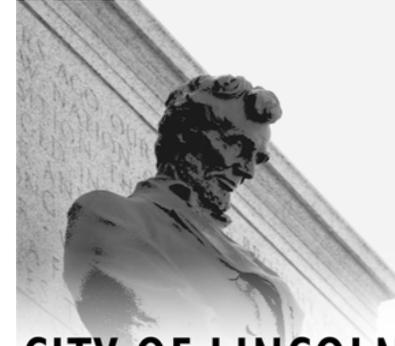


Fiscal Year 2010-2015 Transportation Improvement Program

adopted by MPO Officials Committee
June 23, 2009



CITY OF LINCOLN
NEBRASKA
MAYOR CHRIS BEUTLER

Lincoln Metropolitan Planning Organization

County-City Building
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(402) 441-7491

FY 2010-2015
Transportation Improvement Program

Lincoln/Lancaster County Nebraska

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Approval Dates

TECHNICAL COMMITTEE
April 30, 2009 and June 4, 2009
PLANNING COMMISSION PUBLIC HEARING
May 13, 2009
OFFICIALS COMMITTEE
June 23, 2009
METROPOLITAN PLANNING ORGANIZATION
June 23, 2009

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."

The Transportation Improvement Program (TIP) for the Lincoln Metropolitan Planning Area is a staged, six-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 City of Lincoln Public Works & Utilities Department, Lincoln Parks and Recreation Department, Lancaster County Engineering, Lincoln Airport Authority, Lower Platte South Natural Resource District, Nebraska Department of Roads (NDOR), 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), 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.

The Metropolitan Planning Organization

The governor designates the MPOs for different urban areas of a state who are responsible for carrying out the urban transportation planning process, through the development of a Transportation Plan and TIP. The MPO is composed of elected and appointed officials representing local, state and federal governments and agencies having interest or responsibility in comprehensive transportation planning. The designated MPO for the Lincoln-Lancaster Metropolitan Area is the City of Lincoln.

For the Lincoln MPO, the Mayor of Lincoln is the “Executive Officer” who works with the MPO Officials Committee as the policy body 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, Nebraska Department of Roads (NDOR), Federal Highway Administration and Federal Transit Administration.

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 2010-2015. 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 2009-2014 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 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 multiyear 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 and County's Capital Improvement Programs and is prepared in conjunction with the Lincoln CIP 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 includes "Priority Year" projects which are a listing of projects to be carried out within the first four years of the program, FYs 2010, 2011, 2012 and 2013. The "Outyear" projects listed in this program are for informational purposes to show the programming intent for future years.

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. The development process requires that the TIP only include projects eligible for federal aid. However, the TIP document may include, for informational purposes, non-federally funded projects occurring in this region. The federal new government regulations require the TIP to be updated and adopted by the local MPO at least every four years.

The Statewide Transportation Improvement Program (STIP)

Since the TIP becomes part of the State Transportation Improvement Program (STIP) by reference, the frequency and cycle for updating the TIP is compatible with STIP development and approval process.

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 four years and to include a minimum four-year listing of federal-aid projects for approval by the Federal Highway Administration and Federal Transit Administration.

Long Range Transportation Plan

The *Long Range Transportation Plan* for the Lincoln MPO is contained in the *Lincoln and Lancaster County Comprehensive Plan*. 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.

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

To see that this program of transportation projects is working in accord with the transportation plan, a review was undertaken and was found to be consistent with the current *Long Range Transportation Plan*.

Geographic Area the TIP Covers

The Lincoln MPO TIP encompasses the entire County of Lancaster.

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.

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 *Lincoln-Lancaster County Comprehensive Plan* and *Long Range Transportation Plan* 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 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.

a State of Nebraska

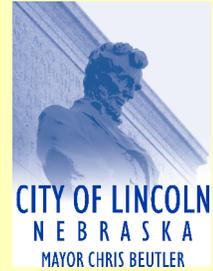
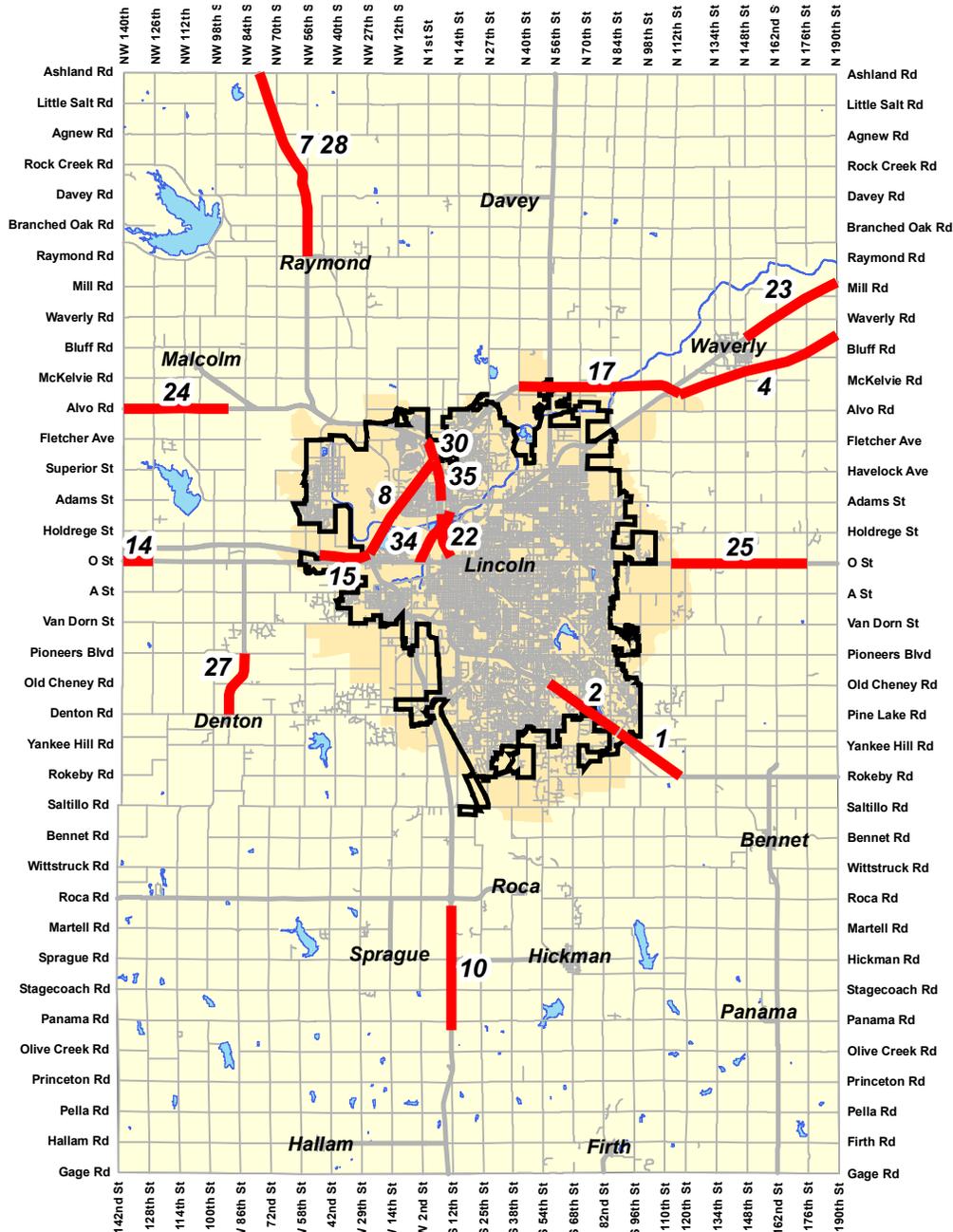
Project List – FY 2010-2015

Agency: State of Nebraska
Division: Department of Roads

1. N-2 84th Street - N-43, Joint Seal
2. N-2 56th St - 84th Street, Lincoln, Crack Seal Fog Seal
3. I-80 40th Street Bridge, Lincoln, Bridge
4. I-80 Waverly - Greenwood, 6-lane – Gr Str Surf Detour
5. I-80 134th Street Bridge, Lincoln, Bridge
6. I-80 Camp Creek Bridges, Bridge
7. N-79 Raymond-Valparaiso, Mill Resurf
8. I-80 Noise Walls, Lincoln, Noise Walls, along I-80,
from 0.2 mi. E. of Via over BNSF BR E. on the S. side
9. I-80 84th St Bridge, Lincoln
10. US 77 Princeton North, Joint Seal, on 77, from 0.3 mi S. of
Princeton, N. to 0.4 mi N. of Roca Spur
11. I-80 NW 56th St Bridge, Lincoln
12. I-80 70th St Bridge, Lincoln
13. I-80 14th St Bridge, Lincoln
14. US-6 Milford East & West, Resurf
15. I-80 NW 56th - US-77 S. Interchange, Lincoln,
6-Lane Gr Str Surf Detour
16. I-80 NW 48th St Bridges, Lincoln
17. I-80 56th St - Waverly Interchange, 6-Lane Gr Str Surf Detour
18. I-80 Salt Creek Bridges, Lincoln
19. I-80 Stream Bridge W. of 98th St, Lincoln, Bridge, on I-80,
immediately W. of 98th St.
20. I-80 Stream Bridge West of Waverly, Bridge, on I-80,
0.5 mi. W of Via over BNSF RR (Waverly Interchange)
21. I-80 WB Waverly Interchange Bridge, Viaduct
22. I-180 Cornhusker Hwy - S Jct US-34, Lincoln, Joint Seal,
on I-180, from Cornhusker Hwy, S. 1.2 mi.
23. US-6 Waverly-Greenwood, Mill Resurf
24. US-34 Seward Co. Line East, Mill Resurf
25. US-34 Lincoln East, Resurf
26. I-80 98th St Bridge, Lincoln
27. S-55A Denton Spur, Resurf
28. N-79 Agnew North & South, Gr Str Resurf Surf S-Shld,
on 79, from 0.2 mi N. of Raymond Spur N. to Valparaiso
29. I-80 Superior St Bridge, Lincoln
30. I-80 Interchange, Lincoln, Gr Surf S-Shld
31. I-180 N.B. C-D Road Over I-80, Lincoln, Bridge
32. I-180 S.B. C-d Road over I-80, Lincoln, Bridge
33. I-180 Adams St Bridge, Lincoln
34. US-6 West "O" Street-Cornhusker Hwy, Lincoln, 4-Lane Gr Str
Surf S
35. I-80 Fletcher St - Adams St, Lincoln, Gr Str Suf S-Shld,
On I-180, from S. of Fletcher Avenue S. to Adams St.
(Includes I-180 BR over I-80)

**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

**Nebraska Dept of Roads
FY 2010 - 2015**



ROAD IMPROVEMENT

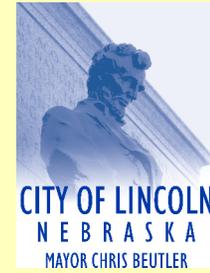
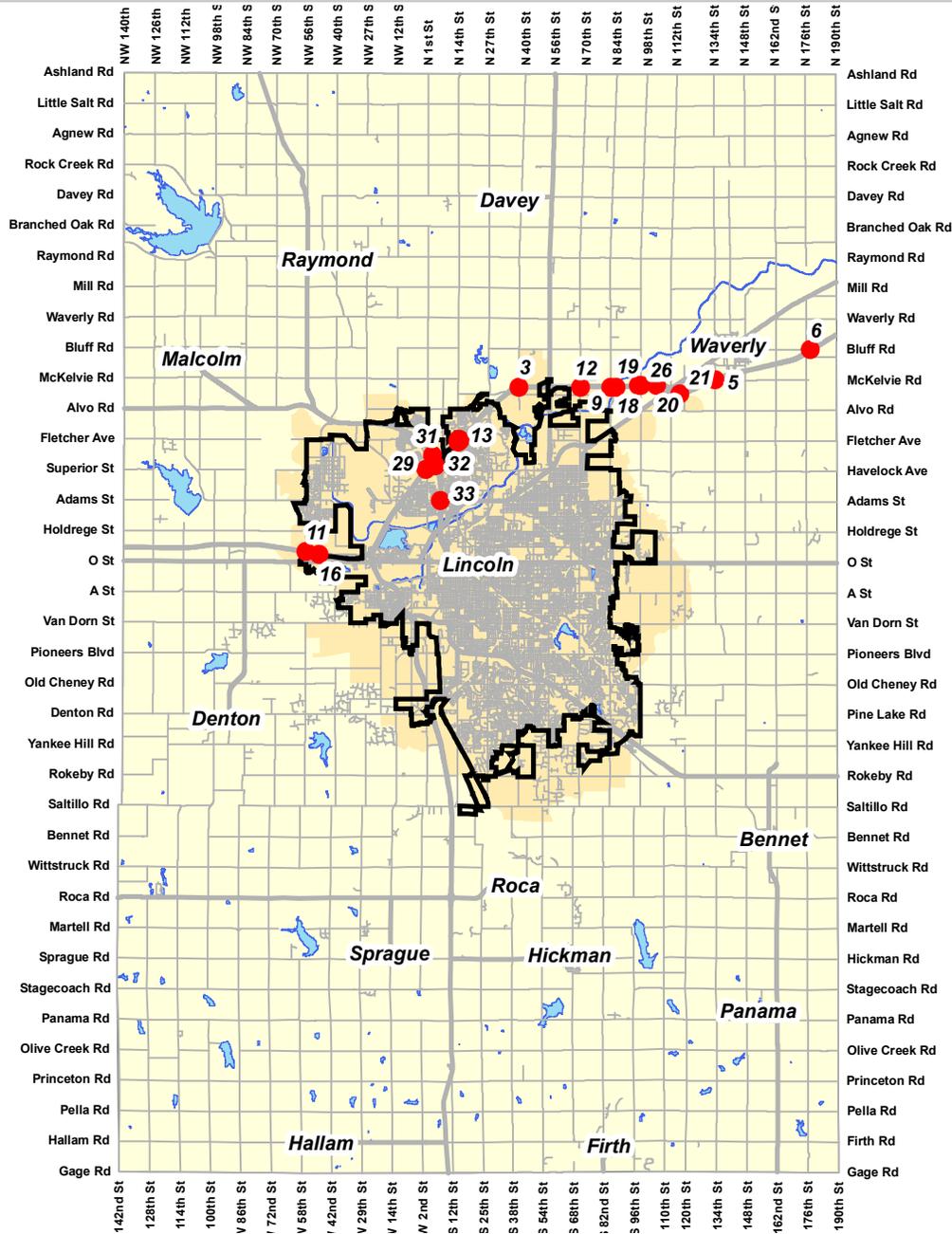
FUTURE SERVICE LIMIT



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

*Lincoln Metropolitan Planning Organization
Transportation Improvement Program*

Nebraska Dept of Roads
FY 2010 - 2015



BRIDGE



FUTURE SERVICE LIMIT



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

**2010-2015 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)								TOTAL FOR SIX YEARS (000's)	COMP PLAN CONFORM		
					PRIORITY PROJECTS				OUT YEAR PROJECTS							
					2009-10	FS	2010-11	FS	2011-12	FS	2012-13	FS			2013-14	FS
1	N-2 - 84th St - N-43 Joint Seal 12897	6.1 Miles RD-2-6(1032)			318.0	NE										GCP
				TOTAL	318.0									318.0		
2	N-2 - 56th St - 84th St, Lincoln Crack Seal Fog Seal 12896	RD-2-6 (1031)	2.6 Miles		64.0	NE										GCP
				TOTAL	64.0									64.0		
3	I-80 - 40th St Bridge, Lincoln ** Bridge 12478	NH-80-9(851)	0.0 Miles		2,181.0	NE										GCP
				TOTAL	2,181.0									2,181.0		
4	I 80 - Waverly-Greenwood ** 6-Lane - Gr Str Surf Detour 12469	IM-NH-80-9(842)	9.6 Miles		44,122.0	NE										GCP
				TOTAL	22,300.0	NE								66,422.0		
5	I 80 - 134th St Bridge, Lincoln ** Bridge 12468	IM-NH-80-9(841)	0.0 Miles		2,451.0	NE										GCP
				TOTAL	2,451.0									2,451.0		
6	I 80 - Camp Creek Bridges ** Bridge, on I-80, located 1 mi. W. of the Cass county line 12463	IM-NH-80-9(836)	0.0 Miles		3,303.0	NE										GCP
				TOTAL	3,303.0									3,303.0		
7	N-79 - Raymond-Valparaiso Mill Resurf 13026	8.6 Miles RD-79-2(1015)			1,559.0	NE										GCP
				TOTAL	1,559.0									1,559.0		
8	I-80 - Noise Walls, Lincoln ** Noise Walls, along I-80, from .2 mi. E. of Via over BNSF BR E. on the S. side of I-80 ending past the trailer court homes 12488A	0.0 Miles NH-80-9(899)			2,558.0	NE										GCP
				TOTAL	2,558.0									2,558.0		

** Indicates Advanced Construction

**2010-2015 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)								TOTAL FOR SIX YEARS (000's)	COMP PLAN CONFORM			
	(Control Number)	(Project Number)	(Work Phase)		PRIORITY PROJECTS				OUT YEAR PROJECTS								
					2009-10	FS	2010-11	FS	2011-12	FS	2012-13	FS			2013-14	FS	2014-15
9	I-80 - 84th St Bridge, Lincoln ** Bridge 12475	0.0 Miles NH-80-9(848)			2,102.0	NE											GCP
				TOTAL	2,102.0										2,102.0		
10	US-77 - Princeton North Joint Seal, on 77, from .3 mi S. of Princeton, N. to .4 mi N. of Roca Spur 12900	6.3 Miles RD-77-2(1062)					327.0	NE									GCP
				TOTAL			327.0								327.0		
11	I-80 - NW 56th St Bridge, Lincoln ** Bridge 12491	0.0 Miles IM-NH-80-9(864)					2,130.0	NE									GCP
				TOTAL			959.0	NE							3,089.0		
12	I-80 - 70th St Bridge, Lincoln ** Bridge 12476	0.0 Miles NH-80-9(849)					2,225.0	NE									GCP
				TOTAL			2,225.0								2,225.0		
13	I-80 - 14th St Bridge, Lincoln ** Bridge 12482	0.0 Miles NH-80-9(855)							4,716.0	NE							
				TOTAL					4,716.0						4,716.0		
14	US-6 - Milford East & West Resurf 12976	9.2 Miles RD-6-6(1046)							4,035.0	NE							GCP
				TOTAL					4,035.0						4,035.0		
15	I-80 - NW 56th - US-77 S. Intch, Lincoln ** 6-Lane Gr Str Surf Detour 12489	1.9 Miles NH-80-9(862)							30,709.0	NE							ICWP
				TOTAL					30,709.0						30,709.0		
16	I-80 - NW 48th St Bridges, Lincoln ** Bridge 12490	0.0 Miles NH-80-9(863)							4,599.0	NE							GCP
				TOTAL					4,599.0						4,599.0		

** Indicates Advanced Construction

**2010-2015 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)								TOTAL FOR SIX YEARS (000's)	COMP PLAN CONFORM			
	(Control Number)	(Project Number)	(Work Phase)		PRIORITY PROJECTS				OUT YEAR PROJECTS								
					2009-10	FS	2010-11	FS	2011-12	FS	2012-13	FS			2013-14	FS	2014-15
17	I-80 - 56th St - Waverly Interchange ** 6-Lane Gr Str Surf Detour 12477	3.9 Miles IM-NH-80-9(850)						29,016.0	NE								ICWP
			TOTAL					29,016.0							29,016.0		
18	I-80 - Salt Creek Bridges, Lincoln ** Bridge 11449	0.0 Miles NH-80-9(554)						5,972.0	NE								GCP
			TOTAL					5,972.0							5,972.0		
19	I-80 - Stream Bridge W. of 98th St, Lincoln ** Bridge, on I-80, immediately W. of 98th St. 12470	0.0 Miles NH-80-9(843)						1,311.0	NE								ICWP
			TOTAL					1,311.0							1,311.0		
20	I-80 - Stream Bridge West of Waverly ** Bridge, on I-80, .5 mi. W of Via over BNSF RR (Waverly Interchange) 12460	0.0 miles NH-80-9(833)						1,879.0	NE								GCP
			TOTAL					1,879.0							1,879.0		
21	I-80 - WB Waverly Interchange Bridge ** Viaduct 11992	0.0 Miles IM-NH-80-9(715)						4,920.0	NE								GCP
			TOTAL					4,920.0							4,920.0		
22	I-180 - Cornhusker Hwy - S Jct US-34, Lincoln Joint Seal, on I-180, from Cornhusker Hwy, S. 1.2 mi. 12809	1.2 Miles RD-180-9(1155)						73.0	NE								GCP
			TOTAL					73.0							73.0		
23	US-6 - Waverly-Greenwood Mill Resurf 12984	4.6 Miles RD-6-6(1048)								2,843.0	NE						GCP
			TOTAL							2,843.0					2,843.0		
24	US-34 - Seward Co. Line East Mill Resurf 12977	3.5 Miles RD-34-6(1036)								2,102.0	NE						GCP
			TOTAL							2,102.0					2,102.0		

