$5K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
PE	\$0	\$0	\$0	\$5,000	\$0	\$0	\$5,000
Total	\$0	\$0	\$0	\$5,000	\$0	\$0	\$5,000

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
CO	\$0	\$0	\$0	\$5,000	\$0	\$0	\$5,000
Total	\$0	\$0	\$0	\$5,000	\$0	\$0	\$5,000

Fletcher Avenue, 84th Street to 148th Street

Overview

Project Number LCLC-3340(8)

Description

Preliminary engineering in Prior Fiscal Years and construction of 28 foot asphalt surface with turf shoulders beyond the four-year program. 4.5 Miles.

Details

Project Grouping: N/A

Control Number: C.N. 13493

Capital Cost

FY2026 Budget

\$100

Total Budget (all years)

\$5.85K

Project Total (to date)

\$6.05K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$0	\$0	\$5,753	\$0	\$0	\$5,753
PE	\$195	\$0	\$0	\$0	\$0	\$0	\$195
ROW/Utilities	\$0	\$100	\$0	\$0	\$0	\$0	\$100
Total	\$195	\$100	\$0	\$5,753	\$0	\$0	\$6,048

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
BNSF	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CO	\$39	\$20	\$0	\$0	\$0	\$0	\$59
CPF	\$0	\$0	\$0	\$4,400	\$0	\$0	\$4,400
LC	\$156	\$80	\$0	\$1,353	\$0	\$0	\$1,589
Total	\$195	\$100	\$0	\$5,753	\$0	\$0	\$6,048

N. 14th Street, Alvo Road to Ashland Road

Overview

Project Number LCLC-HSIP-3405(6)

Description

Preliminary engineering in Prior Fiscal Years and construction to include pavement overlay, trench and shoulder widening, construction of a safety section, and centerline and edgeline rumble strips. 10.5 Miles.

Details

Project Grouping: N/A

Control Number: C.N. 13547

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$11.5K

Project Total (to date)

\$12.1K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029 Future Budgeted		Total
Construction/CE	\$0	\$0	\$0	\$0	\$11,166	\$0	\$11,166
PE	\$560	\$0	\$0	\$0	\$0	\$0	\$560
ROW/Utilities	\$0	\$0	\$0	\$0	\$350	\$0	\$350
Total	\$560	\$0	\$0	\$0	\$11,516	\$0	\$12,076

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029 Future Budgeted		Total
BNSF	\$0	\$0	\$0	\$0	\$2,303	\$0	\$2,303
CO	\$112	\$0	\$0	\$0	\$0	\$0	\$112
HS	\$0	\$0	\$0	\$0	\$5,804	\$0	\$5,804
LC	\$448	\$0	\$0	\$0	\$3,410	\$0	\$3,858
Total	\$560	\$0	\$0	\$0	\$11,516	\$0	\$12,076

N. 162nd Street, Ashland Road to Davey Road

Overview

Project Number LCLC-55(201)

Description

Construction of 28-foot asphalt surface with turf shoulders. The route is utilized as a Farm to Market route and will also provide an alternative route for truck traffic traveling north.

Details

Project Grouping: N/A **Control Number:** 13625

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$100	\$100	\$5.55K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$0	\$0	\$0	\$0	\$5,348	\$5,348
PE	\$0	\$100	\$0	\$0	\$0	\$0	\$100
PE/ROW	\$100	\$0	\$0	\$0	\$0	\$0	\$100
Total	\$100	\$100	\$0	\$0	\$0	\$5,348	\$5,548

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
CO	\$0	\$100	\$0	\$0	\$0	\$0	\$100
CPF	\$0	\$0	\$0	\$0	\$0	\$5,348	\$5,348
Total	\$0	\$100	\$0	\$0	\$0	\$5,348	\$5,448

NW 56th Street, I-80 to W. Holdrege Street

Overview

Project Number LCLC-5287(1)

Description

Preliminary engineering in Prior Fiscal Years and construction to include grading, widening, and surfacing beginning in FY 2027 and extending beyond the four-year program. 0.7 Miles.

Details

Project Grouping: N/A **Control Number:** C.N. 13494

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$2.1K	\$2.1K	\$2.29K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$2,100	\$0	\$0	\$0	\$0	\$2,100
PE	\$147	\$0	\$0	\$0	\$0	\$0	\$147
ROW/Utilities	\$45	\$0	\$0	\$0	\$0	\$0	\$45
Total	\$192	\$2,100	\$0	\$0	\$0	\$0	\$2,292

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
CO	\$38	\$420	\$0	\$0	\$0	\$0	\$458
LC	\$154	\$1,680	\$0	\$0	\$0	\$0	\$1,834
Total	\$192	\$2,100	\$0	\$0	\$0	\$0	\$2,292

S. 68th Street, Firth Road to Stagecoach Road

Overview

Project Number LCLC-HSIP-3265(11)

Description

Preliminary engineering in Prior Fiscal Years and construction to include grading, widening, and surfacing in Year 2. 5.0 Miles

Details

Project Grouping: N/A

Control Number: C.N. 13518

Capital Cost

FY2026 Budget

\$1.2K

Total Budget (all years)

\$10.2K

Project Total (to date)

\$10.5K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$0	\$9,021	\$0	\$0	\$0	\$9,021
PE	\$266	\$0	\$0	\$0	\$0	\$0	\$266
ROW/Utilities	\$0	\$1,200	\$0	\$0	\$0	\$0	\$1,200
Total	\$266	\$1,200	\$9,021	\$0	\$0	\$0	\$10,487

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
CO	\$53	\$171	\$1,283	-\$100	\$0	\$0	\$1,407
HS	\$0	\$595	\$4,693	\$0	\$0	\$0	\$5,288
LC	\$213	\$434	\$2,945	\$100	\$0	\$0	\$3,693
LC-AC(CO)	\$0	\$0	\$100	\$0	\$0	\$0	\$100
Total	\$266	\$1,200	\$9,021	\$0	\$0	\$0	\$10,487

S. 68th Street, Hickman to Roca Road

Overview

Project Number LCLC-HSIP-3265(12)

Description

Preliminary engineering in FY 2023 and construction to include pavement overlay, trench and shoulder widening, construction of a safety section, centerline and edgeline rumble strips, and intersection improvements at Martell Road. 1.5 Miles.

Details

Project Grouping: N/A

Control Number: C.N. 13564

Capital Cost

FY2026 Budget

\$100

Total Budget (all years)

\$1.39K

Project Total (to date)

\$1.54K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$0	\$0	\$1,291	\$0	\$0	\$1,291
PE	\$149	\$0	\$0	\$0	\$0	\$0	\$149
ROW/Utilities	\$0	\$100	\$0	\$0	\$0	\$0	\$100
Total	\$149	\$100	\$0	\$1,291	\$0	\$0	\$1,540

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
CO	\$30	\$20	\$0	\$258	\$0	\$0	\$308
HS	\$69	\$80	\$0	\$0	\$0	\$0	\$149
HS-AC(CO)	\$0	\$0	\$0	\$598	\$0	\$0	\$598
LC	\$50	\$0	\$0	\$434	\$0	\$0	\$485
Total	\$149	\$100	\$0	\$1,291	\$0	\$0	\$1,540

S. 98th Street, A Street to O Street

Overview

Project Number LCLC-5275(2)

Description

Preliminary engineering in Prior Fiscal Years and construction of asphalt paving and drainage structures beyond the four-year program. 1.0 Miles.

Details

Project Grouping: N/A **Control Number:** C.N. 13418

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$1.62K	\$11.9K	\$13.1K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$0	\$10,236	\$0	\$0	\$0	\$10,236
PE	\$1,290	\$0	\$0	\$0	\$0	\$0	\$1,290
ROW/Utilities	\$0	\$1,622	\$0	\$0	\$0	\$0	\$1,622
Total	\$1,290	\$1,622	\$10,236	\$0	\$0	\$0	\$13,148

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
CO	\$129	\$162	\$1,024	\$0	\$0	\$0	\$1,315
LC	\$1,032	\$1,297	\$8,189	\$0	\$0	\$0	\$10,518
LN	\$129	\$162	\$1,024	\$0	\$0	\$0	\$1,315
Total	\$1,290	\$1,622	\$10,236	\$0	\$0	\$0	\$13,148

S. 98th Street, Old Cheney to A Street

Overview

Project Number LCLC-5275(1)

Description

Preliminary engineering and construction of 24 foot asphalt surface with turf shoulders in Prior Fiscal Years. 3.0 Miles.

Details

Project Grouping: N/A **Control Number:** C.N. 13417

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$0	\$0	\$4.87K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$4,600	\$0	\$0	\$0	\$0	\$0	\$4,600
PE	\$253	\$0	\$0	\$0	\$0	\$0	\$253
ROW/Utilities	\$20	\$0	\$0	\$0	\$0	\$0	\$20
Total	\$4,873	\$0	\$0	\$0	\$0	\$0	\$4,873

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
CO	\$975	\$0	\$0	\$0	\$0	\$0	\$975
LC	\$3,898	\$0	\$0	\$0	\$0	\$0	\$3,898
Total	\$4,873	\$0	\$0	\$0	\$0	\$0	\$4,873

Saltillo Intersection Improvements

Overview

Project Number LCLC-5280(3)

Description

Additional phase for improvement of Saltillo Road for construction of roundabouts at 38th, 47th, and 65th Streets.

Details

Control Number: 13391A

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$400	\$3.4K	\$3.4K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$0	\$3,000	\$0	\$0	\$0	\$3,000
PE	\$0	\$300	\$0	\$0	\$0	\$0	\$300
ROW/Utilities	\$0	\$100	\$0	\$0	\$0	\$0	\$100
Total	\$0	\$400	\$3,000	\$0	\$0	\$0	\$3,400

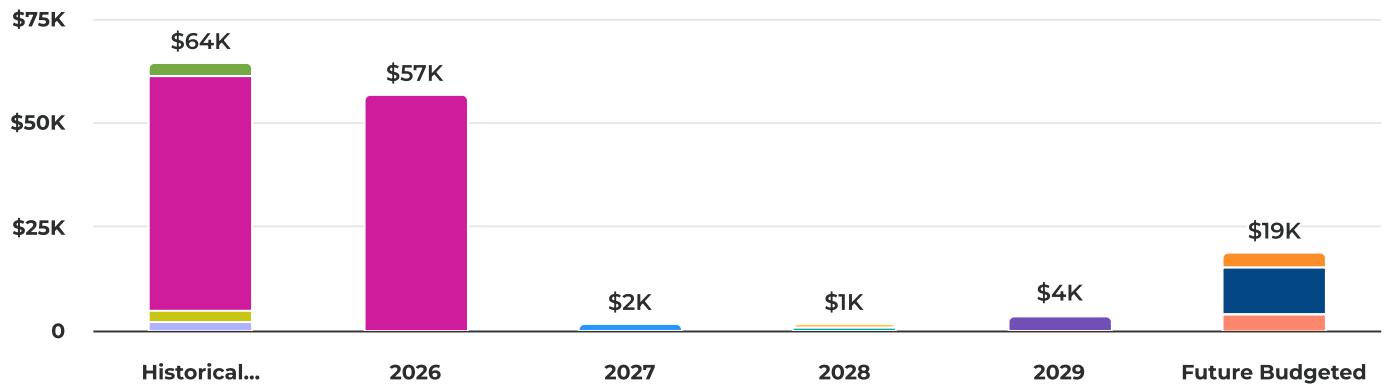
Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
CO	\$0	\$320	\$600	\$0	\$0	\$0	\$920
LC	\$0	\$80	\$2,400	\$0	\$0	\$0	\$2,480
Total	\$0	\$400	\$3,000	\$0	\$0	\$0	\$3,400

Lincoln Airport Authority

FY26 - FY29 Lincoln Airport Authority Projects (including Historical Budgeted, Future Budgeted)



General Aviation Development	\$1,500	1.03%
Interlocal Agreement for Minimum Revenue Guarantee	\$3,000	2.06%
Oak Creek Levee Improvements	\$3,500	2.40%
Relocate Run-up Pad	\$3,500	2.40%
Runway 14/32 Rehabilitation - Design	\$600	0.41%
Runway 14/32 Rehabilitation - Pavement and Lighting	\$11,200	7.68%
Runway 17/35 & Taxiway 'A' Sealcoat	\$800	0.55%
Runway 18/36 - Pavement Reconstruction Construction	\$113,000	77.50%
Runway 18/36 - Pavement Reconstruction Design (UNDER CONTRACT)	\$2,700	1.85%
Terminal Parking Garage - Solar Panel Roof Canopies	\$2,000	1.37%
Terminal Ramp Rehabilitation - Phase II	\$4,000	2.74%

Interlocal Agreement for Minimum Revenue Guarantee

Overview

Project Number N/A

Description

Lancaster County and the City of Lincoln each pledged \$1.5 million of their American Rescue Plan Act (ARPA) funds for a total of \$3 million to an Interlocal agreement with the Lincoln Airport Authority to be used as a Minimum Revenue Guarantee (MRG) for the purpose of developing/encouraging new or expanded regularly scheduled passenger air service. The Interlocal Agreement continues through December 31, 2026. The funds will be drawn down as needed. Any unexpended funds will be returned to the City and County at the end of the agreement period. The funds are shown in FY 2023-24 but may be used in any of the fiscal years through FY 2025-26.

