

**Fiscal Year 2012-2015
Transportation Improvement Program**

adopted by MPO Officials Committee

June 23, 2011



**Lincoln
Metropolitan Planning
Organization**

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

FY 2012-2015
Transportation Improvement Program

Lincoln/Lancaster County Nebraska

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Approval Dates

TECHNICAL COMMITTEE

May 19, 2011

PLANNING COMMISSION PUBLIC HEARING

May 25, 2011

OFFICIALS COMMITTEE

June 23, 2011

METROPOLITAN PLANNING ORGANIZATION

June 23, 2011

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."

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 2011-2012, 2012-2013, 2013-2014, and 2014-2015, 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 four years.* The financial and project tables included in this document cover FY's 2012-2015. 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 2011-2014 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 Action*.

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 2011-2012, 2012-2013, 2013-2014, and 2014-2015. 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 four 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's *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-six (26) of the thirty-six (36) road projects listed are targeted at the reconstruction for road widening, bridge rehab and replacement, or maintenance and operation on our existing systems. Nine (9) of these project involve bridge reconstruction or replacement. Ten (10) projects have a specific maintenance or safety focus. 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.

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.



Lincoln Metropolitan Planning Organization

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

JOINT NDOR-MPO CERTIFICATION STATEMENT ON THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

In accordance with 23 CFR Part 450.334 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, the Nebraska Department of Roads and Lincoln Metropolitan Planning Organization certify that the transportation planning process is addressing the major issues in the Metropolitan Planning Area and is being conducted in accordance with all applicable requirements of:

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

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

(2) Sections 174 and 176c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d)) and 40 CFR part 93, which requires the joint preparation of an implementation for non-attainment areas;

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

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

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

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

(5) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

The City of Lincoln-StarTran maintains the Disadvantaged Business Enterprise Program that was submitted to FTA in February, 2000 and continues to meet the requirements of the Department of Transportation regulations and the annual update requirements.

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

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

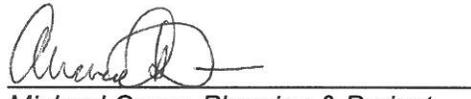
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

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

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

Lincoln Metropolitan Planning Organization

Nebraska Department of Roads

Mayor Beutler, Executive Officer

Michael Owen, Planning & Project Development
Engineer, Nebraska Department of Roads

6-23-2011

Date

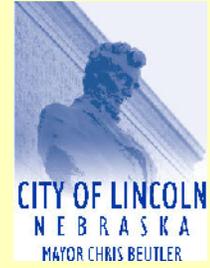
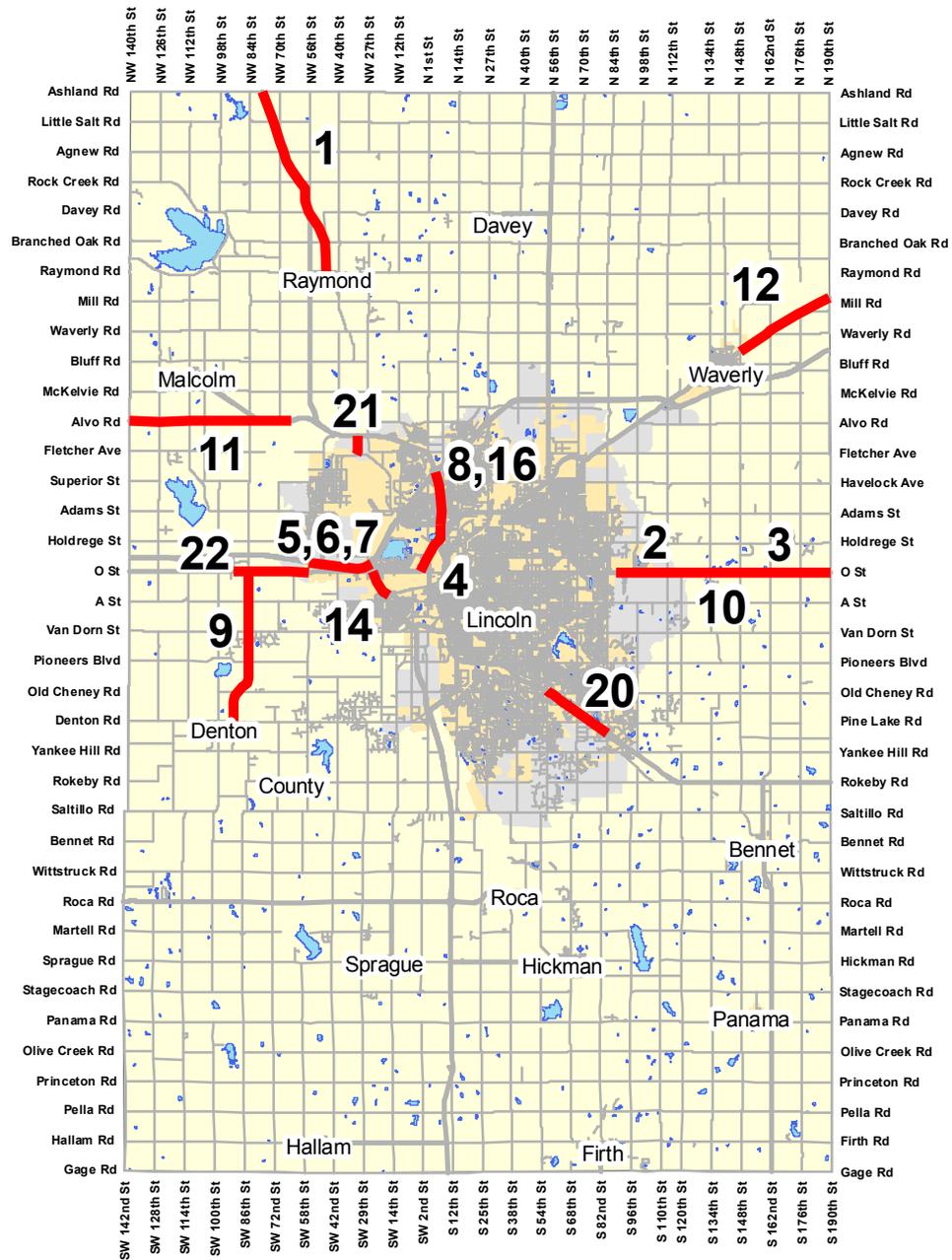
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Date

a State of Nebraska

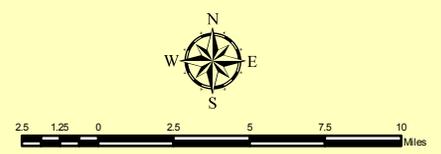
**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

**Nebraska Dept of Roads
FY 2012 - 2015**



ROAD IMPROVEMENT

FUTURE SERVICE LIMIT



Lincoln's Future Service Limit Shown as Grey

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

**2012-2015 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 PROJECT COSTS				
	(Control Number)	(Project Number)	(Work Phase)	PRIOR FISCAL YEARS	PRIORITY PROJECTS				COSTS BEYOND PROGRAM								
					FS	2011-12	FS	2012-13			FS	2013-14		FS	2014-15		
1	Nebraska Highway N-79 Agnew North & South 0.2 mi north of Raymond Spur (S-55J) north to Valparaiso Gr, str, asph conc surf and resurf 7.3 m rdwy and shld 10584A	8.5 Miles STPD-BR-79-2(108)	PE ROW Utilities Construction Construction Construction	305.0	NE	305.0	NE								610.0		
							264.0	NE			531.0	NE			264.0		
											832.0	BR	1,447.0			531.0	2,279.0
											1,447.0	NE	5,326.0			1,447.0	6,773.0
											5,326.0	STP				5,326.0	5,326.0
			TOTAL	305.0		305.0		264.0		0.0		8,136.0		6,773.0	15,783.0		
2	US-34 Lincoln East 84th Street east 5.2 mi 4-Lane Reconstruction 12139	5.2 Miles STPD-34-7(113)	PE ROW Utilities Construction Construction Construction			1,675.0	NE					6,090.0	NE		1,675.0		
														6,090.0			
															11,971.0		11,971.0
															24,672.0		24,672.0
															178.0		178.0
			TOTAL	0.0		1,675.0		0.0		0.0		6,090.0		42,811.0	50,576.0		
3	US-34 Eagle East & West 2.2 mi west of the Cass Co. line east to 0.5 mi east of N-63 4-Lane Reconstruction 12139A	6.7 Miles STPD-34-7(115)	PE ROW Utilities Construction Construction Construction			770.0	NE								770.0		
															238.0		
															5,751.0		5,751.0
															6,197.0		6,197.0
															24,789.0		24,789.0
			TOTAL	0.0		770.0		238.0		0.0		0.0		36,737.0	37,745.0		
4	US-6 West O Street - Cornhusker Hwy, Lincoln West O' Street to Cornhusker Hwy 4-Lane Urban Reconstruction 12265	2.0 Miles NH-6-6(154)	PE PE ROW Utilities Construction Construction			240.0	LN								240.0		
						1,089.0	NE								1,089.0		
												2,745.0	NE			2,745.0	
															470.0		470.0
															3,595.0		3,595.0
			TOTAL	0.0		1,329.0		0.0		2,745.0		0.0		18,448.0	22,522.0		
5	Interstate I-80 NW 56th - US-77 S. Interchange, Lincoln NW 56th Street to US-77 near Lincoln 6-Lane Reconstruction 12489	1.9 Miles IM-NH-80-9(862)	PE ROW Utilities Construction Construction Construction			669.0	NE								669.0		
															793.0		
															808.0		808.0
															18,377.0		18,377.0
															8,270.0		8,270.0
			TOTAL	0.0		669.0		793.0		0.0		0.0		31,437.0	32,899.0		

** Indicates Advanced Construction

**2012-2015 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 PROJECT COSTS		
	(Control Number)	(Project Number)	(Work Phase)	PRIOR FISCAL YEARS	PRIORITY PROJECTS									COSTS BEYOND PROGRAM	
					FS	2011-12	FS	2012-13	FS	2013-14	FS	2014-15			FS
6	Interstate I-80 NW 48th Street Bridges, Lincoln Bridges over L-55K near Lincoln 2 New Bridges 12490	0 Miles IM-NH-80-9(863)	PE Construction Construction Construction		45.0	NE	100.0	NE					2,994.0	145.0	
													1,347.0	2,994.0	
														648.0	1,347.0
				TOTAL	0.0		45.0		100.0		0.0		0.0		4,989.0
7	Interstate I-80 NW 56th St Bridge, Lincoln NW 56th Street over I-80 near Lincoln Bridge 12491	0 Miles IM-NH-80-9(864)	PE ROW Utilities Construction Construction Construction		90.0	NE	213.0	NE						90.0	
													63.0	213.0	
														666.0	63.0
														321.0	666.0
TOTAL	0.0		90.0		213.0		0.0		0.0		2,529.0	2,832.0			
8	Interstate I-180 Cornhusker Hwy - S Jct US-34, Lincoln from S jct US-34 (O' St) N 1.9 mi to 0.4 mi N Cornhusker in Lincoln Joint seal dual 2-lane rdwy with 10' shld 12809	1.9 Miles RD-180-9(1155)	PE Construction				1.0	NE	187.0	NE				1.0	
				TOTAL	0.0		0.0		188.0		0.0		0.0	188.0	
9	Nebraska Highway Spur-55A Denton Spur Denton Spur (S-55A) from US-6 to Denton Asph widen/resurf 24' rdwy to 28' w/4' earth shld, br 12967	5.1 Miles RD-S55A(1017)	PE Utilities Construction								70.0	NE		70.0	
				TOTAL	0.0		0.0		0.0		2,520.0		0.0	2,520.0	
10	US-34 Lincoln East from 0.3 mi east of 84th Street east to N-63 Conc repair, mill, resurf 24' rdwy w/10' shld, 8' surf, inters 12975	11.2 Miles STP-HSIP-34-6(141)	PE Construction (AC)** Construction Construction	13.0	NE	13.0	NE							26.0	
														5,055.0	
														1,307.0	
TOTAL	13.0		13.0		0.0		6,746.0		0.0		0.0	6,772.0			
11	US-34 Seward East from 0.5 mi west of Seward east to 0.7 mi west of N-79 Mill, resurf 24' rdwy w/10' shld, 8' surf, guardrail 12977	15.1 Miles RD-34-6(1036)	PE Construction							29.0	NE			29.0	
				TOTAL	0.0		0.0		0.0		1,993.0		0.0	1,993.0	