** Indicates Advanced Construction

**2010-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: State of Nebraska
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PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)				PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)								TOTAL FOR SIX YEARS (000's)	COMP PLAN CONFORM			
					PRIORITY PROJECTS				OUT YEAR PROJECTS								
					2009-10	FS	2010-11	FS	2011-12	FS	2012-13	FS			2013-14	FS	2014-15
33	I-180 - Adams St Bridge, Lincoln Bridge 0.0 Miles 12046 IM-180-9(733)									1,529.0	IM	267.0	NE			GCP	
	TOTAL									1,796.0				1,796.0			
34	US-6 - West O St-Cornhusker Hwy, Lincoln 4-LANE GR STR SURF S 2.0 Miles 12265 NH-6-6(154)											15,814.0	NH	4,244.0	LN	ICWP	
	TOTAL											24,250.0		4,192.0	LN	24,250.0	
35	I-80 - Fletcher St - Adams St, Lincoln Gr Str Suf S-Shld, On I-180, from S. of Fletcher Av. S. to Adams St. (Includes I-180 BR over I-80) 1.8 Miles 12756 IM-180-9(905)											12,643.0	IM	3,857.0	NE	GCP	
	TOTAL											16,500.0				16,500.0	
<p>** Indicates Advance Construction Project</p>																	
<p>STATE OPERATIONS & MAINTENANCE FUNDING SOURCE SUMMARY</p> <p>Operations & Maintenance of the Federal Aid System in Lancaster County NE (State Revenue / Aids)</p>					3,790.0	NE	4,170.0	NE	4,590.0	NE	5,050.0	NE	5,555.0	NE	6,110.0	NE	
SUBTOTAL FOR OPERATIONS & MAINTENANCE					3,790.0		4,170.0		4,590.0		5,050.0		5,555.0		6,110.0	29,265.0	
<p>NOTE: Based upon NDOR Highway Program maintenance costs for FY-2004 thru FY-2007 in District I and factored for the Lincoln MPO planning area (Lancaster County) based on the percentage of State Highway (including Spurs, and Links) lane-miles for located in Lancaster County divided by the total number of lane miles located in District I.</p>																	

** Indicates Advanced Construction

**2010-2015 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)										TOTAL FOR SIX YEARS (000's)	COMP PLAN CONFORM	
		PRIORITY PROJECTS					OUT YEAR PROJECTS							
		2009-10	FS	2010-11	FS	2011-12	FS	2012-13	FS	2013-14	FS			2014-15
FUNDING SUMMARY: STATE OF NEBRASKA DEPARTMENT OF ROADS														
FEDERAL FUNDING:														
	IM (Interstate Maintenance)	0.0		0.0		0.0		0.0		20,862.0		12,643.0		33,505.0
	NH (National Highway System)	0.0		0.0		0.0		0.0		0.0		15,814.0		15,814.0
	HS (HSIP - Highway Safety Improvement Program)	0.0		0.0		0.0		0.0		0.0		0.0		0.0
	BR (BR/BH - Bridge Program)	0.0		0.0		0.0		0.0		0.0		0.0		0.0
	SR (SR - Safe Routes to School)	0.0		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		0.0
	STP (STP-Flexible)	0.0		0.0		0.0		0.0		0.0		0.0		0.0
	DP (Federal Discretionary Funds)	0.0		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		0.0
	SUB-TOTAL FEDERAL FUNDING:	0.0		0.0		0.0		0.0		20,862.0		28,457.0		49,319.0
STATE FUNDING:														
	NE (State Revenue / Aids)	84,748.0		9,811.0		91,820.0		20,502.0		29,220.0		14,211.0		250,312.0
	TM (State Train/Mile Tax)	0.0		0.0		0.0		0.0		0.0		0.0		0.0
	SUB-TOTAL STATE FUNDING:	84,748.0		9,811.0		91,820.0		20,502.0		29,220.0		14,211.0		250,312.0
LOCAL FUNDING:														
	LN (City of Lincoln)	0.0		0.0		0.0		0.0		0.0		4,192.0		4,192.0
	CO (Lancaster County)	0.0		0.0		0.0		0.0		0.0		0.0		0.0
	SUB-TOTAL LOCAL FUNDING:	0.0		0.0		0.0		0.0		0.0		4,192.0		4,192.0
	TOTAL:	84,748.0		9,811.0		91,820.0		20,502.0		50,082.0		46,860.0		303,823.0

** Indicates Advanced Construction

Status of Previous Years Projects

Completed or Under Contract in FY 2008-09

N-2	148th St/N-2, Lincoln	Intersection	12816
US 34/148th St.	East of Lincoln	Intersection	12929
US 77	Roca North, Roca Spur to L55W	Crack Seal	12892
US 77	Lincoln South, on US 77, S. City Limits to I-80	Resurface	12893
US 77	Coddington St Fontage Road	Br., Lincoln Br Rehab	12941
I-80	Milford - Lincoln Air Park	Crack Seal Fog Seal	12906
I-180	Cornhusker Hwy, Lincoln	Crack Seal Fog Seal	12807
I-80	162nd Street Bridge, Lincoln	Bridge	12465

Moved out of Programming Period from FY 2008-09

Lincoln South Beltway Con, US-77 to N-2	4-Lane Gr Str Surf S-Shld (10F4)	12578E
US 34 Lincoln East	4-Lane Gr Str Surf S-Shld, from 84 St. east 5.2 mi.	12139
US 77 Lincoln West Beltway	Gr Str Surf, Interchanges for Saltillo Rd. & Pioneers Blvd.	12552A
I-80 NW 112th St Bridge, Lincoln	Bridge	12596
I-80 NW 84th St Bridge, Lincoln	Bridge	12592
I-80 Pleasant Dale - NW 56th St	6-Lane Gr Culv Surf S-Shld	12591
I-80 NW 126th St Bridge, Lincoln	Bridge	12597
I-80 South Middle Creek Bridges, Lincoln	Bridge, 3.6 mi. W. of Ln at South Branch Middle Cr.	12595
I-80 NW 98th St Bridge, Lincoln	Bridge	12594
I-80 Middle Creek Bridges, Lincoln	Bridge, 2.7 mi. W. of Lincoln over the Middle Cr.	12593
US 34 Seward Co Line East	4-Lane Gr Str Surf S-Shld	12424

b Lancaster County

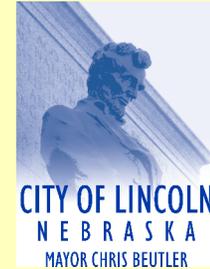
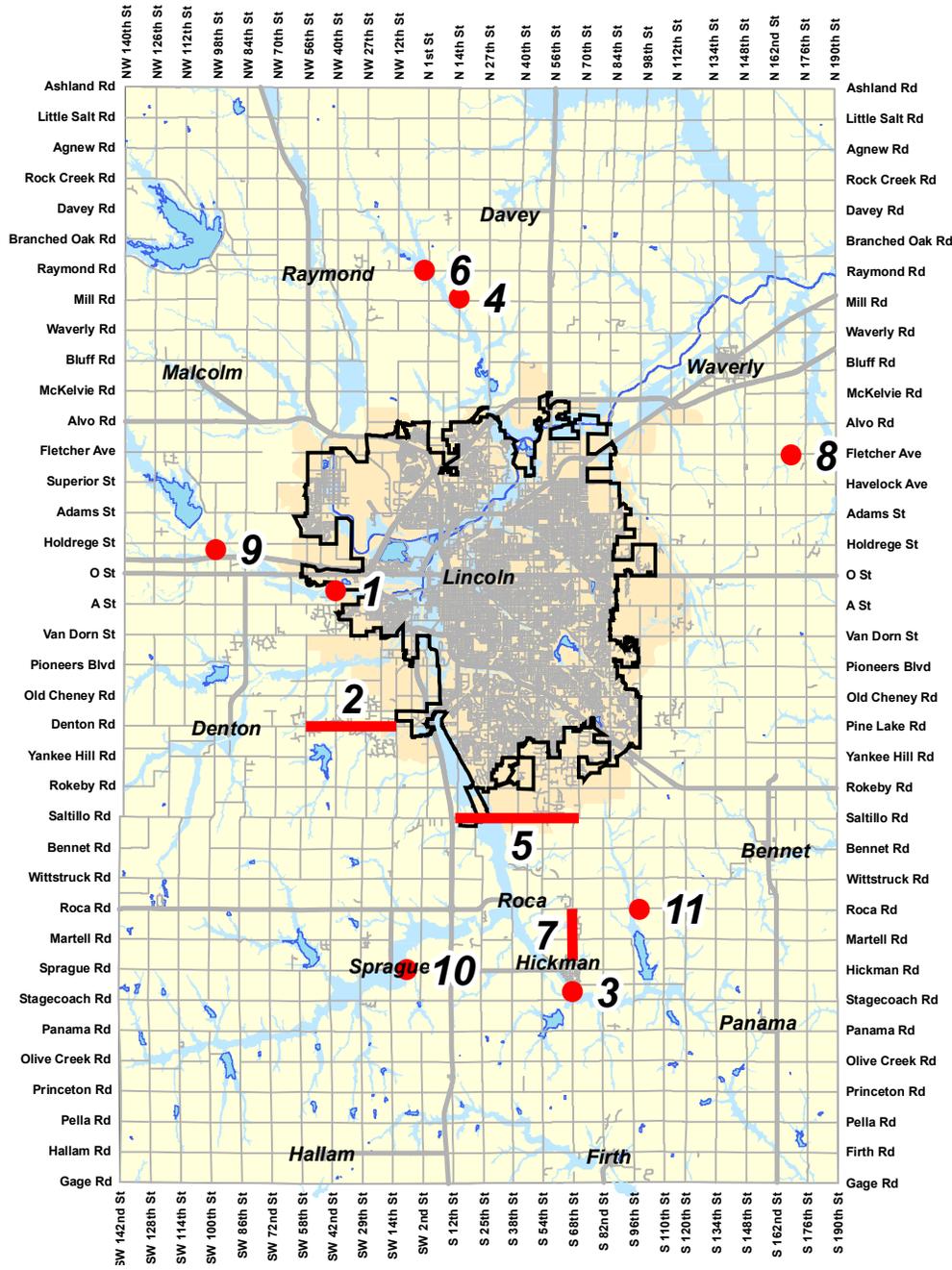
Project List – FY 2010-2015

Agency: Lancaster County
Division: Engineering

1. SW 40th Street - Lincoln West, Bridge - L-218
2. West Denton Road - SW 56th Street to SW 12th Street
3. South 68th Street, R.R. Viaduct
4. North 14th Street - Lincoln North, Bridge F - 88
5. Saltillo Road - Hwy 77 to South 70th Street
6. West Raymond Road - Raymond East, Bridge C - 91
7. South 68th Street – Hickman North, Hickman Road to Roca Road
8. Fletcher Avenue - Waverly Southeast, Bridge H-46
9. NW 98th Street - Malcolm Southeast, Bridge M-127
10. West Sprague Road - Sprague East, Bridge T-108
11. Roca Road, Bridge S-179

Lincoln Metropolitan Planning Organization Transportation Improvement Program

Lancaster County FY 2010 - 2015



- BRIDGE
- ROAD IMPROVEMENT
- FUTURE SERVICE LIMIT



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

**2010-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Lancaster County
DIVISION: County Engineering

PROJ NO (Map)	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION) Control Number Project Number Work Phase				PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										TOTAL FOR SIX YEARS (000's)	COMP PLAN CONFORM	
					PRIORITY PROJECTS					OUT YEAR PROJECTS							
					2009-10	FS	2010-11	FS	2011-12	FS	2012-13	FS	2013-14	FS			2014-15
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	853.3 BR													ICWP
				53.3 NE													
			TOTAL	1,066.6												1,066.6	
2	West Denton Road - Denton East SW 56th Street to SW 12th Street Reconstruct roadway C.N. 12541	3.0 Miles STPE-3305(9)	Construction		1,920.0 PE												ICWP
					480.0 CO												
			TOTAL		2,400.0											2,400.0	
3	South 68th Street Railroad Viaduct Bridge, Grading, Paving, Culverts, Guardrail, etc. C.N. 12383	1.0 Miles C55-S-401(6)	Construction	370.5 RT	3,168.2 RT												ICWP
					2,500.0 NE												
			TOTAL	370.5	5,668.2											6,038.7	
4	North 14th Street - Lincoln North Bridge F - 88 Bridge, Grading, Paving, Culverts, Guardrail, etc. C.N. 12383	0.2 Miles BR-3405(5)	Construction			571.7 BR											GCP
						35.7 NE											
			TOTAL			714.6										714.6	
5	Saltillo Road Hwy 77 to South 70 St Mill and Overlay C.N. 13046 * Reprogrammed from FY 2008-09 list of projects *	4.0 Miles LCLC-5280(1)	PE Construction	1.0 CO													GCP
				650.0 STP	Urban Stimulus												
			TOTAL	651.0												651.0	
6	West Raymond Road - Raymond East Bridge C - 91 Bridge, Grading, Paving, Culverts, Guardrail, etc. C.N.12402	0.2 Miles BR-3370(2)	Construction							1,000.0 BR							GCP
										187.5 CO							
			TOTAL							1,250.0						1,250.0	
7	South 68th Street - Hickman North Hickman Road to Roca Road Reconstruct Roadway C.N. 12859	1.3 Miles STPE-3265(9)	Construction						720.0 PE								GCP
									180.0 CO								
			TOTAL						900.0							900.0	

**2010-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Lancaster County
DIVISION: County Engineering

PROJ NO (Map)	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION) Control Number Project Number Work Phase				PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										TOTAL FOR SIX YEARS (000's)	COMP PLAN CONFORM			
					PRIORITY PROJECTS					OUT YEAR PROJECTS									
					2009-10	FS	2010-11	FS	2011-12	FS	2012-13	FS	2013-14	FS			2014-15	FS	
8	Fletcher Avenue-Waverly Southeast Bridge H-46 Bridge, Grading, Culvert, Guardrail, etc C.N. 12865 * Reprogrammed from FY 2008-09 list of projects *	0.2 Miles BR-3340(7)	Construction	430.0	STP	Rural Stimulus												GCP	
			TOTAL	430.0													430.0		
9	NW 98th Street-Malcolm Southeast Bridge M-127 Bridge, Grading, Culverts, Guardrail, etc. C.N. 12864	0.2 Miles BRO-7055(102)	Construction			510.4	BR											GCP	
			TOTAL			638.0												638.0	
10	West Sprague Road-Sprague East Bridge T-108 Bridge, Grading, Paving, Culverts, Guardrail, etc. C.N. 12786	0.2 Miles BR-3280(4)	Construction					432.0	BR									GCP	
			TOTAL					540.0										540.0	
11	Roca Road Bridge S-179 Bridge, Grading, Paving, Culverts, Guardrail, etc. C.N. 12952 * Advanced Construction Project *	0.2 Miles	PE Construction	30.0	CO						536.0	BR						GCP	
			TOTAL	30.0							640.0							670.0	
COUNTY OPERATIONS & MAINTENANCE FUNDING SOURCE SUMMARY																			
Operations & Maintenance of the County and Federal Aid System CO (Lancaster County)				16,416.4	CO	16,422.8	CO	17,612.1	CO	17,864.5	CO	18,472.0	CO	19,245.2	CO				
SUBTOTAL FOR OPERATIONS & MAINTENANCE				16,416.4		16,422.8		17,612.1		17,864.5		18,472.0		19,245.2				106,033.0	
<u>Program assumptions:</u> Program funds are estimates based upon a 3% rate per year for future years.																			

Status of Previous Years Projects

Completed or Under Contract in FY 2008-09

- Panama Road - Hickman Southeast, X - 117

C City of Lincoln: Public Works

Project List – FY 2010-2015

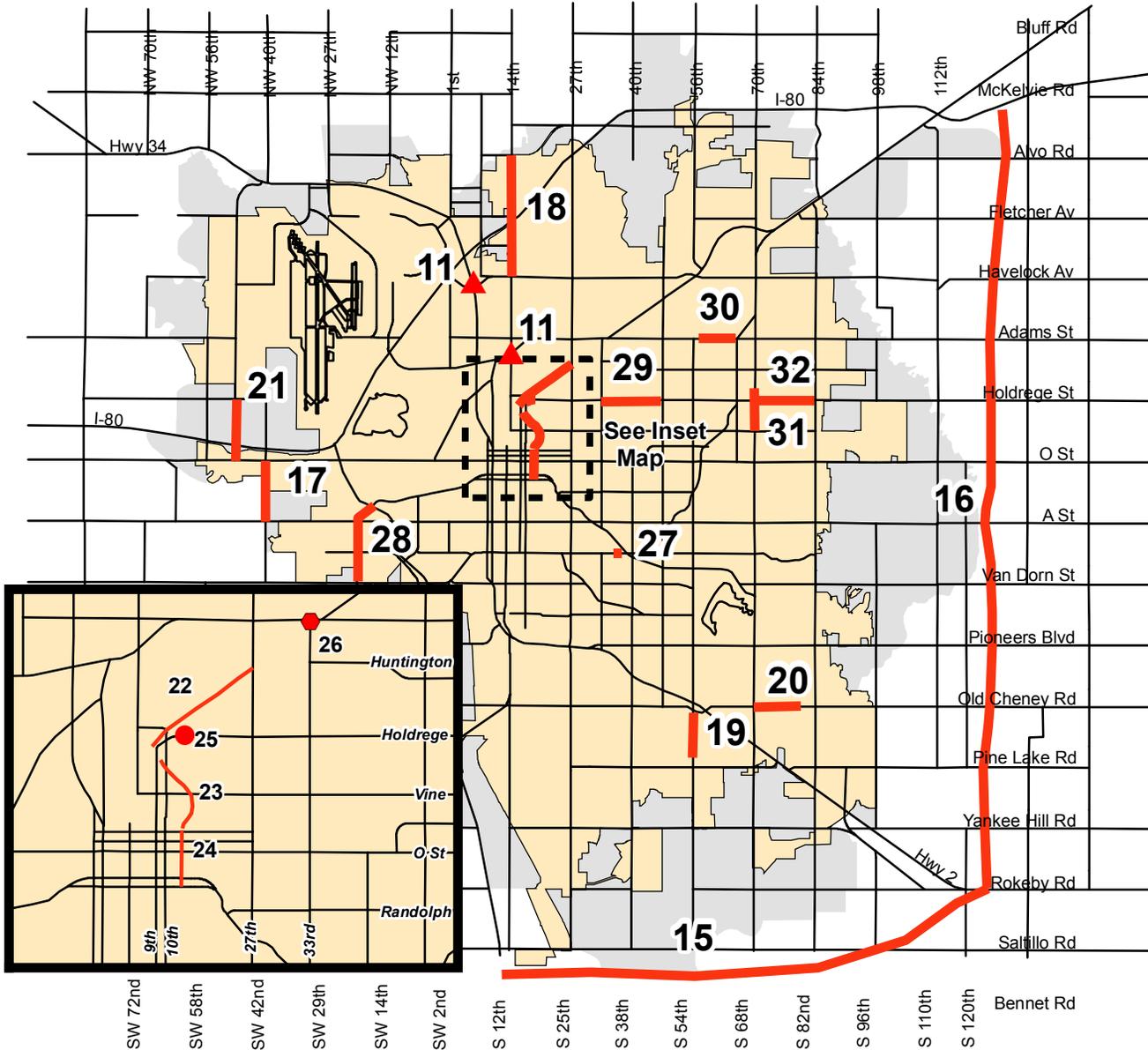
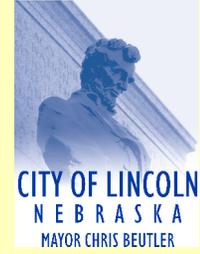
Agency: City of Lincoln: Public Works & Utilities
Division: Streets and Highways

1. A.V. Planning/Design - PW/U
2. Impact Fees - District 1
3. Impact Fees - District 2
4. Impact Fees - District 3
5. Impact Fees - District 4
6. Impact Fees - District 5
7. Impact Fees - District 6
8. Impact Fees - District 7
9. Traffic Optimization and Management Program
10. Studies, Prelim Eng, ROW, Const & Computer rec.
11. Safety and Operation Improvement Program
12. Sidewalk Maintenance and Repair.
13. Residential Rehabilitation & Intersection Improv
14. Roadway and Bridge Rehabilitation
15. South Beltway
16. East Beltway
17. SW 40th Viaduct
18. N. 14th Street, Superior to Alvo
19. 56th St from Shadow Pines Dr to Old Cheney Rd
20. Old Cheney Rd from 70th to 82th Streets
21. NW 48th Street, West "O" Street to Holdrege Street
22. A.V. Phase 1 - "East Leg" of the Big "X"
23. A.V. Phase 1- N/S road north of "P" to Vine Street
24. A.V. Phase 1- N/S road, "K" Street to "Q" Street
25. 18th & Holdrege Street Bridge
26. 33rd and BNSF railroad (South of Cornhusker)
27. A.V. Phase 1 - South Street Bridge
28. Coddington Avenue - Van Dorn to West "A" Street
29. Holdrege Street - 33rd Street to 47th Street
30. Adams Street - 57th Street to 62nd Street
31. North 70th Street - Aylesworth to Vine Street
32. Holdrege Street - 70th Street to 79th Street

**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

Streets and Highways

FY 2010 - 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.

