LINCOLN MPO / PUBLIC WORKS & UTILITIES STAFF REPORT

Date: April 25, 2005

Proposal: Review of ***FY 2006-2008 and 2009-2011 Transportation Improvement Program***

Pursuant to the transportation planing process as identified in the *Lincoln-Lancaster Metropolitan Planning Organization-Public Participation Plan*, the Planning Commission is to review the *draft Transportation Improvement Program* for compliance with the Long Rage Transportation Plan in the Comprehensive Plan in a formal advertised Public Hearing.

Conclusion: Based upon the program review, the proposed FY 2006-2008 Element or the "Priority Year" projects in the draft Transportation Improvement Program are found to be in conformance with the current and proposed amended Long Range Transportation Plan for the Lincoln-Lancaster County Metropolitan Planning Organization contained the *Lincoln City-Lancaster County Comprehensive Plan*, May 28, 2002 and as amended.

The overall recommendation is that the Planning Commission find the *draft FY 2006-2008 and 2009-2011 Transportation Improvement Program* to be generally in conformance with the current *2025 Lincoln City-Lancaster County Comprehensive Plan* as amended.

General Information:

Federal regulations require that a region's urban transportation planning process include the cooperative development of the Transportation Improvement Program (TIP), a staged multi-year program of projects consistent with a Long Range Transportation Plan (LRTP). The TIP is developed cooperatively by agencies within the local Metropolitan Planning Area which includes all of Lancaster County. Transportation agencies involved include the City of Lincoln, Lancaster County, the Nebraska Department of Roads (NDOR), local transit agencies (StarTran), the Airport Authority, Railroad Transportation Safety District, public and private agencies utilizing para-transit services (federal Section 5310 funding), and agencies implementing Transportation Enhancement projects. Transportation related agencies requesting Transportation Enhancement funding this year include the City of Lincoln Parks Department, The University of Nebraska and Lower Platte South NRD.

The Metropolitan Planning Organization

The MPO is composed of elected and appointed officials representing local, state and federal governments or agencies having interest or responsibility in comprehensive transportation planning. MPOs are responsible for carrying out the urban transportation planning process, through the development of a LRTP and a six-year TIP. There are three

MPOs located within the state of Nebraska (Omaha, Lincoln, and Sioux City). For the Lincoln/Lancaster Metropolitan Area, the MPO is the City of Lincoln.

The Transportation Improvement Program (TIP)

The TIP is a programming document that identifies the timing and funding of all highway, bridge, transit, bicycle, and pedestrian transportation projects scheduled for implementation in the MPO planning area over a six-year period using federal transportation funds. According to federal regulations governing transportation planning, the transportation improvement program is to be a staged multiyear program of transportation improvement projects that *"shall cover a period of not less than three years and be consistent with the urban area transportation plan."* (Transportation Equity Act for the 21st Century (TEA-21))

The TIP is directly related to the City and County's Capital Improvement Programs (CIP) and is prepared in conjunction with the Lincoln CIP each year. The TIP identifies funding amounts by source of funding, jurisdictional responsibility, type of project, and year of funding for these projects. This program includes "Priority Year" projects which is a listing of projects to be carried out within the first three years of the program, FYs 2006, 2007 and 2008. The "Outyear" projects listed in this program are for informational purposes to show the programming intent for future years.

The TIP reflects the priorities and direction of the region and its state and federal partners in the transportation planning process. The TIP and the projects it contains must be consistent with the goals and objectives identified in the current Long Range Transportation Plan for Lincoln and Lancaster County. The TIP is part of the MPO's effort to establish and maintain the planning process required by the federal government as a condition for receipt of federal transportation funding. The TIP development process requires only projects eligible for federal aid. However, the TIP document may include, for informational purposes and project coordination, non-federally funded projects occurring in this region.

The Statewide Transportation Improvement Program (STIP)

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

The STIP begins as a compilation of the regional TIP's that have been adopted by the MPOs and develops into a comprehensive list of all highway (state or local) and all transit (capital or operating) projects in urban and rural areas that propose to use federal funds. All federally funded projects proposed to begin between October 1st and September 30th from all of the regional TIP's across the state are included in this STIP. Federally funded

projects in rural areas are also included in the STIP. The STIP is required to be updated every two years and to include a minimum three-year listing of federal-aid projects for approval by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

Long Range Transportation Plan

On May 28/29, 2002, the Lincoln City Council and Lancaster County Board adopted the current Comprehensive Plan and *Long Range Transportation Plan* (LRTP). The Lincoln MPO Officials Committee action and the MPO endorsement was executed on June 13, 2002. The LRTP for the Lincoln MPO is contained in the *Lincoln and Lancaster County Comprehensive Plan.* Included in the LRTP 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; and generalized plans for Public Transportation, Railroads, and Airports and Airfields.

The Transportation Plan is reviewed annually to ensure that it is current to meet community needs. Plan amendments were adopted in 2003 and 2004, and incorporated into the Plan. Amendments proposed in 2005 follow the same process as Plan adoption and run concurrent with the CIP/TIP process. A review of this year's improvement program shows the transportation projects are working in accord with the current *Long Range Transportation Plan* as amended.

Types of Projects Included in the TIP

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

- Projects on the federal aid system (road and bridge construction, reconstruction, resurfacing, restoration, rehabilitation, etc.)

- Public transportation (vehicle maintenance and operations, capital improvement projects, mass transit system construction, etc.)

- Projects that are not on the federal aid system, but may be eligible for federal funding for other reasons (e.g. bridge projects, bicycle and pedestrian facilities, etc.). The projects, however, must be linked to the transportation network.

Public Involvement Process

The transportation planning process allows for public involvement at various points within the transportation plan and program development. This involves a series of steps from the adoption of the *Lincoln-Lancaster County Comprehensive Plan* and *Long Range Transportation Plan* to the programming of projects and the actual construction of the transportation facilities. The critical decision points in the transportation planning process are: 1) the development of a 20 year transportation plan, 2) the street improvement program which identifies priorities for planned projects, 3) Capital Improvement Programs for a period of six years, 4) Project Design and Project Construction. The first two steps are included in the long range planning process, the third step consolidates the Capital Improvement Programs of the City and County with the Transportation Improvement Program (TIP) 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 meetings. The consolidation of these improvement programs are coordinated in the TIP is 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.

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