

Fiscal Year 2011-2014 Transportation Improvement Program

adopted by MPO Officials Committee
July 1, 2010



Lincoln Metropolitan Planning Organization

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

FY 2011-2014
Transportation Improvement Program

Lincoln/Lancaster County Nebraska

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Approval Dates

TECHNICAL COMMITTEE

May 6, 2010

PLANNING COMMISSION PUBLIC HEARING

May 12, 2010

OFFICIALS COMMITTEE

July 1, 2010

METROPOLITAN PLANNING ORGANIZATION

July 1, 2010

Required Credit / Disclaimer Statement

"The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."



Dave Heineman
Governor

STATE OF NEBRASKA

DEPARTMENT OF ROADS

Monty W. Fredrickson, P.E., Director – State Engineer

1500 Highway 2 • PO Box 94759 • Lincoln NE 68509-4759

Phone (402)471-4567 • FAX (402)479-4325 • www.transportation.nebraska.gov

July 11, 2010

The Honorable Chris Beutler
Mayor of Lincoln
555 South 10th Street
Lincoln, NE 68508

RECEIVED

JUL 14 2010

**Lincoln/Lancaster Co.
Planning Department**

RE: Approval of Lincoln's FY-2011-2014 TIP by Governor's Designee

Dear Mr. Beutler:

As the Governor's designee, I am approving Lincoln's FY 2011-2014 Transportation Improvement Program (TIP) as approved by the Lincoln MPO Officials Committee on July 1, 2010.

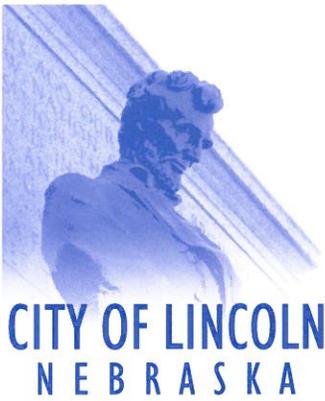
This TIP approval applies to the first four years of projects listed that involve federal funds. Federally funded projects in the first year of the TIP must be programmed by the Nebraska Department of Roads. Lincoln's TIP is included in Nebraska's STIP by reference. Consequently, the new TIP is included in Nebraska's STIP upon the notification to and approval of FHWA.

If you have any questions, please call Brad Zumwalt at 402-479-4623.

Sincerely,

Michael Owen, P.E.
Planning & Project Development Engr.

cc: J. Werning, FHWA
J. Luther, FHWA
M. Bechtel, FTA
J. Schmidt, FTA
K. Jaber, NDOR Project Scheduling
M. Owen, Planning and Project Development
M. Brienzo, Lincoln-Lancaster Planning Department



MAYOR CHRIS BEUTLER
lincoln.ne.gov

Office of the Mayor
555 South 10th Street
Suite 301
Lincoln, Nebraska 68508
402-441-7511
fax: 402-441-7120
mayor@lincoln.ne.gov

July 1, 2010

Mike Owen
Planning & Project Development
Nebraska Department of Roads
Lincoln, Nebraska 68509

RE: Lincoln Metropolitan Planning Organization *FY 2011-2014
Transportation Improvement Program*

Dear Mr. Owen:

The *FY 2011-2014 Lincoln MPO Transportation Improvement Program (TIP)* was reviewed by the Lincoln Metropolitan Planning Organization (MPO) Technical Advisory Committee on May 6, 2010, had public hearing by the Planning Commission on May 12, 2010 and was approved by the Officials Committee on July 1, 2010. The Officials Committee held a finding that these projects are consistent with the current *Metropolitan Transportation Plan*, are fiscally constrained and are in accordance with the MPO Management Plan.

The intent of the Lincoln MPO is for the Transportation Improvement Program to serve as the vehicle for project selection. The federally funded projects having the highest priority are identified in the TIP as FY 2010-11 projects which are selected first. According to the program sequence, projects in the FY 2011-12 element would be selected second, projects in FY 2012-13 next, and projects in FY 2013-14 would be selected last.

On behalf of the Lincoln Metropolitan Planning Organization, I endorse the above action of the Officials Committee.

Sincerely,

Chris Beutler
Mayor of Lincoln

cc: MPO Officials Committee
MPO Technical Committee
Joseph Werning, Federal Highway Administration
Mokhtee Ahmad, Federal Transportation Administration
Mike Brienzo, Lincoln-Lancaster Planning Department



Introduction

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

Federal regulations require that each urbanized area, as a condition to the receive federal capital or operating assistance, have a continuing, cooperative and comprehensive (3-C) transportation planning process. The MPO is the organization designated to carry out the 3-C process which results in plans and programs that are consistent with the comprehensively planned development of the urbanized area. The TIP, along with the Long Range Transportation Plan, is a key element of this process. The most recent transportation act, the *Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users* (SAFETEA-LU) and extensions, continues these basic planning requirements. In order to remain eligible for federal transportation funding, the planning process must demonstrate that the Lincoln Metropolitan Planning Area is in compliance with all federal requirements for metropolitan transportation planning.

Purpose of the TIP

The primary purpose of this document is to provide information to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Nebraska Department of Roads (NDOR), transportation agencies and citizens regarding the Transportation Improvement Program (TIP) development process which:

- a. Depicts the Lincoln MPO's priorities for the expenditure of federal funds for all transportation funding categories by federal fiscal year including highway, public transportation, bicycle, pedestrian and transportation enhancement projects;
- b. Provides assurance to the FHWA that the project selection process has been carried out in accordance with federal requirements, Section 134 of Title 23, United States Code (USC), as amended; and
- c. Demonstrates that the TIP is financially feasible. The contents of this section include a brief description of the project selection process that was used for development of the TIP. This process is currently under review by the Lincoln MPO and the scope of recommended changes will be detailed and referenced in the financial element of the *Long Range Transportation Plan*. The projects included in this program represent Fiscal Years 2010-2011, 2011-2012, 2012-2013, and 2013-2014, for the purposes of fulfilling federal requirements.

Federal Requirements for Transportation Improvement Programs

The final planning and programming regulations to implement SAFETEA-LU were issued by the U.S. Department of Transportation on February 14, 2007 included specific requirements for development and content of TIPs. These are summarized below and addressed within this document.

- **Time Period** – *The TIP shall cover at least a four-year period and be updated at least every two years.* The financial and project tables included in this document cover FY's 2011-2014. NDOR and the MPOs have established an annual update cycle.
- **Public Comment** – *The TIP process shall provide opportunity for public review and comment on the TIP.* The Lincoln-Lancaster transportation planning process allows for public involvement at various points within the transportation plan and program development. The public participation process is summarized below in this section.
- **Specific Project Information** – *The TIP is to list capital and non-capital surface transportation projects to use a variety of federal funds or regionally significant projects requiring FHWA or FTA action. For each project or project phase the TIP shall include sufficient descriptive material including type of work, termini, length, total cost, amount of federal funds, and responsible agency. Line items may be used for projects that are not considered to be of appropriate scale for individual identification.* A complete detailed project listing is organized by planning agency, funding sources or project type for each project.
- **Consistency with the Transportation Plan** – *Each project or project phase in the TIP shall be consistent with the Transportation Plan.* For each project included in the detailed project listing, a Transportation Plan conformity reference is provided.
- **Financial Plan** – *The TIP shall include a financial plan including system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.* Each agencies summarizes the expected financial resources and the last section summarizes the TIP financial resources.
- **Prioritization Process** – *The TIP should identify the criteria and process for prioritizing projects from the Transportation Plan for inclusion in the TIP.* The project selection process is summarized below in this section.
- **Status of Projects from FY 2010-2013 TIP** – *The TIP should list major projects from the previous TIP that were implemented or delayed.* Each section lists projects under construction, completed, delayed, or moved out of the current programming period.

Transportation Control Measures – *The TIP should describe the process of implementing TCMs.* The Lincoln Metropolitan Planning Area is in conformance for air quality and does not specifically address TCMs for the purpose of reducing emissions.

- **Air Quality** – *The TIP shall document conformity with the State Implementation Plan.* The Lincoln Metropolitan Planning Area is in conformance for air quality and the state does not require a State Implementation Plan for meeting Clean Air Act requirements.

The Metropolitan Planning Organization

The governor designates the MPOs for urban areas in the state to be responsible for carrying out the urban transportation planning process, through the development of a Transportation Plan and TIP. The City of Lincoln is the designated MPO for the Metropolitan Area which includes the City of Lincoln and Lancaster County. The MPO is composed of elected and appointed officials representing local, state and federal governments and agencies having interest or responsibility in land use planning, the quality and the location of transportation facilities, transportation safety issues on all roads, and better planning and design.

The Mayor of the City of Lincoln is the “Executive Officer” of the Lincoln MPO. Under the Mayor, the MPO functions through a committee structure comprised of an Officials Committee, a Technical Committee, a number of subcommittees, and MPO administrative staff to establish and approve the Metropolitan Transportation Plan, the TIP and other work of the MPO. The MPO Officials Committee is composed of elected and appointed officials representing local, state and federal governments or agencies having interest or responsibility in the comprehensive transportation planning process. These include the Mayor of Lincoln, and representatives from the Lincoln City Council, Lancaster County Board of Commissioners, NDOR, FHWA and FTA.

Planning Commission

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

Geographic Area the TIP Covers

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

Certification

FHWA and FTA conducted a Quadrennial Certification Review of the Lincoln MPO Transportation Planning Process in May of 2009. The final report of the FHWA/FTA Joint Certification Review was transmitted to the Lincoln MPO Officials on September 11, 2009 and the report was presented to the MPO Officials Committee on September 24, 2009. The result of this federal certification review included six commendations, seven programmatic recommendations and twelve corrective actions. The federal team conditionally certified the transportation planning process for the Lincoln Metropolitan area with the understanding that the solutions to the corrective actions would be addressed in a specified time frame and outlined in a federally approved Action Plan. The Lincoln MPO is working in cooperation with the FHWA and FTA resolve these issues and to meet the deadlines in the approved *MPO Work Plan*.

The Transportation Improvement Program (TIP)

The TIP is a programming document that identifies the timing and funding of all highway, bridge, transit, bicycle, and pedestrian transportation projects scheduled for implementation in the MPO planning area over a six-year period using federal transportation funds. According to federal regulations governing transportation planning (SAFETEA-LU), the transportation improvement program is to be a staged multi-year program of transportation improvement projects that *"shall cover a period of not less than four years and be consistent with the urban area transportation plan."*

The TIP is directly related to the City's, County's, and State's Capital Improvement Programs which are brought forward at this time each year. The TIP identifies funding amounts by source of funding, jurisdictional responsibility, type of project, and year of funding for these projects. This program is a listing of priority projects which are to be carried out within the next four fiscal years which include FYs 2010-2011, 2011-2012, 2012-2013, and 2013-2014. Projects planned for implementation beyond this time frame are not listed in this program since local funding may be tentative and federal funds for these projects can not be obligated.

The TIP reflects the priorities and direction of the region and its state and federal partners in the transportation planning process. Projects identified in the TIP must be consistent with the goals and objectives identified in the current *Long Range Transportation Plan* for Lincoln and Lancaster County. The TIP is part of the MPO's effort to establish and maintain the planning process required by the federal government as a condition for receipt of federal transportation funding. This program of projects depicts the MPO's priorities for the expenditure of federal funds for all transportation funding categories by federal fiscal year including highway, public transportation, bicycle, pedestrian and transportation enhancement projects. The TIP document may also include, for informational purposes, non-federally funded projects occurring in the planning area. The federal government regulations require the TIP to be updated and adopted by the local MPO at least every two years.

Types of Projects Included in the TIP

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

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

The Statewide Transportation Improvement Program (STIP)

The TIP becomes part of the State Transportation Improvement Program (STIP) by reference and the frequency and cycle for updating the TIP is compatible with STIP development and approval process. NDOR and the Nebraska MPOs have established an annual update cycle.

The STIP begins as a compilation of the regional TIP's that have been adopted by the MPOs and develops into a comprehensive list of all highway (state or local) and all transit (capital or operating) projects in urban and rural areas that propose to use federal funds. All federally funded projects proposed to begin between October 1st and September 30th from all of the regional TIP's across the state are included in this STIP including federally funded projects in rural areas. The STIP is required to be updated every two years and to include a minimum four-year listing of federal-aid projects for approval by the Federal Highway Administration and Federal Transit Administration.

Conformance with Long Range Transportation Plan

All projects are drawn from, or consistent with, the MPO *2030 Transportation Plan*, the *Lincoln and Lancaster County Comprehensive Plans*, the Railroad Transportation Safety District (RTSD) Railroad Transportation Study, Transit Development Plan, Lincoln Area Trails Master Plan, State Transportation Plans and Needs Studies and the recommendations of local governments and citizens. The projects reflect community goals and objectives and are assigned to the appropriate staging period based on the area's priorities, the individual project urgency, and the anticipated funding capabilities of the participating governments.

The TIP document was developed in conformance with the *Long Range Transportation Plan* for the Lincoln MPO as coordinated with the *Lincoln and Lancaster County Comprehensive Plans*. Included in the *Transportation Plan* are specific long-range plans for the Lincoln Area Pedestrian, Bicycle and Trails facilities; Future Urban Street and Road Network Plans which include the Functional Street and Road Classifications, Urban Area Street Improvements, and County Road Improvements; a Goods and Freight Movement Plan; Congestion Management Planning Activities; and generalized plans for Public Transportation, Railroads, and Airports and Airfields. To see that system improvements are programmed as transportation projects and continues to work in accord with the transportation plan, a review was undertaken and was found to be consistent with the current *Long Range Transportation Plan* system improvements.

The current *2030 Transportation Plan* was endorsed by the Lincoln MPO on January 4, 2007 and the *Lincoln-Lancaster Comprehensive Plans* was approved by the City of Lincoln and Lancaster County on November 16, 2006. The transportation planning process included the identification of the social, economic, and environmental impacts for alternative sketch transportation plans. The development of the *2030 Transportation Plan* included a needs assessment and financial analysis. The Transportation Plan was transmitted to the State Department of Roads and to the Federal Highway Administration and the Federal Transit Administration.

Project Selection

Projects listed in the TIP typically originate in the Long Range Transportation Plan (LRTP) developed by the MPO in cooperation with the respective implementing agencies involved in the planning process. These implementing agencies then carry out the transportation plan's specific elements in the TIP. As a result, the TIP serves as a strategic management tool that accomplishes the objectives of the MPO transportation plan.

Project prioritization is an important element of the TIP, especially since the demand for Federal-aid transportation projects usually exceeds the level of Federal funds available for use. State highway projects in the TIP have been prioritized by the Nebraska Department of Roads. Local Federal-aid highway improvement projects programmed by the City of Lincoln, Lancaster County and coordinating agencies have been prioritized according to resource availability. And other projects may be dependent on the availability of competitive funding using federal Surface Transportation Program (STP), Enhancement Program, and FTA funds. Other selected projects are accomplished through a coordinated effort among all parties to advance projects which preserve the existing system, relieve congestion, improve air quality and preserve the quality of life and promote economic development. Readiness to proceed and financial capacity were also considered in project selection. System improvement projects in the MPO's urbanized area are generally selected and prioritized based on the following process:

General Project Selection Criteria (not a hierarchical listing)

1. *Consistency with Plans.* Project is identified in the Long-Range Transportation Plan or supports land use and growth plans, or other local planning documents.
2. *Project Ready.* Programmed or partially programmed in the current Transportation Improvement Program or project ready for implementation.
3. *Funding Availability.* The proposed project or program strategy has a ready source of available and qualified funds for implementation.
4. *Economic Impact.* Project supports the economic vitality of the metropolitan area by promoting economic or growth related value to the community and specifically improves or enhances development of smart growth objectives and job creation.
5. *Safety and Congestion.* Increases the safety and decreases the congestion of the transportation system for motorized and non-motorized users.
6. *System Preservation.* Project emphasizes the preservation and rehabilitation of the existing transportation system rather than expansion and improves the capacity to move all forms of traffic.
7. *Non-motorized.* Factors that support non-motorized transportation activities such as sidewalks and shared-use trails that enhance or adds capacity or mobility to the system for non-motorized travel.
8. *Freight.* Increase the accessibility and mobility options for freight movement and enhances or adds capacity or mobility to the system to move freight.
9. *Environmental and Quality of Life.* Evaluated in terms of its ability to protect and enhance the environment and improve quality of life and reduces impacts on the environment and supports community cohesion and design.
10. *Government Objectives.* Proposed project or program strategy is advanced to meet governmental objectives or actions.