Details

Project Grouping: N/A

Control Number: N/A

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total (to date)

\$3K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
N/A	\$3,000	\$0	\$0	\$0	\$0	\$0	\$3,000
Total	\$3,000	\$0	\$0	\$0	\$0	\$0	\$3,000

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
OFF	\$3,000	\$0	\$0	\$0	\$0	\$0	\$3,000
Total	\$3,000	\$0	\$0	\$0	\$0	\$0	\$3,000

Relocate Run-up Pad

Overview

Project Number N/A

Description

The existing run-up pad at the Lincoln Airport is located on the west side of the airfield opposite of the majority of the users. This necessitates multiple runway crossings to use and, as such, represents a safety concern. This has been also identified as a concern by the Runway Safety Action Team (RSAT). A 2014 study identified several concepts to mitigate the issue and was the preliminary step to construct a relocated pad.

Details

Project Grouping: N/A

Control Number: N/A

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$3.5K

Project Total

\$3.5K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2028	FY2029	Future Budgeted	Total
N/A	\$0	\$0	\$0	\$3,500	\$0	\$3,500
Total	\$0	\$0	\$0	\$3,500	\$0	\$3,500

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2028	FY2029	Future Budgeted	Total
FAA	\$0	\$0	\$0	\$3,150	\$0	\$3,150
LAA	\$0	\$0	\$0	\$350	\$0	\$350
Total	\$0	\$0	\$0	\$3,500	\$0	\$3,500

Runway 14/32 Rehabilitation - Design

Overview

Project Number N/A

Description

Runway 14/32 was last rehabilitated in 2002, including a replacement of the lighting system. With both the pavement and lighting system at the end of their useful lives, we propose to do preliminary design/design phases in the project to accurately define the scope and cost of a runway rehabilitation sites. In order to stay abreast of GA growth, development of a new general aviation area is proposed.

Details

Project Grouping: N/A

Control Number: N/A

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$600

Project Total

\$600

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2028	Future Budgeted	Total
N/A	\$0	\$0	\$600	\$0	\$600
Total	\$0	\$0	\$600	\$0	\$600

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2028	Future Budgeted	Total
FAA	\$0	\$0	\$540	\$0	\$540
LAA	\$0	\$0	\$60	\$0	\$60
Total	\$0	\$0	\$600	\$0	\$600

Runway 14/32 Rehabilitation - Pavement and Lighting

Overview

Project Number N/A

Description

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).

Details

Project Grouping: N/A

Control Number: N/A

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$11.2K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
N/A	\$0	\$0	\$0	\$0	\$0	\$11,200	\$11,200
Total	\$0	\$0	\$0	\$0	\$0	\$11,200	\$11,200

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
BNSF	\$0	\$0	\$0	\$0	\$0	\$11,200	\$11,200
Total	\$0	\$0	\$0	\$0	\$0	\$11,200	\$11,200

Runway 18/36 - Pavement Reconstruction Construction

Overview

Project Number N/A

Description

The existing 100' wide concrete keel section continues to see spalling and degradation at the joints, primarily due to age, ASR and exacerbated by annual freeze/thaw cycles. The increasingly urgent need for pavement rehab arose in early 2019 as maintenance efforts to mitigate FOD became more substantial.

Details

Project Grouping: N/A

Control Number: N/A

Capital Cost

FY2026 Budget

\$56.5K

Total Budget (all years)

\$56.5K

Project Total (to date)

\$113K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029 Future Budgeted	Total
N/A	\$56,500	\$56,500	\$0	\$0	\$0	\$113,000
Total	\$56,500	\$56,500	\$0	\$0	\$0	\$113,000

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029 Future Budgeted	Total
FAA	\$29,500	\$29,500	\$0	\$0	\$0	\$59,000
LOCAL	\$1,550	\$1,550	\$0	\$0	\$0	\$3,100
OFF	\$25,450	\$25,450	\$0	\$0	\$0	\$50,900
Total	\$56,500	\$56,500	\$0	\$0	\$0	\$113,000

Runway 18/36 - Pavement Reconstruction Design (UNDER CONTRACT)

Overview

Project Number N/A

Description

The existing 100' wide concrete keel section continues to see spalling and degradation at the joints. This pavement was constructed in the early 1990's and is nearing the end of it's useful life. This preliminary design/design project will more accurately define the scope of work and cost.

Details

Project Grouping: N/A

Control Number: N/A

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total (to date)

\$2.7K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
N/A	\$2,700	\$0	\$0	\$0	\$0	\$0	\$2,700
Total	\$2,700	\$0	\$0	\$0	\$0	\$0	\$2,700

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
FAA	\$1,458	\$0	\$0	\$0	\$0	\$0	\$1,458
LOCAL	\$162	\$0	\$0	\$0	\$0	\$0	\$162
OFF	\$1,080	\$0	\$0	\$0	\$0	\$0	\$1,080
Total	\$2,700	\$0	\$0	\$0	\$0	\$0	\$2,700

Terminal Parking Garage - Solar Panel Roof Canopies

Overview

Project Number N/A

Description

This project proposes to install solar panel canopies over the rooftop parking spaces of the Terminal Garage. This project is intended to be funded by a discretionary grant from the Airport Terminal Program (ATP) of the Infrastructure Investment and Jobs Act (IIJA).

Details

Project Grouping: N/A

Control Number: N/A

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total (to date)

\$2K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
N/A	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000
Total	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
FAA	\$1,900	\$0	\$0	\$0	\$0	\$0	\$1,900
LAA	\$100	\$0	\$0	\$0	\$0	\$0	\$100
Total	\$2,000	\$0	\$0	\$0	\$0	\$0	\$2,000

Terminal Ramp Rehabilitation - Phase II

Overview

Project Number N/A

Description

As a follow-on to work done in 2014 (3-31-0050-44 & 46), this program proposed to complete Phase II of our planned Terminal Ramp rehabilitation. The timing of this project will be based on the existing pavement condition.

Details

Project Grouping: N/A

Control Number: N/A

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total

\$4K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
N/A	\$0	\$0	\$0	\$0	\$0	\$4,000	\$4,000
Total	\$0	\$0	\$0	\$0	\$0	\$4,000	\$4,000

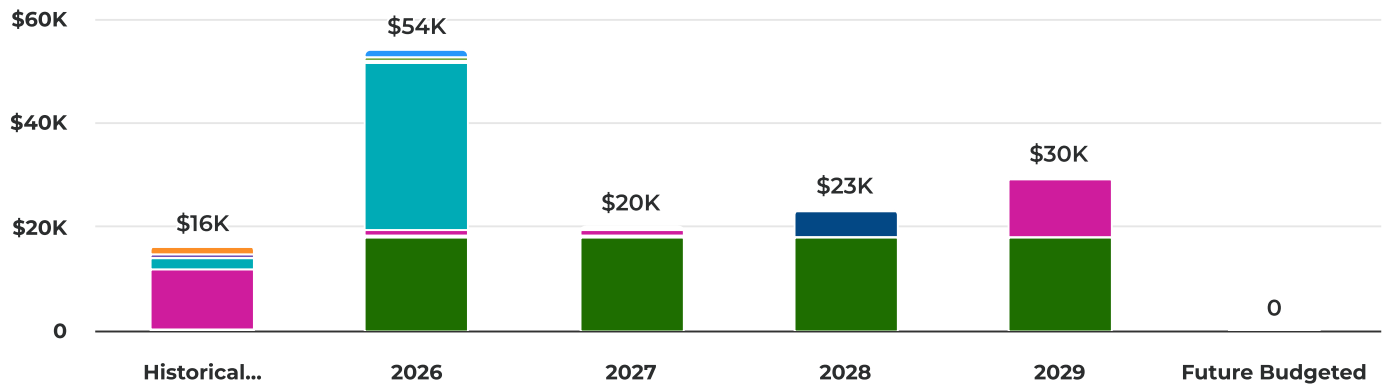
Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
BNSF	\$0	\$0	\$0	\$0	\$0	\$4,000	\$4,000
Total	\$0	\$0	\$0	\$0	\$0	\$4,000	\$4,000

Lincoln Transportation and Utilities - StarTran

FY26 - FY29 Lincoln Transportation and Utilities - StarTran Projects (including Historical Budgeted, Future Budgeted)



Bus Stop Amenities (Required by FTA)	\$2,068	1.44%
Computer Hardware and Software	\$1,657	1.15%
Fareboxes	\$1,421	0.99%
Fleet Infrastructure Improvements	\$510	0.36%
Improvements: Buildings / Grounds / Land	\$450	0.31%
Maintenance Facility Construction / Relocation	\$5,300	3.69%
Multimodal Transportation Center	\$34,341	23.92%
Revenue Vehicles	\$25,156	17.53%
Security & Enhancements (Required by FTA)	\$273	0.19%
Service Vehicles	\$445	0.31%
Shop Tools / Equipment	\$267	0.19%
StarTran Operations	\$71,650	49.92%

Bus Stop Amenities (Required by FTA)

Overview

Project Number N/A

Description

Bus stop amenities (Transit Enhancements) include: benches, shelters, pads, signage, digital signage, bicycle related equipment, and landscaping. These amenities make a transit system more safe, comfortable, and user friendly. Effective FY 2004-05, one percent of the FTA allocation to StarTran is required by FTA to fund transit enhancements. The priority of these funds will be directed towards 1) improving accessibility 2) replacement or improvement of shelters at major boarding locations and 3) adding benches to medium to high use bus stops. Improving accessibility component may include repair of sidewalk infrastructure adjacent to bus routes. Project may include sidewalk panel repair, installation of ADA bus stop pads, reconstruction, or installation of pedestrian ramps to meet federal and local standards, and segment sidewalk installation to create accessible pathways to bus stops.

Details

Project Grouping: N/A

Control Number: N/A

Capital Cost

FY2026 Budget

\$1.62K

Total Budget (all years)

\$1.77K

Project Total (to date)

\$2.07K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$1,623	\$46	\$49	\$51	\$0	\$1,769
PE	\$299	\$0	\$0	\$0	\$0	\$0	\$299
Total	\$299	\$1,623	\$46	\$49	\$51	\$0	\$2,068

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
FA	\$239	\$1,299	\$37	\$39	\$41	\$0	\$1,654
GR	\$60	\$75	\$9	\$10	\$10	\$0	\$164
LN	\$0	\$250	\$0	\$0	\$0	\$0	\$250
Total	\$299	\$1,623	\$46	\$49	\$51	\$0	\$2,068

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Improvements: Buildings / Grounds / Land

Overview

Project Number N/A

Description

Replacement of overhead garage doors with openers.

Details

Project Grouping: N/A

Control Number: N/A

Capital Cost

FY2026 Budget

\$40

Total Budget (all years)

\$290

Project Total (to date)

\$450

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
N/A	\$160	\$40	\$250	\$0	\$0	\$0	\$450
Total	\$160	\$40	\$250	\$0	\$0	\$0	\$450

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
FA	\$128	\$32	\$213	\$0	\$0	\$0	\$373
GR	\$32	\$8	\$38	\$0	\$0	\$0	\$78
Total	\$160	\$40	\$250	\$0	\$0	\$0	\$450

Maintenance Facility Construction / Relocation

Overview

Project Number N/A

Description

Funds are for a feasibility study for a proposed new bus maintenance and storage facility for the purchase of land. The study will include determination of location and initial NEPA study. FY 2028 funds are for the purchase of land to build the new maintenance facility.