** Indicates Advanced Construction

**2012-2015 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)											
	(Control Number)	(Project Number)	(Work Phase)	PRIOR FISCAL YEARS	PRIORITY PROJECTS								COSTS BEYOND PROGRAM	TOTAL PROJECT COSTS		
					FS	2011-12	FS	2012-13	FS	2013-14	FS	2014-15			FS	
18	D1 - 3 Streaming Video Cameras Install 3 streaming video cameras Video Cameras at two locations on US-77 and one location on N-2 13151	0 Miles ITS-NH-ITSN(21)	Construction						70.0	NH						70.0
			Construction						17.0	NE						17.0
			TOTAL	0.0	0.0	87.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	87.0	
19	D1 - DMS Replacement Dynamic Messaging Sign(DMS) Replacement 2 overhead DMS replacements 13152	0 Miles ITS-IM-ITSN(22)	Construction						225.0	IM						225.0
			Construction						25.0	NE						25.0
			TOTAL	0.0	0.0	250.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	250.0	
20	Nebraska Highway N-2 N-2, 56th - 84th, Lincoln from 56th St east 2.6 mi to 84th St in Lincoln Mill and Resurface 13164	2.6 Miles NH-2-6(122)	Construction						212.0	NE						212.0
			Construction						848.0	NH						848.0
			TOTAL	0.0	1,060.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,060.0		
21	S-55C Lincoln Air Park Spur S-55C Lincoln Air Park Spur (S-55C) Mill and resurf 24'-rdwy with 10' shld, 8'-surf 13167	0.7 Miles RD-S55C(1018)	Construction						145.0	NE						145.0
			TOTAL	0.0	145.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	145.0		
			TOTAL	0.0	145.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	145.0		
22	US-6 Emerald - Lincoln from 0.5 mi east Emerald, east 1.6 mi to Lincoln Mill and resurf 24'-rdwy with 10' shld, 8'-surf 13169	1.6 Miles RD-6-6(1051)	Construction						320.0	NE						320.0
			TOTAL	0.0	320.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	320.0		
			TOTAL	0.0	320.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	320.0		

** Indicates Advanced Construction

**2012-2015 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)										
					PRIOR FISCAL YEARS	PRIORITY PROJECTS								COSTS BEYOND PROGRAM	TOTAL PROJECT COSTS
						FS	2011-12	FS	2012-13	FS	2013-14	FS	2014-15		
STATE OPERATIONS & MAINTENANCE FUNDING SOURCE SUMMARY															
Operations & Maintenance of the Federal Aid System in Lancaster County NE (State Revenue / Aids)						3,925.0	NE	4,710.0	NE	5,652.0	NE	6,782.4	NE		21,069.2
SUBTOTAL OPERATIONS & MAINTENANCE:					0.0	3,925.0		4,710.0		5,652.0		6,782.4		21,069.2	
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															
FUNDING SUMMARY: STATE OF NEBRASKA DEPARTMENT OF ROADS															
FEDERAL FUNDING:															
IM (Interstate Maintenance)					0.0	0.0		225.0		0.0		1,442.0		1,667.0	
NH (National Highway System)					0.0	987.0		70.0		0.0		0.0		1,057.0	
HS (HSIP - Highway Safety Improvement Program)					0.0	975.0		1,220.0		384.0		0.0		2,579.0	
BR (BR/BH - Bridge Program)					0.0	0.0		0.0		0.0		832.0		832.0	
SR (SR - Safe Routes to School)					0.0	0.0		0.0		0.0		0.0		0.0	
LC (LCLC - STP-Urbanized Areas > 200,000 (Lincoln))					0.0	0.0		0.0		0.0		0.0		0.0	
STP (STP-Flexible)					0.0	0.0		0.0		0.0		10,381.0		10,381.0	
DP (Federal Discretionary Funds)					0.0	0.0		0.0		0.0		0.0		0.0	
RZ (Railroad - Hwy Crossing - Hazardous Funds)					0.0	0.0		0.0		0.0		0.0		0.0	
SUB-TOTAL FEDERAL FUNDING:					0.0	1,962.0		1,515.0		384.0		12,655.0		16,516.0	
STATE FUNDING:															
NE (State Revenue / Aids)					318.0	9,361.0		9,496.0		17,000.0		12,475.4		48,650.2	
TM (State Train/Mile Tax)					0.0	0.0		0.0		0.0		0.0		0.0	
SUB-TOTAL STATE FUNDING:					318.0	9,361.0		9,496.0		17,000.0		12,475.4		48,650.2	
LOCAL FUNDING:															
LN (City of Lincoln)					0.0	356.0		152.0		62.0		0.0		570.0	
CO (Lancaster County)					0.0	0.0		0.0		0.0		0.0		0.0	
SUB-TOTAL LOCAL FUNDING:					0.0	356.0		152.0		62.0		0.0		143,724.0	
TOTAL:					318.0	11,679.0		11,163.0		17,446.0		25,130.4		209,460.2	

** Indicates Advanced Construction

**2012-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: State of Nebraska
DIVISION: Department of Roads

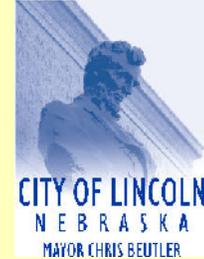
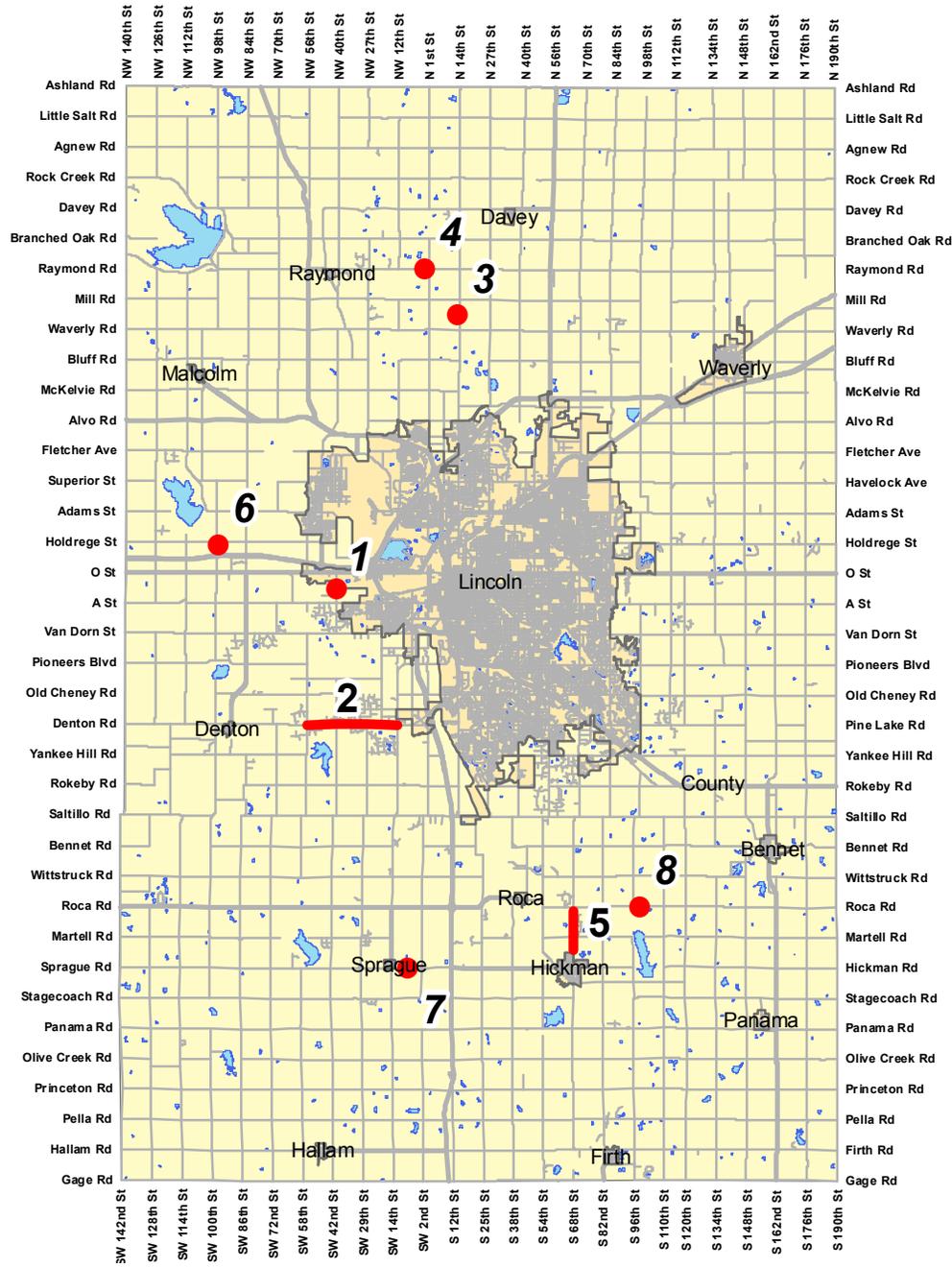
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)				PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								COSTS BEYOND PROGRAM	TOTAL PROJECT COSTS
	(Control Number)	(Project Number)	(Work Phase)	PRIOR FISCAL YEARS	PRIORITY PROJECTS									
					FS	2011-12	FS	2012-13	FS	2013-14	FS	2014-15		
Status of Previous Years Projects														
<u>Completed or Under Contract in FY 2010-11</u>														
	US-6	Milford East & West, Mill Resurf	C.N. 12976											
	US-77	Lincoln South, Resurf	C.N. 12893											
	I-80	14th St Bridge, Lincoln	C.N. 12482											
	I-80	98th Street Bridge Replacement	C.N. 12472											
	I-80	56th Street / Waverly Interchange Bridge	C.N. 12477											
	BNSF	Railroad Crossing Safety Project	C.N. 13121											
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** Indicates Advanced Construction

b Lancaster County

Lincoln Metropolitan Planning Organization Transportation Improvement Program

Lancaster County FY 2012 - 2015



- BRIDGE
- ROAD IMPROVEMENT
- FUTURE SERVICE LIMIT



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

**2012-2015 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)										TOTAL PROJECT COSTS	
	Control Number	Project Number	Work Phase	PRIOR FISCAL YEARS	PRIORITY PROJECTS					COSTS BEYOND PROGRAM	FS					
					FS	2011-12	FS	2012-13	FS			2013-14	FS	2014-15		FS
1	SW 40th Street - Lincoln West Bridge - L-218 Bridge, Grading, Culverts, Guardrail, etc. C.N. 12744	0.2 Miles STPN-BR-TMT-5267(1)	Construction Construction		606.7	BR										
					197.6	CO										
				TOTAL	0.0	804.3							0.0		804.3	
2	West Denton Road - Denton East SW 56th Street to SW 12th Street Reconstruct roadway C.N. 12541	3.3 Miles STPE-3305(9)	PE ROW Util Rel Construction Construction	25.7	CO											
				130.0	CO											
						50.0	CO									
						2,400.0	PE									
						600.0	CO									
				TOTAL	155.7	3,050.0							0.0		3,205.7	
3	North 14th Street - Raymond Southeast Bridge F - 88 Bridge, Grading, Paving, Culverts, Guardrail, etc. C.N. 12383	0.2 Miles BR-3405(5)	PE (AC)** PE ROW Util Rel Util Rel Construction Construction Construction		[28.5	BR-AC]										
					35.6	CO										
							12.0	CO								
													32.0	BR		
													8.0	CO		
													880.0	BR		
													55.0	NE		
				TOTAL	0.0	35.6	12.0	0.0	0.0				1,140.0		1,187.6	
4	West Raymond Road - Raymond East Bridge C - 91 Bridge, Grading, Paving, Culverts, Guardrail, etc. C.N.12402	0.2 Miles BR-3370(2)	PE (AC)** PE ROW Util Rel Util Rel Construction Construction Construction	[40.0	BR-AC]											
				50.0	CO											
							6.0	CO								
													32.0	BR		
													8.0	CO		
													880.0	BR		
													55.0	NE		
				TOTAL	50.0	0.0	6.0	0.0	0.0				1,140.0		1,196.0	

