



2024-2027

Transportation Improvement Program
Adopted by Officials Committee | May 10, 2023

Fiscal Years 2024-2027 Transportation Improvement Program

Lincoln/Lancaster County, Nebraska Metropolitan Planning Organization

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PROGRAMMING AND FUNDING
COMMITTEE
*February 1, February 7, and
March 1, 2023*

TECHNICAL COMMITTEE
April 13, 2023

PLANNING COMMISSION
PUBLIC HEARING
May 3, 2023

OFFICIALS COMMITTEE
May 10, 2023

METROPOLITAN PLANNING
ORGANIZATION
May 10, 2023



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."

ACCOMMODATION NOTICE: The City of Lincoln complies with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973 guidelines. Ensuring the public's access to and participating in public meetings is a priority for the City of Lincoln. In the event you are in need of a reasonable accommodation in order to attend or participate in a public meeting conducted by the City of Lincoln, please contact the Lincoln Commission on Human Rights at 402-441-7624, or the City Ombudsman at 402-441-7511, as soon as possible before the scheduled meeting date in order to make your request. If information is needed in another language, please contact mpo@lincoln.ne.gov

Introduction



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 Transportation & Utilities Department – Transportation and StarTran, Lancaster County Engineering, Nebraska Department of Transportation (NDOT), Lincoln Airport Authority, Lincoln Parks and Recreation Department, Lower Platte South Natural Resource District, and other agencies as transportation related projects are developed.

Federal regulations require that each urbanized area, as a condition to 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, are key elements of this process. The Fixing America's Surface Transportation Act or "FAST Act" became law in 2015 which authorizes surface transportation programs and continues the basic planning requirements. The Infrastructure Investment and Jobs Act (IIJA) (also known as the "Bipartisan Infrastructure Law"), became law in 2021 and continues the Metropolitan Planning programs. These programs continue the requirement for a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas and the joint oversight by the FHWA and FTA. 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 Transportation (NDOT), 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 means 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 is to 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 FYs 2024-2027. NDOT and the MPOs have established an annual update cycle.
- **Public Comment** – *The TIP process is to 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 is to be consistent with the Transportation Plan.* For each project included in the detailed project listing, a Transportation Plan conformity is provided.
- **Financial Plan** – *The TIP is to 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 agency 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 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 is to 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 Planning 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 designs.

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 consisting 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, NDOT, 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.

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, the 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 2023-2024, 2024-2025, 2025-2026 and 2026-2027. 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 cannot 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 geographic location and extents of projects in the TIP that are location-specific are available via an [online interactive map](#) that contains links to the applicable section of the TIP document.

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. NDOT and the Nebraska MPOs have established an annual update cycle.

The STIP begins as a compilation of the regional TIPs that have been adopted by the MPOs and develops into a comprehensive list of all highways (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 TIPs 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 *2050 Long Range Transportation Plan*, the *Lincoln and Lancaster County Comprehensive Plan*, 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 Plan*. Included in the *Transportation Plan* are specific long-range plans for the Lincoln Area Pedestrian, Bicycle and Trails facilities; Future Urban Street and Road Network Plans which include the Functional Street and Road Classifications, Urban Area Street Improvements, and County Road Improvements; a Goods and Freight Movement Plan; Congestion Management Planning Activities; and generalized plans for Public Transportation, Railroads, and Airports and Airfields. To see that system improvements are programmed as transportation projects and continue 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 *2050 Long Range Transportation Plan* was adopted by the Lincoln MPO on December 15, 2021 and the supporting *Lincoln-Lancaster 2050 Comprehensive Plan* was approved by the City of Lincoln and Lancaster County on November 12, 2021. The development of the *2050 Long Range Transportation Plan* included a needs assessment and financial analysis and included the identification of the social, economic, and environmental impacts for the fiscally constrained roadway and trail projects. The Transportation Plan was transmitted to the State Department of Transportation 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.

Project Selection

The [Project Prioritization and Selection Process](#) is the means 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 Transportation. 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 Block Grant Program (STBG), Highway Safety Improvement Program (HSIP), Transportation Alternatives Set-Aside 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 was also considered in project selection.

Beginning with the FY 2024-2027 TIP, two review elements for equity and congestion management were added to the TIP review process. Their inclusion was in response to recommendations received from the FHWA and FTA at the MPO's four-year certification review in 2021. These reviews are intended to formalize consideration of these key aspects of transportation planning and would be applicable to new projects added to the TIP for all programs except NDOT, Lincoln Airport, and FTA. The equity and congestion management review elements will integrate project-level information from the 2050 LRTP and MPO Congestion Management Process with proposed projects to better inform decision-making. Standard questions were developed for each review element with responses provided by the applicant agency/department and analysis included in the Technical and Officials Committee staff reports.

Equity. Equity is addressed through one of the eight goals of the LRTP, which is defined as, "Transportation investments developed through an inclusive process that promotes equitable outcomes." Areas with Underserved and Overburdened Communities were mapped based during development of the LRTP based on socioeconomic inputs including low income, minorities, single heads of household, limited English proficiency, age 65+, disabilities, and zero vehicle households. Project scoring from the LRTP for certain project types also included a score for the equity goal.

- *Is the project located in an area with high or moderate to high Overburdened and Underserved Communities?*
- *If yes, explain how the project creates a benefit or burden to these communities and ways the project could be modified to better consider their needs (if there is an anticipated neutral or negative impact of the project).*
- *Provide the project's Equity Score and Total Score from the LRTP, if applicable.*

Congestion Management. 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.

- *Is the project in the Lincoln MPO CMP network?*
- *Is the project on a high-congestion segment as identified in the 2050 LRTP? (Existing, 2035, or 2050 model years).*
- *Identify which CMP strategies the project supports.*

These standard questions and methods of review will be refined over time as needed to better achieve the goal of formally integrating other MPO planning documents with TIP project reviews with respect to equity and congestion management.

