

Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	5
MEETING DATE	August 12, 2026
REQUEST	VOTE: Review and action on revisions to the FY 2027-2030 Transportation Improvement Program
ASSOCIATED MEETINGS	None
APPLICANT(S)	Jaime Kamarad, jaime.kamarad@nebraska.gov , 402- 479-3739; Mia Haschenburger, mia.haschenburger@lincoln.ne.gov , 441-6334
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LINK TO MAP	Downtown Lincoln Bike Network

RECOMMENDATION: APPROVE THE AMENDMENT TO THE TRANSPORTATION IMPROVEMENT PROGRAM

BACKGROUND

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 [FY 2027-2030 TIP](#) was adopted by the MPO Officials Committee on May 19, 2026 and pending review and approval by the Nebraska Department of Transportation, Federal Highway Administration, and Federal Transit Administration, will go into effect on October 1, 2026.

SUMMARY OF REQUEST

The proposed Amendment No. 1 to the FY 2027-2030 TIP includes the following revisions. The proposed changes are attached.

- State of Nebraska Department of Transportation program:
 - Agnew North Bridges – Remove project. Every Spring, the NDOT bridge division balances their 6-year program based on their new budget. This year, it was decided that the scope of work for this project did not meet the NDOT bridge repair strategy, so it will not move forward at this time.
- Pedestrian, Bike and Trails program:

- Add new project for Downtown Lincoln Bike Network – This project reflects a competitive grant award to the City of Lincoln in the amount of \$224,000 in federal funds through the Federal Highway Administration’s Active Transportation Infrastructure Improvement Program (ATIIP). NDOT will serve as the Responsible Charge (RC) on the project and the agreement will therefore be between NDOT and FHWA. The process will result in planning, design, and construction documents for bicycle infrastructure in Downtown Lincoln in several locations identified in the 2019 Lincoln Bike Plan and upcoming Lincoln Mobility Plan. The planning and design will take place in an area with neighborhoods that are adjacent to downtown and have some of the highest rates of minorities, lowest median incomes, and highest levels of poverty in the city. The work intends to enhance connectivity with Lincoln’s trails and other existing infrastructure by creating safe and accessible bicycle infrastructure within the urban core and support connections to employment, support services, education, healthcare, public transit, Amtrak, dining, and entertainment.

The following streets are to be studied, with design and construction drawings prepared for bike infrastructure, signal modifications, and connections through intersections and into existing bicycle infrastructure:

- 11th Street, from K Street to Q Street, with connection to N Street Cycle Track
- 13th Street, from K Street to Q Street, with connection to N Street Cycle Track
- 16th Street, from K Street to Q Street, with connection to N Street Cycle Track
- N Street from the Billy Wolff Trail to 27th Street

Bike infrastructure may include striped bike lanes, buffered bike lanes or separated bike lanes. Proposed configurations include:

- Continuation of a raised bike lane on 11th Street for which construction is to begin in 2027 (from Q Street, to halfway between O and N Streets, with conversion of 11th Street from one-way to two-way) - from halfway between N and O Streets to Lincoln Mall, with conversion of 11th Street from one-way to two-way.
- Striped/painted bike lanes, in each direction, on 13th Street, with conversion of the street from one-way to two-way, from K to O Streets
- 14th Street to be a shared route within the Music District, with no further design required

- 16th Street southbound bike lane as a companion to the northbound bike lane on 17th Street
- N Street shared or separated bike lane, with preferred configuration to be determined by design firm

Public engagement relating to these bicycle infrastructure projects will be conducted. A local funding match was not required with the award, but local funds from the Planning and Development Services Department may be allocated if the federal funds are not sufficient to cover the needs.

CONFORMANCE WITH 2050 LONG RANGE TRANSPORTATION PLAN

An amendment to the Long Range Transportation Plan is accompanying the TIP amendment on this agenda to ensure conformance with the LRTP.

CONGESTION MANAGEMENT CONSIDERATIONS

16th Street is in the [Lincoln MPO Congestion Management Process \(CMP\) Network](#). It is not located on an existing or future high-congestion segment as identified in the [2050 Long Range Transportation Plan, Appendix E1](#).

The project supports congestion management by enhancing opportunities for travel other than an automobile, particularly in an employment and education center such as Downtown. The following CMP strategies are specifically supported:

- B.8 Complete Streets
- B.9 Improved Bicycle Facilities at Transit Development Centers or Trip Destinations
- B.10 Improved Safety of Existing Bicycle and Pedestrian Facilities
- B.12 Intermodal Enhancements Linked to Micro-Mobility Services

BUDGET CONSIDERATIONS

The proposed TIP revisions can be accommodated within a fiscally constrained program.



Amendment No. 1 to the FY 2027-2030 Transportation Improvement Program (TIP)

State of Nebraska Department of Transportation Program:

[Link to TIP Program Page](#)

The following changes are proposed:

Lead Agency	Project	Project No.	Control No.	Description of Revisions
NDOT	Agnew North Bridges	STP-79-2(114)	13457	Remove project.

Pedestrian, Bike and Trails Program:

[Link to TIP Program Page](#)

The following changes are proposed:

Lead Agency	Project	Project No.	Control No.	Description of Revisions
City of Lincoln	Downtown Lincoln Bike Network	Not yet assigned	Not yet assigned	Add project and program federal funds within a new project grouping for On-Street Bike Facilities.

				Project description: The City of Lincoln was awarded a grant for project planning, public engagement, and preparation of construction documents for bicycle infrastructure in Downtown. Several streets are proposed to be studied for potential infrastructure improvements, signal modifications, and connections into existing bike infrastructure, including 11th Street, K Street to Q Street; 13th Street, K Street to Q Street; 16th Street, K Street to Q Street; and N Street, Billy Wolff Trail to 27th Street. Improvements may include striped bike lanes, buffered bike lanes or separated bike lanes. Program funding in Historical Years in the amounts of \$150,000 in Active Transportation Infrastructure Investment Program (ATIIP) funds in the Preliminary Engineering phase and \$74,000 ATIIP funds in the Final Design phase.
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