



Lincoln Metropolitan Planning Organization

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

To: Technical Committee Members
From: Elizabeth Elliott, Technical Committee Chair
Subject: Technical Committee Meeting

Date: April 10, 2024
Time: 8:30 a.m. – 10:00 a.m.
Place: Room 113 – Bill Luxford Studio, County-City Building

Meeting Agenda:

Roll call and acknowledge the “Nebraska Open Meeting Act”

1. Review and action on the draft minutes of the [January 4, 2024](#) Technical Committee meeting
2. Consent Agenda (Public Hearing and Action)
 - a. [Review and action](#) on revisions to the [Lincoln MPO 2050 Long Range Transportation Plan \(LRTP\)](#)
 - i. West Beltway (US 77) from I-80 to Saltillo Road – Increase project cost and revise the project extents in the NDOT Highways Program Fiscally Constrained Plan
 - ii. N. 33rd Street – Increase project cost in the Fiscally Constrained Railroad Transportation Safety District Projects table
 - iii. Multimodal Transportation Center – Increase project cost in the Priority Transit Projects table
 - b. Review and action on revisions to the [FY 2024-2027 Transportation Improvement Program \(TIP\)](#)
 - i. State of Nebraska Department of Transportation Program:
 1. US-77 Lincoln West Beltway – Increase project costs for all phases
 - ii. Lancaster County Engineering program:

1. Saltillo Road, 27th Street to 68th Street – Increase costs for the ROW/Utilities phase
- iii. City of Lincoln Transportation and Utilities – StarTran program:
 1. Multimodal Transportation Center – Increase costs, update the project schedule, show local match funds in the Preliminary Engineering phase, and add cost and description for installation of electric charging unit stations funded through Section 5339
 2. Electric Bus EV Charging Stations – Add project and program federal funds
3. Items removed from Consent Agenda
4. [Review and action](#) on MPO Federal Performance Measures and Targets:
 - a. FTA Safety Performance Measures and Targets
5. [Review and action](#) on the proposed [FY 2025 Unified Planning Work Program \(UPWP\)](#)
6. [Review and action](#) on the 2024 Self-Certification Review
7. [Review and action](#) on the proposed [FY 2025-2028 Transportation Improvement Program \(TIP\)](#)
8. Briefing on the Multimodal Transportation Center
9. Other topics for discussion
10. Public Comment

Anyone wishing to address the committee on a matter not on this agenda, and not planned to appear on a future agenda, may do so.

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mpo@lincoln.ne.gov إذا كنت بحاجة إلى معلومات بلغة أخرى، يرجى إرسال بريد إلكتروني

หากคุณต้องการข้อมูลในภาษาอื่น โปรดส่งอีเมล mpo@lincoln.ne.gov
ته گهر پیتویستت به زانیاریه به زمانیکې تر، نکابه ټیمه یل بنټره mpo@lincoln.ne.gov

MEETING RECORD

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

NAME OF GROUP: TECHNICAL COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: January 4, 2024, 2:30 p.m., Conference Room 113, County-City Building, 555 S. 10th St., Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: David Cary – Lincoln/Lancaster County Planning Department; Elizabeth Elliott – Lincoln Transportation and Utilities; John Linbo and Larry Legg – Lancaster County Engineering; Paul Barnes and Stephanie Rouse – Planning Department; Carla Cosier – StarTran; Roger Figard – Railroad Transportation Safety District; Stephanie Fisher – City of Waverly; Jennifer Hiatt – Urban Development; Chad Lay – Lincoln Airport Authority; Michelle Lincoln – City of Bennet; Kelly Oelke – City of Hickman; Thomas Shafer and Erin Sokolik – Lincoln Transportation and Utilities; and Maggie Stuckey-Ross – Parks and Recreation; (Gary Bergstrom – Lincoln/Lancaster County Health Department; Brandon Varilek and Craig Wacker – Nebraska Department of Transportation absent). Rachel Christopher and Teresa McKinstry of the Lincoln/Lancaster County Planning Department; Sandra Washington; and other interested parties.

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

Cary then requested a motion approving the minutes of the meeting held November 2, 2023. Motion for approval made by Shafer, seconded by Cosier and carried 15-0: Barnes, Cary, Cosier, Elliott, Figard, Fisher, Hiatt, Lay, Legg, Linbo, Lincoln, Oelke, Rouse, Sokolik and Stuckey-Ross voting 'yes'; Shafer abstaining; Bergstrom, Varilek and Wacker absent.

REPORT ON THE ROTATION OF THE TECHNICAL COMMITTEE OFFICERS

Public Hearing:

January 4, 2024

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

Rachel Christopher stated that the Chair and Vice-Chair of the Technical Committee are rotated every year. No action is needed on this item. The positions automatically rotate to Liz Elliott as Chair and Pam Dingman as Vice-Chair.

Elliott continued the meeting as Chair.

CONSENT AGENDA

PUBLIC HEARING:

January 4, 2024

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

The Consent Agenda consisted of the following items:

- a. Review and action on revisions to the FY 2024-2027 Transportation Improvement Program (TIP)
 - i. Lancaster County Engineering program:
 - 1. Saltillo Road, 27th Street to 68th Street – Increase costs for the ROW and Construction/Construction Engineering phase
 - 2. S. 98th Street, ‘A’ Street to ‘O’ Street – Increase costs for the Construction/Construction Engineering phase
 - 3. 148th Street and Holdrege Street – Increase costs for the Construction/Construction Engineering phase
 - 4. NW. 56th Street, I-80 to W. Holdrege Street – Reprogram the Right-of-Way phase from FY 2026 to FY 2025 and increase costs for the Construction/Construction Engineering phases in Cost Beyond Years
 - ii. City of Lincoln Transportation and Utilities – Transportation program:
 - 1. 9th & ‘A’ Street, 9th & ‘D’ Street, 10th & ‘A’ Street, 10th & ‘D’ Street – Traffic Signal Replacement – Delete Right-of-Way phase

ACTION:

Legg moved approval of the Consent Agenda, seconded by Shafer and carried 16-0: Barnes, Cary, Cosier, Elliott, Figard, Fisher, Hiatt, Lay, Legg, Linbo, Lincoln, Oelke, Rouse, Shafer, Sokolik and Stuckey-Ross voting ‘yes’; Bergstrom, Varilek and Wacker absent.

REVIEW AND ACTION ON THE UPDATED MPO PUBLIC PARTICIPATION PLAN

PUBLIC HEARING:

January 4, 2024

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

Christopher stated that this document is being updated in-house and involved an extensive public outreach process. The PPP is a federally required document that the MPO (Metropolitan Planning Organization) is required to have. The process began with a solicitation of input from the public, followed by a 45-day comment period on the initial draft. We received a lot of feedback and comments and incorporated as many comments as we could. The FHWA (Federal Highway Administration) reviewed and submitted recommendations on the plan that were addressed. The FHWA also wanted some additional

detail added on how we address the publication of feedback following outreach events, so a new metric for this item was added under the Equity goal. All comments received are included in the appendix. One comment on the final draft was submitted related to the Lincoln Airport Authority, but it did not result in any changes to the document.

Elliott asked about Waverly, Bennet and Hickman being added to the list of MPO members. Christopher stated there is a difference between the MPO members and the Technical Committee. The MPO members are made up of the primary transportation responsible agencies in the region, whereas the Technical Committee includes additional members. David Cary added that this includes members of the County for the Technical Committee.

Cary asked what the expectation is for how often this will be updated. Christopher stated staff is committed to formal review and update if necessary every five years and timed to occur with the update of the Long Range Transportation Plan. City staff will be doing more with monitoring and publishing a monitoring report every two years summarizing how well we are meeting the metrics in the PPP. That is what the Omaha MPO does.

Barnes thinks it was a good process. He stated that Christopher led the process and did a good job of outreach, in his opinion. We have developed new relationships with the public that hopefully will continue.

ACTION:

Shafer moved approval of the updated MPO Public Participation Plan, as recommended by staff, seconded by Hiatt and carried 16-0: Barnes, Cary, Cosier, Elliott, Figard, Fisher, Hiatt, Lay, Legg, Linbo, Lincoln, Oelke, Rouse, Shafer, Sokolik and Stuckey-Ross voting 'yes'; Bergstrom, Varilek and Wacker absent.

REVIEW AND ACTION ON MPO FEDERAL PERFORMANCE MEASURES AND TARGETS; A) FHWA SAFETY PERFORMANCE MEASURES AND TARGETS

PUBLIC HEARING:

January 4, 2024

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

Christopher stated that these are a set of performance measures targets related to safety that are adopted every year. The targets are Statewide targets adopted by NDOT. They look at the number and rate of fatalities and serious injuries. They are federally dictated through the FHWA. NDOT (Nebraska Department of Transportation) sets new safety targets every calendar year. NDOT determines their targets based on a rolling five-year baseline. The attached report to the MPO Tri-Chairs is updated every time the Performance Measures are updated.

Elliott inquired about any potential impact to the MPO. Christopher replied there is no impact and there is no penalty if targets are not met.

Figard wondered about the data that the State uses for targets. He asked if there is any differentiation between rural and urban. Christopher doesn't believe so, because the targets are statewide and cover both rural and urban areas. Figard also questioned if these be unrealistic targets for Lancaster County and the MPO to meet. Shafer stated that he doesn't believe we are setting those targets but rather are supporting the State's targets. Christopher added that we report on these annually for the MPO area with the Transportation Performance Measures Report, but that is not tied to these measures.

ACTION:

Figard moved approval of the FHWA Safety Performance Measures and Targets, as recommended by staff, seconded by Barnes and carried 16-0: Barnes, Cary, Cosier, Elliott, Figard, Fisher, Hiatt, Lay, Legg, Linbo, Lincoln, Oelke, Rouse, Shafer, Sokolik and Stuckey-Ross voting 'yes'; Bergstrom, Varilek and Wacker absent.

REVIEW AND ACTION ON REVISIONS TO THE LINCOLN MPO 2050 LONG RANGE TRANSPORTATION PLAN (LRTP); A) MULTIMODAL TRANSPORTATION CENTER – UPDATE PROJECT COST UNDER THE PRIORITY TRANSIT PROJECTS, B) N. 148TH STREET AND HOLDREGE STREET, S. 98TH STREET, OLD CHENEY ROAD TO US-34, SALTILLO ROAD, S. 27TH STREET TO S. 68TH STREET AND NW. 56TH STREET, WEST 'O' TO WEST HOLDREGE STREET – UPDATE PROJECT COSTS UNDER THE FISCALLY CONSTRAINED RURAL ROAD & BRIDGE CAPITAL PROJECTS, C) PROJECT 102 (N. 98TH STREET, HOLDREGE STREET TO US-6) – ADJUST COST ALLOCATION FOR PROJECT UNDER THE FISCALLY CONSTRAINED RURAL ROAD & BRIDGE CAPITAL PROJECTS, D) LANDMARK FLETCHER TRAIL, BEAL SLOUGH TRAIL AND WATERFORD TRAIL – UPDATE PROJECT COSTS UNDER THE PRIORITY TRAIL PROJECTS TABLE

PUBLIC HEARING:

January 4, 2024

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

Christopher stated this is updating project cost estimates for several projects in the LRTP. The LRTP has a series of project listings for various types of transportation projects and agencies. This update would update the costs of several transit, rural road, and trail projects to match project increases in the TIP. This is a new requirement from NDOT that does not appear to have been required before. NDOT wants to see the project costs the same in the LRTP and TIP before moving a project forward through environmental review. There is some discussion that this requirement might go away as quickly as it appeared.

Shafer pointed out the materials in the agenda show the cost of NW. 56th Street was increased to \$12 million. He believes it should \$1.2 million. Christopher will correct that.

Barnes stated that part of the conversation staff is having is that the LRTP is a long range planning document and shouldn't always need to match the TIP.

Cary added that increased costs and revenue streams will be a big challenge to get projects done. We need to understand how revenue could be increased from various streams to get more done.

ACTION:

Shafer moved approval of revisions to the Lincoln MPO 2050 LRTP, as recommended by staff, seconded by Stuckey-Ross and carried 16-0: Barnes, Cary, Cosier, Elliott, Figard, Fisher, Hiatt, Lay, Legg, Linbo, Lincoln, Oelke, Rouse, Shafer, Sokolik and Stuckey-Ross voting 'yes'; Bergstrom, Varilek and Wacker absent.

REVIEW AND ACTION ON REVISIONS TO THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); A) PLANNING PROGRAM, I) CREATE NEW PROGRAM FOR PLANNING AND REFLECT FEDERAL SAFE STREETS FOR ALL (SS4A) GRANT AWARDS TO CITY OF WAVERLY AND LINCOLN TRANSPORTATION AND UTILITIES

PUBLIC HEARING:

January 4, 2024

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

Christopher stated this is a proposed amendment to the TIP. The TIP is a listing of transportation projects that are using state or federal funds or are regionally significant. With this, we would be adding a new program for transportation planning projects to reflect federal transportation planning grants. Two SS4A grants in the area would be added for the federal Safe Streets and Roads for All program. One award was to the City of Waverly and other was to Lincoln Transportation and Utilities. These are discretionary grants that must be applied for and awarded.

There was a discussion of what would be reviewed under this program, other planning efforts that might be reflected in the future, and where the funds would be used.

Barnes noted the grants were made under a new competitive program.

ACTION:

Shafer moved approval of revisions to the FY 2024-2027 TIP, as recommended by staff, seconded by Elliott and carried 16-0: Barnes, Cary, Cosier, Elliott, Figard, Fisher, Hiatt, Lay, Legg, Linbo, Lincoln, Oelke, Rouse, Shafer, Sokolik and Stuckey-Ross voting 'yes'; Bergstrom, Varilek and Wacker absent.

REPORT ON DEVELOPMENT AND SCHEDULE FOR THE FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Christopher wanted to give an update on the schedule for adopting the annual TIP. We aim for adoption of the annual TIP in May. The TIP then goes onto state and federal for final approval. The new TIP will ultimately go into effect this coming October, at the start of the federal fiscal year. Staff reaches out for input on the new program from all of the transportation departments in the area. There are some internal meetings of the MPO Programming and Funding Committee to recommend the draft before it moves forward to the Technical Committee, Planning Commission, and Officials Committee. She reminded staff that proposed changes need to be submitted by January 15, 2024.

Shafer pointed out that the Technical Committee would be set to meet and vote on this on April 10, 2024. Christopher stated the TIP would be posted online the week before that meeting date. Early April when the Technical Committee agenda is posted would be the first opportunity for the public to review.

REPORT ON THE LINCOLN ADJUSTED URBAN AREA BOUNDARY

Christopher informed the committee on work that MPO staff has done on determining the Lincoln Adjusted Urban Boundary Area. MPOs have the opportunity to adjust, or smooth, the initial boundaries published by the Census every 10 years. She showed the original line for the Census Urban Area Boundary for Lincoln. She pointed out the area that the MPO proposed to be added. The MPO is required to review the Urban Area, but the implications of this boundary are not many. The main implication has to do with reporting the State does based on whether a stretch of road is urban or rural and can impact whether rural or urban design standards are applied.

Elliott questioned if we annex outside of this boundary. Christopher replied that we want to make sure all land currently annexed is in the boundary, at a minimum.

Cary pointed out the smoothing part happens every ten years. The idea is to make sure we give consideration towards arterials on the City's edge that would go in and out of the boundary. This also needs to reflect our growth plan as well.

There was a discussion regarding the map.

Elliott asked what happens if this is not approved. Christopher doesn't believe it affects the MPO. Her understanding is it would affect the future changes to the Functional Class map, which has implications for a road being eligible for federal aid.

Figard understands this has no real effect on a project. Christopher stated that to her knowledge, the implications it has are for design standards for the roadway. Cary added it doesn't affect jurisdictional issues.

Legg stated he doesn't know that in his past experience with road design that this was a requirement in terms of design standards should be looked at. This is federal versus state. He will look into it closer. He knows it will affect the roadway classification within the Urban Area.

There was a discussion regarding MPOs and jurisdictions as they relate to this funding.

OTHER

- Carla Cosier stated that LTU will start their outreach soon on where and how they want the Multimodal Transportation to be located. Elliott would ask for a report at the next Technical Committee meeting to give an update on the public engagement side, amongst other things. She would request a tie-in with the ability to submit comments. She believes the design should be officially done by April 2024.