National Performance Management Measures

The Fixing America's Surface Transportation Act (FAST Act) and the Infrastructure Investment and Jobs Act (IIJA) (also known as the "Bipartisan Infrastructure Law") requires that all state departments of transportation and metropolitan planning organizations use a performance based planning and programming approach as part of the Transportation Performance Management (TPM) program. TPM is defined as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

As part of the TPM the Nebraska Department of Transportation (NDOT) has established performance measure targets to strive for within the planning and programming process related to safety, state of good repair and system performance. The Lincoln MPO has agreed to support the Nebraska Department of Transportation targets for all Performance Measure targets and have identified these in the Long Range Transportation Plan (LRTP) [23 CFR § 490]. The applicable National Performance Management Measures to MPOs include the following:

Safety (PM-1). Highway Safety Improvement Program/Safety Performance Management Measures [23 CFR §924, 23 CFR § 490]. In the LRTP, performance measures are used to aid in making informed decisions about strategic investments and to evaluate projects included in the Needs Plan for Cost Feasible analysis.

Infrastructure (PM-2). Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program [23 CFR § 490] is identified in the LRTP to assist in evaluating the pavement and bridge conditions on the National Highway System (NHS).

System Performance (PM-3). Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program [23 CFR § 490] is identified in the LRTP to evaluate to ensure that coordination will be an ongoing activity between NDOT and the Lincoln MPO.

Transit Asset Management (TAM) [49 CFR § 625, 630] is established to evaluate the "state of good repair of transit agency vehicles, facilities, and equipment" for transportation safety and operations. The Lincoln MPO references all StarTran plans and performance reports in order to better coordinate and consider these during the LRTP planning and programming process.

Transit Safety [49 CFR § 673] is established to focus on improving transit safety performance for all modes of public transportation through the reduction of safety events, fatalities and injuries. The Lincoln MPO references all StarTran plans and performance reports in order to better coordinate and consider these during the LRTP planning and programming process.

The targets for the above performance measures are identified in Section J of the TIP.

Maintenance and Operation of Current Transportation Systems

The highest priority in the selection of projects for the TIP is to ensure the adequate reconstruction, maintenance and operation of the current transportation system. The State is programming four (4) bridge replacement/repair projects, four (4) bridge repair/roadway resurfacing projects, three (3) roadway widening/resurfacing projects, two (2) mill/resurface projects, one (1) culvert project, one (1) high mast tower replacement project, and four (4) joint seal/concrete repair projects. Lancaster County has four (4) safety projects, four (4) roadway capital projects, and one (1) bridge replacement project. The City of Lincoln has ten (10) system preservation projects, eight (8) system optimization projects, three (3) capital roadway projects, along with maintaining the traffic, along with maintaining the traffic optimization and ITS programs, ongoing street rehab and repairs, and the sidewalk maintenance program. This program of street and highway projects ensures the investment in our existing transportation infrastructure is preserved while advancing new road projects in the developing areas. The responsibility for the daily maintenance and operation of the local infrastructure continues to lie with the custodian of the road or local jurisdiction (City, County or State). The Railroad Safety District (RTSD) has completed a Transportation Planning and Environmental Linkages Study (PEL) for a project to be located at the 33rd Street, Adams Street, Cornhusker Highway/BNSF RR crossing at Cornhusker Highway (US-6) for grade separation.

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 originates 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.

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.

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 *2050 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 comments and recommendations to the MPO Officials Committee for review, execution, and transmittal to the State for inclusion in the STIP.

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.

Congestion Mitigation and Air Quality (CMAQ)

Federal legislation provides funds to be utilized in Clean Air Act for 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 specifically program for CMAQ funding.

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 NDOT and the Nebraska MPOs have established an annual update cycle to coincide with the federal fiscal year.

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

In accordance with 23 U.S.C. Sec. 134 - Metropolitan transportation planning, 23 CFR Part 450.336 (a), the Nebraska Department of Transportation 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 (3-C) 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 planning activities.

(2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

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 for 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;
and**

(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, Environmental Justice Action Strategy, Title VI Policy, and LEP Program/Plan ensures that no person will be excluded from participation in the planning process and in the development of plans and programs.

(5) Section 11101(e) of the Infrastructure Investment and Jobs Act (Pub. L. 117-58) 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 2014 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 NDOT 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 Transportation 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


