

**Fiscal Year 2014-2017  
Transportation Improvement Program**

*adopted by* **MPO Officials Committee**  
**May 30, 2013**



**Lincoln  
Metropolitan Planning  
Organization**

County-City Building  
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FY 2014-2017  
**Transportation Improvement Program**

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**Lincoln/Lancaster County Nebraska**

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**Approval Dates**

- PROJECT SELECTION COMMITTEE  
March 27, 2013
- TECHNICAL COMMITTEE  
April 25 and May 16, 2013
- PLANNING COMMISSION PUBLIC HEARING  
May 15, 2013
- OFFICIALS COMMITTEE  
May 30, 2013
- METROPOLITAN PLANNING ORGANIZATION  
June 4, 2013



U.S. Department of Transportation  
**Federal Highway Administration**

**Required Credit / Disclaimer Statement**

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

## Introduction

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

Federal regulations require that each urbanized area, as a condition to the receive federal capital or operating assistance, have a continuing, cooperative and comprehensive (3-C) transportation planning process. The MPO is the organization designated to carry out the 3-C process which results in plans and programs that are consistent with the comprehensively planned development of the urbanized area. The TIP, along with the Long Range Transportation Plan, is a key element of this process. The most recent transportation act, the *Moving Ahead for Progress in the 21st Century Act* (MAP-21) was signed into law on July 6, 2012 which authorizes surface transportation programs through 2014, continues these basic planning requirements. In order to remain eligible for federal transportation funding, the planning process must demonstrate that the Lincoln Metropolitan Planning Area is in compliance with all federal requirements for metropolitan transportation planning.

### Purpose of the TIP

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

- a. Depicts the Lincoln MPO's priorities for the expenditure of federal funds for all transportation funding categories by federal fiscal year including highway, public transportation, bicycle, pedestrian and transportation enhancement projects;
- b. Provides assurance to the FHWA that the project selection process has been carried out in accordance with federal requirements, Section 134 of Title 23, United States Code (USC), as amended; and
- c. Demonstrates that the TIP is financially feasible. The *Project Prioritization and Selection Process* is the mean by which projects move from the current *Long Range Transportation Plan* (LRTP) into the TIP for implementation. The annual review of projects for the purpose of coordinating priorities and programming projects is documented and posted on the MPO web page.

## Federal Requirements for Transportation Improvement Programs

The planning and programming regulations include specific requirements for development and content of TIPs which 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 2014-2017. 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 Prioritization and Selection Process* annually reviews of projects for the purpose of coordinating priorities and programming projects and is posted on the MPO web page.
- **Status of Projects from the previous TIP** – *The TIP should list major projects from the previous TIP that were implemented or delayed.* Each section lists projects under construction, completed, delayed, or moved out of the current programming period.

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

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

## **The Metropolitan Planning Organization**

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

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

## **Planning Commission**

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

## **Geographic Area the TIP Covers**

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

## **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 four-year period using federal transportation funds and annually coordinated with the State-TIP process. According to federal regulations governing transportation planning transportation improvement program is to be a staged multi-year program of transportation improvement projects that *"shall cover a period of not less than four years and be consistent with the urban area transportation plan."*

The TIP is directly related to the City's, County's, and State's Capital Improvement Programs which are brought forward at this time

each year. The TIP identifies funding amounts by source of funding, jurisdictional responsibility, type of project, and year of funding for these projects. This program is a listing of priority projects which are to be carried out within the next four fiscal years which include FYs 2013-2014, 2014-2015, 2015-2016 and 2016-2017. Projects planned for implementation beyond this time frame are not listed in this program since local funding may be tentative and federal funds for these projects can not be obligated.

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

### **The Statewide Transportation Improvement Program (STIP)**

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

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

### **Conformance with Long Range Transportation Plan**

All projects are drawn from, or consistent with, the MPO's *2040 Transportation Plan*, the *Lincoln and Lancaster County Comprehensive Plans*, Transit Development Plan, Lincoln Area Trails Master Plan, the Railroad Transportation Safety District (RTSD) Railroad Transportation Studies, State Transportation Plans and Needs Studies and the recommendations of local governments and citizens. The projects reflect community goals and objectives and are assigned to the appropriate staging period based on the area's priorities, the individual project urgency, and the anticipated funding capabilities of the participating governments.

The TIP document was developed in conformance with the *Long Range Transportation Plan* for the Lincoln MPO as coordinated with the *Lincoln and Lancaster County Comprehensive Plans*. Included in the *Transportation Plan* are specific long-range plans for

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

The current *2040 Transportation Plan* was adopted by the Lincoln MPO on December 1, 2011 and the supporting *Lincoln-Lancaster Comprehensive Plans* was approved by the City of Lincoln and Lancaster County on October 25/October 31, 2011. The development of the *2040 Transportation Plan* included a needs assessment and financial analysis and included the identification of the social, economic, and environmental impacts for alternative sketch transportation plans. The Transportation Plan was transmitted to the State Department of Roads and to the Federal Highway Administration and the Federal Transit Administration.

### **Types of Projects Included in the TIP**

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

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

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

### **Project Selection**

The *Project Prioritization and Selection Process* is the mean by which projects move from the current *Long Range Transportation Plan* (LRTP) into the TIP for implementation. The annual review of projects for the purpose of coordinating priorities and programming projects is documented and posted on the MPO web page. Projects listed in the TIP typically originate in the LRTP developed by the MPO in cooperation with the respective implementing agencies involved in the planning process. Implementing agencies carry out the transportation plan's specific elements through the programming process. As a result, the TIP serves as a strategic management tool to accomplish the objectives of the transportation plan.

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

### **Group Project Listing (Lump Sum Listing)**

Federal regulations allow MPOs to group or combined projects that are not considered to be of appropriate scale for individual listing in a given program year. Such projects may be grouped by function, work type, and/or geographic area and must be consistent with the exempt project classification contained under Federal TIP regulations (23 CFR 450.324 (f)) and/or in EPA's "Transportation Conformity Regulations (40 CFR 93). Grouped projects, often referred to as Lump Sum Projects Listings, will be within a single project category with a similar scope. Once grouped, the MPO is required to maintain, outside of the TIP, a detail list of the projects contained in each group. This listing can be found at the Lincoln MPO TIP web page under the Appendix for Group Project Listings.

### **Public Transportation Project Prioritization Process**

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

### **Annual Listing of Projects**

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

### **Financial Plan Statement**

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

## **Amendment Process**

The TIP may be modified according to the *Lincoln MPO Guidelines for Modifying the Transportation Improvement Program*. TIP revisions are either in the form of formal amendments requiring appropriate public involvement or in minor revisions/administrative modifications which do not require public involvement. The TIP and any revisions must be approved by the MPO and the Governor of the State of Nebraska. A conformity determination must also be made by the FHWA and the FTA. Once approved, the TIP then becomes, without modification, part of the Statewide Transportation Improvement Program (STIP). The frequency and cycle for updating the TIP are to be compatible with that of the STIP. The NDOR and the Nebraska MPOs have established an annual update cycle to coincide with the federal fiscal year.

## **Public Involvement Process**

The transportation planning process allows for public involvement at various points within the transportation plan and program development. This involves a series of steps from the adoption of the *MPO 2040 Long Range Transportation Plan* that is coordinated with the programming of projects and again for the actual construction of the transportation facilities. The critical decision points in the transportation planning process are: 1) the development of a 30 year transportation plan, 2) the street improvement program which identifies priorities for planned projects, 3) the development of capital improvement programs for a period of four to six years, 4) Project Design and Project Construction. The first two steps are included in the long range planning process, the third step consolidates the capital improvement programs of the City, County and State with the MPO 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.

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

In accordance with 23 U.S.C. Sec. 134 - Metropolitan transportation planning, 23 CFR Part 450.334(a), the Nebraska Department of Roads and Lincoln Metropolitan Planning Organization certify that the transportation planning process is addressing the major issues in the Metropolitan Planning Area and is being conducted in accordance with all applicable requirements of:

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

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

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

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

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

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

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

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

*The City of Lincoln-StarTran maintains the Disadvantaged Business Enterprise Program that was submitted to FTA in 2013 that includes the Small Business Utilization elements and continues to meet the requirements of the Federal Transit Administration.*

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

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

- (7) **The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;**

- (8) **The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;**

- (9) **Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and**

- (10) **Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.**

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

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

Lincoln Metropolitan Planning Organization

Nebraska Department of Roads

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*Mayor Beutler, Executive Officer*

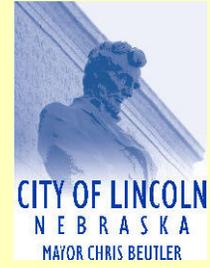
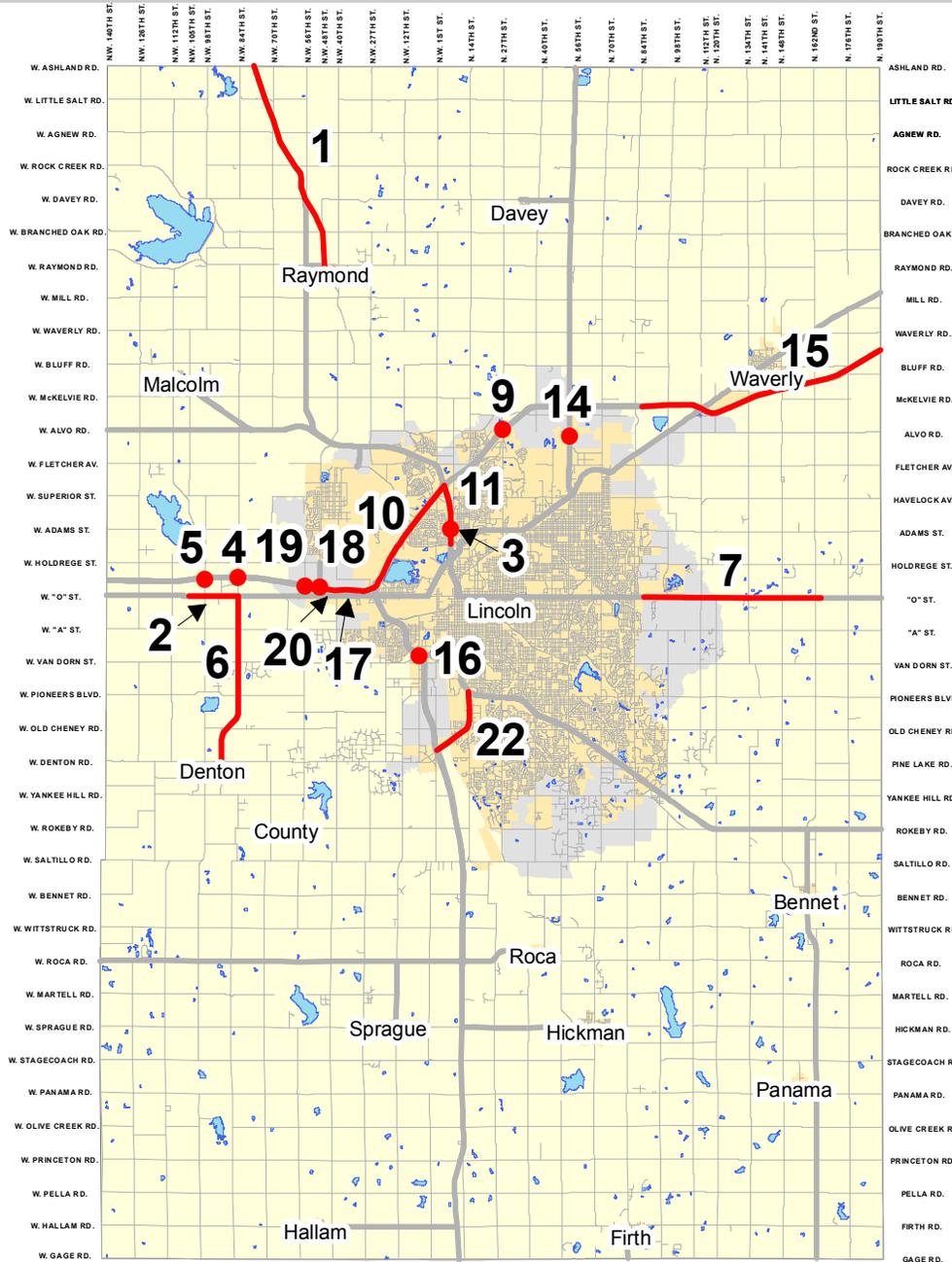
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*Michael Owen, Planning & Project Development Engineer, Nebraska Department of Roads*