PUBLIC COMMENT

Sandra Washington inquired if the public is able to make comment on any of the agenda items for Technical Committee. Elliott responded that they have public comment at the end of the meeting.

Legg made a motion for adjournment, seconded by Barnes and carried 16-0: Barnes, Cary, Cosier, Elliott, Figard, Fisher, Hiatt, Lay, Legg, Linbo, Lincoln, Oelke, Rouse, Shafer, Sokolik and Stuckey-Ross voting 'yes'; Bergstrom, Varilek and Wacker absent.

There being no further business, the meeting was adjourned at 3:30 p.m.

<https://inlanc.sharepoint.com/sites/PlanningDept-MPO/Shared Documents/MPO/Technical Committee/Minutes/2024/010424.docx>



Lincoln MPO Technical Committee Agenda Summary

| | |
|---------------------|---|
| AGENDA ITEM NO. | 2 |
| MEETING DATE | April 10, 2024 |
| REQUEST | VOTE: Amendment to the 2050 Long Range Transportation Plan and Amendment No. 4 to the FY 2024-2027 Transportation Improvement Program |
| ASSOCIATED MEETINGS | None |
| APPLICANT(S) | Jaime Kamarad, NDOT, jaime.kamarad@nebraska.gov , 402-479-3739 Larry Legg, Lancaster County Engineering, llegg@lancaster.ne.gov , 402-441-1852 Carla Cosier, Lincoln Transportation and Utilities – StarTran, ccosier@lincoln.ne.gov , 402-441-7075 |
| STAFF CONTACT | Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603 |
| LINK TO MAP | US-77: Lincoln West Beltway Saltillo Road, S. 27th Street to S. 68th Street N. 33rd Street/Cornhusker Viaduct Multimodal Transportation Center |

RECOMMENDATION: APPROVE THE CONSENT AGENDA

BACKGROUND

Long Range Transportation Plan

In December 2021, the Lincoln MPO Officials Committee adopted the [2050 Long Range Transportation Plan \(LRTP\)](#), which provides the blueprint for the area's transportation planning process over the next 25+ years. The 2050 LRTP was developed in coordination with [PlanForward 2050](#), the Lincoln-Lancaster County Comprehensive Plan. Amendments are made to the LRTP to accommodate changes relating to new projects, changes to project costs, funding, scope, and termini.

Transportation Improvement Program

The Transportation Improvement Program (TIP) is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next four-year period. The Lincoln Metropolitan Planning Organization (MPO) amends the TIP to accommodate changes to project needs. The FY 2024-2027 TIP was adopted by the MPO Officials Committee on May 10, 2023 and went into effect on October 1, 2023.

SUMMARY OF REQUEST

The proposed amendment to the LRTP includes the following revisions:

- NDOT Highways Program Fiscally Constrained Plan:

- West Beltway (US-77) from I-80 to Saltillo Road – Increase cost from \$38.2 Million to \$51.0 Million and reduce project extents to be from W. Calvert Street to Rokeby Road (Page 7-6)
- Fiscally Constrained Railroad Transportation Safety District Projects
 - N. 33rd Street – Increase cost from \$115,600,000 to \$119,842,100 (Page 7-18)
- Priority Transit Projects
 - Multimodal Transportation Center – Increase cost from \$34,952,900 to \$41,746,700 (Page 7-19)

The proposed Amendment No. 4 to the FY 2024-2027 TIP includes the following revisions:

State of Nebraska Department of Transportation program:

- US-77 Lincoln West Beltway – Increase project costs for all phases

Lancaster County Engineering program:

- Saltillo Road, 27th Street to 68th Street – Increase costs for the ROW phase

City of Lincoln Transportation and Utilities – StarTran program:

- Multimodal Transportation Center – Increase costs, update the project schedule, show local match in the Preliminary Engineering phase, and add cost and description for installation of electric charging unit stations that will be funded through Section 5339
- Electric Bus EV Charging Stations – Add project and program federal funds

This amendment will update the associated summary tables and figures in the TIP.

CONFORMANCE WITH 2050 LONG RANGE TRANSPORTATION PLAN

This amendment affects existing projects in the TIP which were previously determined to be in conformance with the LRTP.

CONGESTION MANAGEMENT AND EQUITY CONSIDERATIONS

Congestion management and equity are review elements applicable to new projects being added to the TIP. Their inclusion was added to the TIP process to address recommendations from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) at the Lincoln MPO’s four-year certification review in May 2021. The congestion management and equity review integrates project-level information from the LRTP and MPO Congestion Management Process with proposed additions to the TIP to better inform decision-making. They will apply to all TIP programs/projects except NDOT, Lincoln Airport Authority, and FTA.

Equity is addressed through one of the eight goals of the LRTP, which states, “Transportation investments developed through an inclusive process that promotes equitable outcomes.” Areas with Underserved and Overburdened Communities were mapped based on Census inputs including low income, minorities, single heads of household, limited English proficiency, age 65+, disabilities, and zero vehicle households (see attached map). Roadway and trail projects not having committed funding at the time the LRTP was developed were also given scores for each of the eight goals including Equity and a Total score.

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.

These changes primarily impacts existing projects in the TIP. No congestion management or equity reviews are required for those. One new project requires congestion and equity reviews, which is StarTran’s **Electric Bus EV Charging Stations**. This project would purchase and install new charging stations for buses, replacing outdated units at StarTran’s 710 J Street location using federal Low or No Emission (Lo-No) funds. In the future, the charging stations will continue to be used at 710 J Street or at the planned new maintenance facility.

Electric Bus Charging Stations

Congestion Management Process

- Is the project in the Lincoln MPO [CMP Network](#)? *No*
- Is the project on a high-congestion segment as identified in the [2050 LRTP Appendix E1](#)? (Existing, 2035, or 2050 model years) *No*
- Identify which Congestion Management Process (CMP) strategies the project supports (see [pages 17-20 of the CMP](#)): *B.1 Transit Capacity Expansion*

Equity

- Is the project located in an area with High or Moderate to High Overburdened and Underserved Communities? *The proposed location for installation of the charges at 710 J Street is within a High disadvantaged area.*
- If yes to the previous question, provide explanation of how the project creates a benefit or burden to these communities and ways the project could be modified (if neutral or negative impact): *Improving access to EV chargers will assist with reducing emissions from StarTran buses throughout their service area.*
- Provide the project’s Equity Score and Total Score from [Appendix G of the LRTP](#) (if applicable): *N/A. The project is not regionally significant and is not listed separately in the LRTP.*

BUDGET CONSIDERATIONS

The proposed increase in cost for the West Beltway project will be funded with State revenue/aid. The Saltillo Road project is using Highway Safety Improvement (HSIP) funds, which are federal safety funds administered by the Nebraska Department of Transportation that the County has been awarded through a discretionary review process; the HSIP funds have a local match being provided by Lancaster County. The increased cost for the N. 33rd Street railroad crossing project is being funded through a combination of federal railroad funds, private contributions, and local matching funds. The Multimodal Transportation Center project is funded with a federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant with a local match from Lincoln Transportation and Utilities; in addition, FTA Section 5339 funds made available to StarTran by NDOT will be used towards electric charging unit stations for the Multimodal Center. The Electric Bus EV Chargers project will be funded with federal Lo-No funds.

Table 7.4 Weights by Goal Area and Project Category

| Goal Area | Rural Area Roadway Projects (Lancaster County) | Urban Area Roadway Projects (Lincoln) | Trail Projects |
|---------------------------------|--|---------------------------------------|----------------|
| Maintenance | 22.1 | 17.8 | 13.0 |
| Mobility and System Reliability | 12.1 | 12.4 | 12.2 |
| Livability and Travel Choice | 5.8 | 11.0 | 13.7 |
| Safety and Security | 13.8 | 13.5 | 13.1 |
| Economic Vitality | 8.9 | 7.5 | 5.8 |
| Environmental Sustainability | 12.2 | 12.8 | 12.4 |
| Transportation Equity | 6.7 | 10.0 | 12.1 |
| Funding and Cost Effectiveness | 13.4 | 10.0 | 7.7 |
| Community Support | 5.0 | 5.0 | 10.0 |
| Total | 100.0 | 100.0 | 100.0 |

Fiscally Constrained Plan Elements

The following sections provide information on what can reasonably be funded over the 29-year time horizon of the LRTP within the Fiscally Constrained Plan.

NDOT Highways Program

NDOT has identified 10 capital projects within the Lincoln MPO, totaling over \$616 million in needs (2021 dollars). The \$548.16 million in state and federal revenues dedicated to the NDOT Highways Program will primarily address asset preservation needs and the I-80-Pleasant Dale to NW 56th Street and West Beltway projects. There is not adequate

funding to complete all 10 projects, particularly since the construction cost of the projects will increase over time and the revenue growth is not anticipated to keep pace with the construction cost increases.

The Fiscally Constrained Plan includes three NDOT projects with committed funding:

- South Beltway (under construction) – Project ID 78 (\$255 million)
- West Beltway (US 77) from ~~I-80W~~ Calvert Street to Saltillo-Rokeby Road – Project ID 76 (~~\$38.251.0~~ million)
- I-80 -from Pleasant Dale to NW 56th Street – Project ID 71 (\$129 million)

Year of Expenditure Costs

The Fiscally Constrained Plan must consider the year of expenditure (YOE) cost of projects. Construction costs are expected to increase annually. Based on historic and recent construction cost inflation rates, the LRTP accounts for a temporary rapid increase of 10 percent annual inflation in the first 5 years and 7 percent annual inflation in the next 5 years. Then the inflation rate is assumed to normalize at 5 percent annual inflation in the remaining years through 2050.

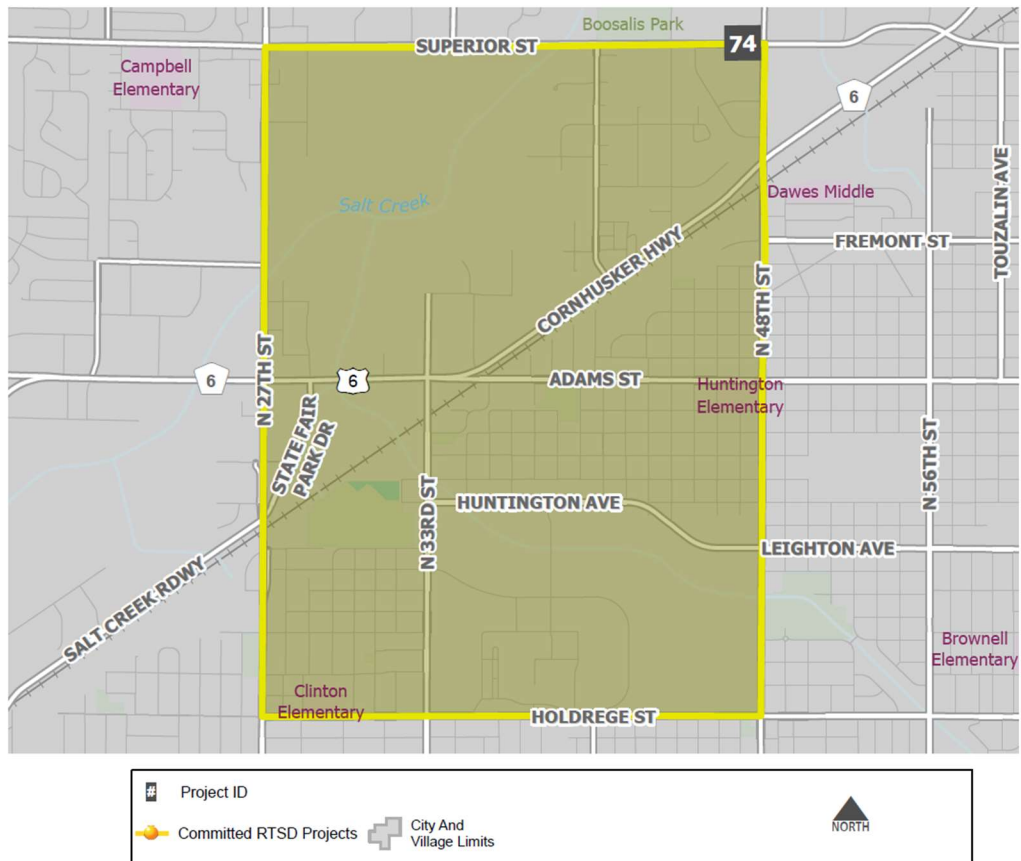
project (Project ID 74, cost estimate of \$115.6 million), which is in the current TIP and scheduled for completion by 2029. This project includes intersection improvements (dual westbound left turn lanes) at Cornhusker Highway (US-6) and State Fair Park Drive . The intersection improvements were originally assigned a separate project ID but are now shown under Project ID 74 as they are included in the overall scope of the 33rd/Cornhusker Project. Table 7.7 lists this project, which can be funded within the Fiscally Constrained Plan. Figure 7.3 shows the fiscally constrained RTSD project.

Table 7.7 Fiscally Constrained Railroad Transportation Safety District Projects

| Rank | Project ID | Street Name | Limits | Description | Project Cost (2021\$) | Year of Expenditure (YOE) | | | Refer to Notes Below Table |
|-----------|------------|----------------------------|--|---|-------------------------------------|---------------------------|----------|-----------------------|----------------------------|
| | | | | | | YOE | YOE Cost | Cumulative Cost (YOE) | |
| Committed | 74 | N. 33 rd Street | N. 33rd/Cornhusker/Adams/Fremont; Cornhusker/State Fair Park Drive | Grade separated RR crossings; intersection improvements at Cornhusker Hwy and State Fair Park Drive | \$115,600,000 <u>119,842,100</u> | | | | 1 |

¹ Committed projects are included in the 2023-2026 Transportation Improvement Program and are assumed to be fully funded and constructed prior to allocation of resources to other RTSD Capital Projects.

Figure 7.3 Fiscally Constrained Railroad Transportation Safety District Projects



Multimodal Program

Transit

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

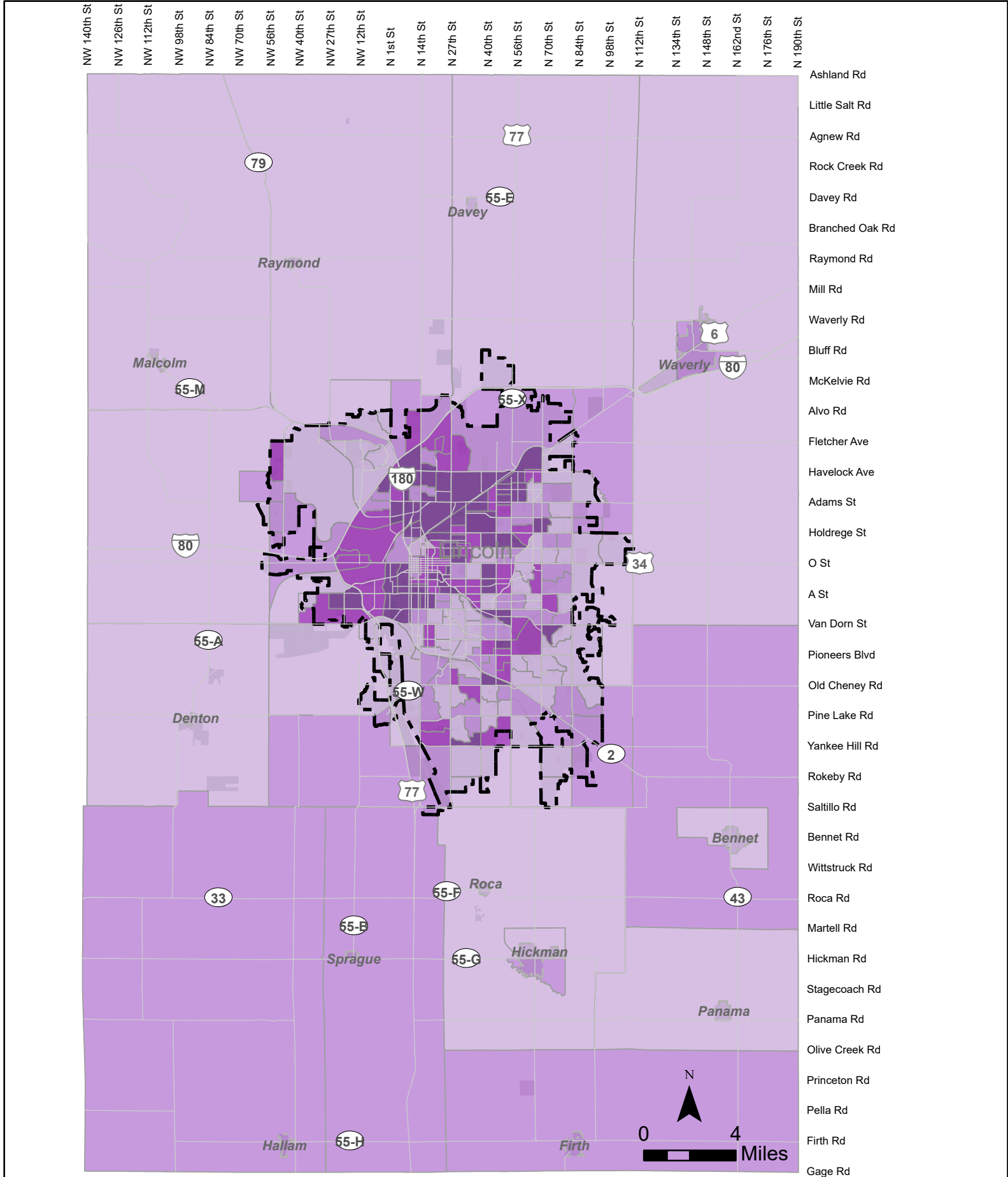
A federal RAISE grant was awarded in 2022 for the new Multimodal Transportation Center and the project will incorporate active transportation design elements funded through the Carbon Reduction Program and included in the project cost. The local match will use in-kind contributions and other local funds.