Projects initiated locally are jointly prioritized according to the type of activity scheduled in the TIP and the Federal funding category. The process of prioritizing projects is also influenced by state and local policy-level decision making and the availability of Federal, state, and local funds. Wherever possible, technical and non-technical factors are jointly used to identify projects which have the greatest need and value for implementation. A effort is made to advance projects which preserve the existing system.

Maintenance and Operation of Current Transportation Systems

The highest priority in the selection of projects for the TIP is to ensure the adequate reconstruction, maintenance and operation of the current transportation system. Twenty-five (25) of the thirty-one (31) road projects listed are targeted at the reconstruction, bridge rehab and replacement, or maintenance and operation on our existing systems. These projects are necessary to ensure the investment in our transportation infrastructure is preserved. However, the responsibility for the everyday maintenance and operation of the local infrastructure lies with the owner of the road or local jurisdiction. The state, county, cities, and villages are each responsible for the maintenance and operation of their own roads. Each jurisdiction has developed their own methodology for maintenance and operations. The two largest owners of roads in the planning area, other than the state, are the City of Lincoln and Lancaster County are identified in the program.

Public Transportation Project Prioritization Process

Public Transportation projects are typically funded through the Federal Transit Administration (FTA). The Public Transportation Element of the TIP includes the capital improvement programs of City of Lincoln. The prioritization process of transit projects originate from StarTran's Vehicle Replacement Program, project analysis of future needs and recommendations from the Transit Development Plan (TDP). The TDP includes a list of major findings and prescribed service delivery enhancements that are based on analyses of route performance, employment growth and ridership trends. The TDP provides an assessment of current StarTran services, peer comparison analysis, as well as recommendations over the planning period.

Financial Plan Statement

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

Public Involvement Process

The transportation planning process allows for public involvement at various points within the transportation plan and program development. This involves a series of steps from the adoption of the *MPO 2030 Long Range Transportation Plan* and the *Lincoln and Lancaster County Comprehensive Plans* to the programming of projects and the actual construction of the transportation facilities. The critical decision points in the transportation planning process are: 1) the development of a 20 year transportation plan,

2) the street improvement program which identifies priorities for planned projects, 3) the development of capital improvement programs for a period of four to six years, 4) Project Design and Project Construction. The first two steps are included in the long range planning process, the third step consolidates the capital improvement programs of the City and County with the Transportation Improvement Program and the last step is the specific project design and development.

The City and the County each have an established procedure for adopting improvement programs. Both City and County processes include review by the City-County Planning Commission for compliance with the Comprehensive Plan and formal advertised Public Hearings before the Planning Commission and City Council or County Board. The Railroad Transportation Safety District (RTSD) also allows for public input within open advertised public meeting. The consolidation of these improvement programs are coordinated in the TIP as reviewed by the Technical Committee before it is referred to a formal hearing by the Planning Commission. The Planning Commission forwards their recommendation to the MPO Officials Committee for execution and transmittal to the State for inclusion in the STIP.

Annual Listing of Projects

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

Congestion Mitigation and Air Quality (CMAQ)

The SAFETEA-LU legislation provided funds to be utilized in Clean Air Act non-attainment and maintenance areas for transportation programs and projects that contribute to attainment of National Ambient Air Quality Standards. Since the Lincoln Metropolitan Planning Area is compliance with the latest air quality standards, the MPO does not specifically program for CMAQ funding.

Amendment Process

The TIP may be modified at any time, provided that appropriate public involvement occurs. However, minor TIP amendments or administrative modifications may, unless specifically required by the MPO's Public Participation Plan, be made without public involvement. The TIP must be approved by the MPO and the Governor of the State of Nebraska. A conformity determination must also be made by the FHWA and the FTA. Once approved, the TIP then becomes, without modification, part of the Statewide Transportation Improvement Program (STIP). The frequency and cycle for updating the TIP should be compatible with that of the STIP. NDOR and the Nebraska MPOs have established an annual update cycle.



CITY OF LINCOLN
NEBRASKA

MAYOR CHRIS BEUTLER

lincoln.ne.gov

Office of the Mayor
555 South 10th Street
Suite 301
Lincoln, Nebraska 68508
402-441-7511
fax: 402-441-7120
mayor@lincoln.ne.gov

July 1, 2010

Mike Owen
Planning & Project Development
Nebraska Department of Roads
Lincoln, Nebraska 68509

RE: 2010 Certification of the Lincoln Metropolitan Planning Organization
Transportation Planning Process

Dear Mr. Owen:

As identified in the existing FHWA/FTA Urban Transportation Planning regulations (23 CFR 450 and 49 CFR 613), it is the responsibility of the Metropolitan Planning Organization (MPO), in conjunction with the State, to certify that the transportation planning process complies with all applicable federal laws and regulations. A self-review process has been conducted to evaluate whether the Lincoln MPO planning process conforms with applicable federal laws and regulations. A compliance evaluation report was reviewed by the MPO Officials Committee on July 1, 2010 with no additional deficiencies in the process being identified. This review recognized the planning deficiencies identified in the MPO "Action Plan For Addressing The Quadrennial Certification Review" and have included these in the MPO FY 2011 Unified Planning Work Program.

On behalf of the Lincoln Metropolitan Planning Organization, I endorse the compliance evaluation and resolve that the Urban Transportation Planning Process for the Lincoln, Nebraska urbanized area meets the requirements of 23 CFR 450.334(a) [Federal Register / Vol.72, No.30 / February 14, 2007 / Final Rule].

Sincerely,

Chris Beutler
Mayor of Lincoln

cc: MPO Officials Committee
MPO Technical Committee
Joseph Werning, Federal Highway Administration
Mokhtee Ahmad, Federal Transportation Administration
Mike Brienzo, Lincoln-Lancaster Planning Department

a State of Nebraska

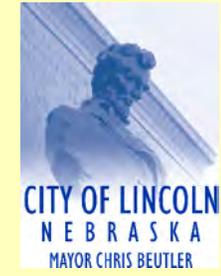
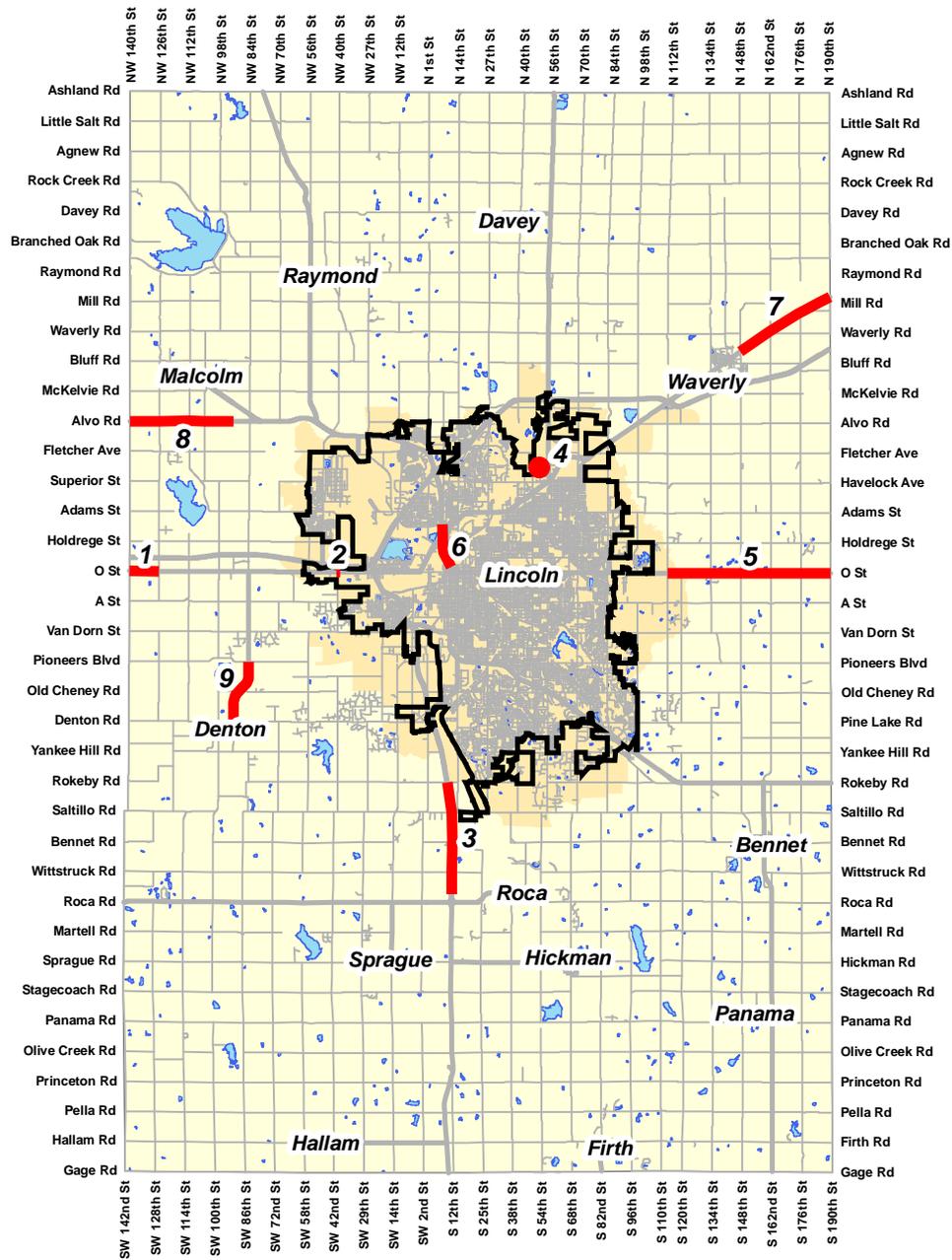
Project List – FY 2011-2014

Agency: State of Nebraska
Division: Department of Roads

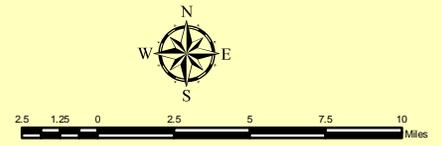
1. US-6 Milford East & West, Mill Resurf
2. US-6 Southwest 40th Street, Intersection
3. US-77 Lincoln South, Resurf
4. I-80 14th St Bridge, Lincoln
5. US-34 Lincoln East, Resurf
6. I-180 O St - Cornhusker Hwy, Joint Seal
7. US-6 Waverly-Greenwood, Mill Resurf
8. US-34 Seward Co. Line East, Mill Resurf
9. S-55A Denton Spur, Resurf
10. Citywide Curb Ramps

*Lincoln Metropolitan Planning Organization
Transportation Improvement Program*

**Nebraska Dept of Roads
FY 2011 - 2014**



- BRIDGE
- ROAD IMPROVEMENT
- FUTURE SERVICE LIMIT
- #10 CITYWIDE CURB RAMPS**



*Consult the detailed project descriptions
and funding summary for further information.*

**2011-2014 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: State of Nebraska
DIVISION: Department of Roads

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								TOTAL FOR FOUR YEARS	COSTS BEYOND PROGRAM	COMP PLAN CONFORM	
	(Control Number)	(Project Number)	(Work Phase)	PRIORITY PROJECTS				2013-14	FS	FS	FS				
				2010-11	FS	2011-12	FS								2012-13
1	US-6 - Milford East & West Mill, resurf,S-Shld 12976	9.2 Miles RD-6-6(1046)	Construction	2,378.0	NE										ICWP
			TOTAL	2,378.0								2,378.0	245.0		
2	US-6 - Southwest 40th Street Intersection 13093	0.3 Miles HSIP-6-6(161)	Construction	560.0	HS										ICWP
			Construction	140.0	NE										
			TOTAL	700.0								700.0	2.0		
3	US-77 - Lincoln South Resurf 12893	2.9 Miles RD-77-2(1060)	Construction	4,733.0	NE										ICWP
			TOTAL	4,733.0								4,733.0	501.0		
4	I-80 - 14th St Bridge, Lincoln Bridge 12482	0.0 Miles NH-80-9(855)	Construction	2,729.0	IM										ICWP
			Construction	1,228.0	NH										
			Construction	303.0	NE										
			Construction	307.0	NE										
			TOTAL	4,567.0								4,567.0	281.0		
5	US-34 - Lincoln East Resurf 12975	11.2 Miles STP-HSIP-34-6(141)	Construction			384.0	HS								ICWP
			Construction			5,012.0	STP								
			Construction			43.0	NE								
			Construction			1,252.0	NE								
			TOTAL			6,691.0						6,691.0	27.0		
6	I-180 - Cornhusker Hwy - S Jct US-34, Lincoln Joint Seal, on I-180, from Cornhusker Hwy, S. 1.2 mi. 12809	1.2 Miles RD-180-9(1155)	Construction			68.0	NE								ICWP
			TOTAL			68.0						68.0	5.0		
7	US-6 - Waverly-Greenwood Mill Resurf 12984	4.6 Miles RD-6-6(1048)	Construction					2,540.0	NE						ICWP
			TOTAL					2,540.0				2,540.0	263.0		
8	US-34 - Seward Co. Line East Mill Resurf 12977	3.5 Miles RD-34-6(1036)	Construction					1,532.0	NE						ICWP
			TOTAL					1,532.0				1,532.0	141.0		
9	S-55A - Denton Spur Resurf 12967	5.1 Miles RD-S55A(1017)	Construction					2,181.0	NE						ICWP
			TOTAL					2,181.0				2,181.0	271.0		
10	Citywide Curb Ramps ADA Curb Ramps 13088	MISC-6-6(1049)	Construction							240.0	NE				ICWP
			Construction							60.0	LN				
			TOTAL							300.0		300.0	0.0		

** Indicates Advanced Construction

**2011-2014 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: State of Nebraska
DIVISION: Department of Roads

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										TOTAL FOR FOUR YEARS	COSTS BEYOND PROGRAM	COMP PLAN CONFORM	
		PRIORITY PROJECTS								TOTAL FOR FOUR YEARS	COSTS BEYOND PROGRAM				COMP PLAN CONFORM
		2010-11	FS	2011-12	FS	2012-13	FS	2013-14	FS						
STATE OPERATIONS & MAINTENANCE FUNDING SOURCE SUMMARY															
Operations & Maintenance of the Federal Aid System in Lancaster County NE (State Revenue / Aids)		3,790.0		4,170.0		4,590.0		5,050.0							
SUBTOTAL FOR OPERATIONS & MAINTENANCE		3,790.0		4,170.0		4,590.0		5,050.0			17,600.0				
NOTE: Based upon NDOR Highway Program maintenance costs for FY-2004 thru FY-2007 in District I and factored for the Lincoln MPO planning area (Lancaster County) based on the percentage of State Highway (including Spurs, and Links) lane-miles for located in Lancaster County divided by the total number of lane miles located in District I.															
FUNDING SUMMARY: STATE OF NEBRASKA DEPARTMENT OF ROADS															
FEDERAL FUNDING:															
IM (Interstate Maintenance)		2,729.0		0.0		0.0		0.0							
NH (National Highway System)		1,228.0		0.0		0.0		0.0							
HS (HSIP - Highway Safety Improvement Program)		560.0		384.0		0.0		0.0							
BR (BR/BH - Bridge Program)		0.0		0.0		0.0		0.0							
SR (SR - Safe Routes to School)		0.0		0.0		0.0		0.0							
LC (LCLC - STP-Urbanized Areas > 200,000 (Lincoln))		0.0		0.0		0.0		0.0							
STP (STP-Flexible)		0.0		5,012.0		0.0		0.0							
DP (Federal Discretionary Funds)		0.0		0.0		0.0		0.0							
RZ (Railroad - Hwy Crossing - Hazardous Funds)		0.0		0.0		0.0		0.0							
SUB-TOTAL FEDERAL FUNDING:		4,517.0		5,396.0		0.0		0.0			9,913.0				
STATE FUNDING:															
NE (State Revenue / Aids)		7,861.0		1,363.0		6,253.0		240.0							
TM (State Train/Mile Tax)		0.0		0.0		0.0		0.0							
SUB-TOTAL STATE FUNDING:		7,861.0		1,363.0		6,253.0		240.0			15,717.0				
LOCAL FUNDING:															
LN (City of Lincoln)		0.0		0.0		0.0		60.0							
CO (Lancaster County)		0.0		0.0		0.0		0.0							
SUB-TOTAL LOCAL FUNDING:		0.0		0.0		0.0		60.0			60.0				
TOTAL:		12,378.0		6,759.0		6,253.0		300.0			25,690.0		1,736.0		

