



## Lincoln MPO Technical Committee Agenda Summary

AGENDA ITEM NO.	4
MEETING DATE	August 8, 2024
REQUEST	VOTE: Amendment No. 1 to the Proposed FY 2025-2028 Transportation Improvement Program (TIP)
ASSOCIATED MEETINGS	None
STAFF CONTACT	Rachel Christopher, <a href="mailto:rchristopher@lincoln.ne.gov">rchristopher@lincoln.ne.gov</a> , 402-441-7603
APPLICANT(S)	Marc Rosso, Lincoln Transportation & Utilities, <a href="mailto:mrosso@lincoln.ne.gov">mrosso@lincoln.ne.gov</a> , 531-207-3244 Collin Christopher, Planning Department, <a href="mailto:cchristopher@lincoln.ne.gov">cchristopher@lincoln.ne.gov</a> , 402-441-6370
LINK TO MAP	<a href="#">Phase 2 Pilot Project - Standardizing Lincoln's Integrated eConstruction</a> <a href="#">Downtown Corridors and Music District Streetscape Project</a>

**RECOMMENDATION: APPROVE THE AMENDMENT TO THE FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM**

### BACKGROUND

The Transportation Improvement Program (TIP) is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next four-year period. The [FY 2025-2028 TIP](#) was adopted by the MPO Officials Committee on May 17, 2024 and will go into effect on October 1, 2024.

### SUMMARY OF REQUEST

The proposed Amendment No. 1 to the FY 2025-2028 TIP includes the following revisions to add two new projects:

Lincoln Transportation and Utilities - Transportation program:

- Phase 2 Pilot Project - Standardizing Lincoln's Integrated eConstruction (SLIC) – Add project and program federal funds



Pedestrian, Bike and Trails program:

- Downtown Corridors and Music District Streetscape Project – Add project and program federal funds

### **CONFORMANCE WITH 2050 LONG RANGE TRANSPORTATION PLAN**

The Phase 2 Pilot Project – SLIC project is under the Transportation System Optimization grouping under Lincoln Transportation and Utilities' (LTU's) TIP program. Optimization projects are considered to be in general conformance with the [Long Range Transportation Plan \(LRTP\)](#).

According to the funding agency, the Housing and Urban Development Department (HUD), the Downtown Corridors project is not required to be listed in the LRTP, but it is required to be listed in the TIP. The project's emphasis on the pedestrian environment and safe crossings in Lincoln's Downtown supports several goals of the LRTP including Livability and Travel Choice, Safety and Security, and Economic Vitality. Therefore, it is found to be in general conformance with the LRTP.

### **CONGESTION MANAGEMENT AND EQUITY CONSIDERATIONS**

Congestion management and equity are review elements applicable to new projects being added to the TIP. Their inclusion was added to the TIP process to address recommendations from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) at the Lincoln MPO's four-year certification review in May 2021. The congestion management and equity review integrates project-level information from the LRTP and MPO Congestion Management Process with proposed additions to the TIP to better inform decision-making. These integrated reviews apply to all TIP programs/projects except Nebraska Department of Transportation (NDOT), Lincoln Airport Authority, and FTA.

Equity is addressed through one of the eight goals of the LRTP, which states, "Transportation investments developed through an inclusive process that promotes equitable outcomes." Areas with Underserved and Overburdened Communities were mapped based on Census inputs including low income, minorities, single heads of household, limited English proficiency, age 65+, disabilities, and zero vehicle households (see attached map). Roadway and trail projects not having committed funding at the time the LRTP was developed were also given scores for each of the eight goals including Equity and a Total score.

Congestion is addressed based on the Lincoln MPO Congestion Management Process (CMP) adopted in May 2020. The CMP provides a systematic approach for managing

congestion by defining a CMP network and identifying strategies to reduce trips and vehicle miles traveled, shift automobile trips to other modes, improve roadway operations, improve infrastructure, and add capacity.

#### Phase 2 Pilot Project - Standardizing Lincoln's Integrated eConstruction

This project would apply City-wide and would standardize, integrate, and improve accuracy and efficiency in the delivery of infrastructure projects by LTU. It integrates project financial information and tracking of contractor payments and updated project budgets into LTU's existing software systems. This is the second phase of a project that previously appeared in the TIP. Phase 1 of the pilot project was completed in 2023. This amendment allows for continued work on the initiative. This work is funded at 80% by a State Transportation Innovation Council (STIC) discretionary grant and 20% City of Lincoln match along with city staff time as in-kind match. The STIC program is through FHWA administered by NDOT in support of innovative practices.