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

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

Table 7.8 Priority Transit Projects

| Project Description | Project Cost (2021\$) |
|--|---------------------------------------|
| Funded/Committed Transit Projects | |
| Multimodal Transportation Center | \$34,952,900 41,746,700 |
| Maintenance Facility Construction/Relocation | \$22,309,500 |
| Purchase Replacement Paratransit Vehicles | \$264,000 |
| Transit Enhancements (bus shelters, passenger stops) | \$342,000 |
| Security Enhancements (upgrade buildings/shelters) | \$40,000 |
| Purchase Replacement Supervisor Vehicles | \$50,000 |
| Computer Replacements and Upgrades | \$100,000 |
| Shop Equipment Replacements and Upgrades | \$125,000 |
| Building Renovations and Improvements | \$150,000 |
| Priority Transit Projects | |
| Purchase Replacement Buses | \$34,100,000 |
| Purchase Replacement Paratransit Vehicles | \$3,388,000 |
| Transit Enhancements (bus shelters, passenger stops) | \$1,080,000 |
| Security Enhancements (upgrade buildings/shelters) | \$1,080,000 |
| Purchase Replacement Supervisor Vehicles | \$150,000 |
| Computer Replacements and Upgrades | \$2,700,000 |
| Shop Equipment Replacements and Upgrades | \$540,000 |
| Purchase Replacement Service Vehicles | \$270,000 |
| Building Renovations and Improvements | \$2,700,000 |



Underserved and Overburdened Communities

- Highest
- Moderate to High
- Low to Moderate
- Low

Source: Underserved and Overburdened Communities is developed from inputs including Low Income, Minorities, Single Head of Household, LEP, Age 65+, Disabilities, and Zero Vehicle Households. Data was derived from the U.S. Census Bureau/American Community Survey (2016-2020)

FISCAL YEARS 2024-2027 STATE OF NEBRASKA DEPARTMENT OF TRANSPORTATION PROGRAM

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

| PROJECT | PHASE | PRIOR FISCAL YEARS | PRIORITY PROJECTS | | | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | |
|--|------------|---|------------------------|-----------|---|----------------------------------|-----------------------------|--------|----|--------|-----|---------------------|---------------------|--|
| | | | FS | FY 2024 | FS | FY2025 | FS | FY2026 | FS | FY2027 | FS | | | |
| N-43 N-41 - Bennet N-43 from N-41 to the north limits of Bennet, includes Panama Spur Mill, widen/resurface, bridge repair, bridge replacement | 16.0 Miles | PE ROW Const/CE Const/CE | 933.0 NE 30.0 NE | | | | 3,042.0 NE 12,169.0 STP | | | | | | | |
| C.N. 13271 STP-43-1 (102) | TOTAL | | 963.0 | 0.0 | | 15,211.0 | 0.0 | 0.0 | | | 0.0 | | 16,174.0 | |
| US-6 Emerald East Culverts | 0.0 Miles | PE ROW Const/CE | 115.0 NE 15.0 NE | | 1,842.0 NE | | | | | | | | | |
| C.N. 13343 STR-6-6(1056) | TOTAL | | 130.0 | 1,842.0 | 0.0 | 0.0 | | | | | 0.0 | | 1,972.0 | |
| I-180 Adams St Bridge, Lincoln Adams St over I-180 Bridge replacement | 0.0 Miles | PE ROW Const/CE Const/CE | 141.0 NE | | | 5.0 NE 379.0 NE 3,411.0 NH | | | | | | | | |
| C.N. 12046 NH-180-9(733) | TOTAL | | 141.0 | 0.0 | 3,795.0 | 0.0 | 0.0 | | | | 0.0 | | 3,936.0 | |
| US-34 Lincoln West Bridges US-34 approx 2.0 mi and 0.9 mi west of Lincoln Bridge repair/overlay | 0.0 Miles | PE Const/CE Const/CE Const/CE | 128.0 NE | | 298.0 NE 596.0 NH 596.0 STP | | | | | | | | | |
| C.N. 13454 STP-NH-34-6(143) | TOTAL | | 128.0 | 1,490.0 | 0.0 | 0.0 | | | | | 0.0 | | 1,618.0 | |
| I-180 Cornhusker South I-180 from Oak Creek south to the South Jct US-34 in Lincoln Mill, resurface | 1.3 Miles | PE Const/CE Const/CE | 1.0 NE | | 85.0 NE 761.0 NH | | | | | | | | | |
| C.N. 13459 NH-180-9(7) | TOTAL | | 1.0 | 846.0 | 0.0 | 0.0 | | | | | 0.0 | | 847.0 | |
| I-80 Airpark - I-180 Begin 394.63 - End 400.89 Joint Seal, Conc. Repair | 6.3 Miles | PE Const/CE Const/CE | 1.0 NE | | | 143.0 NE 1,289.0 NH | | | | | | | | |
| C.N. 13458 NH-80-8(166) | TOTAL | | 1.0 | 0.0 | 1,432.0 | 0.0 | 0.0 | | | | 0.0 | | 1,433.0 | |
| I-80 Pleasant Dale - NW 56th Street 6-lane concrete pavement replacement/reconstruction, bridge repair/replace mainline and overhead structures, culvert, guardrail, interchange & ramp reconstruction | 7.6 Miles | PE ROW Const/CE Const/CE Const/CE Const/CE Const/CE | 2,050.0 NE 700.0 NE | | 75,404.0 NH-AC(NE) 29,224.0 BRI-AC(NE) 14,775.0 NE 29,224.0 BRI 25,135.0 NH -54,359.0 NE | 25,135.0 NH -25,135.0 NE | 25,134.0 NH -25,134.0 NE | | | | | | | |
| C.N. 12591 NH-80-8(103) | TOTAL | | 2,750.0 | 119,403.0 | 0.0 | 0.0 | | | | | 0.0 | | 122,153.0 | |
| Amend (Modify) US-77 Lincoln West Beltway 6-lane, grading, surfacing, surface shoulders | 4.61 Miles | PE ROW Const/CE | 1,730.0 NE | | | 2,008.0 NE 47,296.0 NE | | | | | | | | |
| C.N. 12552A S-77-2(1074) | TOTAL | | 1,730.0 | 0.0 | 49,304.0 | 0.0 | 0.0 | | | | 0.0 | | 51,034.0 | |
| Amendment Description: Increase costs for all phases. <input type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> Scope <input type="checkbox"/> Other | | | | | | | | | | | | | | |
| N-79 Agnew North Bridges Bridge Repair/Overlay | 0.46 Miles | PE Const/CE Const/CE | 119.0 NE | | 112.0 NE 450.0 STP | | | | | | | | | |
| C.N. 13457 STP-79-2(114) | TOTAL | | 119.0 | 562.0 | 0.0 | 0.0 | | | | | 0.0 | | 681.0 | |

FISCAL YEARS 2024-2027 STATE OF NEBRASKA DEPARTMENT OF TRANSPORTATION PROGRAM

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

| PROJECT | PHASE | PRIOR FISCAL YEARS | PRIORITY PROJECTS | | | | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | | |
|---|--------------------|--|-------------------|---------|----|---------|----|--------|-------------------------------------|------------------------|----|-------------------------------------|----------------------------|---------------------|----------|--|
| | | | FS | FY 2024 | FS | FY2025 | FS | FY2026 | FS | FY2027 | FS | | | | | |
| I-180 I-180 Bridges over I-80 Bridge Replacement | 0.35 Miles | PE Const/CE Const/CE | 301.0 NE | | | | | | | 913.0 NE 7,522.0 NH | | | | | | |
| C.N. 13472 | NH-180-9(8) | TOTAL | 301.0 | 0.0 | | 0.0 | | | 8,435.0 | 0.0 | | | 0.0 | | 8,736.0 | |
| US-6 Sun Valley Blvd over UPRR Bridge Replacement | 0.0 Miles | PE Const/CE Const/CE | 1.0 NE | | | | | | | | | | 882.0 NE 3,528.0 NH | | | |
| C.N. 13500 | NH-6-6(166) | TOTAL | 1.0 | 0.0 | | 0.0 | | | 0.0 | 0.0 | | | 4,410.0 | | 4,411.0 | |
| I-80 I-80 Bridges, NW 56th St - Waverly Bridge Repair/Overlay | 0.0 Miles | PE Const/CE Const/CE | | 1.0 NE | | | | | | | | | 2,612.0 NE 23,506.0 BRI | | | |
| C.N. 13503 | NH-80-9(206) | TOTAL | 0.0 | 1.0 | | 0.0 | | | 0.0 | 0.0 | | | 26,118.0 | | 26,119.0 | |
| N-79 US-34 - Raymond Rd Mill, Resurface N-79, S55J, and S55M; Culverts; Raymond Spur Bridge Replacement | 7.1 Miles | PE ROW Const/CE Const/CE | 1.0 NE | | | | | | 282.0 HS 2,993.0 STP 780.0 NE | | | | | | | |
| C.N. 13505 | STP-79-2(115) | TOTAL | 1.0 | 0.0 | | 4,055.0 | | | 0.0 | 0.0 | | | 0.0 | | 4,056.0 | |
| US-6 Cornhusker Hwy Bridges Bridge repair and bridge replacement | 0.0 Miles | PE Const/CE Const/CE | 1.0 NE | | | | | | | | | | 1,871.0 NE 7,485.0 NH | | | |
| C.N. 13501 | NH-6-6(166) | TOTAL | 1.0 | 0.0 | | 0.0 | | | 0.0 | 0.0 | | | 9,356.0 | | 9,357.0 | |
| S-55G Hickman Spur Mill, resurface, widen, culverts, bridge repair | 3.41 Miles | PE Const/CE Const/CE Const/CE | | 1.0 NE | | | | | | | | 492.0 NE 1,786.0 STP 413.0 HS | | | | |
| C.N. 13512 | STP-HSIP-S55G(107) | TOTAL | 0.0 | 1.0 | | 0.0 | | | 0.0 | 2,691.0 | | | 0.0 | | 2,692.0 | |
| US-77 Beatrice-Princeton Crack Seal, Joint Seal | 13.76 Miles | PE Const/CE Const/CE | 1.0 NE | | | | | | 817.0 NE 3,269.0 NH | | | | | | | |
| C.N. 13516 | NH-77-1(137) | TOTAL | 1.0 | 4,086.0 | | 0.0 | | | 0.0 | 0.0 | | | 0.0 | | 4,087.0 | |
| US-77 US-77/I-80 North Concrete repair, Joint and Crack Seal | 7.0 Miles | PE Const/CE Const/CE | 1.0 NE | | | | | | 866.0 NE 3,464.0 NH | | | | | | | |
| C.N. 13517 | NH-77-2(169) | TOTAL | 1.0 | 4,330.0 | | 0.0 | | | 0.0 | 0.0 | | | 0.0 | | 4,331.0 | |
| N-2 Lincoln-Syracuse Concrete repair, Joint and Crack Seal | 23.82 Miles | PE Const/CE Const/CE | | 1.0 NE | | | | | 526.0 NE 2,104.0 NH | | | | | | | |
| C.N. 13527 | NH-2-7(123) | TOTAL | 0.0 | 1.0 | | 0.0 | | | 2,630.0 | 0.0 | | | 0.0 | | 2,631.0 | |
| I-80 District 1-A High Mast Tower Replacement High mast tower replacement | 0.0 Miles | PE Const/CE Const/CE | 1.0 NE | | | | | | 210.0 NE 1,890.0 STP | | | | | | | |
| C.N. 13546 | STP-80-9(209) | TOTAL | 1.0 | 2,100.0 | | 0.0 | | | 0.0 | 0.0 | | | 0.0 | | 2,101.0 | |

FISCAL YEARS 2024-2027 STATE OF NEBRASKA DEPARTMENT OF TRANSPORTATION PROGRAM

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

| PROJECT | PHASE | PRIOR | | PRIORITY PROJECTS | | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS |
|---|-------|--------------|----|-------------------|----|----------|----|-----------|----|---------|----|---------------------|---------------------|
| | | FISCAL YEARS | FS | FY 2024 | FS | FY2025 | FS | FY2026 | FS | FY2027 | FS | | |
| STATE OPERATIONS & MAINTENANCE FUNDING SOURCE SUMMARY | | | | | | | | | | | | | |
| Operations & Maintenance of the Federal Aid System in Lancaster County NE (State Revenue / Aids) | | 4,155.7 | NE | 4,280.4 | NE | 4,408.8 | NE | 4,541.1 | NE | 4,677.3 | NE | | |
| SUBTOTAL OPERATIONS & MAINTENANCE: | | 4,155.7 | | 4,280.4 | | 4,408.8 | | 4,541.1 | | 4,677.3 | | 0.0 | 22,063.3 |
| FUNDING SUMMARY | | | | | | | | | | | | | |
| FEDERAL FUNDS | | | | | | | | | | | | | |
| DPU (Federal Discretionary Funds) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | 0.0 |
| HS (HSIP - Highway Safety Improvement Program) | | 0.0 | | 0.0 | | 282.0 | | 0.0 | | 413.0 | | | 695.0 |
| IM (Interstate Maintenance) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | 0.0 |
| LC (LCLC - STP-Urbanized Areas > 200,000 (Lincoln)) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | 0.0 |
| NH (NHPP - National Highway Performance Program) | | 0.0 | | 33,225.0 | | 29,835.0 | | 34,760.0 | | 0.0 | | | 97,820.0 |
| RZ (Railroad - Hwy Crossing - Hazardous Funds) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | 0.0 |
| STP (STP-Flexible) | | 0.0 | | 2,936.0 | | 15,162.0 | | 0.0 | | 1,786.0 | | | 19,884.0 |
| TAP (STPG - Block Grant set aside) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | 0.0 |
| BRI (Highway Infrastructure Bridge Replacement/Rehab) | | 0.0 | | 29,224.0 | | 0.0 | | 0.0 | | 0.0 | | | 29,224.0 |
| SUB-TOTAL FEDERAL FUNDING: | | 0.0 | | 65,385.0 | | 45,279.0 | | 34,760.0 | | 2,199.0 | | 0.0 | 147,623.0 |
| STATE FUNDS | | | | | | | | | | | | | |
| NE (State Revenue / Aids) | | 10,425.7 | | -31,070.6 | | 32,926.8 | | -19,153.9 | | 5,169.3 | | | -1,702.7 |
| NH-AC (NE) (State Revenue / Aids (Advanced Construction)) | | 0.0 | | 75,404.0 | | 0.0 | | 0.0 | | 0.0 | | | 75,404.0 |
| TM (State Train/Mile Tax) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | 0.0 |
| BRI-AC (NE) (State Revenue / Aids (Advanced Construction)) | | 0.0 | | 29,224.0 | | 0.0 | | 0.0 | | 0.0 | | | 29,224.0 |
| SUB-TOTAL STATE FUNDING: | | 10,425.7 | | 73,557.4 | | 32,926.8 | | -19,153.9 | | 5,169.3 | | 0.0 | 102,925.3 |
| LOCAL FUNDS | | | | | | | | | | | | | |
| CO (Lancaster County) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | 0.0 |
| LN (City of Lincoln, Funds Committed prior to LSB Agreement) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | 0.0 |
| LN1 (City of Lincoln, Based upon the LSB Agreement) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | 0.0 |
| LN2 (RTSD, Based upon the LSB Agreement) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | 0.0 |
| OTH (Dial Realty Corp.) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | 0.0 |
| * AC - Advance Construction | | | | | | | | | | | | | |
| SUB-TOTAL LOCAL FUNDING | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 |
| TOTAL | | 10,425.7 | | 138,942.4 | | 78,005.8 | | 15,606.1 | | 7,368.3 | | 39,884.0 | 280,432.3 |