** Indicates Advanced Construction

Status of Previous Years Projects

Completed or Under Contract in FY 2009-10

N-2, 84th Street - N-43, Joint Seal, 12897
N-2, 56th St - 84th Street, Lincoln, Crack Seal Fog Seal, 12896
I-80, 40th Street Bridge, Lincoln, Bridge, 12478
I-80, Waverly - Greenwood, 6-lane, Gr Str Surf Detour, 12469
I-80, 134th Street Bridge, Lincoln, Bridge, 12468
I-80, Camp Creek Bridges, Bridge, 12463
N-79, Raymond-Valparaiso, Mill Resurf, 13026
I-80, 84th St Bridge, Lincoln, Bridge, 12475
I-80, 70th St Bridge, Lincoln, 12476
I-80, 56th St - Waverly Interchange, 6-Lane Gr Str Surf Detour, 12477
I-80, Salt Creek Bridges, Lincoln, 11449
I-80, Stream Bridge W. of 98th St, Lincoln, Bridge, on I-80, immediately W. of 98th St., 12470
I-80, Stream Bridge West of Waverly, Bridge, on I-80, 0.5 mi. W of Via over BNSF RR (Waverly Interchange), 12460
I-80, WB Waverly Interchange Bridge, Viaduct, 11992

Moved out of Programming Period from FY 2009-10

I-80, NW 56th St Bridge, Lincoln, 12491
I-80, NW 56th - US-77 S. Interchange, Lincoln, 6-Lane Gr Str Surf Detour, 12489
I-80, NW 48th St Bridges, Lincoln, 12490
I-80, 98th St Bridge, Lincoln, 12472
N-79, Agnew North & South, Gr Str Resurf Surf S-Shld, on 79, from 0.2 mi N. of Raymond Spur N. to Valparaiso, 10584A
I-80, Superior St Bridge, Lincoln, 12757
I-80, Interchange, Lincoln, Gr Surf S-Shld, 12758
I-180, N.B. C-D Road Over I-80, Lincoln, Bridge, 12754
I-180, S.B. C-d Road over I-80, Lincoln, Bridge, 12755
I-180, Adams St Bridge, Lincoln, 12048
US-6, West "O" Street-Cornhusker Hwy, Lincoln, 4-Lane Gr Str Surf S, 12265
I-80, Fletcher St - Adams St, Lincoln, Gr Str Suf S-Shld, On I-180, S. of Fletcher Avenue S. to Adams St. (Includes I-180 BR over I-80), 12756

Projects Scheduled for Letting in FY 09-10

I-80, Noise Walls, Lincoln, Noise Walls, along I-80, 12488A

US-77, Princeton North, 6.3 miles, Joint Seal, on 77, from 3 mi. S. of Princeton, N. to .4 mi. N. of Roca Spur, 12900

b Lancaster County

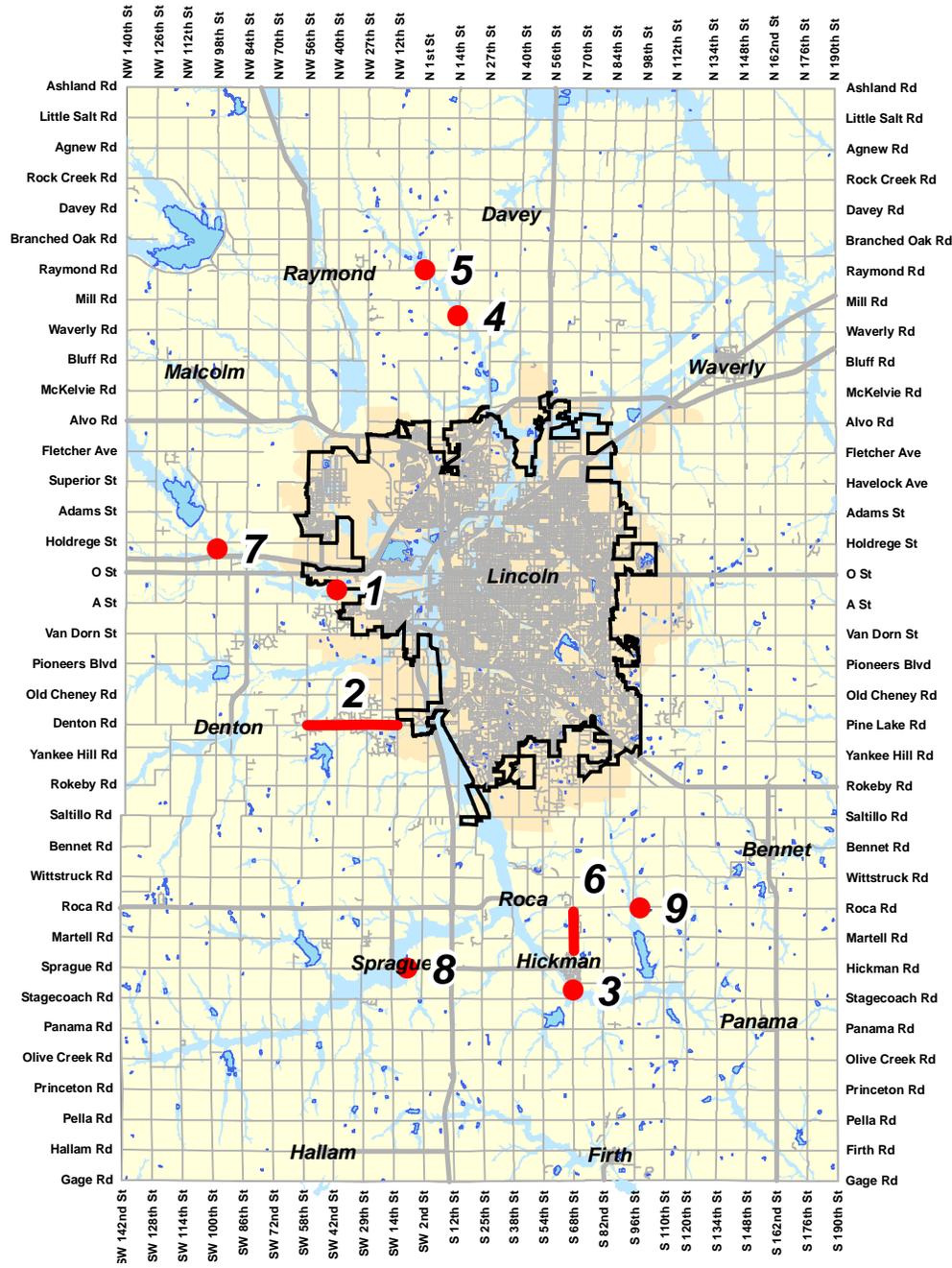
Project List – FY 2011-2014

Agency: Lancaster County
Division: Engineering

1. SW 40th Street - Lincoln West, Bridge - L-218
2. West Denton Road - SW 56th Street to SW 12th Street
3. South 68th Street, R.R. Viaduct
4. North 14th Street - Raymond Southeast, Bridge F-88
5. West Raymond Road - Raymond East, Bridge C - 91
6. South 68th Street – Hickman North, Hickman Road to Roca Road
7. NW 98th Street - Malcolm Southeast, Bridge M-127
8. West Sprague Road - Sprague East, Bridge T-108
9. Roca Road - Hickman Northeast, Bridge S-179

Lincoln Metropolitan Planning Organization Transportation Improvement Program

Lancaster County FY 2011 - 2014



- BRIDGE
- ROAD IMPROVEMENT
- FUTURE SERVICE LIMIT



**Consult the detailed project descriptions
and funding summary for further information.**

**2011-2014 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Lancaster County
DIVISION: County Engineering

PROJ NO (Map)	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION)				PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)											
	Control Number	Project Number	Work Phase		PRIORITY PROJECTS								TOTAL FOR FOUR YEARS	COSTS BEYOND PROGRAM	COMP PLAN CONFORM	
					2010-11	FS	2011-12	FS	2012-13	FS	2013-14	FS				
7	NW 98th Street-Malcolm Southeast Bridge M-127 Bridge, Grading, Culverts, Guardrail, etc. C.N. 12864	0.2 Miles BRO-7055(102)	PE	28.0	BR											ICWP
			PE	7.0	CO											
			Construction	689.5	BR											
			Construction	43.1	NE											
			Construction	129.3	CO											
			Util Rel	40.0	BR											
			Util Rel	10.0	CO											
			ROW	14.0	CO											
	TOTAL		960.9									960.9	0			
8	West Sprague Road-Sprague East Bridge T-108 Bridge, Grading, Paving, Culverts, Guardrail, etc. C.N. 12786	0.2 Miles BR-3280(4)	PE		BR	17.3									ICWP	
			PE		CO	4.3										
			Construction		BR	556.4										
			Construction		NE	34.8										
			Construction		CO	104.3										
			Util Rel		BR	40.0										
			Util Rel		CO	10.0										
			ROW		CO	12.0										
	TOTAL				779.1							779.1	0			
9	Roca Road - Hickman Northeast Bridge S-179 Bridge, Grading, Paving, Culverts, Guardrail, etc. C.N. 12952	0.2 Miles RUR-3290(2)	PE		BR			28.0							ICWP	
			PE		CO			7.0								
			Construction		BR			708.1								
			Construction		NE			44.3								
			Construction		CO			132.8								
			Util		BR			48.0								
			Util		CO			12.0								
			ROW		CO			10.0								
	TOTAL					990.2						990.2	0			
COUNTY OPERATIONS & MAINTENANCE FUNDING SOURCE SUMMARY																
Operations & Maintenance of the County and Federal Aid System CO (Lancaster County)					16,422.8	CO	17,612.1	CO	17,864.5	CO	18,472.0	CO				
SUBTOTAL FOR OPERATIONS & MAINTENANCE					16,422.8		17,612.1		17,864.5		18,472.0		70,371.4	0		
<u>Program assumptions:</u> Program funds are estimates based upon a 3% rate per year for future years.																

**2011-2014 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Lancaster County
DIVISION: County Engineering

PROJ NO (Map)	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION) Control Number Project Number Work Phase	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										TOTAL FOR FOUR YEARS	COSTS BEYOND PROGRAM	COMP PLAN CONFORM
		PRIORITY PROJECTS												
		2010-11	FS	2011-12	FS	2012-13	FS	2013-14	FS					
FUNDING SUMMARY: LANCASTER COUNTY ENGINEERING														
FEDERAL FUNDING:														
	BR (Bridge Replacement)	1,364.2		1,657.1		784.1		958.0						
	RU (RUR - STP-Rural Areas)	0.0		0.0		0.0		0.0						
	STP (STP - Sub-Allocation, State)	0.0		0.0		0.0		0.0						
	PE (STP - Rural Areas)	0.0		2,417.6		0.0		888.0						
	RX (RRX -Rail Highway Protective Devices)	0.0		0.0		0.0		0.0						
	HS (HSIP - Highway Safety Improvement Program)	0.0		0.0		0.0		0.0						
	STP-Rural Stimulus (Federal STP-Rural Stimulus Funds)	0.0		0.0		0.0		0.0						
	STP-Urban Stimulus (Federal STP-Urban Stimulus Funds)	0.0		0.0		0.0		0.0						
	SUB-TOTAL FEDERAL FUNDING:	1,364.2		4,074.7		784.1		1,846.0				8,069.0	0	
STATE FUNDING:														
	NE (State Revenue / Aids)	2,543.1		90.5		44.3		57.4						
	SUB-TOTAL STATE FUNDING:	2,543.1		90.5		44.3		57.4				2,735.3	0	
LOCAL FUNDING:														
	CO (Lancaster County)	16,780.7		18,576.6		18,026.3		19,019.1						
	RT (Railroad Trans. Safety District)	3,947.0		0.0		0.0		0.0						
	LN (City of Lincoln)	0.0		0.0		0.0		0.0						
	SUB-TOTAL LOCAL FUNDING:	20,727.7		18,576.6		18,026.3		19,019.1				76,349.7	0	
	TOTAL:	24,635.0		22,741.8		18,854.7		20,922.5				87,154.0	0.0	

Status of Previous Years Projects

Completed or Under Contract in FY 2009-10

- Saltillo Road - Hwy 77 to South 70th Street
- Fletcher Avenue - Waverly Southeast, Bridge H-46

C City of Lincoln: Public Works

Project Summary

Agency: Public Works & Utilities

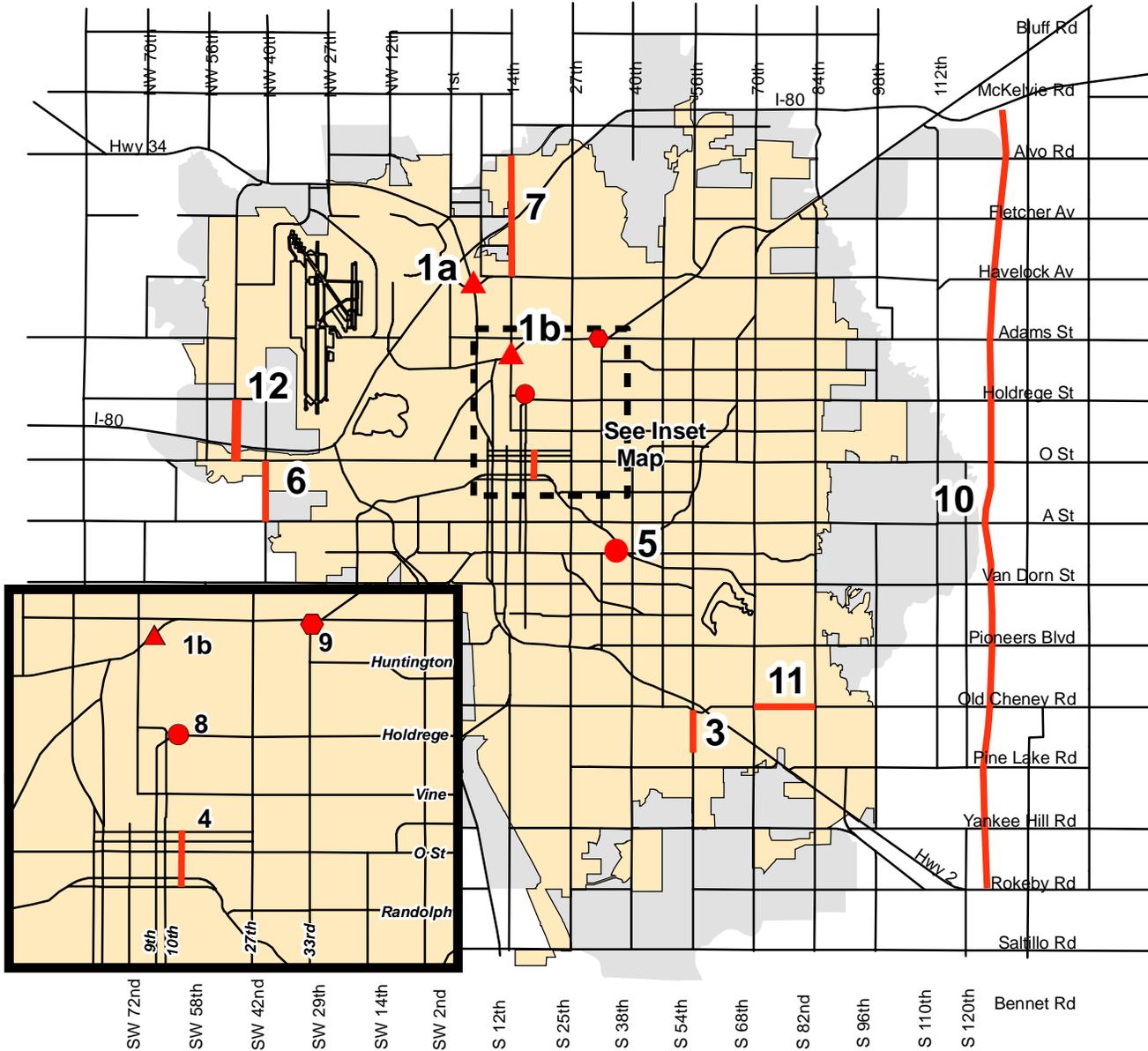
Division: Streets and Highways

1. Safety and Operation Improvement Program
2. Roadway and Bridge Rehabilitation
3. 56th Street from Shadow Pines Dr to Old Cheney Rd
4. A.V. Phase 1-N/S road, "K" to north of "Q" Street
5. A.V. Valley Phase 1 - South Street bridge
6. SW 40th Viaduct
7. N. 14th Street, Superior to Alvo
8. 18th & Holdrege
9. 33rd and BNSF railroad (South of Cornhusker)
10. East Beltway .
11. Old Cheney Rd from 70th to 82nd Streets
12. NW 48th Street from Hwy 6 to Hwy 34

Lincoln Metropolitan Planning Organization
Transportation Improvement Program

Streets and Highways

FY 2011 - 2014



- Project Location
- Bridge
- ◆ RR Crossing
- ▲ Intersection



Lincoln's Future Service Limit Shown as Grey

Consult the detailed project descriptions and funding summary for further information.