 Mayor Leirion Gaylor Baird, Executive Officer

5/15/2023
 Date

Nebraska Department of Transportation


 Ryan Huff, Strategic Planning Division
 Nebraska Department of Transportation

5/10/23
 Date

A. State of Nebraska: Department of Transportation



FISCAL YEARS 2024-2027 STATE OF NEBRASKA DEPARTMENT OF TRANSPORTATION PROGRAM

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

| PROJECT | PHASE | PRIOR FISCAL YEARS | FS | PRIORITY PROJECTS | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | | | |
|---|------------------|---|------------------------|-------------------|---|----------------------------------|----|-----------------------------|----|---------------------|---------------------|--------|----|-----------|
| | | | | FY 2024 | FS | FY2025 | FS | FY2026 | FS | | | FY2027 | FS | |
| N-43 N-41 - Bennet N-43 from N-41 to the north limits of Bennet, includes Panama Spur Mill, widen/resurface, bridge repair, bridge replacement | 16.0 Miles | PE ROW Const/CE Const/CE | 933.0 NE 30.0 NE | | | 3,042.0 NE 12,169.0 STP | | | | | | | | |
| C.N. 13271 | STP-43-1 (102) | TOTAL | 963.0 | 0.0 | | 15,211.0 | | 0.0 | | 0.0 | | 0.0 | | 16,174.0 |
| US-6 Emerald East Culverts | 0.0 Miles | PE ROW Const/CE | 115.0 NE 15.0 NE | | 1,842.0 NE | | | | | | | | | |
| C.N. 13343 | STR-6-6(1056) | TOTAL | 130.0 | 1,842.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 1,972.0 |
| I-180 Adams St Bridge, Lincoln Adams St over I-180 Bridge replacement | 0.0 Miles | PE ROW Const/CE Const/CE | 141.0 NE | | | 5.0 NE 379.0 NE 3,411.0 NH | | | | | | | | |
| C.N. 12046 | NH-180-9(733) | TOTAL | 141.0 | 0.0 | | 3,795.0 | | 0.0 | | 0.0 | | 0.0 | | 3,936.0 |
| US-34 Lincoln West Bridges US-34 approx 2.0 mi and 0.9 mi west of Lincoln Bridge repair/overlay | 0.0 Miles | PE Const/CE Const/CE Const/CE | 128.0 NE | | 298.0 NE 596.0 NH 596.0 STP | | | | | | | | | |
| C.N. 13454 | STP-NH-34-6(143) | TOTAL | 128.0 | 1,490.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 1,618.0 |
| I-180 Cornhusker South I-180 from Oak Creek south to the South Jct US-34 in Lincoln Mill, resurface | 1.3 Miles | PE Const/CE Const/CE | 1.0 NE | | 85.0 NE 761.0 NH | | | | | | | | | |
| C.N. 13459 | NH-180-9(7) | TOTAL | 1.0 | 846.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 847.0 |
| I-80 Airpark - I-180 Begin 394.63 - End 400.89 Joint Seal, Conc. Repair | 6.3 Miles | PE Const/CE Const/CE | 1.0 NE | | | 143.0 NE 1,289.0 NH | | | | | | | | |
| C.N. 13458 | NH-80-8(166) | TOTAL | 1.0 | 0.0 | | 1,432.0 | | 0.0 | | 0.0 | | 0.0 | | 1,433.0 |
| I-80 Pleasant Dale - NW 56th Street 6-lane concrete pavement replacement/reconstruction, bridge repair/replace mainline and overhead structures, culvert, guardrail, interchange & ramp reconstruction | 7.6 Miles | PE ROW Const/CE Const/CE Const/CE Const/CE Const/CE | 2,050.0 NE 700.0 NE | | 75,404.0 NH-AC(NE) 29,224.0 BRI-AC(NE) 14,775.0 NE 29,224.0 BRI 25,135.0 NH -54,359.0 NE | 25,135.0 NH -25,135.0 NE | | 25,134.0 NH -25,134.0 NE | | | | | | |
| C.N. 12591 | NH-80-8(103) | TOTAL | 2,750.0 | 119,403.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 122,153.0 |
| US-77 Lincoln West Beltway 6-lane, grading, surfacing, surface shoulders | 4.61 Miles | PE ROW Const/CE | 1,044.0 NE | | | 1,154.0 NE 32,364.0 NE | | | | | | | | |
| C.N. 12552A | S-77-2(1074) | TOTAL | 1,044.0 | 0.0 | | 33,518.0 | | 0.0 | | 0.0 | | 0.0 | | 34,562.0 |
| N-79 Agnew North Bridges Bridge Repair/Overlay | 0.46 Miles | PE Const/CE Const/CE | 119.0 NE | | 112.0 NE 450.0 STP | | | | | | | | | |
| C.N. 13457 | STP-79-2(114) | TOTAL | 119.0 | 562.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 681.0 |

FISCAL YEARS 2024-2027 STATE OF NEBRASKA DEPARTMENT OF TRANSPORTATION PROGRAM

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

| PROJECT | PHASE | PRIOR FISCAL YEARS | FS | PRIORITY PROJECTS | | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | |
|---|--------------------|-----------------------------------|----------|-------------------|---------|---------|-----|-------------------------------------|----------|----------|----------|-------------------------------------|---------------------|--|
| | | | | FY 2024 | FS | FY2025 | FS | FY2026 | FS | FY2027 | FS | | | |
| I-180 I-180 Bridges over I-80 Bridge Replacement | 0.35 Miles | PE Const/CE Const/CE | 301.0 NE | | | | | 913.0 NE 7,522.0 NH | | | | | | |
| C.N. 13472 | NH-180-9(8) | TOTAL | 301.0 | 0.0 | 0.0 | 8,435.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8,736.0 | | |
| US-6 Sun Valley Blvd over UPRR Bridge Replacement | 0.0 Miles | PE Const/CE Const/CE | 1.0 NE | | | | | | | | | 882.0 NE 3,528.0 NH | | |
| C.N. 13500 | NH-6-6(166) | TOTAL | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4,410.0 | 4,411.0 | 4,411.0 | | | |
| I-80 I-80 Bridges, NW 56th St - Waverly Bridge Repair/Overlay | 0.0 Miles | PE Const/CE Const/CE | 1.0 NE | | | | | | | | | 2,612.0 NE 23,506.0 BRI | | |
| C.N. 13503 | NH-80-9(206) | TOTAL | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26,118.0 | 26,119.0 | 26,119.0 | | | |
| N-79 US-34 - Raymond Rd Mill, Resurface N-79, S55J, and S55M; Culverts; Raymond Spur Bridge Replacement | 7.1 Miles | PE ROW Const/CE Const/CE | 1.0 NE | | | | | 282.0 HS 2,993.0 STP 780.0 NE | | | | | | |
| C.N. 13505 | STP-79-2(115) | TOTAL | 1.0 | 0.0 | 4,055.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4,056.0 | 4,056.0 | | | |
| US-6 Cornhusker Hwy Bridges Bridge repair and bridge replacement | 0.0 Miles | PE Const/CE Const/CE | 1.0 NE | | | | | | | | | 1,871.0 NE 7,485.0 NH | | |
| C.N. 13501 | NH-6-6(166) | TOTAL | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9,356.0 | 9,357.0 | 9,357.0 | | | |
| S-55G Hickman Spur Mill, resurface, widen, culverts, bridge repair | 3.41 Miles | PE Const/CE Const/CE | 1.0 NE | | | | | | | | | 492.0 NE 1,786.0 STP 413.0 HS | | |
| C.N. 13512 | STP-HSIP-S55G(107) | TOTAL | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 2,691.0 | 0.0 | 2,692.0 | 2,692.0 | | | |
| US-77 Beatrice-Princeton Crack Seal, Joint Seal | 13.76 Miles | PE Const/CE Const/CE | 1.0 NE | | | | | 817.0 NE 3,269.0 NH | | | | | | |
| C.N. 13516 | NH-77-1(137) | TOTAL | 1.0 | 4,086.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4,087.0 | 4,087.0 | | | |
| US-77 US-77/I-80 North Concrete repair, Joint and Crack Seal | 7.0 Miles | PE Const/CE Const/CE | 1.0 NE | | | | | 866.0 NE 3,464.0 NH | | | | | | |
| C.N. 13517 | NH-77-2(169) | TOTAL | 1.0 | 4,330.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4,331.0 | 4,331.0 | | | |
| N-2 Lincoln-Syracuse Concrete repair, Joint and Crack Seal | 23.82 Miles | PE Const/CE Const/CE | 1.0 NE | | | | | 526.0 NE 2,104.0 NH | | | | | | |
| C.N. 13527 | NH-2-7(123) | TOTAL | 0.0 | 1.0 | 0.0 | 2,630.0 | 0.0 | 0.0 | 0.0 | 2,631.0 | 2,631.0 | | | |
| I-80 District 1-A High Mast Tower Replacement High mast tower replacement | 0.0 Miles | PE Const/CE Const/CE | 1.0 NE | | | | | 210.0 NE 1,890.0 STP | | | | | | |
| C.N. 13546 | STP-80-9(209) | TOTAL | 1.0 | 2,100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2,101.0 | 2,101.0 | | | |