\_\_\_\_\_  
*Date*

\_\_\_\_\_  
*Date*



**a** State of Nebraska



- BRIDGES/CAMERAS
- ROAD IMPROVEMENT
- FUTURE SERVICE LIMIT

- #8 CITYWIDE CURB RAMPS
- #12 DISTRICT 1, AUTOMATED GATES
- #13 DISTRICT 1, DMS REPLACEMENT
- #21 DISTRICT 1, 5 VIDEO CAMERAS



Lincoln's Future Service Limit Shown as Grey

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

2014-2017 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)								
	(Control Number)	(Project Number)	(Work Phase)		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
					PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15			FS	2015-16
1	<b>Nebraska Highway N-79</b> Agnew North & South 0.2 mi north of Raymond Spur (S-55J) north to Valparaiso Gr, str, asph conc surf and resurf 7.3 m rdwy and shld 10584A	8.5 Miles STPD-BR-79-2(108)	PE ROW Const/CE Const/CE TOTAL			736.0 NE		264.0 NE		5,671.0 AC 1,951.0 NE (STP-AC, FY 2018)			8,622.0
2	<b>US-6</b> Emerald West Resurf STPD-6-6(146) US-6 from N-103 to S-55A 11845	STPD-6-6(146)	PE ROW Const/CE Const/CE TOTAL					215.0 NE		105.0 NE		1,845.0 520.0	2,685.0
3	<b>I-180</b> Adams St Bridge, Lincoln Adams St over I-180, Lincoln Bridge replacement 12046	IM-180-9(733)	PE ROW Const/CE Const/CE TOTAL					52.0 NE		1.0 NE		214.0 1,528.0	1,795.0
4	<b>I-80</b> NW 84th St Bridge, Lincoln NW 84th St over I-80 near Lincoln Bridge replacement 12592	IM-NH-80-8(104)	PE ROW Const/CE Const/CE TOTAL					66.0 NE		100.0 NE		2,986.0 447.0	3,599.0
5	<b>I-80</b> NW 112th St Bridge, Lincoln NW 112th St over I-80 4.2 mi west of Lincoln Bridge replacement 12596	IM-NH-80-8(108)	PE ROW Const/CE Const/CE TOTAL					53.0 NE		100.0 NE		455.0 3,047.0	3,655.0
6	<b>Nebraska Highway Spur-55A</b> Denton Spur Denton Spur (S-55A) from US-6 to Denton Asph widen/resurf 24' rdwy to 28' w/4' earth shld, br 12967	5.1 Miles RD-S55A(1017)	PE Const/CE TOTAL					80.0 NE 2,450.0 NE					2,530.0
7	<b>US-34</b> Lincoln East from 0.3 mi east of 84th Street east to N-63 Conc repair, mill, resurf 24' rdwy w/10' shld, 8' surf, inters 12975	11.2 Miles STP-HSIP-34-6(141)	PE Row Const/CE Const/CE Const/CE TOTAL	304.0 NE 21.0 NE				5,980.0 NH 513.0 HS 1,762.0 NE					8,580.0

**2014-2017 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)							COST BEYOND PROGRAM	TOTAL PROJECT COSTS				
					PRIORITY PROJECTS												
					PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16			FS	2016-17	FS	
8	<b>US-6, US-34, N-2, Link-L55W</b> Citywide Curb Ramps, Lincoln Sidewalks on state highways within the city of Lincoln 116 curb ramps and 374 detectable warning panels 13088 0 Miles MISC-6-6(1049)				PE	8.0 LN											
					PE	32.0 NE											
					Construction		66.0 LN										
					Construction		265.0 NE										
		TOTAL	40.0		331.0		0.0		0.0		0.0			371.0			
9	<b>I-80</b> 27th St Interchange, Lincoln I-80 at 27th St in Lincoln Ramp reconstruction 13111 0 Miles NH-80-9(74)				PE		5.0 NE										
					ROW			1.0 NE									
					Const/CE					1,033.0 NH							
					Const/CE					115.0 NE							
		TOTAL		5.0		1.0		1,148.0		0.0			1,154.0				
10	<b>I-80</b> W Jct US-77 - I-180 I-80 from W Jct US-77, east 3.9 mi to I-180/US-34 in Lincoln Joint seal 72' conc rdwy with 12' shld, 10'-surf 13114 3.9 Miles RD-80-9(1177)				PE		2.0 NE										
					Const/CE		419.0 NE										
					TOTAL		421.0		0.0		0.0		0.0			421.0	
11	<b>Interstate I-180</b> I-80 - Cornhusker from I-80 south to Cornhusker Hwy Mill, inlay dual 2-lane rdwy and shld 13116 1.6 Miles IM-180-9(1)				PE	4.0 NE	1.0 NE										
					Const/CE					113.0 NE							
					Const/CE					1,014.0 NH							
					TOTAL	4.0	1.0	0.0	1,127.0	0.0					1,132.0		
12	<b>I-80</b> District 1 Automated Gates Along I-80 (EB & WB) at various locations in and near Lincoln Deploy automated gate systems 13151 0 Miles ITS-IM-ITSN(41)				PE						13.0 NE						
					Const/CE						162.0 NH						
					Const/CE						18.0 NE						
					TOTAL		0.0	0.0	193.0	0.0					193.0		
13	<b>I-80</b> District 1 DMS Replacement Along I-80 (EB & WB) in and near the city of Lincoln Replace dynamic message signs 13152 0 Miles ITS-HSIP-ITSN(45)				PE							50 NE					
					Construction							635 HS		70 NE			
					TOTAL		0.0	0.0	0.0	755.0					755.0		

**2014-2017 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)											
	(Control Number)	(Project Number)	(Work Phase)		PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
					PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS			2016-17	FS
14	<b>L-55X</b> Salt Creek Bridge L-55X bridge over Salt Creek 0.9 mi south of I-80, Lincoln Br repair, replace approaches, conc repair, remodel abutments	1.77 Miles BH-L55X(103)		PE Const/CE Const/CE TOTAL			6.0 NE		277.0 NE 1,110.0 NH							1,393.0
15	<b>I-80</b> Lincoln - N-370 Rumble Strips On I-80 Little Salt Creek east to 0.6 mi west of the Melia Hill rest area Install rumble strips	0 Miles IM-80-9(72)		PE Const/CE Const/CE TOTAL	1.0 NE			316.0 NE 35.0 NE								352.0
16	<b>N-2</b> District 1 Closed Circuit TV N-2 and US-77 in Lancaster and Otoe counties Deploy closed circuit television cameras	0 Miles ITS-NH-ITSN(29)		PE Const/CE Const/CE TOTAL				9.0 NE 105.0 NH 26.0 NE								140.0
17	<b>Interstate I-80</b> NW 56th - US-77 S. Interchange, Lincoln NW 56th Street to US-77 near Lincoln 6-Lane Reconstruction	1.9 miles IM-NH-80-9(862)		PE ROW Const/CE TOTAL			1,000.0 NE 1,090.0 NE 10,660.3 NH 10,531.9 LC 5,300.0 LC- 4,628.6 NE		5,300.0 AC -5,300.0 AC							33,210.8
18	<b>Interstate I-80</b> NW 48th Street Bridges, Lincoln Bridges over L-55K near Lincoln 2 New Bridges	0 Miles IM-NH-80-9(863)		PE Const/CE TOTAL			93.7 NE 3,053.7 NH 456.3 NE									3,603.7
19	<b>Interstate I-80</b> NW 56th St Bridge, Lincoln NW 56th Street over I-80 near Lincoln Bridge	0 Miles IM-NH-80-9(864)		PE ROW Const/CE TOTAL			133.9 NE 1,864.8 NH 278.6 NE									2,277.3

**2014-2017 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)											
					PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
					PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS			2016-17	FS
20	<b>Interstate I-80</b> Air Park - W. Jct. US-77, Lincoln 8080 from NW 48th Street, east 1.8 mi to US-77 west of Lincoln Crack seal	13115	RD-80-9(1178)	PE Const/CE	1.0	NE										
							39.0	NE								
					TOTAL	1.0		39.0		0.0		0.0		0.0		40.0
21	<b>N-2</b> District 1 Video Cameras At 2 locations on N-2 and 3 locations on US-77 Install 5 closed circuit television cameras	13148	0 Miles ITS-NH-ITSN(11)	PE Const/CE Const/CE	12.0	NE										
							33.0	NE								
							131.0	NH								
					TOTAL	12.0		164.0		0.0		0.0		0.0		176.0
22	<b>L-55W</b> Warlick Blvd, US-77 - N-2, Lincoln On Warlick Blvd (L-55W) from US-77 to N-2 in Lincoln Mill, resurf	13224	0 Miles S-L55W(1021)	PE PE ROW Const/CE Const/CE			2	LN								
							7.0	NE								
							1.0	NE			1,639.0	NE				
					TOTAL	0.0		10.0		2,049.0		0.0		0.0		2,059.0
23*	<b>US-77</b> BNSF Viaduct, Lincoln (NB) US-77 BNSF viaduct & Middle Creek Bridges south of US-6 Install anti-icing system	13089	0 Miles HSIP-77-2(161)	PE Construction Construction Construction			30.0	NE								
							558.0	NE								
							975.0	HS								
					TOTAL	0.0		3,323.0		0.0		0.0		0.0		3,323.0
24*	<b>US-6</b> NW-6/W 40th St., Lincoln Intersction	13093	0 Miles HSIP-6-6(161)	PE PE ROW ROW Construction Construction	100.0	NE										
							11.0	LN								
							369.0	NE								
							41.0	LN			1,300.0	HS				
TOTAL	521.0		1,440.0		0.0		0.0		0.0		1,961.0					
25*	<b>I-80</b> 27th St - Pflug Rd. Rumble Strips	13217	26.6 Miles NH-80-9(72)	PE Construction Construction	2.0	NE										
							120.0	NH								
							13.0	NE								
					TOTAL	2.0		133.0		0.0		0.0		0.0		135.0

\* Amendment

2014-2017 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)										
					PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
	PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS	2016-17			FS		
	<b>STATE OPERATIONS &amp; MAINTENANCE FUNDING SOURCE SUMMARY</b>													
	Operations & Maintenance of the Federal Aid System in Lancaster County NE (State Revenue / Aids)			4,170.0	NE	4,295.0	NE	4,423.9	NE	4,556.6	NE	4,693.3	NE	
	SUBTOTAL OPERATIONS & MAINTENANCE:			4,170.0		4,295.0		4,423.9		4,556.6		4,693.3		22,138.7
	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 One.													