**2011-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: City of Lincoln: Public Works & Utilities
DIVISION: Streets & Highways / Traffic Engineering

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)				PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								TOTAL FOR FOUR YEARS	COSTS BEYOND PROGRAM	COMP PLAN CONFORM	
	(Control Number)	(Project Number)	(Work Phase)	PRIORITY PROJECTS												
				2010-11	FS	2011-12	FS	2012-13	FS	2013-14	FS					
1	Safety and Operation Improvement Program Includes: Improvements at locations based upon the annual traffic monitoring and crash analysis programs traffic calming, minor intersection improvement and subsidies for paving districts, bikeway/trails to improve bicycle/pedestrian movement used in conjunction with other improvement projects. Federal funds will be requested where applicable and matched with City funds. Projects such as: - Superior and I80 Ramp (C.N. 12928) HSIP-5254 (8) - 14th & Cornhusker (C.N. 12944) HSIP-5227 (7)															ICWP
					643.5	HS	783.0	HS	400.0	LC	400.0	LC				
					79.5	WR	79.5	WR	100.0	WR	100.0	WR				
				TOTAL	723.0		862.5		500.0		500.0		2,585.5	NA		
2	Roadway and Bridge Rehabilitation Includes: Resurfacing and repairing city-wide of all roadways and bridges to maintain their serviceability. Also allows work on management plans for both the pavement management and bridge management programs.															ICWP
					1,455.3	SO	3,161.2	LC	1,297.5	LC	3,200.0	LC				
							614.0	SO	788.4	SO	235.7	SO				
							813.3	WR	608.0	WR	674.0	WR				
				TOTAL	1,455.3		4,588.5		2,693.9		4,109.7		12,847.4	NA		
3	56th St. from Shadow Pines Dr to Old Cheney Rd City funds for the completion of design engineering, right-of-way, construction and construction engineering to construct four lanes of pavement along 56th Street between Shadow Pines Drive and Old Cheney. The project will construct a center median as well as left and right turn lanes and includes turn lanes at the intersection of 56th & Old Cheney. The project will improve safety and capacity. Project length: 0.7 mile															ICWP
				Construction					1,902.5	LC						
				Construction					500.0	RT						
				Construction					5,997.5	WC						
				TOTAL	0.0		0.0		8,400.0		0.0		8,400.0	0		
4	A.V. Phase 1-N/S road, "K" to north of "Q" St. This north/south project includes a new six through lane median divided roadway including turn lanes. Also included are intersecting streets along the existing 19th Street corridor, along with extensive downstream storm sewer and special storm sewer construction to bypass the East Downtown Community Park. Construction schedule is contingent upon availability of funding. C.N. 11215A STPC 55-(142)															ICWP
				Construction	3,297.5	FA	400.0	SO								
				Construction	3,244.9	LC										
				Construction	811.1	WC										
				Construction	1,199.2	WR										
				TOTAL	8,552.7		400.0		0.0		0.0		8,952.7	0		
5	A.V. Phase 1 - South Street Bridge This project includes the construction of a new bridge on South Street across the Antelope Creek Channel and associated roadway reconstruction at the bridge approaches. The proposed bridge will provide two through lanes in each direction with 10'-0" clear pedestrian walkway/bikeway along both sides of the bridge. The project will also include reconstruction of the existing sanitary sewer that runs under Antelope Creek Channel and existing water mains along South Street in the vicinity of the bridge. C.N. 11215K STPC 5212(5)															ICWP
				Construction	1,916.3	LC	438.8	LC								
				Construction	580.0	WC										
				TOTAL	2,496.3		438.8		0.0		0.0		2,935.1	0		
6	SW 40th Viaduct This project would implement study results to improve existing SW 40th Street by building a viaduct on BNSF railroad. This project will improve safety and capacity, and serve traffic generated by future development in southwest Lincoln. C.N. 12744 BR-5267 (1)															ICWP
				Construction	2,400.0	RT	5,500.0	RT								
				Construction	2,000.0	TM	1,000.0	TM								
				TOTAL	4,400.0		6,500.0		0.0		0.0		10,900.0	0		

**2011-2016 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: City of Lincoln: Public Works & Utilities
DIVISION: Streets & Highways / Traffic Engineering

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)				PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)						
					PRIORITY PROJECTS				TOTAL FOR FOUR YEARS	COSTS BEYOND PROGRAM	COMP PLAN CONFORM
	2010-11	FS	2011-12	FS	2012-13	FS	2013-14	FS			
FUNDING SUMMARY											
FEDERAL-AID FUNDS:											
	LC (STP-Urbanized Areas > 200,000, Lincoln)	5,161.2		3,600.0		3,600.0		3,600.0		15,961.2	
	HS (HSIP-Highway Safety Improvement Program)	643.5		783.0		0.0		0.0		1,426.5	
	FA (Federal Aid)	3,297.5		0.0		0.0		0.0		3,297.5	
	STP-Urban Stimulus (Federal STP-Urban Stimulus Funds)	0.0		0.0		0.0		0.0		0.0	
	SUB-TOTAL FEDERAL-AID FUNDS	9,102.2		4,383.0		3,600.0		3,600.0		20,685.2	
STATE FUNDS:											
	NE (State Funds)	0.0		0.0		0.0		0.0		0.0	
	TM (State-Train Mile Tax)	2,000.0		1,000.0		0.0		0.0		3,000.0	
	SUB-TOTAL OTHER FUNDS	2,000.0		1,000.0		0.0		0.0		3,000.0	
LOCAL FUNDS:											
	WR (City Residual Wheel Tax)	1,528.7		892.8		958.0		1,024.0		4,403.5	
	WC (City Wheel Tax, New Construction)	5,813.2		5,904.6		5,997.5		6,091.8		23,807.1	
	SO (Highway Allocations Funds)	2,093.2		1,264.0		788.4		235.7		4,381.3	
	RT (Railroad Transportation Safety District)	3,125.0		5,500.0		1,500.0		1,000.0		11,125.0	
	SUB-TOTAL LOCAL FUNDS	12,560.1		13,561.4		9,243.9		8,351.5		43,716.9	
	DIVISION TOTALS (ALL FUNDS)	23,662.3		18,944.4		12,843.9		11,951.5		67,402.1	191,000.0

Status of Previous Years Projects

Under Contract in FY 2009-10

- Antelope Valley Phase 1 Project - “East Leg” of Big “X”
- Antelope Valley Phase 1 Project - N/S road “P” to Vine Streets
- Holdrege Street - 33rd Street to 47th Street
- Adams Street - 57th Street to 62nd Street
- N 70th Street - Aylesworth to Vine Street
- Holdrege Street - 70th Street to 79th Street

Delayed

- SW 40th Viaduct

Moved out of Program

- Coddington Avenue - Van Dorn to West “A” Street
- South Beltway

d City of Lincoln: StarTran

Project List – FY 2011-2014

Agency: City of Lincoln: Public Works & Utilities

Division: StarTran

1. Purchase/Financing of Full-size Buses
2. Handi-Van Replacement
3. Transit Enhancements
4. Security Enhancements
5. Purchase of Supervisor Vehicles
6. Computer Hardware/Software
7. Shop Tools/Equipment
8. Feasibility Study for Multi-Modal Center
9. Building Maintenance and Renovations
10. Replace Service Vehicle

**2011-2014 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Public Works & Utilities
DIVISION: StarTran

PROJ NO (Map)	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION) PROJECT NUMBER	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)																					
		PRIORITY PROJECTS								TOTAL FOR FOUR YEARS	COSTS BEYOND PROGRAM	COMP PLAN CONFORM											
		2010-11	FS	2011-12	FS	2012-13	FS	2013-14	FS														
1	<p>Purchase / Financing of Full Size Buses</p> <p>A phased purchase of full-size replacement transit buses is identified, as follows:</p> <table border="0"> <tr> <td>Buses Purchased</td> <td>Funding Accumulated</td> <td>Potential Replacemant</td> <td>Delivery</td> </tr> <tr> <td>15</td> <td>FY 2007-08 through FY 2010-11</td> <td>15 - 1997 Gillig Buses</td> <td>FY 2010-11</td> </tr> <tr> <td>20</td> <td>FY 2011-12 through FY 2015-16</td> <td>20 - 2001 Gillig Buses</td> <td>FY 2015-16</td> </tr> </table> <p>Local funding for the above bus purchases is comprised of City of Lincoln general revenues and the portion of the contractual funds from the University of Nebraska (StarTran/UNL Transportation Program) designated for vehicle replacement. The Federal Transit Administration (FTA) regulations allow phasing of bus purchases as an alternate to the traditional direct purchase of buses. FTA requires that full-size transit vehicles have a twelve-year economic life, although StarTran typically operates buses more than twelve years before replacement. All of the current buses being replaced as indicated above will have exceeded the required twelve years of operation. An analysis of the structural and engine conditions of the StarTran fleet is conducted annually, which is utilized to develop the replacement program of StarTran buses. The above phased bus replacement schedule is in compliance with the most recent analyses and bus replacement program.</p> <p>a. 15 Full Size Buses</p> <p>b. 20 Full Size Buses</p>	Buses Purchased	Funding Accumulated	Potential Replacemant	Delivery	15	FY 2007-08 through FY 2010-11	15 - 1997 Gillig Buses	FY 2010-11	20	FY 2011-12 through FY 2015-16	20 - 2001 Gillig Buses	FY 2015-16										GCP
		Buses Purchased	Funding Accumulated	Potential Replacemant	Delivery																		
15	FY 2007-08 through FY 2010-11	15 - 1997 Gillig Buses	FY 2010-11																				
20	FY 2011-12 through FY 2015-16	20 - 2001 Gillig Buses	FY 2015-16																				
TOTAL	1,600.0		1,600.0		1,600.0		1,600.0		6,400.0	3,200.0													
2	<p>Handi-Van Replacement</p> <p>Accumulate funding to replace 13 Hybrid Handivans in 2016, that will be six years old and at the end of their useful life.</p>										GCP												
		TOTAL	0.0		0.0		500.0		500.0	1,000.0		1,000.0											

**2011-2014 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Public Works & Utilities
DIVISION: StarTran

PROJ NO (Map)	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION) PROJECT NUMBER	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										COMP PLAN CONFORM		
		PRIORITY PROJECTS								TOTAL FOR FOUR YEARS	COSTS BEYOND PROGRAM			
		2010-11	FS	2011-12	FS	2012-13	FS	2013-14	FS					
3	Transit Enhancements (required by FTA) Effective FY 2004-05, one percent of the FTA allocation to StarTran is required by FTA to fund transit enhancements. Such enhancements, in general, include bus shelters, signage, art, pedestrian, bicycle related equipment and landscaping. 2010-2011 funding will be directed at the recommendations resultant from the Transit Development Study. Potential projects include bike rack enhancements such as bike storage facilities. Because of limited funds for transit enhancements, funding projects for the Transit Study will be phased over a period until projects are completed.											GCP		
		30.0	FA	30.0	FA	30.0	FA	30.0	FA					
		7.5	SR	7.5	GR	7.5	GR	7.5	GR					
		TOTAL		37.5		37.5		37.5		37.5			150.0	77.5
4	Security Enhancements (required by FTA) Effective FY 2004-05, one percent of the FTA allocation to StarTran is required by FTA to fund security enhancements. Such enhancements, in general, include increased facility lighting, camera surveillance, and emergency telephone line to contact security personnel. In FY 2010-11 StarTran funding will be directed at building exterior security enhancements and bus shelter lighting improvements.											GCP		
		28.0	FA	28.0	FA	28.0	FA	32.0	FA					
		7.0	SR	7.0	GR	7.0	GR	8.0	GR					
		TOTAL		35.0		35.0		35.0		40.0			145.0	80.0
5	Purchase of Supervisor Vehicle Funds are proposed in FY 2012-13 and FY 2015-16 to purchase two replacement supervisor vehicles. The vehicles to be replaced are a 2007 Chevy Van and a 2009 Chevy Van. Analyses are conducted evaluating the vehicle conditions and which will justify the need to replace the two subject vehicles. The mini-van supervisor vehicles, with 7-9 seats, are meeting the unique needs of StarTran supervisors, transporting supplies and schedules, and carrying patrons as necessary.											GCP		
						24.0	FA							
						6.0	GR							
		TOTAL		0.0		0.0		30.0		0.0			30.0	20.0
6	Computer Hardware and Software Funds are proposed in FY 2011-12, F.Y. 2013-14 and F.Y. 2015-16 for continued routine upgrade/replacement of StarTran computer hardware and software. Such funding will afford the opportunity for maintaining effective computer services for StarTran administration, operators, and maintenance functions. Staff training courses utilizing computerized programs are integrated as part of the continuing StarTran training program.											GCP		
						16.0	FA	16.0	FA					
						4.0	GR			4.0	GR			
		TOTAL		0.0		20.0		0.0		20.0			40.0	20.0

**2011-2014 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Public Works & Utilities
DIVISION: StarTran

PROJ NO (Map)	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION) PROJECT NUMBER	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)							TOTAL FOR FOUR YEARS	COSTS BEYOND PROGRAM	COMP PLAN CONFORM
		PRIORITY PROJECTS				2013-14	FS	TOTAL			
		2010-11	FS	2011-12	FS						
7	Shop Tools / Equipment Funds are proposed in 2010-11 through 2015-16 for continued routine upgrade and replacement of tools and equipment, as well as for replacement due to unexpected breakage. Such tools and equipment include a floor scrubber and on-going replacement of garage doors.										GCP
		40.0	FA			20.0	FA	20.0	FA		
		10.0	SR			5.0	GR	5.0	GR		
	TOTAL	50.0		0.0		25.0		25.0		100.0	25.0
8	Feasibility Study for Multi-Modal Center Funds are included in FY 2011-12 to determine whether a multi-modal transportation center is technically and economically feasible. The 2005 Downtown Master Plan, in addition to the 2007 Transit Development Plan recommends a multi-modal center that would include: passenger waiting room, ticket and information counter, driver break room, bike lockers and restrooms. Such center could be a joint development with other uses such as office, parking, and commercial uses. Public input would be integrated in this study as well.										
				40.0	FA						
				10.0	GR						
	TOTAL	0.0		50.0		0.0		0.0		50.0	0.0
9	Bldg Maintenance and Renovations Funds are included in FY 2010-11 for necessary repairs to the StarTran building facilities. Such repairs include roof replacement, HVAC replacement, painting of offices and lighting replacement.										GCP
		160.0	FA								
		40.0	SR								
	TOTAL	200.0		0.0		0.0		0.0		200.0	0.0
10	Replace Service Vehicle Funds are included in F.Y. 2010-2011 to replace the 1999 Chevy Pickup. This vehicle, in FY 2010-11, will be 13 years old, and the current structural deterioration will be increased. This vehicle is utilized on a daily basis to service StarTran buses, including towing, jump starting, fluid replacement, and, in the winter, sanding and plowing.										GCP
		20.0	FA								
		5.0	SR								
	TOTAL	25.0		0.0		0.0		0.0		25.0	0.0
	FUNDING SUMMARY										
	FA (Federal - Transit Aid)	1,606.0	FA	1,442.0	FA	1,845.0	FA	1,841.0	FA	6,734.0	5,128.0
	GR (General Revenues - Lincoln Funds)	0.0	GR	197.5	GR	279.5	GR	278.5	GR	755.5	755.5
	SR (Special Reserves - Transit Funds)	341.5	SR	103.0	SR	103.0	SR	103.0	SR	650.5	309.0
	TOTAL	1,947.5		1,742.5		2,227.5		2,222.5		8,140.0	6,192.5