FISCAL YEARS 2024-2027 STATE OF NEBRASKA DEPARTMENT OF TRANSPORTATION PROGRAM

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

| PROJECT | PHASE | PRIOR FISCAL YEARS | PRIORITY PROJECTS | | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | |
|---|-------|--------------------|-------------------|------------------|----|-----------------|----|------------------|----|----------------|---------------------|---------------------|------------------|
| | | | FS | FY 2024 | FS | FY2025 | FS | FY2026 | FS | FY2027 | | | |
| STATE OPERATIONS & MAINTENANCE FUNDING SOURCE SUMMARY | | | | | | | | | | | | | |
| Operations & Maintenance of the Federal Aid System in Lancaster County NE (State Revenue / Aids) | | 4,155.7 | NE | 4,280.4 | NE | 4,408.8 | NE | 4,541.1 | NE | 4,677.3 | NE | | |
| SUBTOTAL OPERATIONS & MAINTENANCE: | | 4,155.7 | | 4,280.4 | | 4,408.8 | | 4,541.1 | | 4,677.3 | | 0.0 | 22,063.3 |
| FUNDING SUMMARY | | | | | | | | | | | | | |
| FEDERAL FUNDS | | | | | | | | | | | | | |
| DPU (Federal Discretionary Funds) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | 0.0 |
| HS (HSIP - Highway Safety Improvement Program) | | 0.0 | | 0.0 | | 282.0 | | 0.0 | | 413.0 | | | 695.0 |
| IM (Interstate Maintenance) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | 0.0 |
| LC (LCLC - STP-Urbanized Areas > 200,000 (Lincoln)) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | 0.0 |
| NH (NHPP - National Highway Performance Program) | | 0.0 | | 33,225.0 | | 29,835.0 | | 34,760.0 | | 0.0 | | | 97,820.0 |
| RZ (Railroad - Hwy Crossing - Hazardous Funds) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | 0.0 |
| STP (STP-Flexible) | | 0.0 | | 2,936.0 | | 15,162.0 | | 0.0 | | 1,786.0 | | | 19,884.0 |
| TAP (STPG - Block Grant set aside) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | 0.0 |
| BRI (Highway Infrastructure Bridge Replacement/Rehab) | | 0.0 | | 29,224.0 | | 0.0 | | 0.0 | | 0.0 | | | 29,224.0 |
| SUB-TOTAL FEDERAL FUNDING: | | 0.0 | | 65,385.0 | | 45,279.0 | | 34,760.0 | | 2,199.0 | | 0.0 | 147,623.0 |
| STATE FUNDS | | | | | | | | | | | | | |
| NE (State Revenue / Aids) | | 9,739.7 | | -31,070.6 | | 17,140.8 | | -19,153.9 | | 5,169.3 | | | -18,174.7 |
| NH-AC (NE) (State Revenue / Aids (Advanced Construction)) | | 0.0 | | 75,404.0 | | 0.0 | | 0.0 | | 0.0 | | | 75,404.0 |
| TM (State Train/Mile Tax) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | 0.0 |
| BRI-AC (NE) (State Revenue / Aids (Advanced Construction)) | | 0.0 | | 29,224.0 | | 0.0 | | 0.0 | | 0.0 | | | 29,224.0 |
| SUB-TOTAL STATE FUNDING: | | 9,739.7 | | 73,557.4 | | 17,140.8 | | -19,153.9 | | 5,169.3 | | 0.0 | 86,453.3 |
| LOCAL FUNDS | | | | | | | | | | | | | |
| CO (Lancaster County) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | 0.0 |
| LN (City of Lincoln, Funds Committed prior to LSB Agreement) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | 0.0 |
| LN1 (City of Lincoln, Based upon the LSB Agreement) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | 0.0 |
| LN2 (RTSD, Based upon the LSB Agreement) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | 0.0 |
| OTH (Dial Realty Corp.) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | 0.0 |
| * AC - Advance Construction | | | | | | | | | | | | | |
| SUB-TOTAL LOCAL FUNDING | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 |
| TOTAL | | 9,739.7 | | 138,942.4 | | 62,419.8 | | 15,606.1 | | 7,368.3 | | 39,884.0 | 273,960.3 |