** Indicates Advanced Construction

**2012-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Lancaster County
DIVISION: County Engineering

PROJ NO (Map)	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION)				PRIOR FISCAL YEARS	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								TOTAL PROJECT COSTS			
	Control Number	Project Number	Work Phase			PRIORITY PROJECTS				COSTS BEYOND PROGRAM		FS					
						2011-12	FS	2012-13	FS	2013-14	FS		2014-15		FS		
5	South 68th Street - Hickman North Hickman Road to Roca Road Reconstruct Roadway C.N. 12859	1.3 Miles STPE-3265(9)	PE ROW Util Rel Construction Construction		12.0	CO											
							90.0	CO									
												50.0	CO				
												888.0	PE				
												222.0	CO				
					12.0		90.0		0.0		0.0		1,160.0		0.0		1,262.0
6	NW 98th Street-Malcolm Southeast Bridge M-127 Bridge, Grading, Culverts, Guardrail, etc. C.N. 12864	0.2 Miles BRO-7055(102)	PE PE Construction Construction Construction Util Rel Util Rel ROW														
							28.0	BR									
							7.0	CO									
							748.3	BR									
							46.8	NE									
							140.3	CO									
							48.0	BR									
							12.0	CO									
		12.0	CO														
					0.0		1,042.4		0.0		0.0		0.0		0.0		1,042.4
7	West Sprague Road-Sprague East Bridge T-108 Bridge, Grading, Paving, Culverts, Guardrail, etc. C.N. 12786	0.2 Miles BR-3280(4)	PE PE Construction Construction Construction Util Rel Util Rel ROW														
							17.3	BR									
							4.3	CO									
							690.5	BR									
							43.2	NE									
							129.5	CO									
							40.0	BR									
							10.0	CO									
		12.0	CO														
					0.0		946.8		0.0		0.0		0.0		0.0		946.8
8	Roca Road - Hickman Northeast Bridge S-179 Bridge, Grading, Paving, Culverts, Guardrail, etc. C.N. 12952	0.2 Miles RUR-3290(2)	PE PE ROW Util Rel Util Rel Construction Construction														
												40.0	STP				
												10.0	CO				
														10.0	CO		
															60.0	STP	
															15.0	CO	
										960.0	STP						
										240.0	CO						
					0.0		0.0		0.0		50.0		10.0		1,275.0		1,335.0

** Indicates Advanced Construction

**2012-2015 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)										TOTAL PROJECT COSTS
	Control Number	Project Number	Work Phase	PRIOR FISCAL YEARS	PRIORITY PROJECTS					COSTS BEYOND PROGRAM	FS				
					FS	2011-12	FS	2012-13	FS			2013-14	FS	2014-15	
COUNTY OPERATIONS & MAINTENANCE FUNDING SOURCE SUMMARY															
Operations & Maintenance of the County and Federal Aid System CO (Lancaster County)					16,422.8	CO	16,915.5	CO	17,422.9	CO	17,945.6	CO	18,484.0	CO	
SUBTOTAL FOR OPERATIONS & MAINTENANCE					16,422.8		16,915.5		17,422.9		17,945.6		18,484.0	0.0	87,190.9
<u>Program assumptions:</u> Program funds are estimates based upon a 3% rate per year for future years.															
FUNDING SUMMARY: LANCASTER COUNTY ENGINEERING															
FEDERAL FUNDING:															
BR (Bridge Replacement)					0.0		2,178.8		0.0		0.0		0.0		
RU (RUR - STP-Rural Areas)					0.0		0.0		0.0		0.0		0.0		
STP (STP - Sub-Allocation, State)					0.0		0.0		0.0		40.0		0.0		
PE (STP - Rural Areas)					0.0		2,400.0		0.0		0.0		888.0		
RX (RRX -Rail Highway Protective Devices)					0.0		0.0		0.0		0.0		0.0		
HS (HSIP - Highway Safety Improvement Program)					0.0		0.0		0.0		0.0		0.0		
SUB-TOTAL FEDERAL FUNDING:					0.0		4,578.8		0.0		40.0		888.0	0.0	5,506.8
STATE FUNDING:															
NE (State Revenue / Aids)					0.0		90.0		0.0		0.0		0.0		
SUB-TOTAL STATE FUNDING:					0.0		90.0		0.0		0.0		0.0	0.0	90.0
LOCAL FUNDING:															
CO (Lancaster County)					16,640.5		18,215.8		17,440.9		17,955.6		18,766.0		
RT (Railroad Trans. Safety District)					0.0		0.0		0.0		0.0		0.0		
LN (City of Lincoln)					0.0		0.0		0.0		0.0		0.0		
SUB-TOTAL LOCAL FUNDING:					16,640.5		18,215.8		17,440.9		17,955.6		18,766.0	0.0	89,018.9
TOTAL:					16,640.5		22,884.6		17,440.9		17,995.6		19,654.0	0.0	94,615.7

** Indicates Advanced Construction

**2012-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Lancaster County
DIVISION: County Engineering

PROJ NO (Map)	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION)				PRIOR FISCAL YEARS	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								TOTAL PROJECT COSTS
	Control Number	Project Number	Work Phase	FS		PRIORITY PROJECTS				COSTS BEYOND PROGRAM	FS			
						2011-12	FS	2012-13	FS			2013-14	FS	
	Status of Previous Years Projects													
	<u>Completed or Under Contract in FY 2010-11</u>													
	South 68th Street, R.R. Viaduct-46													
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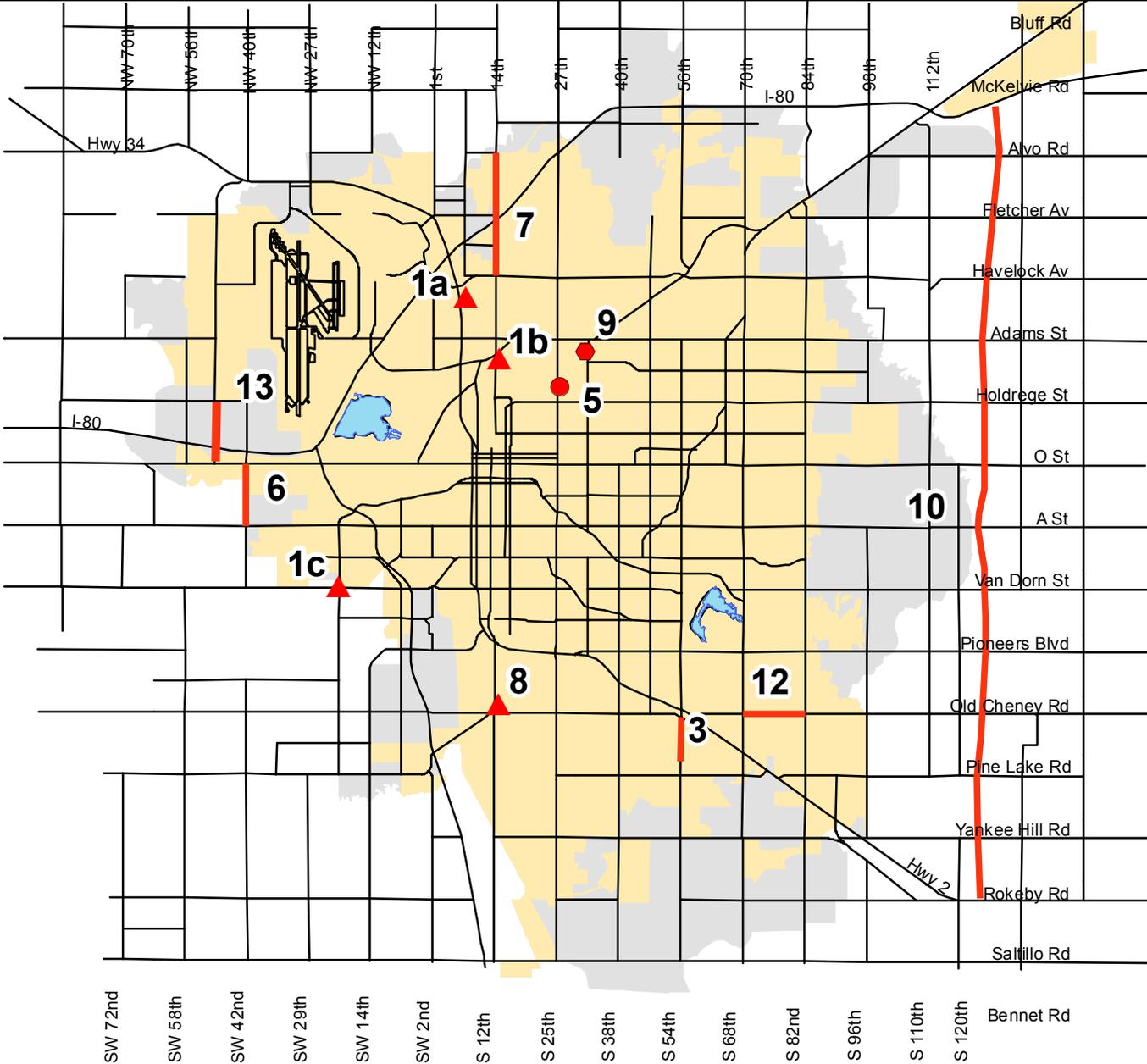
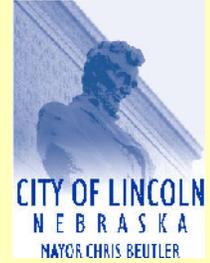
** Indicates Advanced Construction

C City of Lincoln: Public Works

**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

Streets and Highways

FY 2012 - 2015



— 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.

**2012-2015 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)										
					PRIOR FISCAL YEARS	PRIORITY PROJECTS								COSTS BEYOND PROGRAM	TOTAL PROJECT COSTS
						FS	2011-12	FS	2012-13	FS	2013-14	FS	2014-15		
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)				Construction	0.1									
	- 14th & Cornhusker (C.N. 12944)				Construction				400.0 LC						
	- Coddington & West Van Dorn (C.N. 13147)				Construction				100.0 WR						
				Construction		1,405.8 HS									
				Construction		156.2 SO									
				TOTAL	0.1	1,562.0		500.0		0.0		0.0		0.0	2,062.1
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.														
									2,937.5 LC		3,300.0 LC		3,300.0 LC		
									647.5 SO						
									87.5 WR		999.0 WR		825.0 WR		
				TOTAL	0.0	0.0		3,672.5		4,299.0		4,125.0		0.0	12,096.5
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														
					PE	60.0									
					PE	240.0									
					ROW				440.0 LC		120.0 LC				
					ROW				110.0 WC		30.0 WC				
					Utilities						120.0 LC				
					Utilities						30.0 WC				
					Construction						1,902.5 LC				
					Construction						2,922.5 WC				
				Construction						1,000.0 RT					
				CE						120.0 WC					
				CE						480.0 LC					
				TOTAL	300.0	550.0		6,725.0		0.0		0.0		0.0	7,575.0
4	Lincoln Arterial Rehab														
	The project includes approx. 8 miles of resurfacing on 14 city street segments. Resurfacing and minor base repair between the curbs on 9 streets and 5 streets with 1' of total widening, 2 of which have major base repair. Replacing sections of deteriorated concrete curb and gutter, curb ramps and sidewalk panels that do not meet ADA standards.														
					PE						75.0 SO				
					Design						75.0 SO				
					Construction						3,564.0 LC				
					Construction						925.0 SO				
				CE						120.0 SO					
				CE						480.0 LC					
				TOTAL	0.0	5,239.0		0.0		0.0		0.0		0.0	5,239.0

**2012-2015 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)										
					PRIOR FISCAL YEARS	PRIORITY PROJECTS								COSTS BEYOND PROGRAM	TOTAL PROJECT COSTS
						FS	2011-12	FS	2012-13	FS	2013-14	FS	2014-15		
FUNDING SUMMARY															
FEDERAL-AID FUNDS:															
LC (STP-Urbanized Areas > 200,000, Lincoln)						5,300.0		5,960.0		5,300.0		5,300.0			
HS (HSIP-Highway Safety Improvement Program)						1,405.8		0.0		0.0		0.0			
FA (Federal Aid)						0.0		0.0		0.0		0.0			
RRZ (Federal STP-Rail Safety Funds)						3,555.6		0.0		0.0		0.0			
SUB-TOTAL: FEDERAL-AID FUNDS						10,261.4		5,960.0		5,300.0		5,300.0	26,821.4		
STATE FUNDS:															
NE (State Funds)						0.0		0.0		0.0		0.0			
TM (State-Train Mile Tax)						444.4		0.0		0.0		0.0			
SUB-TOTAL: OTHER FUNDS						444.4		0.0		0.0		0.0	444.4		
LOCAL FUNDS:															
GR (City General Revenue)						3,433.9		3,536.9		3,643.0		3,752.3			
WR (City Residual Wheel Tax)						1,350.0		1,682.0		1,749.0		1,325.0			
WC (City Wheel Tax, New Construction)						11,629.1		3,612.5		250.0		250.0			
SO (Highway Allocations Funds)						1,675.2		647.5		0.0		0.0			
RT (Railroad Transportation Safety District)						5,500.0		2,000.0		1,000.0		3,500.0			
BNSF (Other - BNSF Railroad Funds)						444.4		0.0		0.0		0.0			
SUB-TOTAL: LOCAL FUNDS						24,032.6		11,478.9		6,642.0		8,827.3	50,980.9		
DIVISION TOTALS (ALL FUNDS)						44,303.9		34,738.4		17,438.9		11,942.0	14,127.3	312,000.0	434,550.6