2014-2017 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)									
					PRIORITY PROJECTS				COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
	PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS			2016-17	FS	
<b>STATUS OF PREVIOUS YEARS PROJECTS</b>													
<b><u>Completed or Moved out of FY 2012-13 program</u></b>													
	<b>I-180</b>			PE	4.0 NE								
	Cornhusker - S Jct US-34, Lincoln			Const/CE	573.0 IM								
	I-180 from Oak Creek bridge south 1.2 mi to S Jct US-34 in Lincoln			Const/CE	64.0 NE								
	Conc repair, mill and resurf dual 24' rdwy and shld		1.2 Miles										
	13173		IM-180-9(2)	TOTAL	641.0	0.0	0.0	0.0	0.0	0.0		641.0	
	<b>US-6</b>			PE	105.0 NE								
	Waverly-Greenwood			Const/CE	4,534.0 NE								
	from 0.1 mi northeast of Waverly northeast 4.6 mi to Greenwood		7.8 Miles										
	Mill, asph resurf 24' rdwy w/10' shld, 8' surf, guardrail		RD-6-6(1048)	TOTAL	4,639.0	0.0	0.0	0.0	0.0	0.0		4,639.0	
	12984												
	<b>US-6</b>			PE	8.0 LN								
	US-6 - SW 40th Street, Lincoln			PE	76.0 NE								
	US-6 at SW 40th Street			ROW	13.0 LN								
	Widen for left turn lanes		0.3 Miles	ROW	113.0 NE								
	13093		HSIP-6-6(161)	Const/CE	139.0 LN								
				Const/CE	1,220.0 HS								
				Const/CE	32.0 NE								
				TOTAL	1,601.0	0.0	0.0	0.0	0.0	0.0		1,601.0	
	<b>US-34</b>			PE	101.0 NE								
	Seward East			Construction	8,426.0 NE								
	from 0.5 mi west of Seward east to 0.7 mi west of N-79		15.1 Miles										
	Mill, resurf 24' rdwy w/10' shld, 8' surf, guardrail		RD-34-6(1036)	TOTAL	8,527.0	0.0	0.0	0.0	0.0	0.0		8,527.0	
	12977												



**b** Lancaster County



2014-2017 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)										
				PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
				PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS			2016-17
	<b>Status of Previous Years Projects</b>  <u>No projects to report</u>													

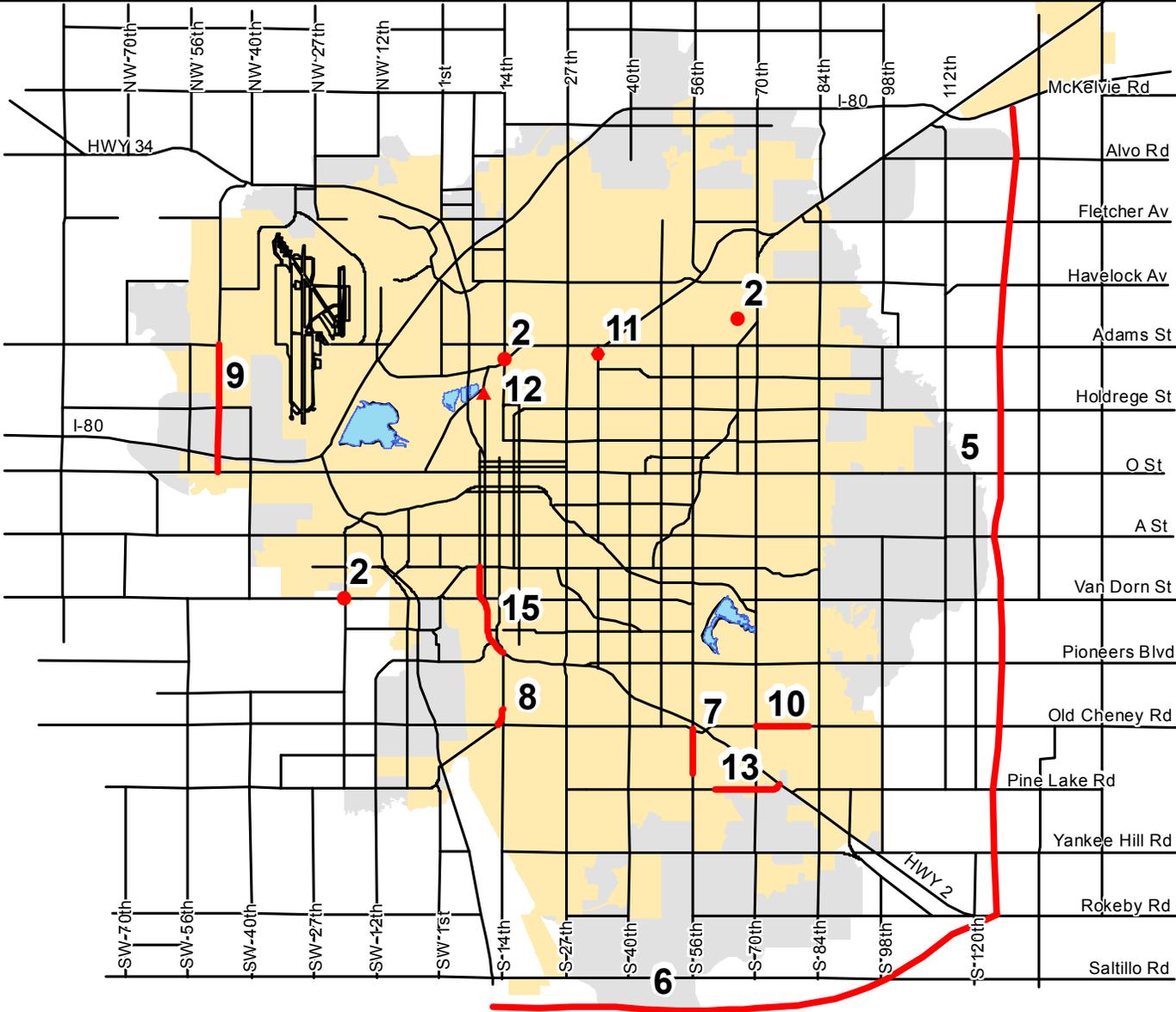
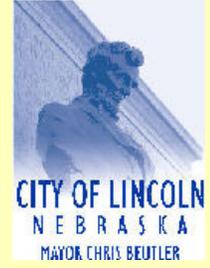


**C** City of Lincoln: Public Works

**Lincoln Metropolitan Planning Organization  
Transportation Improvement Program**

**Streets and Highways**

**FY 2014 - 2017**



- ◆ **RR Crossing**
- ▲ **Bridge**
- **Safety & Operation Improvement Program**
- **Project Location**

**City-Wide Projects:**

- #1 Traffic Optimization and Management Program**
- #3 Sidewalk Maintenance and Repair Program**
- #4 Roadway and Bridge Rehabilitation**



Lincoln's Future Service Limit Shown as Grey

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

2014-2017 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA				AGENCY:		City of Lincoln : Public Works & Utilities													
TRANSPORTATION IMPROVEMENT PROGRAM				DIVISION:		Streets & Highways													
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)											COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
	(Control Number)	(Project Number)	(Work Phase)	PRIORITY PROJECTS															
				PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS	2016-17	FS						
1	<b>Traffic Optimization and Management Program</b>																		
	Projects vary and scope of work is customized to meet the needs of the specific location. Work could include elements of Intelligent Transportation System Infrastructure (ITS), annual traffic monitoring program (turning movement counts, mechanical counts, travel time, and delay studies) and improving traffic flow through signal timing changes. Other projects modify, replace or install traffic signal equipment (poles, controllers, detectors, communication links) at various locations. See Appendix for Group Project Listings																		
	Advanced Construction Converted in FY 2015					750.0	LN			500.0	LN			400.0	LN			500.0	LN
	TOTAL					1000.0	AC			2000.0	LC			1600.0	LC			1000.0	LC
					1750.0			2500.0		2000.0			1500.0			0.0	7750.0		
2	<b>Safety and Operation Improvement Program</b>																		
	Projects vary in location and scopes of improvements are tailored specific to the needs. Generally work will provide improvements at locations based upon the annual traffic monitoring and crash analysis programs traffic calming, minor intersection improvement and help provide 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 to maximize the number of locations where enhancements can be made. Helps meet LRTP goals supporting the Intersection Capacity Improvements, ITS, Safety Projects, Travel Demand Management, maintenance / rehabilitation and new capital expenditure for Pedestrian and Bicycle Facilities.																		
	a. Coddington & West Van Dorn (C.N. 13147)	HSIP-5205(1)	Construction/CE							1405.8	HS			150.0	LN			150.0	LN
			Construction/CE							156.2	LN								
	b. 14th and Cornhusker (C.N. 12944)	HSIP-5227 (7)	PE			354.6	HS			44.3	HS								
			PE			19.7	NE			2.4	NE								
			PE			19.7	LN			2.4	LN								
			ROW			3.0	HS			1.5	HS								
			ROW			0.2	NE			0.1	NE								
			ROW			0.2	LN			0.1	LN								
			Utilities							25.7	HS								
			Utilities							1.4	NE								
			Utilities							1.4	LN								
			Construction/CE							940.5	HS								
			Construction/CE							52.3	NE								
			Construction/CE							52.3	LN								
	c. 66th & Fremont (C.N. 13227)	HSIP-5253(1)	ROW			18.0	HS												
			ROW			2.0	LN												
			Utilities			18.0	HS												
			Utilities			2.0	LN												
		Construction/CE							76.8	LN									
		Construction/CE							591.2	HS									
d. Locations to be determined		Construction/CE											500.0	HS			500.0	HS	

2014-2017 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA				AGENCY:		City of Lincoln : Public Works & Utilities											
TRANSPORTATION IMPROVEMENT PROGRAM				DIVISION:		Streets & Highways											
PROJ NO (Map)	PROJECT (Location & Distance)			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)												COST BEYOND PROGRAM	TOTAL PROJECT COSTS
	(Improvement Description)			PRIORITY PROJECTS													
	(Control Number)	(Project Number)	(Work Phase)	PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS	2016-17	FS				
	e. North 27th Street, Adaptive Signal Control Project Installation of Adaptive Signal Control Technology (ASCT) to improve traffic flow by linking 17 traffic signals in the corridor along North 27th Street between "O" Street and I-80 north ramp that will coordinate signal timing. This includes upgrading fiber communications along this corridor. The project will improve overall safety, mobility and operations while minimizing environmental impacts. Project is part of project #12: City of Lincoln Traffic Signal Response Improvements, identified in the Southeast Nebraska Regional ITS Architecture. Project will use Federal Highway Safety Funds (HSIP). (C.N. 13244) HSIP-5231(14)																
			PE			159.2	HS										
			PE			17.7	LN										
			NEPA			45.0	HS										
			NEPA			5.0	LN										
			Final Design			36.7	HS										
			Final Design			4.1	LN										
			RC			16.7	HS										
			RC			1.9	LN										
			NDOR			9.0	HS										
			NDOR			1.0	LN										
			ROW			13.5	HS										
			ROW			1.5	LN										
			Utilities			61.2	HS										
			Utilities			6.8	LN										
			Construction			1273.0	HS										
			Construction			141.5	LN										
			CE			146.9	HS										
			CE			16.1	LN										
			RC			24.4	HS										
			RC			2.7	LN										
			NDOR			14.5	HS										
			NDOR			1.6	LN										
			TOTAL			2437.4			3354.4			650.0		650.0		0.0	7091.8
<b>3</b>	<b>Sidewalk Maintenance and Repair</b> City funds are allocated for maintenance and repair of sidewalks Helps meet LRTP goals supporting both the maintenance / rehabilitation and Capital expenditure for Pedestrian and Bicycle Facilities as existing infrastructure are improved / repaired and Capital expenditure when new amenities, such as curb ramps, are constructed.																
			Construction			510.0	LN		990.2	LN		1000.6	LN		1011.2	LN	
			TOTAL			510.0			990.2			1000.6		1011.2		0.0	3512.0