STATUS OF PREVIOUS YEARS PROJECTS

Projects Completed or Under Contract

| | | | | | | | | | | | | | |
|--|-------------------|------------|----------|-----|----------|-----|----------|----|----------|----|----------|----|----------|
| N-2 (UNDER CONTRACT) | 11.0 Miles | PE | 5,520.0 | DPU | | | | | | | | | |
| Lincoln South Beltway | | PE | 9,068.0 | NE | | | | | | | | | |
| New alignment (Future N-2) south of Lincoln | | PE | 339.0 | LN | | | | | | | | | |
| | | ROW | 1,817.0 | DPU | | | | | | | | | |
| | | ROW | 20,050.0 | NE | | | | | | | | | |
| | | ROW | 413.0 | LN | | | | | | | | | |
| | | Util | 11,857.0 | NE | | | | | | | | | |
| | | Util | 83.0 | LN | | | | | | | | | |
| | | * Const/CE | 31,400.0 | LN | | | | | | | | | |
| * Const and CE will pay out over 8 years, from FY 2020-FY 2027 | | * Const/CE | 33,174.0 | DPU | 0.0 | DPU | 35,000.0 | NE | 35,000.0 | NE | 35,000.0 | NE | 96,030.0 |
| | | * Const/CE | 78,294.0 | NE | 35,000.0 | NE | | | | | | | |
| C.N. 12578D | DPU-LIN-2-6 (120) | | | | | | | | | | | | |

FISCAL YEARS 2024-2027 STATE OF NEBRASKA DEPARTMENT OF TRANSPORTATION PROGRAM

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

| PROJECT | PHASE | PRIORITY PROJECTS | PRIOR FISCAL YEARS | FS | PRIORITY PROJECTS | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | |
|--|-------------|--|----------------------------------|----------------------|-------------------|----|--------|----|--------|----|---------------------|---------------------|--------|
| | | | | | FY 2024 | FS | FY2025 | FS | FY2026 | FS | | | FY2027 |
| N-2 & US-77 (COMPLETED) District 1 - Districtwide Pavement Marking | 69.18 Miles | PE Const/CE Const/CE Const/CE | 1.0 1,670.1 500.0 588.3 | NE LC HS NE | | | | | | | | | |
| | C.N. 13467 | HSIP-D1 (107) | | | | | | | | | | | |
| N-33 (COMPLETE) Crete - US-77 | 14.7 Miles | PE ROW | 275.0 30.0 | NE NE | | | | | | | | | |
| N-33 from approx 1.1 mi west of E Jct N-103 in Crete to US-77 & 1.5 mi on S-55F. Mill, resurf rdwy & shld, br repair | | Const/CE Const/CE | 2,476.0 8,723.0 | NE STP | | | | | | | | | |
| | C.N. 13303 | STP-33-6(110) | | | | | | | | | | | |
| US-77 (UNDER CONTRACT) I-80 to Warlick Blvd, Lincoln Mill and overlay project | 5.6 Miles | PE Const/CE Const/CE | 200.0 1,628.0 6,511.0 | NE NE NH | | | | | | | | | |
| | C.N. 13412 | NH-77-2 (168) | | | | | | | | | | | |
| I-80 (UNDER CONTRACT) I-80 Barrier, Lincoln I-80 from 0.3 mi east of Lincoln northeast to 27th St Power wash and seal concrete barriers, bridge rails and bridge piers | 9.0 Miles | PE Const/CE Const/CE | 1.0 53.0 211.0 | NE NE NH | | | | | | | | | |
| | C.N. 13283 | NH-80-9(92) | | | | | | | | | | | |
| US-77 (UNDER CONTRACT) Princeton - N-33 US-77 from 0.3 mi south of Princeton to Jct N-33 & Roca Spur Resurf, bridge repair and overlay | 5.8 Miles | PE Const/CE Const/CE | 215.0 2,242.0 8,819.0 | NE NE NH | | | | | | | | | |
| | C.N. 13386 | NH-77-2 (166) | | | | | | | | | | | |