STATUS OF PREVIOUS YEARS PROJECTS

Projects Completed or Under Contract

| | | | | | | | | | | | | | |
|--|-------------------|------------|----------|-----|----------|-----|----------|----|----------|----|----------|----|----------|
| N-2 (UNDER CONTRACT) | 11.0 Miles | PE | 5,520.0 | DPU | | | | | | | | | |
| Lincoln South Beltway | | PE | 9,068.0 | NE | | | | | | | | | |
| New alignment (Future N-2) south of Lincoln | | PE | 339.0 | LN | | | | | | | | | |
| | | ROW | 1,817.0 | DPU | | | | | | | | | |
| | | ROW | 20,050.0 | NE | | | | | | | | | |
| | | ROW | 413.0 | LN | | | | | | | | | |
| | | Util | 11,857.0 | NE | | | | | | | | | |
| | | Util | 83.0 | LN | | | | | | | | | |
| | | * Const/CE | 31,400.0 | LN | | | | | | | | | |
| * Const and CE will pay out over 8 years, from FY 2020-FY 2027 | | * Const/CE | 33,174.0 | DPU | 0.0 | DPU | 35,000.0 | NE | 35,000.0 | NE | 35,000.0 | NE | 96,030.0 |
| | | * Const/CE | 78,294.0 | NE | 35,000.0 | NE | | | | | | | |
| C.N. 12578D | DPU-LIN-2-6 (120) | | | | | | | | | | | | |
| N-2 & US-77 (COMPLETED) | 69.18 Miles | PE | 1.0 | NE | | | | | | | | | |
| District 1 - Districtwide | | Const/CE | 1,670.1 | LC | | | | | | | | | |
| Pavement Marking | | Const/CE | 500.0 | HS | | | | | | | | | |
| | | Const/CE | 588.3 | NE | | | | | | | | | |
| C.N. 13467 | HSIP-D1 (107) | | | | | | | | | | | | |

FISCAL YEARS 2024-2027 STATE OF NEBRASKA DEPARTMENT OF TRANSPORTATION PROGRAM

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

| PROJECT | PHASE | PRIOR FISCAL YEARS | FS | PRIORITY PROJECTS | | | | | | | | COST BEYOND PROGRAM FS | TOTAL PROJECT COSTS | |
|--|----------|--------------------------|----------------------------|-----------------------------|----|--------|----|--------|----|--------|----|------------------------|---------------------|--|
| | | | | FY 2024 | FS | FY2025 | FS | FY2026 | FS | FY2027 | FS | | | |
| N-33 (COMPLETE) Crete - US-77 | | 14.7 Miles | PE ROW | 275.0 30.0 | | | | | | | | | | |
| N-33 from approx 1.1 mi west of E Jct N-103 in Crete to US-77 & 1.5 mi on S-55F. | Const/CE | | | 2,476.0 | | | | | | | | | | |
| Mill, resurf rdwy & shld, br repair | Const/CE | C.N. 13303 STP-33-6(110) | | 8,723.0 | | | | | | | | | | |
| US-77 (UNDER CONTRACT) I-80 to Warlick Blvd, Lincoln Mill and overlay project | | 5.6 Miles | PE Const/CE Const/CE | 200.0 1,628.0 6,511.0 | | | | | | | | | | |
| | | C.N. 13412 NH-77-2 (168) | | | | | | | | | | | | |
| I-80 (UNDER CONTRACT) I-80 Barrier, Lincoln I-80 from 0.3 mi east of Lincoln northeast to 27th St | | 9.0 Miles | PE Const/CE Const/CE | 1.0 53.0 211.0 | | | | | | | | | | |
| Power wash and seal concrete barriers, bridge rails and bridge piers | | C.N. 13283 NH-80-9(92) | | | | | | | | | | | | |
| US-77 (UNDER CONTRACT) Princeton - N-33 US-77 from 0.3 mi south of Princeton to Jct N-33 & Roca Spur Resurf, bridge repair and overlay | | 5.8 Miles | PE Const/CE Const/CE | 215.0 2,242.0 8,819.0 | | | | | | | | | | |
| | | C.N. 13386 NH-77-2 (166) | | | | | | | | | | | | |

FISCAL YEARS 2024-2027 LANCASTER COUNTY ENGINEERING PROGRAM

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

| PROJECT | PHASE | PRIOR | | PRIORITY PROJECTS | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | | | |
|--|--------------|--------------|---------------|-------------------|----------------|------------|----------------|-----------------|---------------------|---------------------|-----------------|-----------------|----------------|
| | | FISCAL YEARS | FS | FY 2024 | FS | FY2025 | FS | FY2026 | | | FS | FY2027 | FS |
| Amend (Modify) Saltillo Road, 27th Street to 68th Street Safety improvement project to include widening the existing earth shoulders to a 6 foot paved shoulders with safety edges. This includes intersection safety improvements on Saltillo Road at S. 40th Street and S. 56th Street. C.N. 13391 HSIP-5280(2) | | 2.7 Miles | PE | 742.4 | CO | | | | | | | | |
| | | | PE | 21.6 | HS | | | | | | | | |
| | | | ROW/Utilities | | | 2,553.3 | HS | | | | | | |
| | | | ROW/Utilities | | | 283.7 | CO | | | | | | |
| | | | Const/CE | | | | | 10,936.0 | HS | | | | |
| | | | Const/CE | | | | | 1,204.0 | CO | | | | |
| | | TOTAL | | | 764.0 | | 2,837.0 | 12,140.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Amendment Description: Increase costs for the ROW/Utilities phase for Rural Water relocation. <input type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> Scope <input type="checkbox"/> Other | | | | | | | | | | | | | |
| S. 98th Street, Old Cheney to A Street Preliminary engineering and construction of 24 foot asphalt surface with turf shoulders in Prior Fiscal Years. C.N. 13417 LCLC-5275(1) | | 3.0 Miles | PE | 202.4 | LC | | | | | | | | |
| | | | PE | 50.6 | CO | | | | | | | | |
| | | | ROW/Utilities | | 16.0 | LC | | | | | | | |
| | | | ROW/Utilities | | 4.0 | CO | | | | | | | |
| | | | Const/CE | | 3,680.0 | LC | | | | | | | |
| | | | Const/CE | | 920.0 | CO | | | | | | | |
| | | TOTAL | | | 4,873.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| S. 98th Street, A Street to O Street Preliminary engineering in Prior Fiscal Years and construction of asphalt paving and drainage structures beyond the four-year program. C.N. 13418 LCLC-5275(2) | | 1.0 Miles | PE | 372.2 | LC | | | | | | | | |
| | | | PE | 58.1 | CO | | | | | | | | |
| | | | PE | 35.0 | LN | | | | | | | | |
| | | | ROW/Utilities | | | | 1,297.3 | LC | | | | | |
| | | | ROW/Utilities | | | | 162.0 | CO | | | | | |
| | | | ROW/Utilities | | | | 162.0 | LN | | | | | |
| | | | Const/CE | | | | | | | | | 8,188.8 | |
| | | Const/CE | | | | | | | | | 1,023.6 | | |
| | | Const/CE | | | | | | | | | 1,023.6 | | |
| | TOTAL | | | 465.3 | | 0.0 | 1,621.3 | 0.0 | 0.0 | 0.0 | 10,236.0 | 12,322.6 | |
| 148th Street and Holdrege Street Safety project to improve 148th Street and Holdrege Street intersection, which includes left-turn lanes on the north and southbound approaches. C.N. 13473 HSIP-3365(8) | | 0.0 Miles | PE | 186.3 | HS | | | | | | | | |
| | | | PE | 20.7 | CO | | | | | | | | |
| | | | ROW/Utilities | | | 54.0 | HS | | | | | | |
| | | | ROW/Utilities | | | 6.0 | CO | | | | | | |
| | | | Const/CE | | | | | 1,076.4 | HS | | | | |
| | | | Const/CE | | | | | 119.6 | CO | | | | |
| | | TOTAL | | | 207.0 | | 60.0 | 1,196.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,463.0 |
| Fletcher Road, 84th Street to 148th Street Preliminary engineering in Prior Fiscal Years and construction of 28 foot asphalt surface with turf shoulders beyond the four-year program. C.N. 13493 LCLC-3340(8) | | 4.5 Miles | PE | 156.0 | LC | | | | | | | | |
| | | | PE | 39.0 | CO | | | | | | | | |
| | | | ROW/Utilities | | | | | | | | | 8.0 | |
| | | | ROW/Utilities | | | | | | | | | 2.0 | |
| | | | Const/CE | | | | | | | | | 3,728.0 | |
| | | | Const/CE | | | | | | | | | 932.0 | |
| | | TOTAL | | | 195.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4,670.0 | 4,865.0 |
| NW 56th Street, I-80 to W. Holdrege Street Preliminary engineering in Prior Fiscal Years and construction to include grading, widening, and surfacing beginning in FY 2027 and extending beyond the four-year program. C.N. 13494 LCLC-5287(1) | | 0.7 Miles | PE | 117.6 | LC | | | | | | | | |
| | | | PE | 29.4 | CO | | | | | | | | |
| | | | ROW/Utilities | | | | 36.0 | LC | | | | | |
| | | | ROW/Utilities | | | | 9.0 | CO | | | | | |
| | | | Const/CE | | | | | | | 1,680.0 | LC | | |
| | | | Const/CE | | | | | | | 420.0 | CO | | |
| | | TOTAL | | | 147.0 | | 0.0 | 45.0 | 0.0 | 2,100.0 | 0.0 | 0.0 | 2,292.0 |

FISCAL YEARS 2024-2027 LANCASTER COUNTY ENGINEERING PROGRAM

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

| PROJECT | PHASE | FISCAL YEARS | FS | PRIORITY PROJECTS | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | |
|---|--------------------|--------------|---------------|-------------------|---------|---------|---------|----------|---------------------|---------------------|----------|
| | | | | PRIOR | FY 2024 | FY2025 | FY2026 | FY2027 | | | |
| Arbor Road Bridge Replacement Preliminary engineering in Prior Fiscal Years and construction of bridge to replace existing 120' slab bridge beyond the four-year program. | | 0.1 Miles | PE | 369.2 | LC | | | | | | |
| | | | PE | 92.3 | CO | | | | | | |
| | | | ROW/Utilities | | | 9.2 | LC | | | | |
| | | | ROW/Utilities | | | 2.3 | CO | | | | |
| | | | Const/CE | | | | | | 2,223.3 | | |
| | | | Const/CE | | | | | | 555.8 | | |
| C.N. 13492 | LCLC-5272(1) | TOTAL | | 461.5 | | 0.0 | 11.5 | 0.0 | 0.0 | 2,779.1 | 3,252.1 |
| S. 68th Street, Firth Road to Stagecoach Road Preliminary engineering in Prior Fiscal Years and construction to include grading, widening, and surfacing in Year 2. | | 5.0 Miles | PE | 212.8 | LC | | | | | | |
| | | | PE | 53.2 | CO | | | | | | |
| | | | ROW/Utilities | | | 595.0 | HS | | | | |
| | | | ROW/Utilities | | | 434.4 | LC | | | | |
| | | | ROW/Utilities | | | 170.6 | CO | | | | |
| | | | Const/CE | | | | | | 4,692.6 | HS | |
| | | Const/CE | | | | | | 3,045.4 | LC | | |
| | | Const/CE | | | | | | 1,282.7 | CO | | |
| C.N. 13518 | LCLC-HSIP-3265(11) | TOTAL | | 266.0 | | 1,200.0 | 0.0 | 0.0 | 9,020.7 | 0.0 | 10,486.7 |
| N. 14th Street, Alvo Road to Ashland Road Preliminary engineering in Prior Fiscal Years and construction to include pavement overlay, trench and shoulder widening, construction of a safety section, and centerline and edgeline rumble strips. | | 10.5 Miles | PE | 448.0 | LC | | | | | | |
| | | | PE | 112.0 | CO | | | | | | |
| | | | ROW/Utilities | | | | | 280.0 | HS | | |
| | | | ROW/Utilities | | | | | 70.0 | CO | | |
| | | | Const/CE | | | | | 5,523.8 | HS | | |
| | | | Const/CE | | | | | 3,409.5 | LC | | |
| | | Const/CE | | | | | 2,232.9 | CO | | | |
| C.N. 13547 | LCLC-HSIP-3405(6) | TOTAL | | 560.0 | | 0.0 | 0.0 | 11,516.2 | 0.0 | 0.0 | 12,076.2 |
| S. 68th Street, Hickman to Roca Road Preliminary engineering in FY 2023 and construction to include pavement overlay, trench and shoulder widening, construction of a safety section, centerline and edgeline rumble strips, and intersection improvements at Martell Road. | | 1.5 Miles | PE | 69.3 | HS | | | | | | |
| | | | PE | 50.2 | LC | | | | | | |
| | | | PE | 29.9 | CO | | | | | | |
| | | | ROW/Utilities | | | | | 80.0 | HS | | |
| | | | ROW/Utilities | | | | | 20.0 | CO | | |
| | | | Const/CE | | | | | | 434.3 | LC | |
| | | Const/CE | | | | | | 258.1 | CO | | |
| | | Const/CE | | | | | | 598.1 | HS-AC(CO) | | |
| | | Const/CE | | | | | | -598.1 | | | |
| C.N. 13564 | LCLC-HSIP-3265(12) | TOTAL | | 149.4 | | 0.0 | 0.0 | 100.0 | 1,290.5 | 0.0 | 1,539.9 |
| COUNTY OPERATIONS & MAINTENANCE FUNDING SOURCE SUMMARY | | | | | | | | | | | |
| Operations & Maintenance of the County and Federal Aid System | | | | | | | | | | | |
| CO (Lancaster County) | | | | | | | | | | | |
| | | | | 3,000.0 | CO | 3,000.0 | CO | 3,000.0 | CO | 3,000.0 | CO |
| SUBTOTAL FOR OPERATIONS & MAINTENANCE | | | | 3,000.0 | | 3,000.0 | | 3,000.0 | | 3,000.0 | |
| FUNDING SUMMARY | | | | | | | | | | | |
| FEDERAL FUNDS | | | | | | | | | | | |
| HS (HSIP - Highway Safety Improvement Program) | | | | | | | | | | | |
| | | | | 277.2 | | 3,202.3 | | 12,012.4 | | 5,883.8 | 4,692.6 |
| LC (STPG-Urbanized Areas > 200,000, Lincoln) - This includes Highway Infrastructure Funding from the FAST Act | | | | | | | | | | | |
| | | | | 5,624.4 | | 434.4 | | 1,342.5 | | 3,409.5 | 5,159.7 |
| SUB-TOTAL FEDERAL FUNDING | | | | 5,901.6 | | 3,636.7 | | 13,354.9 | | 9,293.3 | 9,852.3 |
| STATE FUNDS | | | | | | | | | | | |
| NE (State Funds) | | | | | | | | | | | |
| | | | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 |
| SUB-TOTAL STATE FUNDING | | | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 |

FISCAL YEARS 2024-2027 LANCASTER COUNTY ENGINEERING PROGRAM

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

| PROJECT | PHASE | PRIOR | | PRIORITY PROJECTS | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | | | | |
|---|-------|-----------------|----|-------------------|----|-----------------|----|---------------------|---------------------|-----------------|----|-----------------|-----------------|
| | | FISCAL YEARS | FS | FY 2024 | FS | FY2025 | FS | | | FY2026 | FS | FY2027 | FS |
| LOCAL FUNDS | | | | | | | | | | | | | |
| CO (Lancaster County) | | 5,151.6 | | 3,460.3 | | 4,496.9 | | 5,322.9 | | 4,960.8 | | | |
| HS-AC (CO) (Advanced Construction - Lancaster County funds) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 598.1 | | | |
| LN (City of Lincoln Funds) | | 35.0 | | 0.0 | | 162.0 | | 0.0 | | 0.0 | | | |
| SUB-TOTAL LOCAL FUNDING | | 5,151.6 | | 3,460.3 | | 4,496.9 | | 5,322.9 | | 4,960.8 | | 0.0 | 23,392.5 |
| TOTAL | | 11,053.2 | | 7,897.9 | | 17,851.8 | | 14,616.2 | | 14,813.1 | | 17,685.1 | 83,119.8 |