2014-2017 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA				AGENCY:		City of Lincoln : Public Works & Utilities											
TRANSPORTATION IMPROVEMENT PROGRAM				DIVISION:		Streets & Highways											
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)													
	(Control Number)	(Project Number)	(Work Phase)	PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
				PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS	2016-17	FS				
4	<b>Roadway and Bridge Rehabilitation</b>																
	Resurfacing and repairing city-wide of all roadways and bridges to maintain their longevity and serviceability economically through resurfacing, reconstruction, help provide subsidies for paving districts, bikeway/trails to improve bicycle/pedestrian movement used in conjunction with other improvement projects. Work performed also includes the data gathering, analysis, and implementation for both the pavement management and bridge management programs. Helps meet LRTP goals supporting both roadway and pedestrian maintenance / rehabilitation needs for existing infrastructure, Intersection Capacity Improvements, two plus center turn lane projects, safety projects, and Capital expenditure for Pedestrian Facilities as new curb ramps continue to be built as a part of projects.																
	See Appendix for Group Project Listings			269.3	LN	2877.6	LC	3397.5	LN	1203.6	LC	3900.0	LC	4000.0	LC		
	TOTAL			269.3		6691.1		3860.9		7172.0		6579.4		0.0		24303.4	
5	<b>East Beltway</b>																
	Design, right-of-way and utility work of a four lane freeway between Hwy 2 and I-80.																
	C.N. 12848	DPU-55(156)	ROW			250.0	LN	250.0	LN	250.0	LN	250.0	LN				
TOTAL					250.0		250.0		250.0		250.0		275000.0		276000.0		
6	<b>South Beltway</b>																
	Design, right-of-way and construction of a four lane freeway between highways US 77 and Highway 2. City funding is responsible for a 20% match. This is a State of Nebraska lead. Project length is 9 miles. Construction is contingent upon available LB 84-Build Nebraska Act funding.																
	C.N. 12578 D/E	DPU-LIN-2-6(120)+(121)	TOTAL			0.0		250.0	LN	250.0	LN	250.0	LN			750.0	
7	<b>56th St from Shadow Pines Dr to Old Cheney Rd</b>																
	Work envisions the completion of the design engineering, right-of-way acquisition, construction and construction engineering necessary 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. While the project will mainly improve safety and capacity it also includes significant contributions to the city's pedestrian/bicycle facilities, drainage needs, and provides information vital to the study of the 56th/Old Cheney/Highway 2 Triangle of intersections (LTRP goals of Intersection Capacity Improvements, ITS, Safety Projects, and Travel Demand Management). Project length: 0.7 mile																
	C.N. 13141	LCLC-5241	ROW/PE	454.2	LN												
				1816.5	LC												
						2832.5	LN										
						2142.5	LC										
	TOTAL			2270.7		5575.0		0.0		0.0		0.0		0.0		5575.0	

2014-2017 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA				AGENCY:		City of Lincoln : Public Works & Utilities														
TRANSPORTATION IMPROVEMENT PROGRAM				DIVISION:		Streets & Highways														
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)											COST BEYOND PROGRAM	TOTAL PROJECT COSTS				
	(Control Number)	(Project Number)	(Work Phase)	PRIORITY PROJECTS																
				PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS	2016-17	FS							
8	<b>14th / Warlick / Old Cheney Road</b>																			
	Improvement of Traffic Congestion and Safety of 14th, Warlick (L-55W), and Old Cheney corridors approximately 1/4 to 1/2 mile from the 14th/Warlick/Old Cheney intersection.																			
				PE		250.0	IF													
				PE		1280.0	LN		270.0	LN										
				ROW/Utilities		320.0	LN		480.0	LN										
				Construction					6010.5	LN										
			CE					1200.0	LN											
			TOTAL		1850.0			7960.5			0.0			0.0			0.0	9810.5		
9	<b>NW 48th Street O Street to Adams Street</b>																			
	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 O Street to Adams 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 mile.																			
				PE/NEPA																
				Design		700.0	LN													
				ROW		503.5	LN													
				Construction					6671.2	LN		3521.5	LN							
			CE					1176.8	LN		621.5	LN								
			TOTAL		1203.5			7848.0			4143.0			0.0			0.0	13194.5		
10	<b>Old Cheney Rd From 70th to 82nd Street</b>																			
	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																			
				Construction					1649.0	LN										
				CE					219.0	LN										
			TOTAL					1868.0			0.0			0.0			0.0	1868.0		
11	<b>33rd and BNSF Railroad (South of Cornhusker)</b>																			
	33rd St. at BNSF RR crossing Grade Separation Project.																			
				PE		1000.0	RT													
			TOTAL		1000.0			0.0			0.0			0.0			46000.0	47000.0		
12	<b>North 10th Street &amp; Military Bridge, Lincoln</b>																			
	Rehabilitation or replacement of an existing bridge over Salt Creek, to be determined during the design phase of the project. The project limits will extend approximately 50 feet past both ends of the existing bridge. Possible impacts to military Road and south to US-6 will be evaluated. The project will include pedestrian facilities.																			
				C.N. 13233		LCLC-5215(3)														
				PE		315.7	LC													
				PE		76.9	LN													
				PE		2	NE													
				Construction							1920.0	LC								
				Construction							480.0	LN								
				CE							355.2	LC								
				CE							88.8	LN								
				NDOR CE							21.2	NE								
			NDOR CE							5.3	NE									
			TOTAL		394.6			0.0		2870.5				0.0			0.0	2870.5		

2014-2017 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY:	City of Lincoln : Public Works & Utilities												
				DIVISION:	Streets & Highways												
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)													
	(Control Number)	(Project Number)	(Work Phase)	PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
				PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS	2016-17	FS				
13	<b>Pine Lake Road, 61st to Hwy 2</b> As shown in the LRTP, this project would improve the capacity and safety of this area by making Pine Lake Road a four through lane plus turn lanes.																
			PE								1500.0	LN					
			ROW/Utilities								2271.7	LN					
			Construction										4092.6	LN			
			TOTAL			0.0		0.0			3771.7		4092.6			0.0	7864.3
14	<b>9th Street, Van Dorn to South Street</b> As shown in the LRTP, this project would improve the existing 9th Street to four through lane plus turn lanes. This project would improve capacity and safety. South Beltway timing and funding needs may impact this project.																
			TOTAL			0.0		0.0			0.0		2463.6	LN		0.0	2463.6
15	<b>Hwy 2 , Van Dorn to So 14th Street</b> Phase I of a proposed project to build Highway 2 from Van Dorn to Old Cheney as 6 lanes plus turn lanes which would improve the capacity and safety. This would be the first of three phases. A Highway 2 Corridor Study will be needed prior to design and construction of the first phase of this project. Additional funding is being pursued to fund the study. South Beltway timing and funding needs may impact this project.																
			TOTAL			0.0		0.0			0.0		1429.0	LN		0.0	1429.0

2014-2017 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: City of Lincoln : Public Works & Utilities DIVISION: Streets & Highways											
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)											
	PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
	PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS	2016-17	FS					
	<b>Street Maintenance Operations Division</b>														
	Administration Services			857.2	GR	829.6	GR	871.0	GR	914.6	GR	960.3	GR		
	Drainage			859.8	GR	929.3	GR	870.7	GR	914.2	GR	959.9	GR		
	Sanitation			1,334.8	SC	1,408.8	SC	1,479.2	SC	1,553.0	SC	1,630.7	SC		
	Snow & Ice Removal			3,546.1	SR	3,706.3	SR	3,891.6	SR	4,086.2	SR	4,290.5	SR		
	Street & Highways			11,965.6	SC	13,345.9	SC	14,013.1	SC	14,713.8	SC	15,449.5	SC		
	<b>Engineering Services Division: Traffic Engineering</b>														
	Traffic Operations & Maintenance (signs, signals and pavement markings)			1,419.9	GR	1,432.2	GR	1,503.8	GR	1,579.0	GR	1,658.0	GR		
			TOTAL	19,983.4		21,652.1		22,629.4		23,760.8		24,948.8			112,974.5
	<b>CITY FUNDS</b>														
	GR (General Revenue ) [city funds]			3,136.9		3,191.1		3,245.5		3,407.8		3,578.2			
	SC (Street Construction Funds) [federal, state & local funds]			13,300.4		14,754.7		15,492.3		16,266.8		17,080.1			
	SR (Snow Removal Funds) [city funds]			3,546.1		3,706.3		3,891.6		4,086.2		4,290.5			
			SUBTOTAL: OPERATIONS & MAINTENANCE	19,983.4		21,652.1		22,629.4		23,760.8		24,948.8			112,974.5
	<b>Program assumptions:</b>														
	Program funds are estimates based upon the fiscal year 2008-09 budget and inflated at a 3% rate per year for future years.														

2014-2017 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY:	City of Lincoln : Public Works & Utilities										
				DIVISION:	Streets & Highways										
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)											
	(Control Number)	(Project Number)	(Work Phase)	PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS
				PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS	2016-17	FS		
<b>FUNDING SUMMARY</b>															
<b>FEDERAL-AID FUNDS:</b>															
	LC (STP-Urbanized Areas > 200,000, Lincoln)			2,132.2		5,500.1		5,478.8		5,500.0		5,000.0			
	HS (HSIP-Highway Safety Improvement Program)			0.0		2,193.7		3,009.0		500.0		500.0			
			<b>SUB-TOTAL FEDERAL FUNDING</b>	<b>2,132.2</b>		<b>7,693.8</b>		<b>8,487.8</b>		<b>6,000.0</b>		<b>5,500.0</b>		<b>0.0</b>	<b>27,681.6</b>
<b>STATE FUNDS:</b>															
	NE (State Funds)			2.0		19.9		82.7		0.0		0.0			
			<b>SUB-TOTAL STATE FUNDING</b>	<b>2.0</b>		<b>19.9</b>		<b>82.7</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>	<b>102.6</b>
<b>LOCAL FUNDS:</b>															
	GR (General Revenue ) [city funds]			3,136.9		3,191.1		3,245.5		3,407.8		3,578.2			
	SC (Street Construction Funds) [federal, state & local funds]			13,300.4		14,754.7		15,492.3		16,266.8		17,080.1			
	SR (Snow Removal Funds) [city funds]			3,546.1		3,706.3		3,891.6		4,086.2		4,290.5			
	LN (City of Lincoln Funds) & AC (Advanced Construction)			800.4		14,171.3		21,314.0		13,237.3		12,725.8			
	RT (Railroad Transportation Safety District)			0.0		1,000.0		0.0		0.0		0.0			
	IF (impact Fee)			0.0		250.0		0.0		0.0		0.0			
			<b>SUB-TOTAL LOCAL FUNDING</b>	<b>20,783.8</b>		<b>37,073.4</b>		<b>43,943.4</b>		<b>36,998.1</b>		<b>37,674.6</b>		<b>0.0</b>	<b>176,473.3</b>
			<b>TOTAL</b>	<b>22,918.0</b>		<b>44,787.1</b>		<b>52,513.9</b>		<b>42,998.1</b>		<b>43,174.6</b>		<b>321,000.0</b>	<b>527,391.7</b>