Details

Project Grouping: N/A

Control Number: N/A

Capital Cost

FY2026 Budget

\$300

Total Budget (all years)

\$5.3K

Project Total

\$5.3K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
N/A	\$0	\$300	\$0	\$5,000	\$0	\$0	\$5,300
Total	\$0	\$300	\$0	\$5,000	\$0	\$0	\$5,300

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
FA	\$0	\$240	\$0	\$4,000	\$0	\$0	\$4,240
GR	\$0	\$60	\$0	\$1,000	\$0	\$0	\$1,060
Total	\$0	\$300	\$0	\$5,000	\$0	\$0	\$5,300

Multimodal Transportation Center

Overview

Project Number N/A

Description

The Multimodal Transportation Center (MMTC) project will be a two-level facility designed to enhance public transit services, support economic growth, and streamline Lincoln Transportation & Utilities' transit operations. The first level will feature a climate-controlled waiting area, restrooms, security, and ticket sales, ensuring a safe and comfortable experience for passengers. The second level will house LTU's transit administrative offices, improving operational efficiency. Outside the facility will include 18 bus bays, protected passenger boarding areas, enhanced lighting, covered walkways, and wayfinding signage to improve accessibility and connectivity. The project includes the completion of a feasibility study, environmental & design work, and construction.

Details

Project Grouping: N/AControl Number: N/A

Capital Cost

FY2026 Budget
\$32.2K

Total Budget (all years)
\$32.2K

Project Total (to date)
\$34.3K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$32,226	\$0	\$0	\$0	\$0	\$32,226
PE	\$2,115	\$0	\$0	\$0	\$0	\$0	\$2,115
Total	\$2,115	\$32,226	\$0	\$0	\$0	\$0	\$34,341

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
FA	\$1,692	\$2,115	\$0	\$0	\$0	\$0	\$3,807
FG	\$0	\$23,666	\$0	\$0	\$0	\$0	\$23,666
GR	\$423	\$841	\$0	\$0	\$0	\$0	\$1,264
OF	\$0	\$5,605	\$0	\$0	\$0	\$0	\$5,605
Total	\$2,115	\$32,226	\$0	\$0	\$0	\$0	\$34,341

Revenue Vehicles

Overview

Project Number N/A

Description

Providing a high quality service to those with a disability includes purchasing comfortable and accessible vehicles. FY 2025 & FY2026 Funding is to purchase 16 replacement CNG 35' New Flyer vehicles to replace 3 buses from 2006 and 13 Gillig buses from 2011. Vehicles are heavy duty alternate fueled. The 16 replacement vehicles have met useful life per FTA guidelines.

FY 2027 - Replace 6 2017 Goshen E450 paratransit vans with fuel efficient vehicles. Proposed vehicle types will be reviewed by the Paratransit Working Group.

FY 2029 - Replace 13 Heavy Duty buses past their useful life with 13 new Heavy Duty cost & fuel efficient buses. Replace 3 2021 ProMaster vans.

Details

Project Grouping: N/A **Control Number:** N/A

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$1.03K	\$13.4K	\$25.2K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
N/A	\$11,770	\$1,030	\$1,176	\$0	\$11,180	\$0	\$25,156
Total	\$11,770	\$1,030	\$1,176	\$0	\$11,180	\$0	\$25,156

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
FA	\$10,003	\$877	\$1,000	\$0	\$9,503	\$0	\$21,383
GR	\$1,767	\$153	\$176	\$0	\$1,677	\$0	\$3,773
Total	\$11,770	\$1,030	\$1,176	\$0	\$11,180	\$0	\$25,156

Security & Enhancements (Required by FTA)

Overview

Project Number N/A

Description

Safety and security is a top priority for StarTran. One percent of the FTA allocation to StarTran is required by FTA to fund security enhancements and 0.75 percent for safety enhancements. There are some security enhancements that may be used to also fulfill the safety requirement. Such enhancements will include improved facility surveillance and improved bus camera systems. Improving the perimeter of the StarTran facility through gates and fencing will also be included in this funding.

Details

Project Grouping: N/A

Control Number: N/A

Capital Cost

FY2026 Budget

\$90.9

Total Budget (all years)

\$237

Project Total (to date)

\$273

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
N/A	\$37	\$91	\$46	\$49	\$51	\$0	\$273
Total	\$37	\$91	\$46	\$49	\$51	\$0	\$273

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
FA	\$29	\$73	\$37	\$39	\$41	\$0	\$219
GR	\$7	\$18	\$9	\$10	\$10	\$0	\$55
Total	\$37	\$91	\$46	\$49	\$51	\$0	\$273

Shop Tools / Equipment

Overview

Project Number N/A

Description

Funds are proposed for continued routine upgrade and replacement of tools and equipment, as well as for replacement due to unexpected breakage. An added scissor lift is proposed in FY 2027. Adding the replacement of 3 safety fall protection devices for maintenance personnel working on the top of buses in FY 2029.

Details

Project Grouping: N/A

Control Number: N/A

Capital Cost

FY2026 Budget

\$143

Total Budget (all years)

\$267

Project Total

\$267

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
N/A	\$0	\$143	\$50	\$24	\$50	\$0	\$267
Total	\$0	\$143	\$50	\$24	\$50	\$0	\$267

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
FA	\$0	\$119	\$40	\$19	\$40	\$0	\$218
GR	\$0	\$24	\$10	\$5	\$10	\$0	\$49
Total	\$0	\$143	\$50	\$24	\$50	\$0	\$267

StarTran Operations

Overview

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$17.9K	\$71.7K	\$71.7K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Total	\$0	\$17,913	\$17,913	\$17,913	\$17,913	\$0	\$71,652
Total	\$0	\$17,913	\$17,913	\$17,913	\$17,913	\$0	\$71,652

Funding Sources

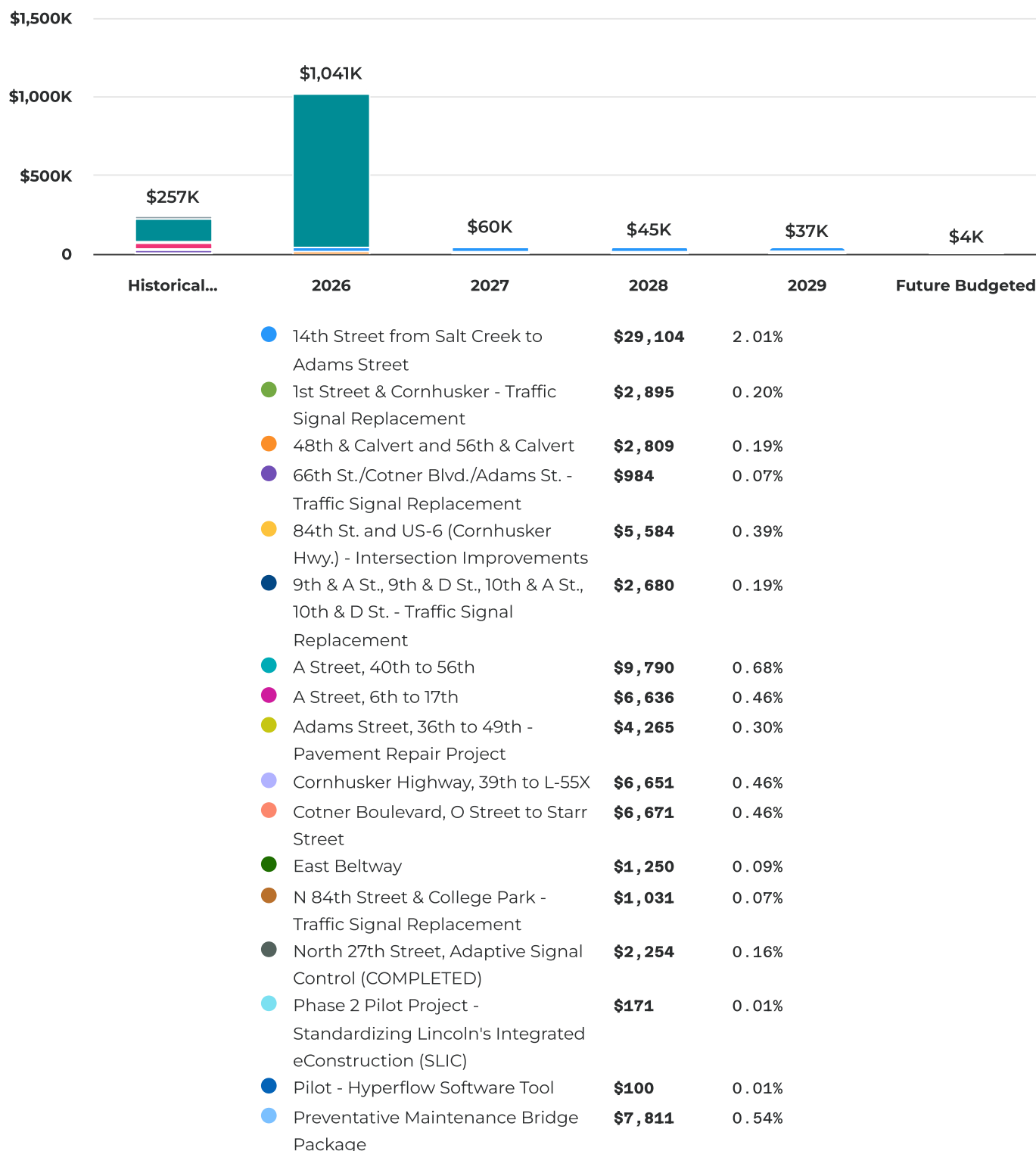
FY2026 Budget	Total Budget (all years)	Project Total
\$17.9K	\$71.7K	\$71.7K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Fixed Route Operations & Specialized	\$0	\$1,350	\$1,350	\$1,350	\$1,350	\$0	\$5,400
GR (General Revenues - Local Funds)	\$0	\$12,443	\$12,443	\$12,443	\$12,443	\$0	\$49,770
NE (State Revenue/Aid)	\$0	\$600	\$600	\$600	\$600	\$0	\$2,400
SC (Service Charges - Local Funds)	\$0	\$3,150	\$3,150	\$3,150	\$3,150	\$0	\$12,600
Section 5307 ADA	\$0	\$280	\$280	\$280	\$280	\$0	\$1,120
Section 5307 Operating and JARC - Lincoln Literacy	\$0	\$15	\$15	\$15	\$15	\$0	\$60
Section 5307 Operating and JARC - StarTran	\$0	\$75	\$75	\$75	\$75	\$0	\$300
Total	\$0	\$17,913	\$17,913	\$17,913	\$17,913	\$0	\$71,650

Lincoln Transportation and Utilities - Transportation

FY26 - FY29 Lincoln Transportation and Utilities - Transportation Projects (including Historical Budgeted, Future Budgeted)



● Randolph Street, Capital Parkway to 40th Street	\$4,500	0.31%
● S 27th Street Bridge Over SE Upper Salt Creek	\$6,696	0.46%
● S. 40th Street from Yankee Hill Road to south of Rokeby	\$20,275	1.40%
● S. 70th and Nebraska Parkway (Highway 2) Right Turn Lane Addition	\$1,120,590	77.54%
● South 56th Street, Spruce Street to Van Dorn Street - Pavement Repair Project	\$2,608	0.18%
● South Beltway (COMPLETED)	\$34,425	2.38%
● Standardize Integrated e-Construction in City of Lincoln (COMPLETED)	\$100	0.01%
● Street Maintenance Operations Divisions	\$82,855	5.73%
● Transportation Sidewalk Program	\$18,073	1.25%
● Transportation System Growth	\$41,384	2.86%
● West "A" Street from west of Coddington to west City limits	\$17,910	1.24%
● West South Street Bridge over Salt Creek	\$5,000	0.35%

14th Street from Salt Creek to Adams Street

Overview

Project Number LCLC55(202)

Description

This project may include rehabilitation of the 14th St. & Salt Creek bridge and replacement of the 14th St. bridges over Oak Creek and Cornhusker Hwy. This project may also include replacing the traffic signal poles, conduit and cable, and vehicle detection as needed at the 14th St. & Adams St. intersection. The project will also evaluate and upgrade pedestrian facilities within the limits of the project improvements. Construction may require additional right-of-way or easement to construct.

Details

Project Grouping: Transportation System Preservation

Control Number: 13626

Capital Cost

FY2026 Budget

\$4.07K

Total Budget (all years)

\$29.1K

Project Total

\$29.1K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029 Future Budgeted	Total	
Construction/CE	\$0	\$0	\$0	\$0	\$24,396	\$0	\$24,396
PE	\$0	\$4,066	\$0	\$0	\$0	\$0	\$4,066
ROW	\$0	\$0	\$107	\$0	\$0	\$0	\$107
Utilities	\$0	\$0	\$0	\$535	\$0	\$0	\$535
Total	\$0	\$4,066	\$107	\$535	\$24,396	\$0	\$29,104

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LC	\$0	\$0	\$0	\$0	\$0	\$23,283,200	\$23,283,200
LC-AC(LN)	\$0	\$3,253	\$86	\$428	\$19,517	\$0	\$23,283
LN	\$0	\$813	\$21	\$107	\$4,879	-\$23,283,200	-\$23,277,379
Total	\$0	\$4,066	\$107	\$535	\$24,396	\$0	\$29,104

1st Street & Cornhusker - Traffic Signal Replacement

Overview

Project Number LCLC-5213(3)

Description

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.