**2012-2015 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)									
	(Control Number)	(Project Number)	(Work Phase)	PRIOR FISCAL YEARS	PRIORITY PROJECTS								COSTS BEYOND PROGRAM	TOTAL PROJECT COSTS
					FS	2011-12	FS	2012-13	FS	2013-14	FS	2014-15		
Status of Previous Years Projects														
<u>Completed or Under Contract in FY 2010-11</u>														
	Antelope Valley Phase 1 Project - "East Leg" of Big "X"	C.N. 11215G												
	Antelope Valley Phase 1 Project - N/S road "P" to Vine St	C.N. 12215B												
	Antelope Valley Phase 1 Project - N/S road, "K" to "Q" St.	C.N. 12215A												
	18th & Holdrege Street Bridge	na												
	Holdrege Street - 33rd Street to 47th Street	C.N. 13067												
	Adams Street - 57th Street to 62nd Street	C.N. 13068												
	N 70th Street - Aylesworth to Vine Street	C.N. 13081												
	Holdrege Street - 70th Street to 79th Street	C.N. 13082												
	A.V. Phase 1 - South Street Bridge	C.N. 12215K												
	Lincoln Arterial Street Microsurfacing	C.N. 13139												
	Lincoln Arterial Street Rehabilitation/Resurfacing	C.N. 13138												
	Lincoln Downtown Arterial Rehabilitation/Resurfacing	C.N. 13140												
<u>Delayed</u>														
6	SW 40th Viaduct	C.N. 12744												
12	Old Cheney Rd from 70th to 82nd Streets	na												
13	NW 48th Street - "O" Street to Holdrege Street Study	na												
<u>Moved out of Program</u>														
	Coddington Avenue - Van Dorn to West "A" Street	na												
Q:\MPO\TIP\2012 TIP\City\Streets_TIP_2012 rev.123														

d City of Lincoln: StarTran

**2012-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Public Works & Utilities
DIVISION: StarTran

PROJ NO (Map)	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION) PROJECT NUMBER	PRIOR FISCAL YEARS	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								TOTAL PROJECT COSTS											
			PRIORITY PROJECTS									COSTS BEYOND PROGRAM										
			FS	2011-12	FS	2012-13	FS	2013-14	FS	2014-15			FS									
1	<p>Since the public acquisition of the Lincoln City Lines in 1971, StarTran has been providing efficient, convenient and economical public transportation services. The services provided comply with the current 2030 Comprehensive Plan . Previous capital improvement programs have included equipment essential in StarTran Provision of services. The FY 2012-2017 TIP describes capital items which will afford the opportunity for continued improvement of StarTran services. Future years include continued replacement of StarTran transit vehicles and purchase of associated equipment/items.</p> <p>Purchase / Financing of Full Size Buses</p> <p>A phased purchase of full-size replacement transit buses is identified, as follows:</p> <table border="1"> <thead> <tr> <th>Buses Purchased</th> <th>Funding Accumulated</th> <th>Potential Replacemant</th> <th>Delivery</th> </tr> </thead> <tbody> <tr> <td>16</td> <td>FY 2011-12 through FY 2015-16</td> <td>16 - 2001 Gillig Buses</td> <td>FY 2015-16</td> </tr> <tr> <td>10</td> <td>FY 2014-15 through FY 2017-18</td> <td>10 - 2004 Gillig Buses</td> <td>FY 2017-18</td> </tr> </tbody> </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 Alternative 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. 16 Full Size Buses</p> <p>b. 10 Full Size Buses</p> <p>TOTAL</p>	Buses Purchased	Funding Accumulated	Potential Replacemant	Delivery	16	FY 2011-12 through FY 2015-16	16 - 2001 Gillig Buses	FY 2015-16	10	FY 2014-15 through FY 2017-18	10 - 2004 Gillig Buses	FY 2017-18									
		Buses Purchased	Funding Accumulated	Potential Replacemant	Delivery																	
		16	FY 2011-12 through FY 2015-16	16 - 2001 Gillig Buses	FY 2015-16																	
		10	FY 2014-15 through FY 2017-18	10 - 2004 Gillig Buses	FY 2017-18																	
		1,328.0	FA	823.4	FA	823.4	FA	823.4	FA	823.4	FA											
						48.6	GR	48.6	GR	48.6	GR											
		272.0	SR	168.6	SR	120.0	SR	120.0	SR	120.0	SR											
										332.0	FA	1,925.6										
										68.0	GR	154.4										
											SR	240.0										
		1,600.0		992.0		992.0		992.0		1,392.0												
										2,320.0												
										8,288.0												
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> <p>TOTAL</p>																					
						269.8	FA	269.8	FA	269.8	FA											
						55.2	GR	55.2	GR	55.2	GR											
		0.0		0.0		325.0		325.0		325.0												
										0.0												
										975.0												

**2012-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Public Works & Utilities
DIVISION: StarTran

PROJ NO (Map)	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION) PROJECT NUMBER	PRIOR FISCAL YEARS	FS	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								COSTS BEYOND PROGRAM	FS	TOTAL PROJECT COSTS
				PRIORITY PROJECTS										
				2011-12	FS	2012-13	FS	2013-14	FS	2014-15	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 . 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.													
				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	0.0		37.5		37.5		37.5		37.5		0.0	150.0	
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.													
				30.0	FA	30.0	FA	32.0	FA	32.0	FA			
				7.5	SR	7.5	GR	8.0	GR	8.0	GR			
	TOTAL	0.0		37.5		37.5		40.0		40.0		0.0	155.0	
5	Purchase of Supervisor Vehicle Funds are proposed in FY 2012-13, FY 2013-14 and FY 2014-15 to purchase three replacement supervisor vehicles, two supervisor vehicles and one vehicle used in ambulatory handivan service. The vehicles to be replaced are a 2008 Uplander, 2009 Equinox, and 2010 Equinox. Analyses are conducted evaluating the vehicle conditions and which will justify the need to replace the three 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.													
						20.0	FA	20.0	FA	20.0	FA			
						5.0	GR	5.0	GR	5.0	GR			
	TOTAL	0.0		0.0		25.0		25.0		25.0		0.0	75.0	
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.													
				16.0	FA			16.0	FA					
				4.0	SR			4.0	GR					
	TOTAL	0.0		20.0		0.0		20.0		0.0		0.0	40.0	
7	Shop Tools / Equipment Funds are proposed in 2012-13 through 2016-17 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.													
						20.0	FA	20.0	FA					
						5.0	GR	5.0	GR					
	TOTAL	0.0		0.0		25.0		25.0		0.0		0.0	50.0	

**2012-2015 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 PROJECT COSTS		
		PRIOR FISCAL YEARS	FS	PRIORITY PROJECTS				COSTS BEYOND PROGRAM	FS			
				2011-12	FS	2012-13	FS				2013-14	FS
8	Feasibility Study for Multi-Modal Center Funds are included in FY 2012-13 to determine the technical and economical feasibility of a multi-modal transportation center. The 2005 Downtown Master Plan and the 2007 Transit Development Plan recommend 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. Public input would be integrated in this study as well.											
	TOTAL	0.0		0.0		50.0		0.0		0.0		50.0
	CAPITAL FUNDING SUMMARY											
	FA (Federal - Transit Aid)	1,328.0	FA	899.4	FA	1,233.2	FA	1,211.2	FA	1,507.2	FA	6,179.0
	GR (General Revenues - Lincoln Funds)	0.0	GR	0.0	GR	138.8	GR	133.3	GR	192.3	GR	464.4
	SR (Special Reserves - Transit Funds)	272.0	SR	187.6	SR	120.0	SR	120.0	SR	120.0	SR	819.6
	TOTAL	1,600.0		1,087.0		1,492.0		1,464.5		1,819.5		7,463.0
	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	1,350.0	PM	1,350.0	PM	1,350.0	PM	6,750.0
	Sec 5307 Operating and JARC/NF	779.0	JN	400.0	JN	400.0	JN	400.0	JN	400.0	JN	2,379.0
	Sec 5307 (Section 5307 - ADA)	200.0	ADA	200.0	ADA	200.0	ADA	200.0	ADA	200.0	ADA	1,000.0
	NE (State Revenue/Aid)	300.0	NE	225.0	NE	225.0	NE	300.0	NE	300.0	NE	1,350.0
	GR (General Revenues - Lincoln Funds)	5,400.0	GR	5,925.0	GR	6,025.0	GR	6,050.0	GR	6,250.0	GR	29,650.0
	SC (Service Charges - Transit - Local Funds)	1,500.0	SC	1,600.0	SC	1,600.0	SC	1,700.0	SC	1,700.0	SC	8,100.0
	TOTAL	9,529.0		9,700.0		9,800.0		10,000.0		10,200.0		49,229.0

**2012-2015 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 PROJECT COSTS		
		PRIOR FISCAL YEARS	FS	PRIORITY PROJECTS				COSTS BEYOND PROGRAM	FS			
				2011-12	FS	2012-13	FS				2013-14	FS
FUNDING SUMMARY: STARTRAN												
FEDERAL FUNDING												
	FA (Federal - Transit Aid)	1,328.0		899.4		1,233.2		1,211.2		1,507.2		6,179.0
	Sec 5307 (Section 5307 - Preventative Maintenance)	1,350.0		1,350.0		1,350.0		1,350.0		1,350.0		6,750.0
	Sec 5307 Operating and JARC/NF	779.0		400.0		400.0		400.0		400.0		2,379.0
	Sec 5307 (Section 5307- ADA)	200.0		200.0		200.0		200.0		200.0		1,000.0
	SUB-TOTAL FEDERAL FUNDING	3,657.0		2,849.4		3,183.2		3,161.2		3,457.2		16,308.0
STATE FUNDING												
	NE (State Revenue/Aid)	300.0		225.0		225.0		300.0		300.0		1,350.0
	SUB-TOTAL STATE FUNDING	300.0		225.0		225.0		300.0		300.0		1,350.0
LOCAL FUNDING												
	GR (General Revenues - Lincoln Funds)	5,400.0		5,925.0		6,163.8		6,183.3		6,442.3		30,114.4
	SC (Service Charges - Transit - Local Funds)	1,500.0		1,600.0		1,600.0		1,700.0		1,700.0		8,100.0
	SR (Special Reserves - Transit Funds)	272.0		187.6		120.0		120.0		120.0		819.6
	SUB-TOTAL LOCAL FUNDING	7,172.0		7,712.6		7,883.8		8,003.3		8,262.3		39,034.0
	TOTAL	11,129.0		10,787.0		11,292.0		11,464.5		12,019.5		59,012.0

**2012-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Public Works & Utilities
DIVISION: StarTran

PROJ NO (Map)	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION) PROJECT NUMBER	PRIOR FISCAL YEARS	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								COSTS BEYOND PROGRAM	TOTAL PROJECT COSTS
			PRIORITY PROJECTS									
			2011-12		2012-13		2013-14		2014-15			
		FS		FS		FS		FS	FS	FS		
	<p>STATUS OF PREVIOUS YEARS PROJECTS</p> <p><u>Completed or Under Contract in FY 2010-11</u></p> <p>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 Building Maintenance and Renovations Replace Service Vehicle</p>											
	<p>Q:\MPO\TIP\2012 TIP\StarTran\StarTran_TIP_2012 rev.123</p>											

e Lincoln Airport Authority

**2012-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Lincoln Airport Authority
DIVISION: Lincoln Municipal Airport

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										COSTS BEYOND PROGRAM FS	TOTAL PROJECT COSTS
		PRIOR FISCAL YEARS	FS	PRIORITY PROJECTS									
				2011-12	FS	2012-13	FS	2013-14	FS	2014-15	FS		
1	ARFF Access Road - Design			57.0	AIP								
				3.0	LAA								
	TOTAL			60.0		0.0		0.0		0.0		0.0	60.0
2	Safety Manageemnt System			190.0	AIP								
				10.0	LAA								
	TOTAL			200.0				0.0		0.0		0.0	200.0
3	Terminal Ramp Rehabilitation - Construction			3,424.8	AIP								
				180.3	LAA								
	TOTAL			3,605.0		0.0				0.0		0.0	3,605.0
4	Runway 18/36 Rehabilitation - Design					356.3	AIP						
						18.8	LAA						
	TOTAL			0.0		375.0		0.0				0.0	375.0
5	Snow Removal Equipment					475.0	AIP						
						25.0	LAA						
	TOTAL			0.0		500.0		0.0		0.0		0.0	500.0
6	ARFF Access Road - Construction					712.5	AIP						
						37.5	LAA						
	TOTAL			0.0		750.0		0.0		0.0		0.0	750.0
7	Runway 14/32 Sealcoat - Design							57.0	AIP				
								3.0	LAA				
	TOTAL			0.0		0.0		60.0		0.0		0.0	60.0
8	Runway 18/36 Rehabilitation - Construction							2,683.2	AIP				
								2,516.8	LAA				
	TOTAL			0.0		0.0		5,200.0		0.0		0.0	5,200.0