**2010-2015 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)								TOTAL FOR SIX YEARS (000's)	COMP PLAN CONFORM	
	(Control Number)	(Project Number)	(Work Phase)	PRIORITY PROJECTS				OUT YEAR PROJECTS							
				2009-10 FS	2010-11 FS	2011-12 FS	2012-13 FS	2013-14 FS	2014-15 FS						
1	A.V. Planning/Design - PW/U The Antelope Valley project includes planning and design of transportation related facilities associated with redevelopment				50.0 SO	50.0 SO	50.0 SO							GCP	
			TOTAL	50.0	50.0	50.0	0.0	0.0	0.0			150.0			
2	Impact Fees - District 1 The intent of this listing identifies example roadway segments where initial design and right-of-way acquisition can be completed prior to the roadway improvement. Initial construction may only provide two through lanes plus turn lanes. Priority of Roadway improvements will be determined as land development generates roadway capacity needs. These roadways are currently identified in the existing comprehensive plan. Construction schedules are contingent upon availability of Funding. Projects such as : Coddington Ave - "A" St. to Van Dorn Ave., SW 40th - "O" St. to "A" St, W. Adams Street - NW 63rd to NW 48th, W. 'A' Street - SW 40th to Coddington Avenue, NW 48th - "O" to Hwy 34, NW 40th - "O" to Holdrege				1,000.0 IF	1,010.0 IF	1,020.1 IF	1,030.3 IF	1,040.6 IF	1,051.0 IF					GCP
			TOTAL	1,000.0	1,010.0	1,020.1	1,030.3	1,040.6	1,051.0			6,152.0			
3	Impact Fees - District 2 The intent of this listing identifies example roadway segments where initial design and right-of-way acquisition can be completed prior to the roadway improvement. Initial construction may only provide two through lanes plus turn lanes. Priority of Roadway improvements will be determined as land development generates roadway capacity needs. These roadways are currently identified in the existing comprehensive plan. Construction schedules are contingent upon availability of Funding. Project such as : N 14th Street - Superior St. to Alvo Rd., Fletcher Avenue - 14th to Telluride Drive, Alvo Road - NW 20th to N. 16th				852.5 IF	861.0 IF	869.6 IF	878.3 IF	887.1 IF	895.9 IF					GCP
			TOTAL	852.5	861.0	869.6	878.3	887.1	895.9			5,244.4			
4	Impact Fees - District 3 The intent of this listing identifies example roadway segments where initial design and right-of-way acquisition can be completed prior to the roadway improvement. Initial construction may only provide two through lanes plus turn lanes. Priority of Roadway improvements will be determined as land development generates roadway capacity needs. These roadways are currently identified in the existing comprehensive plan. Construction schedules are contingent upon availability of Funding. Project such as : N 48th St. - Greenwood St to Doris Bair Circle, Arbor Rd - N 40th St to 70th St				250.0 IF	250.0 IF	250.0 IF	250.0 IF	250.0 IF	250.0 IF					GCP
			TOTAL	250.0	250.0	250.0	250.0	250.0	250.0			1,500.0			
5	Impact Fees - District 4 The intent of this listing identifies example roadway segments where initial design and right-of-way acquisition can be completed prior to the roadway improvement. Initial construction may only provide two through lanes plus turn lanes. Priority of Roadway improvements will be determined as land development generates roadway capacity needs. These roadways are currently identified in the existing comprehensive plan. Construction schedules are contingent upon availability of Funding. Projects such as : Waterford Estates, Adams Street - 75th to 94th Streets, 98th St. - "O" St to Hwy 6 Fletcher Ave - Hwy 6 to E/O 84th St., 84th and Havelock Intersection.				500.0 IF	505.0 IF	510.0 IF	515.2 IF	520.3 IF	525.5 IF					GCP
			TOTAL	500.0	505.0	510.0	515.2	520.3	525.5			3,076.0			

**2010-2015 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)								TOTAL FOR SIX YEARS (000's)	COMP PLAN CONFORM				
	(Control Number)	(Project Number)	(Work Phase)	PRIORITY PROJECTS				OUT YEAR PROJECTS										
				2009-10	FS	2010-11	FS	2011-12	FS	2012-13	FS	2013-14			FS	2014-15	FS	
6	Impact Fees - District 5 The intent of this listing identifies example roadway segments where initial design and right-of-way acquisition can be completed prior to the roadway improvement. Initial construction may only provide two through lanes plus turn lanes. Priority of Roadway improvements will be determined as land development generates roadway capacity needs. These roadways are currently identified in the existing comprehensive plan. Construction schedules are contingent upon availability of Funding. Project such as : 98th St - "A" St to "O" St, Old Cheney Rd - 70th St to 84th St, 98th St - Old Cheney Rd to Yankee Hill Rd. Pine Lake Rd - 84th to 98th Streets/Van Dorn - Normal to 84th				1,000.0	IF	1,010.0	IF	1,020.1	IF	1,030.3	IF	1,040.6	IF	1,051.0	IF	6,152.0	GCP
TOTAL				1,000.0		1,010.0		1,020.1		1,030.3		1,040.6		1,051.0				
7	Impact Fees - District 6 The intent of this listing identifies example roadway segments where initial design and right-of-way acquisition can be completed prior to the roadway improvement. Initial construction may only provide two through lanes plus turn lanes. Priority of Roadway improvements will be determined as land development generates roadway capacity needs. These roadways are currently identified in the existing comprehensive plan. Construction schedules are contingent upon availability of Funding. Project such as : Pine Lake Rd - 56th St to Hwy 2, 56th St - Old Cheney Rd to Yankee Hill Rd., Yankee Hill Rd - 70th St to 84th St., Rokeby Rd. - 27th St to 40th St., Yankee Hill Rd, east of 84th to 91st and Hwy 2, 40th St. south of Yankee Hill				1,100.0	IF	1,111.0	IF	1,122.1	IF	1,133.3	IF	1,144.7	IF	1,156.2	IF	6,767.3	GCP
TOTAL				1,100.0		1,111.0		1,122.1		1,133.3		1,144.7		1,156.2				
8	Impact Fees - District 7 The intent of this listing identifies example roadway segments where initial design and right-of-way acquisition can be completed prior to the roadway improvement. Initial construction may only provide two through lanes plus turn lanes. Priority of Roadway improvements will be determined as land development generates roadway capacity needs. These roadways are currently identified in the existing comprehensive plan. Construction schedules are contingent upon availability of Funding. Projects such as : 14th St / Warlick Blvd / Old Cheney Rd Intersection, Folsom Ave - W. Old Cheney Rd to W. Denton Rd, 27th Street Pine Lake to Yankee Hill Road				500.0	IF	505.0	IF	510.1	IF	515.2	IF	520.3	IF	525.5	IF	3,076.1	ICWP
TOTAL				500.0		505.0		510.1		515.2		520.3		525.5				
9	Traffic Optimization and Management Program Includes: Intelligent Transportation Infrastructure projects, annual traffic monitoring program (turning movement counts, mechanical counts, travel time and delay studies) and improving traffic flow through signal timing changes. Modify, replace or install traffic signal equipment (poles, controllers, detectors, communication links, etc.) where needed. This includes locations that have exceeded their useful life, new locations that will improve overall traffic flow and upgrades for left-turn phases & school				1,231.9	SO	967.1	SO	1,250.0	SO	1,250.0	SO		399.7	SO	8,750.0	GCP	
TOTAL				1,268.1	WR	282.9	WR	1,250.0		1,250.0		1,250.0	WR	850.3	WR			
10	Studies, Prelim Eng, ROW, Const & Computer rec Includes: studies, conceptual, preliminary and final roadway designs; right-of-way and easement acquisition, and as well as work identified in conjunction with utility projects, as well as unknown projects that come through growth proposals. Also to allow work on updating and making available records and public information, other improvements, issues, and concerns throughout the year.				2,000.0	SO	2,000.0	SO	450.0	SO	357.0	SO	1,131.0	SO		12,000.0	ICWP	
TOTAL				2,000.0		2,000.0		1,550.0	WR	1,643.0	WR	869.0	WR	2,000.0	WR			

**2010-2015 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)								TOTAL FOR SIX YEARS (000's)	COMP PLAN CONFORM				
					PRIORITY PROJECTS				OUT YEAR PROJECTS									
					2009-10	FS	2010-11	FS	2011-12	FS	2012-13	FS			2013-14	FS	2014-15	FS
11	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) - 14th & Cornhusker (C.N. 12944) - Citywide ped. signals (C.N. 12927)				643.5 35.8	HE SO	783.0 79.5	HE SO	400.0 100.0	CM SO	400.0 100.0	CM SO	400.0 100.0	CM WR	400.0 125.0	CM SO	3,566.8	ICWP
	TOTAL				679.3		862.5		500.0		500.0		500.0		525.0			
12	Sidewalk Maintenance and Repair. City funds are allocated for maintenance and repair of sidewalks				1,000.0	WR	1,000.0	WR	1,000.0	WR	1,000.0	WR	1,000.0	WR	1,000.0	WR	6,000.0	ICWP
	TOTAL				1,000.0		1,000.0		1,000.0		1,000.0		1,000.0		1,000.0			
13	Residential Rehabilitation & Intersection Improv City funds are allocated for resurfacing and repairing residential pavement, curbs and sidewalks to maintain their serviceability.				1,119.0	RR	1,129.9	RR	1,141.0	RR	1,152.2	RR	1,163.4	RR	1,174.8	RR	6,880.3	ICWP
	TOTAL				1,119.0		1,129.9		1,141.0		1,152.2		1,163.4		1,174.8			
14	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.				349.2	WR	1,353.1 2,622.2	LC WR	1,200.0 295.1	LC WR	1,200.0 573.4	LC WR	1,600.0 400.0	LC WR	3,200.0 338.6	LC WR	13,131.6	ICWP
	TOTAL				349.2		3,975.3		1,495.1		1,773.4		2,000.0		3,538.6			
15	South Beltway Design, right-of-way and utility work of a four lane freeway between highways US 77 and Hwy 2 . City funding allocated represents a 20% match over six years to the anticipated Federal funds for the South Beltway Project. This is a State of Nebraska roadway project lead. Project length 9miles. Construction is contingent upon available Federal funding.				495.5	SO											495.5	ICWP
	TOTAL				495.5		0.0		0.0		0.0		0.0		0.0			
16	East Beltway Design, right-of-way and utility work of a four lane freeway between Hwy 2 and I-80. This funding represents Federal Demonstration funds only available for this project in the Federal Transportation Bill to be used for corridor protection and allow for future construction of this facility. This will be matched with previous appropriations of local funds (city and county). Complete funding for this project not shown.				250.0	SO									184.1 65.9	WC WR	250.0	ICWP
	TOTAL				250.0		0.0		0.0		0.0		0.0		0.0			
17	SW 40th Viaduct This project would implement study results to improve existing SW 40th Street by building a viaduct on BNSF railroad. This project will improve safety and capacity, and serve traffic generated by future development in southwest Lincoln. C.N. 12744				1,500.0 2,000.0	RT TM	5,500.0 1,000.0	RT TM									10,000.0	ICWP
	TOTAL				3,500.0		6,500.0		0.0		0.0		0.0		0.0			

**2010-2015 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)								TOTAL FOR SIX YEARS (000's)	COMP PLAN CONFORM				
	(Control Number)	(Project Number)	(Work Phase)	PRIORITY PROJECTS				OUT YEAR PROJECTS										
				2009-10	FS	2010-11	FS	2011-12	FS	2012-13	FS	2013-14			FS	2014-15	FS	
18	N. 14th Street, Superior to Alvo Improve existing North 14th Street to four through lanes plus turn lanes. Project will improve safety and capacity and serve traffic generated by development.				Construction				4,988.6	WC	4,150.0	WC						ICWP
				Construction				661.4	WR									
				TOTAL	0.0		0.0		5,650.0		4,150.0		0.0		0.0		9,800.0	
19	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		2,535.0	WC										ICWP
				Construction				500.0	RT	1,745.9	WC							
				Construction				850.0	WC	769.0	WR							
				Construction						2,000.0	LC							
				TOTAL	0.0		2,535.0		1,350.0		4,514.9		0.0		0.0		8,399.9	
20	Old Cheney Rd from 70th to 82th Streets City funds for the completion of design engineering, right-of-way, construction and construction engineering to construct four lanes of pavement along Old Cheney between 70th and 82nd streets. The project will construct a center median as well as left and right turn lanes and includes right turn lanes at the intersection of 70th & Old Cheney. The project will improve safety and capacity. Project length: 0.8 mile				PE								406.3	WR				ICWP
				Construction									3,460.2	WC	1,883.5	WC		
				TOTAL	0.0		0.0	0.0	0.0	0.0	0.0		3,866.5		1,883.5		5,750.0	
21	NW 48th Street - "O" Street to Holdrege Street City funds for the completion of design engineering, right-of-way, construction and construction engineering to construct four lanes of pavement along NW 48th Street from I-80 to Holdrege Street. The project will construct a center median as well as left and right turn lanes. The project will improve safety and capacity. Project length: 1.0 mile				PE								2,493.7	WC	4,006.3	WC		ICWP
				TOTAL	0.0		0.0	0.0	0.0	0.0	0.0		2,493.7		4,006.3		0.0	
22	A.V. Phase 1 - "East Leg" of the Big "X" This project includes construction of a new elevated East Leg bridge over and parallel to the existing rail lines connecting the new elevated intersection (the Big "T" project) with 27th Street to the east. This new elevated leg will provide a six through lane, median divided roadway including turn lanes. Included in this project is the new connection from existing 17th Street to Holdrege Street and it also includes the Devaney access road connecting Court Street construction to the new East/West road C.N. 11215G				Construction	2,173.0	FA											ICWP
				Construction	2,500.0	LC												
				Construction	2,000.0	RT												
				Construction	660.0	WC												
				TOTAL	7,333.0		0.0		0.0		0.0		0.0		0.0		7,333.0	
23	A.V. Phase 1 - N/S road north of "P" to Vine Street This north/south project includes a new six through lane median divided roadway including turn lanes. This roadway project will connect the Vine Street, 'Y' Street and 'K' to 'Q' projects. This roadway will curve around the east side of the Beadle Center, providing sidewalks on both sides of the roadway from 'Q' Street to 'S' Street and on the west side from 'S' Street to 'Y' Street. Construction schedule is contingent upon availability of funding.				Construction	822.6	WR											ICWP
				Construction	2,509.1	WC												
				TOTAL	3,331.7		0.0		0.0		0.0		0.0		0.0		3,331.7	

**2010-2015 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)								TOTAL FOR SIX YEARS (000's)	COMP PLAN CONFORM				
					PRIORITY PROJECTS				OUT YEAR PROJECTS									
	(Control Number)	(Project Number)	(Work Phase)		2009-10	FS	2010-11	FS	2011-12	FS	2012-13	FS			2013-14	FS	2014-15	FS
24	A.V. Phase 1-N/S road, "K" to north of "Q" St This north/south project includes a new six through lane median divided roadway including turn lanes. Also included are intersecting streets along the existing 19th Street corridor, along with extensive downstream storm sewer and special storm sewer construction to bypass the East Downtown Community Park. Construction schedule is contingent upon availability of funding. C.N. 11215A				Construction	2,027.0	FA	1,267.5	FA									
				Construction	400.0	CM	400.0	CM	400.0	CM								
				Construction	1,861.2	LC	1,846.9	LC	2,000.0	LC								
				Construction	2,167.3	wc	750.1	wc										
				TOTAL	6,455.5		4,264.5		2,400.0		0.0		0.0		0.0		13,120.0	
25	18th & Holdrege Street Bridge Holdrege St. overpass at Nebco RR				Construction	250.0	RT	575.0	RT									
				TOTAL	250.0		575.0		0.0		0.0		0.0		0.0		825.0	
26	33rd and BNSF Railroad (South of Cornhusker) 33rd St. at BNSF RR crossing Grade Separation Project.								1,000.0	RT	1,000.0	RT	3,500.0	RT				
				TOTAL	0.0		0.0		1,000.0		1,000.0		3,500.0		0.0		5,500.0	
27	A.V. Phase 1 - South Street Bridge This project includes the construction of a new bridge on South Street across the Antelope Creek Channel and associated roadway reconstruction at the bridge approaches. The proposed bridge will provide two through lanes in each direction with 10'-0" clear pedestrian walkway/ bikeway along both sides of the bridge. The project will also include reconstruction of the existing sanitary sewer that runs under Antelope Creek Channel and existing water mains along South Street in the vicinity of the bridge.				Construction	165.0	SO	2,496.3	WR	438.8	WR						0.0	
				TOTAL	165.0		2,496.3		438.8		0.0		0.0		0.0		3,100.1	
28	Coddington Avenue - south of Van Dorn to north of West "A" Project phase is for design engineering and beginning right away acquisition to construct four lanes of pavement. The project will construct a center median as well as left and right turn lanes at intersections along the corridor. The project will improve safety and capacity. Project length: 2.2 miles including side street approaches.				PE & ROW	500.0	WR											
				TOTAL	500.0		0.0		0.0		0.0		0.0		0.0		500.0	
29	Holdrege Street - 33rd Street to 47th Street - Stimulus Project Mill & Overlay to increase the safety of the traveling public and prolong the life of the roadway. Curb ramps will be replaced as necessary to meet ADA requirements. Length 3980' C.N. 13067 LCLC-5244(7)				Construction	700.6	STP- WR	Urban Stimulus										
				TOTAL	752.5		0.0		0.0		0.0		0.0		0.0		752.5	
30	Adams Street - 57th Street to 62nd Street - Stimulus Project Mill & Overlay to increase the safety of the traveling public and prolong the life of the roadway. Curb ramps will be replaced as necessary to meet ADA requirements. Length 1725' C.N. 13068 LCLC-5250(3)				Construction	696.3	STP- WR	Urban Stimulus										
				TOTAL	747.9		0.0		0.0		0.0		0.0		0.0		747.9	

**2010-2015 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)								TOTAL FOR SIX YEARS (000's)	COMP PLAN CONFORM
					PRIORITY PROJECTS				OUT YEAR PROJECTS					
	2009-10	FS	2010-11	FS	2011-12	FS	2012-13	FS	2013-14	FS	2014-15	FS		
FUNDING SUMMARY														
FEDERAL-AID FUNDS:														
	LC (STP-Urbanized Areas > 200,000, Lincoln)	4,361.2		3,200.0		3,200.0		3,200.0		1,600.0		3,200.0	18,761.2	
	BR (Federal-Bridge Replacement)	0.0		0.0		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		0.0	0.0	
	CM (Congestion Managment/Air Quality)	400.0		400.0		800.0		400.0		400.0		400.0	2,800.0	
	HE (STP-Hazard Elimination)	643.5		783.0		0.0		0.0		0.0		0.0	1,426.5	
	FA (Federal Aid)	4,200.0		1,267.5		0.0		0.0		0.0		0.0	5,467.5	
	STP-Urban Stimulus (Federal STP-Urban Stimulus Funds)	2,373.1		0.0		0.0		0.0		0.0		0.0	2,373.1	
	SUB-TOTAL FEDERAL-AID FUNDS	11,977.8		5,650.5		4,000.0		3,600.0		2,000.0		3,600.0	30,828.3	
STATE FUNDS:														
	NE (State Funds)	0.0		0.0		0.0		0.0		0.0		0.0	0.0	
	TM (State-Train Mile Tax)	2,000.0		1,000.0		0.0		0.0		0.0		0.0	3,000.0	
	SUB-TOTAL OTHER FUNDS	2,000.0		1,000.0		0.0		0.0		0.0		0.0	3,000.0	
LOCAL FUNDS:														
	WR (City Residual Wheel Tax)	4,115.7		6,651.4		4,195.3		4,235.4		4,275.3		4,254.8	27,727.9	
	WC (City Wheel Tax, New Construction)	5,336.4		3,285.1		5,838.6		5,895.9		5,953.9		6,073.9	32,383.8	
	RR (City Wheel Tax, Residential Rehab)	1,119.0		1,129.9		1,141.0		1,152.2		1,163.4		1,174.8	6,880.3	
	GR (General Revenue)	2,960.6		3,049.4		3,140.9		3,235.1		3,332.2		3,432.1	19,150.4	
	HB (Highway Allocation Bonds)	0.0		0.0		0.0		0.0		0.0		0.0	0.0	
	SO (Highway Allocations Funds)	4,228.2		3,096.6		1,850.0		1,707.0		1,131.0		524.7	12,537.5	
	IF (Impact Fees)	5,202.5		5,252.0		5,302.0		5,352.6		5,403.6		5,455.1	31,967.8	
	SR (Snow Removal Funds)	2,943.4		3,031.7		3,122.7		3,216.3		3,312.8		3,412.2	19,039.1	
	SC (Street Construction Funds)	10,759.0		11,081.8		11,414.2		11,756.6		12,109.3		12,472.6	69,593.6	
	RT (Railroad Trans. Safety District)	3,750.0		6,075.0		1,500.0		1,000.0		3,500.0		0.0	15,825.0	
	SUB-TOTAL LOCAL FUNDS	40,414.8		42,652.9		37,504.7		37,551.2		40,181.6		36,800.3	235,105.4	
	DIVISION TOTALS (ALL FUNDS)	54,392.6		49,303.4		41,504.7		41,151.2		42,181.6		40,400.3	268,933.7	