#### *Congestion Management Process*

- Is the project in the Lincoln MPO [CMP Network](#)? *N/A – project applies Citywide*
- Is the project on a high-congestion segment as identified in the [2050 LRTP Appendix E1](#)? (Existing, 2035, or 2050 model years) *N/A – project applies Citywide*
- Identify which Congestion Management Process (CMP) strategies the project supports (see [pages 17-20 of the CMP](#)): *Project will improve facilitation of all congestion management improvement projects under the purview of LTU*

#### *Equity*

- Is the project located in an area with High or Moderate to High Overburdened and Underserved Communities? *N/A – project applies Citywide*
- If yes to the previous question, provide explanation of how the project creates a benefit or burden to these communities and ways the project could be modified (if neutral or negative impact): *N/A – project applies Citywide*
- Provide the project's Equity Score and Total Score from [Appendix G of the LRTP](#) (if applicable): *N/A – project is not listed separately in the LRTP*

#### Downtown Corridors and Music District Streetscape Project

This project will include pedestrian crossing and sidewalk improvements, targeted lane reductions, redesign of on-street parking and related improvements on 9th, 10th, 11th, 14th, O and P Streets in Downtown Lincoln. The project is using a combination of several funding sources including federal Economic Development Initiative - Community Project Funding (CPF) via Congressionally directed spending from the U.S. Department of Housing and Urban Development (HUD), American Rescue Plan Act (ARPA) funds provided to the City of Lincoln and Downtown Lincoln Association, U.S. Economic

Development Association (EDA) funds through the State of Nebraska, along with Tax Increment Financing and other local sources.

#### *Congestion Management Process*

- Is the project in the Lincoln MPO [CMP Network](#)? *9th, 10th, and O Streets are in the CMP network; 9th and 10th Streets are identified as Minor Arterials and O Street is identified as National Highway System (NHS) Non-Interstate*
- Is the project on a high-congestion segment as identified in the [2050 LRTP Appendix E1](#)? (Existing, 2035, or 2050 model years) *Portions of 9th, 10th, and O Streets are identified as Congesting and Congested in all three model years*
- Identify which Congestion Management Process (CMP) strategies the project supports (see [pages 17-20 of the CMP](#)): *B.8 Complete Streets, B.10 Improved Safety of Existing Bicycle and Pedestrian Facilities, C.18 Corridor Management, and D.1 Intersection Improvements*

#### *Equity*

- Is the project located in an area with High or Moderate to High Overburdened and Underserved Communities? *Project areas are located within or adjusted to Low to Moderate, Moderate to High, and Highest Overburdened and Underserved Areas*
- If yes to the previous question, provide explanation of how the project creates a benefit or burden to these communities and ways the project could be modified (if neutral or negative impact): *This project provides a benefit to the downtown community and the adjacent neighborhoods – most of which are in blighted and underserved areas – by implementing physical, pedestrian-focused streetscape improvements meant to improve the attractiveness, safety, connectivity and overall vibrancy of some of downtown’s most significant street corridors. The improvements will help to better connect residents and employees of the area to critical downtown services and catalyze additional private reinvestment and economic development.*
- Provide the project’s Equity Score and Total Score from [Appendix G of the LRTP](#) (if applicable): *N/A – project is not listed in the LRTP*

**FISCAL YEARS 2025-2028 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - TRANSPORTATION PROGRAM - APPENDIX**

**PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)**

PROJECT	PHASE	PRIOR FISCAL YEARS	PRIORITY PROJECTS									COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
			FS	FY 2025	FS	FY 2026	FS	FY 2027	FS	FY 2028	FS				
<b><u>Transportation System Optimization</u></b>															
<b>Amend (Add)</b>	<b>Phase 2 Pilot Project - Standardizing Lincoln's Integrated eConstruction (SLIC)</b> The Standardizing Lincoln's Integrated eConstruction (SLIC) effort has produced and deployed a technology framework for tracking the delivery of infrastructure projects for LTU. Phase 2 will include detailed documentation of workflows required to share information with the City's current financial tracking software, evaluate schema for area-based construction elements, and summarize data in a final report documenting costs, benefits, and lessons learned.														
			Other		125.0	STIC									
			Other		31.3	LN									
			Other		15.0	OF									
		C.N. 01042	STIC-STWD(193)	<b>TOTAL</b>	0.0	171.3		0.0		0.0		0.0		0.0	171.3
<b>Amendment Description:</b> Add project and program federal funds															
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope <input type="checkbox"/> Other															