2014-2017 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY:	City of Lincoln : Public Works & Utilities											
				DIVISION:	Streets & Highways											
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)												
	PRIORITY PROJECTS											COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
	PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS	2016-17	FS						
	<b><u>STATUS OF PREVIOUS YEAR'S PROJECTS</u></b>															
	<b><u>Completed or Under Contract in FY 2012-13</u></b>															
	SW 40th Viaduct															
	Superior and I-80 Ramp C.N. 12928 (Safety project)															
	27th Street Bridge from Center to Theresa															
	Lincoln Arterial Rehab															
	<b><u>Delayed</u></b>															
	None															
	<b><u>Moved out of Program</u></b>															
	None															

**d** City of Lincoln: StarTran



**2014-2017 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA  
TRANSPORTATION IMPROVEMENT PROGRAM**

**AGENCY:** Public Works & Utilities  
**DIVISION:** StarTran

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)										COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIORITY PROJECTS												
		PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS	2016-17	FS			
4	<b>Security Enhancements (required by FTA)</b> 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. The priority of these funds will be directed towards 1) StarTran facility exterior security enhancements and 2) bus shelter lighting improvements. Facility security enhancements will be implemented based upon a comprehensive analysis conducted in FY 2012 / 2013.													
	TOTAL	0.0		8.0		8.0		8.0		8.0		8.0	0.0	32.0
5	<b>Purchase of Supervisor Vehicle</b> Funds are proposed in FY 2013-14, FY 2014-15 and FY 2017-18 to purchase three replacement supervisor vehicles, two supervisor vehicles and one vehicle used in ambulatory handivan service. The vehicles to be replaced are a 2008 Uplander, 2009 Equinox, and 2010 Equinox. Analyses are conducted evaluating the vehicle conditions and which will justify the need to replace the three subject vehicles. The mini-van supervisor vehicles, with 7-9 seats, are meeting the unique needs of StarTran supervisors, transporting supplies and schedules, and carrying patrons as necessary. Due to limited federal and local funds, replacement vehicles will be the lower cost of either gasoline or hybrid / alternative fuels. Propulsion type will be based upon the Alternative Fuel Vehicle Analysis.													
	TOTAL	0.0		25.0		25.0		0.0		0.0		0.0	0.0	50.0
6	<b>Computer Hardware and Software</b> Funds are proposed in F.Y. 2013-14 and F.Y. 2015-16 for continued routine upgrade/replacement of StarTran computer hardware and software. Such funding will afford the opportunity for maintaining effective computer services for StarTran administration, operators, and maintenance functions. Staff training courses utilizing computerized programs are integrated as part of the continuing StarTran training program.													
	TOTAL	0.0		20.0		0.0		20.0		0.0		0.0	0.0	40.0
7	<b>Shop Tools / Equipment</b> Funds are proposed in 2013-14 through 2015-16 for continued routine upgrade and replacement of tools and equipment, as well as for replacement due to unexpected breakage. Such tools and equipment include a floor scrubber and on-going replacement of garage doors.													
	TOTAL	0.0		25.0		0.0		25.0		0.0		0.0	0.0	50.0
8	<b>Transit Development Plan Update</b> Funds are included in FY 2014-15 for an update to the 2007 Transit Development Plan. The 2040 Lancaster/Lincoln Comprehensive Plan and the 2012 StarTran Performance Audit recommend an update to the 2007 study. Such study would explore how transit services should be delivered in the planning period and include a feasibility analysis of a multi-modal transportation center.													
	TOTAL	0.0		0.0		50.0		0.0		0.0		0.0	0.0	50.0
9	<b>Building Maintenance and Renovations</b> Funds are included in FY 2016-17 to replace the roof located over dispatch and middle garage. The current roof was installed in 1997 with a 15 year warranty and will be 20 years old by 2017. The condition of this roof is showing signs of deterioration and minor leaks.													
	TOTAL	0.0		0.0		0.0		0.0		120.0		24.0	0.0	120.0

**2014-2017 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA  
TRANSPORTATION IMPROVEMENT PROGRAM**

**AGENCY:** Public Works & Utilities  
**DIVISION:** StarTran

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)										COST BEYOND PROGRAM	TOTAL PROJECT COSTS						
		PRIORITY PROJECTS																	
		PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS	2016-17	FS								
<b>OPERATIONS FUNDING SOURCE SUMMARY</b>																			
Fixed Route Operations & Specialized Transportation Services for Lincoln, NE																			
PM (Section 5307 Preventative Maintenance)																			
OP (Section 5307 Operating/ JARC & 5310/NF)																			
AD (Section 5307 ADA)																			
NE (State Revenue/Aid)																			
GR (General Revenues - Local Funds)																			
SC (Service Charges - Local Funds)																			
SUBTOTAL OPERATIONS													0.0	10,755.0	10,880.0	11,080.0	11,130.0	22,560.0	66,405.0

**2014-2017 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA  
TRANSPORTATION IMPROVEMENT PROGRAM**

**AGENCY:** Public Works & Utilities  
**DIVISION:** StarTran

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)										COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIORITY PROJECTS												
		PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS	2016-17	FS			
<b>TOTALS FOR STARTRAN FUNDING</b>														
<b><u>FEDERAL FUNDING</u></b>														
	FA (Federal)	2,592.0		1,058.8		1,062.8		2,184.2		2,244.2		3,473.6	12,615.6	
	PM (Section 5307 Preventative Maintenance)	0.0		1,350.0		1,350.0		1,350.0		1,350.0		2,700.0	8,100.0	
	OP (Section 5307 Operating/ JARC & 5310/NF)	0.0		400.0		400.0		400.0		400.0		800.0	2,400.0	
	AD (Section 5307 ADA)	0.0		280.0		280.0		280.0		280.0		560.0	1,680.0	
	SUB-TOTAL FEDERAL FUNDING	2,592.0		3,088.8		3,092.8		4,214.2		4,274.2		7,533.6	24,795.6	
<b><u>STATE FUNDING</u></b>														
	NE (State Revenue/Aid)	0.0		300.0		300.0		300.0		300.0		600.0	1,800.0	
	SUB-TOTAL STATE FUNDING	0.0		300.0		300.0		300.0		300.0		600.0	1,800.0	
<b><u>LOCAL FUNDING</u></b>														
	GR1 (General Revenues)	0.0		0.0		103.3		331.9		346.9		482.5	1,264.6	
	GR2 (General Revenues - Local Funds)	0.0		6,025.0		6,050.0		6,250.0		6,300.0		12,900.0	37,525.0	
	SC (Service Charges - Local Funds)	0.0		2,400.0		2,500.0		2,500.0		2,500.0		5,200.0	15,100.0	
	SR (Special Reserves)	0.0		222.3		120.0		120.0		120.0		240.0	822.3	
	SUB-TOTAL LOCAL FUNDING	0.0		8,647.3		8,773.3		9,201.9		9,266.9		18,822.5	54,711.9	
	<b>TOTAL</b>	2,592.0		12,036.1		12,166.1		13,716.1		13,841.1		26,956.1	81,307.5	
	Notes: Revenue & cost estimates use an inflation rate of 3%													

2014-2017 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Public Works & Utilities DIVISION: StarTran										
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)										
				PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
	PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS	2016-17	FS				
	<b>Status of Previous Years Projects</b>													
	<b><u>Completed or Under Contract in FY 2012-13</u></b>													
	Purchase/Financing of Full Size Buses													
	Transit Enhancements													
	Security Enhancements													

e Lincoln Airport Authority

**2014-2017 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)										COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIORITY PROJECTS												
		PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS	2016-17	FS			
1	Runway 18/36 Rehabilitation - Construction			5,625.0 FAA 625.0 LAA										
	TOTAL			6,250.0		0.0		0.0		0.0		0.0		6,250.0
2	Runway 14/32 Sealcoat					810.0 FAA 90.0 LAA								
	TOTAL			0.0		900.0		0.0		0.0		0.0		900.0
3	Runway 17/35 Design Overlay					270.0 FAA 30.0 LAA								
	TOTAL			0.0		300.0		0.0		0.0		0.0		300.0
4	Runway 17/35 Overlay							2,700.0 FAA 300.0 LAA						
	TOTAL			0.0		0.0		3,000.0		0.0		0.0		3,000.0
5	Terminal Service Road - Rehabilitation							135.0 FAA 15.0 LAA						
	TOTAL			0.0		0.0		150.0		0.0		0.0		150.0
6	Runway 18/36 Lights									1,350.0 FAA 150.0 LAA				
	TOTAL			0.0		0.0		0.0		1,500.0		0.0		1,500.0

**2014-2017 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)										COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIORITY PROJECTS												
		PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS	2016-17	FS			
<b>PROGRAM SUMMARY</b>														
<b>FAA Funding</b>														
FAA(Airport Improvement Program)														
				5,625.0		1,080.0		2,835.0		1,350.0				10,890.0
				SUB-TOTAL FEDERAL FUNDING		5,625.0		1,080.0		2,835.0		1,350.0	0.0	10,890.0
<b>STATE FUNDING</b>														
NDA (NE Dept. of Aeronautics)														
				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
<b>LOCAL FUNDING</b>														
LAA (Lincoln Airport Authority)														
				625.0		120.0		315.0		150.0				1,210.0
				SUB-TOTAL LOCAL FUNDING		625.0		120.0		315.0		150.0	0.0	1,210.0
				<b>TOTAL</b>		6,250.0		1,200.0		3,150.0		1,500.0		12,100.0

2014-2017 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)											
	PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
	PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS	2016-17	FS					
	<b>Status of Previous Years Projects</b>  <u>Completed or Under Contract in FY 2012-13</u>  Snow Removal Equipment - Broom Snow Removal Equipment														

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

2014-2017 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: FTA Program Funding DIVISION: Section 5310 and 5307 Projects												
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)										COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
				PRIORITY PROJECTS												
				PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS	2016-17	FS			
	<b>Section 5310 Program</b>															
1*	<b>Lincoln Madonna Foundation</b> Purchase 1 Minivan					26.9 B2										
						6.7 OF										
	TOTAL			0.0		33.6		0.0		0.0		0.0				33.6
2*	<b>Tabitha Inc.</b> Purchase 1 Small Bus					38.8 B2										
						9.7 OF										
	TOTAL			0.0		48.5		0.0		0.0		0.0				48.5
3*	<b>Region V Foundation</b> Purchase 2 Minivans					53.8 B2										
						13.5 OF										
	TOTAL			0.0		67.3		0.0		0.0		0.0				67.3
4*	<b>Developmental Services of Nebraska</b> Purchase 1 Minivan					26.9 B2										
						6.7 OF										
	TOTAL			0.0		33.6		0.0		0.0		0.0				33.6
	<b>Section 5307 Program</b>															
	No Projects Programmed															

\* Amendment

**2014-2017 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA  
TRANSPORTATION IMPROVEMENT PROGRAM**

**AGENCY:** FTA Program Funding  
**DIVISION:** Section 5310 and 5307 Projects

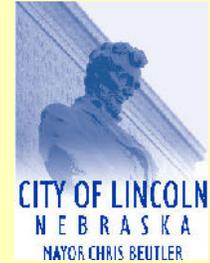
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)										COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIORITY PROJECTS											
		PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS	2016-17	FS		
<b>PROGRAM SUMMARY</b>													
<b><u>FEDERAL FUNDING</u></b>													
	B1 (Section 5307)			146.4		0.0		0.0		0.0			146.4
	B2 (Section 5310 Funds)												
	<b>SUB-TOTAL FEDERAL FUNDING</b>			146.4		0.0		0.0		0.0		0.0	146.4
<b><u>STATE FUNDING</u></b>													
	NE (State of Nebraska)			0.0		0.0		0.0		0.0			0.0
	<b>SUB-TOTAL STATE FUNDING</b>			0.0		0.0		0.0		0.0		0.0	0.0
<b><u>LOCAL FUNDING</u></b>													
	OF (Other Funds)			36.6		0.0		0.0		0.0			36.6
	<b>SUB-TOTAL LOCAL FUNDING</b>			36.6		0.0		0.0		0.0		0.0	36.6
	<b>TOTAL</b>			183.0		0.0		0.0		0.0			183.0