STATUS OF PREVIOUS YEARS PROJECTS

Projects Completed or Under Contract

FISCAL YEARS 2024-2027 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - STARTRAN PROGRAM

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

| PROJECT | PHASE | PRIORITY PROJECTS | | | | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | |
|--|-------|--------------------|------------|----------|---------|---------|---------|---------|---------|---------|---------|---------------------|---------------------|--|
| | | PRIOR FISCAL YEARS | FS | FY 2024 | FS | FY 2025 | FS | FY 2026 | FS | FY 2027 | FS | | | |
| <p>Since the public acquisition of the Lincoln City Lines in 1971, StarTran has been providing efficient, convenient and economical public transportation services. The services provided comply with the current 2050 Long Range Transportation Plan. Previous capital improvement programs have included equipment essential in StarTran's provision of services. The FY 2023-2026 TIP describes capital items which will afford the opportunity for continued improvement of StarTran services. Future years include continued replacement of StarTran transit vehicles and purchase of associated equipment/items.</p> | | | | | | | | | | | | | | |
| <p>Purchase Maintenance Service Vehicles Funding in FY22/23 is to replace maintenance vehicles #509 & #510. These vehicles are used by maintenance employees to deliver bus parts, move equipment to storage garage, push buses back to the garage that have broke down, change tires on the road, push snow, spread salt, run errands and general service as needed.</p> | | | | | | | | | | | | | | |
| | | | 176.0 FA | | | | | | | | | 80.0 FA | | |
| | | | 44.0 GR | | | | | | | | | 20.0 GR | | |
| | TOTAL | | 220.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 | 320.0 | |
| <p>Purchase 21 Paratransit Vehicles Providing a high quality service to those with a disability includes purchasing comfortable and accessible vehicles. Funding is to purchase 6 expansion and 11 replacement paratransit vehicles in FY 2022-23 and 4 replacement vehicles in FY 2023-24. Vehicles will be alternate fueled and/or fuel efficient vehicles and proposed vehicle types will be reviewed by the Paratransit Working Group. The 11 replacement vehicles have met useful life per FTA guidelines.</p> | | | | | | | | | | | | | | |
| | | | 3,457.4 FA | 440.0 FA | | | | | | | | | | |
| | | | 524.6 GR | 69.0 GR | | | | | | | | | | |
| | TOTAL | | 3,982.0 | 509.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4,491.0 | |
| <p>Bus Stop Amenities (required by FTA) Bus stop amenities (Transit Enhancements) include: benches, shelters, pads, signage, digital signage, bicycle related equipment, and landscaping. These amenities make a transit system more safe, comfortable, and user friendly. Effective FY 2004-05, one percent of the FTA allocation to StarTran is required by FTA to fund transit enhancements. The priority of these funds will be directed towards 1) improving accessibility 2) replacement or improvement of shelters at major boarding locations and 3) adding benches to medium to high use bus stops. Improving accessibility component may include repair of sidewalk infrastructure adjacent to bus routes. Project may include sidewalk panel repair, installation of ADA bus stop pads, reconstruction, or installation of pedestrian ramps to meet federal and local standards, and segment sidewalk installation to create accessible pathways to bus stops.</p> | | | | | | | | | | | | | | |
| | | | 1,032.8 FA | 780.8 FA | 32.0 FA | 32.0 FA | 32.0 FA | 32.0 FA | 32.0 FA | 32.0 FA | 32.0 FA | | | |
| | | | 133.2 GR | 70.2 GR | 8.0 GR | 8.0 GR | 8.0 GR | 8.0 GR | 8.0 GR | 8.0 GR | 8.0 GR | | | |
| | | | 125.0 LN | 125.0 LN | | | | | | | | | | |
| | TOTAL | | 1,291.0 | 976.0 | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 | 0.0 | 2,387.0 | |
| <p>Security Enhancements (required by FTA) Safety and security is a top priority for StarTran. One percent of the FTA allocation to StarTran is required by FTA to fund security enhancements. Such enhancements will include improved facility surveillance and improved bus camera systems. Improving the perimeter of the StarTran facility through gates and fencing will also be included in this funding.</p> | | | | | | | | | | | | | | |
| | | | 64.0 FA | 32.0 FA | 32.0 FA | 32.0 FA | 32.0 FA | 32.0 FA | 32.0 FA | 32.0 FA | 32.0 FA | | | |
| | | | 16.0 GR | 8.0 GR | 8.0 GR | 8.0 GR | 8.0 GR | 8.0 GR | 8.0 GR | 8.0 GR | 8.0 GR | | | |
| | TOTAL | | 80.0 | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 | 40.0 | 0.0 | 240.0 | |
| <p>Purchase of Supervisor Vehicle Funds are proposed in FY 2023-24 to purchase 2 replacement supervisor vehicles and related charging stations. In addition to road supervision, this vehicle will be used to transport supplies and schedules, carry patrons as necessary, and will be driven in inclement weather. Propulsion type will be electric in accordance with decarbonization goals.</p> | | | | | | | | | | | | | | |
| | | | 40.0 FA | 89.6 FA | | | | | | | | | | |
| | | | 10.0 GR | 22.4 GR | | | | | | | | | | |
| | TOTAL | | 50.0 | 112.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 162.0 | |

FISCAL YEARS 2024-2027 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - STARTRAN PROGRAM

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

| PROJECT | PHASE | PRIORITY PROJECTS | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | | | | | |
|--|---|--------------------|------------|---------|------------|--------|---------------------|---------------------|-------------|--------|------------|--------|----------|
| | | PRIOR FISCAL YEARS | FS | FY 2024 | FS | FY2025 | | | FS | FY2026 | FS | FY2027 | FS |
| Computer Hardware and Software | | | | | | | | | | | | | |
| Up-to-date computer hardware and software is vital to making StarTran more efficient. Funds are proposed in FY 2022-23 to purchase maintenance software, farebox cell phone validators and a plotter. Funds are proposed in FY 2023-2024 to upgrade staff computers. | | | | | | | | | | | | | |
| | | | 247.5 FA | | 8.0 FA | | | | | | | | |
| | | | 61.9 GR | | 2.0 GR | | | | | | | | |
| | TOTAL | | 309.4 | | 10.0 | | 0.0 | | 0.0 | | 0.0 | | 319.4 |
| Shop Tools / Equipment | | | | | | | | | | | | | |
| Funds are proposed for continued routine upgrade and replacement of tools and equipment, as well as for replacement due to unexpected breakage. A scissor lift is proposed in FY 2027 that will replace the current lift from 1986. | | | | | | | | | | | | | |
| | | | 100.0 FA | | 89.4 FA | | 16.0 FA | | 16.0 FA | | 40.0 FA | | |
| | | | 25.0 GR | | 22.4 GR | | 4.0 GR | | 4.0 GR | | 10.0 GR | | |
| | TOTAL | | 125.0 | | 111.8 | | 20.0 | | 20.0 | | 50.0 | | 326.8 |
| Building Renovations / Improvements | | | | | | | | | | | | | |
| Prior appropriations will be used to fund current/future projects. Funds are proposed for atomic clock system, new garage doors, raise middle garage doors and parking lot striping. Replace garage doors in North garage and middle garage in FY 2027. | | | | | | | | | | | | | |
| | | | 440.0 FA | | | | | | | | 160.0 FA | | |
| | | | 110.0 GR | | | | | | | | 40.0 GR | | |
| | TOTAL | | 550.0 | | 0.0 | | 0.0 | | 0.0 | | 200.0 | | 750.0 |
| Fareboxes | | | | | | | | | | | | | |
| Funds are for replacement of all bus fareboxes, as well as adding fareboxes to paratransit vehicles. Currently the fareboxes are 15 years old (as of 2007) and have exceeded their normal operating life. Replacement of fareboxes will afford the opportunity to continue to effectively collect accurate passenger fares and process fare structure information for routine analysis. | | | | | | | | | | | | | |
| | | | | | 1,125.0 FA | | | | | | | | |
| | | | | | 281.2 GR | | | | | | | | |
| | TOTAL | | 0.0 | | 1,406.2 | | 0.0 | | 0.0 | | 0.0 | | 1,406.2 |
| Amend (Modify) | Multimodal Transportation Center | | | | | | | | | | | | |
| The Multimodal Transit Transfer Center (MTTC) project will improve travel options to central business district destinations, improve connections between different travel modes, and improve bus passenger amenities including covered passenger boarding areas and interior passenger amenities. Comfort and safety will be important aspects of this project and public/private partnerships and economic development opportunities will also be considered. This project includes completion of a feasibility study, environmental and design work, and construction, including the installation of overhead electric charging unit stations. | | | | | | | | | | | | | |
| | PE | | 3,081.3 FA | | | | | | | | | | |
| | PE | | 770.3 GR | | | | | | | | | | |
| | Const/CE | | | | 2,700.0 FA | | 5,667.3 FG | | 16,335.9 FG | | 1,930.0 FG | | |
| | Const/CE | | | | 300.0 GR | | 3,630.0 OF | | | | | | |
| | Const/CE | | | | | | | | 5,371.9 GR | | 508.3 GR | | |
| | TOTAL | | 3,851.6 | | 3,000.0 | | 9,297.3 | | 21,707.8 | | 2,438.3 | | 40,295.0 |
| Amendment Description: Increase costs (all phases), update the project schedule, break out local match in the PE phase, and add costs and description for Section 5339-funded electric charging stations | | | | | | | | | | | | | |
| <input type="checkbox"/> New <input type="checkbox"/> Deleted <input checked="" type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> Scope <input type="checkbox"/> Other | | | | | | | | | | | | | |
| Purchase 16 Full Size Fixed Route Vehicles | | | | | | | | | | | | | |
| Replace 3 buses from 2006 and 13 Gillig buses from 2011 with heavy duty alternative fueled and/or alternative propulsion system buses. | | | | | | | | | | | | | |
| | | | | | | | 8,541.3 FA | | | | | | |
| | | | | | | | 759.3 NE | | | | | | |
| | | | | | | | 1,059.7 SR | | | | | | |
| | TOTAL | | 0.0 | | 0.0 | | 10,360.3 | | 0.0 | | 0.0 | | 10,360.3 |
| Fast Fuel Compressed Natural Gas Station | | | | | | | | | | | | | |
| Funds are proposed to update feasibility study and build a fast fuel compressed natural gas (CNG) station at 710 J Street. | | | | | | | | | | | | | |
| | | | 4,544.0 FA | | | | | | | | | | |
| | | | 825.0 NE | | | | | | | | | | |
| | | | 311.0 GR | | | | | | | | | | |
| | TOTAL | | 5,680.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 5,680.0 |

FISCAL YEARS 2024-2027 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - STARTRAN PROGRAM

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

| PROJECT | PHASE | PRIORITY PROJECTS | | | | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | |
|---|----------------------------------|--------------------|----|-----------------|----|-----------------|----|-----------------|----|-----------------|----|---------------------|---------------------|--|
| | | PRIOR FISCAL YEARS | FS | FY 2024 | FS | FY 2025 | FS | FY 2026 | FS | FY 2027 | FS | | | |
| Maintenance Facility Construction / Relocation | | | | | | | | | | | | | | |
| Funds are proposed in FY 2025 through FY 2027 to construct a new bus maintenance and storage facility, including purchase of land and construction. There are 3 phases and costs that include design, relocation and construction. Funding would include potential award of FTA discretionary grant programs funding that will be applied for. | | | | | | | | | | | | | | |
| | | 4,980.9 | FA | | | 5,000.0 | FG | 5,000.0 | FG | 5,000.0 | FG | | | |
| | | 2,328.6 | GR | | | | | | | | | | | |
| | TOTAL | 7,309.5 | | 0.0 | | 5,000.0 | | 5,000.0 | | 5,000.0 | | 0.0 | 22,309.5 | |
| Amend (Add) Electric Bus EV Charging Stations | | | | | | | | | | | | | | |
| The current EV charging stations for the electric buses located at 710 J Street, Lincoln NE need to be replaced due to continued breakdowns and the obsolescence of the model. There is a need to replace four (4) of the stations. They will use Section 5339 Lo-No funding that is appropriated and will continue to be used after the new Multimodal Transportation Center is built either at the 710 J Street location or at the planned new maintenance facilities location. | | | | | | | | | | | | | | |
| | Const/CE | | | 367.2 | FG | | | | | | | | | |
| | Const/CE | | | 40.8 | GR | | | | | | | | | |
| | TOTAL | 0.0 | | 408.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 408.0 | |
| Amendment Description: Add project and program federal funds | | | | | | | | | | | | | | |
| <input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope <input type="checkbox"/> Other | | | | | | | | | | | | | | |
| FA (State / Federal) - Includes Section 5339 Funds | | | | | | | | | | | | | | |
| | | 18,163.9 | | 5,264.8 | | 8,621.3 | | 80.0 | | 344.0 | | | 32,474.0 | |
| FG (Other Federal Funds - FTA Discretionary Grant Programs) | | | | | | | | | | | | | | |
| | | 0.0 | | 367.2 | | 10,667.3 | | 21,335.9 | | 6,930.0 | | | 39,300.4 | |
| NE (State Revenue/Aid) | | | | | | | | | | | | | | |
| | | 825.0 | | 0.0 | | 759.3 | | 0.0 | | 0.0 | | | 1,584.3 | |
| GR (General Revenue) | | | | | | | | | | | | | | |
| | | 4,334.6 | | 816.0 | | 20.0 | | 5,391.9 | | 594.3 | | | 11,156.8 | |
| SR (Special Reserves) | | | | | | | | | | | | | | |
| | | 0.0 | | 0.0 | | 1,059.7 | | 0.0 | | 0.0 | | | 1,059.7 | |
| LN (City of Lincoln) | | | | | | | | | | | | | | |
| | | 125.0 | | 125.0 | | 0.0 | | 0.0 | | 0.0 | | | 250.0 | |
| OF (Other - In-Kind Local Match) | | | | | | | | | | | | | | |
| | | 0.0 | | 0.0 | | 3,630.0 | | 0.0 | | 0.0 | | | 3,630.0 | |
| | TOTAL | 23,448.5 | | 6,573.0 | | 24,757.6 | | 26,807.8 | | 7,868.3 | | 0.0 | 89,455.2 | |
| OPERATIONS FUNDING SOURCE SUMMARY | | | | | | | | | | | | | | |
| Fixed Route Operations & Specialized Transportation Services for Lincoln, NE | | | | | | | | | | | | | | |
| | | | | 1,350.0 | | 1,350.0 | | 1,350.0 | | 1,350.0 | | | 5,400.0 | |
| Section 5307 Preventative Maintenance | | | | | | | | | | | | | | |
| | | | | 75.0 | | 75.0 | | 75.0 | | 75.0 | | | 300.0 | |
| Section 5307 Operating and JARC - StarTran | | | | | | | | | | | | | | |
| | | | | 15.0 | | 15.0 | | 15.0 | | 15.0 | | | 60.0 | |
| Section 5307 Operating and JARC - Lincoln Literacy | | | | | | | | | | | | | | |
| | | | | 280.0 | | 280.0 | | 280.0 | | 280.0 | | | 1,120.0 | |
| Section 5307 ADA | | | | | | | | | | | | | | |
| | | | | 1,387.0 | | 944.0 | | 897.0 | | 907.0 | | | 4,135.0 | |
| NE (State Revenue/Aid) | | | | | | | | | | | | | | |
| | | | | 7,150.0 | | 7,200.0 | | 7,250.0 | | 7,300.0 | | | 28,900.0 | |
| GR (General Revenues - Local Funds) | | | | | | | | | | | | | | |
| | | | | 3,150.0 | | 3,150.0 | | 3,150.0 | | 3,150.0 | | | 12,600.0 | |
| SC (Service Charges - Local Funds) | | | | | | | | | | | | | | |
| | TOTAL | 0.0 | | 13,407.0 | | 13,014.0 | | 13,017.0 | | 13,077.0 | | 0.0 | 52,515.0 | |
| TOTALS FOR STARTRAN FUNDING | | | | | | | | | | | | | | |
| FEDERAL FUNDING | | | | | | | | | | | | | | |
| Federal | | | | | | | | | | | | | | |
| | | | | 5,264.8 | | 8,621.3 | | 80.0 | | 344.0 | | | 14,310.1 | |
| Section 5307 Preventative Maintenance | | | | | | | | | | | | | | |
| | | | | 1,350.0 | | 1,350.0 | | 1,350.0 | | 1,350.0 | | | 5,400.0 | |
| Section 5307 Operating and JARC | | | | | | | | | | | | | | |
| | | | | 90.0 | | 90.0 | | 90.0 | | 90.0 | | | 360.0 | |
| Section 5307 ADA | | | | | | | | | | | | | | |
| | | | | 280.0 | | 280.0 | | 280.0 | | 280.0 | | | 1,120.0 | |
| FTA Discretionary Grant Programs | | | | | | | | | | | | | | |
| | | | | 367.2 | | 10,667.3 | | 21,335.9 | | 6,930.0 | | | 39,300.4 | |
| | SUB-TOTAL FEDERAL FUNDING | 0.0 | | 7,352.0 | | 21,008.6 | | 23,135.9 | | 8,994.0 | | 0.0 | 60,490.5 | |
| STATE FUNDING | | | | | | | | | | | | | | |
| NE (State Revenue/Aid) | | | | | | | | | | | | | | |
| | | | | 1,387.0 | | 944.0 | | 897.0 | | 907.0 | | | 4,135.0 | |
| State / Federal | | | | | | | | | | | | | | |
| | SUB-TOTAL STATE FUNDING | 0.0 | | 1,387.0 | | 944.0 | | 897.0 | | 907.0 | | 0.0 | 4,135.0 | |

