

## Lincoln MPO Officials Committee Agenda Summary

AGENDA ITEM NO.	2
MEETING DATE	May 2, 2025
REQUEST	VOTE: Review and action on revisions to the 2050 Long Range Transportation Plan
ASSOCIATED MEETINGS	The MPO Technical Committee recommended approval of this item at their meeting on April 9, 2025. The Planning Commission held a public hearing on the proposed FY 2026-2029 TIP on April 16, 2025 and voted to recommend approval.
APPLICANT(S)	Craig Aldridge, <a href="mailto:caldridge@lincoln.ne.gov">caldridge@lincoln.ne.gov</a> , Lincoln Transportation and Utilities, 402-441-7711
STAFF CONTACT	Rachel Christopher, <a href="mailto:rchristopher@lincoln.ne.gov">rchristopher@lincoln.ne.gov</a> , 402-441-7603
LINK TO MAP	<a href="#">14th Street, Salt Creek to Adams Street</a>

**RECOMMENDATION: APPROVE THE AMENDMENT TO THE 2050 LONG RANGE TRANSPORTATION PLAN**

### BACKGROUND

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 transportation planning process is a collaborative effort between the City of Lincoln, Lancaster County, the Nebraska Department of Transportation (NDOT), LTU-StarTran and other agencies, where the multimodal transportation system was evaluated and a set of recommendations were made with extensive public input. The 2050 LRTP was developed in coordination with [PlanForward 2050](#), the Lincoln-Lancaster County Comprehensive Plan.

Amendments are made to the 2050 LRTP to accommodate changes relating to new projects, changes to project costs, funding, project scope, and termini. An LRTP amendment is required when adding or substantially revising a regionally significant project that requires FHWA or FTA funding or approval, in accordance with the *NDOT Operating Manual for Metropolitan Planning Organization Transportation Planning*.

## **SUMMARY OF REQUEST**

The Lincoln MPO is proposing revisions on behalf of Lincoln Transportation and Utilities-Transportation to amend the 2050 LRTP. The revisions would reflect increases in one project cost estimate along with revising the project extents and year of expenditure (YOE) that are proposed to be added to the Lincoln MPO Transportation Improvement Program (TIP), which will allow the two documents to remain in conformance and ensure that federal funding can be obligated. Details of the amendment appear below.

- Fiscally Constrained Urban Roadway Capital Projects:
  - N. 14th Street, Salt Creek to Adams Street (bridge rehabilitation/replacement, intersection improvements, and pedestrian facilities) - Increase cost from \$10 million to \$29.104 million and increase project extents as described. In addition, the year of investment would be changed from 2027 to 2026 in accordance with the proposed schedule for the first year of funding obligation for Professional Engineering in the TIP.

### *LRTP Revisions*

- Increase the project cost and extents for the N. 14th Street project (ID 130) in Table 7.6 on Page 7-17.
- Reduce the project cost for the Nebraska Highway 2 project (ID 82) in Table 7.6 on Page 7-18 accordingly, which is partially funded, to account for the increased N. 14th Street project cost.

This amendment will update any associated tables and figures linked to the 2050 Comprehensive Plan.

## **BUDGET CONSIDERATIONS**

The proposed increase in Surface Transportation Block Grant (STBG) funds can be accommodated within a fiscally constrained plan.