Status of Previous Years Projects

Under Contract in FY 2008-09

- Antelope Valley Phase 1 – East Leg of Big “X”
- Antelope Valley Phase 1 – “Q” to “Y” Street
- Antelope Valley Phase 1 – “N” Street bridge
- NW 48th Street Hwy 6 to Hwy 34 – Grade Study
- N 14th, Superior to Alvo Rd
- West Cumings Street

Completed in FY 2008-09

- Antelope Valley Phase 1 – “J” Street bridge
- Antelope Valley Phase 1 – “O” Street bridge
- ITI access on Warlick

Moved out of Program Period

- Rehabilitation of South 48th Street

d City of Lincoln: StarTran

Project List – FY 2010-2015

Agency: City of Lincoln: Public Works & Utilities
Division: StarTran

1. Purchase/Financing of Full-size Buses
2. Transit Enhancements
3. Security Enhancements
4. Purchase of Supervisor Vehicles
5. Computer Hardware/Software
6. Shop Tools/Equipment
7. Building Maintenance and Renovations
8. Replace Service Vehicle

2010-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA

AGENCY: Public Works & Utilities

TRANSPORTATION IMPROVEMENT PROGRAM

DIVISION: StarTran

PROJ NO (Map)	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION) PROJECT NUMBER	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										TOTAL FOR SIX YEARS (000's)	COMP PLAN CONFORM													
		PRIORITY PROJECTS						OUT YEAR PROJECTS																		
		2009-10	FS	2010-11	FS	2011-12	FS	2012-13	FS	2013-14	FS			2014-15	FS											
1	<p>Purchase / Financing of Full Size Buses</p> <p>A phased purchase of full-size replacement transit buses is identified, as follows:</p> <table border="0"> <tr> <td>Buses Purchased</td> <td>Funding Accumulated</td> <td>Potential Replacemant</td> <td>Delivery</td> </tr> <tr> <td>15</td> <td>FY 2007-08 through FY 2009-10</td> <td>15 - 1997 Gillig Buses</td> <td>FY 2010-11</td> </tr> <tr> <td>20</td> <td>FY 2011-12 through FY 2015-16</td> <td>20 - 2001 Gillig Buses</td> <td>FY 2015-16</td> </tr> </table> <p>Local funding for the above bus purchases is comprised of City of Lincoln general revenues and the portion of the contractual funds from the University of Nebraska (StarTran/UNL Transportation Program) designated for vehicle replacement. The Federal Transit Administration (FTA) regulations allow phasing of bus purchases as an alternate to the traditional direct purchase of buses. FTA requires that full-size transit vehicles have a twelve-year economic life, although StarTran typically operates buses more than twelve years before replacement. All of the current buses being replaced as indicated above will have exceeded the required twelve years of operation. An analysis of the structural and engine conditions of the StarTran fleet is conducted annually, which is utilized to develop the replacement program of StarTran buses. The above phased bus replacement schedule is in compliance with the most recent analyses and bus replacement program.</p> <p>a. 15 Full Size Buses</p> <p>c. 20 Full Size Buses</p> <p style="text-align: right;">TOTAL</p>	Buses Purchased	Funding Accumulated	Potential Replacemant	Delivery	15	FY 2007-08 through FY 2009-10	15 - 1997 Gillig Buses	FY 2010-11	20	FY 2011-12 through FY 2015-16	20 - 2001 Gillig Buses	FY 2015-16	869.4	FA											GCP
		Buses Purchased	Funding Accumulated	Potential Replacemant	Delivery																					
		15	FY 2007-08 through FY 2009-10	15 - 1997 Gillig Buses	FY 2010-11																					
		20	FY 2011-12 through FY 2015-16	20 - 2001 Gillig Buses	FY 2015-16																					
			0.0	GR																						
			178.1	SR																						
					996.0	FA	996.0	FA	996.0	FA	996.0	FA	996.0	FA												
					101.0	GR	101.0	GR	101.0	GR	101.0	GR	101.0	GR												
					103.0	SR	103.0	SR	103.0	SR	103.0	SR	103.0	SR												
					1,047.5		1,200.0		1,200.0		1,200.0		1,200.0		5,847.5											
2	<p>Transit Enhancements (required by FTA)</p> <p>Effective FY 2004-05, one percent of the FTA allocation to StarTran is required by FTA to fund transit enhancements. Such enhancements, in general, include bus shelters, signage, art, pedestrian, bicycle related equipment and landscaping. 2009-2010 funding is dedicated to the recommendations resultant from the Transit Development Study. Because of limited funds for transit enhancements, funding projects for the Transit Study will be phased over a period until projects are completed.</p> <p style="text-align: right;">TOTAL</p>	56.0	FA	30.0	FA	30.0	FA	30.0	FA	30.0	FA	30.0	FA	GCP												
		14.0	GR	7.5	GR	7.5	GR	7.5	GR	7.5	GR	7.5	GR													
					70.0		37.5		37.5		37.5		37.5			257.5										

2010-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA

AGENCY: Public Works & Utilities

TRANSPORTATION IMPROVEMENT PROGRAM

DIVISION: StarTran

PROJ NO (Map)	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION) PROJECT NUMBER	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)												TOTAL FOR SIX YEARS (000's)	COMP PLAN CONFORM
		PRIORITY PROJECTS						OUT YEAR PROJECTS							
		2009-10	FS	2010-11	FS	2011-12	FS	2012-13	FS	2013-14	FS	2014-15	FS		
3	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 2009-10 StarTran funding will be directed at building exterior security enhancements and bus shelter lighting improvements.													223.0	GCP
		28.0	FA	28.0	FA	28.0	FA	28.0	FA	32.0	FA	32.0	FA		
		7.0	GR	8.0	GR	8.0	GR	8.0	GR	8.0	GR	8.0	GR		
		TOTAL	35.0		36.0		36.0		36.0		40.0		40.0		
4	Purchase of Supervisor Vehicle Funds are proposed in FY 2009-10 and FY 2012-13 to purchase two replacement supervisor vehicles. The vehicles to be replaced are a 2004 Chevy Venture and a 2007 Chevy Van. Analyses are conducted evaluating the vehicle conditions and which will justify the need to replace the two subject vehicles. The mini-van supervisor vehicles, with 7-9 seats, are meeting the unique needs of StarTran supervisors, transporting supplies and schedules, and carrying patrons as necessary.													50.0	GCP
		16.0	FA					24.0	FA						
		4.0	GR					6.0	GR						
		TOTAL	20.0		0.0		0.0		30.0		0.0		0.0		
5	Computer Hardware and Software Funds are proposed in F.Y. 2009-10 and F.Y. 2013-14 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.													45.0	GCP
		20.0	FA							16.0	FA				
		5.0	GR							4.0	GR				
		TOTAL	25.0		0.0		0.0		0.0		20.0		0.0		
6	Shop Tools / Equipment Funds are proposed in each fiscal year for continued routine upgrade and replacement of tools and equipment, as well as for replacement due to unexpected breakage. Such tools and equipment include an additional brake lathe, floor scrubber and on-going replacement of garage doors.													75.0	GCP
				20.0	FA			20.0	FA	20.0	FA				
				5.0	GR			5.0	GR	5.0	GR				
		TOTAL	0.0		25.0		0.0		25.0		25.0		0.0		

2010-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA

AGENCY: Public Works & Utilities

TRANSPORTATION IMPROVEMENT PROGRAM

DIVISION: StarTran

PROJ NO (Map)	PROJECT (Location & Distance) (IMPROVEMENT DESCRIPTION) PROJECT NUMBER	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)												TOTAL FOR SIX YEARS (000's)	COMP PLAN CONFORM
		PRIORITY PROJECTS						OUT YEAR PROJECTS							
		2009-10	FS	2010-11	FS	2011-12	FS	2012-13	FS	2013-14	FS	2014-15	FS		
7	Bldg Maintenance and Renovations Funds are included in FY 2009-10 and FY 2010-11 for necessary repairs to the StarTran building facilities . Such repairs include roof replacement, HVAC replacement, painting of offices and lighting replacement.														
		80.0	FA	160.0	FA										
		20.0	GR	40.0	GR										
	TOTAL	100.0		200.0		0.0		0.0		0.0		0.0		300.0	
8	Replace Service Vehicle Funds are included in F.Y. 2010-2011 to replace the 1996 Ford Service Vehicle. This vehicle, in FY 2010 -11, will be 16 years old, and the current structural deterioration will be increased. This vehicle is utilized on a daily basis to service StarTran buses, including towing, jump starting, fluid replacement, and, in the winter, sanding and plowing.														
				48.0	FA										
				12.0	GR										
	TOTAL	0.0		60.0		0.0		0.0		0.0		0.0		60.0	
	FUNDING SUMMARY														
	FA (Federal - Transit Aid)	1,069.4	FA	1,282.0	FA	1,054.0	FA	1,098.0	FA	1,094.0	FA	1,058.0	FA	6,655.4	
	GR (General Revenues - Lincoln Funds)	50.0	GR	173.5	GR	116.5	GR	127.5	GR	125.5	GR	116.5	GR	709.5	
	SR (Special Reserves - Transit Funds)	178.1	SR	103.0	SR	103.0	SR	103.0	SR	103.0	SR	103.0	SR	693.1	
	TOTAL	1,297.5		1,558.5		1,273.5		1,328.5		1,322.5		1,277.5		8,058.0	
	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	1,350.0	PM	8,100.0	
	Sec 5307 (Section 5307 - ADA)	200.0	ADA	200.0	ADA	200.0	ADA	200.0	ADA	200.0	ADA	200.0	ADA	1,200.0	
	NE (State Revenue/Aid)	400.0	NE	400.0	NE	400.0	NE	400.0	NE	400.0	NE	400.0	NE	2,400.0	
	GR (General Revenues - Lincoln Funds)	5,550.0	GR	5,675.0	GR	5,900.0	GR	6,100.0	GR	6,300.0	GR	6,400.0	GR	35,925.0	
	SC (Service Charges - Transit - Local Funds)	1,400.0	SC	1,500.0	SC	1,500.0	SC	1,500.0	SC	1,500.0	SC	1,600.0	SC	9,000.0	
	TOTAL	8,900.0		9,125.0		9,350.0		9,550.0		9,750.0		9,950.0		56,625.0	

2010-2015 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 FOR SIX YEARS (000's)	COMP PLAN CONFORM
		PRIORITY PROJECTS						OUT YEAR PROJECTS							
		2009-10	FS	2010-11	FS	2011-12	FS	2012-13	FS	2013-14	FS	2014-15	FS		
FUNDING SUMMARY: STARTRAN															
FEDERAL FUNDING															
	FA (Federal - Transit Aid)	1,069.4		1,282.0		1,054.0		1,098.0		1,094.0		1,058.0		6,655.4	
	Sec 5307 (Section 5307 - Preventative Maintenance)	1,350.0		1,350.0		1,350.0		1,350.0		1,350.0		1,350.0		8,100.0	
	Sec 5307 (Section 5307- ADA)	200.0		200.0		200.0		200.0		200.0		200.0		1,200.0	
	SUB-TOTAL FEDERAL FUNDING	2,619.4		2,832.0		2,604.0		2,648.0		2,644.0		2,608.0		15,955.4	
STATE FUNDING															
	NE (State Revenue/Aid)	400.0		400.0		400.0		400.0		400.0		400.0		2,400.0	
	SUB-TOTAL STATE FUNDING	400.0		400.0		400.0		400.0		400.0		400.0		2,400.0	
LOCAL FUNDING															
	GR (General Revenues - Lincoln Funds)	5,600.0		5,848.5		6,016.5		6,227.5		6,425.5		6,516.5		36,634.5	
	SC (Service Charges - Transit - Local Funds)	1,400.0		1,500.0		1,500.0		1,500.0		1,500.0		1,600.0		9,000.0	
	SR (Special Reserves - Transit Funds)	178.1		103.0		103.0		103.0		103.0		103.0		693.1	
	SUB-TOTAL LOCAL FUNDING	7,178.1		7,451.5		7,619.5		7,830.5		8,028.5		8,219.5		46,327.6	
	TOTAL	10,197.5		10,683.5		10,623.5		10,878.5		11,072.5		11,227.5		64,683.0	

Status of Previous Years Projects

Completed or Under Contract in FY 2008-09

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

e Lincoln Airport Authority

Project List – FY 2010-2015

Agency: Lincoln Airport Authority
Division: Lincoln Municipal Airport

1. Relocate Rwy 35 Threshold, Add/Remove Taxiway A, Hold Apron, Service Road Relocation
2. Runway 14 Threshold Relocation, Malsr, Service Road Relcoation, Hold Apron
3. Taxiway C
4. Rwy 18/36 Rehabilitation
5. Construct ARFF Access Road

2008-2013 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA

AGENCY: Lincoln Airport Authority

TRANSPORTATION IMPROVEMENT PROGRAM

DIVISION: Lincoln Municipal Airport

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										TOTAL FOR SIX YEARS (000's)	COMP PLAN CONFORM		
		PRIORITY PROJECTS					OUT YEAR PROJECTS								
		2009-10	FS	2010-11	FS	2011-12	FS	2012-13	FS	2013-14	FS			2014-15	FS
1	Relocate Rwy 35 Threshold, Add/Remove Taxiway A, Hold Apron, Service Road Relocation	2,270.0	AIP 120.0 LAA												GCP
	TOTAL	2,390.0		0.0		0.0		0.0		0.0		0.0		2,390.0	
2	Runway 14 Threshold Relocation, MALSR, Service Road Relcoation, Hold Apron			3,016.3	AIP 158.8 LAA										GCP
	TOTAL	0.0		3,175.0		0.0		0.0		0.0		0.0		3,175.0	
3	Taxiway C					1,235.0	AIP 65.0 LAA								GCP
	TOTAL	0.0		0.0		1,300.0		0.0		0.0		0.0		1,300.0	
4	Rwy 18/36 Rehabilitation							11,723.0	AIP 617.0 LAA						GCP
	TOTAL	0.0		0.0		0.0		12,340.0		0.0		0.0		12,340.0	
5	Construct ARFF Access Road									688.75	AIP 36.25 LAA				GCP
	TOTAL	0.0		0.0		0.0		0.0		725.0		0.0		725.0	

**2008-2013 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Lincoln Airport Authority

DIVISION: Lincoln Municipal Airport

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										TOTAL FOR SIX YEARS (000's)	COMP PLAN CONFORM	
		PRIORITY PROJECTS					OUT YEAR PROJECTS							
		2009-10	FS	2010-11	FS	2011-12	FS	2012-13	FS	2013-14	FS			2014-15
FUNDING SUMMARY: LINCOLN AIRPORT AUTHORITY														
FAA FUNDING														
AIP (Airport Improvement Program)		2,270.0		3,016.3		1,235.0		11,723.0		688.8		0.0	18,933.0	
SUB-TOTAL FEDERAL FUNDING:		2,270.0		3,016.3		1,235.0		11,723.0		688.8		0.0	18,933.0	
STATE FUNDING:														
NDA (NE Dept. of Aeronautics)		0.0		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)		120.0		158.8		65.0		617.0		36.3		0.0	997.0	
SUB-TOTAL LOCAL FUNDING:		120.0		158.8		65.0		617.0		36.3		0.0	997.0	
FUNDING TOTALS:		2,390.0		3,175.0		1,300.0		12,340.0		725.0		0.0	19,930.0	

Status of Previous Years Projects

Completed or Under Construction in FY 2008-09

- Airfield Drainage
- Security Projects
- Terminal Ramp Lights

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

Project List – FY 2010-2015

Agency: FTA Program Funding for FY 2009-2010

Section 5310 Projects

1. Senior Foundation
 - Purchase one 14-passenger mini bus
2. Tabitha Foundation
 - Purchase one (1) small bus seating 12 ambulatory and 2 wheelchair positions
3. Lincoln Madonna Foundation
 - Purchase one (2) small bus' seating 12 ambulatory and 2 wheelchair positions

Section 5316 Projects

4. Lincoln Literacy Council
 - Transportation Support for New Americans Preparing for Workforce Entry
5. StarTran/City of Lincoln - Moved into FY 2007-08
 - Subsidize StarTran Bus Route
6. Center for People in Need
 - Driver Voucher Program
7. Lincoln MPO
 - Job Access & Reverse Commute Planning and Project Administration

Section 5317 Projects

8. Senior Foundation
 - Lincoln Seniors Transportation Program (LSTP)
9. League of Human Dignity, Inc.
 - Extended Hours Service Transportation Program (EHS)
10. Lincoln MPO
 - New Freedom Program Planning and Project Administration

**2010-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

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

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								TOTAL FOR SIX YEARS (000's)	COMP PLAN CONFORM	
				PRIORITY PROJECTS				OUT YEAR PROJECTS						
				2009-10	FS	2010-11	FS	2011-12	FS	2012-13	FS			2013-14
FUNDING SUMMARY: FTA PROGRAMS														
FEDERAL FUNDS:														
	B2 (Section 5310 Funds)			176.0		0.0		0.0		0.0		0.0	176.0	
	B3 (Section 5316 Funds)			478.4		0.0		0.0		0.0		0.0	478.4	
	B4 (Section 5317 Funds)			74.9		0.0		0.0		0.0		0.0	74.9	
			SUB-TOTAL FEDERAL FUNDS	729.3		0.0		0.0		0.0		0.0	729.3	
STATE FUNDS:														
	NE (State of Nebraska)			0.0		0.0		0.0		0.0		0.0	0.0	
			SUB-TOTAL STATE FUNDS	0.0		0.0		0.0		0.0		0.0	0.0	
LOCAL FUNDS:														
	OF (Other Funds)			187.4		0.0		0.0		0.0		0.0	187.4	
	LN (City of Lincoln)			374.6		0.0		0.0		0.0		0.0	374.6	
			SUB-TOTAL CITY FUNDS	562.0		0.0		0.0		0.0		0.0	562.0	
			TOTALS	1,291.4		0.0		0.0		0.0		0.0	1,291.4	

Status of Previous Years Projects

Projects Approved and Funding Obligated in FY 2008-2009

Section 5310 Projects

1. Senior Foundation
 - Purchase one 14-passenger mini bus
2. Tabitha Foundation
 - Purchase one (1) small bus seating 12 ambulatory and 2 wheelchair positions
3. Lincoln Madonna Foundation
 - Purchase one (1) small bus seating 12 ambulatory and 2 wheelchair positions

Section 5316 Projects

4. Lincoln Literacy Council
 - Employment-Related Transportation for English-Language Training for Refugees
5. StarTran/City of Lincoln - Moved into FY 2007-08
 - Subsidize StarTran Bus Route
6. Center for People in Need
 - Driver Voucher Program
7. Lincoln MPO
 - Job Access & Reverse Commute Planning and Project Administration