FISCAL YEARS 2024-2027 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - STARTRAN PROGRAM

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

| PROJECT | PHASE | PRIOR FISCAL YEARS | PRIORITY PROJECTS | | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS |
|--|-------|-----------------------|-------------------|-----------------|----|-----------------|----|-----------------|----|-----------------|---------------------------|---------------------------|
| | | | FS | FY 2024 | FS | FY2025 | FS | FY2026 | FS | FY2027 | | |
| LOCAL FUNDING | | | | | | | | | | | | |
| GR (General revenues - Local Funds) | | | | 7,966.0 | | 7,220.0 | | 12,641.9 | | 7,894.3 | | 35,722.2 |
| SC (Service Charges - Local Funds) | | | | 3,150.0 | | 3,150.0 | | 3,150.0 | | 3,150.0 | | 12,600.0 |
| Special Reserves (SR) | | | | 0.0 | | 1,059.7 | | 0.0 | | 0.0 | | 1,059.7 |
| LN (City of Lincoln Funds) | | | | 125.0 | | 0.0 | | 0.0 | | 0.0 | | 125.0 |
| OF (Other Funds - In-Kind Local Match) | | | | 0.0 | | 3,630.0 | | 0.0 | | 0.0 | | 3,630.0 |
| SUB-TOTAL LOCAL FUNDING | | | 0.0 | 11,241.0 | | 15,059.7 | | 15,791.9 | | 11,044.3 | 0.0 | 53,136.9 |
| TOTAL | | | 0.0 | 18,986.8 | | 37,212.3 | | 38,534.8 | | 28,945.3 | 0.0 | 117,762.4 |

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

STATUS OF PREVIOUS YEARS PROJECTS

Projects Completed or Under Contract

Purchase/Financing of Full Size Buses

Purchase Paratransit Vehicles

Bus Stop Amenities

Purchase of Supervisor Vehicle

Computer Hardware and Software

Shop Tools / Equipment

Building Renovations / Improvements

Transit Development Plan Update



Lincoln MPO Technical Committee Agenda Summary

| | |
|---------------------|---|
| AGENDA ITEM NO. | 4 |
| MEETING DATE | April 10, 2024 |
| REQUEST | VOTE: Federal Performance Measures and Targets |
| ASSOCIATED MEETINGS | None |
| STAFF CONTACT | Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603 |

RECOMMENDATION: APPROVE TO SUPPORT THE STARTRAN PERFORMANCE TARGETS FOR SAFETY AS THE MPO TARGETS

BACKGROUND

The current and previous federal transportation bills, the Bipartisan Infrastructure Law and the FAST Act, respectively, included a series of requirements for Transportation Performance Management (TPM). Since the passage of federal transportation bill MAP-21, USDOT has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. The Federal Highway Administration (FHWA) established performance measures for safety (PM1), infrastructure condition (PM2), and system performance (PM3). The Federal Transit Administration (FTA) established performance measures for Transit Asset Management (TAM) and safety.

As part of TPM, each state DOT or public transportation agency and metropolitan planning organization (MPO) must adopt targets for the FHWA and FTA performance measures to strive for within the planning and programming process. The state DOT or public transportation agency sets its targets first and MPOs have 180 days from that time to adopt their targets. For each performance measure, an MPO is required to 1) establish a regional target or 2) adopt the state DOT or public transportation agency target.

SUMMARY OF REQUEST

Updated safety targets have been set by StarTran in their Public Transportation Agency Safety Plan (PTASP) which was updated in December 2023. The MPO proposes to adopt to support the updated FTA safety targets contained in the PTASP. The FTA safety performance measures are as follows:

- Rolling Stock: Percentage of revenue vehicles (by type) that exceed the useful life benchmark
- Equipment: Percentage of non-revenue service vehicles (by type) that exceed the useful life benchmark
- Facilities: The percentage of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale

Enclosed is a revised memo to the Technical Committee Tri-Chairs dated April, 2024. The memo incorporates the updated targets set by StarTran. NOTE: The memo originally sent to the Tri-Chairs on March 27 included targets for a new proposed FHWA federal performance measure on greenhouse gas (GHG) emissions that NDOT and the MPO were originally to adopt; however, in the interim, the MPO was informed that the US District Court for the Northern District of Texas vacated the Final Rule associated with the GHG measure. State DOTs and MPOs are now not required to submit GHG baselines and targets. The associated item was therefore removed from the memo and meeting agenda.

POLICY CONSIDERATIONS

With supporting the NDOT statewide targets, the Lincoln MPO is agreeing to plan and program projects in a manner that contributes towards the accomplishment of these performance targets. A related item on this agenda is a proposed amendment to the Long Range Transportation Plan to add the GHG performance measure and target in Chapter 2, Vision Goals, and Performance Measures under the Environmental Sustainability goal.

BUDGET CONSIDERATIONS

The MPO is not at risk of losing funding if these performance measures targets are not met.

MEMORANDUM

TO: Lincoln MPO Technical Committee Tri-Chairs
FROM: Rachel Christopher, Transportation Planner
SUBJECT: Update on Lincoln MPO Federal Performance Measures and Targets
DATE: April 1, 2024

The purpose of this memo is to update the Tri-Chairs of the Lincoln MPO Technical Committee regarding proposed support of targets for federal performance measures.

Background Information

Since the passage of federal transportation bill MAP-21 in 2012, USDOT has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have established national performance measures in areas such as safety, infrastructure condition, congestion, system reliability, emissions, and freight movement. The current and previous federal transportation bills, the Bipartisan Infrastructure Law and the FAST Act, respectively, continued the series of requirements for Transportation Performance Management (TPM). TPM uses system information to make investment and policy decisions.

FHWA established the below performance measures relating to safety, infrastructure condition, and system performance:

Safety Performance Measures (PM1)

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and serious injuries

Infrastructure Performance Measures (PM2)

- Percentage of pavements on the Interstate System in good condition
- Percentage of pavements on the Interstate System in poor condition
- Percentage of pavements on the non-Interstate National Highway System (NHS) in good condition
- Percentage of pavements on the non-Interstate (NHS) in poor condition
- Percentage of NHS bridges classified as in good condition
- Percentage of NHS bridges classified as in poor condition

System Performance Measures (PM3)

- Percent of person-miles traveled on the Interstate System that are reliable
- Percent of person-miles traveled on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability (TTTR) Index

Lincoln/Lancaster County Planning Department
555 South 10th Street, Suite 213 – Lincoln, NE 68508
Phone: 402-441-7491 – Fax: 402-441-6377

- Annual hours of peak hour excessive delay per capita*
- Percent of non-single occupancy vehicle (non-SOV) travel*
- Total emissions reduction*

*not applicable to Nebraska

FTA established the below performance measures with relating to transit asset management (TAM) and safety:

TAM Performance Measures

- Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)
- Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB
- Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale
- Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile*

*not applicable to Lincoln MPO

Safety Performance Measures

- Fatalities: Total number of reportable fatalities and rate per 100,000 VRM
- Injuries: Total number of reportable injuries and rate per 100,000 VRM
- Safety Events: Total number of reportable events and rate per 100,000 VRM
- System Reliability: Mean (or average) revenue miles of service between major mechanical failures

As part of TPM, each state DOT or public transportation agency and metropolitan planning organization (MPO) must adopt targets for the FHWA/FTA performance measures to strive for within the planning and programming process. The process for setting targets has been taking place since 2017. The State DOT or public transportation agency sets its targets first and the MPOs have 180 days from that time to adopt their targets. For each performance measure, an MPO is required to either 1) establish a regional target or 2) support the state DOT or public transportation agency target and therefore agree to plan and program projects that contribute toward meeting the target.

Lincoln MPO Actions

State DOTs and MPOs annually establish targets for the FHWA safety performance measures (PM1). In February 2024, the Lincoln MPO adopted to support the NDOT safety performance targets for CY 2024.

For the FHWA performance measures for infrastructure condition and system performance (PM2 and PM3), state DOTs and MPOs are required to establish 4-year targets. Additional coordination is required between state DOTs and MPOs if a State adjusts its 4-year target at the midpoint of the performance period. In February 2023, the Lincoln MPO adopted to support the NDOT infrastructure condition targets and system performance targets for CY 2022-2025. These new 4-year targets continue to be in effect and may be adjusted this year. The Lincoln MPO will reflect adopted FHWA performance measure targets in the TIP

on its annual cycle and the LRTP on its five-year cycle.

Public transportation agencies and MPOs annually establish targets for the FTA TAM performance measures and safety performance measures. In November 2018, the Lincoln MPO adopted to support the StarTran TAM performance targets for Federal Fiscal Year (FFY) 2019 as established on January 1, 2017 and published in the StarTran Transit Asset Management Plan of September 27, 2018. The Lincoln MPO previously adopted to support the StarTran safety performance measures targets in November 2020, which are shown in its Public Transportation Agency Safety Plan of July 2020. The target for each performance measure was established as a trend rather than a specific numeric value. Across each measure, the target is to demonstrate an incremental improvement over an established baseline calculated from a recent five-year experience in each category. StarTran seeks annual improvements over a baseline which is set as the averages of the performance measures over a five-year period. The current performance measures, baselines and targets are established in the 202 StarTran Transit Asset Management Plan and 2023 StarTran Public Transportation Agency Safety Plan.

When StarTran updates its TAM and safety performance measures targets and notifies the MPO of the updated targets, the MPO will adopt to support the StarTran targets at the next opportunity.

NDOT Performance Measure Targets

This section provides a report on the NDOT established performance measure targets to date.

Table 1 shows the NDOT annual targets for safety (PM1) from calendar years 2020 through 2024. NDOT submitted their proposed safety target for 2020-2024 to FHWA in August 2023, which are based on 5-year rolling averages. NDOT met all safety targets for 2020 except the serious injury rate; however, the serious injury rate was better than the 5-year rolling average baseline. NDOT met the targets for 2021 for number and rate of fatalities. Other data for 2021 and for 2022 is not yet available as of the publication of this memo, indicated by cells in gray.

| Table 1: NDOT Statewide Targets for Safety (PM1) | | | | | |
|---|----------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|
| Performance Measures | CY 2020 Target (2016-2020) | CY 2021 Target (2017-2021) | CY 2022 Target (2018-2022) | CY 2023 Target (2019-2023) | CY 2024 Target (2020-2024) |
| Number of fatalities | 239.0 | 241.0 | 249.0 | 254.0 | 234.0 |
| Rate of fatalities | 1.140 | 1.130 | 1.270 | 1.300 | 1.120 |
| Number of serious injuries | 1,442.0 | 1,408.0 | 1,358.0 | 1,319.0 | 1,168.0 |
| Rate of serious injuries | 6.803 | 6.507 | 6.323 | 6.044 | 5.539 |
| Number of non-motorized fatalities and serious injuries | 133.0 | 126.6 | 121.4 | 117.8 | 96.8 |

Table 2 shows the NDOT 4-year targets for infrastructure condition (PM2) for a performance period of 2022 to 2025. The actual statewide values in 2022 have met the targets as shown in Table 2.

| Table 2: NDOT Statewide Targets for Infrastructure Condition (PM2) | | | |
|---|----------------------------------|---------------------------|-------------------------------|
| Performance Measures | 4-Year Target (2022-2025) | Statewide - Actual | Lincoln MPO - Analysis |
| | | 2022 | 2022 |
| % of pavements on the Interstate System in good condition | ≥65% | 72.40% | 49.2% |
| % of pavements on the Interstate System in poor condition | ≤5% | 0.10% | 25.4% |
| % of pavements on the non-Interstate NHS in good condition | ≥40% | 54.60% | 25.8% |
| % of pavements on the non-Interstate (NHS) in poor condition | ≤10% | 1.50% | 3.9% |
| % of NHS bridges classified as in good condition | ≥55% | 58.5% | <i>Data Not Yet Available</i> |
| % of NHS bridges classified as in poor condition | ≤10% | 4.3% | <i>Data Not Yet Available</i> |

Table 3 shows the NDOT targets for system performance (PM3) for a performance period of 2022 to 2025 along with the analysis values for statewide and the Lincoln MPO from 2022.

| Table 3: NDOT Statewide Targets for System Performance (PM3) | | | |
|--|----------------------------------|---------------------------|-------------------------------|
| Performance Measures | 4-Year Target (2022-2025) | Statewide - Actual | Lincoln MPO - Analysis |
| | | 2022 | 2022 |
| % of person-miles traveled on the Interstate System that are reliable | ≥98.5% | 99.9% | 100.0% |
| % of person-miles traveled on the non-Interstate NHS that are reliable | ≥92.0% | 96.0% | 96.5% |
| Truck Travel Time Reliability Index | ≤1.20 | 1.14 | 1.14 |

StarTran Performance Measure Targets

This section provides a report on the StarTran established performance measure targets to date.