2014-2017 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: FTA Program Funding DIVISION: Section 5310 and 5307 Projects											
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)										COST BEYOND PROGRAM	TOTAL PROJECT COSTS
				PRIORITY PROJECTS											
	PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS	2016-17	FS					
	<b>Status of Previous Years Projects</b>  <u>Completed or Under Contract in FY 2012-13</u>  <u>Section 5316 Program</u> Lincoln Literacy Council StarTran/City of Lincoln Center for People in Need Lincoln MPO  <u>Section 5317 Program</u> League of Human Dignity, Inc. Seniors Foundation Lincoln MPO														

**g** Ped, Bike & Trails

**Lincoln Metropolitan Planning Organization  
Transportation Improvement Program**

**Ped, Bike and Trails  
FY 2014 - 2017**



-  Wyuka Renovation
-  Pedestrian Bridge
-  Trails
-  Existing Parks

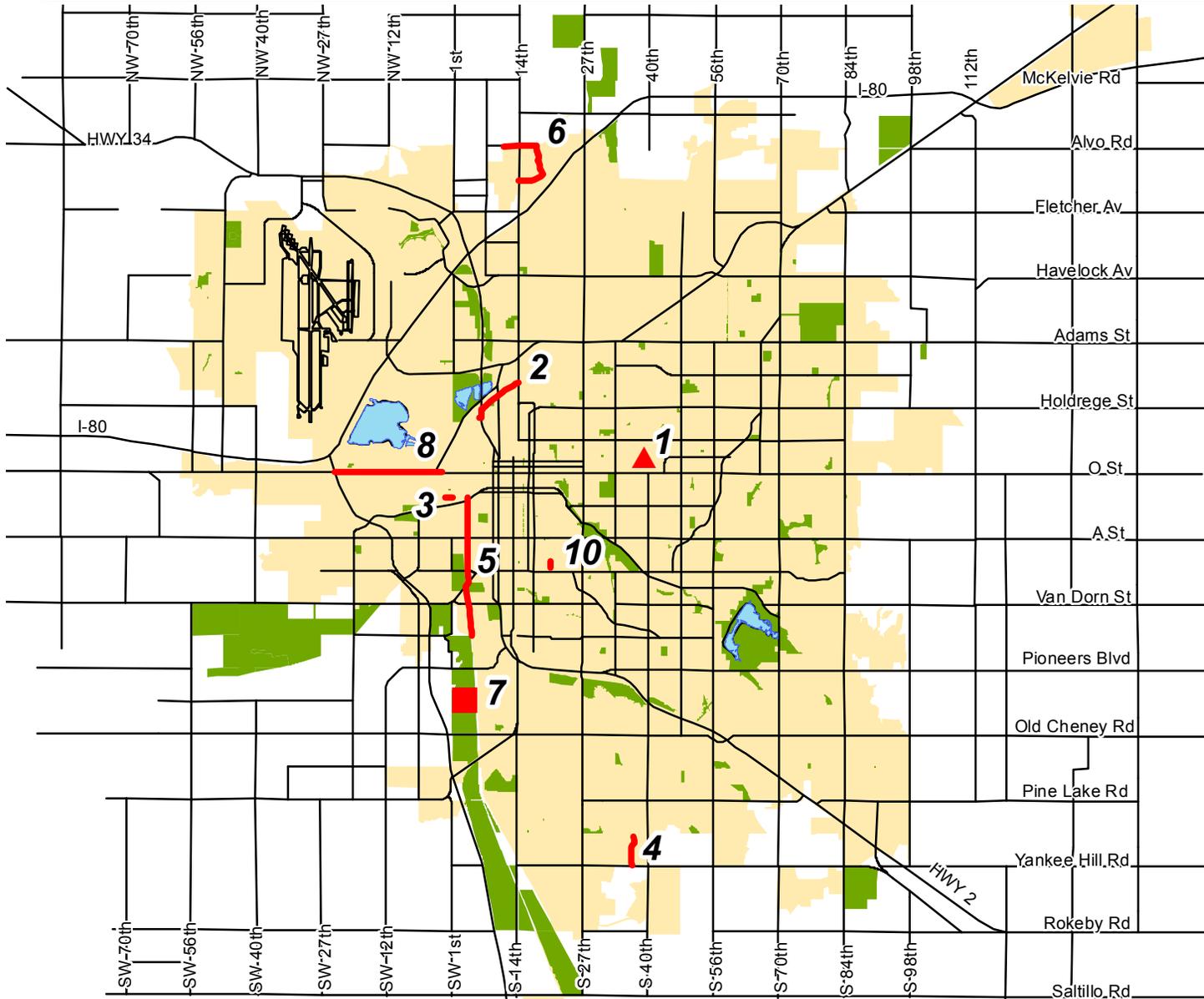
- #9 Hickman Rd Trail Connections (Village of Hickman)
- #11 Lincoln Walks to School (City of Lincoln)



Lower Platte South  
Natural Resources District



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



**2014-2017 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA  
TRANSPORTATION IMPROVEMENT PROGRAM**

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

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)										COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIORITY PROJECTS												
		PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS	2016-17	FS			
<b>Nebraska Department of Roads</b>														
1	<b>Lincoln Wyuka Stables Renovation</b> Wyuka Cemetery, Stables Renovation of the cemetery stable building (1909), located in Lincoln's historic Wyuka Cemetery Park and Gardens. The 124-acre cemetery was listed in the National Register of Historic Places in 1981, primarily for its significance to the history of landscape design in Nebraska. Chartered by the State of Nebraska in 1869, Wyuka is the oldest example of a "rural" cemetery in the State. It is located in central Lincoln between 36th and 42nd streets and from O Street to Vine Street. C.N. 13063 ENH-55(170)													
	PE/NEPA/Design	80.0	TE											
	PE/NEPA/Design	20.0	WY											
	Construction	580.0	TE											
	Construction	146.0	WY											
	TOTAL	826.0		0.0		0.0		0.0		0.0		0.0		826.0
<b>Lower Platte South Natural Resource District</b>														
2	<b>Haymarket Ball Park Trail</b> Charleston to 14th Street on Salt Creek Levee Trail, 5300 feet long, 10 feet wide with concrete surface C.N. 12781 STPB-55(151)													
	Construction	561.2	TA1											
	Construction	140.3	NR											
	TOTAL	701.5		0.0		0.0		0.0		0.0		0.0		701.5
3*	<b>Rosa Parks Way Trail</b> Railroad Undercrossing trail west of 1st and J Street, 900 feet long and 10 feet wide concrete surface C.N. 12945 ENH-55(164)													
	PE	21.2	TE											
	PE	5.2	NR											
	Construction			290.3	TA1									
	Construction			27.7	NR									
	Construction			39.9	RT									
	Construction			5.0	GP									
	TOTAL	26.4		362.9		0.0		0.0		0.0		0.0		389.3
<b>City of Lincoln Parks &amp; Recreation Department</b>														
4	<b>Cavett Elem. to Grainger Connector</b> Concrete Trail, 10 foot wide, Tierra-Williamsburg connection at 37th & San Mateo to connect Cavett Elementary, 36th & San Mateo south to Yankee Hill Road, 0.5 Miles C.N. 13079 ENH-55(172)													
	Construction			295.7	TA2									
	Construction			73.9	LN									
	TOTAL	0.0		369.6		0.0		0.0		0.0		0.0		369.6

**2014-2017 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA  
TRANSPORTATION IMPROVEMENT PROGRAM**

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

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)											COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIORITY PROJECTS													
		PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS	2016-17	FS				
5	<b>Jamaica North Trail</b> Calvert Street to 'J' Street, 2.5 miles, Jamaica North Trail on abandoned railroad right-of-way. A concrete trail connection with the limestone aggregate surface along Wilderness Park, the West "A" Neighborhood and 4th & J Streets. This connects with on-street routes leading to the Haymarket. Upon completion, the Jamaica North Trail will be 10 miles long and provide a connection to the Homestead Trail. 2.25 miles C.N. 12879 ENH-55(160)	PE/NEPA/Design	61.1	TE											
		PE/NEPA/Design	15.3	LN											
		ROW	12.0	TA1											
		ROW	3.0	LN											
		Construction	87.7	TA1											
		Construction	367.7	TA2											
		Construction	113.8	LN											
		TOTAL	660.6		0.0		0.0		0.0		0.0				660.6
6	<b>Stonebridge Trail</b> Design and construction of a 10' wide, concrete bicycle/pedestrian trail connecting the North 14th Street Trail with the Alvo Road Trail. This trail will begin at North 14th Street and Humphrey Avenue and proceed through the Stonebridge neighborhood and ends at the north entrance of Kooser Elementary at Alvo Road. Total 1.25 miles C.N. 13213 ENH-55(177)	PE	17.8	TE											
		PE	4.4	LN											
		ROW			12.0	TA2									
		ROW			3.0	LN									
		Construction					67.6	TA1							
		Construction					367.7	TA2							
		Construction					108.8	LN							
		TOTAL	22.2		15.0		544.1		0.0		0.0			581.3	
7	<b>Wilderness Park Bridge</b> This project is to remove and replace an existing 10 feet wide and 150 feet long arched bridge located between Pioneer Blvd. and Old Cheney in Wilderness Park. The new bridge will also be 10 feet wide and 150 feet long.	Construction			246.0	RTP									
		Construction			94.6	LN									
		TOTAL	0.0		340.6		0.0		0.0		0.0		340.6		

**2014-2017 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA  
TRANSPORTATION IMPROVEMENT PROGRAM**

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

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)										COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIORITY PROJECTS												
		PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS	2016-17	FS			
<b>City of Lincoln Projects: Urban Development</b>														
8	<b>Lincoln West "O" Historic Highway Project</b> Historic Detroit-Lincoln-Denver (DLD) plaza & visitors center at 2nd & West 'P' Street and trail from the Salt Creek Bridge to Homestead Expressway (US-77). Historical transportation project to includes an interpretive area for the historic DLD Highway, streetscape improvements to West 'O' Street and construction of a Salt Creek Levee Connector Trail. The trail extends along West "O" from the Salt Creek Bridge to Homestead Expressway (US-77). C.N. 12946 ENH-5266(2)													
	PE/NEPA/Design	89.4	TA1											
	PE/NEPA/Design	82.2	TE											
	PE/NEPA/Design	44.6	LN											
	Construction	470.9	TA1											
	Construction	116.1	LN											
	Construction Engineering	35.1	TA1											
	Construction Engineering	8.8	LN											
	<b>TOTAL</b>	<b>847.1</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>847.1</b>
<b>City of Hickman</b>														
9	<b>Hickman Road Trail Connections</b> West connection: Eight-foot wide concrete bicycle/pedestrian trail to link existing north and south sides of Hickman Road and include pedestrian crossing signals and drainage improvements. East connection: Approximately 3,600 linear foot, 8 foot wide concrete bicycle/pedestrian trail from 6th & Locust to Hickman Road & Larkspur Drive, including two traffic crossings and a new 10 foot wide trail bridge. C.N. 13134 ENH-55(174)													
	PE	100.1	TE											
	PE	25.0	HIC											
	NDOR PE			58.4	TA2									
	NDOR PE			14.6	HIC									
	Construction							239.9	TA1					
	Construction							367.7	TA2					
	Construction							151.9	HIC					
	<b>TOTAL</b>	<b>125.1</b>		<b>73.0</b>		<b>0.0</b>		<b>759.5</b>		<b>0.0</b>		<b>0.0</b>		<b>957.6</b>
Note: PE = PE/NEPA/Design/RC Construction includes Construction Engineering														