Section 5317 Projects

8. Senior Foundation
 - Lincoln Seniors Transportation Program (LSTP)
9. League of Human Dignity, Inc.
 - Extended Hours Service (EHS)
10. Lincoln MPO
 - New Freedom Program Planning and Project Administration

g Ped, Bike & Trails

Project List – FY 2010-2015

Agency: City of Lincoln & Lower Platte South NRD
Division: Ped, Bike & Trails

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

City of Lincoln: Parks & Recreation Department

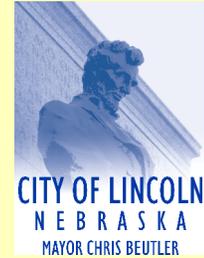
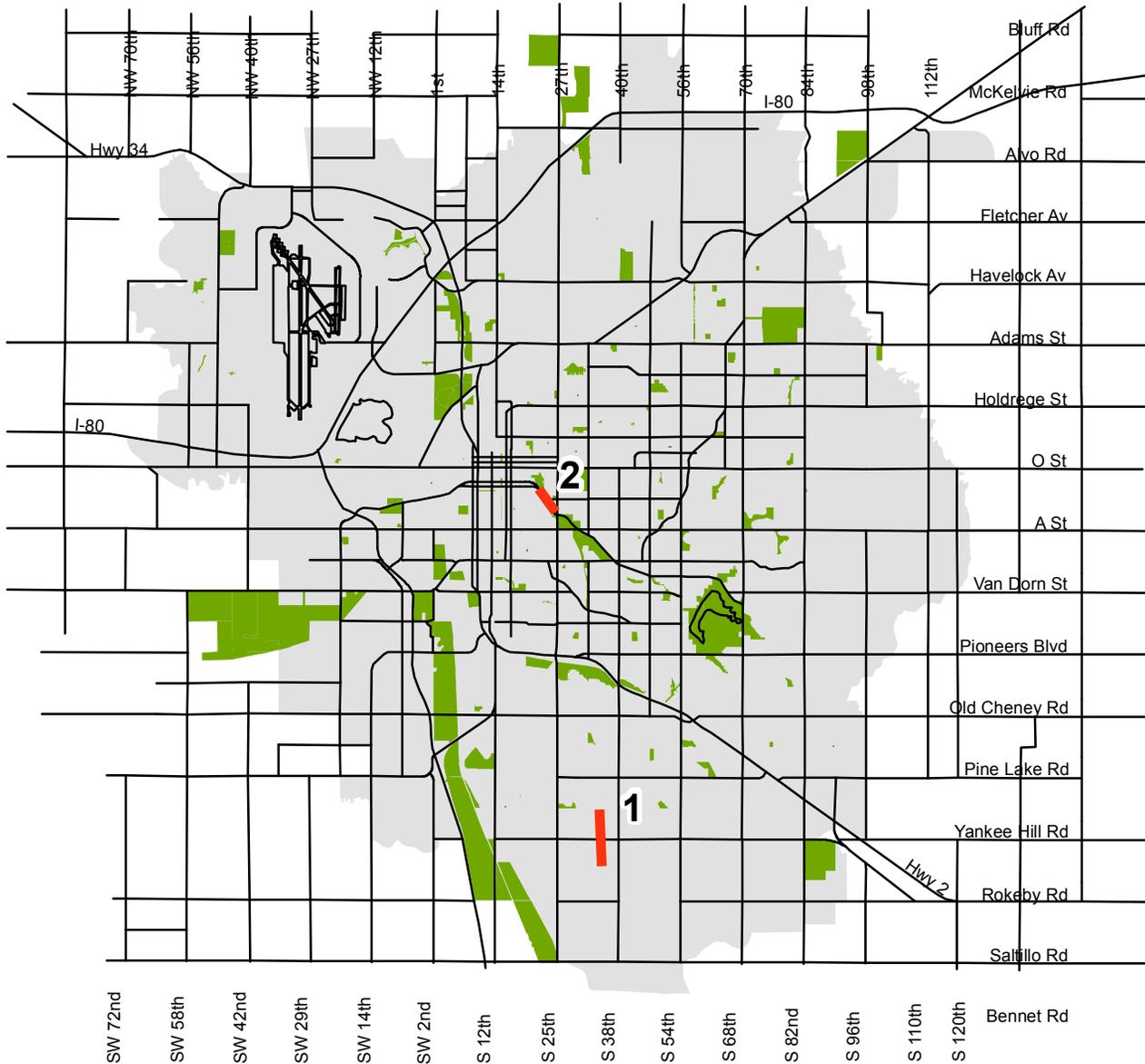
1. Cavett Elementary to Grainger Connector
10' Concrete Trail, Tierra-Williamsburg connection at 37th & SanMateo to connect Cavett Elementary, 36th & SanMateo south to Yankee Hill Road, 0.5 Miles

Lower Platte South Natural Resource District

2. Antelope Valley Randolph Street Pedestrian Bridge
Near S. 25 & Antelope Creek

**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

**Ped, Bike and Trails
FY 2010 - 2015**



- Trails
- Existing Parks



Lincoln's Future Service Limit Shown as Grey

Lower Platte South
Natural Resources District



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

**2010-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Ped, Bike & Trails

DIVISION: City of Lincoln & Lower Platte South NRD

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)				PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										TOTAL FOR SIX YEARS (000's)	COMP PLAN CONFORM
					PRIORITY PROJECTS					OUT YEAR PROJECTS						
					2009-10	FS	2010-11	FS	2011-12	FS	2012-13	FS	2013-14	FS		
2	Lower Platte South Natural Resource District															
	Antelope Valley Randolph Street Pedestrian Bridge Near S. 25 & Antelope Creek RTP 2009(005)				150.0 RTP											
					45.6 F											
					195.6											195.6
	FUNDING SUMMARY: LOWER PLATTE SOUTH NATURAL RESOURCE DISTRICT															
	FEDERAL FUNDING:															
	RTP (Recreational Trails Program)				150.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	150.0	
	PB (STPB - Sub-Allocation, Transportation Enhancement)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
	SR (STP - Safe Routes to School) - PENDING				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
	SUB-TOTAL FEDERAL FUNDING:				150.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	150.0		
	STATE FUNDING:															
	None Programmed				0.0	0.0	0.0	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	0.0	0.0			
	LOCAL FUNDING:															
	RT (Railroad Transportation Safety District)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
	PR (Private Contributions)				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
	OF (Other Funds: NRD funds)				45.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.6			
	SUB-TOTAL LOCAL FUNDING:				45.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.6			
	FUNDING TOTALS:				195.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	195.6			

**2010-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: Ped, Bike & Trails

DIVISION: City of Lincoln & Lower Platte South NRD

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)				PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										TOTAL FOR SIX YEARS (000's)	COMP PLAN CONFORM
					PRIORITY PROJECTS					OUT YEAR PROJECTS						
					2009-10	FS	2010-11	FS	2011-12	FS	2012-13	FS	2013-14	FS		
FUNDING SUMMARY: PED, BIKE & TRAILS PROGRAMS																
FEDERAL FUNDING:																
RTP (Recreational Trails Program)				150.0		0.0		0.0		0.0		0.0		0.0	150.0	
PB (STPB - Sub-Allocation, Transportation Enhancement)				360.0		0.0		0.0		0.0		0.0		0.0	360.0	
SR (STP - Safe Routes to School) - PENDING				0.0		0.0		0.0		0.0		0.0		0.0	0.0	
SUB-TOTAL FEDERAL FUNDING:				510.0		0.0		0.0		0.0		0.0		0.0	510.0	
STATE FUNDING:																
None Programmed				0.0		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:																
IF (Impact Fees)				90.0		0.0		0.0		0.0		0.0		0.0	90.0	
GR (General Revenue)				0.0		0.0		0.0		0.0		0.0		0.0	0.0	
KF (Keno Funds)				0.0		0.0		0.0		0.0		0.0		0.0		
RT (Railroad Transportation Safety District)				0.0		0.0		0.0		0.0		0.0		0.0		
PR (Private Contributions)				0.0		0.0		0.0		0.0		0.0		0.0		
OF (Other Funds - ALL)				45.6		0.0		0.0		0.0		0.0		45.6		
SUB-TOTAL LOCAL FUNDING:				135.6		0.0		0.0		0.0		0.0		0.0	135.6	
PROGRAM FUNDING TOTALS:				645.6		0.0		0.0		0.0		0.0		0.0	645.6	

Status of Previous Years Projects

Completed or Under Contract in FY 2008-09

City of Lincoln

- Timber Valley-Hartland Homes SW Trail Connector, (carried over), 10' wide trail SW Trail connector, includes short bridge over creek, 800 Feet
- Boosalis Trail - Replace asphalt with 10' concrete 17th to 20th Street (PB)
- Arnold School Connector - 10' Concrete Trail, 1.5 miles W. Adams Street to W. Cumings Street (SRTS)
- Rock Island Trail Connector - 10' Concrete Trail, 1.5 miles J Street to Randolph Street (RTP)

Antelope Valley – Parks & Trails Projects

- Antelope Valley Trails
Connection to “O”, “P” & “Q” Streets, 1.0 Miles
- Antelope Valley Trail Phase 2 Channel
Holdrege to Vine Connection to MoPac, 0.5 Miles
- Antelope Valley Trail Phase 3 Channel
Vine to “J” Street connection to Rock Island, 0.5 Miles

Lower Platte South Natural Resource District

- 1st & J Street - Salt Creek Levee Trail - Railroad Underpass - Trail Undercrossing near 1st & J St.
- Motocross Facility - Abbott Sports Complex
- Haymarket Ball Park Trail - Salt Creek Levee Charleston St. to N. 14 St.

University of Nebraska Lincoln

- UNL East Campus – Huntington/Leighton, 33rd to 48th, Bridge only west of 48th, Trail bridge
- UNL East Campus – Huntington/Leighton Bikeway Trail, 33rd to 48th, Trail and Bridge

h Other Transportation Projects

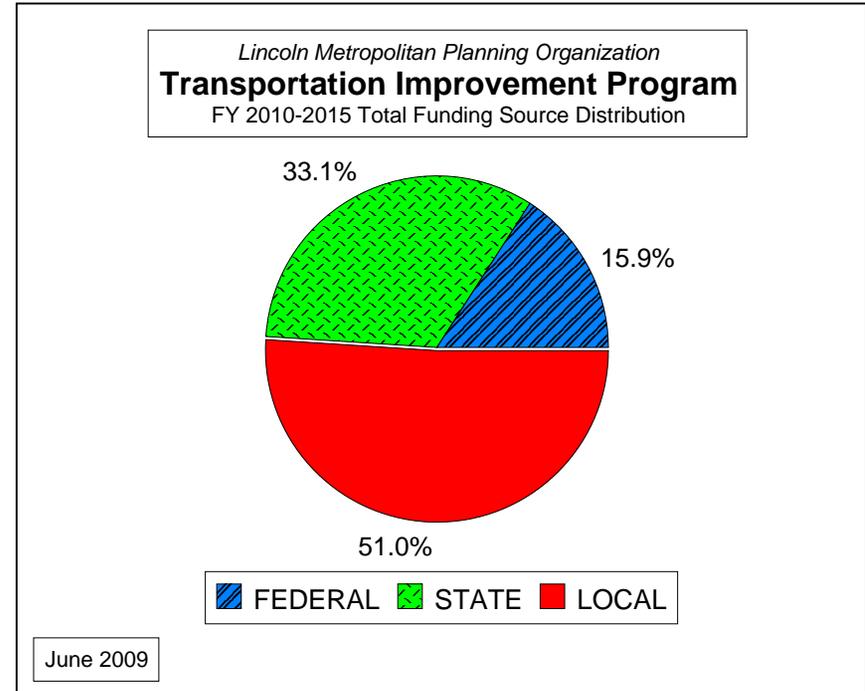
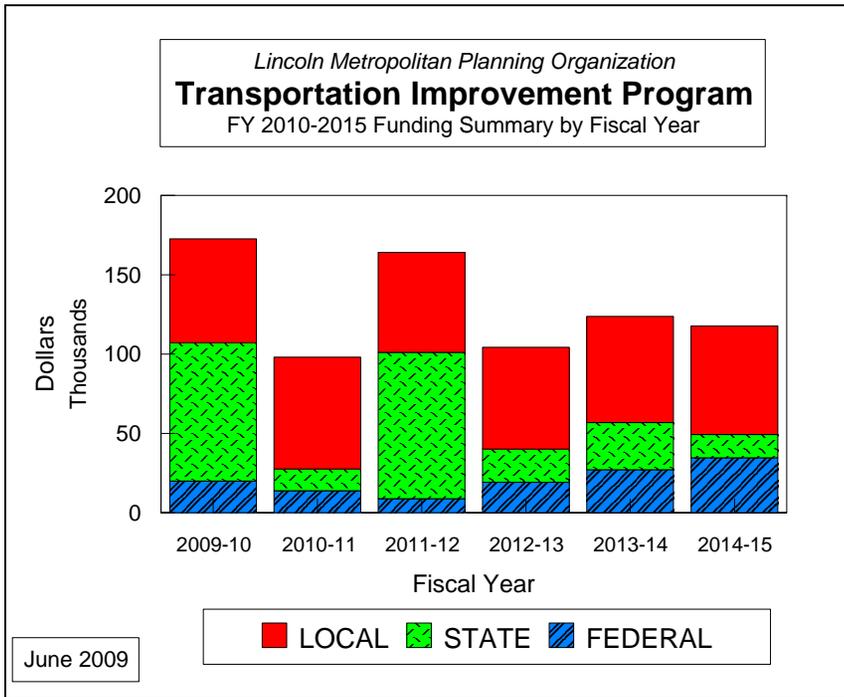
Project List – FY 2010-2015

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

2010-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM



**2010-2015 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

SUMMARY OF PROGRAM EXPENDITURES

	AGENCY	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)						TOTAL FOR SIX YEARS (000's)	COMP PLAN CONFORM	
		2009-10	2010-11	2011-12	2012-13	2013-14	2014-15			
A	State of Nebraska	FEDERAL	0.0	0.0	0.0	0.0	20,862.0	28,457.0	49,319.0	
		STATE	84,748.0	9,811.0	91,820.0	20,502.0	29,220.0	14,211.0	250,312.0	
		LOCAL	0.0	0.0	0.0	0.0	0.0	4,192.0	4,192.0	
		SUB-TOTAL	84,748.0	9,811.0	91,820.0	20,502.0	50,082.0	46,860.0	303,823.0	
B	Lancaster County	FEDERAL	1,933.3	2,430.4	1,003.7	1,256.0	1,000.0	0.0	7,623.4	
		STATE	53.3	2,531.9	62.7	32.0	62.5	0.0	2,742.4	
		LOCAL	16,977.9	20,166.7	17,800.3	18,116.5	18,659.5	19,245.2	110,966.1	
		SUB-TOTAL	18,964.5	25,129.0	18,866.7	19,404.5	19,722.0	19,245.2	121,331.9	
C	Public Works/Streets and Highways	FEDERAL	11,977.8	5,650.5	4,000.0	3,600.0	2,000.0	3,600.0	30,828.3	
		STATE	2,000.0	1,000.0	0.0	0.0	0.0	0.0	3,000.0	
		LOCAL	40,414.8	42,652.9	37,504.7	37,551.2	40,181.6	36,800.3	235,105.4	
		SUB-TOTAL	54,392.6	49,303.4	41,504.7	41,151.2	42,181.6	40,400.3	268,933.7	
D	StarTran Systems	FEDERAL	2,619.4	2,832.0	2,604.0	2,648.0	2,644.0	2,608.0	15,955.4	
		STATE	400.0	400.0	400.0	400.0	400.0	400.0	2,400.0	
		LOCAL	7,178.1	7,451.5	7,619.5	7,830.5	8,028.5	8,219.5	46,327.6	
		SUB-TOTAL	10,197.5	10,683.5	10,623.5	10,878.5	11,072.5	11,227.5	64,683.0	
E	Lincoln Airport Authority	FEDERAL	2,270.0	3,016.3	1,235.0	11,723.0	688.8	0.0	18,933.0	
		STATE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		LOCAL	120.0	158.8	65.0	617.0	36.3	0.0	997.0	
		SUB-TOTAL	2,390.0	3,175.0	1,300.0	12,340.0	725.0	0.0	19,930.0	
F	Section 5310, 5316, 5317 Project	FEDERAL	729.3	0.0	0.0	0.0	0.0	0.0	729.3	
		STATE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		LOCAL	562.0	0.0	0.0	0.0	0.0	0.0	562.0	
		SUB-TOTAL	1,291.4	0.0	0.0	0.0	0.0	0.0	1,291.4	
G	Ped, Bikes & Trails	FEDERAL	510.0	0.0	0.0	0.0	0.0	0.0	510.0	
		STATE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
		LOCAL	135.6	0.0	0.0	0.0	0.0	0.0	135.6	
		SUB-TOTAL	645.6	0.0	0.0	0.0	0.0	0.0	645.6	
	PROGRAM TOTAL	FEDERAL	20,039.9	13,929.2	8,842.7	19,227.0	27,194.8	34,665.0	123,898.5	
		STATE	87,201.3	13,742.9	92,282.7	20,934.0	29,682.5	14,611.0	258,454.4	
		LOCAL	65,388.4	70,429.8	62,989.5	64,115.2	66,905.8	68,457.0	398,285.7	
		SUB-TOTAL	172,629.6	98,101.9	164,114.9	104,276.2	123,783.1	117,733.0	780,638.6	
PROGRAM TOTAL		172,629.6	98,101.9	164,114.9	104,276.2	123,783.1	117,733.0	780,638.6		

j Comments

NOTICE: The Lincoln/Lancaster County Planning Commission will hold a special public hearing on Wednesday, May 13, 2009, at 1:00 p.m. in the City-Council Hearing Room, County-City Building, 555 S. 10th St., Lincoln, Nebraska, on the following items. For more information call the Planning Department, 441-7491.

The Lincoln/Lancaster County Planning Commission will meet on Wednesday, May 13, 2009, 11:45 p.m. - 12:45 p.m. in the Mayor's Conference Room of the County/City Building, 555 S. 10th St., Lincoln, Nebraska, for a briefing on proposed amendments to the sign ordinance.

AGENDA

WEDNESDAY, MAY 13, 2009

SPECIAL PUBLIC HEARING AND ACTION:

- Page
01

1. Comprehensive Plan Amendment No. 09001, to amend the 2030 Lincoln/Lancaster County Comprehensive Plan to adopt text changes to the Community Facilities chapter as related to the Public Safety - Law Enforcement
Staff recommendation: Approval
Staff Planner: David Cary, 441-6364, dcary@lincoln.ne.gov
- Page
05

2. Comprehensive Plan Amendment No. 09003, to amend the 2030 Lincoln/Lancaster County Comprehensive Plan to adopt text changes to the Community Vision chapter to add the general topic of sustainability.
Staff recommendation: Approval
Staff Planner: Brandon Garrett, 441-6373, bgarrett@lincoln.ne.gov
- Page
11

3. Comprehensive Plan Amendment No. 09004, to amend the 2030 Lincoln/Lancaster County Comprehensive Plan to adjust the text in the Residential Chapter regarding Rural Area/Acreage Policy.
Staff recommendation: Approval
Staff Planner: Mike DeKalb, 441-6370, mdekalb@lincoln.ne.gov
- Page
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4. Comprehensive Plan Amendment No. 09005, to amend the 2030 Lincoln/Lancaster County Comprehensive Plan to adopt text and diagram changes to the Parks, Recreation & Open Space chapter to add Union Plaza as a Regional Park and to allow Community Parks to serve as Neighborhood Parks.
Staff recommendation: Approval
Staff Planner: Brandon Garrett, 441-6373, bgarrett@lincoln.ne.gov

- Page 25 5. The Planning Commission Review Edition of the City of Lincoln's draft six year Capital Improvements Program (CIP) for FY 2009/2010 - 2014/2015.
Staff Planner: David Cary, 441-6364, dcary@lincoln.ne.gov
- Page 35 6. The draft FY2010-2015 Transportation Improvement Program (TIP) for the Lincoln and Lancaster County planning area (Lincoln MPO).
Staff Planner: Mike Brienzo, 441-6369, mbrienzo@lincoln.ne.gov

Planning Dept. staff contacts:

Kent Morgan, Assistant Director	441-7491	..	kmorgan@lincoln.ne.gov
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Mike Brienzo, Transportation Planner	441-6369	..	mbrienzo@lincoln.ne.gov
Tom Cajka, Planner	441-5662	..	tcajka@lincoln.ne.gov
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Mike DeKalb, Planner	441-6370	..	mdekalb@lincoln.ne.gov
Christy Eichorn, Planner	441-7603	..	ceichorn@lincoln.ne.gov
Brandon Garrett, Planner	441-6373	..	bgarrett@lincoln.ne.gov
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Brian Will, Planner	441-6362	..	bwill@lincoln.ne.gov
Ed Zimmer, Historic Preservation Planner	441-6360	..	ezimmer@lincoln.ne.gov

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**The Planning Commission meeting
which is broadcast live at 1:00 p.m. every other Wednesday
will be rebroadcast on Sundays at 1:00 p.m. on 5 City-TV, Cable Channel 5.**

* * * * *

**The Planning Commission agenda may be accessed on the Internet at
<http://www.lincoln.ne.gov/city/plan/pcagenda/index.htm>**

MEETING RECORD

NAME OF GROUP: PLANNING COMMISSION

DATE, TIME AND PLACE OF MEETING: Wednesday, May 13, 2009, 1:00 p.m., City Council Chambers, First Floor, County-City Building, 555 S. 10th Street, Lincoln, Nebraska

MEMBERS IN ATTENDANCE: Michael Cornelius, Dick Esseks, Roger Larson, Jim Partington, Lynn Sunderman, Wendy Francis and Tommy Taylor (Leirion Gaylor Baird and Gene Carroll absent); Marvin Krout, David Cary, Mike DeKalb, Brandon Garrett, Teresa McKinstry and Jean Preister of the Planning Department; media and other interested citizens.