**2012-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Lincoln Airport Authority
DIVISION: Lincoln Municipal Airport

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Project Number) (Control Number)	(Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								COSTS BEYOND PROGRAM FS	TOTAL PROJECT COSTS	
			PRIOR FISCAL YEARS	PRIORITY PROJECTS									
				FS	2011-12	FS	2012-13	FS	2013-14	FS			2014-15
9	Snow Removal Equipment									475.0 AIP 25.0 LAA			
		TOTAL		0.0		0.0		0.0		500.0	0.0	500.0	
10	Runway 17/35 Overlay - Design									199.5 AIP 10.5 LAA			
		TOTAL		0.0		0.0		0.0		210.0	0.0	210.0	
11	Runway 14/32 Sealcoat - Construction									712.5 AIP 37.5 LAA			
		TOTAL		0.0		0.0		0.0		750.0	0.0	750.0	
Program Summary													
FAA FUNDING													
AIP (Airport Improvement Program)													
			0.0	3,671.8	1,543.8	2,740.2	1,387.0				0.0		
		SUB-TOTAL FEDERAL FUNDING:		3,671.8	1,543.8	2,740.2	1,387.0				0.0	9,342.7	
STATE FUNDING:													
NDA (NE Dept. of Aeronautics)													
			0.0	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	0.0	
LOCAL FUNDING:													
LAA (Lincoln Airport Authority)													
			0.0	193.3	81.3	2,519.8	73.0				0.0		
		SUB-TOTAL LOCAL FUNDING:		0.0	193.3	81.3	2,519.8	73.0			0.0	2,867.3	
		FUNDING TOTALS:		3,865.0	1,625.0	5,260.0	1,460.0			0.0		12,210.0	

**2012-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Lincoln Airport Authority
DIVISION: Lincoln Municipal Airport

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Project Number) (Control Number)	PROJECT (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								COSTS BEYOND PROGRAM FS	TOTAL PROJECT COSTS	
			PRIOR FISCAL YEARS	PRIORITY PROJECTS									
				2011-12	FS	2012-13	FS	2013-14	FS	2014-15			FS
<p>Status of Previous Years Projects</p> <p><u>Completed or Under Contract in FY 2010-11</u></p> <p>Terminal Ramp subdrains S</p> <p>Taxiway lights/Signs</p> <p>Sweeper</p> <p>Construct Southwest service road</p>													
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f Federal Transit Administration:
Section 5310, 5316 & 5317 Projects

**2012-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: FTA Program Funding
DIVISION: Section 5310, 5316 and 5317 Projects

PROJ NO	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION)	PRIOR FISCAL	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)				COSTS BEYOND	TOTAL PROJECT
			PRIORITY PROJECTS					
	<p><u>Section 5316 Program</u></p> <p>No Projects Programmed</p>							
	<p><u>Section 5317 Program</u></p> <p>No Projects Programmed</p>							
	<p><u>Section 5310 Program</u></p> <p>No Projects Programmed</p>							

**2012-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: FTA Program Funding
DIVISION: Section 5310, 5316 and 5317 Projects

PROJ NO	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION)	PRIOR FISCAL	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)				COSTS BEYOND	TOTAL PROJECT
			PRIORITY PROJECTS					
FUNDING SUMMARY: FTA PROGRAMS								
FEDERAL FUNDS:								
	B2 (Section 5310 Funds)	0.0	0.0	0.0	0.0	0.0		
	B3 (Section 5316 Funds)	0.0	0.0	0.0	0.0	0.0		
	B4 (Section 5317 Funds)	0.0	0.0	0.0	0.0	0.0		
	SUB-TOTAL CITY FUNDS	0.0	0.0	0.0	0.0	0.0	0.0	NA
STATE FUNDS:								
	NE (State of Nebraska)	0.0	0.0	0.0	0.0	0.0		
	SUB-TOTAL CITY FUNDS	0.0	0.0	0.0	0.0	0.0	0.0	NA
LOCAL FUNDS:								
	OF (Other Funds)	0.0	0.0	0.0	0.0	0.0		
	LN (City of Lincoln)	0.0	0.0	0.0	0.0	0.0		
	SUB-TOTAL CITY FUNDS	0.0	0.0	0.0	0.0	0.0	0.0	NA
	TOTALS	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**2012-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: FTA Program Funding
DIVISION: Section 5310, 5316 and 5317 Projects

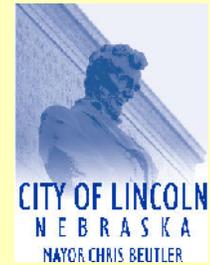
PROJ NO	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION)	PRIOR FISCAL	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)				COSTS BEYOND	TOTAL PROJECT
			PRIORITY PROJECTS					
	<p>Status of Previous Years Projects</p> <p><u>Completed or Under Contract in FY 2010-11</u></p> <p><u>Section 5316 Program</u></p> <p>Lincoln Literacy Council StarTran/City of Lincoln Center for People in Need Lincoln MPO</p> <p><u>Section 5317 Program</u></p> <p>Seniors Foundation League of Human Dignity, Inc. Lincoln MPO</p> <p><u>Section 5310 Program</u></p> <p>No Projects Programmed</p>							

Q:\MPO\TIP\2012 TIP\FTA Programs\FTA Programs_TIP_2012 rev.123

g Ped, Bike & Trails

**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

**Ped, Bike and Trails
FY 2012 - 2015**



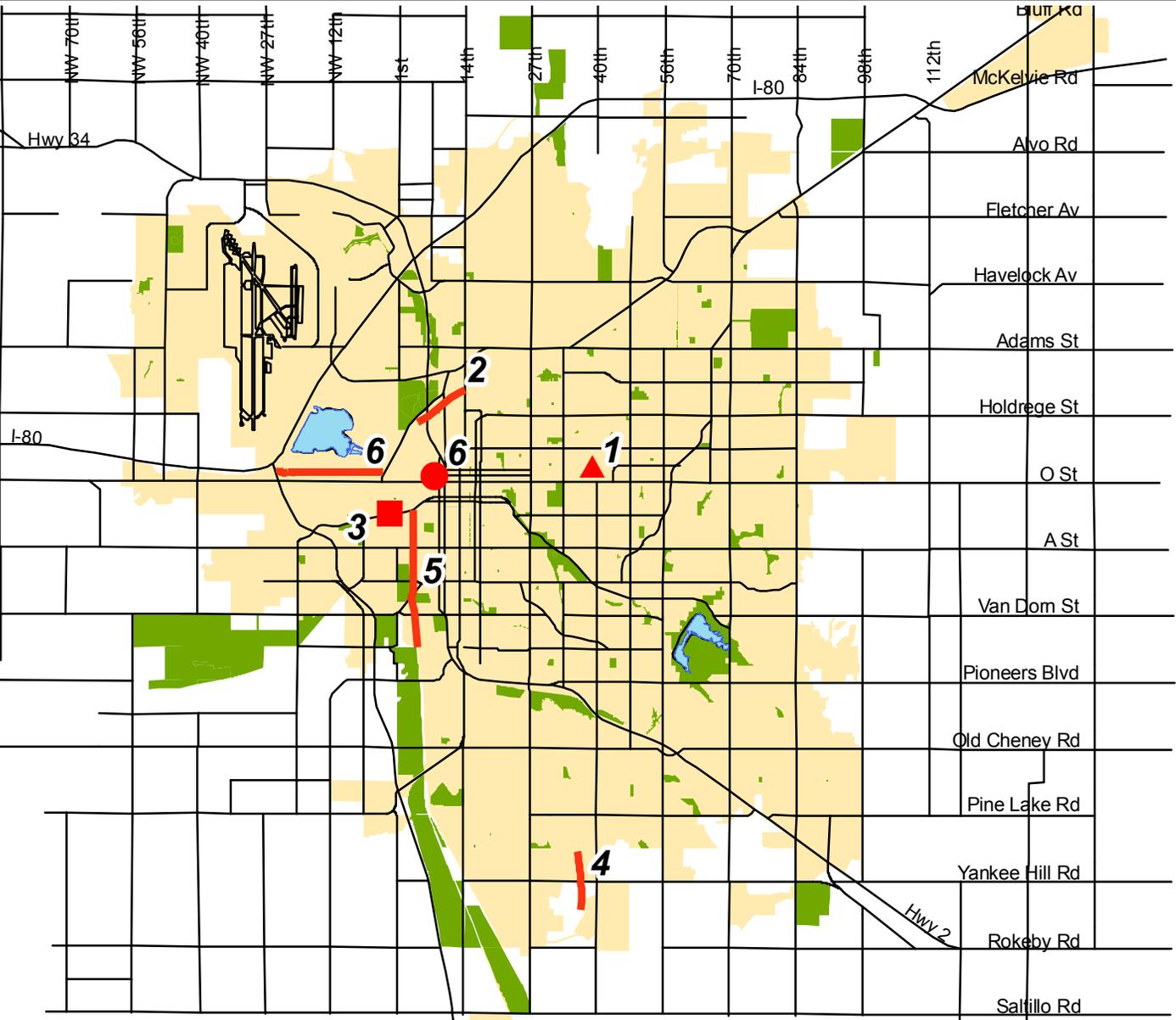
- West "O" Project
- Pedestrian Bridge
- ▲ Wyuka Renovation
- Trails
- Existing Parks



Lower Platte South
Natural Resources District



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



SW 72nd SW 58th SW 42nd SW 29th SW 14th SW 2nd S 12th S 25th S 38th S 54th S 68th S 82nd S 96th S 110th S 120th Bennet Rd Saltillo Rd

**2012-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Ped, Bike & Trails
DIVISION: Planning Area Projects

PROJ NO (Map)	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION)				PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								COSTS BEYOND PROGRAM	TOTAL PROJECT COSTS
	Control Number	Project Number	Work Phase	PRIOR FISCAL YEARS	PRIORITY PROJECTS									
					FS	2011-12	FS	2012-13	FS	2013-14	FS	2014-15		
Nebraska Department of Roads														
1	Lincoln Wyuka Stables Renovation Wyuka Cemetery, Stables Renovation of the cemetery stable building (1909), located in Lincoln's historic Wyuka Cemetery Park and Gardens. The 124-acre cemetery was listed in the National Register of Historic Places in 1981, primarily for its significance to the history of landscape design in Nebraska. Chartered by the State of Nebraska in 1869, Wyuka is the oldest example of a "rural" cemetery in the State. It is located in central Lincoln between 36th and 42nd streets and from O Street to Vine Street. The													
	C.N. 13063	ENH-55(170)	PE/NEPA/Design		80.00	TE								
			PE/NEPA/Design		20.00	Wyuka								
			Construction		420.00	TE								
			Construction		158.00	Wyuka								
			TOTAL	0.00	678.00		0.00		0.00		0.00		0.00	678.0
Lower Platte South Natural Resource District														
2	Haymarket Ball Park Trail Charleston to 14th Street on Salt Creek Levee Trail, 5300 feet long, 10 feet wide with concrete surface													
	C.N. 12781	STPB-55(151)	Construction		286.53	TE								
			Construction		402.40	NRD								
			TOTAL	0.0	688.9		0.0		0.0		0.0		0.0	688.9
3	Rosa Parks Way Trail Railroad Undercrossing trail west of 1st and J Street 900 feet long and 10 feet wide concrete surface													
	C.N. 12945	ENH-55(164)	PE		21.2	TE								
			PE		5.2	NRD								
			Construction				240.00	TE						
			Construction				35.00	NRD						
			Construction				39.90	RTSD						
			Construction				5.00	GPTN						
			TOTAL	0.0	26.4		319.9		0.0		0.0		0.0	346.3