**2011-2014 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Public Works & Utilities
DIVISION: StarTran

PROJ NO (Map)	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION) PROJECT NUMBER	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										
		PRIORITY PROJECTS								TOTAL FOR FOUR YEARS	COSTS BEYOND PROGRAM	COMP PLAN CONFORM
		2010-11	FS	2011-12	FS	2012-13	FS	2013-14	FS			
OPERATIONS FUNDING SOURCE SUMMARY												
Fixed Route Operations & Specialized Transportation Services for Lincoln, NE												
Sec 5307 (Section 5307 - Preventative Maintenance)		1,350.0	PM	1,350.0	PM	1,400.0	PM	1,400.0	PM	5,500.0	2,800.0	
Sec 5307 Operating and JARC/NF		779.0	JN	400.0	JN	400.0	JN	400.0	JN	1,979.0	800.0	
Sec 5307 (Section 5307 - ADA)		200.0	ADA	200.0	ADA	200.0	ADA	200.0	ADA	800.0	400.0	
NE (State Revenue/Aid)		300.0	NE	300.0	NE	300.0	NE	300.0	NE	1,200.0	600.0	
GR (General Revenues - Lincoln Funds)		5,400.0	GR	5,750.0	GR	5,900.0	GR	6,100.0	GR	23,150.0	12,700.0	
SC (Service Charges - Transit - Local Funds)		1,500.0	SC	1,500.0	SC	1,600.0	SC	1,600.0	SC	6,200.0	3,300.0	
TOTAL		9,529.0		9,500.0		9,800.0		10,000.0		38,829.0	20,600.0	
FUNDING SUMMARY: STARTRAN												
FEDERAL FUNDING												
FA (Federal - Transit Aid)		1,606.0		1,442.0		1,845.0		1,841.0		6,734.0	5,128.0	
Sec 5307 (Section 5307 - Preventative Maintenance)		1,350.0		1,350.0		1,400.0		1,400.0		5,500.0	4,150.0	
Sec 5307 Operating and JARC/NF		779.0		400.0		400.0		400.0		1,979.0	1,200.0	
Sec 5307 (Section 5307- ADA)		200.0		200.0		200.0		200.0		800.0	600.0	
SUB-TOTAL FEDERAL FUNDING		3,935.0		3,392.0		3,845.0		3,841.0		15,013.0	11,078.0	
STATE FUNDING												
NE (State Revenue/Aid)		300.0		300.0		300.0		300.0		1,200.0	900.0	
SUB-TOTAL STATE FUNDING		300.0		300.0		300.0		300.0		1,200.0	900.0	
LOCAL FUNDING												
GR (General Revenues - Lincoln Funds)		5,400.0		5,947.5		6,179.5		6,378.5		23,905.5	18,505.5	
SC (Service Charges - Transit - Local Funds)		1,500.0		1,500.0		1,600.0		1,600.0		6,200.0	4,700.0	
SR (Special Reserves - Transit Funds)		341.5		103.0		103.0		103.0		650.5	309.0	
SUB-TOTAL LOCAL FUNDING		7,241.5		7,550.5		7,882.5		8,081.5		30,756.0	23,514.5	
TOTAL		11,476.5		11,242.5		12,027.5		12,222.5		46,969.0	35,492.5	

Status of Previous Years Projects

Completed or Under Contract in FY 2009-10

- Purchase/Financing of Full Size Buses
- Handi-Van Replacement
- Transit Enhancements
- Security Enhancements
- Shop Tools / Equipment
- Automated Vehicle Location Enhancements
- Replace Elevator in Admin Bldg.
- Purchase Bus Wash System

e Lincoln Airport Authority

Project List – FY 2011-2014

Agency: Lincoln Airport Authority
Division: Lincoln Municipal Airport

1. Terminal Ramp subdrains S
2. Taxiway lights/Signs
3. Sweeper
4. Construct Southwest service road
5. Construct Southeast service road
6. Construct ARFF access road
7. Rwy 18/36 Keel repairs
8. Rwy 18/36 Option 4C
9. Sealcoat 14/32; Twy A.K
10. Sealcoat 17/35; Twy J. G
11. Terminal Ramp subdrains N

**2011-2014 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Lincoln Airport Authority
DIVISION: Lincoln Municipal Airport

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								TOTAL FOR FOUR YEARS	COSTS BEYOND PROGRAM	COMP PLAN CONFORM	
				PRIORITY PROJECTS											
				2010-11	FS	2011-12	FS	2012-13	FS	2013-14	FS				
1	Terminal Ramp subdrains S			1,662.5	AIP 87.5 LAA										GCP
			TOTAL	1,750.0		0.0		0.0		0.0		1,750.0	0		
2	Taxiway lights/Signs			1,900.0	AIP 100.0 LAA										GCP
			TOTAL	2,000.0				0.0		0.0		2,000.0	0		
3	Sweeper			475.0	AIP 25.0 LAA										GCP
			TOTAL	500.0		0.0				0.0		500.0	0		
4	Construct Southwest service road					798.0	AIP 42.0 LAA								GCP
			TOTAL	0.0		840.0		0.0				840.0	0		
5	Construct Southeast service road					332.5	AIP 17.5 LAA								GCP
			TOTAL	0.0		350.0		0.0		0.0		350.0	0		
6	Construct ARFF access road					688.8	AIP 36.3 LAA								GCP
			TOTAL	0.0		725.0		0.0		0.0		725.0	0		
7	Rwy 18/36 Keel repairs							665.0	AIP 35.0 LAA						GCP
			TOTAL	0.0		0.0		700.0		0.0		700.0	0		
8	Rwy 18/36 Option 4C							3,752.5	AIP 197.5 LAA						GCP
			TOTAL	0.0		0.0		3,950.0		0.0		3,950.0	0		

**2011-2014 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Lincoln Airport Authority
DIVISION: Lincoln Municipal Airport

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								TOTAL FOR FOUR YEARS	COSTS BEYOND PROGRAM	COMP PLAN CONFORM
		PRIORITY PROJECTS										
		2010-11	FS	2011-12	FS	2012-13	FS	2013-14	FS			
9	Sealcoat 14/32; Twy A.K							317.5 AIP 32.5 LAA			GCP	
	TOTAL	0.0		0.0		0.0		350.0	350.0	0		
10	Sealcoat 17/35; Twy J. G							617.5 AIP 32.5 LAA			GCP	
	TOTAL	0.0		0.0		0.0		650.0	650.0	0		
11	Terminal Ramp subdrains							1,187.5 AIP 62.5 LAA			GCP	
	TOTAL	0.0		0.0		0.0		1,250.0	1,250.0	0		
Program Summary												
FAA FUNDING												
AIP (Airport Improvement Program)												
		4,037.5		1,819.3		4,417.5		2,122.5				
	SUB-TOTAL FEDERAL FUNDING:	4,037.5		1,819.3		4,417.5		2,122.5	12,396.8	0		
STATE FUNDING:												
NDA (NE Dept. of Aeronautics)												
		0.0		0.0		0.0		0.0				
	SUB-TOTAL STATE FUNDING:	0.0		0.0		0.0		0.0	0.0	0		
LOCAL FUNDING:												
LAA (Lincoln Airport Authority)												
		212.5		95.8		232.5		127.5				
	SUB-TOTAL LOCAL FUNDING:	212.5		95.8		232.5		127.5	668.3	0		
	FUNDING TOTALS:	4,250.0		1,915.0		4,650.0		2,250.0	13,065.0			

Status of Previous Years Projects

Completed or Under Construction in FY 2009-10

- Airfield Drainage
- Security Projects
- Terminal Ramp Lights
- Relocate Rwy 35 Threshold, Add/Remove Taxiway A, Hold Apron, Service Road Relocation
- Taxiway C

f Federal Transit Administration:
Section 5310, 5316 & 5317 Projects

Project List – FY 2011-2014

Agency: FTA Program Funding for FY 2011-2014

Section 5310 Projects

None programmed

Section 5316 Projects

None programmed

Section 5317 Projects

None programmed

Status of Previous Years Projects

Projects Approved and Funding Obligated in FY 2009-2010

Section 5310 Projects

Tabitha Foundation - Purchase one (1) small bus seating 12 ambulatory and 2 wheelchair positions

Lincoln Madonna Foundation - Purchase one (2) small bus' seating 12 ambulatory and 2 wheelchair positions

Section 5316 Projects

Lincoln Literacy Council - Transportation Support for New Americans Preparing for Workforce Entry

StarTran/City of Lincoln - Moved into FY 2007-08 - Subsidize StarTran Bus Route

Center for People in Need - Driver Voucher Program

Lincoln MPO - Job Access & Reverse Commute Planning and Project Administration

Section 5317 Projects

Senior Foundation - Lincoln Seniors Transportation Program (LSTP)

League of Human Dignity, Inc. - Extended Hours Service Transportation Program (EHS)

Lincoln MPO - New Freedom Program Planning and Project Administration

Dropped from Program

Senior Foundation - Purchase one 14-passenger mini bus

g Ped, Bike & Trails

Project List – FY 2011-2014

Agency: City of Lincoln, Lower Platte South NRD & University of Nebraska Lincoln

Division: Ped, Bike & Trails

(Projects are pending federal funding assistance from Federal Transportation Enhancement Funds or the Recreational Trails Program (RTP))

City of Lincoln: Parks & Recreation Department

- **Billy Wolff Trail Renovation**
South 56th to 58th Street, adjacent to Van Dorn Street (600 feet)
10' Concrete Trail Surface

Lower Platte South Natural Resource District

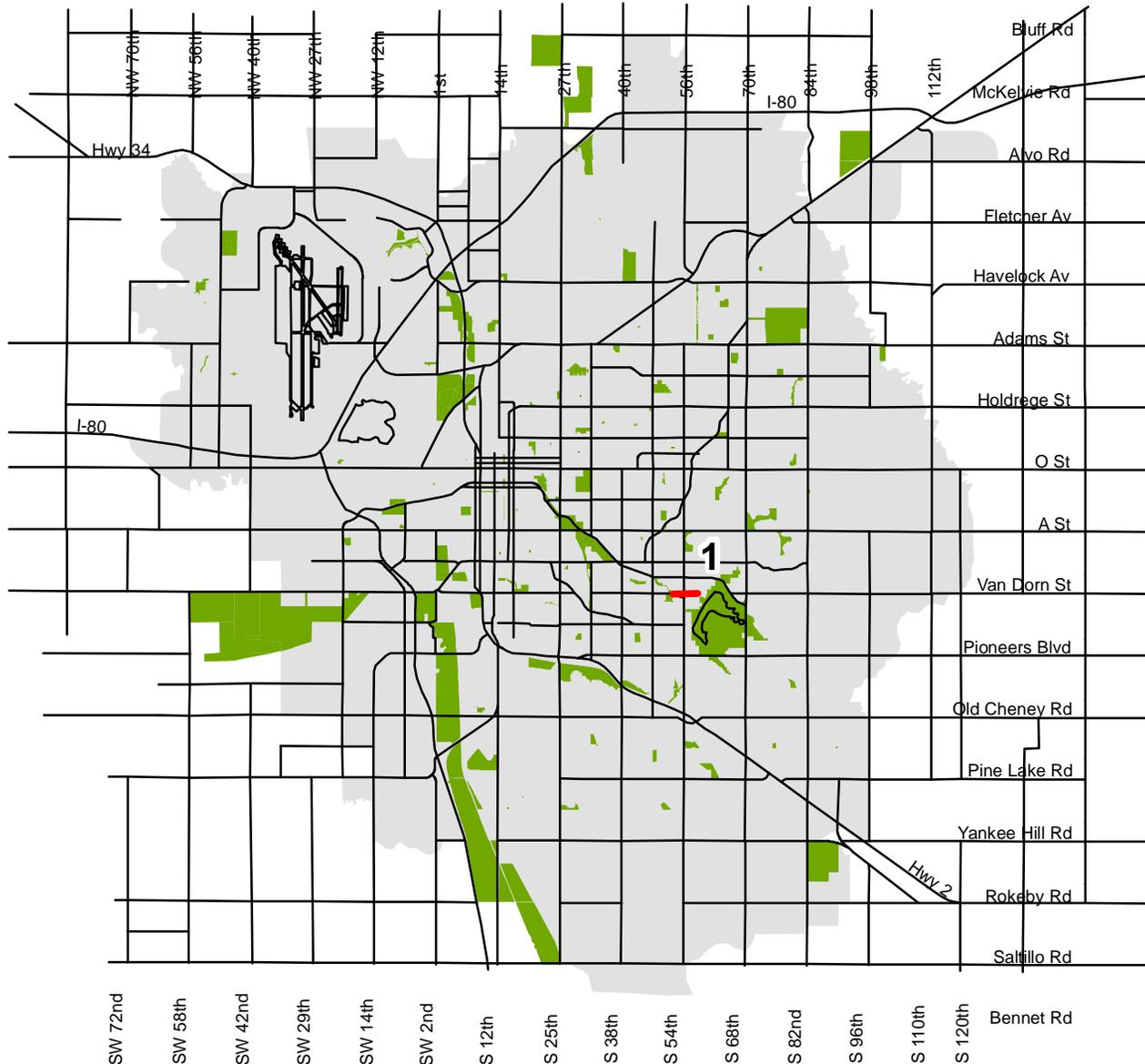
- No Projects

University of Nebraska Lincoln

- No Projects

**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

**Ped, Bike and Trails
FY 2011 - 2014**



- Trails
- Existing Parks



Lincoln's Future Service Limit Shown as Grey



**Consult the detailed project descriptions
and funding summary for further information.**

**2011-2014 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Ped, Bike & Trails
DIVISION: City of Lincoln

PROJ NO (Map)	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION) Control Number Project Number Work Phase	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										TOTAL FOR FOUR YEARS	COSTS BEYOND PROGRAM	COMP PLAN CONFORM	
		PRIORITY PROJECTS								TOTAL FOR FOUR YEARS	COSTS BEYOND PROGRAM				COMP PLAN CONFORM
		2010-11	FS	2011-12	FS	2012-13	FS	2013-14	FS						
City of Lincoln Parks & Recreation Department															
1	Billy Wolff Trail Renovation South 56th to 58th Street, adjacent to Van Dorn Street Concrete Surface 600 feet RTP 2010(007)	PE	4.3	RTP										ICWP	
		PE	1.1	OF											
		Construction	45.4	RTP											
		Construction	11.3	OF											
		TOTAL	62.1		0.0		0.0		0.0		0.0		62.1		0
FUNDING SUMMARY: CITY OF LINCOLN PARKS DEPARTMENT															
FEDERAL FUNDING:															
	RTP (Recreational Trails Program)		49.7		0.0		0.0		0.0						
	PB (STPB - Sub-Allocation, Transportation Enhancement)		0.0		0.0		0.0		0.0						
	SR (STP - Safe Routes to School) - PENDING		0.0		0.0		0.0		0.0						
	SUB-TOTAL FEDERAL FUNDING:		49.7		0.0		0.0		0.0		49.7	0			
STATE FUNDING:															
	None Programmed		0.0		0.0		0.0		0.0						
	SUB-TOTAL STATE FUNDING:		0.0		0.0		0.0		0.0		0.0	0			
LOCAL FUNDING:															
	IF (Impact Fees)		0.0		0.0		0.0		0.0						
	GR (General Revenue)		0.0		0.0		0.0		0.0						
	KF (Keno Funds)		0.0		0.0		0.0		0.0						
	OF (Other Funds)		12.4		0.0		0.0		0.0						
	SUB-TOTAL LOCAL FUNDING:		12.4		0.0		0.0		0.0		12.4	0			
	FUNDING TOTALS:		62.1		0.0		0.0		0.0						