STATED PURPOSE OF MEETING: Special Public Hearing: **2009 Comprehensive Plan Annual Review; the Planning Commission Review Edition of the draft six-year Capital Improvements Program (CIP) for FY2009/2010 - 2014/2015; and the draft FY2010-2015 Transportation Improvement Program (TIP) for the Lincoln and Lancaster County Planning Area (Lincoln MPO).**

Vice-Chair Lynn Sunderman called the meeting to order and opened public hearing on the **Comprehensive Plan Annual Review.**

COMPREHENSIVE PLAN AMENDMENT NO. 09001
TO ADOPT TEXT CHANGES TO THE COMMUNITY
FACILITIES CHAPTER RELATED TO PUBLIC
SAFETY-LAW ENFORCEMENT

PUBLIC HEARING BEFORE PLANNING COMMISSION:

May 13, 2009

Members present: Esseks, Partington, Larson, Francis, Taylor, Cornelius and Sunderman; Gaylor Baird and Carroll absent.

Ex Parte Communications: None.

Staff recommendation: Approval.

Staff presentation: **David Cary of the Planning Department** presented the proposed amendment on behalf of the Lincoln Police Department (LPD) for change in text of the Community Facilities Chapter, Public Safety - Law and Enforcement, to clarify the intent of LPD that over time they will be coming forward with public improvements and new

facilities for expanded operations as the community grows and changes over time. It is intended to clarify the language currently in the plan.

Esseks asked Cary to define what is meant by a "full service assembly station". Cary explained that it is intended to provide a site in the future for maintenance of vehicles and for starting and ending the workday - officers and staff bringing vehicles to and from the site. The intent is to not have as much dead-heading back into downtown and to be more efficient with officers and staff time.

There was no testimony in opposition.

ACTION BY PLANNING COMMISSION:

May 13, 2009

Cornelius moved approval, seconded by Francis.

Cornelius noted that the Planning Commission received a briefing on this amendment last week and it appears to be pretty straight forward in terms of clarification of the language.

Motion for approval carried 7-0: Esseks, Partington, Larson, Francis, Taylor, Cornelius and Sunderman voting 'yes'; Carroll and Gaylor Baird absent.

**COMPREHENSIVE PLAN AMENDMENT NO. 09003,
TO ADOPT TEXT CHANGES TO THE COMMUNITY VISION
CHAPTER TO ADD THE GENERAL TOPIC OF "SUSTAINABILITY".
PUBLIC HEARING BEFORE PLANNING COMMISSION:**

May 13, 2009

Members present: Esseks, Partington, Larson, Francis, Taylor, Cornelius and Sunderman; Gaylor Baird and Carroll absent.

Ex Parte Communications: None.

Staff recommendation: Approval.

Staff presentation: **Marvin Krout, Director of Planning**, advised the Commission that he received a telephone call this morning regarding this amendment and the following Comprehensive Plan Amendment No. 09004 from an attorney representing the local Home Builders Association and a specific rural area developer in Lancaster County, indicating that he is unable to be here today and has not had sufficient opportunity to consult with his clients. Krout suggested that the Commission continue the public hearing on both amendments for one week to allow for that testimony to be heard next week on May 20th. Staff has no objection to this deferral.

Larson moved to defer, with continued public hearing and action on May 20, 2009, seconded by Esseks and carried 7-0: Esseks, Partington, Larson, Francis, Taylor, Cornelius and Sunderman voting 'yes'; Carroll and Gaylor Baird absent.

Staff presentation: **Brandon Garrett of Planning staff** advised that he did receive one phone call in opposition to this amendment.

This amendment has two basic goals: 1) to add some general language to address and acknowledge this new trend and very broad topic of "sustainability". This generalized language could be viewed as a starting point or the foundation for future amendments to the Plan.

The Planning Commission has been briefed on this proposed amendment, as well as the Mayor's Environmental Task Force, the Mayor's Neighborhood Roundtable, and the County Ecological Advisory Committee (which has voted in support). Yesterday, the Mayor announced the "Cleaner and Greener Lincoln Initiative" which includes such things as energy efficiency initiatives.

Opposition

1. Rick Krueger testified in opposition. He wanted to know the genesis of this idea. He agrees that "ideas matter" in the Comprehensive Plan, but he believes this proposal is wrong. It is not apparent that our present economic system is unsustainable. The amendment talks about "...increased understanding of the limits to energy supplies and community resources, the likelihood that energy costs will continue to increase in the future, and the climatic impacts of energy consumption". Krueger contends that Lancaster County is not going to "save the whales" by having this concept. We will not change any of the dynamics of the world.

With regard to the presumption of energy costs, Krueger submitted an article from the April 30th Wall Street Journal, *U.S. Gas Fields Go From Bust to Boom*. Gas has been found in northern Louisiana, estimated to be the equivalent of 18 years of current oil production. The article also states that there are natural gas fields in Texas, Arkansas and Pennsylvania, estimated to be over 100 years' supply at today's current use. Krueger also provided information indicating that the net change in cost of fossil fuel production for coal, natural gas and crude oil over the last 60 years is negligible - 2.8% in real dollars. That is remarkable stability.

Krueger submitted that "we are more efficient today than we have ever been." Furnaces are now 90% efficient. The new areas of town are using much less water per dwelling unit than in the older parts of town. Sprinkler systems knock down the peaks, which helps all

systems. We have to raise rates because we are not pumping as much water, but we are becoming more efficient and that continues.

For example, in 1977, we had just come out of the energy shock. At that point there was language put in the Comprehensive Plan that we were going to use buses and car pool, so we quit building road capacity, which has caused some real road problems. Ideas matter.

Krueger's goal is to make things simpler in dealing with Comprehensive Plan issues, zoning and other building related issues.

(Editorial Note: The information submitted by Rick Krueger is attached as Exhibits "A", "B" and "C".)

Esseks noted that there are six changes in the staff report, and wondered whether there are any changes which Krueger specifically opposes. Krueger does not like the idea of "regional planning". He wants to keep decision making at the local level to the greatest extent possible. Maybe major transportation planning can be done regional, but he wants land use policies to remain at the local level. In terms of community densities and urban growth, Krueger believes that part of these changes will naturally lead to increased densities as a concept, and the neighborhoods have rejected density over the past few years. In Krueger's view, there is no reason not to allow people to do what they want with their properties as opposed to moving in a certain direction.

Support

1. **Adam Hintz**, 1611 Van Dorn, co-owner of Meadowlark Coffee & Espresso, testified in support. Today is his daughter's third birthday and he cannot think of any better way to celebrate than to talk about sustainability. Sustainability addresses the future for our children, grandchildren and great grandchildren. Putting this language in the Comprehensive Plan starts to show that there is a new idea and that we do have to take care of this place. We have to provide for the future generations.

Sustainability is very important in order to figure out ways to have energy and keep a high quality of life. Hintz is grateful that this topic is being addressed because it means the future of his daughter and grandchildren is being addressed. Efficiency is a no-brainer as long as we keep our mind on it. There are a lot of groups and individuals in Lincoln that are now interested in sustainability.

2. **Stuart Long**, 4412 NW 49th Street, testified in support. He stated that he is also representing Lincoln Green by Design, an organization also in support. He does not think anyone disagrees that we have not enjoyed a wonderful period of prosperity from World

War II until now, but the question is “how much longer it is going to run?”. There is plenty of evidence that we are at the end of the easy and great times. He does not know whether sustainability is an achievable goal but it is certainly one we should all be working toward, leaving a world that we have not diminished in any way. In every way possible, we need to develop renewable, recyclable and sustainable methods of doing everything we do. This language just makes that a goal and does not impede anyone.

3. Dan King, 2350 S. 34th Street testified in support on behalf of himself and the Greater South Neighborhood Association. He is also the Household Hazardous Waste Coordinator for the City and County. Lincoln and Lancaster County stand only to gain from adopting policies such as this to promote a healthy environment. This amendment will ensure a better future for his children and their community. This is more than an idea – it is based on science and necessity.

4. Kristy Wamstad-Evans, 1209 Peach, testified in support. She is a program coordinator for HDR in Omaha. From her experience, the vision-setting portion of the language proposed today is critical to the actual implementation of ideas that will result in solutions bringing greater sustainability and greater in-depth thinking about creative solutions in a community. If the goals are not formed and in place, there will be no initiative to challenge some of the standards. There is a real benefit to have a base line or foundation like this to help encourage the community and to present a challenge that transitions over time into an opportunity that brings better community and better environment. We need to be starting to think more globally about how we interact with other systems. We are a piece of a larger society and we have responsibilities towards that.

Esseks asked Wamstad-Evans to share from her experience a success story for a community like ours. Wamstad-Evans referred to a bridge repair replacement program throughout the State of Oregon. Williamsburg Bridge would be a good example where they had to bring in an interdisciplinary team to look at the best engineering solutions and the best solution for public involvement and how to minimize the environmental impact. Some of the solutions included the use of a product on bridges that would let the water infiltrate through a more filtered system; pedestrian pathways providing multi-modal opportunities; and sustainable return on the investment in the materials that were selected. The goal was to stimulate the local economy. The trend is to try and find that triple bottom line balance between economic, social and environmental solutions.

This amendment will have continued public hearing and action on May 20, 2009.

**COMPREHENSIVE PLAN AMENDMENT NO. 09004
TO ADJUST THE TEXT IN THE RESIDENTIAL CHAPTER
REGARDING RURAL AREA/ACREAGE POLICY.**

Members present: Esseks, Partington, Larson, Francis, Taylor, Cornelius and Sunderman; Gaylor Baird and Carroll absent.

Ex Parte Communications: None.

Staff recommendation: Approval.

The Director of Planning, during his testimony on Comprehensive Plan Amendment No. 09003, suggested that the Commission continue this public hearing on May 20, 2009.

Francis moved to defer, with continued public hearing and action on May 20, 2009, seconded by Partington and carried 7-0: Esseks, Partington, Larson, Francis, Taylor, Cornelius and Sunderman voting 'yes'; Carroll and Gaylor Baird absent.

There was no public testimony.

**COMPREHENSIVE PLAN AMENDMENT NO. 09005
TO ADOPT TEXT AND DIAGRAM CHANGES TO
THE PARKS - RECREATION AND OPEN SPACE CHAPTER
TO ADD UNION PLAZA AS A REGIONAL PARK AND TO
ALLOW COMMUNITY PARKS TO SERVE AS
NEIGHBORHOOD PARKS.
PUBLIC HEARING BEFORE PLANNING COMMISSION:**

May 13, 2009

Members present: Esseks, Partington, Larson, Francis, Taylor, Cornelius and Sunderman; Gaylor Baird and Carroll absent.

Ex Parte Communications: None.

Staff recommendation: Approval.

Staff presentation: Brandon Garrett of Planning staff shared the revised diagram, which is part of this amendment, showing how community parks are proposed to be laid out and planned, with the parking facilities and major ballfields closer to the arterial streets, and with the adjacent residential neighborhoods and neighborhood facilities located closer to the neighborhoods. This amendment also allows community park features to qualify as neighborhood parks in terms of spacing, etc. In other words, to keep up with our current practice, when a neighborhood already has a community park, a second neighborhood

park would not be required if that community park could provide those neighborhood park features. The idea is that the neighborhood is already served by those facilities. There are other minor amendments to specifically list Union Plaza as a regional park.

There was no testimony in opposition.

ACTION BY PLANNING COMMISSION:

May 13, 2009

Larson moved approval, seconded by Taylor and carried 7-0: Esseks, Partington, Larson, Francis, Taylor, Cornelius and Sunderman voting 'yes'; Carroll and Gaylor Baird absent.

**PLANNING COMMISSION REVIEW EDITION
OF THE CITY OF LINCOLN'S DRAFT
SIX-YEAR CAPITAL IMPROVEMENTS PROGRAM
FY 2009/10 - 2014/15**

and

**THE DRAFT FY2010-2015 TRANSPORTATION
IMPROVEMENT PROGRAM FOR THE
LINCOLN METROPOLITAN AREA.**

PUBLIC HEARING BEFORE PLANNING COMMISSION:

May 13, 2009

Members present: Esseks, Partington, Larson, Francis, Taylor, Cornelius and Sunderman; Gaylor Baird and Carroll absent.

Ex Parte Communications: None.

Staff recommendation: A finding of full or general conformance with the Comprehensive Plan, as revised.

Staff presentation: **David Cary of Planning Department** explained the process for the Capital Improvements Program (CIP) which sets funding strategies for major construction projects and land acquisition. Capital expenditures are viewed in context of the cost and the impact in the City's operating budget. Capital improvements have useful life of 15 or more years. The CIP is not intended to be an all-inclusive inventory of the City's capital needs for the upcoming six years. The City Charter assigns the responsibility for assembling the CIP to the Planning Department. Each City Department projects capital needs and creates an improvement program for a six-year period. Each project is evaluated as to conformity with the Comprehensive Plan along with the most recent funding projections and revenue calculations.

The Mayor's Capital Improvements Advisory Committee (CIAC) with representatives from the Mayor's office, Finance Department, Public Works & Utilities Department and Planning Department, guides the development of the CIP document. The CIP is reviewed for conformance with the Comprehensive Plan by the Planning Commission, which makes a recommendation to the Mayor and City Council for consideration during their budget deliberations. Year one of the CIP becomes the capital budget for FY2009-10, beginning on 9/01/09.

Cary then submitted two formal amendments to the Parks & Recreation CIP (attached hereto as Exhibit "D") and the Public Works & Utilities, Streets and Highways CIP (attached hereto as Exhibit "E") as follows:

1. Amendment to the Parks & Recreation CIP to add a project that will acquire private property and construct additional parking for the Antelope Park area, including the Children's Zoo, Rock Island Trail and the Shildnek Bandshell. The funding will come from other funds outside of city revenue. This project is located in both the first and second year of the CIP (Exhibit "D" attached hereto). Staff finds this project to be in general conformance with the Comprehensive Plan.
2. Amendment to the Public Works & Utilities, Streets and Highways CIP, to add a project to complete design engineering and begin right-of-way acquisition for 4-lane improvement on Coddington from Van Dorn Street to West A Street. The funding will come from local funds in the first year (Exhibit "E" attached hereto). Staff finds this project to be in conformance with the Comprehensive Plan.

Esseks asked Cary to define the difference between "in general conformance" and "in conformance". Cary explained that as far as staff review is concerned, all projects included have been found to be "in general conformance" or "in conformance". "General conformance" indicates that the proposed project or program is something that concurs with the general guidelines of the Plan and/or may be referenced in some way in the Plan and consistent with the Plan. If a project is found to be "in conformance", there is a much more explicit reference to the project itself or the program in the CIP document.

The Chair then opened public hearing on the individual department/agency Capital Improvements Program:

Building & Safety

1. **Bill Moody, Chief of the Bureau of Fire Prevention**, presented the CIP for Building & Safety, which includes the acquisition and construction of a steel Morton building to house the specialized equipment as opposed to leasing space with 4% annual increases in lease payments.

There was no other testimony.

Finance, Communications

1. **Julie Richter, Communications Coordinator for Lincoln and Lancaster County**, made the presentation, including four projects, three of which are slated for a public safety bond yet to be scheduled: 1) new emergency communications or 911 center; 2) upgrade to wireless radio system; and 3) communications command post to support communications equipment, e.g. space where radio technicians can program radios, etc. The fourth project is an emergency notification system similar to reverse 911 providing the

ability to make multiple call-outs to wireless telephones for evacuation and other hazardous occurrences.

There was no other testimony.

Finance, Pershing Auditorium

1. **Tom Lorenz, General Manager of Pershing Center**, gave the presentation. Pershing Center still remains an active and very useful building. This year has been more difficult in revenue generation. This CIP request addresses deferred maintenance, upgrade of aging equipment to significantly increase energy efficiency and capital equipment replacement. A lot of times the deferred maintenance has been put off, looking forward to the new arena decision. Regardless of that decision, however, this center will still be needed for 5-10 years so we need to address these issues.

There was no other testimony.

Fire & Rescue

1. **David Cary** gave the presentation on behalf of the Lincoln Fire Department. The Fire Department CIP program involves the use of public safety bond issue in year three, 2011-12, when they will replace one fire station and build two new fire stations as well as develop an education, training and fleet service campus as part of the bond issue.

Esseks inquired as to why Station No. 12 has to be replaced. Cary noted that this station is located at 84th Street near A Street. It was built in the 1970's, and there is need to upgrade the facility for the equipment that is being housed at that station. It has been discussed for a long time.

Larson inquired as to the location of the two new fire stations. Cary indicated that those locations have not yet been determined. Some of the discussion this year has been toward the effort to make sure we are as efficient as possible to make sure we are siting them or collocating them with other public uses.

Lincoln City Libraries

1. **Greg Mickells, Assistant Director of Libraries**, gave the presentation. There are three items in the Library program. The first year includes replacement of the roof on the Bethany Branch Library, originally installed in 1989 and the warranty has been expired since 2004.

A project for 2010-11 is to replace The Book Mobile, which was put in service in 1993. It's normal life is approximately 15 years, so it has been in service for 16 years. The repairs are getting expensive. It is a valuable service both in the City and County.

The third project is replacement of Bennet Martin Library in the downtown area. This has been on the CIP agenda for some time and it continues to be pushed back, but they would like to keep it visible.

Esseks believes the roof replacement at Bethany Library conflicts with the serious discussion to close that library branch. Mickells acknowledged that it would be one of the facilities that would close based on the submittal requirements for the 09-10 budget; however, it still needs a roof. Hopefully, it will remain open.

There was no other testimony.

Lincoln Electric System

1. **David Cary of the Planning Department** appeared on behalf of LES. The LES proposal is part of the CIP process, but not necessarily part of the city budget process. LES does provide information on their programs and proposals. The program for LES is significantly lower this year partly due to the fact that the demand for expanding for growth related purposes has been lessened.

There was no other testimony.

Area Agency on Aging

1. **June Pederson, Director of Lincoln Area Agency on Aging**, indicated that the Northeast ActiveAge Center has been pushed back to 2012/13. They are still in the process of retrenching rather than expanding, but hopeful that this can remain on the list and at some point she will come forward to say they are ready.

There was no other testimony.

Police

1. **David Cary of the Planning Department** appeared on behalf of the Police Department. Their CIP includes a canine training facility in year one, using other financing. The remainder of the Police program proposed uses the public safety bond issue in 2011-12, and includes a garage maintenance and repair facility as well as a full service assembly station in multiple phases.

There was no other testimony.

Urban Development

1. **Dallas McGee, Assistant Director**, presented a total of 15 projects, with 13 in the first year, totaling about 12 million dollars. The largest funding source is related to the parking garages and lots, a function transferred to Urban Development from Public Works. There are just over 9 million dollars of revenue bonds and service charges related to parking. Six projects will be funded with TIF funds, including 20th and R (Assurity), 19th & K, Bank of the West or Lincoln Flats in Downtown, North 27th Street, Havelock and 48th & O Streets.

Federal CDBG funding will be used for focus area improvements, economic opportunity fund and low and moderate income area park improvements for Trago Park.

There is also \$60,000 in MIRF funds.

There are no general revenue funds identified for the first year; however, there are two projects shown in the second year, i.e. College View streetscape and Downtown street trees.

There was no other testimony.

Parks & Recreation

1. **JJ Yost, Planning and Construction Manager**, stated that it is a real juggling act to meet new growth, upkeep, repairs and replacements with existing infrastructure. Parks is listing approximately 60 projects, half of those being in the first year, the majority of which are annual repair and replacement programs that carry on every year. The primary funding source consists of the Parks & Recreation Fund, which is designated to the Parks CIP that comes in from rental of cell tower space on park properties (\$380,000/year); they also receive approximately one million dollars in Keno funds; and then impact fees are used for development of new neighborhood parks and commuter recreational trails associated with new growth areas.