Details

Project Grouping: Transportation System Preservation

Control Number: C.N. 13435

Capital Cost

FY2026 Budget

\$50

Total Budget (all years)

\$2.72K

Project Total (to date)

\$2.9K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$0	\$2,650	\$0	\$0	\$0	\$2,650
PE	\$180	\$0	\$0	\$0	\$0	\$0	\$180
ROW	\$0	\$50	\$0	\$0	\$0	\$0	\$50
Utilities	\$0	\$0	\$15	\$0	\$0	\$0	\$15
Total	\$180	\$50	\$2,665	\$0	\$0	\$0	\$2,895

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LC	\$144	\$40	\$624	\$1,496	\$0	\$0	\$2,304
LC-AC(LN)	\$0	\$0	\$1,496	\$0	\$0	\$0	\$1,496
LN	\$36	\$10	\$545	-\$1,496	\$0	\$0	-\$905
Total	\$180	\$50	\$2,665	\$0	\$0	\$0	\$2,895

48th & Calvert and 56th & Calvert

Overview

Project Number

LCLC-5206(2)

Description

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.

Details

Project Grouping: Transportation System Preservation

Control Number: C.N. 13496

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$150	\$2.28K	\$2.81K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$0	\$2,125	\$0	\$0	\$0	\$2,125
PE	\$534	\$0	\$0	\$0	\$0	\$0	\$534
ROW	\$0	\$150	\$0	\$0	\$0	\$0	\$150
Total	\$534	\$150	\$2,125	\$0	\$0	\$0	\$2,809

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LC	\$427	\$120	\$0	\$0	\$0	\$0	\$547
LC-AC(LN)	\$0	\$0	\$1,700	\$0	\$0	\$0	\$1,700
LN	\$107	\$30	\$425	\$0	\$0	\$0	\$562
Total	\$534	\$150	\$2,125	\$0	\$0	\$0	\$2,809

66th St./Cotner Blvd./Adams St. - Traffic Signal Replacement

Overview

Project Number LCLC-5245(2)

Description

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.

Details

Project Grouping: Transportation System Preservation **Control Number:** C.N. 13438

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total (to date)

\$984

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$800	\$0	\$0	\$0	\$0	\$0	\$800
PE	\$160	\$0	\$0	\$0	\$0	\$0	\$160
ROW	\$24	\$0	\$0	\$0	\$0	\$0	\$24
Total	\$984	\$0	\$0	\$0	\$0	\$0	\$984

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LC	\$788	\$0	\$0	\$0	\$0	\$0	\$788
LN	\$196	\$0	\$0	\$0	\$0	\$0	\$196
Total	\$984	\$0	\$0	\$0	\$0	\$0	\$984

84th St. and US-6 (Cornhusker Hwy.) - Intersection Improvements

Overview

Project Number HSIP-5249(9)

Description

Safety project.

Details

Project Grouping: Transportation System Optimization **Control Number:** C.N. 13450

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$214	\$4.77K	\$5.58K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$0	\$4,560	\$0	\$0	\$0	\$4,560
PE	\$810	\$0	\$0	\$0	\$0	\$0	\$810
ROW	\$0	\$100	\$0	\$0	\$0	\$0	\$100
Utilities	\$0	\$114	\$0	\$0	\$0	\$0	\$114
Total	\$810	\$214	\$4,560	\$0	\$0	\$0	\$5,584

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
HS	\$0	\$90	\$4,104	\$0	\$0	\$0	\$4,194
LN	\$810	\$124	\$456	\$0	\$0	\$0	\$1,390
Total	\$810	\$214	\$4,560	\$0	\$0	\$0	\$5,584

9th & A St., 9th & D St., 10th & A St., 10th & D St. - Traffic Signal Replacement

Overview

Project Number LCLC-5261(1)

Description

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.

Details

Project Grouping: Transportation System Preservation **Control Number:** C.N. 13436

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total (to date)

\$2.68K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$2,405	\$0	\$0	\$0	\$0	\$0	\$2,405
PE	\$275	\$0	\$0	\$0	\$0	\$0	\$275
Total	\$2,680	\$0	\$0	\$0	\$0	\$0	\$2,680

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LC	\$2,144	\$0	\$0	\$0	\$0	\$0	\$2,144
LN	\$536	\$0	\$0	\$0	\$0	\$0	\$536
Total	\$2,680	\$0	\$0	\$0	\$0	\$0	\$2,680

A Street, 40th to 56th

Overview

Project Number

LCLC-5220(6)

Description

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.

Details

Project Grouping: Transportation System Optimization

Control Number: C.N. 13439

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$350	\$8.19K	\$9.79K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$0	\$7,840	\$0	\$0	\$0	\$7,840
PE	\$1,600	\$0	\$0	\$0	\$0	\$0	\$1,600
ROW	\$0	\$350	\$0	\$0	\$0	\$0	\$350
Total	\$1,600	\$350	\$7,840	\$0	\$0	\$0	\$9,790

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LC	\$1,280	\$280	\$6,272	\$0	\$0	\$0	\$7,832
LN	\$320	\$70	\$1,568	\$0	\$0	\$0	\$1,958
Total	\$1,600	\$350	\$7,840	\$0	\$0	\$0	\$9,790

A Street, 6th to 17th

Overview

Project NumberLCLC-5220(7)

Description

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.

Details

Project Grouping: Transportation System OptimizationControl Number: C.N. 13495

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$5.65K	\$5.65K	\$6.64K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$5,598	\$0	\$0	\$0	\$0	\$5,598
PE	\$988	\$0	\$0	\$0	\$0	\$0	\$988
ROW	\$0	\$50	\$0	\$0	\$0	\$0	\$50
Total	\$988	\$5,648	\$0	\$0	\$0	\$0	\$6,636

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LC	\$790	\$3,991	\$527	\$0	\$0	\$0	\$5,309
LC-AC(LN)	\$0	\$527	\$0	\$0	\$0	\$0	\$527
LN	\$198	\$1,129	-\$527	\$0	\$0	\$0	\$800
Total	\$988	\$5,648	\$0	\$0	\$0	\$0	\$6,636

Adams Street, 36th to 49th - Pavement Repair Project

Overview

Project Number LCLC-5250(4)

Description

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.

Details

Project Grouping: Transportation System Optimization **Control Number:** C.N. 13440

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total (to date)

\$4.27K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$3,700	\$0	\$0	\$0	\$0	\$0	\$3,700
PE	\$385	\$0	\$0	\$0	\$0	\$0	\$385
ROW	\$180	\$0	\$0	\$0	\$0	\$0	\$180
Total	\$4,265	\$0	\$0	\$0	\$0	\$0	\$4,265

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LC	\$3,412	\$0	\$0	\$0	\$0	\$0	\$3,412
LN	\$853	\$0	\$0	\$0	\$0	\$0	\$853
Total	\$4,265	\$0	\$0	\$0	\$0	\$0	\$4,265

Cornhusker Highway, 39th to L-55X

Overview

Project NumberLCLC-6-6(165)

Description

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.

Details

Project Grouping: Transportation System PreservationControl Number: C.N. 13497

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$6.15K	\$6.15K	\$6.65K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$6,150	\$0	\$0	\$0	\$0	\$6,150
PE	\$501	\$0	\$0	\$0	\$0	\$0	\$501
Total	\$501	\$6,150	\$0	\$0	\$0	\$0	\$6,651

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LC	\$401	\$4,920	\$0	\$0	\$0	\$0	\$5,320
LN	\$100	\$1,230	\$0	\$0	\$0	\$0	\$1,330
Total	\$501	\$6,150	\$0	\$0	\$0	\$0	\$6,651

Cotner Boulevard, O Street to Starr Street

Overview

Project Number LCLC-5237(4)

Description

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.

Details

Project Grouping: Transportation System Optimization **Control Number:** C.N. 13498

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$250	\$5.71K	\$6.67K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$0	\$0	\$5,458	\$0	\$0	\$5,458
PE	\$963	\$0	\$0	\$0	\$0	\$0	\$963
ROW	\$0	\$250	\$0	\$0	\$0	\$0	\$250
Total	\$963	\$250	\$0	\$5,458	\$0	\$0	\$6,671

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LC	\$771	\$200	\$0	\$4,366	\$0	\$0	\$5,337
LN	\$193	\$50	\$0	\$1,092	\$0	\$0	\$1,334
Total	\$963	\$250	\$0	\$5,458	\$0	\$0	\$6,671

East Beltway

Overview

Project Number N/A

Description

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.

Details

Project Grouping: N/A Control Number: N/A

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$250	\$1K	\$1.25K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
ROW	\$250	\$250	\$250	\$250	\$250	\$0	\$1,250
Total	\$250	\$250	\$250	\$250	\$250	\$0	\$1,250

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LN	\$250	\$250	\$250	\$250	\$250	\$0	\$1,250
Total	\$250	\$250	\$250	\$250	\$250	\$0	\$1,250

N 84th Street & College Park - Traffic Signal Replacement

Overview

Project Number LCLC-5249(8)

Description

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.

Details

Project Grouping: Transportation System Preservation

Control Number: C.N. 13437

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total (to date)

\$1.03K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$801	\$0	\$0	\$0	\$0	\$0	\$801
PE	\$190	\$0	\$0	\$0	\$0	\$0	\$190
ROW/Utilities	\$40	\$0	\$0	\$0	\$0	\$0	\$40
Total	\$1,031	\$0	\$0	\$0	\$0	\$0	\$1,031

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LC	\$825	\$0	\$0	\$0	\$0	\$0	\$825
LN	\$206	\$0	\$0	\$0	\$0	\$0	\$206
Total	\$1,031	\$0	\$0	\$0	\$0	\$0	\$1,031

North 27th Street, Adaptive Signal Control (COMPLETED)

Overview

Project Number HSIP-5231(14)

Description

Safety project.

Details

Project Grouping: N/A

Control Number: C.N. 13244

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total (to date)

\$2.25K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$2,155	\$0	\$0	\$0	\$0	\$0	\$2,155
NDOT	\$16	\$0	\$0	\$0	\$0	\$0	\$16
ROW	\$15	\$0	\$0	\$0	\$0	\$0	\$15
Utilities	\$68	\$0	\$0	\$0	\$0	\$0	\$68
Total	\$2,254	\$0	\$0	\$0	\$0	\$0	\$2,254

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
HS	\$2,035	\$0	\$0	\$0	\$0	\$0	\$2,035
LN	\$219	\$0	\$0	\$0	\$0	\$0	\$219
Total	\$2,254	\$0	\$0	\$0	\$0	\$0	\$2,254

Phase 2 Pilot Project - Standardizing Lincoln's Integrated eConstruction (SLIC)

Overview

Project Number STIC-STWD(208)

Description

The Standardizing Lincoln's Integrated eConstruction (SLIC) effort has produced and deployed a technology framework for tracking the delivery of infrastructure projects for LTU. Phase 2 will include detailed documentation of workflows required to share information with the City's current financial tracking software, evaluate schema for area-based construction elements, and summarize data in a final report documenting costs benefits, and lessons learned.

Details

Project Grouping: Transportation System Optimization **Control Number:** C.N. 01074

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total (to date)

\$171

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
N/A	\$171	\$0	\$0	\$0	\$0	\$0	\$171
Total	\$171	\$0	\$0	\$0	\$0	\$0	\$171

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LN	\$31	\$0	\$0	\$0	\$0	\$0	\$31
OF	\$15	\$0	\$0	\$0	\$0	\$0	\$15
STIC	\$125	\$0	\$0	\$0	\$0	\$0	\$125
Total	\$171	\$0	\$0	\$0	\$0	\$0	\$171

Pilot - Hyperflow Software Tool

Overview

Project Number

STIC-STWD(197)

Description

The City of Lincoln will use the Hyperflow software tool from ETALYC as a pilot. Hyperflow provides an online dashboard for system-wide signalized corridor performance assessment. It will identify problem intersections and corridors and quantify improvements made by signal timing changes, ultimately providing a better understanding of system performance and resulting in improved safety and user satisfaction.

Details

Project Grouping: Transportation System Optimization

Control Number: C.N. 1051

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total (to date)

\$100

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
N/A	\$100	\$0	\$0	\$0	\$0	\$0	\$100
Total	\$100	\$0	\$0	\$0	\$0	\$0	\$100

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LN	\$20	\$0	\$0	\$0	\$0	\$0	\$20
STIC	\$80	\$0	\$0	\$0	\$0	\$0	\$80
Total	\$100	\$0	\$0	\$0	\$0	\$0	\$100

Preventative Maintenance Bridge Package

Overview

Project Number LCLC-55(188)

Description

Preventative maintenance package may include bridges such as Harris Overpass, N 27th viaduct, SW 40th viaduct, Penny Bridges, and 10th & Salt Creek.