**2012-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Ped, Bike & Trails
DIVISION: Planning Area Projects

PROJ NO (Map)	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION) Control Number Project Number Work Phase				PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										TOTAL PROJECT COSTS	
					PRIOR FISCAL YEARS	FS	PRIORITY PROJECTS									COSTS BEYOND PROGRAM
							2011-12	FS	2012-13	FS	2013-14	FS	2014-15	FS		
City of Lincoln Parks & Recreation Department																
4	Cavett Elem. to Grainger Connector Concrete Trail, 10 foot wide, Tierra-Williamsburg connection at 37th & San Mateo to connect Cavett Elementary, 36th & San Mateo south to Yankee Hill Road, 0.5 Miles C.N. 13079 ENH-55(172)															
							360.0	TE								
							90.0	LN								
				TOTAL	0.0		450.0		0.0		0.0		0.0		450.0	
5	Jamaica North Trail Calvert Street to 'J' Street, 2.5 miles Jamaica North Trail on abandoned railroad right-of-way. A concrete trail connection with the limestone aggregate surface along Wilderness Park, the West "A" Neighborhood and 4th & J Streets. This connects with on-street routes leading to the Haymarket. Upon completion, the Jamaica North Trail will be 10 miles long and provide a connection to the Homestead Trail. 2.25 miles C.N. 12879 ENH-55(160)															
				PE/NEPA/Design	61.10	TE										
				PE/NEPA/Design	15.30	LN										
				Construction			452.80	TE								
				Construction			113.20	LN								
				TOTAL	76.40		566.00		0.00		0.00		0.00		642.4	
City of Lincoln Projects: Urban Development																
8	Lincoln West "O" Historic Highway Project Historic Detroit-Lincoln-Denver (DLD) plaza & visitors center at 2nd & West 'P' Street and trail from the Salt Creek Bridge to Homestead Expressway (US-77). Historical transportation project to includes an interpretive area for the historic DLD Highway, streetscape improvements to West 'O' Street and construction of a Salt Creek Levee Connector Trail. The trail extends along West "O" from the Salt Creek Bridge to Homestead Expressway (US-77). C.N. 12946 ENH-5266(2)															
				PE/NEPA/Design	18.30	TE	89.41	TE								
				PE/NEPA/Design	4.58	LN	24.00	LN								
				Construction			467.64	TE								
				Construction			113.79	LN								
				Construction Engineering			35.12	TE								
				Construction Engineering			8.78	LN								
				TOTAL	22.9		738.7		0.0		0.0		0.0		761.6	

**2012-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Ped, Bike & Trails
DIVISION: Planning Area Projects

PROJ NO (Map)	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION)				PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								TOTAL PROJECT COSTS	
	Control Number	Project Number	Work Phase	PRIOR FISCAL YEARS	PRIORITY PROJECTS									COSTS BEYOND PROGRAM
					FS	2011-12	FS	2012-13	FS	2013-14	FS	2014-15		
	City of Hickman													
9	Hickman Road Trail Connection Eight-foot wide, 3,600 linear foot concrete bicycle/pedestrian trails and with pedestrian crossing & pedestrian-activated traffic crossing signals.													
	C.N. 13134	ENH-55(174)		PE		94.00	TE							
				PE		24.00	Hickman							
				NDOR PE		0.00	TE							
				NDOR PE		0.00	NE							
				Construction		464.00	TE							
				Construction		116.00	Hickman							
				TOTAL	0.00	698.00		0.00		0.00		0.00		698.0
	Note: PE = PE/NEPA/Design/RC Construction includes Construction Engineering													

**2012-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Ped, Bike & Trails
DIVISION: Planning Area Projects

PROJ NO (Map)	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION)				PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								COSTS BEYOND PROGRAM	TOTAL PROJECT COSTS
	Control Number	Project Number	Work Phase	PRIOR FISCAL YEARS	PRIORITY PROJECTS									
					FS	2011-12	FS	2012-13	FS	2013-14	FS	2014-15		
FUNDING SUMMARY: PED, BIKE & TRAILS PROGRAMS														
FEDERAL FUNDING:														
					0.0	0.0	0.0	0.0	0.0	0.0				
					79.4	2770.7	240.0	0.0	0.0					
					79.4	2770.7	240.0	0.0	0.0			0.0	3,090.1	
STATE FUNDING:														
					0.0	0.0	0.0	0.0	0.0					
					0.0	0.0	0.0	0.0	0.0			0.0	0.0	
LOCAL FUNDING:														
					0.0	178.0	0.0	0.0	0.0					
					0.0	407.6	35.0	0.0	0.0					
					0.0	0.0	5.0	0.0	0.0					
					19.9	349.8	0.0	0.0	0.0					
					0.0	140.0	0.0	0.0	0.0					
					0.0	0.0	0.0	0.0	0.0					
					0.0	0.0	0.0	0.0	0.0					
					19.9	1075.4	40.0	0.0	0.0			0.0	1,135.2	
					99.3	3846.1	280.0	0.0	0.0			0.0	4225.33	

h Other Transportation Projects

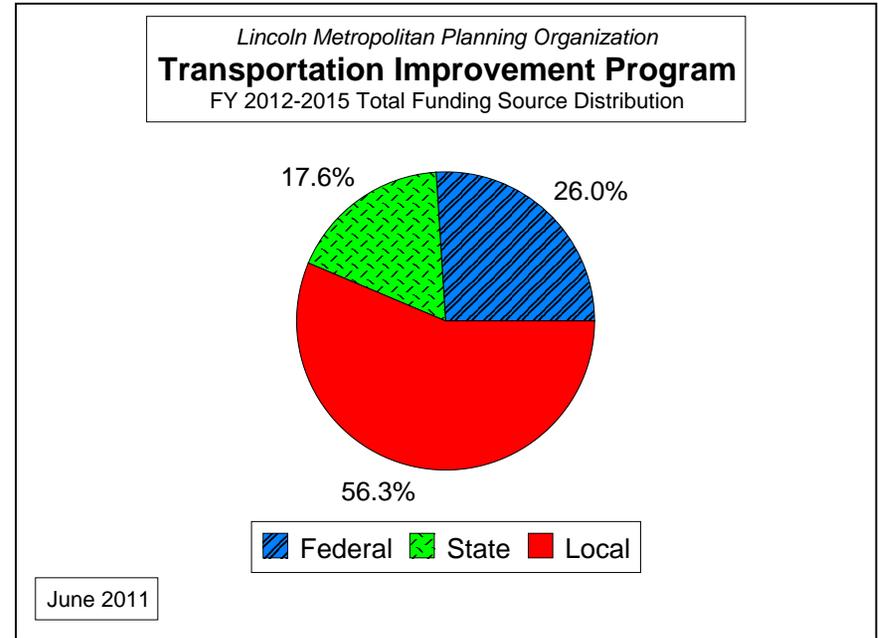
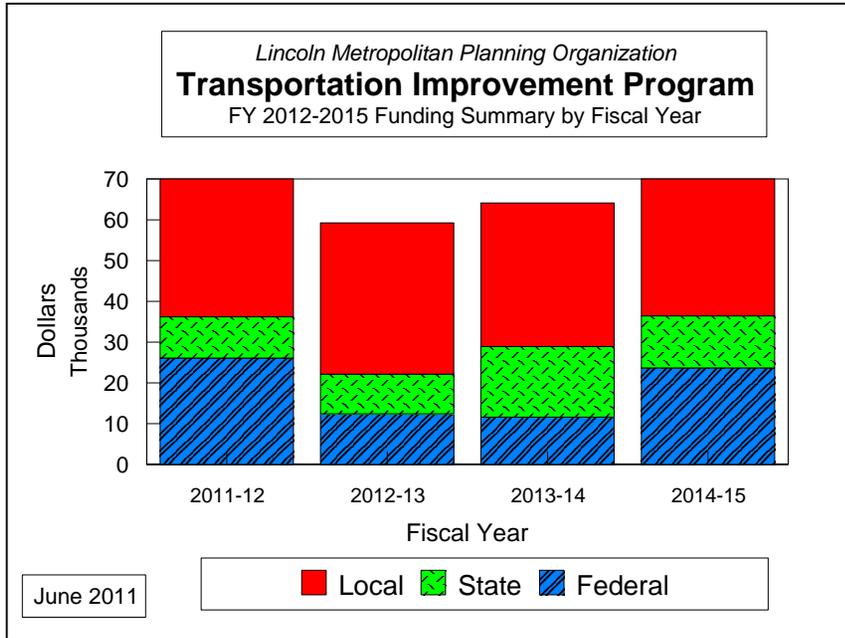
Project List – FY 2012-2015

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

2012-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM



2012-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA

TRANSPORTATION IMPROVEMENT PROGRAM

SUMMARY OF PROGRAM EXPENDITURES

AGENCY		PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)						
		FISCAL YEARS				Total for Four Years	Costs Beyond Program	
		2011-12	2012-13	2013-14	2014-15			
A	State of Nebraska	FEDERAL	1,962.0	1,515.0	384.0	12,655.0	16,516.0	
		STATE	9,361.0	9,496.0	17,000.0	12,475.4	48,332.2	
		LOCAL	356.0	152.0	62.0	0.0	570.0	143,724.0
		SUB-TOTAL	11,679.0	11,163.0	17,446.0	25,130.4	65,418.2	143,724.0
B	Lancaster County	FEDERAL	4,578.8	0.0	40.0	888.0	5,506.8	
		STATE	90.0	0.0	0.0	0.0	90.0	
		LOCAL	18,215.8	17,440.9	17,955.6	18,766.0	72,378.4	
		SUB-TOTAL	22,884.6	17,440.9	17,995.6	19,654.0	77,975.2	0.0
C	Public Works/Streets and Highways	FEDERAL	10,261.4	5,960.0	5,300.0	5,300.0	26,821.4	
		STATE	444.4	0.0	0.0	0.0	444.4	
		LOCAL	24,032.6	11,478.9	6,642.0	8,827.3	50,980.9	
		SUB-TOTAL	34,738.4	17,438.9	11,942.0	14,127.3	78,246.7	312,000.0
D	StarTran Systems	FEDERAL	2,849.4	3,183.2	3,161.2	3,457.2	12,651.0	
		STATE	225.0	225.0	300.0	300.0	1,050.0	
		LOCAL	7,712.6	7,883.8	8,003.3	8,262.3	31,862.0	
		SUB-TOTAL	10,787.0	11,292.0	11,464.5	12,019.5	45,563.0	2,320.0
E	Lincoln Airport Authority	FEDERAL	3,671.8	1,543.8	2,740.2	1,387.0	9,342.7	
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	193.3	81.3	2,519.8	73.0	2,867.3	
		SUB-TOTAL	3,865.0	1,625.0	5,260.0	1,460.0	12,210.0	0.0
F	Section 5310, 5316, 5317 Project	FEDERAL	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	0.0
G	Ped, Bikes & Trails	FEDERAL	2770.7	240.0	0.0	0.0	3,010.7	
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	1075.4	40.0	0.0	0.0	1,115.4	
		SUB-TOTAL	3,846.1	280.0	0.0	0.0	4,126.1	0.0
PROGRAM TOTAL		FEDERAL	26,094.0	12,442.0	11,625.4	23,687.2	73,848.5	
		STATE	10,120.4	9,721.0	17,300.0	12,775.4	49,916.7	
		LOCAL	51,585.6	37,076.9	35,182.8	35,928.6	159,774.0	
		SUB-TOTAL	87,800.0	59,239.8	64,108.1	72,391.2	283,539.2	0.0
PROGRAM TOTAL			87,800.0	59,239.8	64,108.1	72,391.2	283,539.2	458,044.0

j Comments

MEETING RECORD

NAME OF GROUP: PLANNING COMMISSION

DATE, TIME AND PLACE OF MEETING: Wednesday, May 25, 2011, 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, Lynn Sunderman and Tommy Taylor (Jim Partington absent); David Cary, Michael Brienzo, Sara Hartzell and Jean Preister of the Planning Department; other Departmental representatives; media and interested citizens.

STATED PURPOSE OF MEETING: Special Public Hearing on the City of Lincoln's draft six year Capital Improvements Program (CIP) for FY 2011/2012 - 2016/2017 and the draft FY 2012-2015 Transportation Improvement Program (TIP) for the Lincoln and Lancaster County area (Lincoln MPO)

Chair Lynn Sunderman called the meeting to order and acknowledged the posting of the Open Meetings Act in the back of the room.

This is a special public hearing on the City's six-year Capital Improvements Program and FY2012-2015 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 2011/12 - 2016/17.**

PUBLIC HEARING BEFORE PLANNING COMMISSION: May 12, 2010

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

Ex parte communications: None.

Staff presentation: **David Cary of Planning staff** provided a brief overview. The Capital Improvements Program (CIP), provides a multi-year list of proposed capital expenditures for the City and is one of the most important responsibilities of municipal government. This program attempts to set funding strategies not only for the next fiscal budget year, but also to project future needs for major construction projects and land

acquisition. The City constantly looks ahead to consider how we will improve major items such as roads, utilities, police facilities, fire facilities, parks, libraries and other community buildings for the people of Lincoln. Capital expenditures are viewed not only in the context of how much the new project will cost, but also what impact the project will have on the City's operating budget. Capital improvements are projects that generally have a useful life of fifteen or more years that maintain, upgrade or replace public infrastructure and public service providing facilities.