Table 4 shows the StarTran annual targets for TAM for fiscal years 2021 through 2023. For FY 2021, the actual values for the rolling stock: paratransit category and the equipment: non-revenue service vehicle category (automobile) exceeded the target values. For FY 2022, the actual value for the equipment: non-revenue service vehicle category (other support vehicle) exceeded the target value.

| Asset Category | Asset Class | ULB* | Measure | FY 2021 Targets | FY 2021 Actual | FY 2022 Targets | FY 2022 Actual | FY 2023 Targets |
|---|-----------------------|-------------|--|-----------------|----------------|-----------------|----------------|-----------------|
| Rolling Stock: FR Bus | Bus | 15 years | % of fleet exceeds ULB | 25% | 7% | 25% | 4.5% | 4.5% |
| Rolling Stock: SR Paratransit | Paratransit Van | 6 years | % of fleet exceeds ULB | 25% | 29% | 25% | 25% | 25% |
| Equipment: Non-Revenue Service Vehicle | Automobile | 10 years | % of fleet exceeds ULB | 10% | 33% | 10% | 0% | 0% |
| Equipment: Non-Revenue Service Vehicle | Other Support Vehicle | 15-20 years | % of fleet exceeds ULB | 0% | 0% | 0% | 50% | 50% |
| Facility: StarTran Administration, Bus Storage, and Maintenance | Admin & Maint | 40 years | % of StarTran owned facilities rated less than 3.0 on FTA TERM scale | 0% | 0% | 0% | 0% | 0% |
| Facility: Parking Facilities | Admin & Maint | 40 years | % of StarTran owned facilities rated less than 3.0 on FTA TERM scale | 0% | 0% | 0% | 0% | 0% |

* ULB – Useful Life Benchmark

Tables 5 and 6 show the StarTran safety performance baseline and targets for fixed route and paratransit (handi-van). StarTran will seek annual improvements over a 2020-2023 baseline from 2023 through 2026. For 2023, the majority of values for both fixed route and paratransit met the targets.

| Performance Category | | 2020-2023 Baseline | Target | 2023 Value |
|----------------------------------|------------------------------|--------------------|-------------------------|------------|
| Fatalities | Total | 0.25 | 0 | 0 |
| | Rate per 100,000 VRM | 0.00 | 0 | 0 |
| Injuries (Minor/Major) | Total | 0.25 | Reduction from baseline | 1 |
| | Rate per 100,000 VRM | 0.00 | Reduction from baseline | .065 |
| Safety Events (Minor/Major) | Total | 0.25 | Reduction from baseline | 1 |
| | Rate per 100,000 VRM | 0.00 | Reduction from baseline | .07 |
| System Reliability (Minor/Major) | VRM Between Failures (Total) | 8,021 | Increase from baseline | 8,481 |

| Table 6: StarTran Targets for Paratransit (Handi-Van) - 2020-2023 | | | | |
|--|---------------------------------|-------------------------------|-------------------------|-------------------|
| Performance Category | | 2020-2023 Baseline | Target | 2023 Value |
| Fatalities | Total | 0 | 0 | 0 |
| | Rate per 100,000 VRM | 0 | 0 | 0 |
| Injuries (Minor/Major) | Total | 0 | Reduction from baseline | 1.00 |
| | Rate per 100,000 VRM | 0 | Reduction from baseline | 0.16 |
| Safety Events (Minor/Major) | Total | 0 | 0 | 0 |
| | Rate per 100,000 VRM | 0 | 0 | 0 |
| System Reliability (Minor/Major) | VRM Between Failures (Total) | 41,146 | Increase from baseline | 29,563 |

MPO Staff Recommendation

Lincoln MPO staff recommends support of the below updated targets for the federal performance measures:

- FTA Safety Performance Measures – Support the StarTran targets

With supporting the StarTran performance measure targets, the Lincoln MPO is agreeing to plan and program projects in a manner that contributes towards the accomplishment of these targets. The MPO Technical Committee is scheduled to meet on April 10, 2024 and the meeting agenda includes the review and action on MPO targets for FTA safety performance measures.



Lincoln MPO Technical Committee Agenda Summary

| | |
|---------------------|--|
| AGENDA ITEM NO. | 5 |
| MEETING DATE | April 10, 2024 |
| REQUEST | VOTE: Proposed FY 2025 Unified Planning Work Program |
| ASSOCIATED MEETINGS | Lincoln MPO staff requested input from staff towards the development of the FY 2025 UPWP on January 29, 2024. A draft version of the UPWP was sent to the MPO Administration Committee, FHWA, and FTA for comment on March 11, 2024. |
| STAFF CONTACT | Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603 |

RECOMMENDATION: APPROVE THE FY 2025 UNIFIED PLANNING WORK PROGRAM

BACKGROUND

The Draft FY 2025 Unified Planning Work Program (UPWP) incorporates in one document all federal assisted state, regional, and local transportation planning activities proposed to be undertaken in the region during the State/MPO Fiscal Year from July 1, 2024 through June 30, 2025. The UPWP provides a mechanism for the coordination of transportation planning activities in the metropolitan planning area and is required as a basis and condition for all federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

SUMMARY OF REQUEST

This work program describes all transportation planning activities utilizing federal funding during the coming fiscal year. It is funded primarily with the Metropolitan Planning Funds (PL funds) grant provided to the MPO. However, an MPO may use other eligible funds provided that the guidelines for use of those funds are met. Other funds that contribute towards transportation planning activities include FTA funds, Federal Aviation Administration (FAA) Airport Planning funds, and state and local funds. State and local funds are used to provide the match for federal planning programs.

NOTE: The new indirect overhead cost rate has not yet been updated pending approval by FHWA. The Draft UPWP uses the current rate of 22.58%. The new rate will be added when it is known.

The Draft FY 2025 UPWP is available at:

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

Enclosed is a summary of the work program activities in the FY 2025 UPWP.

BUDGET CONSIDERATIONS

The Draft FY 2025 UPWP has been developed based on funding levels resulting from the federal Bipartisan Infrastructure Law and is based on the 2020 Census counts for urbanized area populations in Nebraska.



Lincoln Metropolitan Planning Organization

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

To: MPO Technical Committee
From: Rachel Christopher, Transportation Planner
Date: April 1, 2024
Subject: Proposed FY 2025 Unified Planning Work Program

The MPO Technical Committee will review the draft FY 2025 Unified Planning Work Program (UPWP) at their meeting on April 10, 2024 and make a recommendation to the MPO Officials Committee.

The UPWP is funded primarily with Metropolitan Planning Funds (PL funds). Metropolitan Planning Funds authorized under 23 U.S.C. 104(f)(3) are apportioned to States and are to be made available to the metropolitan planning organizations responsible for carrying out the provisions of 23 U.S.C. 134. The estimated distribution of new PL Funds for FY 2025 is based upon the current State distribution formula that uses Census 2020 Urban Area population. The Lincoln MPO estimated PL funds for FY 2025 is \$931,204.33 (this number includes carryover funds from the FY 2022 and 2023 UPWPs).

A summary of the work program activities in the draft FY 2025 UPWP is provided below.

Administration and Management Activities:

These activities include General Program Administration and Coordination, Certification of the Transportation Planning Process, development of the UPWP, PL Fund Grant Administration, and Professional Development, Education and Training.

| <u>Total Funding</u> | <u>PL Funds</u> | <u>Local Share</u> |
|----------------------|-----------------|--------------------|
| \$90,169 | \$72,135 | \$18,034 |

Interagency and Public Outreach Activities:

These activities include Transportation Planning-Related Committees, Public Participation Program, Environmental Justice Strategies and Implementing Title VI Requirements, Transportation Reports and Newsletters, and Website Management and Enhancement. For FY 2025, funds have been included for implementation of the updated MPO Public Participation Plan.

| <u>Total Funding</u> | <u>PL Funds</u> | <u>Local Share</u> |
|----------------------|-----------------|--------------------|
| \$45,733 | \$36,586 | \$9,147 |

Data Development, Monitoring and Evaluation Variables:

These activities include Geographic Information Systems (GIS), Demographic Database Update, Land Use Database Update and Maintenance, Community Value Factors and Surveys, Census Planning Activities (CTPP), and Transportation System Data Monitoring and Collecting.

| <u>Total Funding</u> | <u>PL Funds</u> | <u>Local Share</u> |
|----------------------|-----------------|--------------------|
| \$182,120 | \$145,696 | \$36,424 |

Short Range Planning and Programming Activities:

These activities include development of the Transportation Improvement Program (TIP), Financial Resources Development and Program Phasing, Enhanced Mobility FTA Grant Programs, and Transportation Facilities and Site Plan Review.

| <u>Total Funding</u> | <u>PL Funds</u> | <u>Local Share</u> |
|----------------------|-----------------|--------------------|
| \$86,962 | \$69,570 | \$17,392 |

Metropolitan Transportation Planning:

These activities include Long Range Transportation Plan Review, Evaluation and Coordination with Comprehensive Planning Activities, Subarea Planning and Corridor Studies, Multi-modal Planning, Goods and Freight Movement Planning, and Policy Studies and Regulation Review. For FY 2025, funds have been included for staff time contributing to the Safe Streets Lincoln Vision Zero Action Plan and initial work on the update of the Long Range Transportation Plan and Lincoln Mobility Plan.

| <u>Total Funding</u> | <u>PL Funds</u> | <u>Local Share</u> |
|----------------------|-----------------|--------------------|
| \$684,021 | \$547,217 | \$136,804 |

Transportation System Planning:

These activities include Transportation Model Development and Maintenance, Congestion Management Process, Intelligent Transportation System (ITS), and System Management, Operations and Coordination. Funds in this activity continue to be included for on-call consultant work to update the Lincoln MPO Transportation Model on an as-needed basis.

| <u>Total Funding</u> | <u>PL Funds</u> | <u>Local Share</u> |
|----------------------|-----------------|--------------------|
| \$75,000 | \$60,000 | \$15,000 |

Transit Planning Work Program:

These activities include Program Support and Administration, General Development/Comprehensive Planning, Long Range Transportation Planning, Short-Range Transportation Planning, Transportation Improvement Program, Planning Emphasis Areas, and Other Activities. The Transit Planning Program receives funds through FTA including FTA Sections 5303 and 5307 funds. The full year of FY 2025 transit funds are not known at the time of publication of this UPWP due to FTA partial year apportionments but will be added by amendment once they are published, likely in June 2024.

Environmental Studies, Programs and Coordination:

These activities include Environmental Planning, Urban Air Quality Planning, and Flood Plain Management Program Coordination. These programs typically receive funds from State (including Federal pass-through grant funds) or local sources.

Lincoln Municipal Airport Planning:

The Lincoln Airport Authority has been undertaking an Airport Master Planning effort that could continue into FY 2025, with the primary objective of developing a long term program that will yield a safe, efficient, economical, and environmentally acceptable air transportation facility. The study will provide an analysis of airport needs, a definition of the airport's role within the regional airport system and evaluate alternatives with the purpose of providing direction for the future development of the facility. The Airport Master Plan is funded with federal funds through the Federal Aviation Administration (FAA).



Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO. 6
MEETING DATE April 10, 2024
REQUEST VOTE: 2024 Self-Certification Review
ASSOCIATED MEETINGS None
STAFF CONTACT Rachel Christopher, rchristopher@lincoln.ne.gov, 402-441-7603

RECOMMENDATION: AUTHORIZE EXECUTIVE OFFICER TO SIGN THE SELF-CERTIFICATION STATEMENT

SUMMARY OF REQUEST

Concurrent with the submittal of the annual Transportation Improvement Program (TIP), the Lincoln Metropolitan Planning Organization (MPO) and the Nebraska Department of Transportation (NDOT) certify to the Federal Highway Administration and Federal Transit Administration that the planning process is being carried out in accordance with all applicable requirements set forth in 23 CFR 450.336. The Lincoln MPO must submit the Self-Certification of the Planning Process to NDOT with the submittal of a new TIP. The MPO Self-Certification, which will be included in the Proposed FY 2025-2028 TIP, is enclosed.

BUDGET CONSIDERATIONS

Compliance with federal requirements regarding the metropolitan transportation planning process is necessary for the Lincoln MPO planning area to continue receiving federal transportation funds.

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

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

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

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

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

Since February of 1989, Lincoln has been designated by U.S. EPA as being in attainment for all the National Ambient Air Quality Standards (NAAQS). An on-going ambient air quality monitoring program for particulate matter (PM2.5) and ozone is in place to monitor transportation related air emissions.

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

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

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

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

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

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

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

Lincoln Metropolitan Planning Organization

Nebraska Department of Transportation

 Mayor Leirion Gaylor Baird, Executive Officer

 Ryan Huff, Strategic Planning Division
 Nebraska Department of Transportation

 Date

 Date



Lincoln MPO Technical Committee Agenda Summary

| | |
|---------------------|--|
| AGENDA ITEM NO. | 7 |
| MEETING DATE | April 10, 2024 |
| REQUEST | VOTE: Proposed FY 2025-2028 Transportation Improvement Program |
| ASSOCIATED MEETINGS | The MPO Programming and Funding Committee convened for development of the FY 2025-2028 TIP. The TIP falls under the work items for this committee, which reports to the MPO Technical Committee. The Programming and Funding Committee reviewed the Draft FY 2025-2028 TIP, expressed support, and forwarded it to the Technical Committee and Planning Commission for review as to conformance with the Long Range Transportation Plan. The Planning Commission will hold a public hearing on the proposed FY 2025-2028 TIP on May 8, 2024. |
| STAFF CONTACT | Rachel Christopher, rchristopher@lincoln.ne.gov , 402-441-7603 |

RECOMMENDATION: APPROVE THE FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM

BACKGROUND

Lincoln Metropolitan Planning Organization (MPO) staff has prepared the Draft FY 2025-2028 Transportation Improvement Program (TIP) for public review and comment. The TIP includes surface transportation and planning projects to receive federal funds and projects of regional significance that are planned for the metropolitan area during Federal Fiscal Years 2025-2028. The TIP is based upon the Federal Fiscal Year from October 1 to September 30.

SUMMARY OF REQUEST

The proposed FY 2025-2028 TIP has been developed by Lincoln MPO staff to be in compliance with regulations contained in the Bipartisan Infrastructure Bill, the most recent legislation governing the federal transportation program.

The FY 2025-2028 TIP is available at:

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

Enclosed is a summary of the projects in the FY 2025-2028 TIP.

CONFORMANCE WITH 2050 LONG RANGE TRANSPORTATION PLAN

Most projects contained in the proposed 2025-2028 TIP are being carried forward from the current 2024-2027 TIP with the exception of several projects being added and removed as described below. The projects being carried forward were previously determined to be in conformance with the [L RTP](#).

The State of Nebraska Department of Transportation program added several new projects listed below. These projects are coordinated with the State’s TIP and are considered to be in general conformance with the LRTP.

- US-77, Ceresco South: Resurface, culverts
- I-80, 27th Street - Platte River: Cable median barrier
- I-180, I-80 - Cornhusker Highway: Concrete surface seal
- I-80, Jct I-180 - E Jct US-77: Joint Seal
- I-80, Waverly - Jct N-66: Concrete Repair
- I-180, I-80 Interchange - Cornhusker Highway: Mill, resurface
- District 1 Dynamic Message Signs (DMS) Replacement: Replace DMS boards (areawide)
- L-55X, Link L-55 North (US-6 - I-80 along 56th Street): Mill, resurface
- I-80 District 1 Dynamic Message Signs (DMS) Retrofit: Retrofit DMS structures (areawide)

The City of Lincoln Transportation and Utilities Program – Transportation added one new project listed below. This project is in conformance with the LRTP as it appears as Project ID 133 in Table 7.6 and Figure 7.2, Fiscally Constrained Urban Roadway Capital Projects on pages 7-15 and 7-16. The bridge will be funded with MPO Surface Transportation Block Grant (STBG) funds.

- [S. 27th Street Bridge at SE Upper Salt Creek](#)

The City of Lincoln Transportation and Utilities (LTU) – Transportation program removed two projects listed below. The listing for Transportation Livable Neighborhoods provides funding for planning and design, preliminary engineering and construction of improvements in the right-of-way such as street enhancements. This line item is being eliminated as its objectives are now integrated into LTU’s preservation and optimization initiatives. This streamlining allows for more efficient resource allocation and ensures a cohesive approach to community development, without compromising their commitment to improving transportation accessibility and fostering livable environments. The project for 14th Street/Warlick Blvd/Old Cheney Road appears in the LRTP as Project ID 79 in Table 7.6 and Figure 7.2, Fiscally Constrained Urban Roadway Capital Projects on pages 7-13 and 7-16. The project is being removed because NDOT is conducting a traffic study for improvements to Highway 77 associated with a planned upgrade of Highway 77 from expressway to freeway standards, with outcomes and timing currently unknown as to how those improvements may influence traffic at the project location of S. 14th Street, Warlick Boulevard, and Old Cheney Road.

- [Transportation Livable Neighborhoods](#)
- [14th Street/Warlick Blvd/Old Cheney Rd](#)

The Pedestrian, Bike and Trails program added one new project listed below and located in the City of Hickman. The project was awarded funding from the federal Recreational Trails Program (RTP) competitive grant program administered by the Nebraska Game & Parks Commission. It is considered to be in general conformance with the 2050 LRTP as the LRTP includes discussion of the interaction of local trails with the larger, regional trail network in the metropolitan planning area and mentions trails within the cities of Hickman and Waverly. Discretionary and competitive funds were not generally identified in the LRTP funding outlook but the LRTP encourages agencies to apply for those additional funding sources.

- [City of Hickman Recreational Trail](#)

CONGESTION MANAGEMENT AND EQUITY CONSIDERATIONS

Congestion management and equity are review elements applicable to new projects being added to the TIP. Their inclusion was added to the TIP process to address recommendations from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) at the Lincoln MPO’s four-year certification review in May 2021. The congestion management and equity review integrates project-level information from the LRTP and MPO Congestion Management Process with proposed additions to the TIP to better inform decision-making. They will apply to all TIP programs/projects except NDOT, Lincoln Airport Authority, and FTA.