**Table 7.6 Fiscally Constrained Urban Roadway Capital Projects**

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
						YOE	YOE Cost	Cumulative Cost (YOE)	
Committed	121	A Street	S 40th Street to S 56th Street	Intersection improvements 40th, 48th and 50th/Cotner and widening of A Street from 40th to 48th for a center turn lane	\$10,500,000				1
Committed	79	S 14th Street/ Warlick/Old Cheney	14th/Warlick/Old Cheney	Intersection improvements	\$26,400,000				1
Committed	145	Cotner Boulevard	O Street to Starr Street	Intersection improvements at Starr and Holdrege, pavement repair, and mill and overlay	\$6,671,000				1
Committed	141	A Street	S 6th Street to S 17th Street	Intersections improvements at 13th and 17th and widening from 6th to 17th for a center turn lane	\$6,586,000				1
Committed	77	W A Street	SW 36th Street to SW 24th Street	2 lanes + intersection improvements	\$14,000,000				1
Committed	67	S 40th Street	Yankee Hill Road to Rokeby Road	3 lane section with raised median and turn lanes as appropriate	\$14,000,000				1
Committed	143	N 84th Street	Cornhusker Hwy (US-6)	Intersection improvements	\$5,584,000				1
Committed	216	Adams Street	N 36th Street to N 49th Street	Widening for a center turn lane and pavement rehabilitation	\$3,035,000				1
PPP	10	W Holdrege Street	NW 56th Street to NW 48th Street	2 lanes + intersection improvements	\$5,445,000				2
PPP	29	Rokeby Road	S 77th Street to S 84th Street	2 lanes + intersection improvements	\$3,500,000				2
PPP	120	A Street	S 89th Street to S 93rd Street	2 lanes with raised median, roundabouts at 89th St and 93rd St	\$3,000,000				2
PPP	20	Rokeby Road	S 31st Street to S 40th Street	2 lanes + intersection improvements	\$3,000,000				2
PPP	27	Yankee Hill Road	S 40th Street to S 48th Street	2 lanes + intersection improvements	\$5,700,000				2
PPP	60	Rokeby Road	S 40th Street to Snapdragon Road	2 lanes + intersection improvements	\$2,152,000				2
PPP	81	W Holdrege Street	NW 48th Street to Chitwood Lane (east ¼ mile)	2 lanes + intersection improvements	\$2,000,000				2
PPP	120	Yankee Hill Road	S 48th Street to S 56th Street	2 lanes + intersection improvements	\$2,200,000				2

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)	
PPP	124	S Folsom Street	W Old Cheney Road to ¼ mile south	Paving one lane in each direction with raised center medians; roundabout at the future Palm Canyon Road intersection and intersection improvements at W Old Cheney and S Folsom	\$2,400,000				2
PPP	125	S 40th Street	Rokeby Road to 1/4 south	2 lanes with raised median and roundabout 1/4 mile south of Rokeby Rd	\$3,400,000				2
PPP	127	Holdrege Street	87th Street to Cedar Cove	2 lanes with raised median	\$2,300,000				2
PPP	128	Holdrege Street	N 104th Street	Roundabout	\$1,600,000				2
PPP	129	Saltillo Road	S 70th Street to 1/2 mile east	Roadway and intersection improvements including on S 7th St from Saltillo Rd to Carger Ln	\$7,095,000				2
1	130	N 14th Street	<del>Cornhusker Hwy (and N Antelope Valley Pkwy and Oak Creek) Salt Creek to Adams Street</del>	Bridge <u>Rehabilitation/Replacements, intersection improvements, and pedestrian facilities</u>	<del>\$29,104,000</del> 10,000,000	2026 7	<del>\$29,104,000</del> 17,232,4572	<del>\$29,104,000</del> 17,232,457	
2	37	Cornhusker Hwy (US-6)	N 20th Street to N 33rd Street	Intersection Improvements per Corridor Enhancement Plan	\$1,200,000	2027	\$2,067,895	<del>\$31,171,895</del> \$19,300,352	
3	41	N 48th Street	Adams Street to Superior Street	4 lanes + intersection improvements	\$14,100,000	2029	\$27,818,510	<del>\$58,990,405</del> \$47,118,862	
4	38	Cornhusker Hwy (US-6)	N 11th Street to N 20th Street	Intersection Improvements per Corridor Enhancement Plan	\$975,000	2029	\$1,923,620	<del>\$60,914,025</del> \$49,042,483	
5	87	W Holdrege Street	Chitwood Lane to NW 40th Street	2 lanes + intersection improvements	\$1,950,000	2029	\$3,847,241	<del>\$64,761,266</del> \$52,889,723	
6	32	O Street (US-34)	Antelope Valley N/S Rdwy. (19th St.) to 46th Street	Intersection Improvements	\$6,840,000	2030	\$14,439,583	<del>\$79,200,849</del> \$67,329,306	
7	146	N 70th Street	Havelock Avenue	Remove existing traffic signal and construct roundabout	\$2,000,000	2030	\$4,222,100	<del>\$83,422,949</del> \$71,551,406	
8	151	O Street (US-34)	84th Street	Intersection Improvement: dual eastbound left-turn lanes and eastbound right-turn lane and widening to east; maybe northbound right-turn lane	\$2,280,000	2031	\$5,150,118	<del>\$88,573,067</del> \$76,701,524	
9	134	W South Street	Salt Creek	Bridge Replacement	\$3,200,000	2031	\$7,228,235	<del>\$95,801,302</del> \$83,929,759	
10	142	Fremont Street	Touzalin Avenue	Remove existing traffic signal and construct roundabout	\$2,700,000	2032	\$6,403,765	<del>\$102,205,067</del> \$90,333,524	