B. Lancaster County: County Engineering



FISCAL YEARS 2024-2027 LANCASTER COUNTY ENGINEERING PROGRAM

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

| PROJECT | PHASE | PRIOR FISCAL YEARS | PRIORITY PROJECTS | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | | | | |
|--|--------------|--------------------|-------------------|----------------|---------|----------------|----|---------------------|---------------------|-------------|---------|-----------------|-----------------|
| | | | FS | FY 2024 | FS | FY2025 | FS | | | FY2026 | FS | FY2027 | FS |
| Salttilo Road, 27th Street to 68th Street Safety improvement project to include widening the existing earth shoulders to a 6 foot paved shoulders with safety edges. This includes intersection safety improvements on Saltillo Road at S. 40th Street and S. 56th Street. | | 2.7 Miles | PE | 742.4 | CO | | | | | | | | |
| | | | PE | 21.6 | HS | | | | | | | | |
| | | | ROW/Utilities | | | 1,710.0 | HS | | | | | | |
| | | | ROW/Utilities | | | 190.0 | CO | | | | | | |
| | | | Const/CE | | | | | 10,936.0 | HS | | | | |
| | | | Const/CE | | | | | 1,204.0 | CO | | | | |
| C.N. 13391 | HSIP-5280(2) | TOTAL | | 764.0 | | 1,900.0 | | 12,140.0 | | 0.0 | | 0.0 | 14,804.0 |
| S. 98th Street, Old Cheney to A Street Preliminary engineering and construction of 24 foot asphalt surface with turf shoulders in Prior Fiscal Years. | | 3.0 Miles | PE | 202.4 | LC | | | | | | | | |
| | | | PE | 50.6 | CO | | | | | | | | |
| | | | ROW/Utilities | | 16.0 | LC | | | | | | | |
| | | | ROW/Utilities | | 4.0 | CO | | | | | | | |
| | | | Const/CE | | 3,680.0 | LC | | | | | | | |
| | | | Const/CE | | 920.0 | CO | | | | | | | |
| C.N. 13417 | LCLC-5275(1) | TOTAL | | 4,873.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 4,873.0 |
| S. 98th Street, A Street to O Street Preliminary engineering in Prior Fiscal Years and construction of asphalt paving and drainage structures beyond the four-year program. | | 1.0 Miles | PE | 372.2 | LC | | | | | | | | |
| | | | PE | 58.1 | CO | | | | | | | | |
| | | | PE | 35.0 | LN | | | | | | | | |
| | | | ROW/Utilities | | | | | 1,297.3 | LC | | | | |
| | | | ROW/Utilities | | | | | 162.0 | CO | | | | |
| | | | ROW/Utilities | | | | | 162.0 | LN | | | | |
| | | Const/CE | | | | | | | | | 8,188.8 | | |
| | | Const/CE | | | | | | | | | 1,023.6 | | |
| | | Const/CE | | | | | | | | | 1,023.6 | | |
| C.N. 13418 | LCLC-5275(2) | TOTAL | | 465.3 | | 0.0 | | 1,621.3 | | 0.0 | | 10,236.0 | 12,322.6 |
| 148th Street and Holdrege Street Safety project to improve 148th Street and Holdrege Street intersection, which includes left-turn lanes on the north and southbound approaches. | | 0.0 Miles | PE | 186.3 | HS | | | | | | | | |
| | | | PE | 20.7 | CO | | | | | | | | |
| | | | ROW/Utilities | | | 54.0 | HS | | | | | | |
| | | | ROW/Utilities | | | 6.0 | CO | | | | | | |
| | | | Const/CE | | | | | 1,076.4 | HS | | | | |
| | | | Const/CE | | | | | 119.6 | CO | | | | |
| C.N. 13473 | HSIP-3365(8) | TOTAL | | 207.0 | | 60.0 | | 1,196.0 | | 0.0 | | 0.0 | 1,463.0 |
| Fletcher Road, 84th Street to 148th Street Preliminary engineering in Prior Fiscal Years and construction of 28 foot asphalt surface with turf shoulders beyond the four-year program. | | 4.5 Miles | PE | 156.0 | LC | | | | | | | | |
| | | | PE | 39.0 | CO | | | | | | | | |
| | | | ROW/Utilities | | | | | | | | | 8.0 | |
| | | | ROW/Utilities | | | | | | | | | 2.0 | |
| | | | Const/CE | | | | | | | | | 3,728.0 | |
| | | | Const/CE | | | | | | | | | 932.0 | |
| C.N. 13493 | LCLC-3340(8) | TOTAL | | 195.0 | | 0.0 | | 0.0 | | 0.0 | | 4,670.0 | 4,865.0 |
| NW 56th Street, I-80 to W. Holdrege Street Preliminary engineering in Prior Fiscal Years and construction to include grading, widening, and surfacing beginning in FY 2027 and extending beyond the four-year program. | | 0.7 Miles | PE | 117.6 | LC | | | | | | | | |
| | | | PE | 29.4 | CO | | | | | | | | |
| | | | ROW/Utilities | | | | | | 36.0 | LC | | | |
| | | | ROW/Utilities | | | | | | 9.0 | CO | | | |
| | | | Const/CE | | | | | | | | 1,680.0 | LC | |
| | | | Const/CE | | | | | | | | 420.0 | CO | |
| C.N. 13494 | LCLC-5287(1) | TOTAL | | 147.0 | | 0.0 | | 0.0 | | 45.0 | | 2,100.0 | 2,292.0 |