**FEDERAL-AID FUNDS:**  
STIC (State Transportation Innovation Council)

**LOCAL FUNDS:**  
LN (City of Lincoln Funds)  
OF (Other Funds - In-Kind Local Match)

## FISCAL YEARS 2025-2028 PEDESTRIAN, BIKE & TRAILS PROGRAM

### PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PHASE	PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
		PRIOR FISCAL YEARS		FY 2025	FY 2026	FY 2027	FY 2028								
<b>City of Lincoln Parks &amp; Recreation Department</b>															
<b>Beal Slough Trail Project</b>															
Trail project to extend southeasterly along the Beal Slough Channel from 56th Street & London Street & London Road to 70th Street & Yankee hill Road. The trail will be on city owned property to Pine Lake Road where it will connect with an underpass at Pine Lake Road (included with the street project). The trail will continue southeast parallel to the railroad and the Beal Slough Channel, connecting to 70th Street. Ten foot concrete trail on 20 foot right-of-way. Total 2.22 miles.		PE	265.5	TA											
		PE	66.4	LN											
		ROW	213.7	TA											
		ROW	53.4	LN											
		Construction			958.3	TA									
		Construction			239.6	LN									
		CE			143.8	TA									
		CE			35.9	LN									
	C.N. 13366	TAP-55(182)	<b>TOTAL</b>	<b>599.0</b>		<b>1,377.6</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,976.6</b>	
<b>Fletcher Landmark Trail</b>															
Trail project for concrete trail to follow primarily alongside Fletcher Street from N. 14th Street 27th Street.		PE	265.5	TA											
		PE	66.4	LN											
		ROW	213.7	TA											
		ROW	53.4	LN											
		Utilities/Construction	846.0	TA											
		Utilities/Construction	211.5	LN											
		CE	126.9	TA											
		CE	31.7	LN											
	C.N. 13442	TAP-55(186)	<b>TOTAL</b>	<b>1,815.1</b>		<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,815.1</b>	
<b>Wilderness Hills Trail</b>															
Continuing the Tierra Williamsburg trail from about 37th and Yankee Hill Rd south approximately .75 mile where it will branch off in two segments, one leading east to an underpass of S. 40th Street, the other southwest to an underpass of Rokeby Road.		PE			87.5	OF									
		PE			21.8	LN									
		ROW					27.4	OF							
		Utilities					36.5	OF							
		Construction							767.5	OF					
		CE							109.3	OF					
		<b>TOTAL</b>	<b>0.0</b>		<b>109.3</b>		<b>63.9</b>		<b>876.8</b>		<b>0.0</b>		<b>0.0</b>	<b>1,050.0</b>	
<b>Waterford Trail</b>															
Starting with a trail connection at 84th St. Trail at 84th St. and College Park Rd., this new 10' wide trail will generally extend NE through Southeast Community College and Waterford Estates until reaching its terminus at 104th St. and Holdrege St.		PE	278.3	TA											
		PE	69.6	LN											
		ROW/Utilities			347.8	TA									
		ROW/Utilities			86.9	LN									
		Const/CE					1,567.8	TA							
		Const/CE					391.9	LN							
	C.N. 13554	TAP-55(192)	<b>TOTAL</b>	<b>347.9</b>		<b>434.7</b>		<b>1,959.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,742.3</b>	
<b>Rock Island Trail Undercrossing at Old Cheney Road</b>															
This project will provide a grade separated crossing of the Rock Island Trail at Old Cheney Road by constructing an undercrossing of the roadway. The crossing will be located in the approximate alignment of the existing trail and connections to the sidewalks on each side of Old Cheney will be required. The project is anticipated to require some ROW acquisition.		PE	174.4	CRP											
		PE	43.6	LN											
		ROW/Utilities			43.2	CRP									
		ROW/Utilities			10.8	LN									
		Const/CE					1,611.2	CRP							
		Const/CE					402.8	LN							
		<b>TOTAL</b>	<b>218.0</b>		<b>54.0</b>		<b>2,014.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,286.0</b>	