The key projects for next year are building funds for repainting of the Rock Island Trail bridge over S. 27th Street; master planning at Oak Lake Park associated with the West Haymarket development; repair work at F Street Rec Center; as well as the office administration building for ADA improvements. The rest is tied up in the annual repair and replacement program. Three to four playgrounds should be replaced each year, but they have only been able to do one a year now at best. With the lack of general revenue available, they cannot get to the renovations fast enough.

2. Rick Krueger submitted a proposed amendment:

Add Porter Park to the project list and allocate \$30,000 from impact fees to make a gravel parking lot, picnic tables, and appropriate fencing to allow for the use of the existing soccer pitch.

Porter Park is located south of the wireless tower on South 27th. The park is there; it was graded when deeded to the City for a soccer pitch. He wants to get it to the point so that the children can use it. There is already an approach off S. 27th Street. All that needs to be done is create the gravel playground and put up the picnic tables and a fence. It is there ready to happen. He proposes \$30,000 come out of the impact fee fund. This is a simple construction that will take very little time. It is less money than the interest yielded on impact fees in one year. Krueger was successful in getting this amendment last year but it has disappeared again this year.

Public Works & Utilities

StarTran

1. Brian Praeuner, Transit Planner for StarTran, explained that the 2009-10 program includes funds for ongoing projects, many for replacements that have met their useful life such as supervisor vehicle, upgrade and replacing computer hardware/software, building renovations, and building up funds for bus replacement, twenty to be replaced in 2015. There is no use of general revenues in the first year. Only special reserves are being used.

There was no other testimony.

Streets and Highways

1. Thomas Shafer, Design/Construction Manager, stated that there are 27 line items totally 35 million dollars, which is very similar to past CIP's. They are down to the last few projects in Antelope Valley. Shafer requested that the Commission also approve the amendment relating to Coddington Avenue submitted by David Cary at the beginning of today's meeting (Exhibit "E").

2. Rick Krueger submitted four proposed amendments (Exhibit "F" attached hereto):

- #0181 Remove \$1,000,000 of residual city wheel tax and apply these funds to rehab of existing city streets.
- #0472 56th from Shadow Pines to Old Cheney: Add the new construction wheel tax of 2009/2010 (\$5,336,000) to advance construction to 2010 and build this in the 100' r.o.w. with a 5 lane cross-section (similar to Old Cheney from 60th to 70th).
- #0473 Old Cheney from 70th to 84th: Add the new construction wheel tax for 2010/2011 (\$3,285,000) and advance construction to 2011 and build this in the 100' r.o.w. with a 5 lane cross-section (similar to Old Cheney from 60th to 70th).
- New Add Pine Lake Road from 56th to Hwy 2: Allocate the new construction wheel tax for 2011/2012 (\$5,838,000). Build in 2012 with a 5 lane cross-section to minimize rail crossing costs and minimize construction in the floodplain.

Krueger recalled that in 1994, there were various improvements that needed to be done and the decision was made to use wheel tax for a portion of new construction. Krueger then showed a map of the areas that were going to be improved, including Old Cheney Road from 70th to 84th; 56th from Old Cheney to Pine Lake Road; and Pine Lake Road from 56th to Hwy 2 (map attached to Exhibit "F"). In 1994, this was determined to be a ten-year plan in the Comprehensive Plan. This is a plan that was adopted by the community and there was a funding source for these roads to be done. There were enough road projects that they created two environmental impact statements, "South Fringe" and "East Fringe". The city did pay about 1.4 million for those impact statements. The South Fringe study was done in 1996 and showed a schedule for Pine Lake Road from 56th to Hwy 2 to be constructed in 2004. Krueger does not see Pine Lake Road from 56th to Hwy 2 in the City's scheduled improvements. It has just disappeared.

Esseks acknowledged that Krueger's reasoning seems plausible. How should the Planning Commission address these suggestions? Thomas Shafer explained that the CIP goes through a long process, including the Mayor's Capital Improvement Advisory Committee. He also offered that since those times in 1994, there have been a number of other task forces and other recommendations. All of those things have to go into the decision on the CIP. We need to follow the process and he does not believe Krueger's amendments would be found to be in conformance.

Esseks inquired whether interested parties like Mr. Krueger were consulted or invited to attend any meetings in this process. In other words, is there a place for interested parties

to provide their input? David Cary explained that this public hearing is that opportunity. The Planning Commission can make a recommendation to forward the proposed amendments to the Mayor and City Council along with the CIP. There will also be an opportunity for discussion during the budget process.

Marvin Krout, Director of Planning, offered that the Commission can make recommendations to the Mayor and City Council. With regard to the use of wheel tax for sidewalks, the process of developing this plan is one that is done by a staff committee called the CIAC (Mayor's Capital Improvements Advisory Committee), including staff from various departments including the Budget office and the Mayor's office. Priorities are set after a lot of discussion. We do have some requirements for sidewalks through mandates from the federal government (Department of Justice) to comply with ADA requirements, which is a high priority, and it is a valid purpose for the use of wheel tax funds. Sidewalks are a part of the street and transportation system. The Committee decided that a portion of the funds should be continued to be identified for the sidewalks.

Krout agreed that the 56th and Old Cheney projects are important and they may have been part of a previous plan, but that is why we do annual updates of the Plan every year to review the priorities. In this particular case, the new construction wheel tax would need to come out of The Antelope Valley project if 56th & Old Cheney became a priority project. Antelope Valley does qualify as a new construction wheel tax project.

Krout also stated that Pine Lake Road becomes largely a question of priorities. The last section of Pine Lake Road is one that has less traffic because it ends at Highway 2. We don't expect it to have substantially more traffic in the future, and it is identified as a project that could remain with minimal improvements for a period of time.

The Clerk then called the **FY2010-15 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR THE LINCOLN METROPOLITAN PLANNING AREA (LINCOLN MPO)**, for public hearing.

Staff presentation: **Michael Brienzo of Planning Department** explained that the TIP is developed as part of a process for applying for federal highway funds and federal transit funds, and includes other funding sources. This report is one of the projects required by federal legislation. It becomes the reference report for the Federal Highway Administration. It includes a list of year-to-year projects and the phasing of projects. Any project intending to seek federal funding must be listed in this six-year schedule of projects. The TIP also includes projects cooperatively developed between the MPO and the Nebraska Department of Roads, County Engineer, and Lincoln Airport Authority, as well as FTA funding programs. It includes a section for pedestrian and trails projects, including projects

from Parks, NRD, and on occasion, from UNL and other agencies that are seeking special funding for pedestrian and bicycle projects.

This is a fiscally constrained document and it is considered the implementation tool for the Comprehensive Plan.

Brienzo requested that the Planning Commission find a determination of conformity of this report. From here, the Planning Commission recommendation goes on to the MPO Technical Committee and the MPO Officials Committee. It becomes part of the state TIP by reference. It becomes a federal highway and federal transit tool.

David Cary requested that the Planning Commission consider the proposed amendment relating to Coddington Avenue in the TIP as well as the CIP.

There was no other testimony.

Public Works & Utilities

Watershed Management

1. Ben Higgins, Senior Engineer for Watershed Management, stated that the CIP projects are similar to last year. They are not showing any general revenue for next year. The next set of funding will be GO bonds in November, which is in year two of the CIP.

There was no other testimony.

Street Maintenance Operations

1. Scott Opfer, Street Traffic Operations Manager, explained that there are three items identified in the first year, all being replacement of infrastructure and Gasboy systems with fleet maintenance. The replacement of two roofs that are over 20 years old on buildings that are very old will come from MIRF funds.

There was no other testimony.

Water Supply and Distribution

1. Nick McElvain, Operations Support Manager for Lincoln Water System, indicated that the project descriptions have not changed much; however, funding for the 09-10 and 10-11 CIP years has been significantly reduced. Over the last year, there has been a

significant increase in utility cost/electrical energy from both LES and OPPD. We had a very wet year last year with revenue down from that. They did not realize all of the rate increases that were anticipated in preparation of the CIP a year ago. The combination of those greatly reduces the amount of revenue bonds that can be sold, so you will see a 90% decrease in the number of projects in year one and two. At the end of budget year 2011, we will pay off some of the bonds used to build the expansion project at Ashland, so year three of the CIP jumps up significantly. That is an effort to try to catch up.

Over the course of the six year plan, about 65% of the funds are spent on growth related, and 35% on maintenance of existing infrastructure and replacement. The priorities for the funds remaining are maintaining infrastructure kinds of projects. We have some projects that will not be built so they show up again in 2011 and 2012, such as distribution mains in new growth areas.

There was no other testimony.

Wastewater

1. Gary Brandt, Division Manager for Wastewater and Solid Waste, explained that the wastewater program is to treat the wastewater generated and to protect the environment. The CIP program is reduced considerably from the previous year. Major projects are concentrated on infrastructure and replacement projects (over 200 miles of lines that are over 70-100 years old and are requiring additional maintenance).

Other programs include various projects in the Stevens Creek area. There is also a need for improvements at the treatment facilities.

Future projects in future years in new growth areas are limited by the amount of funding available. This will require additional bonding revenue funds and rate increases to support the program.

There was no other testimony.

Solid Waste Operations

1. Gary Brandt, Division Manager for Wastewater and Solid Waste, stated that the Solid Waste CIP includes recycling throughout the city and county both at Bluff Road and the N. 48th Street site. There are continued projects for expansion of the liner at Bluff Road and capping projects as the landfill progresses from north to south.

They are showing similar development and expansion at the N. 48th Street site. The first year includes the landfill gas control and utilization system for the methane generated.

This program is supported by user fees and revenue bonds. They are also working to close the North 48th Street old landfill location. The City owns land directly east of the existing Bluff Road facility to 70th Street, so the most logical location would be to utilize that land. That project has to go through environmental review, so there will have to be some investigation coming up at some time in future years.

Larson inquired as to the final use of the property at the old landfill operations along Hwy 77. Brandt stated that it is now being considered as a utilization of open space area for public use – environmental type walking areas, trails, etc. They are involved in discussions with the Parks Department.

There was no other testimony.

FY2009/10 - 2014/15

CAPITAL IMPROVEMENTS PROGRAM.

ACTION BY PLANNING COMMISSION:

May 13, 2009

Cornelius made a motion to approve the staff recommendation for a finding of full or general conformance with the Comprehensive Plan, with the amendments to the Parks & Recreation CIP and the Public Works and Utilities, Streets and Highways CIP, as recommended by staff, seconded by Taylor.

Sunderman commented that the financial resources are limited and must be used wisely. We cannot do everything at once. We have to slow down. The Mayor and City Council have a tough task of incorporating this CIP into the budget.

Larson agreed that this really presents a problem for the Mayor and the City Council. It has been a habit to just keep deferring and deferring, yet we have to live within our means. He believes we should be careful that we don't defer something that is going to further deteriorate, i.e. streets. We have deferred some of these streets so long that the cost keeps going up and up. It is a real dilemma and he does not know the answer.

Sunderman acknowledged Mr. Krueger's proposed amendments and indicated that they will be provided to the Mayor and City Council.

Motion carried 7-0: Esseks, Partington, Larson, Francis, Taylor, Cornelius and Sunderman voting 'yes'; Carroll and Gaylor Baird absent.

FY2010-2015 TRANSPORTATION IMPROVEMENT PROGRAM

ACTION BY PLANNING COMMISSION:

May 13, 2009

Francis moved to approve the staff recommendation for a finding of conformance with the Comprehensive Plan, with the amendment to Streets and Highways relating to Coddington Avenue, seconded by Esseks and carried 7-0: Esseks, Partington, Larson, Francis, Taylor, Cornelius and Sunderman voting 'yes'; Carroll and Gaylor Baird absent.

There being no further business, the meeting adjourned at 2:45 p.m.

Comprehensive Plan Amendment No. 09003 (sustainability) and Comprehensive Plan Amendment No. 09004 (Rural Area/Acreage Policy) will have continued public hearing and action on May 20, 2009.

Note: These minutes will not be formally approved until the regular meeting of the Planning Commission on June 17, 2009.

q:\pc\minutes\2009\pcm051309.CPAR and CIP

Market Watch

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THE WALL STREET JOURNAL

WSJ.com

APRIL 30, 2009

U.S. Gas Fields Go From Bust to Boom

By BEN CASSELMAN

CADDO PARISH, La. -- A massive natural-gas discovery here in northern Louisiana heralds a big shift in the nation's energy landscape. After an era of declining production, the U.S. is now swimming in natural gas.

Even conservative estimates suggest the Louisiana discovery -- known as the Haynesville Shale, for the dense rock formation that contains the gas -- could hold some 200 trillion cubic feet of natural gas. That's the equivalent of 33 billion barrels of oil, or 18 years' worth of current U.S. oil production. Some industry executives think the field could be several times that size.

"There's no dry hole here," says Joan Dunlap, vice president of Petrohawk Energy Corp., standing beside a drilling rig near a former Shreveport amusement park.

Huge new fields also have been found in Texas, Arkansas and Pennsylvania. One industry-backed study estimates the U.S. has more than 2,200 trillion cubic feet of gas waiting to be pumped, enough to satisfy nearly 100 years of current U.S. natural-gas demand.

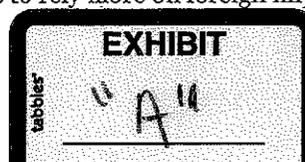
The discoveries have spurred energy experts and policy makers to start looking to natural gas in their pursuit of a wide range of goals: easing the impact of energy-price spikes, reducing dependence on foreign oil, lowering "greenhouse gas" emissions and speeding the transition to renewable fuels.

A climate-change bill being pushed by President Barack Obama could boost reliance on natural gas. The bill, which could emerge from the House Energy and Commerce Committee in May, is expected to set aggressive targets for reducing emissions of carbon dioxide, the most prevalent man-made greenhouse gas.

Meeting such goals would require quickly moving away from coal-fired power plants, which account for substantial carbon emissions. President Obama wants the U.S. to rely more on renewable energy such as wind and solar power, but those technologies aren't ready to shoulder more than a fraction of the nation's energy burden. Advocates for natural gas argue that the fuel, which is cleaner than coal, would be a logical quick fix. In addition, billionaire energy investor T. Boone Pickens has been touting natural gas as an alternative to gasoline and diesel for cars and trucks.

"The availability of natural-gas generation enables us to be much more courageous in charting a transition to a low-carbon economy," says Jason Grumet, executive director of the National Commission on Energy Policy, who was a senior adviser to President Obama during the campaign.

Just three years ago, the conventional wisdom was that U.S. natural-gas production was facing permanent decline. U.S. policy makers were resigned to the idea that the country would have to rely more on foreign imports to supply the



fuel that heats half of American homes, generates one-fifth of the nation's electricity, and is a key component in plastics, chemicals and fertilizer.

But new technologies and a drilling boom have helped production rise 11% in the past two years. Now there's a glut, which has driven prices down to a six-year low and prompted producers to temporarily cut back drilling and search for new demand.

The natural-gas discoveries come as oil has become harder to find and more expensive to produce. The U.S. is increasingly reliant on supplies imported from the Middle East and other politically unstable regions. In contrast, 98% of the natural gas consumed in the U.S. is produced in North America.

Coal remains plentiful in the U.S., but is likely to face new restrictions. To produce the same amount of energy, burning gas emits about half as much carbon dioxide as burning coal.

Natural gas has never played more than a supporting role in the nation's energy supply. Crude oil, refined into gasoline or diesel, fuels nearly all U.S. cars or trucks. Coal is the dominant fuel for generating electricity.

Natural-gas production in the U.S. peaked in the early 1970s, then fell for a decade due to weak prices and declining gas fields in Texas, Louisiana and elsewhere. Production bounced back in the 1990s with the discovery of new fields in New Mexico and Wyoming, but by 2002, output was falling again -- this time, most experts thought, for good. Believing the U.S. would soon need to import liquefied natural gas from overseas, companies such as ConocoPhillips, El Paso Corp. and Cheniere Energy Inc. spent billions on terminals, pipelines and storage facilities.

The supply fears drove up prices, which spurred innovation. Oil-and-gas companies had known for decades that there was gas trapped in shale, a nonporous rock common in much of the U.S. but considered too dense to produce much gas.

In the 1980s, Texas oilman George Mitchell began trying to produce gas from a formation near Fort Worth, Texas, known as the Barnett Shale. He pumped millions of gallons of water at high pressure down the well, cracking open the rock and allowing gas to flow to the surface.

Oklahoma City-based Devon Energy Corp. bought Mr. Mitchell's company in 2002. It combined his methods with a technique for drilling straight down to gas-bearing rock, then turning horizontally to stay within the formation. Devon's first horizontal wells produced about three times as much gas as traditional vertical wells.

The development of the Barnett Shale almost single-handedly reversed the decline in U.S. natural-gas production. Last year, the Barnett produced four billion cubic feet of gas a day, making it the largest field in the U.S. Other companies such as Newfield Exploration Co., Southwestern Energy Co. and Range Resources Corp. found shale fields across the U.S.

One of the most aggressive companies was Oklahoma City-based Chesapeake Energy Corp., which got into the Barnett a couple of years behind cross-town rival Devon, and was an early entrant into the second big U.S. field, the Fayetteville Shale in Arkansas. In 2005, Chesapeake Chief Executive Aubrey McClendon sent teams of geologists across the country with a mission: Find the next Barnett. Less than two years later, they told him they had it, in Louisiana.

The Haynesville Shale is centered in northern Louisiana, one of the country's oldest oil- and gas-producing regions. Wildcatters had explored beneath the lush cow pastures and cotton fields as far back as the 1870s. Shreveport, the region's largest city, saw decades of booms and busts until the 1980s, when a glut of cheap oil from overseas all but killed the region's oil industry.

Oil companies knew about the Haynesville Shale, but it was considered a less viable prospect than the Barnett. The shale lies 10,000 or more feet below ground, where high pressure and 300-degree temperatures are enough to fry high-tech drilling equipment.

But in 2006, Chesapeake drilled an exploratory well and decided the results were promising enough to justify the higher cost of drilling in such harsh conditions. By late 2007, Mr. McClendon says, "we knew that we had a tiger by the tail."

In March 2008, as oil and gas prices were soaring, Chesapeake went public with its findings. The rush was on: Dozens of companies dispatched agents to the area to lease land for drilling, turning farmers and ranchers into millionaires overnight.

"There was excitement in the air," recalls Jeffrey Wellborn, a Shreveport resident who sits on the board of the local Sierra Club. "You thought everyone in the world had won the lottery."

The frenzy marked the peak of a nationwide drilling boom that was fueled by a combination of soaring energy prices and easy credit. It didn't last. Between July and October, oil and gas prices fell by more than 50%, and kept falling.

The weakening economy eroded demand for both oil and gas. Natural gas, unlike oil, suffered from a supply glut. U.S. gas production rose 7.2% last year, while oil production fell 1.9%. As a result, oil prices are up 12% since the start of 2009. Natural-gas prices have fallen 41% to their lowest since 2002.

Gas producers saw their profits evaporate and share prices slump. Liquefied-natural-gas imports plunged, leaving import terminals nearly idle. Worried about a glut, companies cut back sharply on drilling and formed a lobbying group to try to boost demand.

The growing supply created opportunities for policy makers and environmentalists, who saw natural gas as a possible solution to the nation's energy problems. Some groups suggested burning more gas and less coal for power generation. Others favor its use in vehicles.

Mr. Pickens has spent millions promoting an energy plan that aims to, among other things, convert thousands of big-rig trucks to run on natural gas. Mr. Pickens has large investments in natural gas and stands to benefit if his plan is adopted. In TV ads, Internet videos and speeches, he emphasizes a different goal: reducing U.S. dependence on foreign oil.

Mr. Pickens arrived for a recent speech in Dallas in a natural-gas-fueled Honda Civic with a bright blue "Pickens Plan" logo. He told a packed auditorium that the U.S. is importing two-thirds of its oil even as the country is "absolutely overwhelmed with natural gas." If the reverse were true, he said, he would favor burning oil.

Some environmentalists have embraced Mr. Pickens's plan as a way to fight climate change. Carl Pope, executive director of the Sierra Club, says he sees natural gas as a "bridge fuel" that could help the U.S. burn less coal and oil until renewable sources of energy are ready to take over.

The dual message of energy security and environmental responsibility has helped Mr. Pickens win powerful allies, including Senate Majority Leader Harry Reid, House Speaker Nancy Pelosi and dozens of elected officials from both parties. A bipartisan bill providing tax incentives for natural-gas cars looks likely to pass this year.

Not everyone shares Mr. Pickens's enthusiasm for natural-gas vehicles. Major users of natural gas, such as utilities and chemicals companies, are concerned the plan would drive up prices -- an outcome that would benefit producers.