FISCAL YEARS 2024-2027 LANCASTER COUNTY ENGINEERING PROGRAM

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

| PROJECT | PHASE | PRIOR FISCAL YEARS | PRIORITY PROJECTS | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | | |
|---|--------------------|--------------------|-------------------|------------|------------|------------|-----------------|---------------------|---------------------|----------|----------|
| | | | FS | FY 2024 FS | FY2025 FS | FY2026 FS | FY2027 FS | | | | |
| Arbor Road Bridge Replacement Preliminary engineering in Prior Fiscal Years and construction of bridge to replace existing 120' slab bridge beyond the four-year program. | | 0.1 Miles | PE | 369.2 LC | | | | | | | |
| | | | PE | 92.3 CO | | | | | | | |
| | | | ROW/Utilities | | | 9.2 LC | | | | | |
| | | | ROW/Utilities | | | 2.3 CO | | | | | |
| | | | Const/CE | | | | | 2,223.3 | | | |
| | | | Const/CE | | | | | 555.8 | | | |
| C.N. 13492 | LCLC-5272(1) | TOTAL | | 461.5 | 0.0 | 11.5 | 0.0 | 0.0 | 2,779.1 | 3,252.1 | |
| S. 68th Street, Firth Road to Stagecoach Road Preliminary engineering in Prior Fiscal Years and construction to include grading, widening, and surfacing in Year 2. | | 5.0 Miles | PE | 212.8 LC | | | | | | | |
| | | | PE | 53.2 CO | | | | | | | |
| | | | ROW/Utilities | | 595.0 HS | | | | | | |
| | | | ROW/Utilities | | 434.4 LC | | | | | | |
| | | | ROW/Utilities | | 170.6 CO | | | | | | |
| | | | Const/CE | | | | | 4,692.6 HS | | | |
| | | Const/CE | | | | | 3,045.4 LC | | | | |
| | | Const/CE | | | | | 1,282.7 CO | | | | |
| C.N. 13518 | LCLC-HSIP-3265(11) | TOTAL | | 266.0 | 1,200.0 | 0.0 | 0.0 | 9,020.7 | 0.0 | 10,486.7 | |
| N. 14th Street, Alvo Road to Ashland Road Preliminary engineering in Prior Fiscal Years and construction to include pavement overlay, trench and shoulder widening, construction of a safety section, and centerline and edgeline rumble strips. | | 10.5 Miles | PE | 448.0 LC | | | | | | | |
| | | | PE | 112.0 CO | | | | | | | |
| | | | ROW/Utilities | | | | 280.0 HS | | | | |
| | | | ROW/Utilities | | | | 70.0 CO | | | | |
| | | | Const/CE | | | | 5,523.8 HS | | | | |
| | | | Const/CE | | | | 3,409.5 LC | | | | |
| | | Const/CE | | | | 2,232.9 CO | | | | | |
| C.N. 13547 | LCLC-HSIP-3405(6) | TOTAL | | 560.0 | 0.0 | 0.0 | 11,516.2 | 0.0 | 0.0 | 12,076.2 | |
| S. 68th Street, Hickman to Roca Road Preliminary engineering in FY 2023 and construction to include pavement overlay, trench and shoulder widening, construction of a safety section, centerline and edgeline rumble strips, and intersection improvements at Martell Road. | | 1.5 Miles | PE | 69.3 HS | | | | | | | |
| | | | PE | 50.2 LC | | | | | | | |
| | | | PE | 29.9 CO | | | | | | | |
| | | | ROW/Utilities | | | | 80.0 HS | | | | |
| | | | ROW/Utilities | | | | 20.0 CO | | | | |
| | | | Const/CE | | | | | 434.3 LC | | | |
| | | Const/CE | | | | | 258.1 CO | | | | |
| | | Const/CE | | | | | 598.1 HS-AC(CO) | | | | |
| | | Const/CE | | | | | -598.1 | | | | |
| C.N. 13564 | LCLC-HSIP-3265(12) | TOTAL | | 149.4 | 0.0 | 0.0 | 100.0 | 1,290.5 | 0.0 | 1,539.9 | |
| COUNTY OPERATIONS & MAINTENANCE FUNDING SOURCE SUMMARY | | | | | | | | | | | |
| Operations & Maintenance of the County and Federal Aid System | | | | | | | | | | | |
| CO (Lancaster County) | | | | | | | | | | | |
| | | | | 3,000.0 CO | 3,000.0 CO | 3,000.0 CO | 3,000.0 CO | 3,000.0 CO | 3,000.0 CO | | |
| SUBTOTAL FOR OPERATIONS & MAINTENANCE | | | | 3,000.0 | 3,000.0 | 3,000.0 | 3,000.0 | 3,000.0 | 3,000.0 | 0.0 | 15,000.0 |
| FUNDING SUMMARY | | | | | | | | | | | |
| FEDERAL FUNDS | | | | | | | | | | | |
| HS (HSIP - Highway Safety Improvement Program) | | | | | | | | | | | |
| | | | | 277.2 | 2,359.0 | 12,012.4 | 5,883.8 | 4,692.6 | | | |
| LC (STPG-Urbanized Areas > 200,000, Lincoln) - This includes Highway Infrastructure Funding from the FAST Act | | | | | | | | | | | |
| | | | | 5,624.4 | 434.4 | 1,342.5 | 3,409.5 | 5,159.7 | | | |
| SUB-TOTAL FEDERAL FUNDING | | | | 5,901.6 | 2,793.4 | 13,354.9 | 9,293.3 | 9,852.3 | 0.0 | 41,195.5 | |

FISCAL YEARS 2024-2027 LANCASTER COUNTY ENGINEERING PROGRAM

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

| PROJECT | PHASE | PRIOR | | PRIORITY PROJECTS | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | | | |
|---|-------|--------------|-----------------|-------------------|-----------------|-----------------|-----------------|---------|---------------------|---------------------|-----------------|--------|-----------------|
| | | FISCAL YEARS | FS | FY 2024 | FS | FY2025 | FS | FY2026 | | | FS | FY2027 | FS |
| STATE FUNDS | | | | | | | | | | | | | |
| NE (State Funds) | | | 0.0 | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | |
| SUB-TOTAL STATE FUNDING | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| LOCAL FUNDS | | | | | | | | | | | | | |
| CO (Lancaster County) | | | 5,151.6 | 3,366.6 | | 4,496.9 | | 5,322.9 | | 4,960.8 | | | |
| HS-AC (CO) (Advanced Construction - Lancaster County funds) | | | 0.0 | 0.0 | | 0.0 | | 0.0 | | 598.1 | | | |
| LN (City of Lincoln Funds) | | | 35.0 | 0.0 | | 162.0 | | 0.0 | | 0.0 | | | |
| SUB-TOTAL LOCAL FUNDING | | | 5,151.6 | 3366.6 | 4,496.9 | 5,322.9 | 4,960.8 | | | | 0.0 | | 23,298.8 |
| TOTAL | | | 11,053.2 | 6,160.0 | 17,851.8 | 14,616.2 | 14,813.1 | | | | 17,685.1 | | 82,179.4 |

STATUS OF PREVIOUS YEARS PROJECTS

Projects Completed or Under Contract

**C. City of Lincoln: Transportation and Utilities -
Transportation**



FISCAL YEARS 2024-2027 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - TRANSPORTATION PROGRAM