**2014-2017 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA  
TRANSPORTATION IMPROVEMENT PROGRAM**

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

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)										COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIORITY PROJECTS												
		PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS	2016-17	FS			
10	<b>Safe Routes to School</b>  <b>SRTS Pedal to Prescott Infrastructure</b> Replace existing pedestrian-bike facility and entry into the Prescott School grounds with a new permanent concrete pedestrian and bike connection. Location: along S 20th Street Distance: 1250 feet  C.N. 13187 SRTS-55(176)  PE/NEPA/Design Construction CE TOTAL		38.5 SR											
						71.0 SR								
						18.9 SR								
			38.5		0.0	89.9		0.0		0.0				128.4
11	<b>Lincoln Walks to School</b>  This is a Teach a Kid to Fish non-infrastructure educational and information and assessment program funded through Safe Routes Nebraska. This is aimed at promoting safety and the benefits of walking and riding to school and promoting healthy lifestyles for Lincoln students.  RC NDOR Program Costs Close-out TOTAL		5.0 SR											
			75.8		0.0	0.0		0.0		0.0		0.0		75.8

\* Amendment

**2014-2017 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA  
TRANSPORTATION IMPROVEMENT PROGRAM**

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

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)										COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIORITY PROJECTS											
		PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS	2016-17	FS		
<b>PROGRAM SUMMARY</b>													
<b>FEDERAL FUNDING</b>													
	RTP (Recreational Trails Program)	0.0		246.0		0.0		0.0		0.0			
	TE (STPB - Sub-Allocation, Transportation Enhancement)	942.4		0.0		0.0		0.0		0.0			
	TA1 (STP-TA - State Transportation Alternatives Program)	1,256.3		290.3		67.6		239.9		0.0			
	TA2 (STP-TA - Lincoln MPO Transportation Alternatives Program)	367.7		366.1		367.7		367.7		0.0			
	IAC (Advanced Construction for STP-TA Transportation Alternatives Program Funding)	0.0		0.0		0.0		0.0		0.0			
	SR (SRTS - Safe Routes to School)	114.3		0.0		89.9		0.0		0.0			
	SUB-TOTAL FEDERAL FUNDING	2,680.7		902.4		525.2		607.6		0.0		0.0	4,715.9
<b>STATE FUNDING</b>													
	NE (State Revenue / Aids)	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
<b>LOCAL FUNDING</b>													
	WY (Wyuka Funds)	166.0		0.0		0.0		0.0		0.0			
	NR (Lower Platte South Natural Resource District Funds)	145.5		27.7		0.0		0.0		0.0			
	GP (Great Plains Trail Network Private Contributions)	0.0		5.0		0.0		0.0		0.0			
	RT (Railroad Transportation Safety District)	0.0		39.9		0.0		0.0		0.0			
	LN (City of Lincoln Funds)	306.0		171.5		108.8		0.0		0.0			
	Hic (City of Hickman Funds)	25.0		14.6		0.0		151.9		0.0			
	PR (Other Private Contributions)	0.0		0.0		0.0		0.0		0.0			
	OF (Other Funds)	0.0		0.0		0.0		0.0		0.0			
	SUB-TOTAL LOCAL FUNDING	642.5		258.7		108.8		151.9		0.0		0.0	1,161.9
	<b>TOTAL</b>	3,323.2		1,161.1		634.0		759.5		0.0		0.0	5,877.7

2014-2017 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Ped, Bike & Trails DIVISION: Planning Area Projects										
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)										
				PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
				PRIOR FISCAL YEARS	FS	2013-14	FS	2014-15	FS	2015-16	FS			2016-17
	<b>Status of Previous Years Projects</b>													
	<b><u>Completed or Under Contract in FY 2012-13</u></b>													
	Pioneers Park Trail													

**h** Other Transportation Projects

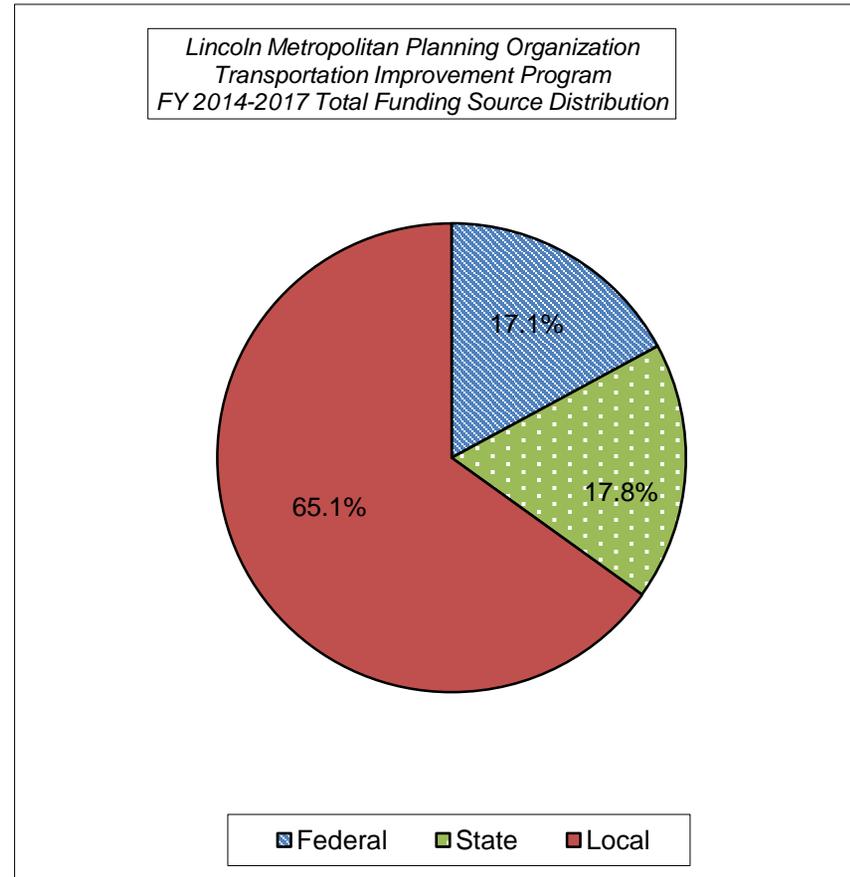
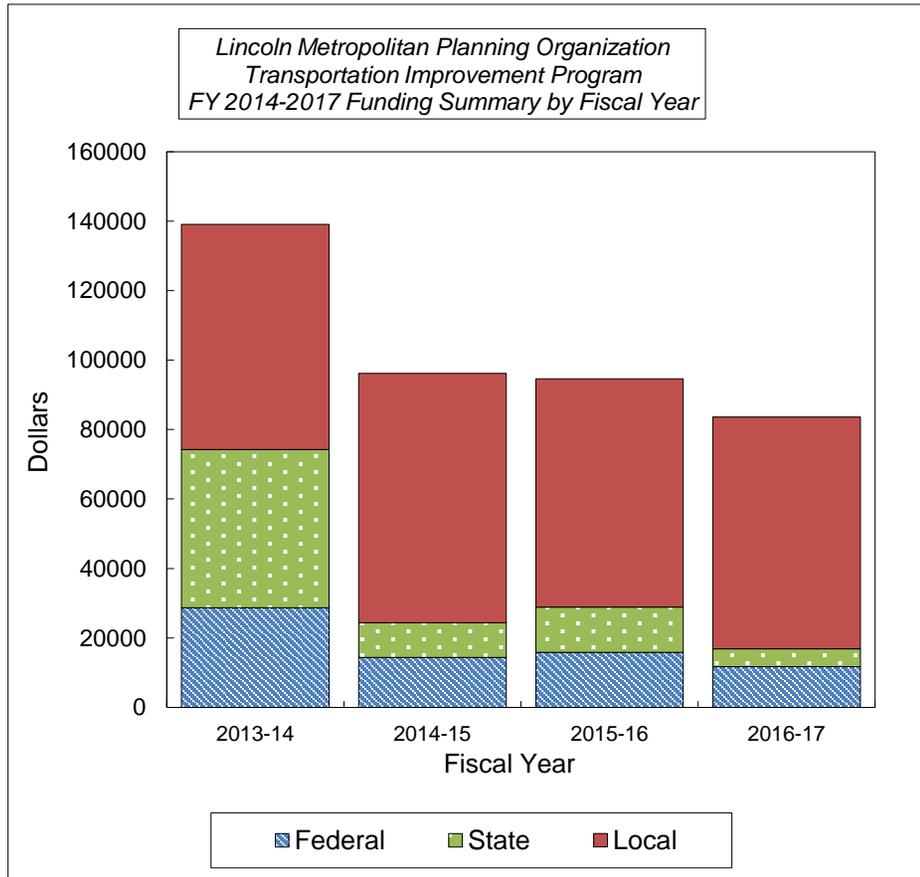
**2014-2017 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA  
TRANSPORTATION IMPROVEMENT PROGRAM**

**AGENCY:** Railroad Transportation Safety District  
**DIVISION:**

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

## 2014-2017 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM



**2014-2017 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA**

**TRANSPORTATION IMPROVEMENT PROGRAM**

**SUMMARY OF PROGRAM EXPENDITURES**

	AGENCY	FISCAL YEARS					Total for Four Years	Costs Beyond Program
		2013-14	2014-15	2015-16	2016-17			
<b>A</b>	<b>State of Nebraska</b>	FEDERAL	10,779.0	1,215.0	2,209.0	635.0	14,838.0	
		STATE	45,229.0	9,555.9	12,743.6	4,813.3	72,341.8	
		LOCAL	208.0	410.0	0.0	0.0	618.0	
		<b>SUB-TOTAL</b>	<b>56,216.0</b>	<b>11,180.9</b>	<b>14,952.6</b>	<b>5,448.3</b>	<b>87,797.8</b>	<b>22,084.0</b>
<b>B</b>	<b>Lancaster County</b>	FEDERAL	448.5	0.0	0.0	0.0	448.5	
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	17,995.4	18,484.0	19,038.5	19,610.0	75,127.9	
		<b>SUB-TOTAL</b>	<b>18,443.9</b>	<b>18,484.0</b>	<b>19,038.5</b>	<b>19,610.0</b>	<b>75,576.4</b>	<b>0.0</b>
<b>C</b>	<b>Public Works/Streets and Highways</b>	FEDERAL	7,693.8	8,487.8	6,000.0	5,500.0	27,681.6	
		STATE	19.9	82.7	0.0	0.0	102.6	
		LOCAL	37,073.4	43,943.4	36,998.1	37,674.6	155,689.5	
		<b>SUB-TOTAL</b>	<b>44,787.1</b>	<b>52,513.9</b>	<b>42,998.1</b>	<b>43,174.6</b>	<b>183,473.7</b>	<b>321,000.0</b>
<b>D</b>	<b>StarTran Systems</b>	FEDERAL	3,088.8	3,092.8	4,214.2	4,274.2	14,670.0	
		STATE	300.0	300.0	300.0	300.0	1,200.0	
		LOCAL	8,647.3	8,773.3	9,201.9	9,266.9	35,889.4	
		<b>SUB-TOTAL</b>	<b>12,036.1</b>	<b>12,166.1</b>	<b>13,716.1</b>	<b>13,841.1</b>	<b>51,759.4</b>	<b>26,956.1</b>
<b>E</b>	<b>Lincoln Airport Authority</b>	FEDERAL	5,625.0	1,080.0	2,835.0	1,350.0	10,890.0	
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	625.0	120.0	315.0	150.0	1,210.0	
		<b>SUB-TOTAL</b>	<b>6,250.0</b>	<b>1,200.0</b>	<b>3,150.0</b>	<b>1,500.0</b>	<b>12,100.0</b>	<b>0.0</b>
<b>F</b>	<b>Section 5310, 5316, 5317 Project</b>	FEDERAL	146.4	0.0	0.0	0.0	0.0	
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	36.6	0.0	0.0	0.0	0.0	
		<b>SUB-TOTAL</b>	<b>183.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>183.0</b>	<b>0.0</b>
<b>G</b>	<b>Ped, Bikes &amp; Trails</b>	FEDERAL	902.4	525.2	607.6	0.0	2,035.2	
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	258.7	108.8	151.9	0.0	519.4	
		<b>SUB-TOTAL</b>	<b>1,161.1</b>	<b>634.0</b>	<b>759.5</b>	<b>0.0</b>	<b>2,554.6</b>	<b>0.0</b>
	<b>PROGRAM TOTAL</b>	FEDERAL	28,683.9	14,400.8	15,865.8	11,759.2	70,709.7	
		STATE	45,548.9	9,938.6	13,043.6	5,113.3	73,644.4	
		LOCAL	64,844.4	71,839.5	65,705.4	66,701.5	269,090.8	
		<b>SUB-TOTAL</b>	<b>139,077.2</b>	<b>96,178.8</b>	<b>94,614.8</b>	<b>83,574.0</b>	<b>413,444.9</b>	<b>0.0</b>
<b>PROGRAM TOTAL</b>			<b>139,077.2</b>	<b>96,178.8</b>	<b>94,614.8</b>	<b>83,574.0</b>	<b>413,444.9</b>	<b>370,040.1</b>



