

**Table 7.4 Weights by Goal Area and Project Category**

Goal Area	Rural Area Roadway Projects (Lancaster County)	Urban Area Roadway Projects (Lincoln)	Trail Projects
Maintenance	22.1	17.8	13.0
Mobility and System Reliability	12.1	12.4	12.2
Livability and Travel Choice	5.8	11.0	13.7
Safety and Security	13.8	13.5	13.1
Economic Vitality	8.9	7.5	5.8
Environmental Sustainability	12.2	12.8	12.4
Transportation Equity	6.7	10.0	12.1
Funding and Cost Effectiveness	13.4	10.0	7.7
Community Support	5.0	5.0	10.0
<b>Total</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>

## Fiscally Constrained Plan Elements

The following sections provide information on what can reasonably be funded over the 29-year time horizon of the LRTP within the Fiscally Constrained Plan.

### NDOT Highways Program

NDOT has identified 10 capital projects within the Lincoln MPO, totaling over \$616 million in needs (2021 dollars). The \$548.16 million in state and federal revenues dedicated to the NDOT Highways Program will primarily address asset preservation needs and the I-80-Pleasant Dale to NW 56<sup>th</sup> Street and West Beltway projects. There is not adequate

funding to complete all 10 projects, particularly since the construction cost of the projects will increase over time and the revenue growth is not anticipated to keep pace with the construction cost increases.

The Fiscally Constrained Plan includes three NDOT projects with committed funding:

- South Beltway (under construction) – Project ID 78 (\$255 million)
- West Beltway (US 77) from ~~I-80W~~ Calvert Street to Saltillo-Rokeby Road – Project ID 76 (~~\$38.251.0~~ million)
- I-80 -from Pleasant Dale to NW 56<sup>th</sup> Street – Project ID 71 (\$129 million)

### Year of Expenditure Costs

The Fiscally Constrained Plan must consider the year of expenditure (YOE) cost of projects. Construction costs are expected to increase annually. Based on historic and recent construction cost inflation rates, the LRTP accounts for a temporary rapid increase of 10 percent annual inflation in the first 5 years and 7 percent annual inflation in the next 5 years. Then the inflation rate is assumed to normalize at 5 percent annual inflation in the remaining years through 2050.

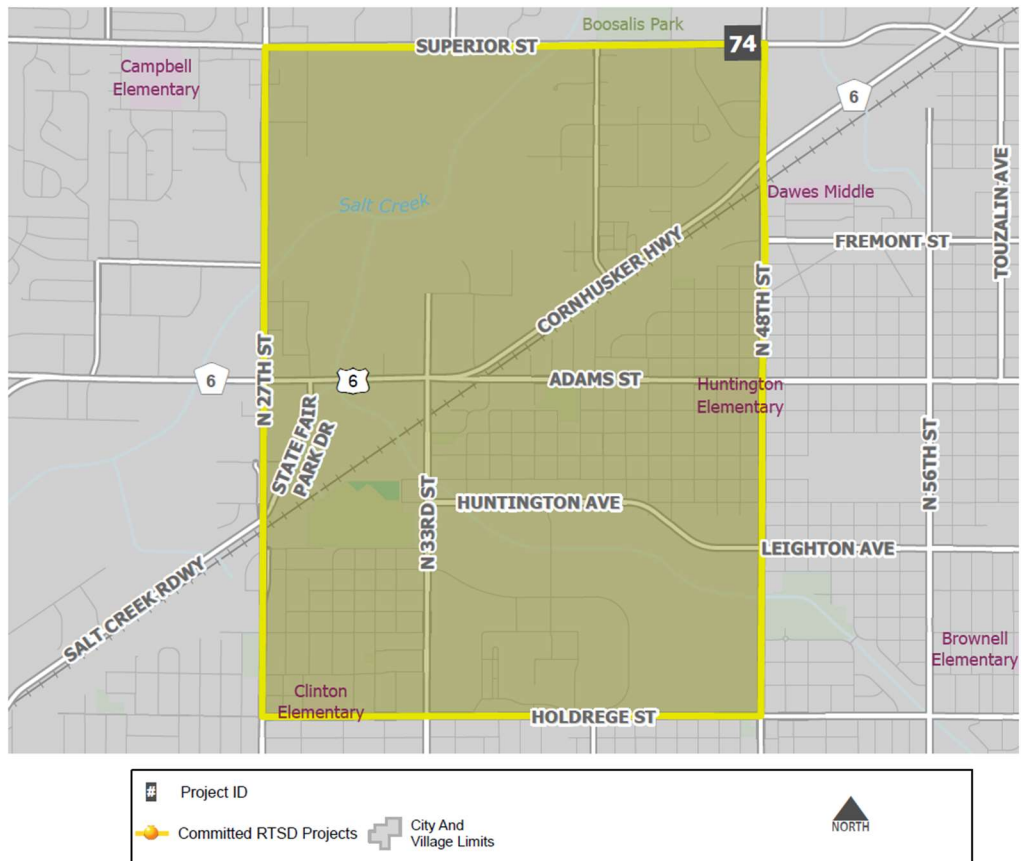
project (Project ID 74, cost estimate of \$115.6 million), which is in the current TIP and scheduled for completion by 2029. This project includes intersection improvements (dual westbound left turn lanes) at Cornhusker Highway (US-6) and State Fair Park Drive . The intersection improvements were originally assigned a separate project ID but are now shown under Project ID 74 as they are included in the overall scope of the 33<sup>rd</sup>/Cornhusker Project. Table 7.7 lists this project, which can be funded within the Fiscally Constrained Plan. Figure 7.3 shows the fiscally constrained RTSD project.