**2011-2014 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Ped, Bike & Trails
DIVISION: City of Lincoln

PROJ NO (Map)	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION) Control Number Project Number Work Phase	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										TOTAL FOR FOUR YEARS	COSTS BEYOND PROGRAM	COMP PLAN CONFORM
		PRIORITY PROJECTS												
		2010-11	FS	2011-12	FS	2012-13	FS	2013-14	FS					
FUNDING SUMMARY: PED, BIKE & TRAILS PROGRAMS														
FEDERAL FUNDING:														
	RTP (Recreational Trails Program)	49.7		0.0		0.0		0.0		0.0				
	PB (STPB - Sub-Allocation, Transportation Enhancement)	0.0		0.0		0.0		0.0		0.0				
	SR (STP - Safe Routes to School) - PENDING	0.0		0.0		0.0		0.0		0.0				
	SUB-TOTAL FEDERAL FUNDING:	49.7		0.0		0.0		0.0		0.0		49.7	0	
STATE FUNDING:														
	None Programmed	0.0		0.0		0.0		0.0		0.0				
	SUB-TOTAL STATE FUNDING:	0.0		0.0		0.0		0.0		0.0		0.0	0	
LOCAL FUNDING:														
	IF (Impact Fees)	0.0		0.0		0.0		0.0		0.0				
	GR (General Revenue)	0.0		0.0		0.0		0.0		0.0				
	KF (Keno Funds)	0.0		0.0		0.0		0.0		0.0				
	RT (Railroad Transportation Safety District)	0.0		0.0		0.0		0.0		0.0				
	PR (Private Contributions)	0.0		0.0		0.0		0.0		0.0				
	OF (Other Funds - ALL)	12.4		0.0		0.0		0.0		0.0				
	SUB-TOTAL LOCAL FUNDING:	12.4		0.0		0.0		0.0		0.0		12.4	0	
	PROGRAM FUNDING TOTALS:	62.1		0.0		0.0		0.0		0.0		62.1	0.0	

Status of Previous Years Projects

Completed or Under Contract in FY 2009-10

City of Lincoln

- Cavett Elementary to Grainger Trail Connector
Tierra-Williamsburg connection at 37th & San Mateo to connect Cavett Elementary,
36th & San Mateo south to Yankee Hill Road,
10' Concrete Trail, 0.5 Miles
- Boosalis Trail - Replace asphalt with 10' concrete
17th to 20th Street (PB)

Lower Platte South Natural Resource District

- Antelope Valley Randolph Street Pedestrian Bridge
Near S. 25 & Antelope Creek
- Motocross Facility - Abbott Sports Complex

University of Nebraska Lincoln

- UNL East Campus – Huntington/Leighton, 33rd to 48th, 10' Trail

Dropped from Program

University of Nebraska Lincoln

- UNL East Campus – Huntington/Leighton, Trail Bridge west of 48th

h Other Transportation Projects

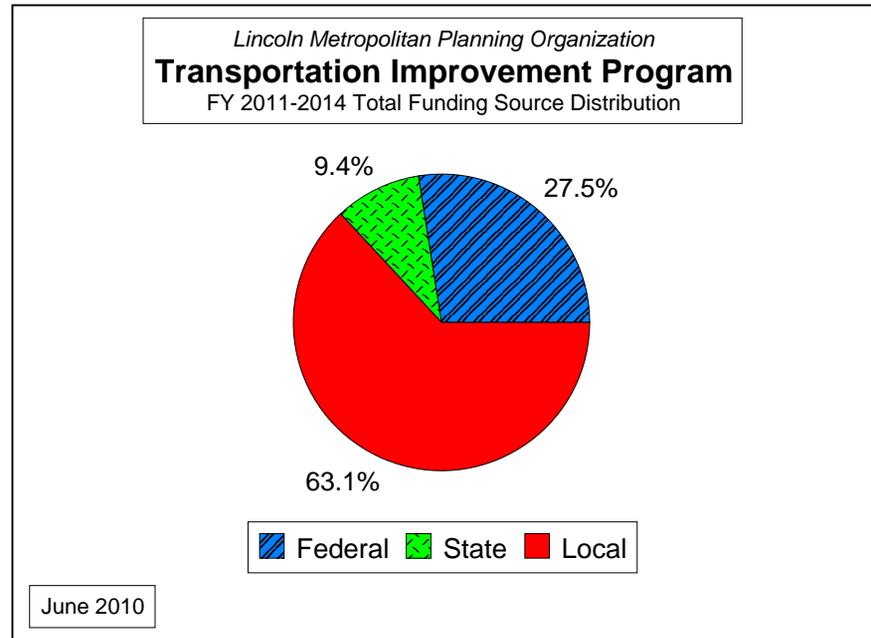
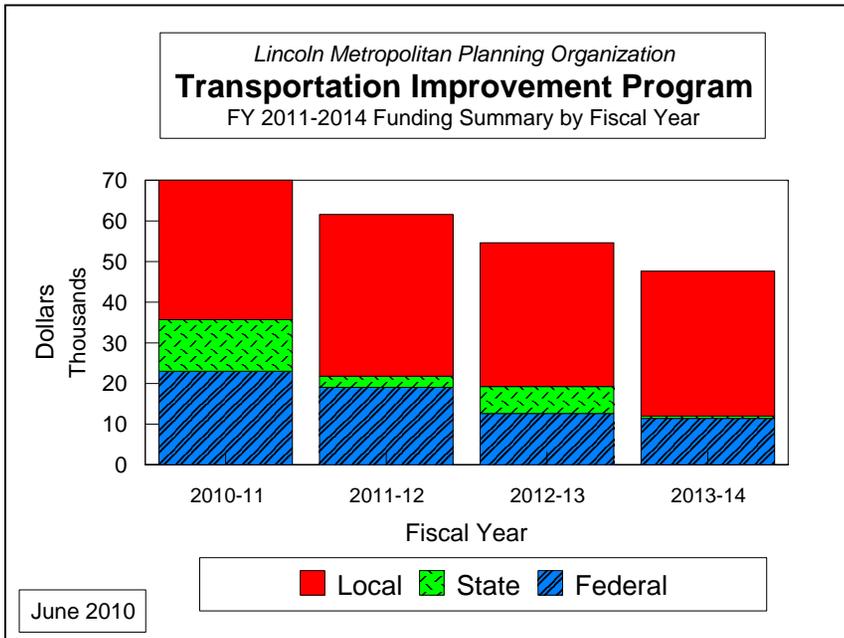
Project List – FY 2011-2014

Agency: Railroad Transportation Safety District

Note: Railroad Transportation Safety District does not identify any projects where it is the primary and therefore no project is listed under the **Railroad Transportation Safety District**. Projects receiving partial RTSD funding are identified under **Lancaster County** or **City of Lincoln: Public Works** or **Other Transportation Projects** sections.

i Funding Summary

2011-2014 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM



2011-2014 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA

TRANSPORTATION IMPROVEMENT PROGRAM

SUMMARY OF PROGRAM EXPENDITURES

	AGENCY	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)						COMP PLAN CONFORM
		FISCAL YEARS				Total for Four Years	Costs Beyond Program	
		2010-11	2011-12	2012-13	2013-14			
A	State of Nebraska	FEDERAL	4,517.0	5,396.0	0.0	0.0	9,913.0	1,736.0
		STATE	7,861.0	1,363.0	6,253.0	240.0	15,717.0	
		LOCAL	0.0	0.0	0.0	60.0	60.0	
		SUB-TOTAL	12,378.0	6,759.0	6,253.0	300.0	25,690.0	
B	Lancaster County	FEDERAL	1,364.2	4,074.7	784.1	1,846.0	8,069.0	0.0
		STATE	2,543.1	90.5	44.3	57.4	2,735.3	
		LOCAL	20,727.7	18,576.6	18,026.3	19,019.1	76,349.7	
		SUB-TOTAL	24,635.0	22,741.8	18,854.7	20,922.5	87,154.0	
C	Public Works/Streets and Highways	FEDERAL	9,102.2	4,383.0	3,600.0	3,600.0	20,685.2	191,000.0
		STATE	2,000.0	1,000.0	0.0	0.0	3,000.0	
		LOCAL	12,560.1	13,561.4	9,243.9	8,351.5	43,716.9	
		SUB-TOTAL	23,662.3	18,944.4	12,843.9	11,951.5	67,402.1	
D	StarTran Systems	FEDERAL	3,935.0	3,392.0	3,845.0	3,841.0	15,013.0	35,492.5
		STATE	300.0	300.0	300.0	300.0	1,200.0	
		LOCAL	7,241.5	7,550.5	7,882.5	8,081.5	30,756.0	
		SUB-TOTAL	11,476.5	11,242.5	12,027.5	12,222.5	46,969.0	
E	Lincoln Airport Authority	FEDERAL	4,037.5	1,819.3	4,417.5	2,122.5	12,396.8	0.0
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	212.5	95.8	232.5	127.5	668.3	
		SUB-TOTAL	4,250.0	1,915.0	4,650.0	2,250.0	13,065.0	
F	Section 5310, 5316, 5317 Project	FEDERAL	0.0	0.0	0.0	0.0	0.0	0.0
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	0.0	0.0	0.0	0.0	0.0	
		SUB-TOTAL	0.0	0.0	0.0	0.0	0.0	
G	Ped, Bikes & Trails	FEDERAL	49.7	0.0	0.0	0.0	49.7	0.0
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	12.4	0.0	0.0	0.0	12.4	
		SUB-TOTAL	62.1	0.0	0.0	0.0	62.1	
	PROGRAM TOTAL	FEDERAL	23,005.6	19,065.0	12,646.6	11,409.5	66,126.7	0.0
		STATE	12,704.1	2,753.5	6,597.3	597.4	22,652.3	
		LOCAL	40,754.2	39,784.3	35,385.2	35,639.6	151,563.3	
		SUB-TOTAL	76,463.9	61,602.7	54,629.1	47,646.5	240,342.2	
PROGRAM TOTAL		76,463.9	61,602.7	54,629.1	47,646.5	240,342.2	228,228.5	

j Comments

MEETING RECORD

NAME OF GROUP: PLANNING COMMISSION

DATE, TIME AND PLACE OF MEETING: Wednesday, May 12, 2010, 1:00 p.m., City Council Chambers, First Floor, County-City Building, 555 S. 10th Street, Lincoln, Nebraska

MEMBERS IN ATTENDANCE: Leirion Gaylor Baird, Michael Cornelius, Dick Esseks, Wendy Francis, Roger Larson, Jeanelle Lust, Jim Partington, Lynn Sunderman and Tommy Taylor; Marvin Krout, Nicole Fleck-Tooze, David Cary, Michael Brienzo, and Jean Preister of the Planning Department; media and other interested citizens.

STATED PURPOSE OF MEETING: Special Public Hearing
Planning Commission Review Edition of the FY2010-11 thru 2015/16 Capital Improvements Program (CIP) and the FY2011-2014 Transportation Improvement Program

Chair Lynn Sunderman called the meeting to order and announced that the Open Meetings Act is posted in the back of the room.

This is a special public hearing on the City's six-year Capital Improvements Program and FY2011-2014 Transportation Improvement Program for the Lincoln Metropolitan Area (MPO) .

**THE PLANNING COMMISSION REVIEW EDITION
OF THE CITY OF LINCOLN
DRAFT SIX YEAR CAPITAL IMPROVEMENTS PROGRAM (CIP)
FOR FY 2010/11 - 2015/16.**

PUBLIC HEARING BEFORE PLANNING COMMISSION: May 12, 2010

Members present: Larson, Esseks, Partington, Cornelius, Taylor, Francis, Gaylor Baird, Lust and Sunderman.

Ex parte communications: None.

Staff presentation: **David Cary of Planning staff** gave a presentation and overview of the CIP. The CIP provides a multi-year list of proposed major capital expenditures for the city and is one of the most important responsibilities of municipal government. The city constantly looks ahead at how to improve major items such as roads, utilities, police, fire parks, libraries and other community buildings. "Capital improvements" consist of the acquisition of real property; the acquisition, construction, reconstruction, improvement,

extension, equipping, or furnishing of any physical improvement, but not routine maintenance work thereon; and equipment with a probable useful life of fifteen or more years. The CIP is not intended to be an all inclusive inventory of the capital needs for the upcoming six years. The City Charter assigns responsibility for assembling the CIP to the City Planning Department.

This process involves coordinating the assessment of the city's capital needs. Each City department projects their capital needs and creates an improvement program for the six year period. The individual requests are assembled by the Planning Department, which then becomes the CIP. Each project is evaluated for conformity with the Comprehensive Plan along with recent funding projections and revenue calculations. The CIP is updated annually. The Mayor's Capital Improvements Advisory Committee guides the development of the document. In accordance with the City Charter, the CIP is reviewed for conformity with the Comprehensive Plan by the Planning Commission. The Planning Commission makes a recommendation as to conformance and that recommendation, along with public testimony and comments, is passed on to the Mayor and City Council for consideration in budget discussions. Year one becomes the capital budget for FY 2010-11, beginning 9/01/10.

The Clerk then proceeded to call the individual department CIP's for public hearing.

A. Building & Safety: David Cary of Planning staff advised that the Building & Safety Department is requesting funding for a Fire Prevention Garage. This garage would be used to house specialized equipment for the Bureau of Fire Prevention. Much of this equipment is sensitive to cold so minimal heating is needed. There is also a requirement for a secure evidence storage area. This project has been in previous CIP's and is found to be in general conformance with the Comprehensive Plan.

Esseks inquired whether this means the project has been postponed in the past. Cary responded that it has been in the out years in previous CIP's. This \$150,000 would be spent beginning September 1, 2010, if it remains in year one.

Gaylor Baird noted that this is the second most costly item in the number of projects that draw on the general fund revenues, and she wondered whether it is believed that this project deserves that sort of priority and dedication. Cary acknowledged that the source of funding can always be further considered and discussed. In this case, it is difficult for Building & Safety to have a large capital budget so the general fund is the revenue source. It will be discussed during the budget process.

There was no other public testimony.

B. Finance Department:

1. Communications/911 Center: David Cary of Planning staff advised that the proposed CIP for the Communications/911 Center includes three projects designed to enhance operations over the six-year period. These projects include a new Emergency Communication Center, upgraded radio system and a Communications Command Post to provide support in the field. The three projects are part of a proposed Public Safety Bond Issue planned to go before voters in FY 2011/12. This proposed CIP is found to be in general conformance with the Comprehensive Plan.

There was no other public testimony.

2. Pershing Auditorium: David Cary of Planning staff advised that Pershing Auditorium's proposed CIP includes funds for the continued minimal maintenance of the Auditorium over the six-year period. There has been much discussion about the new arena facility, and with yesterday's vote, we now have direction with the arena so the future of Pershing will be discussed in more detail. We need to keep in mind that it will still need to be maintained and operable for at least the next 5-6 years before the new facility is up and running. This funding is for that purpose. This project was found to be in general conformance with the Comprehensive Plan.

Public Testimony

Coby Mach appeared on behalf of **LIBA** in a neutral capacity. He pointed out that there are some things in this proposed CIP that need further consideration in light of the arena bond passing last night. He acknowledged that we do not want to see the building deteriorate, but there are some things such as curtains, for example, that perhaps could be postponed and those expenses saved. Also as an example, the folding chairs – perhaps the City Council should consider whether or not those chairs are something that could be used in the new arena or if we truly have to purchase them at this time. Mach expressed appreciation to the community for yesterday's vote.