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)	
11	2	S 40th Street	Normal Blvd and South Street	Major intersection area work	\$10,000,000	2033	\$24,903,530	<del>\$127,108,597</del> <del>\$115,237,054</del>	
12	33	N 84th Street	O Street to Adams Street	Intersection Improvements	\$15,200,000	2036	\$43,820,002	<del>\$170,928,599</del> <del>\$159,057,056</del>	
13	149	S 27th Street	Pine Lake Road	Intersection Improvement: eastbound right-turn lane	\$760,000	2036	\$2,191,000	<del>\$173,119,599</del> <del>\$161,248,056</del>	
14	133	S 27th Street	SE Upper Salt Creek	Bridge Replacement	\$4,500,000	2037	\$13,621,678	<del>\$186,741,277</del> <del>\$174,869,734</del>	
15	14	NW 48th Street	Adams Street to Cumming Street	2 lanes + intersection improvements	\$10,000,000	2039	\$33,373,112	<del>\$220,114,389</del> <del>\$208,242,846</del>	
16	137	N 70th Street	Salt Creek	Bridge Replacement	\$3,000,000	2039	\$10,011,934	<del>\$230,126,323</del> <del>\$218,254,780</del>	
17	85	NW 12th Street	Fletcher Avenue to Aster Road with overpass of US-34	2 lanes + Overpass	\$9,370,000	2041	\$34,475,843	<del>\$264,602,166</del> <del>\$252,730,623</del>	
18	147	S 56th Street	Cotner Boulevard/ Randolph Street	Remove signal and evaluate roundabout or new signal	\$2,750,000	2042	\$10,624,226	<del>\$275,226,392</del> <del>\$263,354,849</del>	
19	82	Nebraska Hwy 2	S 84th Street to Van Dorn Street	Corridor Improvements (TBD by Corridor Study)	<del>\$3,896,000</del> <del>50,000,000</del>	2050	<del>\$273,525,192</del> <del>285,396,735</del>	\$548,751,584	3

<sup>1</sup> Committed projects are included in the 2022-2025 Transportation Improvement Program and are assumed to be fully funded and constructed prior to allocation of resources to other Rural Road & Bridge Capital Projects.

<sup>2</sup> Public-private partnership (PPP) projects are assumed to be fully funded and constructed during the time horizon of the 2050 LRTP. The public funding sources and specific timing of these projects are uncertain. These projects are listed at the top of the Fiscally Constrained Plan in recognition of the City's commitment to leveraging private investments in these projects to support community growth.

<sup>3</sup> Project ID 82 is partially funded (approximately ~~3150~~%) within the Fiscally Constrained Plan.

**Figure 7.2 Fiscally Constrained Urban Roadway Capital Projects**