Details

Project Grouping: Transportation System Preservation **Control Number:** C.N. 13491

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$7.2K	\$7.2K	\$7.81K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$7,200	\$0	\$0	\$0	\$0	\$7,200
PE	\$611	\$0	\$0	\$0	\$0	\$0	\$611
Total	\$611	\$7,200	\$0	\$0	\$0	\$0	\$7,811

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LC	\$489	\$6,000	\$0	\$0	\$0	\$0	\$6,489
LN	\$122	\$1,200	\$0	\$0	\$0	\$0	\$1,322
Total	\$611	\$7,200	\$0	\$0	\$0	\$0	\$7,811

Randolph Street, Capital Parkway to 40th Street

Overview

Project Number LCLC-5224(1)

Description

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.

Details

Project Grouping: Transportation System Preservation **Control Number:** C.N. 13434

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$175	\$3.75K	\$4.5K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$0	\$3,575	\$0	\$0	\$0	\$3,575
PE	\$750	\$0	\$0	\$0	\$0	\$0	\$750
ROW	\$0	\$175	\$0	\$0	\$0	\$0	\$175
Total	\$750	\$175	\$3,575	\$0	\$0	\$0	\$4,500

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LC	\$600	\$140	\$2,860	\$0	\$0	\$0	\$3,600
LN	\$150	\$35	\$715	\$0	\$0	\$0	\$900
Total	\$750	\$175	\$3,575	\$0	\$0	\$0	\$4,500

S 27th Street Bridge Over SE Upper Salt Creek

Overview

Project Number LCLC-55(199)

Description

This project would replace the existing bridge.

Details

Project Grouping: Transportation System Preservation **Control Number:** 13621

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$5.95K

Project Total (to date)

\$6.7K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$0	\$0	\$0	\$5,916	\$0	\$5,916
PE	\$750	\$0	\$0	\$0	\$0	\$0	\$750
ROW	\$0	\$0	\$0	\$5	\$0	\$0	\$5
Utilities	\$0	\$0	\$0	\$25	\$0	\$0	\$25
Total	\$750	\$0	\$0	\$30	\$5,916	\$0	\$6,696

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LC	\$600	\$0	\$0	\$24	\$4,797	\$0	\$5,421
LN	\$150	\$0	\$0	\$6	\$1,119	\$0	\$1,275
Total	\$750	\$0	\$0	\$30	\$5,916	\$0	\$6,696

S. 40th Street from Yankee Hill Road to south of Rokeby

Overview

Project Number N/A

Description

This project will construct two lanes of pavement, turn lanes and intersection improvements at multiple locations. It will also construct Rokeby Road from S 40th Street to Snapdragon Road. This project is part of Transportation System Growth.

Details

Project Grouping: N/A Control Number: N/A

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$0	\$0	\$20.3K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$18,600	\$0	\$0	\$0	\$0	\$0	\$18,600
PE	\$1,150	\$0	\$0	\$0	\$0	\$0	\$1,150
ROW	\$200	\$0	\$0	\$0	\$0	\$0	\$200
Utilities	\$325	\$0	\$0	\$0	\$0	\$0	\$325
Total	\$20,275	\$0	\$0	\$0	\$0	\$0	\$20,275

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LN	\$20,275	\$0	\$0	\$0	\$0	\$0	\$20,275
Total	\$20,275	\$0	\$0	\$0	\$0	\$0	\$20,275

S. 70th and Nebraska Parkway (Highway 2) Right Turn Lane Addition

Overview

Project Number HSIP-5247(14)

Description

This is a safety project partially funded with Highway Safety Improvement Project funds through the Federal Highway Administration (FHWA) and Nebraska Department of Transportation (NDOT). It will involve potential curb and lane geometric modifications. Construction is anticipated to occur in 2026-2027.

Details

Project Grouping: Transportation System Optimization **Control Number:** C.N. 13548

Capital Cost

FY2026 Budget
\$976K

Total Budget (all years)
\$976K

Project Total (to date)
\$1.21M

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$952,784	\$0	\$0	\$0	\$0	\$952,784
NDOT	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
PE	\$145,014	\$22,792	\$0	\$0	\$0	\$0	\$167,806
ROW/Utilities	\$66,000	\$0	\$0	\$0	\$0	\$0	\$66,000
Total	\$231,014	\$975,576	\$0	\$0	\$0	\$0	\$1,206,590

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
HS	\$0	\$857,506	\$0	\$0	\$0	\$0	\$857,506
LN	\$145,014	\$118,070	\$0	\$0	\$0	\$0	\$263,084
Total	\$145,014	\$975,576	\$0	\$0	\$0	\$0	\$1,120,590

South 56th Street, Spruce Street to Van Dorn Street - Pavement Repair Project

Overview

Project Number LCLC-5241(7)

Description

Rehabilitation may include pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. Approximately 1.2 miles.

Details

Project Grouping: Transportation System Preservation **Control Number:** C.N. 13433

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$0	\$0	\$2.61K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$2,235	\$0	\$0	\$0	\$0	\$0	\$2,235
PE	\$373	\$0	\$0	\$0	\$0	\$0	\$373
Total	\$2,608	\$0	\$0	\$0	\$0	\$0	\$2,608

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LC	\$2,086	\$0	\$0	\$0	\$0	\$0	\$2,086
LN	\$522	\$0	\$0	\$0	\$0	\$0	\$522
Total	\$2,608	\$0	\$0	\$0	\$0	\$0	\$2,608

South Beltway (COMPLETED)

Overview

Project Number

DPU-55(156)

Description

Final payment to the Nebraska Department of Transportation for local share of the design, right-of-way, and construction of a four-lane freeway between US 77 and Highway 2 was made in September of 2018.

Details

Project Grouping: N/A

Control Number: C.N. 12848

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total (to date)

\$34.4K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
N/A	\$34,425	\$0	\$0	\$0	\$0	\$0	\$34,425
Total	\$34,425	\$0	\$0	\$0	\$0	\$0	\$34,425

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LN	\$34,425	\$0	\$0	\$0	\$0	\$0	\$34,425
Total	\$34,425	\$0	\$0	\$0	\$0	\$0	\$34,425

West "A" Street from west of Coddington to west City limits

Overview

Project Number N/A

Description

This project would improve the capacity and safety of this area by programming city funds for the completion of design engineering, right-of-way, construction and construction engineering to construct two lanes of pavement along West "A" Street between Coddington and west City limits. The project will construct intersection improvements at multiple locations. The project will improve safety and capacity. This project is part of Transportation System Growth.

Details

Project Grouping: N/A

Control Number: N/A

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total (to date)

\$17.9K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$15,700	\$0	\$0	\$0	\$0	\$0	\$15,700
PE	\$2,210	\$0	\$0	\$0	\$0	\$0	\$2,210
Total	\$17,910	\$0	\$0	\$0	\$0	\$0	\$17,910

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LN	\$17,910	\$0	\$0	\$0	\$0	\$0	\$17,910
Total	\$17,910	\$0	\$0	\$0	\$0	\$0	\$17,910

West South Street Bridge over Salt Creek

Overview

Project Number LCLC-5212(6)

Description

This project would replace the existing bridge over Salt Creek. The project will include pedestrian facilities.

Details

Project Grouping: Transportation System Preservation **Control Number:** 13617

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total (to date)

\$5K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$0	\$0	\$0	\$0	\$4,250	\$4,250
PE	\$750	\$0	\$0	\$0	\$0	\$0	\$750
Total	\$750	\$0	\$0	\$0	\$0	\$4,250	\$5,000

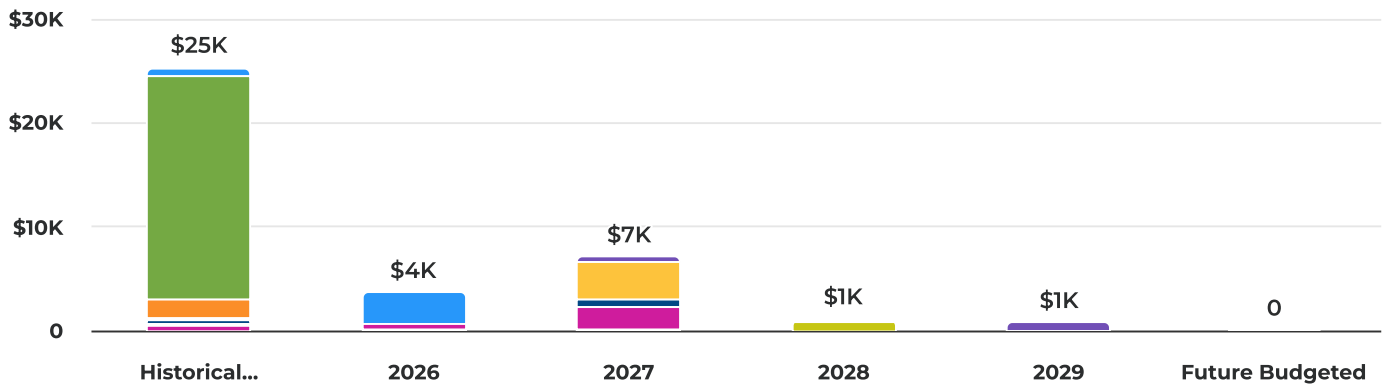
Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
BNSF	\$0	\$0	\$0	\$0	\$0	\$4,250	\$4,250
LC	\$600	\$0	\$0	\$0	\$0	\$0	\$600
LN	\$150	\$0	\$0	\$0	\$0	\$0	\$150
Total	\$750	\$0	\$0	\$0	\$0	\$4,250	\$5,000

Pedestrian, Bike & Trail Projects

FY26 - FY29 Pedestrian, Bike & Trail Projects Projects (including Historical Budgeted, Future Budgeted)



Beal Slough Trail Project	\$3,760	9.94%
Downtown Corridors and Music District Streetscape (UNDER CONTRACT FOR CONSTRUCTION)	\$21,556	56.99%
Fletcher Landmark Trail (COMPLETED)	\$1,815	4.80%
Multimodal Transportation Center - Active Transportation Enhancements	\$1,452	3.84%
Rock Island Trail Undercrossing at Old Cheney Road	\$3,751	9.92%
Rock Island Trail Widening - A Street to Boosalis Trail	\$1,082	2.86%
Scott's Creek Trail	\$165	0.44%
Waterford Trail	\$3,191	8.44%
Wilderness Hills Trail	\$1,050	2.78%

Downtown Corridors and Music District Streetscape (UNDER CONTRACT FOR CONSTRUCTION)

Overview

Project Number N/A

Description

Lincoln Urban Development Department: Pedestrian crossing and sidewalk improvements, targeted lane reductions, and redesign of on-street parking areas on 9th, 10th, 11th, 14th, O and P Streets as identified in the Greater Downtown Principal Corridors Redevelopment Plan. The expenditures shown do not include additional ARPA funds anticipated to be directed towards the 14th Street/Music District portion of the project.

Details

Project Grouping: N/A

Control Number: N/A

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total (to date)

\$21.6K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$18,756	\$0	\$0	\$0	\$0	\$0	\$18,756
PE	\$2,800	\$0	\$0	\$0	\$0	\$0	\$2,800
Total	\$21,556	\$0	\$0	\$0	\$0	\$0	\$21,556

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
ARPA	\$2,250	\$0	\$0	\$0	\$0	\$0	\$2,250
CPF	\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000
EDA	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
LN	\$14,306	\$0	\$0	\$0	\$0	\$0	\$14,306
Total	\$21,556	\$0	\$0	\$0	\$0	\$0	\$21,556

Fletcher Landmark Trail (COMPLETED)

Overview

Project Number TAP-55(186)

Description

City of Lincoln Parks and Recreation Department: Trail project for concrete trail to follow primarily alongside Fletcher Street from N. 14th Street to N. 27th Street.

Details

Project Grouping: N/A **Control Number:** C.N. 13442

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$0	\$0	\$1.82K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
CE	\$159	\$0	\$0	\$0	\$0	\$0	\$159
PE	\$332	\$0	\$0	\$0	\$0	\$0	\$332
ROW	\$267	\$0	\$0	\$0	\$0	\$0	\$267
Utilities/Construction	\$1,058	\$0	\$0	\$0	\$0	\$0	\$1,058
Total	\$1,815	\$0	\$0	\$0	\$0	\$0	\$1,815

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LN	\$363	\$0	\$0	\$0	\$0	\$0	\$363
TA	\$1,452	\$0	\$0	\$0	\$0	\$0	\$1,452
Total	\$1,815	\$0	\$0	\$0	\$0	\$0	\$1,815

Multimodal Transportation Center - Active Transportation Enhancements

Overview

Project Number N/A

Description

City of Lincoln Transportation and Utilities Department: Mobility improvements for future transit center.