**Table 7.7 Fiscally Constrained Railroad Transportation Safety District Projects**

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
						YOE	YOE Cost	Cumulative Cost (YOE)	
Committed	74	N. 33 <sup>rd</sup> Street	N. 33 <sup>rd</sup> /Cornhusker/ Adams/Fremont; Cornhusker/State Fair Park Drive	Grade separated RR crossings; intersection improvements at Cornhusker Hwy and State Fair Park Drive	\$115,600,000 <u>119,842,100</u>				1

<sup>1</sup> Committed projects are included in the 2023-2026 Transportation Improvement Program and are assumed to be fully funded and constructed prior to allocation of resources to other RTSD Capital Projects.

**Figure 7.3 Fiscally Constrained Railroad Transportation Safety District Projects**



## Multimodal Program

### Transit

Operation of StarTran's bus service is funded through a combination of FTA funds, state transit funds, bus fares, advertising, a UNL agreement, and transfers from the general fund. The transit revenue forecast of \$754 million consists of these committed and restricted funds, the vast majority (\$742 million) of which directly funds StarTran's capital expenses and operations. The remaining \$12 million (in FTA 5310 and 5311 funds) provides grant funding for rural transit, hospitals, and non-profit organizations. Due to funding shortfalls, no flexible funds are allocated to transit.

A federal RAISE grant was awarded in 2022 for the new Multimodal Transportation Center and the project will incorporate active transportation design elements funded through the Carbon Reduction Program and included in the project cost. The local match will use in-kind contributions and other local funds.

This funding level will allow continuation of StarTran's current service levels; however, it will not enable service extensions (longer hours and Sunday bus service) and may limit local match contributions to major projects seeking federal funds.

**Table 7.8** identifies the funded and priority transit projects. These projects are expected to be funded within the Fiscally Constrained Plan. StarTran is currently in the process of updating the TDP, which may result in adjustments to the transit priorities in the region. Additional transit enhancements (such as next bus information and transit signal priority) will be coordinated through the ITS and Technology program, as funds allow.

**Table 7.8 Priority Transit Projects**

Project Description	Project Cost (2021\$)
<b>Funded/Committed Transit Projects</b>	
Multimodal Transportation Center	<del>\$34,952,900</del> 41,746,700
Maintenance Facility Construction/Relocation	\$22,309,500
Purchase Replacement Paratransit Vehicles	\$264,000
Transit Enhancements (bus shelters, passenger stops)	\$342,000
Security Enhancements (upgrade buildings/shelters)	\$40,000
Purchase Replacement Supervisor Vehicles	\$50,000
Computer Replacements and Upgrades	\$100,000
Shop Equipment Replacements and Upgrades	\$125,000
Building Renovations and Improvements	\$150,000
<b>Priority Transit Projects</b>	
Purchase Replacement Buses	\$34,100,000
Purchase Replacement Paratransit Vehicles	\$3,388,000
Transit Enhancements (bus shelters, passenger stops)	\$1,080,000
Security Enhancements (upgrade buildings/shelters)	\$1,080,000
Purchase Replacement Supervisor Vehicles	\$150,000
Computer Replacements and Upgrades	\$2,700,000
Shop Equipment Replacements and Upgrades	\$540,000
Purchase Replacement Service Vehicles	\$270,000
Building Renovations and Improvements	\$2,700,000