C. Fire and Rescue: David Cary of Planning staff advised that the Fire and Rescue CIP includes five projects. These projects involve one new fire station; a relocated fire station; a replaced third station; an educational, training and fleet service campus to enhance operations; and a general use fire station modifications and repairs project. All projects are proposed to be part of a Public Safety Bond Issue planned to go before voters in FY 2011/12. All projects are found to be in general conformance with the Comprehensive Plan.

Esseks noted that there have been some real changes from the previous two CIP's in such important questions as the number of new stations and the location of new stations. In light of the provisions in the Comprehensive Plan under Public Safety, Esseks believes it important to have some discussion as to why these changes have occurred. Cary stated

that the changes are based on the Fire Department's determination of the best use of their capacity to fund certain projects. These projects are definitely being funded by a future bond issue requiring voter approval. There have been many discussion within the Fire Department on the best locations for fire stations and whether they should be replaced, based on fire response times. He is certain that their discussions have informed them on the changes in the proposed projects.

Esseks pointed out that two years ago, there was going to be a new Station 16 as well as Station 15. Here he sees only Station 15 and wants to know what happened to Station 16.

John Huff, Assistant Fire Chief, offered that the Fire Department is constantly monitoring response times, which is what drives everything they do. They are looking for opportunities to maximum utilization of existing personnel and resources and minimize capital outlay. It became apparent that if we relocated Station 10 on Adams Street to a location further north and east, we could improve the response time significantly. By relocating Station 10, they did not have to add Station 16. The Fire Department believes that a relocation is more cost effective than a new and additional facility. Station 15 would be the next to be built. The Fire Department continues to try to number them sequentially by priority. By relocating Station 10, the response times are improved and Station 15 becomes the location at Eiger Drive and Hwy 2.

Esseks inquired as to the last time the Fire Department was able to build a new station. Huff believes that would have been Station 14 in the Highlands in 1995. They have tried to maintain the existing facilities with some improvements throughout the operating budget, so they have not had any capital investment for quite a long time.

Gaylor Baird pointed out that these are urgent and important projects, especially new fire stations. She knows they are slated for 2011-12, but we need to be aware of the compromise in service that we all face until these stations are built. On a regular basis, the Planning Commission receives comments back from the Fire Department on projects that involve annexation on exterior parts of the city stating that, "There is a lack of fire facilities in the area that does not allow the Fire Department to provide timely emergency response that the community expects to receive". This is an urgent issue for our community.

Huff suggested that as we continue to reach further and further, we need to add facilities to continue to provide rapid response.

There was no other public testimony.

D. Lincoln City Libraries: **David Cary of Planning Staff** advised that the Lincoln City Libraries are proposing five projects in the six year CIP. The largest single project in the Department's proposed capital improvement program is the replacement of the Bennett Martin Library in FY 2014/15. This project is proposed for a combination of a general obligation (GO) bond and other financing, likely to include private fund raising. The

Bookmobile is planned to be replaced in 2010/11, new HVAC systems are proposed in both the Gere branch and the Anderson branch in 2010/11 and 2011/12 respectively, and the Bethany branch is slated for a roof replacement in 2012/13. These projects are found to be in full or general conformance with the Comprehensive Plan.

There was no other public testimony.

E. Lincoln Electric System (LES): David Cary of Planning staff advised the Lincoln Electric System's proposed \$272 million capital program embodies a substantial investment in electrical power supply and distribution for the community over the six-year period. Underground Distribution, with the majority going to new residential and commercial development, new transformers and meters, and power supply, including LES's investment in the Laramie River Station, account for the largest portions of the program. This year's LES program is significantly higher than last year's program with implementation of Smart Grid technology such as advanced metering infrastructure, new base load generation startup costs for a future plant, and environmental equipment at the Laramie River Station accounting for most of this increase. There is a question on the level of impact new and replaced transmission lines will have on the built environment based on whether or not they are installed above or below ground, and based on their exact locations. Other review boards staffed by the Planning Department will have an opportunity to review these projects and advise the community as needed. All projects are found to be in general conformance with the Comprehensive Plan.

Gaylor Baird asked Cary to speak to the issue of the built environment from a planning perspective. Cary stated that some of the locations are in an area of the city that is not easily redone as far as the electrical system is concerned – existing buildings, housing, infrastructure – unlike in a newly developed area that is very often buried power lines. The point being made in the staff report is how those projects in the built environment are going to be discussed with the community and planned out and implemented. The staff report points out that there are other review boards – Historic Preservation Commission, Nebraska Capitol Environs Commission – that will have opportunities to review some of the specific projects in the built environment.

Gaylor Baird inquired whether staff has a strong preference for burying as opposed to above ground. Cary would not say it is a strong preference, but staff wants to look at each project on a case-by-case basis and look at the impacts of above versus below ground.

There was no other public testimony.

F. Aging: David Cary of Planning staff noted that the Aging Partners department is within the Mayor's Office and is proposing one project in the six years of the CIP programming period. The capital program totals approximately \$3.8 million for the construction of a new Northeast ActiveAge Center, including planning work to develop a strategy to best serve the Lincoln community. The new facility is programmed for the third

and fourth year of the CIP. Funding for the program consists of City General Revenue funds, funding from Lancaster County, and Other Funding made up largely of private donations. No funds are requested in FY 2010/11. This project is found to be in general conformance with the Comprehensive Plan.

There was no other public testimony.

G. Police Department: **David Cary of Planning staff** advised that the proposed capital program for the Police Department involves five projects – relocation of the LPD K9 Training Facility; a study for a new assembly station in south Lincoln and construction of that facility; and a master plan for a new LPD Garage-Maintenance & Repair Facility and construction of that facility. The first project is shown in 2010/11 using Other Financing to relocate the existing K-9 facility. The Team Assembly Station, Phase I, II, & III, and the LPD Garage, Maintenance and Repair Facility are part of a proposed Public Safety Bond Issue planned to go before voters in FY 2011/12. All projects are found to be in general conformance with the Comprehensive Plan.

Lust inquired as to the specific source of the “other financing” for the canine unit. Cary believes that it is a grant that they have received. They have been waiting for that to materialize in order to determine the location.

There was no other public testimony.

H. Urban Development: **David Cary of Planning staff** advised that the Urban Development Department's proposed CIP includes twelve projects totaling over \$23 million over the six-year period. The funding for the program consists of Community Improvement Financing (or Tax Increment Financing), Community Development Block Grants, Revenue Bonds, City General Revenue funds, and Service Charges. This is the third year that Parking projects, which were formerly part of the Public Works and Utilities CIP, are part of Urban Development's CIP. Notable projects included in the Urban Development CIP are the Civic Plaza project at 13th and P Streets, the Centennial Mall reconstruction project, and a Streetscape design project for M and 11th Streets in Downtown Lincoln. The Urban Development CIP is found to be in full or general conformance with the Comprehensive Plan.

Esseks expressed an interest in the Havelock revitalization project. **David Landis, Director of Urban Development**, stated that the most active part of that is the facade program, which is the new piece. There is a surface parking lot that the City maintains; they have done some streetscape work already; but the piece that is now in progress is to link the merchants there with the other design palate for Havelock Avenue. We have told the merchants that there are some things we would like them to do for which Urban Development has grants available; secondly, there are other things that Urban Development wants to participate in with their participation in return, including the facade, awnings, updating signage, palate of design put together by Scott Sullivan, etc. There are

almost 20 businesses participating in one form or another. You can now see the beginning of that project and it will take a year or more, but when it is done it will be a very handsome improvement of the street face and creation of recurring design up and down the street that will be attractive for the neighborhood and the business district.

Gaylor Baird was curious about the N. 27th Redevelopment projects. Landis stated that this is one of the TIF districts in which they simply use the TIF proceeds on a year by year basis, so there was not a front-loading of resources, but the span of 15 years of the district itself. It generates now because of the growth over time of \$713,000 a year. Currently, we have four locations where we have reached out to property owners. It is required upon us to do an appraisal. We are not permitted to simply ask for a price. We have to start from a market based number. We have done four appraisals for locations and properties along that area and we have had conversations with three of those owners and he is encouraged on all three fronts and hopes to be able to do those transactions. The most logical is to demolish the structures. These are blighted structures, and even an empty green lot would be a better purpose for the land than the kinds of structures there currently. When they are demolished and zoned for business, it is possible that the market place comes back and says they will pay for the lot that is now vacant. Here are the mathematics of how this works – we pay for a blighted structure, we pay for the demolishing, we then have a much more commercially attractive opportunity to jump start private investment that is not taking place now to get investment there and on those sites. The money that we use is the money that we have from the TIF district up and down that realm. That money comes to us because of the growth in that area.

Gaylor Baird expressed interest in the Centennial Mall project and what that entails, which is found in both the Urban Development and Parks CIP's. Landis explained that the opportunities to do Centennial Mall came from Urban Development's own analysis of an existing TIF district that did not include the mall per se. But we understood that at the end of the 15 years we would have resources not planned for the area between this building and the State Capitol. We realized that we would have resources for extending the boundaries of the Centennial Mall. The City Council has altered the boundaries of that district so that the money collected can now be used for the Centennial Mall. The request to change the boundaries comes from Urban Development. It does away with the steps, which have been a safety hazard; it does away with the fountains that have been vandalized; it has added ornamental lighting; it has landscaping. The design has been done because of the Parks Department. Parks will be responsible for the transition to the private sector fund-raising.

Gaylor Baird believes there are a lot of really exciting projects included in the CIP, many of which support the Downtown Master Plan, such as the Civic Plaza, which has the possibility of transforming the Downtown community and creating space where people come together for recreation and cultural activities. The M Street corridor, which not only

has visual impact on Downtown, contributes to enhancing pedestrian access and eventually bicycle access Downtown and connects Antelope Valley to the Haymarket. Gaylor Baird is glad to see that these projects are rated in conformance.

Landis explained that the tool that will be used for both is actually the same tool used in Centennial Mall. The resources exist in the form of resources available in an existing TIF district, the boundaries of which, if modified, would make those resources available. This is true for Civic Plaza and the M Street Promenade. There are two parts to M Street – the promenade, which is a significant investment in pedestrian friendly usage of M Street linking Antelope Valley with the Haymarket. The second aspect is the “park block” aspect. Here the city has control of two of those 11 blocks that would be the easiest and most achievable opportunities to use that idea of a Master Plan. The money that you see identified exists, but it exists for a project on the other side of M Street without a plan to be used and would be accessible to do the design aspect of the promenade.

Esseks asked Landis to describe the boundaries of the area along N. 27th where progress is now being made. Landis believes it is from O Street north, perhaps stopping at Cornhusker Highway.

Lust noted that one of the projects slated to begin in 2010-11 is public parking garages in the Haymarket District. With the passage of the Arena bond, is this part of the step of spurring development in the area or do you expect any developer to want to build parking garages? Landis stated that it is meant to be a spur to development, but it is not meant to be the West Haymarket Arena area development. There are needs downtown for parking, whether we did the arena or not. Last year, we were allowed to include a parking structure in the CIP on 13th to 14th, P to Q, next to the Civic Plaza. We are working on about 600 stalls. This CIP project is a second garage in the Haymarket area. There are three locations being considered. This parking garage is meant very much to spur development. It won't be full, but parking can be a tool that is a magnet for development. There was no other public testimony.

I. City-County Health Department. The Health Department did not submit a CIP for this planning period.

J. Parks and Recreation: David Cary of Planning staff advised that the proposed capital improvements to the City's parks and recreation system are projected to cost over \$46 million over the six-year period. General obligation (GO) bonds, general revenue, revenue bonds, keno funds, transportation enhancement funds, impact fees, and the Parks & Rec repair/replacement fund account for the majority of funds programmed for the CIP. Funds from private sources are also being shown for a substantial portion of the six year improvement program. Athletic fees and tennis fees account for the balance. A general

obligation (GO) “Quality of Life Bond Issue” request amounting to \$19.9 million is requested for 2013/14 for various improvements to the Parks & Recreation system. All projects are found to be in full or general conformance with the Comprehensive Plan.

Esseks commented that he lives in the northeast and there is a park associated with Kahoa Elementary that needs to be rehabilitated. The children are getting splinters from the jungle gym there. Esseks inquired whether that park will be repaired at some point. Cary advised that there is a general program for neighborhood park facility repair and maintenance and replacement.

JJ Yost of Parks & Recreation acknowledged that there have been discussions about alternative uses or joint uses for that park facility, but there are no definite plans at this time. He agreed that there is a need for renovation of the playground and it is on a list of facilities identified for repair and replacement but this one is a little bit down on that list, approximately three or four years out for rehabilitation. There are 85 playgrounds in the system with an average life span of about 20 years, so we need to be doing about three or four playgrounds a year. Financially, we are not able to do that – we are only able to do one or two per year. Yost agreed to take a closer look at moving Kahoa up the list.

Gaylor Baird inquired whether there are places in the parks that have inadequate lighting for safety. Yost responded in the affirmative. The Parks Department gets requests quite frequently from neighbors or neighborhood associations wanting additional lighting in parks, primarily associated with playgrounds. By design, neighborhood parks typically do not have lighting within them. We only program lighting for community and regional parks that have more drive-in or programmed uses. However, there are some exceptions – there are parks that have lighting where there is a real need for safety. This year, the Lincoln Cares Program is funding solar lighting applications at a couple of parks with need for lighting by the playground. Yost pointed out that when you add lighting, you add operation costs and long term maintenance costs. Parks is looking at alternative sources and materials.

Gaylor Baird asked whether the Parks Department considers crime statistics. Yost stated that Parks does take advice from the Police Department on where lighting would be advisable for recreational areas.

Coby Mach, appeared on behalf of **LIBA**. He acknowledged that the Planning Commission’s purpose is to determine whether the projects are in conformance with the Comprehensive Plan, and that today, LIBA is not commenting on the proposals for Libraries or the new active age centers because they want to do more study. LIBA is also not commenting on the new fire stations because they have been invited to join the Fire Chief in some discussions and studies.

But, in relation to the Parks Department, LIBA recognizes that our parks, trails, bridges, and neighborhood amenities need to be maintained; however, LIBA questions the philosophy behind the Comprehensive Plan itself, which indicates that there should be one park for

every one square mile of residential property. Since the Comprehensive Plan is coming up for review later this summer, LIBA suggests that the community consider: 1) is a city park for every square mile a realistic venture that the City should continue to pursue; 2) can the taxpayers afford to continue to maintain those parks – in the last 15 years, the amount of park land has grown in Lincoln by 64%; and 3) would Lincoln be better off creating expansive, larger parks that are easier to maintain and require fewer personnel, thus reducing the expenditure but maintain a park system of which we can be proud? Mach agreed that what is before the Planning Commission today does comply with the Comprehensive Plan, but suggested that it is a good time to perhaps start reviewing the overall policy.

Larson inquired as to how much of the 64% increase in park land was donated land. Mach did not have that information, but the Urban Land Institute has done a comparison and found that in the average city, there are 19 acres of park land per 1,000 population. In Lincoln, we have 27 acres per 1,000 residents, but how much of that was donated, he did not know.

Esseks expressed interest in LIBA's proposal, but he believes it could have very serious implications, both good and bad. One of the selling points for Lincoln is that there is a lot of good park space. We need some evidence that we could go to a different ratio. Mach reiterated that LIBA is not making a proposal today – just presenting some “thought-starters” as we head into a study of the Comprehensive Plan. LIBA is happy to discuss all thoughts.

K. Public Works and Utilities: The Public Works and Utilities Department's capital program includes projects for seven divisions: (1) StarTran; (2) Streets and Highways; (3) Watershed Management; (4) Street Maintenance Operations; (5) Water; (6) Wastewater; and (7) Solid Waste Operations.

1. StarTran: David Cary of Planning staff explained that StarTran's six-year, \$12.5 million proposed capital improvement program is funded largely through Federal transportation money with \$10.4 million in funds, with the balance coming from City general revenue funds and special reserves. The largest single capital item is the accumulation of funds for replacement of 20 buses in 2015. No General Revenue funds are programmed in the first year of this year's CIP. All projects are found to be in full or general conformance with the Comprehensive Plan.