Details

Project Grouping: N/A

Control Number: N/A

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$1.45K

Project Total

\$1.45K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$0	\$322	\$149	\$766	\$0	\$1,237
PE	\$0	\$0	\$215	\$0	\$0	\$0	\$215
Total	\$0	\$0	\$537	\$149	\$766	\$0	\$1,452

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
CMAQ	\$0	\$0	\$430	\$119	\$613	\$0	\$1,161
LN	\$0	\$0	\$107	\$30	\$153	\$0	\$290
Total	\$0	\$0	\$537	\$149	\$766	\$0	\$1,452

Rock Island Trail Undercrossing at Old Cheney Road

Overview

Project Number CRP-55(197)

Description

City of Lincoln Transportation and Utilities Department: This project will provide a grade separated crossing of the Rock Island Trail at Old Cheney Road by constructing an undercrossing of the roadway. The crossing will be located in the approximate alignment of the existing trail and connections to the sidewalks on each side of Old Cheney will be required. The project is anticipated to require some ROW acquisition.

Details

Project Grouping: N/A

Control Number: C.N. 13581

Capital Cost

FY2026 Budget

\$54

Total Budget (all years)

\$3.53K

Project Total (to date)

\$3.75K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$0	\$3,479	\$0	\$0	\$0	\$3,479
PE	\$218	\$0	\$0	\$0	\$0	\$0	\$218
ROW/Utilities	\$0	\$54	\$0	\$0	\$0	\$0	\$54
Total	\$218	\$54	\$3,479	\$0	\$0	\$0	\$3,751

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
CMAQ	\$174	\$43	\$2,783	\$0	\$0	\$0	\$3,001
LN	\$44	\$11	\$696	\$0	\$0	\$0	\$750
Total	\$218	\$54	\$3,479	\$0	\$0	\$0	\$3,751

Rock Island Trail Widening - A Street to Boosalis Trail

Overview

Project Number CRP-55(198)

Description

City of Lincoln Parks and Recreation Department: The Rock Island Trail between A Street and Nebraska Parkway is one of the busiest trail segments in Lincoln. Having been one of the first segments constructed, it is also built to a standard that is no longer adequate for the 1,000 trips per day it experiences. This project would remove the existing 8-foot wide concrete trail and replace it with a minimum 10-foot wide, 5" thick concrete trail. This project would also include replacement of a pedestrian/bicycle bridge over Garfield Street.

Details

Project Grouping: N/A

Control Number: C.N. 13583

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$824

Project Total (to date)

\$1.08K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$0	\$824	\$0	\$0	\$0	\$824
PE	\$258	\$0	\$0	\$0	\$0	\$0	\$258
Total	\$258	\$0	\$824	\$0	\$0	\$0	\$1,082

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
CMAQ	\$207	\$0	\$659	\$0	\$0	\$0	\$865
LN	\$52	\$0	\$165	\$0	\$0	\$0	\$216
Total	\$258	\$0	\$824	\$0	\$0	\$0	\$1,082

Scott's Creek Trail

Overview

Project Number N/A

Description

City of Hickman: The proposed project is the construction of a trail on City-owned land in an established easement. The new trail will extend a total of 1,250 linear feet north and east from Hickman Road before tying into the pedestrian underpass underneath S. 68th Street. It will then continue east from S. 68th Street before terminating by tying into existing sidewalk north of Prairie View Lane. The trail will be 10' wide and constructed of concrete.

Details

Project Grouping: N/A Control Number: N/A

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$0	\$0	\$165

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$125	\$0	\$0	\$0	\$0	\$0	\$125
PE	\$40	\$0	\$0	\$0	\$0	\$0	\$40
Total	\$165	\$0	\$0	\$0	\$0	\$0	\$165

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
HIC	\$33	\$0	\$0	\$0	\$0	\$0	\$33
RTP	\$132	\$0	\$0	\$0	\$0	\$0	\$132
Total	\$165	\$0	\$0	\$0	\$0	\$0	\$165

Wilderness Hills Trail

Overview

Project Number N/A

Description

City of Lincoln Parks and Recreation Department: 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.

Details

Project Grouping: N/A

Control Number: N/A

Capital Cost

FY2026 Budget

\$109

Total Budget (all years)

\$1.05K

Project Total

\$1.05K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
CE	\$0	\$0	\$0	\$109	\$0	\$0	\$109
Construction	\$0	\$0	\$0	\$768	\$0	\$0	\$768
PE	\$0	\$109	\$0	\$0	\$0	\$0	\$109
ROW	\$0	\$0	\$27	\$0	\$0	\$0	\$27
Utilities	\$0	\$0	\$37	\$0	\$0	\$0	\$37
Total	\$0	\$109	\$64	\$877	\$0	\$0	\$1,050

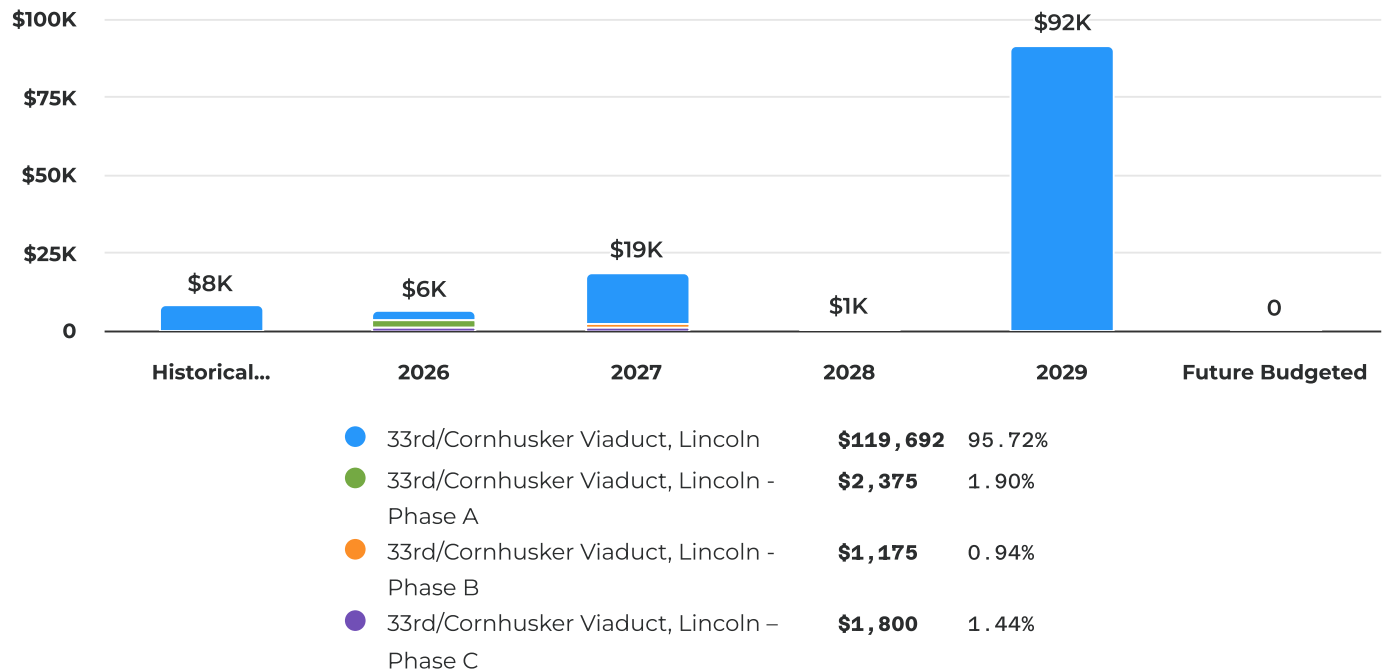
Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LN	\$0	\$22	\$0	\$0	\$0	\$0	\$22
OF	\$0	\$88	\$64	\$877	\$0	\$0	\$1,028
Total	\$0	\$109	\$64	\$877	\$0	\$0	\$1,050

Railroad Transportation Safety District

FY26 - FY29 Railroad Transportation Safety District Projects (including Historical Budgeted, Future Budgeted)



33rd/Cornhusker Viaduct, Lincoln

Overview

Project Number LCLC-5233(4)

Description

This project would implement study results to remove two at-grade crossings which would improve safety and mobility for existing and future traffic needs in the area.

Details

Project Grouping: N/A

Control Number: 13294

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total (to date)
\$3.15K	\$112K	\$120K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$1,500	\$0	\$0	\$91,517	\$0	\$93,017
PE/ROW	\$8,050	\$1,650	\$16,450	\$0	\$0	\$0	\$26,150
Utilities	\$0	\$0	\$0	\$525	\$0	\$0	\$525
Total	\$8,050	\$3,150	\$16,450	\$525	\$91,517	\$0	\$119,692

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
BNSF	\$0	\$0	\$0	\$0	\$4,710	\$0	\$4,710
HS	\$0	\$0	\$13,190	\$420	\$6,950	\$0	\$20,560
LN	\$330	\$0	\$0	\$0	\$0	\$0	\$330
LOCAL	\$6,230	\$640	\$3,260	\$105	\$16,100	\$0	\$26,335
RCE	\$0	\$1,200	\$0	\$0	\$63,757	\$0	\$64,957
STP	\$1,490	\$1,310	\$0	\$0	\$0	\$0	\$2,800
Total	\$8,050	\$3,150	\$16,450	\$525	\$91,517	\$0	\$119,692

33rd/Cornhusker Viaduct, Lincoln - Phase A

Overview

Project Number LCLC-5233(5)

Description

These improvements are needed to eliminate conflicts between sanitary and water mains with the future 33ro Street bridge abutment and other structural components of the primary 33rd & Cornhusker project.

Details

Control Number: 13294A

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$2.38K	\$2.38K	\$2.38K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$1,500	\$0	\$0	\$0	\$0	\$1,500
PE/ROW	\$0	\$875	\$0	\$0	\$0	\$0	\$875
Total	\$0	\$2,375	\$0	\$0	\$0	\$0	\$2,375

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LOCAL	\$0	\$475	\$0	\$0	\$0	\$0	\$475
RCE	\$0	\$1,200	\$0	\$0	\$0	\$0	\$1,200
STP	\$0	\$700	\$0	\$0	\$0	\$0	\$700
Total	\$0	\$2,375	\$0	\$0	\$0	\$0	\$2,375

33rd/Cornhusker Viaduct, Lincoln - Phase B

Overview

Project Number LCLC-5233(6)

Description

This phase would construct multi-use paths to provide a detour and allow continuous access for John Dietrich Trail users during construction of the primary 33rd & Cornhusker project as well as construct temporary intersection control improvements at 35th & Huntington. This project is part of Transportation System Optimization.

Details

Project Grouping: N/A

Control Number: 13294B

Capital Cost

FY2026 Budget

\$75

Total Budget (all years)

\$1.18K

Project Total

\$1.18K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$0	\$1,100	\$0	\$0	\$0	\$1,100
PE/ROW	\$0	\$75	\$0	\$0	\$0	\$0	\$75
Total	\$0	\$75	\$1,100	\$0	\$0	\$0	\$1,175

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
HS	\$0	\$0	\$150	\$0	\$0	\$0	\$150
LOCAL	\$0	\$15	\$200	\$0	\$0	\$0	\$215
RCE	\$0	\$0	\$750	\$0	\$0	\$0	\$750
STP	\$0	\$60	\$0	\$0	\$0	\$0	\$60
Total	\$0	\$75	\$1,100	\$0	\$0	\$0	\$1,175

33rd/Cornhusker Viaduct, Lincoln – Phase C

Overview

Project Number LCLC-5233(7)

Description

This phase would construct improvements to streets west of 33rd Street and north of Huntington Avenue to provide access to area businesses during construction of the primary 33rd & Cornhusker project. This project is part of Transportation System Optimization.