## FISCAL YEARS 2025-2028 PEDESTRIAN, BIKE & TRAILS PROGRAM

### PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PHASE	PRIOR		PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
		FISCAL YEARS	FS	FY 2025	FS	FY 2026	FS	FY 2027	FS	FY 2028	FS				
<b>Rock Island Trail Widening - A Street to Boosalis Trail</b>															
The Rock Island Trail between A Street and Nebraska Parkway is one of the busiest trail segments in Lincoln. Having been one of the first segments constructed, it is also built to a standard that is no longer adequate for the 1,000 trips per day it experiences. This project would remove the existing 8 foot wide concrete trail and replace it with an 11 foot wide, 5" thick concrete trail. This project would also include the replacement of a pedestrian/bicycle bridge over Garfield Street.	PE	206.5	CRP												
	PE	51.6	LN												
	Const/CE			1,830.9	CRP										
	Const/CE			457.7	LN										
	<b>TOTAL</b>		<b>258.1</b>		<b>2,288.6</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>	<b>2,546.7</b>	
<b>Lincoln/Lancaster County Planning Department</b>															
<b>B Street Bicycle Boulevard</b>															
Bicycle boulevard pavement markings and signage on B Street from 11th to 26th Street and 26th Street and 26th Street from A to B Streets, bump outs at 11th and 12th Streets, and a sidepath on A Street from 26th to 27th Streets.	PE	24.2	LN												
	PE	50.4	CDBG												
	Const/CE			289.8	CDBG										
	Const/CE			130.9	TA										
	Const/CE			26.6	LN										
<b>TOTAL</b>		<b>74.6</b>		<b>447.3</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>	<b>521.9</b>		
<b>Lincoln Transportation &amp; Utilities Department</b>															
<b>Multimodal Transportation Center - Active Transportation Enhancements</b>															
Mobility improvements for future transit center to include potential enhancements such as such as bike parking, scooter and bike share station, enhanced sidewalks and lighting, sidepath connections, and improved crossings at 9th and 10th Streets.	PE			172.0	CRP										
	PE			43.0	LN										
	Const/CE			257.6	CRP	119.1	CRP	612.6	CRP						
	Const/CE			64.4	LN	29.8	LN	153.1	LN						
	<b>TOTAL</b>		<b>0.0</b>		<b>537.1</b>		<b>148.9</b>		<b>765.7</b>		<b>0.0</b>		<b>0.0</b>	<b>1,451.7</b>	
<b>Amend (Add)</b>	<b>Lincoln Urban Development Department</b>														
<b>Downtown Corridors and Music District Streetscape Project</b>															
Pedestrian crossing and sidewalk improvements, targeted lane reductions, and redesign of on-street parking areas on 9th, 10th, 11th, 14th, O and P Streets as identified in the Greater Downtown Principal Corridors Redevelopment Plan. The expenditures shown do not include additional ARPA funds anticipated to be directed towards the 14th Street/ Music District portion of the project.	PE	2,800.0	LN												
	Const/CE			4,000.0	CPF										
	Const/CE			2,250.0	ARPA										
	Const/CE			1,000.0	EDA										
	Const/CE			11,505.9	LN										
<b>TOTAL</b>		<b>2,800.0</b>		<b>18,755.9</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>	<b>21,555.9</b>		
<b>Amendment Description:</b> Add project and program federal funds															
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope <input type="checkbox"/> Other															

## FISCAL YEARS 2025-2028 PEDESTRIAN, BIKE & TRAILS PROGRAM

### PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

PROJECT	PHASE	PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIOR FISCAL YEARS		FY 2025		FY 2026		FY 2027		FY 2028			
		FS	FS	FS	FS	FS	FS	FS	FS	FS	FS		
<b>City of Hickman</b>													
<b>Scott's Creek Trail</b>													
The proposed project is the construction of a trail on City-owned land in an established easement. The new trail will extend a total of 1,250 linear feet north and east from Hickman Road before tying into the pedestrian underpass underneath S. 68th Street. It will then continue east from S. 68th Street before terminating by tying into existing sidewalk north of Prairie View Lane. The trail will be 10' wide and constructed of concrete.													
	PE			32.0	RTP								
	PE			8.0	HIC								
	Const/CE			100.0	RTP								
	Const/CE			25.0	HIC								
<b>TOTAL</b>		<b>0.0</b>	<b>165.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>165.0</b>
<b>FUNDING SUMMARY</b>													
<b>FEDERAL FUNDS</b>													
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	132.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		2,209.6	1,580.8	1,567.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		50.4	289.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		380.9	2,303.7	1,730.3	612.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	4,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	2,250.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	1,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>SUB-TOTAL FEDERAL FUNDING</b>		<b>2,640.9</b>	<b>11,556.3</b>	<b>3,298.1</b>	<b>612.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18,107.9</b>
<b>STATE FUNDS</b>													
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>SUB-TOTAL STATE FUNDING</b>		<b>0.0</b>	<b>4,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4,000.0</b>
<b>LOCAL FUNDS</b>													
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		3,471.8	12,492.6	824.5	153.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	33.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
		0.0	87.5	63.9	876.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>SUB-TOTAL LOCAL FUNDING</b>		<b>3,471.8</b>	<b>12,613.1</b>	<b>888.4</b>	<b>1,029.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>18,003.2</b>

#### STATUS OF PREVIOUS YEARS PROJECTS

##### Projects Completed or Under Contract