Energy Secretary Steven Chu and some other policy makers have expressed doubts about the practicality of retrofitting hundreds of thousands of service stations to offer natural gas. Some environmental groups, including the Natural

Resources Defense Council, have argued that natural gas is better used to replace coal for power generation, and that cars should run on electricity generated by the sun, wind and natural gas.

Market forces are already helping natural gas make inroads against coal and oil. Gas is now cheaper than coal in many parts of the country, leading utilities to burn more gas. Of the 372 power plants expected to be built in the U.S. over the next three years, 206 will be fired by gas and just 31 by coal, according to the Energy Information Administration.

Natural gas is gaining market share far more slowly in transportation. Earlier this year, AT&T announced it would convert up to 20% of its truck fleet to run on natural gas, largely because it has been cheaper than gasoline in recent years. Cities including New York, Los Angeles and Atlanta have converted part of their bus fleets to run on natural gas, for air-quality reasons.

Shreveport could be the next city to make the switch. In March, Mayor Cedric Glover announced that the oil capital turned natural-gas boomtown would abandon diesel and convert its bus fleet to natural gas.

—Russell Gold contributed to this article.

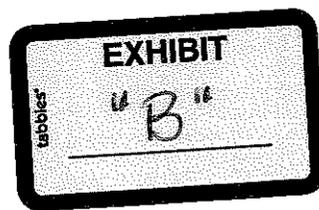
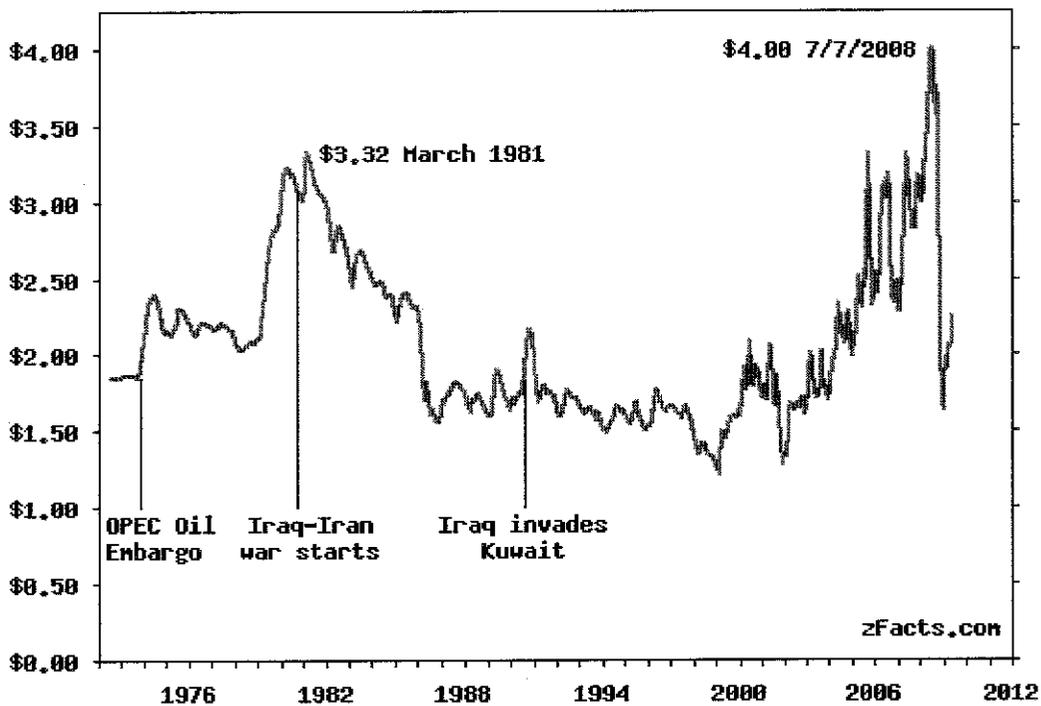
Write to Ben Casselman at ben.casselmann@wsj.com

Printed in The Wall Street Journal, page A1

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Regular Gasoline Price in Today's Dollars (5/11/2009)

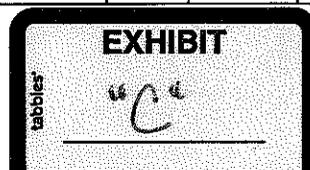


024

Table 3.1 Fossil Fuel Production Prices, 1949-2007

(Dollars per Million Btu)

Year	Coal ¹		Natural Gas ²		Crude Oil ³	
	Nominal ⁵	Real ⁶	Nominal ⁵	Real ⁶	Nominal ⁵	Real ⁶
1949	0.21	1.29	0.05	0.33	0.44	2.68
1950	0.21	1.25	0.06	0.38	0.43	2.62
1951	0.21	1.19	0.06	0.36	0.44	2.46
1952	0.21	1.17	0.07	0.4	0.44	2.42
1953	0.21	1.14	0.08	0.44	0.46	2.53
1954	0.19	1.04	0.09	0.49	0.48	2.6
1955	0.19	0.99	0.09	0.48	0.48	2.55
1956	0.2	1.03	0.1	0.51	0.48	2.48
1957	0.21	1.05	0.1	0.49	0.53	2.66
1958	0.2	0.99	0.11	0.53	0.52	2.53
1959	0.2	0.96	0.12	0.57	0.5	2.41
1960	0.19	0.92	0.13	0.6	0.5	2.36
1961	0.19	0.9	0.14	0.64	0.5	2.34
1962	0.19	0.86	0.15	0.67	0.5	2.32
1963	0.18	0.84	0.15	0.67	0.5	2.29
1964	0.19	0.84	0.14	0.62	0.5	2.24
1965	0.18	0.82	0.15	0.65	0.49	2.19
1966	0.19	0.81	0.15	0.63	0.5	2.14
1967	0.19	0.8	0.15	0.61	0.5	2.11
1968	0.19	0.78	0.14	0.58	0.51	2.04
1969	0.21	0.8	0.15	0.59	0.53	2.04
1970	0.27	0.97	0.15	0.56	0.55	1.99
1971	0.3	1.05	0.16	0.56	0.58	2.02
1972	0.33	1.09	0.17	0.57	0.58	1.94
1973	0.37	1.15	0.2	0.63	0.67	2.11
1974	0.69	1.98	0.27	0.79	1.18	3.41
1975	0.85	2.22	0.4	1.06	1.32	3.48
1976	0.86	2.13	0.53	1.32	1.41	3.51
1977	0.88	2.07	0.72	1.69	1.48	3.46
1978	0.98	2.15	0.84	1.83	1.55	3.39
1979	1.06	2.14	1.08	2.18	2.18	4.4
1980	1.1	2.04	1.45	2.68	3.72	6.89
1981	1.18	2	1.8	3.04	5.48	9.27
1982	1.23	1.95	2.22	3.54	4.92	7.84
1983	1.18	1.81	2.32	3.56	4.52	6.93
1984	1.16	1.72	2.4	3.55	4.46	6.6
1985	1.15	1.65	2.26	3.24	4.15	5.96
1986	1.09	1.52	1.75	2.45	2.16	3.03
1987	1.05	1.44	1.5	2.05	2.66	3.63
1988	1.01	1.34	1.52	2.01	2.17	2.87
1989	1	1.28	1.53	1.94	2.73	3.48
1990	1	1.22	1.55	1.9	3.45	4.23
1991	0.99	1.17	1.48	1.75	2.85	3.38
1992	0.97	1.12	1.57	1.82	2.76	3.19
1993	0.93	1.05	1.84	2.09	2.46	2.78
1994	0.91	1.01	1.67	1.86	2.27	2.52
1995	0.88	0.96	1.4	1.52	2.52	2.74



1996	0.87	0.92	1.96	2.09	3.18	3.39
1997	0.85	0.89	2.1	2.2	2.97	3.11
1998	0.83	0.86	1.77	1.83	1.87	1.94
1999	0.79	0.81	1.98	2.02	2.68	2.74
2000	0.8	0.8	3.32	3.32	4.61	4.61
2001	0.84	0.82	3.62	3.54	3.77	3.68
2002	0.87	0.84	2.67	2.56	3.88	3.73
2003	0.87	0.82	4.41	4.15	4.75	4.47
2004	0.98	0.89	4.94	4.51 [R]	6.34	5.79
2005	1.16	1.03	6.63 [R]	5.87 [R]	8.67	7.67 [R]
2006	1.24 [R]	1.06 [R]	5.8 [R]	4.98 [R]	10.29	8.83 [R]
2007 ⁶	1.25	1.04	5.79	4.84	11.47	9.58

¹Free-on-board (f.o.b.) rail/barge prices, which are the f.o.b. prices of coal at the point of first sale, excluding freight or shipping and insurance costs. See "Free on Board (F.O.B.)" in Glossary.

²Wellhead prices (converted to dollars per million Btu using marketed production heat contents). See "Natural Gas Wellhead Price" in Glossary.

³Domestic first purchase prices. See "Crude Oil Domestic First Purchase Price" in Glossary.

⁴Derived by multiplying the price per Btu of each fossil fuel by the total Btu content of the production of each fossil fuel and dividing this accumulated value of total fossil fuel production by the accumulated Btu content of total fossil fuel production.

⁵See "Nominal Dollars" in Glossary.

⁶In chained (2000) dollars, calculated by using D1. See "Chained Dollars" in Glossary.

⁷Based on real values.

R=Revised. P=Preliminary. — = Not applicable

Sources: Tables 5.18, 6.7, 7.8, A2, A4, and

Fossil Fuel Composite ⁴		
Nominal ⁵	Real ⁶	Percent Change ⁷
0.26	1.6	--
0.26	1.54	-3.6
0.26	1.46	-5.3
0.26	1.45	-1
0.27	1.49	3.3
0.28	1.5	0.6
0.27	1.45	-3.7
0.28	1.44	-0.8
0.3	1.49	3.9
0.29	1.43	-4.4
0.29	1.38	-3.4
0.28	1.35	-2.3
0.29	1.35	(s)
0.29	1.33	-1
0.28	1.3	-2.5
0.28	1.25	-3.8
0.28	1.23	-1.5
0.28	1.21	-1.9
0.28	1.19	-1.5
0.29	1.14	-3.9
0.3	1.15	0.1
0.32	1.15	0.8
0.34	1.18	2.1
0.35	1.16	-1.4
0.4	1.25	7.7
0.68	1.95	55.8
0.82	2.16	10.9
0.9	2.24	3.8
1.01	2.36	5.1
1.12	2.44	3.4
1.42	2.86	17.3
2.04	3.78	32.1
2.75	4.64	22.9
2.76	4.4	-5.3
2.7	4.14	-5.8
2.65	3.91	-5.6
2.51	3.6	-7.8
1.65	2.32	-35.6
1.7	2.32	0.1
1.53	2.03	-12.8
1.67	2.13	5
1.84	2.26	6.2
1.67	1.98	-12.5
1.66	1.92	-3
1.67	1.89	-1.5
1.53	1.69	-10.4
1.47	1.6	-5.5

1.82		1.94		21.3	
1.81		1.89		-2.4	
1.41		1.46		-22.8	
1.65		1.69		15.4	
2.6		2.6		54.2	
2.53		2.47		-4.9	
2.21		2.12		-14.2	
3.09		2.91		37.1	
3.61		3.3		13.4	
4.73	[R]	4.19	[R]	27.1	[R]
4.73	[R]	4.06		-3.2	[R]
4.99		4.17		2.8	

ing gross domestic product implicit price deflators in Table

able. (s)=Less than -0.05 percent

1 A5.

Memorandum

May 12, 2009

TO: Marvin Krout, Planning
FR: Lynn Johnson, Parks and Recreation
RE: Request to Amend the Proposed CIP to Include the Antelope Park Parking Area Project

In 2000, a master plan was prepared for the area of Antelope Park generally bounded by 'A' Street, South 27th Street and Capitol Parkway. A recommendation of this plan was to develop additional parking to support the many activities located within this park area including the Lincoln Children's Zoo, the Rock Island Trail and the Shildnek Bandshell. Acquisition of privately owned property at 2847 'A' Street, demolition of the building and construction of a parking lot and site landscaping were included in the master plan. Recently the property at this address was offered for sale. We have been working with the Lincoln Parks Foundation to develop a strategy for acquisition of the property and development of the proposed parking area. The purpose of this memo is to request an amendment to the proposed Capitol Improvement Program to include acquisition of the subject project, demolition and site clearing, and construction of a parking area and site landscaping. Please let me know if you have questions or need additional information. Thank you for your consideration.

Project Details:

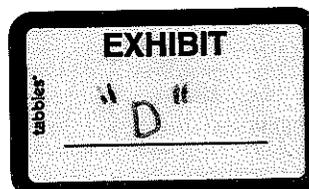
Antelope Park Parking Area

A 2000 master plan for the area of Antelope Park bounded by 'A' Street, South 27th Street, and Capitol Park included acquisition of property and development of a new parking area. This parking would serve the many activities in this area of Antelope Park including the Lincoln Children's Zoo, the Rock Island Trail, and the Shildnek Bandshell. The plan recommended acquisition of four parcels located at 2847 'A' Street. The initial phases of the project involve acquisition of the property, demolition of the building and site clearing. The second phase of the project involves development of a parking lot and site landscaping. Sustainable approaches for managing storm water will be investigated in design of the parking lot and landscaping.

Phase 1: Site Acquisition, demolition and site clearing. \$260,000; Funding Source: Other Funds (OF); FY 2009-10

Phase 2: Development of parking lot and site landscaping. \$100,000 Funding Source: Other Funds (OF); FY 2010-11

Lynn Johnson, Director
Lincoln Parks and Recreation
2740 A Street
Lincoln, Nebraska 68502
402 441-8265
ljohnson@lincoln.ne.gov



AMENDMENT TO PUBLIC WORKS & UTILITIES, STREETS & HIGHWAYS CIP

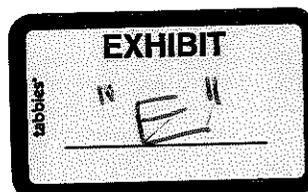
CIP Project Description

City funds for the completion of design engineering and beginning right-of-way acquisition to construct four lanes of pavement along Coddington Avenue from south of Van Dorn to north of West "A". The project will construct a center median as well as left and right turn lanes at intersections along the corridor. The project will improve safety and capacity. Project length: 2.2 miles including side street approaches.

Appropriations and Activities:

\$500,000 in the first year (2009/2010) of the CIP for the Coddington project for design engineering and right of way acquisition. The \$500,000 will be from the City Wheel Tax - Residual funding source. This funding amount of City Wheel Tax - Residual will be deducted from project 0269, Traffic Optimization and Management Program in the first year (2009/2010) of the CIP.

David R. Cary, AICP
Long Range Planner
Lincoln/Lancaster County Planning Department
(402) 441-6364

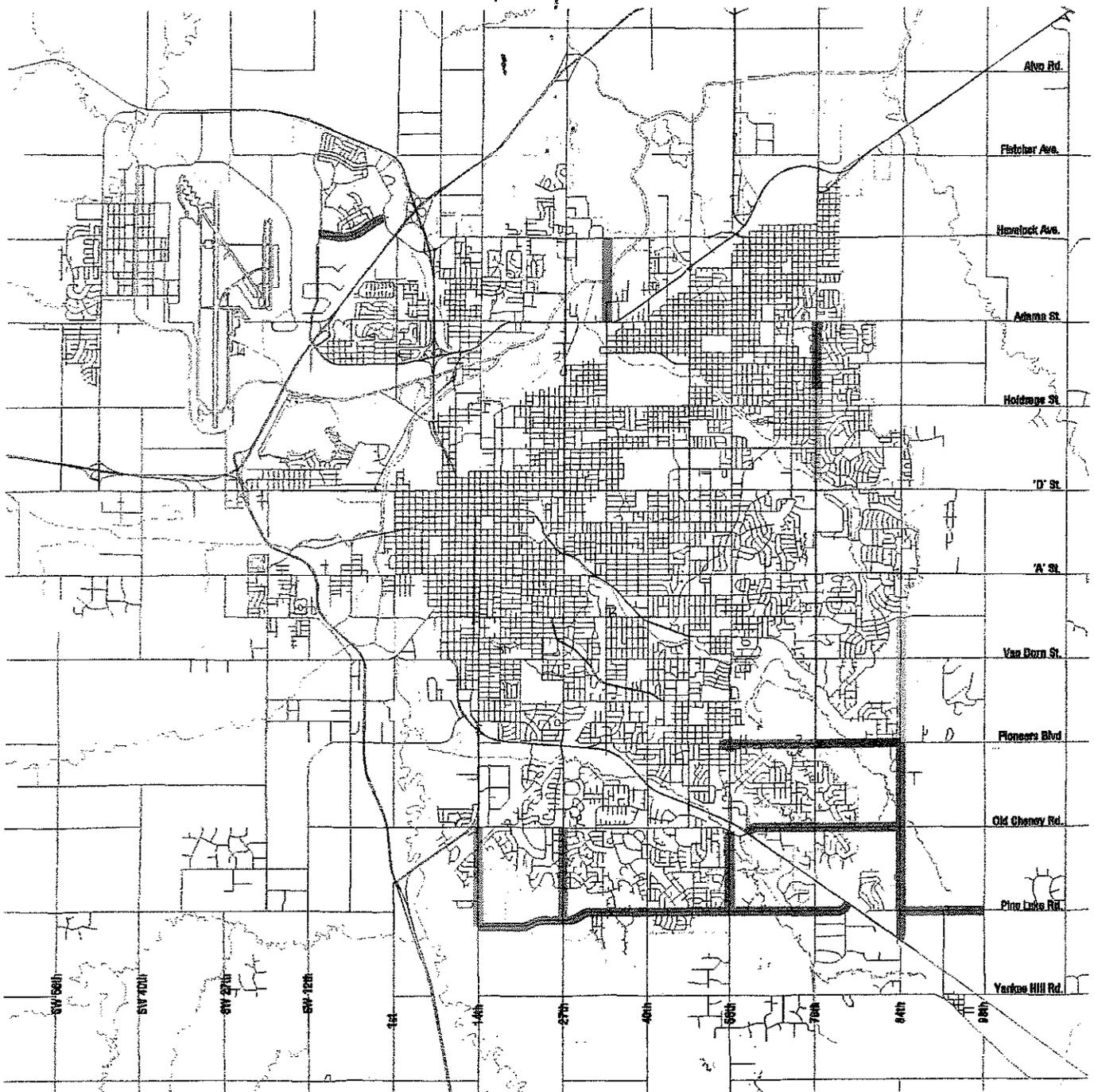


AMENDMENT TO PUBLIC WORKS AND UTILITIES – STREETS AND HWYS

- #0181 REMOVE \$1,000,000 OF RESIDUAL CITY WHEEL TAX AND APPLY THESE FUNDS TO REHAB OF EXISTING CITY STREETS
- #0472 56TH FROM SHADOW PINES TO OLD CHENEY ADD THE NEW CONSTRUCTION WHEEL TAX OF 2009/2010 (\$5,336,000) TO ADVANCE CONSTRUCTION TO 2010 AND BUILD THIS IN THE 100' R.O.W. WITH A 5 LANE CROSS-SECTION (SIMILAR TO OLD CHENY FROM 60TH TO 70TH)
- #0473 OLD CHENEY FROM 70TH TO 84TH ADD THE NEW CONSTRUCTION WHEEL TAX FOR 2010/2011 (\$3,285,000) AND ADVANCE CONSTRUCION TO 2011 AND BUILD THIS IN THE 100' R.O.W. WITH A 5 LANE CROSS-SECTION (SIMILAR TO OLD CHENEY FROM 60TH TO 70TH)
- #NEW ADD PINE LAKE ROAD FROM 56TH TO HWY 2 ALLOCATE THE NEW CONSTRUCTION WHEEL TAX FOR 2011/2012 (\$5,838,000) BUILD IN 2012 WITH A 5 LANE CROSS-SECTION TO MINIMIZE RAIL CROSSING COSTS AND MINIMIZE CONSTRUCTION IN THE FLOOD PLAIN



IMPROVEMENTS FOR FUTURE ROAD NETWORK: PROJECTS ADDED OR ADVANCED AS A RESULT OF WHEEL TAX INCREASE



LEGEND



Added Projects:
*Street Improvements Added as a Result
of Wheel Tax Increase*



Project Advanced 1 Year:
*Wheel Tax Increase Allows Project
Implementation To Move Forward One Year*



Project Advanced 2 Years:
*Wheel Tax Increase Allows Project
Implementation To Move Forward Two Years*



Project Advanced 3 Years:
*Wheel Tax Increase Allows Project
Implementation To Move Forward Three Years*



Project Advanced 4 Years:
*Wheel Tax Increase Allows Project
Implementation To Move Forward Four Years*



032



CITY OF LINCOLN
N E B R A S K A
MAYOR CHRIS BEUTLER

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