Details

Project Grouping: N/A

Control Number: 13294C

Capital Cost

FY2026 Budget

\$700

Total Budget (all years)

\$1.8K

Project Total

\$1.8K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$0	\$1,100	\$0	\$0	\$0	\$1,100
PE/ROW	\$0	\$700	\$0	\$0	\$0	\$0	\$700
Total	\$0	\$700	\$1,100	\$0	\$0	\$0	\$1,800

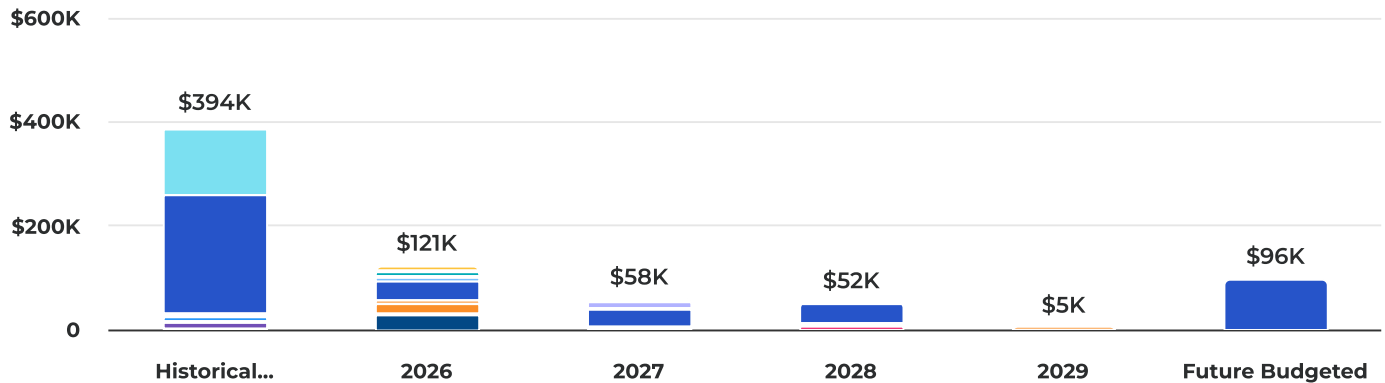
Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
HS	\$0	\$0	\$150	\$0	\$0	\$0	\$150
LOCAL	\$0	\$150	\$200	\$0	\$0	\$0	\$350
RCE	\$0	\$0	\$750	\$0	\$0	\$0	\$750
STP	\$0	\$550	\$0	\$0	\$0	\$0	\$550
Total	\$0	\$700	\$1,100	\$0	\$0	\$0	\$1,800

State of Nebraska: Department of Transportation

FY26 - FY29 State of Nebraska: Department of Transportation Projects (including Historical Budgeted, Future Budgeted)



D1 Fiber I-80, Pleasant Dale - Lincoln	\$939	0.13%
District 1 Dynamic Message Sign (DMS) Replacement	\$315	0.04%
District 1 Dynamic Message Signs (DMS) Retrofit	\$1,079	0.15%
District 1 Side Mount Dynamic Message Sign (DMS)	\$1,715	0.24%
I-180, Adams St Bridge, Lincoln	\$8,934	1.23%
I-180, Cornhusker South	\$2,773	0.38%
I-180, I-180 Bridges over I-80	\$9,860	1.36%
I-180, I-80 - Cornhusker Highway (UNDER CONTRACT FOR CONSTRUCTION)	\$2,485	0.34%
I-180, I-80 Interchange - Cornhusker Highway	\$4,210	0.58%
I-80, 27th St - Platte River	\$11,463	1.58%
I-80, Airpark - I-180	\$2,369	0.33%
I-80, District 1-A High Mast Tower Replacement (UNDER CONTRACT FOR CONSTRUCTION)	\$2,101	0.29%
I-80, I-80 Barrier, Lincoln (COMPLETED)	\$265	0.04%
I-80, Jct I-180 - E Jct US-77	\$148	0.02%
I-80, Pleasant Dale - NW 56th Street	\$127,965	17.60%
I-80, Waverly - Jct N-66	\$1,001	0.14%
L-55X, Link L-55X North (between Cornhusker Highway and I-80)	\$6,634	0.91%
Lincoln South Beltway ITS Deployment	\$3,875	0.53%

● N-2, Lincoln South Beltway (COMPLETED)	\$428,045	58.89%
● N-2, Lincoln-Syracuse	\$2,450	0.34%
● S-55G, Hickman Spur	\$3,903	0.54%
● State Operations & Maintenance	\$22,725	3.13%
● Sun Valley Blvd over Union Pacific Railroad	\$4,430	0.61%
● US-77, Beatrice-Princeton (UNDER CONTRACT FOR CONSTRUCTION)	\$4,087	0.56%
● US-77, I-80 to Warlick Blvd, Lincoln (COMPLETED)	\$8,339	1.15%
● US-77, Lincoln West Beltway	\$4,776	0.66%
● US-77, Pioneers Blvd Interchange	\$17,000	2.34%
● US-77, Princeton - N-33 (COMPLETED)	\$11,276	1.55%
● US-77, US-77/I-80 North	\$3,554	0.49%
● US-77, Warlick Blvd Interchange	\$28,185	3.88%

D1 Fiber I-80, Pleasant Dale - Lincoln

Overview

Project Number ITS-NH-80-8(172)

Description

Install fiber on I-80. Length: 9.00

Details

Project Grouping: NA

Control Number: 13607

Capital Cost

FY2026 Budget

\$1

Total Budget (all years)

\$939

Project Total

\$939

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$0	\$0	\$938	\$0	\$0	\$938
PE	\$0	\$1	\$0	\$0	\$0	\$0	\$1
Total	\$0	\$1	\$0	\$938	\$0	\$0	\$939

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
NE	\$0	\$1	\$0	\$94	\$0	\$0	\$95
NH	\$0	\$0	\$0	\$844	\$0	\$0	\$844
Total	\$0	\$1	\$0	\$938	\$0	\$0	\$939

District 1 Dynamic Message Sign (DMS) Replacement

Overview

Project Number ITS-NH-D1(108)

Description

Replace DMS boards. 0.0 miles.

Details

Project Grouping: N/A

Control Number: C.N. 13563

Capital Cost

FY2026 Budget

\$314

Total Budget (all years)

\$314

Project Total (to date)

\$315

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$314	\$0	\$0	\$0	\$0	\$314
PE	\$1	\$0	\$0	\$0	\$0	\$0	\$1
Total	\$1	\$314	\$0	\$0	\$0	\$0	\$315

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
NE	\$1	\$31	\$0	\$0	\$0	\$0	\$32
STP	\$0	\$283	\$0	\$0	\$0	\$0	\$283
Total	\$1	\$314	\$0	\$0	\$0	\$0	\$315

District 1 Dynamic Message Signs (DMS) Retrofit

Overview

Project Number ITS-NH-D1(109)

Description

Retrofit DMS structures. 0.0 miles.

Details

Project Grouping: N/A

Control Number: C.N. 13566

Capital Cost

FY2026 Budget

\$1.07K

Total Budget (all years)

\$1.07K

Project Total (to date)

\$1.08K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$1,074	\$0	\$0	\$0	\$0	\$1,074
PE	\$5	\$0	\$0	\$0	\$0	\$0	\$5
Total	\$5	\$1,074	\$0	\$0	\$0	\$0	\$1,079

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
NE	\$5	\$107	\$0	\$0	\$0	\$0	\$112
STP	\$0	\$967	\$0	\$0	\$0	\$0	\$967
Total	\$5	\$1,074	\$0	\$0	\$0	\$0	\$1,079

District 1 Side Mount Dynamic Message Sign (DMS)

Overview

Project Number ITS-NH-D1(110)

Description

Install side mount digital message sign (DMS) on US-34 north of the I-80 interchange. Length: 0.00

Details

Project Grouping: NA **Control Number:** 13600

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$1	\$1.72K	\$1.72K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$0	\$1,714	\$0	\$0	\$0	\$1,714
PE	\$0	\$1	\$0	\$0	\$0	\$0	\$1
Total	\$0	\$1	\$1,714	\$0	\$0	\$0	\$1,715

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
NE	\$0	\$1	\$171	\$0	\$0	\$0	\$172
NH	\$0	\$0	\$1,543	\$0	\$0	\$0	\$1,543
Total	\$0	\$1	\$1,714	\$0	\$0	\$0	\$1,715

I-180, Adams St Bridge, Lincoln

Overview

Project Number

NH-180-9(733)

Description

Adams St over I-180. Bridge replacement. 0.0 miles.

Details

Project Grouping: N/A

Control Number: C.N. 12046

Capital Cost

FY2026 Budget

\$7.51K

Total Budget (all years)

\$7.51K

Project Total (to date)

\$8.93K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$7,511	\$0	\$0	\$0	\$0	\$7,511
PE	\$1,418	\$0	\$0	\$0	\$0	\$0	\$1,418
ROW	\$5	\$0	\$0	\$0	\$0	\$0	\$5
Total	\$1,423	\$7,511	\$0	\$0	\$0	\$0	\$8,934

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
EM	\$0	\$6,760	\$0	\$0	\$0	\$0	\$6,760
EM-AC(NE)	\$0	\$6,760	\$0	\$0	\$0	\$0	\$6,760
NE	\$1,423	-\$6,009	\$0	\$0	\$0	\$0	-\$4,586
Total	\$1,423	\$7,511	\$0	\$0	\$0	\$0	\$8,934

I-180, I-80 - Cornhusker Highway (UNDER CONTRACT FOR CONSTRUCTION)

Overview

Project Number NH-180-9(9)

Description

Concrete surface seal. 0.6 miles.

Details

Project Grouping: N/A Control Number: C.N. 13557

Capital Cost

FY2026 Budget

Total Budget (all years)

Project Total (to date)

\$0

\$0

\$2.49K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$2,484	\$0	\$0	\$0	\$0	\$0	\$2,484
PE	\$1	\$0	\$0	\$0	\$0	\$0	\$1
Total	\$2,485	\$0	\$0	\$0	\$0	\$0	\$2,485

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
NE	\$249	\$0	\$0	\$0	\$0	\$0	\$249
NH	\$2,236	\$0	\$0	\$0	\$0	\$0	\$2,236
Total	\$2,485	\$0	\$0	\$0	\$0	\$0	\$2,485

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I-80, 27th St - Platte River

Overview

Project Number

HSIP-80-9(208)

Description

Cable median barrier. 23.47 miles.

Details

Project Grouping: N/A

Control Number: C.N. 13537

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$11.5K

Project Total (to date)

\$11.5K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$0	\$11,462	\$0	\$0	\$0	\$11,462
PE	\$1	\$0	\$0	\$0	\$0	\$0	\$1
Total	\$1	\$0	\$11,462	\$0	\$0	\$0	\$11,463

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
HS	\$0	\$0	\$10,316	\$0	\$0	\$0	\$10,316
NE	\$1	\$0	\$1,146	\$0	\$0	\$0	\$1,147
Total	\$1	\$0	\$11,462	\$0	\$0	\$0	\$11,463

I-80, District 1-A High Mast Tower Replacement (UNDER CONTRACT FOR CONSTRUCTION)

Overview

Project Number STP-80-9(209)

Description

High mast tower replacement. 0.0 miles.

Details

Project Grouping: N/A

Control Number: C.N. 13546

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total (to date)

\$2.1K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$2,100	\$0	\$0	\$0	\$0	\$0	\$2,100
PE	\$1	\$0	\$0	\$0	\$0	\$0	\$1
Total	\$2,101	\$0	\$0	\$0	\$0	\$0	\$2,101

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
NE	\$211	\$0	\$0	\$0	\$0	\$0	\$211
STP	\$1,890	\$0	\$0	\$0	\$0	\$0	\$1,890
Total	\$2,101	\$0	\$0	\$0	\$0	\$0	\$2,101

I-80, I-80 Barrier, Lincoln (COMPLETED)

Overview

Project Number NH-80-9(92)

Description

I-80 from 0.3 mi east of Lincoln northeast to 27th St. Power wash and seal concrete barriers, bridge rails and bridge piers. 9.0 miles.

Details

Project Grouping: N/A

Control Number: C.N. 13283

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total (to date)

\$265

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$264	\$0	\$0	\$0	\$0	\$0	\$264
PE	\$1	\$0	\$0	\$0	\$0	\$0	\$1
Total	\$265	\$0	\$0	\$0	\$0	\$0	\$265

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
NE	\$54	\$0	\$0	\$0	\$0	\$0	\$54
NH	\$211	\$0	\$0	\$0	\$0	\$0	\$211
Total	\$265	\$0	\$0	\$0	\$0	\$0	\$265

L-55X, Link L-55X North (between Cornhusker Highway and I-80)

Overview

Project Number

NH-L55X(108)

Description

Mill, resurface, bridge repair. 2.67 miles.