Equity is addressed through one of the eight goals of the LRTP, which states, “Transportation investments developed through an inclusive process that promotes equitable outcomes.” Areas with Underserved and Overburdened Communities were mapped based on Census inputs including low income, minorities, single heads of household, limited English proficiency, age 65+, disabilities, and zero vehicle households (see attached map). Roadway and trail projects not having committed funding at the time the LRTP was developed were also given scores for each of the eight goals including Equity and a Total score.

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.

S. 27th Street Bridge at SE Upper Salt Creek

This bridge was constructed in 1936 and would be reconstructed. The reconstructed bridge will include space for future sidewalk.

Congestion Management Process

- Is the project in the Lincoln MPO [CMP Network](#)? *Yes, the project is located on a minor arterial street, S. 27th Street, south of Rokeby Road.*
- Is the project on a high-congestion segment as identified in the [2050 LRTP](#)? (Existing, 2035, or 2050 model years). *2050 – Yes, shown as yellow for ‘congesting’ (image below).*



- Identify which Congestion Management Process (CMP) strategies the project supports (see [pages 17-20 of the CMP](#)): *C.10 Vehicle Use Limitations and Restrictions; C.14 Goods Movement Management*

Equity

- Is the project located in an area with High or Moderate to High Overburdened and Underserved Communities? *No*
- If yes to the previous question, provide explanation of how the project creates a benefit or burden to these communities and ways the project could be modified (if neutral or negative impact): *N/A*
- Provide the project’s Equity Score and Total Score from [Appendix G of the LRTP](#) (if applicable):
 - *Equity Score = 0.33 (out of 1.0)*
 - *Total Score = 45.37 (out of 100)*

City of Hickman Recreational Trail

Congestion Management Process

- Is the project in the Lincoln MPO [CMP Network](#)? *No*
- Is the project on a high-congestion segment as identified in the [2050 LRTP Appendix E1](#)? (Existing, 2035, or 2050 model years) *N/A*
- Identify which Congestion Management Process (CMP) strategies the project supports (see [pages 17-20 of the CMP](#)): *B.7 New Sidewalk Connections*

Equity

- Is the project located in an area with High or Moderate to High Overburdened and Underserved Communities? *No*
- If yes to the previous question, provide explanation of how the project creates a benefit or burden to these communities and ways the project could be modified (if neutral or negative impact): *N/A*
- Provide the project’s Equity Score and Total Score from [Appendix G of the LRTP](#) (if applicable): *N/A – project was not part of original LRTP scoring.*

BUDGET CONSIDERATIONS

The proposed FY 2025-2028 TIP is fiscally constrained and the project funding identified within it can be accommodated within the MPO’s funding allocations.



Lincoln Metropolitan Planning Organization

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

To: MPO Technical Committee
From: Rachel Christopher, Transportation Planner
Date: April 1, 2024
Subject : Proposed FY 2025-2028 Transportation Improvement Program

The MPO Technical Committee will review the proposed FY 2025-2028 Transportation Improvement Program (TIP) at their meeting on April 10, 2024 and make a recommendation to the MPO Officials Committee. The Planning Commission will also hold a public hearing on the FY 2025-2028 TIP as to conformance with the 2050 MPO Long Range Transportation Plan (LRTP) on May 8, 2024. A summary of the projects in the proposed TIP is provided below.

State of Nebraska: Department of Transportation

The State program includes twenty-four projects that focus on system rehab/resurfacing, system maintenance, and replacement. Listed are programming two bridge replacement/repair projects, five bridge replacement/repair/roadway resurfacing projects, two roadway widening/resurfacing projects, three mill/resurface projects, one culvert project, one high mast tower replacement project, seven joint seal/concrete repair projects, one cable median barrier project, and two dynamic message sign projects. These projects are coordinated with the State's TIP and are considered to be in general conformance with the LRTP.

Bridge Replacement/Repair

- I-180: Adams Street Bridge
- I-180 Bridges over I-80

Bridge Replacement/Repair & Roadway Resurfacing

- N-43: N-41 – Bennet
- US-34: Lincoln West bridges
- N-79: Agnew North Bridges
- S-55G: Hickman Spur
- N-79: US 34 – Raymond Road

Roadway Widening/Resurfacing

- US-77: Ceresco South
- US-77: Lincoln West Beltway

Mill/Resurfacing

- I-180: Cornhusker South
- I-180: I-80 Interchange – Cornhusker Highway
- L-55X: Link L-55X North (between Cornhusker Highway and I-80)

Culverts (1)

- US-6 Emerald East Culverts

High Mast Tower Replacement Project (1)

- I-80 District 10A High Master Tower Replacement.

Joint Seal/Concrete Repair (7)

- I-80: Airpark – I-180
- US-77: Beatrice – Princeton
- US-77: US-77/I-80 North
- N-2: Lincoln – Syracuse
- I-180: I-80 – Cornhusker Highway
- I-80: Jct I-180 – E Jct US-77
- I-80: Waverly – Jct N-66

Cable Median Barrier (1)

- I-80: 27th Street – Platte River

Dynamic Message Signs (DMS) (2)

- District 1 DMS Replacement
- District 1 DMS Retrofit

Lancaster County – County Engineering:

The Lancaster County improvement program includes ten projects. The list below includes five safety projects, four roadway capital projects, and one bridge replacement project. All county projects are considered to be in conformance with the LRTP.

Safety Improvement Projects

- Saltillo Road, 27th Street to 68th Street, 2.7 miles: Widening/paving earthen shoulders with safety edges and safety improvements for S. 40th Street and S. 56th Street intersections.
- 148th Street and Holdrege Street: Intersection improvements including left turn lanes on north and southbound approaches.
- S. 68th Street, Firth Road to Stagecoach Road, 5.0 miles: Grading, widening, and surfacing.
- N. 14th Street, Alvo Road to Ashland Road, 10.5 miles: pavement overlay, trench and shoulder widening, construction of a safety section, and centerline and edgeline rumble strips.
- S. 68th Street, Hickman to Roca Road, 1.5 miles: pavement overlay, trench and shoulder widening, construction of a safety section, centerline and edgeline rumble strips, and intersection improvements at Martell Road.

Roadway Capital Projects

- S. 98th Street, Old Cheney Road to A Street, 3.0 miles: Preliminary engineering and construction of a 24 foot asphalt surface with turf shoulders.
- S. 98th Street, A Street to O Street, 1.0 mile: Preliminary engineering and construction of asphalt

paving and drainage structures. Since S. 98th Street from Old Cheney to O Street is within the 2050 Future Service Limit, the City and County will closely coordinate on these projects.

- Fletcher Road, 84th Street to 148th Street, 4.5 miles: Preliminary engineering and construction of 28 foot asphalt surface with turf shoulders. Since Fletcher Road from 84th Street to east of 98th Street is within the 2050 Future Service Limit, the City and County will closely coordinate on this project.
- NW 56th Street, I-80 to W. Holdrege Street, 0.7 miles: Preliminary engineering and construction to include grading, widening, and surfacing. Since NW 56th Street from I-80 to W. Holdrege Street is within the 2050 Future Service Limit, the City and County will closely coordinate on this project.

Bridge Replacement Project

- Arbor Road Bridge over the Little Salt Creek, 0.1 miles: Preliminary engineering and construction of bridge to replace existing 120' slab bridge.

City of Lincoln Transportation and Utilities:

This program includes significant resources for projects that focus on traffic management, traffic signal timing, equipment replacement and Intelligent Transportation System (ITS) projects that are needed to improve traffic flow. Other focus areas are for traffic safety and operations for intersection projects, sidewalk maintenance, and roadway and bridge infrastructure rehabilitation or improvements. Below are the major intersection, roadway, and bridge infrastructure improvement projects. All projects are considered to be in conformance with the LRTP.

Transportation System Preservation

This program component focuses on repair and preservation of transportation system assets including rehabilitation of streets, intersections, traffic signals, bridges, and facilities in the public street right-of-way. Projects include concrete repairs, asphalt mill & overlay, surface treatments, signal structures and equipment replacement, bridge/structure work, facility improvements, and other transportation preservation and rehabilitation efforts.

- S. 56th Street, Spruce Street to Van Dorn Street – pavement repair
- Randolph Street, Capital Parkway to 40th Street - pavement repair and intersection improvements at 33rd Street and 40th Street
- 1st Street & Cornhusker Highway – traffic signal replacement
- 9th & A St., 9th & D St., 10th & A St., 10th & D St. - traffic signal replacement
- N 84th Street & College Park - traffic signal replacement
- 66th St./Cotner Blvd./Adams St. - traffic signal replacement
- Cornhusker Highway, 39th Street to L-55X – pavement repair, intersection improvements, mill and overlay, curb ramp reconstruction and utility adjustments
- Preventative Maintenance Bridge Package – maintenance of bridges such as Harris Overpass, N. 27th Street viaduct, SW 40th Street viaduct, Penny Bridges, and 10th Street & Salt Creek Bridge
- 48th St. & Calvert St. and 56th St. & Calvert St. – traffic signal replacement
- W. South Street Bridge over Salt Creek – bridge replacement
- S. 27th Street Bridge over SE Upper Salt Creek – bridge replacement

Transportation System Optimization

This program component focuses on optimization of transportation system assets including program delivery, intersection improvements, signal system optimization, street capacity (widening), structures within the built environment, turn lanes, complete streets concepts and technology

enhancements. Projects include new intersection modifications (turn lanes, roundabouts) new signal system hardware, adding lanes to existing streets, access improvements, bike & pedestrian improvements, signing, safety projects and transportation system management infrastructure.

- A Street, 40th Street to 56th Street – intersection improvements and widening
- Adams Street, 36th Street to 48th Street – pavement repair and widening
- 84th Street and US-6 (Cornhusker Highway) – safety project
- Cotner Boulevard, O Street to Starr Street – pavement repair and intersection improvements
- A Street, 6th Street to 17th Street – intersection improvements and widening
- Pilot – Hyperflow Software Tool – corridor performance system
- S. 70th St. and Nebraska Parkway – intersection improvements

Transportation System Growth

This program component focuses on growth of new transportation system assets including new streets, right-of-way improvements, bridges/structures in new growth areas and major upgrades to the fringe area street network. Projects include new streets and right-of-way improvements, new bridges and support structures, new intersections and signal system hardware, and major upgrades to the fringe area street network.

Transportation Sidewalk Program

This program is for the maintenance and repair of sidewalk infrastructure. Projects include sidewalk repair and replacement, panel leveling, and construction of ADA curb ramps. The LRTP recommends continuing to increase funding for sidewalk repairs.

Capital Roadway Projects

- East Beltway: Corridor protection and right-of-way (as needed) for a four lane freeway between Hwy 2 and I-80. The LRTP recommends continuing corridor protection.
- West "A" Street from west of Coddington to west City Limits: Construction of a two lane urban facility with intersection improvements and turn lanes. This project is listed as Committed in the LRTP.
- S. 40th Street from Yankee Hill Rd to south of Rokeby: Construction of a two lane urban facility with intersection improvements and turn lanes. This project is listed as a Developer Commitment in the LRTP.

StarTran:

The Public Transportation Element of the TIP includes operational and capital improvement programs for the City of Lincoln Public Transportation projects that are typically funded through the Federal Transit Administration (FTA) and local funds. The primary focus of this program is to maintain StarTran services and provide for StarTran's Vehicle Replacement Program. All projects are considered to be in conformance with the LRTP.

- Service and revenue service vehicle replacements.
- Bus stop amenities such as benches, shelters, pads, signage, bicycle related equipment and landscaping.
- Security enhancements as required by FTA. Such enhancements will include improved facility surveillance and improved bus camera systems.
- Computer hardware and software for continued upgrade/replacement of computer services for StarTran administration, operators, and maintenance functions. Funds are proposed to purchase maintenance software, farebox cell phone validators, a plotter, and upgraded staff computers.

- Shop tools/equipment for continued routine upgrade and replacement. Such tools and equipment include vehicle lifts, oil reels, and fall protection items.
- Improvements to buildings, ground and land for an atomic clock system, garage doors improvements, and parking lot striping.
- Fareboxes: Funds are proposed for replacement of all bus fareboxes.
- Multimodal Transportation Center: The Multimodal Transit Transfer Center (MTTC) project will improve travel options to central business district destinations, improve connections between different travel modes, and improve bus passenger amenities including covered passenger boarding areas and interior passenger amenities. This project includes completion of a feasibility study, environmental and design work, and construction including the installation of electric charging units.
- Fast Fuel Compressed Natural Gas Station: Update of feasibility study and build a fast fuel compressed natural gas station at 710 J Street.
- Maintenance Facility Construction/Relocation: Funds are proposed to construct a new bus maintenance and storage facility.
- Electric Bus EV Charging Stations: Replacement charging stations for electric buses to be used at StarTran's current facility, with potential future use at the new Multimodal Transportation Center or new planned maintenance facility.

Lincoln Airport Authority:

The Lincoln Airport Authority improvement program includes operational and capital improvement programs for the City of Lincoln Airport that are typically funded through the Federal Aviation Administration (FAA) and local funds. All projects are considered to be in conformance with the LRTP.

- Snow removal equipment building
- Runway and taxiway improvements including design, construction, pavement, lighting and other equipment
- General aviation development
- Relocate run-up pad
- Oak Creek levee improvements
- Terminal ramp rehabilitation
- Interlocal Agreement for Minimum Revenue Guarantee
- Terminal parking garage solar roof canopies

Federal Transit Programs:

Federal Transit Administration Grants assist in the development and support of intercity bus transportation and enhance the access of people to employment, health care, shopping, education, public services, and recreation. All projects are considered to be in conformance with the LRTP.

- NDOT Vanpool Project: Vendor vanpool services provide statewide contracted services for a) Metro Vanpool service for Lancaster, Sarpy, & Douglas counties between Lincoln and Omaha (LCLC & MAPA) and b) Statewide, Rural Nebraska Vanpool service.
- Section 5310 Program: These projects or programs are designed to support transportation services that meet the special transportation needs of seniors and individuals with disabilities in urbanized areas. Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

Pedestrian, Bike & Trails:

The projects located in this section of the TIP are generally funded with a combination of local and federal funds that comes from either the Transportation Alternatives Program (TAP) or Recreational Trails Program (RTP) funds. All projects are considered to be in conformance with the LRTP.

City of Lincoln Parks & Recreation Department

- Beal Slough Trail Project: This is a ten-foot wide trail to extend along the Beal Slough Channel and the railroad from 56th Street & London Road connecting to 70th Street & Yankee Hill Road.
- Fletcher Landmark Trail: This is a trail project for concrete trail to follow primarily alongside Fletcher Street from N.14th Street to N. 27th Street.
- Wilderness Hills Trail: This project is a trail extending south from about 37th Street and Yankee Hill Road 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.
- Waterford Trail: This is a trail project beginning at 84th and College Park east across Southeast Community College to the corner of 98th and Boathouse Road and extending east and north to the corner of 104th and Holdrege.
- Rock Island Trail Undercrossing at Old Cheney Road: This is a project for a grade separated crossing of the Rock Island Trail under Old Cheney Road east of S. 16th Street where there is currently an at-grade crossing.
- Rock Island Trail Widening – A Street to Boosalis Trail: This project would widen the trail from 8 feet to 11 feet in this busy section to assist with capacity, as well as replace a pedestrian/bicycle bridge over Garfield Street.

City of Lincoln/Lancaster County Planning Department

- B Street Bicycle Boulevard: This is an on-street bicycle facility on B Street from 11th to 26th Streets and on 26th Street from A to B Street, and a sidepath on A Street from 26th to 27th Streets.

City of Lincoln Transportation and Utilities Department

- Active Transportation Enhancements for the Multimodal Transportation Center: Pedestrian and bicycle improvements to facilitate commuter movements to and from the new multimodal center would be constructed in conjunction with that project.

City of Hickman

- Recreational Trails Program: This project would construct new trail in the City of Hickman in the area of S. 68th Street and Hickman Road including an underpass underneath 68th Street.

Railroad Transportation Safety District (RTSD):

This project is for a Railroad Crossing Grade Separation project at the North 33rd Street and Cornhusker/BNSF railroad crossing to eliminate at-grade vehicular-train conflicts that enhance safety, reduce delays, and improve emergency access. This project is listed as a committed project and is therefore considered to be in conformance with the LRTP.