Sunderman inquired why the replacement of 15 buses in 2011 doesn't show any dollar amount. Cary explained that the funding for that was accounted for in previous budgets. StarTran is showing it in this CIP due to a timing issue in the actual purchasing of the buses for the purpose of showing as much information as desirable for the federal agencies.

There was no other public testimony.

2. Streets and Highways: David Cary of Planning staff advised that the Streets and Highways capital program proposed by Public Works & Utilities identifies a program totaling \$155.8 million over the six year programming period, a decrease from last year's CIP. These projects range from resurfacing projects to pedestrian facilities to system management programs to the construction of major new roadway facilities.

With the adoption of the 2030 Comprehensive Plan in November of 2006, a list and map of specific street projects were included as part of the Plan. The "Streets and Highways" CIP submittal has been closely coordinated with the 2030 Comprehensive Plan which was used in determining Comprehensive Plan conformity.

A variety of Federal, State and City revenues are utilized to fund the program, including Impact Fees that began 2003, City Wheel Tax revenues, and Federal transportation funds. The Public Works & Utilities Department anticipates decreasing Highway Allocation Funding (gas tax revenues) over the next six years that will ultimately reduce the City's ability to obtain future available Federal transportation funding.

The notable projects in the first year of the program include continuing the Antelope Valley roadway improvements, the Southwest 40th Viaduct, widening Old Cheney Road from 70th to 82nd Street, and arterial street projects within impact fee districts.

All projects are found to be in full or general conformance with the Comprehensive Plan.

Francis inquired whether the funds allocated for the East Beltway are for acquisition of land. **Thomas Shafer of Public Works** advised that those funds are being set aside for corridor protection – for negotiating the purchase of property. The East Beltway is a joint project with the County, thus \$500,000 a year to take advantage of opportunities that may come about. Francis suggested that this funding is reactionary as opposed to proactive. Shafer agreed that it would be used in response to some sort of building permit being filed. The right-of-way costs will be much more in excess of \$250,000/year for six years. Hopefully some day we will have the funds to finish the project and that right-of-way money will be there. The only property acquired so far is Tractor Supply – they had filed for corridor protection and left a piece open for building the interchange, and that is the only piece that Shafer is aware of that has been purchased.

Esseks noted that the CIP for sidewalk maintenance and repair is 50% less than it was last year. He wanted to know why there has been a decrease in priority given to sidewalk maintenance. Shafer indicated that it is due to lots of competing needs and very limited funds. This last winter was very hard on infrastructure in terms of streets. The lack of maintenance that we put towards arterials caught up with us this winter. We decided that we still needed to make sidewalks somewhat of a priority but that money needed to be shifted. It's a priority balancing act – do we put it on arterials or sidewalks? It's the balance that came about through working with the Mayor's Capital Improvements Advisory Committee.

Gaylor Baird inquired whether it is the lack of maintenance that caused so many potholes or the extreme weather and machines used to clear snow. Shafer stated that it is undoubtedly the lack of maintenance. Shafer then explained how a pothole forms, and the City has been unable to do crack sealing and overlays to keep moisture out. The City did 14.8 miles of arterial rehabilitation from 2005-09. There is a need to do 60 miles a year. "We reaped in what we sowed."

There was no other public testimony.

3. Watershed Management: David Cary of Planning staff explained that the proposed Watershed Management CIP contains approximately \$45 million in improvements over the six year period. The passage of three general obligation (GO) bond issues (in FY 2010/11, FY 2012/13, and FY2014/15) would constitute the bulk of the funding for these improvements. The remaining watershed management projects are proposed to be funded through State/Federal Funds and Other Financing. These projects include city subsidy to storm drainage construction in paving districts, preliminary planning efforts, miscellaneous storm sewer improvements, implementation of watershed master plan projects, water quality projects, stream rehabilitation, floodplain/floodprone engineering and projects, and the continued development of a Comprehensive Watershed Master Plan. All projects are found to be in full or general conformance with the Comprehensive Plan.

There was no other public testimony.

4. Street Maintenance Operations: David Cary of Planning staff explained that the Street Maintenance Operations' proposed CIP involves the replacement of the HVAC system and electrical lighting at the 3180 South Street facility and the 3200 Baldwin Ave. facility, the resealing of the roof at the 901 North 6th Street facilities, and a new salt storage shed at 3200 Baldwin Ave. All projects were found to be in general conformance with the Comprehensive Plan.

There was no other public testimony.

5. Water Supply and Distribution: David Cary of Planning staff stated that the proposed Lincoln Water System CIP contains approximately \$100 million in water supply, treatment, storage and distribution improvements over the six-year period. This is a higher total amount compared to last year's CIP. Included in this year's submittal are projects intended to enhance water services to the existing City, while others will serve developing areas of Lincoln. The CIP has been prepared based upon information and recommendations contained in the 2030 Comprehensive Plan and 2002 Lincoln Water System Facilities Master Plan. Funding sources for projects include community improvement financing (TIF), revenue bonds, utility revenues, and impact fees. This proposed CIP assumes a 5% per year increase in water utility rates. It should be noted that a comprehensive rate study of the City's utilities is underway and the findings of that study will be discussed later this year.

Continued in this year's program is more general programming of projects intended to serve growth in the community in years 2 through 6 of the program. Specific programming of funding for these projects will be identified as planning and need become more apparent in future years. At this time, \$18.5 million in impact fees and revenue bond funding has been programmed for a list of potential projects that total \$27.8 million in costs. Notable in the first year of the Water program is the limited amount of funding available for capital projects.

All proposed projects are found to be in general conformance with the Comprehensive Plan.

There was no other public testimony.

6. Wastewater: David Cary of Planning staff advised that the proposed Lincoln Wastewater CIP contains approximately \$66.8 million in projects, encompassing both the Theresa Street and Northeast Treatment Plants, construction of new sanitary sewer mains, and the selective replacement of existing mains over the six-year period. This amount is similar to last year's program, but is significantly lower than previous CIP programs. The CIP has been prepared based on information and recommendations contained in the 2030 Comprehensive Plan and the recently adopted Lincoln Wastewater Facilities Master Plan. Funding sources for projects include community improvement financing (TIF), revenue bonds, utility revenues, and impact fees. This proposed CIP assumes a 5% per year increase in wastewater utility rates. It should be noted that a comprehensive rate study of the City's utilities is underway and the findings of that study will be discussed later this year.

Continued in this year's program is more general programming of projects intended to serve growth in the community in years 3 through 6 of the program. Specific funding for projects will be identified as planning and need become more apparent in future years. At this time, \$5.1 million in impact fees, revenue bonds, and utility revenues have been programmed for a list of potential projects that total \$23.2 million in costs.

All projects are found to be in either full or general conformance with the Comprehensive Plan.

Esseks inquired about the possibility of a new treatment facility in the west or southwest. He sees no reference in the CIP. **Gary Brandt, Utilities Coordinator for Wastewater and Solid Waste**, stated that a new treatment facility is not foreseen in the Wastewater Facility Master Plan adopted as part of the Comprehensive Plan for a considerable number of years, based upon the growth in the city and the efforts that would need to be made in the plan for the sanitary sewer system to handle the peak flows in a different manner. That is not in the plan for a long time.

Larson inquired as to the progress with the northeast treatment facility that is moving

generally south and east. Brandt explained that will be completed within the plan period. They are currently in phase two of that trunk sewer extension from Fletcher to just south of the trail on the south side of the Lancaster County Event Center near Salt Creek. Phase three extends further south and phase four will end up at 98th and O Streets. Larson confirmed that in the six year plan it will reach 98th and O Streets. Brandt agreed. It is project #316 and #317.

There was no other public testimony.

7. Solid Waste Operations: David Cary of Planning staff advised that the proposed capital improvements for the Solid Waste Operations program include projects related to the Bluff Road Sanitary Landfill, the North 48th Street Landfill and Transfer Station, and the Solid Waste Management System. The CIP totals approximately \$27.7 million over the six-year period which is an increase from last year.

Notable projects include liner and leachate collection systems for new phases and final caps for older phases of the Bluff Road landfill, development of a landfill gas collection system, expansion of recycling facilities, park development for the N 48th Street landfill after closure, and a new access road paving project to serve the Bluff Road Landfill site. All projects are found to be in general conformance with the Comprehensive Plan.

Larson inquired whether we are getting any methane gas production out of the landfill. Gary Brandt stated that the landfill has generated methane every day from the day it started. We are not collecting the landfill gas and utilizing it at this time. We do have a project under design to collect the landfill gas and flare that gas initially. The further step is how to develop the utilization of that product. That collection system is anticipated to be constructed this summer and into the winter.

There was no further public testimony.

Partington believes it appears that Public Works and Utilities has made the necessary and appropriate compromises between new investment and maintenance of infrastructure, except in roads. That just seems to be such a big issue that no one can come to grips with. Cary agreed that roads is a very big issue. It is something that many different committees and the community have been talking about for many years. In this current CIP we have learned that we do have an issue with the decrease in funding sources and growing needs. It is something that needs to be addressed and it is being addressed as well as possible at this time. It needs to be addressed on the revenue side as well as prioritization of projects.

Esseks wondered whether it is so important that it may be time for a special task force. Cary stated that there have been many task forces in recent years with some good ideas. We do have good information.

This concluded the public hearing on the Capital Improvements Program.

**THE DRAFT FY2011-2014
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FOR THE LINCOLN AND LANCASTER COUNTY AREA
(LINCOLN MPO).
PUBLIC HEARING BEFORE PLANNING COMMISSION:**

May 12, 2010

Members present: Larson, Esseks, Partington, Cornelius, Taylor, Francis, Gaylor Baird, Lust and Sunderman.

Ex parte communications: None.

Staff presentation: **Mike Brienzo of Planning staff** appeared on behalf of the Lincoln Metropolitan Planning area (MPO), which is also the City of Lincoln. The Transportation Improvement Program (TIP) is a document that is assembled every year to coordinate with the development of several CIP's. It is a document that is required if a project is to be developed using federal funds, so any transportation projects that would like to pursue federal funding are placed in this program, which must be accepted by the Federal Highway Administration as a viable document. This Planning Commission hearing is a step in that process.

The TIP reflects projects that are gathered from the state, the county and the city and other coordinating agencies in the planning area for the MPO, which is the entire county. It is a four-year document with fiscally constrained projects.

Brienzo explained that there is a slight change from last year. The first four years of the TIP have always been adopted and the fifth and sixth years were for informational purposes. This year the program focuses on just four years. All of the projects in the TIP are available for funding and implementation. The TIP is an outgrowth of the transportation plan contained in the Comprehensive Plan.

The purpose of the Planning Commission review is a finding of conformity. The proposed program has been reviewed by the MPO Technical Advisory Committee and, on May 6, 2010, the proposed program was found to be in compliance with federal regulations and is an outgrowth of the transportation plan.

Upon recommendation of the Planning Commission, comments will be gathered and the program will be taken to the MPO policy board made up the Mayor, representatives of the City Council and County Board and a representative of the state. From that point it becomes an active document.

There was no further public testimony.

This concluded the public hearing on the TIP.

**THE PLANNING COMMISSION REVIEW EDITION
OF THE DRAFT SIX-YEAR CAPITAL IMPROVEMENTS PROGRAM (CIP).**

ACTION BY PLANNING COMMISSION:

May 12, 2010

Esseks moved to approve the staff recommendation for a finding of full or general conformance with the Comprehensive Plan, seconded by Francis.

Cornelius agreed with the concerns expressed by Esseks about the Public Works allocation of funds to sidewalk maintenance. The Comprehensive Plan calls for consistent maintenance and rehabilitation of sidewalks in our community. We are not decreasing the number of sidewalks we have by 50%. We have the same or greater amount of sidewalks. We are already running a backlog in maintenance, and a 50% cut does not reflect the Comprehensive Plan.

Cornelius moved to amend to find that the Project #0181 of the Public Works & Utilities CIP, Streets and Highways Division, for "Sidewalk Maintenance and Repair", is not in conformance with the Comprehensive Plan, seconded by Esseks.

Sunderman does not disagree that sidewalks are falling behind and the funding is necessary; but he disagrees to pull out one item. Street maintenance itself is way behind. He believes that many items could be pulled out of this entire package and micro manage the staff's efforts to balance the budget, but he is hesitant to go down that path.

Larson agreed with Sunderman. We should not micro manage and he will vote against the amendment.

Esseks believes that in order for the Planning Commission to have a real impact in representing the public, they should look not just at individual projects but also at prioritization. The sidewalks where he lives are in crummy shape and children are using them every day to and from school. We need to make a point here that "consistent maintenance of sidewalks" should be a high priority public purpose.

Lust stated that while she agrees that a 50% cut in sidewalk maintenance is not in the best interest of the city or in the goals we have set forth in the Comprehensive Plan, she believes that we have to recognize that what we are dealing with is a limited budget and

the gentleman that testified made it very clear that we are way behind on street maintenance and that all of the pothole problems are a result of lack of maintenance. She is concerned with calling out one item and saying that it is not in conformance because of the budget cut when there are other urgent needs that are not being funded adequately. The Planning Commission is not being asked to address concerns about the funding. We are just being asked whether a project is in conformance with the Comprehensive Plan.

Taylor commented that this has been a persistent problem and it is getting worse. It is a very major part of our infrastructure. This is a serious red flag that signals some serious problems with our infrastructure. This is a very precarious time, but he will not support the amendment. Perhaps the Commission should find some other way or avenue to approach this concern. We need to find a way to address this issue.

Partington commented that sometimes in the process, smaller projects like sidewalks can fall behind in terms of priority, and that is frustrating because in many cases they don't move them up. However, he does not believe it is the Planning Commission's role to solve that problem – it's more the role of the administration.

Gaylor Baird agrees that the Planning Commission focus is not the budget, but it is the role of the Planning Commission to comment on conformity with the Plan, and anyone would look at the sidewalk issue and say it is not in conformance. She will vote in favor of the amendment because it is the Planning Commission's job to highlight these concerns. While sidewalks seem small, they are sort of the skeleton of our community and they are really important for connectivity and the health of our community. They are a very visible, tangible project that citizens can wrap their arms around. A lot of the projects are things that the public will never see. From a public citizen perspective, sidewalks are a big deal and would be something that as a governmental entity we'll hear a lot of feedback upon if they are not in good shape. While there are balancing acts to be weighed in the funding decisions, she does not believe it is unwise to highlight this issue as a body that looks at conformance with the Comprehensive Plan.

Francis stated that she is inclined to vote against the amendment, but would hope that this discussion will be brought to the City Council to look at this issue in greater detail when considered in the budget.

Motion to amend to find Project #0181, "Sidewalk Maintenance and Repair," not in conformance with the Comprehensive Plan failed 4-5 (Esseks, Cornelius, Taylor, and Gaylor Baird voting 'yes'; Larson, Partington, Francis, Lust and Sunderman voting 'no').

Sunderman appreciates the discussion about sidewalks because it is a testing ground for what is happening on the entire budget – there is a balancing act. Maybe it is appropriate that we are going to be getting into the Comprehensive Plan review quickly and some of these things can be discussed. Sunderman extended appreciation to staff for their work on this CIP.

Main motion for finding of full or general conformance with the Comprehensive Plan carried 9-0: Larson, Esseks, Partington, Cornelius, Taylor, Francis, Gaylor Baird, Lust and Sunderman voting 'yes'.

**THE DRAFT FY2011-2014
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FOR THE LINCOLN AND LANCASTER COUNTY AREA
(LINCOLN MPO).**

ACTION BY PLANNING COMMISSION:

May 12, 2010

Lust moved to approve the staff recommendation for a finding of general conformance with the Comprehensive Plan, seconded by Francis and carried 9-0: Larson, Esseks, Partington, Cornelius, Taylor, Francis, Gaylor Baird, Lust and Sunderman voting 'yes'.

There being no further business, the meeting was adjourned at 2:35 p.m.

Note: These minutes will not be formally approved by the Planning Commission until their regular meeting on June 2, 2010.



Metropolitan Planning Organization
555 South 10th Street, Suite 213
Lincoln, NE 68508
402-441-7491
lincoln.ne.gov (keyword: mpo)