Details

Project Grouping: N/A

Control Number: C.N. 13565

Capital Cost

FY2026 Budget

\$6.61K

Total Budget (all years)

\$6.61K

Project Total (to date)

\$6.63K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$6,614	\$0	\$0	\$0	\$0	\$6,614
PE	\$20	\$0	\$0	\$0	\$0	\$0	\$20
Total	\$20	\$6,614	\$0	\$0	\$0	\$0	\$6,634

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
NE	\$20	\$1,323	\$0	\$0	\$0	\$0	\$1,343
NH	\$0	\$5,291	\$0	\$0	\$0	\$0	\$5,291
Total	\$20	\$6,614	\$0	\$0	\$0	\$0	\$6,634

Lincoln South Beltway ITS Deployment

Overview

Project Number ITS-NH-2-6(124)

Description

Install ITS devices along Highway 2 and Highway 77. Length: 13.20

Details

Project Grouping: NA **Control Number:** CN 13601

Capital Cost

FY2026 Budget	Total Budget (all years)	Project Total
\$1	\$3.88K	\$3.88K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$0	\$0	\$3,874	\$0	\$0	\$3,874
PE	\$0	\$1	\$0	\$0	\$0	\$0	\$1
Total	\$0	\$1	\$0	\$3,874	\$0	\$0	\$3,875

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
NE	\$0	\$1	\$0	\$387	\$0	\$0	\$388
NH	\$0	\$0	\$0	\$3,487	\$0	\$0	\$3,487
Total	\$0	\$1	\$0	\$3,874	\$0	\$0	\$3,875

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S-55G, Hickman Spur

Overview

Project Number

STP-HSIP-S55G(107)

Description

Mill, resurface, widen, culverts, bridge repair. 3.41 miles.

Details

Project Grouping: N/A

Control Number: C.N. 13512

Capital Cost

FY2026 Budget

\$5

Total Budget (all years)

\$3.77K

Project Total (to date)

\$3.9K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$0	\$0	\$3,762	\$0	\$0	\$3,762
PE	\$136	\$0	\$0	\$0	\$0	\$0	\$136
ROW	\$0	\$5	\$0	\$0	\$0	\$0	\$5
Total	\$136	\$5	\$0	\$3,762	\$0	\$0	\$3,903

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
HS	\$0	\$0	\$0	\$490	\$0	\$0	\$490
NE	\$136	\$5	\$0	\$700	\$0	\$0	\$841
STP	\$0	\$0	\$0	\$2,572	\$0	\$0	\$2,572
Total	\$136	\$5	\$0	\$3,762	\$0	\$0	\$3,903

Sun Valley Blvd over Union Pacific Railroad

Overview

Project Number

NH-6-6(166)

Description

Bridge Replacement Length: 0.00

Details

Project Grouping: NA

Control Number: CN 13500

Capital Cost

FY2026 Budget

\$186

Total Budget (all years)

\$4.43K

Project Total

\$4.43K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
PE	\$0	\$186	\$0	\$0	\$0	\$0	\$186
ROW	\$0	\$0	\$100	\$0	\$0	\$0	\$100
Utilities	\$0	\$0	\$0	\$4,144	\$0	\$0	\$4,144
Total	\$0	\$186	\$100	\$4,144	\$0	\$0	\$4,430

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
NE	\$0	\$186	\$100	\$829	\$0	\$0	\$1,115
NH	\$0	\$0	\$0	\$3,315	\$0	\$0	\$3,315
Total	\$0	\$186	\$100	\$4,144	\$0	\$0	\$4,430

US-77, Beatrice-Princeton (UNDER CONTRACT FOR CONSTRUCTION)

Overview

Project Number NH-77-1(137)

Description

Crack Seal, Joint Seal. 13.76 miles.

Details

Project Grouping: N/A

Control Number: C.N. 13516

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total (to date)

\$4.09K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$4,086	\$0	\$0	\$0	\$0	\$0	\$4,086
PE	\$1	\$0	\$0	\$0	\$0	\$0	\$1
Total	\$4,087	\$0	\$0	\$0	\$0	\$0	\$4,087

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
NE	\$818	\$0	\$0	\$0	\$0	\$0	\$818
NH	\$3,269	\$0	\$0	\$0	\$0	\$0	\$3,269
Total	\$4,087	\$0	\$0	\$0	\$0	\$0	\$4,087

US-77, I-80 to Warlick Blvd, Lincoln (COMPLETED)

Overview

Project Number NH-77-2 (168)

Description

Mill and overlay project. 5.6 miles.

Details

Project Grouping: N/A

Control Number: C.N. 13412

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total (to date)

\$8.34K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$8,139	\$0	\$0	\$0	\$0	\$0	\$8,139
PE	\$200	\$0	\$0	\$0	\$0	\$0	\$200
Total	\$8,339	\$0	\$0	\$0	\$0	\$0	\$8,339

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
NE	\$1,828	\$0	\$0	\$0	\$0	\$0	\$1,828
NH	\$6,511	\$0	\$0	\$0	\$0	\$0	\$6,511
Total	\$8,339	\$0	\$0	\$0	\$0	\$0	\$8,339

US-77, Pioneers Blvd Interchange

Overview

Project Number N/A

Description

Interchange Reconstruction. 1.06 miles.

Details

Project Grouping: N/A

Control Number: C.N. 12552D

Capital Cost

FY2026 Budget

\$17K

Total Budget (all years)

\$17K

Project Total

\$17K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$17,000	\$0	\$0	\$0	\$0	\$17,000
Total	\$0	\$17,000	\$0	\$0	\$0	\$0	\$17,000

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
NE	\$0	\$17,000	\$0	\$0	\$0	\$0	\$17,000
Total	\$0	\$17,000	\$0	\$0	\$0	\$0	\$17,000

US-77, Warlick Blvd Interchange

Overview

Project Number N/A

Description

Interchange Reconstruction. 0.0 miles.

Details

Project Grouping: N/A

Control Number: C.N. 12552C

Capital Cost

FY2026 Budget

\$28.2K

Total Budget (all years)

\$28.2K

Project Total

\$28.2K

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
Construction/CE	\$0	\$28,185	\$0	\$0	\$0	\$0	\$28,185
Total	\$0	\$28,185	\$0	\$0	\$0	\$0	\$28,185

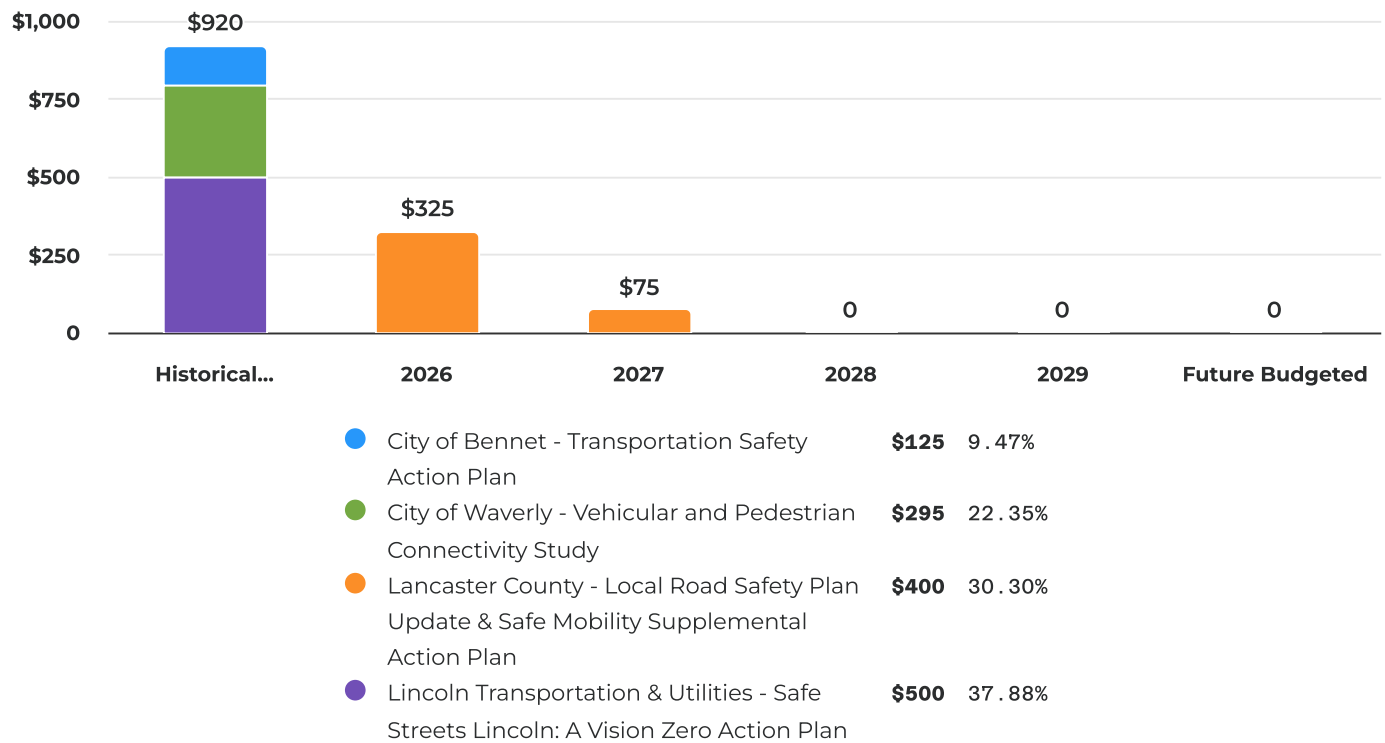
Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
NE	\$0	\$28,185	\$0	\$0	\$0	\$0	\$28,185
Total	\$0	\$28,185	\$0	\$0	\$0	\$0	\$28,185

Transportation Planning

FY26 - FY29 Transportation Planning Projects (including Historical Budgeted, Future Budgeted)



Overview

Description

Details

Control Number: N/A

Capital Cost

Project Total (to date)

\$125

Detailed Breakdown

[illegible]

Funding Sources

Detailed Breakdown

[illegible]

City of Waverly - Vehicular and Pedestrian Connectivity Study

Overview

Project Number N/A

Description

The study will be funded through a Fiscal Year 2022 Safe Streets and Roads for All (SS4A) Grant Agreement through the U.S. Department of Transportation. It will consider access and safety across the city, to schools, recreation areas, and commercial centers. Planning will focus on increasing pedestrian safety through proper management of pedestrian and vehicular traffic.

Details

Project Grouping: N/A

Control Number: N/A

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total (to date)

\$295

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
N/A	\$295	\$0	\$0	\$0	\$0	\$0	\$295
Total	\$295	\$0	\$0	\$0	\$0	\$0	\$295

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
SS4A	\$236	\$0	\$0	\$0	\$0	\$0	\$236
WV	\$59	\$0	\$0	\$0	\$0	\$0	\$59
Total	\$295	\$0	\$0	\$0	\$0	\$0	\$295

Lancaster County - Local Road Safety Plan Update & Safe Mobility Supplemental Action Plan

Overview

Description

The study will be funded through a Fiscal Year 2024 Safe Streets and Roads for All (SS4A) Grant Agreement through the U.S. Department of Transportation. It will update the current Lancaster County Local Road Safety Plan to a qualified Action Plan. Concurrently with the process of creating an Action Plan, Lancaster County Engineering Department is preparing to also complete a supplemental Action Plan at the 148th Street and 68th Street corridors, as well as facilitating a demonstration project to address speed limit compliance.

Capital Cost

FY2026 Budget

\$325

Total Budget (all years)

\$400

Project Total

\$400

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
N/A	\$0	\$325	\$75	\$0	\$0	\$0	\$400
Total	\$0	\$325	\$75	\$0	\$0	\$0	\$400

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
CO	\$0	\$65	\$15	\$0	\$0	\$0	\$80
SS4A	\$0	\$260	\$60	\$0	\$0	\$0	\$320
Total	\$0	\$325	\$75	\$0	\$0	\$0	\$400

Lincoln Transportation & Utilities - Safe Streets Lincoln: A Vision Zero Action Plan

Overview

Project Number N/A

Description

The plan will be funded through a Fiscal Year 2022 Safe Streets and Roads for All (SS4A) Grant Agreement through the U.S. Department of Transportation. The City of Lincoln will develop a comprehensive safety action plan that will employ low-cost/high-impact strategies, innovative and existing strategies and technologies to promote safety and equity.

Details

Project Grouping: N/A

Control Number: N/A

Capital Cost

FY2026 Budget

\$0

Total Budget (all years)

\$0

Project Total (to date)

\$500

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
N/A	\$500	\$0	\$0	\$0	\$0	\$0	\$500
Total	\$500	\$0	\$0	\$0	\$0	\$0	\$500

Funding Sources

Detailed Breakdown

Category	Historical Budgeted	FY2026	FY2027	FY2028	FY2029	Future Budgeted	Total
LN	\$100	\$0	\$0	\$0	\$0	\$0	\$100
SS4A	\$400	\$0	\$0	\$0	\$0	\$0	\$400
Total	\$500	\$0	\$0	\$0	\$0	\$0	\$500