The CIP is not intended to be an all-inclusive inventory of the City of Lincoln's capital needs for the upcoming six years. It is a document that outlines planned capital improvements given available financial resources.

The Lincoln City Charter assigns responsibility for assembling the City's annual six-year CIP to the City's Planning Department. This process involves coordinating the assessment of the City's capital needs across more than a dozen different departments and agencies. Each City department assesses its capital needs and creates an improvement program for a six-year period. The individual capital project requests are submitted to the Planning Department and assembled into a single document that becomes the CIP. Each program is evaluated for conformity with the City-County Comprehensive Plan along with the most recent funding projections and revenue calculations.

Lincoln's six-year CIP is updated annually, beginning in the winter, when City departments prepare their proposed capital improvement program. The Mayor's Capital Improvements Advisory Committee (CIAC) guides the development of the document. A great deal of effort and work is done by dozens of staff members across city departments to develop this program and their efforts are appreciated.

Per the City Charter, the CIP is reviewed for conformity with the 2030 City-County Comprehensive Plan by the Planning Commission. The Planning Commission makes a recommendation as to conformance with the Comprehensive Plan and this recommendation, along with public testimony, is passed on to the Mayor and City Council for consideration in budget discussions over the summer. Year one of the CIP becomes the Capital Budget for fiscal year 2011/12.

Cary then proceeded to provide a brief overview for each department as follows, and department representatives were available to answer questions.

FINANCE: Communications

The proposed Communications/911 CIP includes two projects designed to enhance operations over the six-year period, including a 800 MHz Trunked Radio System upgrade and a mobile Communications Command Post to provide support in the field. The radio upgrade project is part of a proposed Public Safety Bond Issue planned to go

before voters in FY 12/13, and the mobile command post is part of a proposed Public Safety Bond Issue scheduled in FY 16/17.

There was no other public testimony.

FINANCE: Pershing Auditorium

Pershing Auditorium's proposed capital improvements program includes General Revenue funds for the continued minimal maintenance of the Auditorium during the first three years of the program. A bond issue was approved by the voters of the community in May 2010, to build a new arena facility in the Haymarket area. With this approval, the long-term use of the Pershing Center is up for discussion, but in the near-term, Pershing Auditorium will still need to be operational as an arena venue and maintained in a safe and operable condition for several years before the new arena is available for use.

There was no other public testimony.

FIRE & RESCUE

Lincoln Fire and Rescue Department's proposed CIP submittal includes four projects. These projects involve one new fire station, a relocated fire station, a replaced third station, and a general use fire station modifications and repairs project. All projects are proposed to be part of Public Safety Bond Issues planned to go before voters in FY 14/15 and FY 16/17 respectively.

Esseks stated that he would like the audience and the viewing public to know that the Planning Commission did receive a briefing on various parts of the CIP last week, at which time the Commissioners were able to ask questions. This would explain the reason for there being a lack of questions from the Planning Commissioners during this hearing.

LINCOLN CITY LIBRARIES

The Lincoln City Libraries program includes six projects in the six-year CIP. The largest single project is the proposed replacement of the Bennett Martin Library in FY 2016/17. This project is proposed for a combination of a general obligation (GO) bond issue and other financing likely to include private fund-raising. Using General Revenue funding, needed heating/cooling and HVAC projects in Bennett Martin Library are slated for FY 12/13, as is a geothermal conversion project at Gere Library. Anderson Branch Library is slated for new HVAC improvements in FY 13/14 using General Revenue funds. Bethany Branch Library is slated for a roof replacement in 14/15, also using General Revenue.

Taylor wondered whether the plan is that the current Bennett Martin Library would be relocated to the Pershing Auditorium. Cary stated that there is ongoing discussion and there will be a study specifically about that topic. There has been consideration of Pershing Auditorium but no decision has been made on that location.

Gaylor Baird sought confirmation that the expenses projected for 2011/12 to renovate Bennett Martin are actually necessary to maintain the building prior to a potential sale. Cary indicated that they are very much needed projects to gain efficiencies for the building over the longer term, regardless of who is owning the building or the use. If sold, the improvements would be required to be done before the sale.

There was no other public testimony.

LINCOLN ELECTRIC SYSTEM

The Lincoln Electric System's proposed \$292.7 million capital program embodies a substantial investment in electrical power supply and distribution for the community over the six-year period. The program plans for 11,000 new customers and an addition of 47 megawatts of power 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 and new base load generation startup costs for a future plant, account for the largest portions of the program.

There was no other public testimony.

POLICE DEPARTMENT

The proposed capital program for the Police Department involves five projects – relocation of the LPD K9 Training Facility, a study for a new Team 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 FY 11/12 using Other Financing to relocate the existing K-9 facility. The LPD Garage-Maintenance & Repair Facility Phase I and II is slated to be part of a Public Safety Bond Issue in FY 14/15. The LPD Team Assembly Station Phase I and II is slated to be part of a Public Safety Bond Issue in FY 16/17.

Esseks inquired about the "other financing" category. Cary explained that that has been a carryover for many years to continue to identify the need for a new canine training facility. The "other financing" is intended to be in grant form – when that funding is made available that project would move forward.

There was no other public testimony.

URBAN DEVELOPMENT

The Urban Development Department's proposed CIP includes twelve projects totaling over \$18.5 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, Service Charges, and Other Financing in the form of private financing. Public parking program projects, which were formerly part of the Public Works and Utilities CIP, are a major portion 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, a Wayfinding Signage project, and a Parking Meters replacement project.

Gaylor Baird inquired about the recommendation for the credit card meters as opposed to leaving them as they are today. **David Landis**, Director of Urban Development, stated that there is a need to move from our existing meters to one of two options which are upgrades making use of technology. One is something that looks like what we have now but is capable of being swiped with a credit card. The other alternative is a multi-space meter, in which there would be a module in two or three places in a block that will cover six, eight or ten stalls. The parker would get a sticker from the module and put it on their car window. Both options have advantages, but they are distinctly different from a cost perspective, i.e. \$4,600 versus \$6,000 to \$8,000. We are moving to a cashless society and lots of people use credit cards – it is convenient and quick. The use of the credit card technology improves the amount that the consumer is likely to buy. For that reason the payback on these mechanisms are relatively quick. One of the downsides is that it requires that you pay the service fee necessary to use the credit card. In either capacity we will have fewer parking meters than what we have now – at least visually – and secondly, we should have greater convenience for people using downtown parking. Of the two options, Landis prefers the single stall option.

There was continued discussion about the costs and the maintenance of the parking meters. The installation costs are factored into the cost of the meter.

Larson inquired as to the number of parking meters in the downtown. **Ken Smith**, Parking Manager, stated that there are currently 3800 meters. The approach is to look at replacing the meters in a phased approach.

Lust inquired about the source of energy for the parking meters. Smith stated that the meters operate on solar power with battery backup.

Larson believes that the typical parker will buy more time if they can use a credit card, but wondered about credit for anytime that is not used. Landis indicated that there are options available at a higher cost. With the multi-space meter, that situation does not apply because you get a sticker that you put on your window. If you leave that stall with

time left, you have an hour of downtown parking and you can park someplace else with that same sticker.

Smith added that there is an option to acquire occupancy sensors that provide information for operations, which would allow the opportunity to do a study and status to understand the management of the system. If there is sufficient money, the intent would be to acquire the occupancy sensors.

Larson asked about the revenue from parking meters. Smith advised that the revenue from the parking meters and off-street facilities all goes to the parking fund with a contribution back to the general fund. Landis further explained that Urban Development gets a significant amount of the parking meter revenue to help pay for the parking system, as well as revenue from parking garages and parking meters to pay off bond issues. That is different than parking tickets, where the money goes to the general fund and it goes to the schools. There is a difference between the revenue from parking meters and from parking tickets.

Landis then suggested that the city is underselling its parking and it has a system that is the opposite of the rational approach of parking theorists who would tell you how to operate. The theorists would tell you to make the highest price for that which is most convenient because people will pay for convenience. Thus, we are selling the most convenient parking for the lowest possible price. Whether we did parking meter changes or not, there is a structural imbalance in the way we are handling parking in the city. If you were to do a rational approach of charging for value, you would have the garages cheaper than on-street parking. Landis believes it would be rational to make that change whether we purchase new parking meters or not.

Francis inquired as to the cost to maintain the current parking meters and their life expectancy and repair time. Smith stated that a lot of the services have been recently consolidated and they are still in the early stages of analyzing that information. We are working through those numbers to establish the cost to write a ticket.

There was no other public testimony.

PARKS AND RECREATION

Proposed capital improvements to the City's parks and recreation system are projected to cost \$50 million over the six-year period. Athletic fees, General Obligation (GO) bonds, general revenue, Keno funds, Transportation Enhancement funds, impact fees, tennis 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. A general obligation (GO) "Quality of Life Bond Issue" request amounting to \$19.9 million is planned for FY 14/15 for various improvements to the Parks & Recreation system.

There was no other public testimony.

PUBLIC WORKS & UTILITIES

StarTran

StarTran's six-year, \$9.1 million proposed capital improvement program is funded largely through Federal transportation funding with \$7.6 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 FY 15/16. No General Revenue funds are programmed in the first year of this year's CIP.

There was no other public testimony.

Streets and Highways

The Streets and Highways capital program proposed by Public Works & Utilities identifies a program totaling \$150.4 million over the six-year programming period, a decrease of approximately \$5 million 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. The 2040 update of the Comprehensive Plan, and with it the Long Range Transportation Plan, is underway. Changes in the priorities of the transportation plan are likely. These changes, once formally adopted into the new 2040 Comprehensive Plan, will need to be acknowledged in the capital programming beginning with the 2012/2013 CIP next year.

A variety of Federal, State and City revenues are utilized to fund the Streets and Highways program, including impact fees that began in 2003, City Wheel Tax revenues, and Federal transportation funds. The Public Works & Utilities Department anticipates a decrease in Highway Allocation Funding (State gas tax revenues) over the next six years that will ultimately reduce the City's ability to meet the needs of the transportation system.

At this time, some of the on-going traffic signal, arterial and residential street rehabilitation, new street, trail rehabilitation, new trail, and sidewalk rehabilitation projects are not being funded to their full need in all 6 years. In particular, the referenced goal in the 2030 Comprehensive Plan to fund the sidewalk rehabilitation program annually to meet the stated goals of the Pedestrian Facilities ADA Transition Plan is not being met in the proposed CIP.

The notable projects in the first year of the program include arterial and residential street rehabilitation, the Southwest 40th Viaduct project, North 14th Street widening from Superior to Alvo, Traffic Optimization and Management Program projects, Safety and Operation Improvement Program projects, Sidewalk Maintenance and Repair Program projects, and impact fee funding for various arterial street projects within impact fee districts.

Esseks began to discuss the sidewalk maintenance program. How will the \$500,000 in the first year be spent – will it be on an as needed basis, whole blocks, problem areas? Cary stated that there is a full blown program employed by Public Works to manage the needs for repair of sidewalks. As part of the update of the Comprehensive Plan, there are many needs beyond the \$500,000. There is a program set up to identify the specific areas and where to concentrate their efforts, and based on the age of the sidewalks, in general. Where there are sidewalks that are dangerous with children and elderly people walking on them who face some real risks and dangers, Esseks is hopeful that Public Works will go in there and fix those dangerous situations. Cary pointed out that part of that program is on a complaint basis as well and Public Works will assess the condition of the sidewalk segment. **Thomas Shafer**, Manager of Design and Construction, confirmed that they do work off a complaint basis first; then known places of disrepair; and then curb ramps for the ADA transition plan. If we have money left over, we identify neighborhoods for more concentrated efforts.

Cornelius reiterated that the amount specified in the CIP is insufficient to meet the needs of the community. Yet the Comprehensive Plan is pretty specific about sidewalks being a priority, stating that they should receive consistent maintenance. This amount is the same as last year – consistent in under-funding. Cornelius indicated that every year, he tends toward wanting to find that the Comprehensive Plan is not in conformance with the budget, but that is not something that you can address when you try to build this budget using the amount allocated. The Comprehensive Plan is put together through a public process, and to a great extent, the community dictates what we put in the Plan. In the case of the 2030 Comprehensive Plan, regular and consistent maintenance of sidewalks is specified and we consistently fail to meet that. Cornelius is unsure how to reflect that in the findings on the CIP. It seems like there is a disconnect in what we want and ask for and what we are willing to pay for. He is hopeful that the 2040 Comprehensive Plan finds a way to make that more consistent and reconnect.