j Comments

## MEETING RECORD

**NAME OF GROUP:** PLANNING COMMISSION

**DATE, TIME AND PLACE OF MEETING:** Wednesday, May 15, 2013, 1:00 p.m., Hearing Room 112 on the first floor of the County-City Building, 555 S. 10<sup>th</sup> Street, Lincoln, Nebraska

**MEMBERS IN ATTENDANCE:** Leirion Gaylor Baird, Michael Cornelius, Tracy Corr, Chris Hove, Jeanelle Lust, Dennis Scheer and Ken Weber (Lynn Sunderman absent); Marvin Krout, Steve Henrichsen, Brian Will, Tom Cajka, Sara Hartzell, Mike Brienzo, Christy Eichorn, Paul Barnes, Dave Cary, Brandon Garrett, Ed Zimmer, Stacey Groshong Hageman, Teresa McKinstry and Michele Abendroth of the Planning Department; media and other interested citizens.

**STATED PURPOSE OF MEETING:** Regular Planning Commission Meeting

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

**COMPREHENSIVE PLAN CONFORMANCE NO. 13002  
TO REVIEW THE DRAFT FY2014-2017 TRANSPORTATION IMPROVEMENT  
PROGRAM (TIP) FOR THE LINCOLN METROPOLITAN PLANNING ORGANIZATION  
(MPO) AS TO CONFORMANCE WITH THE MPO LONG RANGE TRANSPORTATION  
PLAN**

**PUBLIC HEARING BEFORE PLANNING COMMISSION:** **May 15, 2013**

Members present: Gaylor Baird, Cornelius, Corr, Hove, Lust, Scheer and Weber; Sunderman absent.

Staff recommendation: Conformance with the Comprehensive Plan.

There were no ex parte communications disclosed.

Staff presentation: **Mike Brienzo of Planning staff** explained that he is asking for comments and a recommendation to take to the Technical and Officials Committee. The projects are supported with federal funds. The document is financially constrained. Funding has been identified. Federal funding is attached at this time. Every project that takes federal funding will be referred to the Transportation Improvement Program. This is an implementation program. He is asking for review as to conformance. He received three public comments. All comments taken will become part of the document.

Lust was interested with page C2 that talks about sidewalk maintenance and repair. There was no specific analysis about funding. Brienzo answered that this is a reflection of the capital improvements for the City. Actual identification of repairs is taken up on a year to year basis. This is an ongoing program.

Lust stated that going through the Comprehensive Plan process, they were given a lot of information. She would like more information on how this is generally in conformance at that funding level. Brienzo replied this is a specific program for sidewalk maintenance. This doesn't reflect all the funds.

Lust stated as she understands it, only the current year is budgeted. Brienzo stated that it is not necessarily funded after the current year. This reflects the City Capital Improvement Program. The document assumes these programs will be maintained every year. It is fiscally restrained. You can't add funds that aren't available.

**Pat Stear**, 2812 T Street, would like to know if there are plans for more bus shelters in this program. On Vine St. in the Hartley neighborhood, she is sad to see students wait with no bench or shelter. She wants the City to be aware of this.

There was no testimony in opposition.

Staff questions

Cornelius questioned if there is anything that can be done about bus shelters. Brienzo replied that \$40,000.00 is noted under traffic enhancements for improvements. Eighty percent comes from federal funds. This money is for a number of items, shelters is one of those. Items can be added as needed. The need for a bus shelter would be determined by a site inspection by StarTran.

Cornelius wondered if there is a trigger for requesting a shelter. Brienzo replied that this coming year, staff is going to initiate an updated Transportation Development Plan. The current plan is three to four years old. At the time the plan is updated will be a good time to identify needs. There will be public meetings and announcements.

**ACTION BY PLANNING COMMISSION:**

May 15, 2013

Motion for general conformance made by Gaylor Baird, seconded by Scheer.

Lust stated that it is concerning to her that we have adopted a Comprehensive Plan that calls for compact growth, but we continue to underfund sidewalk needs in the City. She is happy to see there is more funding in future years, but wants to remind the City Council.

Cornelius agreed with Lust .

Motion for a finding of general conformance with the 2040 Lincoln MPO Long Range Transportation Plan carried 7-0: Gaylor Baird, Cornelius, Corr, Hove, Lust, Scheer and Weber voting 'yes'; Sunderman absent.

There being no further business, the meeting was adjourned at 3:05 p.m.

*This presentation to the Planning Commission was videotaped and can be viewed on the City's webpage, under "video on demand", at <http://lincoln.ne.gov/city/mayor/cic/5citytv/vod/vod-current.htm#plan>. A written report describing these proposals in more detail, titled "Zoning reFORMs for a New Chapter of City Building", is posted on the Planning Department's web page, at <http://lincoln.ne.gov/city/plan/long/reform/reform.htm>.*

Please note: These minutes will not be formally approved until the next regular meeting of the Planning Commission on May 29, 2013.

Q:\MPO\TIP\FY 2014\Comments\pcm051513.wpd

## Michael D. Brienzo

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**From:** Hodges Christine [purplebird7@yahoo.com]  
**Sent:** Saturday, April 27, 2013 10:36 AM  
**To:** Metropolitan Planning Organization  
**Subject:** Here is my public comment - Transportation Improvement Plan

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

This e-mail provides public comment of the Transportation Improvement Plan. Please consider my input on two areas:

Biking Trails - One of the best things about living in Lincoln is the system of hiking-biking trails. I've never seen a longer, more beautiful, more easy-to-use system. Visitors to Lincoln are impressed by our trails. They give us a safe, non-car transportation route and a healthful, peaceful venue for exercise. Not only the trails need to be preserved and expanded, but the green space around them. These buffer zones should be deep enough to provide a visual barrier between houses and trails and a physical barrier between cars and trail users. It should be protected from mis-use by a fence along the side adjoining back yards or by enforcing trespassing and vandalism laws. The trees, shrubs, and plants provide oxygen, habitat for nature, control of erosion, and absorption of water runoff. The concept of "urban wilds" is growing in popularity across America. Let's not get left behind. Even old cities, like Boston, have an Open Space Plan which includes not only parks but urban wilds, community gardens, cemeteries, wetlands, and publicly-owned land and connects them with trails because (planners say) the sum of the parts is more accessible and valuable than any of the single pieces. Lincoln is well set-up to take a similar approach. As our city grows, even the rural areas will become more urban. It would be wise to plan green spaces, especially around trails.

Your plan states, "Since the public acquisition of Lincoln City Lines in 1971, Star Tran has been providing efficient, convenient and economical public transportation services." This is simply untrue for many of your buses. The customer base for Star Tran consists of two main types of users, rush-hour commuters and low-income people. The commuters are comprised of workers and students, and their routes are fixed and predictable in time and place. The commuter buses run, full of passengers, in the mornings and the evenings. When Lincoln becomes large enough, the addition of commuter lots could encourage more people from outlying areas to drive in, park, and take the buses into town. The rest of the day, most people use their cars, except if they cannot afford to drive. The buses run empty. Everyone sees that! It would be better to use min-vans for the day routes. These could be run frequently along straight, north-south or east-west routes. Customers could take a van in one direction as far as they need to go, get a transfer, and take another van in the next direction until they reach their destinations. On main streets, they would benefit from cut-outs or parking lots to pull over. On non-main streets, they could pull over more safely. The north-south/east-west pattern would be quick and easy. The current routes are confusing and circuitous; people cannot figure out when and where to catch a bus without interpreting multiple, complex route maps. All routes meet downtown, which literally adds hours to a round trip with a transfer. If Star Tran wants to expand its customer base, having frequent, quick, easy-to-figure-out routes would be its only hope of luring people away from their cars. At rush-hours, the big buses could drop off riders at commuter lots, and the mini-vans could ferry workers and students closer to their individual locations. Small-vehicle transportation is the missing link that could make Star Tran efficient all day.

## Michael D. Brienzo

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**From:** Pat Anderson [panderson@nwlincoln.org]  
**Sent:** Thursday, May 02, 2013 11:36 AM  
**To:** Metropolitan Planning Organization  
**Subject:** transportation

To whom it may concern,

I attended a meeting on transportation planning last February. Other citizens included representatives from the suburbs, large employers and a biking advocate. What became evident during our discussion was that large employers downtown may need to be asked to consider alternative transportation modes. Some were already offering more convenient parking to those who car pool and bike racks. But as the discussion progressed it was evident that more could be done, employers may need some nudging. Maybe LJS should do a focus on employers who have taken it upon themselves to address alternative transportation modes.

I think bus service is expensive and works best where the population is more dense and actually uses the service. I would like to see expanded (night) service in the more densely populated areas. I would also like to see smaller, more efficient buses.

There was some discussion of having cars available for short term rent as the University has done. This would be very useful in the downtown area to encourage bus transportation, or biking, but if you have an emergency you know you can have use of a car.

If the city wants to encourage more walking then sidewalks need to be addressed. Many people in the neighborhoods close to downtown walk to shopping and work but the sidewalks are in poor condition in all of our 100 yr. old neighborhoods.

There were a lot of good ideas, just need to implement some of them.

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**Michael D. Brienzo**

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**From:** Kent Thompson [kthompson@cbcthompson.com]  
**Sent:** Wednesday, May 08, 2013 3:28 AM  
**To:** Metropolitan Planning Organization  
**Cc:** Davis Brent  
**Subject:** MPT plan

I would like to see funds applied for for shoulder expansions on all roadways constructed around Lincoln to encourage biking to help our citizens to exercises. Shoulders allow bikers a safe way to out of the direct path of cars - especially on rural paved roads

Have a great day! Kent







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