Lust agreed with Cornelius. It is a real concern that we are out of compliance with ADA. Secondly, at the briefing, a program was mentioned where a private landowner could contribute or arrange for repair of their sidewalks. How would someone go about doing that? Shafer suggested that Public Works should be contacted or go to the Web site and use “sidewalk” as the keyword. There is a pamphlet which provides information on this program. A contact would be made with Public Works. Public Works would inspect the location, make sure the sidewalk is a public sidewalk, determine that the

sidewalk does have disrepair, and then would be willing to accept the fixed cost assigned. The City generally gets a majority of the cost but not 100%, depending on the contracting and who does the work. We do have that capped.

Larson pointed out that available revenue must be factored in when these budgets are prepared. He assumes that involves some guesswork. Cary stated that it is much less guesswork for the first year than for the future years. We are working on a more refined listing in the new Plan.

Larson wondered whether a volunteer to pay for their own sidewalk could be a block long association of homeowners. Shafer did not know why that couldn't be done, but he does not believe that has been experienced. They usually work with individual property owners. There have been situations where two property owners have each individually requested reimbursement and then found one contractor.

Gaylor Baird noted that the funding goes down in 2014/15. Shafer explained that the gas tax is looking very flat or even declining. Street maintenance costs continue to go up. Something has to give. It is not just sidewalks that goes down. There are other programs such as signal replacement that go down. Our arterial and residential street maintenance is as underfunded as sidewalks, and that program goes down, too.

Sunderman asked Shafer to discuss sidewalk and street maintenance dollars that are available. Shafer stated that increasing costs – price of oil, labor costs – continue to increase. The cost of doing business is going up and revenues are staying very flat, e.g. we are not under any federal transportation bill right now. That is an unknown that takes away from the ability to do projects.

Public Testimony

1. Russell Miller, 341 S. 52nd, referred to the street portion of the proposed CIP budget starting in September 2011. The money for residential street rehabilitation (code 0183) in the amount of \$1.154 million comes from the wheel tax. Under the least costly circumstance, it costs \$105,000/mile to rehab a residential street. But if curb and gutters need to be replaced, the cost can be \$160,000 - \$170,000/mile. Thus Lincoln can only rehab approximately 10 miles per year. When you realistically consider the necessity of replacing curbs and gutters, we would only be able to rehab 7 miles per year. Approximately 170 miles of Lincoln's streets are rated poor or fair, which means they should be rehabilitated or replaced very soon. Miller recommended that the City rehab a minimum of 15 miles of residential streets per year. This could be funded by reapportioning the wheel tax. The money removed from the wheel tax construction fund and residual fund could be made up by increasing impact fees, which have not been adjusted for inflation since 2007. We need to spend more money on rehabilitating our streets by increasing impact fees.

Esseks asked how Miller came up with the 15 miles/year. Miller stated that he just doubled what is being done now. If we have 100 miles of streets that need to be repaired today, 10 miles or 7 miles is not going to work. 15 miles won't do it either but we'll get closer. We need to do a minimum of 10-15 miles per year.

Francis inquired why Miller targeted raising the impact fees as opposed to property taxes. Miller's response was that traditionally, streets have come out of wheel tax and gas tax. A lot of the wheel tax money is going toward new road construction, which is the consequence of Lincoln's growth. Lincoln's growth should pay for more of it. Most of the wheel tax money comes from people that live in the non-fringe area. In his opinion it is reasonable to expect that money to be used to repair our streets.

Gaylor Baird observed that Miller's concerns are shared by a number of people in the community and this group, along with a number of citizens serving on the LPlan 2040 Advisory Committee (LPAC) who have been looking at the issue of maintenance costs and roads. There is an interest in starting a shift towards funding maintenance at greater levels.

2. Terry Schwimmer, 3724 NW 57th, in Green Prairie Heights, discussed NW 48th Street, the future widening of which he understands is again being re-prioritized and delayed or funded to a much lesser degree. NW 48th has many different subdivisions utilizing it – Arnold Heights, Olympic Heights, Oak Hills, Green Prairie Heights, Ashley Heights, Hub Hall Heights, Cardinal Heights, Hartland Northwest, View Pointe West and Hidden Acres. The area has been growing. These developments have been paying impact fees and property taxes. NW 48th also serves Duncan Aviation, Kawasaki, and many other factories in the area. Schwimmer moved to Lincoln in 1992, and ever since then he has heard about NW 48th being widened. Yet every year it is a moving target.

Esseks asked what part of NW 48th Street needs to be improved. Schwimmer suggested at the very least, the area from West Adams Street down to just north of the Interstate. When you come off the Interstate and go north you have two lanes that abruptly go into one lane and it becomes pretty constricted. And that is an area where there is more of the development. You could go all the way to Hwy 34.

Larson inquired whether NW 48th eventually turns into a four-lane thoroughfare. Schwimmer stated that it is only four-lane down near the Interstate. We keep hearing about four-lane, but it doesn't happen.

Cary clarified that in this proposed CIP, there is a new program that has been identified this year in advance of the new LRTP, i.e. the LRTP Priority Project Program. In that program, the NW 48th project description does point from O Street to Adams for widening to four lanes. We would have enough funding for that project in years five and six. It has been identified as a need. In addition, in the current work on the new Comprehensive Plan, that segment is a very highly prioritized project. Cary assured

that it has not been forgotten. The funding is the trick, but at this point in time we still have a place-holder in years five and six of the six-year program.

Francis expressed appreciation to Schwimmer for coming and testifying about this street. She is familiar with that area and there has been a lot of growth in the last 10 years and a lot of business growth in the last couple years.

At this point in the meeting, the **FY 2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)** was called.

Mike Brienzo of the Planning Department and staff for the MPO element presented the proposed TIP. The TIP is a programming document that lists projects for the purpose of funding with federal program funds. The TIP covers any project within Lancaster County that is seeking federal funding and is developed cooperatively with any transit agency or organization seeking funds for a project, including NDOR, Lancaster County, City, StarTran and federal transit administration programs. It also includes the Airport Authority and a listing of transportation enhancement projects by various organizations, including the City, NRD, Game and Parks, and one project for the City of Hickman.

The TIP is a four-year document that schedules projects in terms of their priority. They are all fiscally constrained and it is an effort to obligate those federal funds to these projects. Any major changes would require an amendment to this document. The TIP is a listing of projects that come from the 2030 Comprehensive Plan, which includes the current Long Range Transportation Plan (LRTP). The TIP must go through public review and is recommended to the Planning Commission. This year's TIP comes with a staff recommendation of general conformance with the transportation plan in the 2030 Comprehensive Plan. From here, the recommendation and findings will go to the MPO Officials Committee and then to the state to be appropriated with the state program.

There was no other public testimony.

The discussion then returned to David Cary on the Public Works and Utilities CIP.

Watershed Management

The proposed Watershed Management CIP contains approximately \$34.5 million in improvements over the six year period. The passage of three general obligation (GO) bond issues (in FY 2012/13, FY 2014/15, and FY 2016/17) 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 water quality projects, stream rehabilitation on Parks property, floodplain/floodprone engineering and projects, urban storm drainage projects, implementation of Watershed Master Plan projects, and the continued development of Comprehensive Watershed Master Plans.

There was no other public testimony.

Street Maintenance Operations

The Street Maintenance Operations proposed CIP includes a New Salt Storage Shed at 3200 Baldwin Ave. using General Revenue in FY 2012/13, and the Southeast District Shop Addition project using Lease Purchase Financing in FY 2016/17.

Sunderman noted that the Southeast District Shop Addition continues to be carried over due to lack of funding.

There was no other public testimony.

Water Supply and Distribution

The proposed Lincoln Water System CIP contains approximately \$61.3 million in water supply, treatment, storage and distribution improvements over the six-year period. This is a lower 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 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% revenue increase in water utility revenues in FY 2011/2012. 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 general programming of projects intended to serve growth in the community. Specific programming of funding for these projects will be identified as planning and need become more apparent in future years. At this time, \$4.5 million in Impact Fees, Utility Revenue, and Revenue Bond funding has been programmed for a list of potential projects that total \$27.8 million in costs. To help meet the continuing growing need to replace the aging water main system, the Selected Main Replacement program is funded in FY 11/12 at \$4.86 million and at \$23.32 million over the 6 years of the program. Similarly, the Infrastructure Rehab program that funds needed maintenance of Water System facilities is funded at \$2.14 million in the first year and \$8.18 over the 6 years of the program. Specific developer commitments are funded in the program per annexation agreement requirements.

There was no other public testimony.

Wastewater

The proposed Lincoln Wastewater CIP contains approximately \$61.7 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 lower than last year's program by about \$5 million. The CIP

has been prepared based on information and recommendations contained in the 2030 Comprehensive Plan and the 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% revenue increase in wastewater utility revenues in FY 2011/2012. 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. Specific funding for projects will be identified as planning and need become more apparent in future years. At this time, \$3 million in impact fees and utility revenues have been programmed for a list of potential projects that total \$27.4 million in costs. To help meet the continuing growing need to replace and repair the aging wastewater equipment, facilities, and collectors, the Selected Repair/Replacement of Wastewater Facilities/Collectors program is funded at \$14.4 million over the 6 years of the program. Of note is the funding of construction of Phase III and Phase IV of the Stevens Creek trunk sewer down to 98th and O Street in the first 3 years of the program. Also, specific developer commitments are funded in the program per annexation agreement requirements.

There was no other public testimony.

Solid Waste Operations

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 \$25 million over the six-year period which is a decrease 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 and utilization system, expansion of recycling facilities, consideration for park development for the N 48th Street landfill after closure, and closure of the North 48th Street landfill.

Esseks inquired about the landfill gas utilization system being "voluntarily" constructed. **Gary Brandt** of Solid Waste Operations, explained that the word "voluntary" is used because it is not imposed by a regulatory requirement. We are proceeding forward with a collection system and utilization system to utilize the gas in advance as opposed to being forced regulatorily to do that. The utilization would be either through looking in the community for those that could do a direct use of that gas, or look at the possibility of a use by an entity or the city or someone else for generation of electricity. There is some wasting of energy in that regard if it is not fully utilized.

There was no other public testimony.

**CITY OF LINCOLN'S DRAFT SIX-YEAR
CAPITAL IMPROVEMENTS PROGRAM FOR
FY2011/12 - 2016/17.**

ACTION BY PLANNING COMMISSION:

May 25, 2011

Taylor moved to find the draft CIP to be in full or general conformance with the 2030 Lincoln-Lancaster County Comprehensive Plan, seconded by Francis.

Cornelius thanked the members of city staff for being here today and expressed appreciation for the availability of information at the briefing last week. It was very helpful in getting through this. He reiterated his concern that while it seems that each of the items that were presented is in full or general compliance, in the abstract, it seems as though we have a gulf between the goals of the Comprehensive Plan and the funding to achieve those goals in all cases.

Sunderman agreed. The Comprehensive Plan is a community based document with public input. But the budget is also a public based type document. The City Council is looking for all sorts of input in various ways from the public on how to pay for these programs. There is definitely a disconnect in what we want and what we can pay for. We somehow need to narrow that gap.

Larson agreed with Sunderman. As the gentleman promoting NW 48th Street pointed out, projects just seem to be moving targets as we delay and defer. Somehow or another, society needs to look at these things differently and somehow close that gap that is restricting our desires or increasing our willingness to pay. It is a serious problem here as well as in our whole country. Also, Larson wonders how much of our funds are being expended for duplication of approvals, etc., and how to go about eliminating any duplication.

Gaylor Baird observed that costs are very crucial to these discussions. She does not want to maintain the thought that people can't adapt to changes. She is confident in our community and thinks people can and will adapt to change.

Motion for a finding of full or general conformance with the Comprehensive Plan carried 8-0: Esseks, Francis, Cornelius, Gaylor Baird, Taylor, Larson, Lust and Sunderman voting 'yes'; Partington absent.

DRAFT FY2012-2015
TRANSPORTATION IMPROVEMENTS PROGRAM
FOR THE LINCOLN AND LANCASTER COUNTY AREA
(LINCOLN MPO).

ACTION BY PLANNING COMMISSION:

May 25, 2011

Francis moved a finding of general conformance with the Comprehensive Plan, seconded by Taylor and carried 8-0: Esseks, Francis, Cornelius, Gaylor Baird, Taylor, Larson, Lust and Sunderman voting 'yes'; Partington absent.

There being no other business, the meeting was adjourned at 2:20 p.m.

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