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

| PROJECT | PHASE | PRIOR | | PRIORITY PROJECTS | | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | |
|---|--------------|-----------------|------|-------------------|------|-----------------|------|-----------------|------|----------------|------|---------------------|---------------------|--|
| | | FISCAL YEARS | FS | FY 2024 | FS | FY 2025 | FS | FY 2026 | FS | FY 2027 | FS | | | |
| Transportation System Preservation | | | | | | | | | | | | | | |
| This program component focuses on preservation of transportation system assets including program delivery, repair and rehabilitation of streets, intersections, traffic signals, bridges, facilities and structures in the public street right-of-way. Projects include concrete repairs, asphalt mill & overlay, surface treatments, signal structures and equipment replacement, bridge/structure work, facility improvements and other transportation preservation & rehabilitation efforts. | | | | | | | | | | | | | | |
| | All phases | 0.0 | LN | 312.8 | LN | 1,165.0 | LN | 2,355.6 | LN | -1,496.0 | LN | | | |
| | All phases | 0.0 | STIC | 0.0 | STIC | 0.0 | STIC | 0.0 | STIC | 0.0 | STIC | | | |
| | All phases | 0.0 | LC | 2,309.2 | LC | 4,660.0 | LC | 7,866.4 | LC | 1,496.0 | LC | | | |
| | All phases | 0.0 | HS | 0.0 | HS | 0.0 | HS | 0.0 | HS | 0.0 | HS | | | |
| See Appendix | TOTAL | 0.0 | | 2,622.0 | | 5,825.0 | | 10,222.0 | | 0.0 | | 4,250.0 | 22,919.0 | |
| Transportation System Optimization | | | | | | | | | | | | | | |
| This program component focuses on optimization of transportation system assets including program delivery, intersection improvements, signal system optimization, street capacity (widening), structures within the built environment, turn lanes, complete streets concepts and technology enhancements. Federal funds will be requested where applicable and matched with City funds to maximize the number of locations where enhancements can be made. Projects include new intersection modifications (turn lanes, roundabouts) new signal system hardware, adding lanes to existing streets, access improvements, bike & ped improvements, signing, safety projects and transportation system management infrastructure. Intersection improvements not yet decided. | | | | | | | | | | | | | | |
| | All phases | 1,718.2 | LN | 360.3 | LN | 692.4 | LN | 3,779.0 | LN | -779.7 | LN | | | |
| | All phases | 80.0 | STIC | 0.0 | STIC | 0.0 | STIC | 0.0 | STIC | 0.0 | STIC | | | |
| | All phases | 3,128.8 | LC | 2,671.3 | LC | 200.0 | LC | 14,337.1 | LC | 779.7 | LC | | | |
| | All phases | 18.0 | HS | 59.4 | HS | 4,755.6 | HS | 0.0 | HS | 0.0 | HS | | | |
| See Appendix | TOTAL | 4,945.0 | | 3,091.0 | | 5,648.0 | | 18,116.1 | | 0.0 | | 0.0 | 31,800.1 | |
| Transportation System Growth | | | | | | | | | | | | | | |
| This program component focuses on growth of new transportation system assets including program delivery, additional streets, bridges/structures, intersections, traffic signals, sidewalks & technology enhancements in new growth areas. Projects include new streets and transportation right-of-way improvements, new bridges & support structures, new intersections and signal system hardware and major upgrades to the fringe area street network. | | | | | | | | | | | | | | |
| | All phases | 7,783.5 | LN | 7,217.3 | LN | 6,251.5 | LN | 6,286.0 | LN | 6,320.9 | LN | | | |
| | | 3,850.0 | LOTM | 3,926.5 | LOTM | 4,004.5 | LOTM | 1,021.0 | LOTM | | LOTM | | | |
| See Appendix | TOTAL | 11,633.5 | | 11,143.8 | | 10,256.0 | | 7,307.0 | | 6,320.9 | | 0.0 | 46,661.2 | |
| Transportation Livable Neighborhoods | | | | | | | | | | | | | | |
| This program component for Livable Neighborhoods is a commitment to improving and maintaining strong, vibrant neighborhoods. In conjunction with Transportation and Utilities, Parks & Recreation and Urban Development, this project provides funding to further that commitment. Funding is provided for planning and design, preliminary engineering and construction of improvements in the public right of way and other measures resulting in Livable Neighborhoods such as street enhancements, park improvements, trails and street trees. Specific locations will be identified through a multi-departmental process to identify and prioritize areas. | | | | | | | | | | | | | | |
| | All phases | | | | | 140.8 | LN | 147.8 | LN | 155.2 | LN | | | |
| See Appendix | TOTAL | 0.0 | | 0.0 | | 140.8 | | 147.8 | | 155.2 | | 0.0 | 443.8 | |
| Transportation Sidewalk Program | | | | | | | | | | | | | | |
| This program component includes maintenance and repair of sidewalk infrastructure, program delivery and improvement of priority sidewalk location needs. Projects include panel replacement and leveling, grinding ADA curb ramp construction and segment sidewalk replacement. | | | | | | | | | | | | | | |
| | All phases | 1,570.0 | LN | 1,570.0 | LN | 3,828.8 | LN | 4,020.3 | LN | 4,221.3 | LN | | | |
| See Appendix | TOTAL | 1,570.0 | | 1,570.0 | | 3,828.8 | | 4,020.3 | | 4,221.3 | | 0.0 | 15,210.4 | |
| East Beltway | | | | | | | | | | | | | | |
| Corridor protection, design, right-of-way and construction of a four lane freeway between Hwy 2 and I-80. Complete funding for this project not shown. | | | | | | | | | | | | | | |
| | ROW | 500.0 | LN | 250.0 | LN | 250.0 | LN | 250.0 | LN | 250.0 | LN | | | |
| See Appendix | TOTAL | 500.0 | | 250.0 | | 250.0 | | 250.0 | | 250.0 | | 0.0 | 1,500.0 | |

FISCAL YEARS 2024-2027 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - TRANSPORTATION PROGRAM

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

| PROJECT | PHASE | PRIOR | | PRIORITY PROJECTS | | | | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS |
|---|---|-----------------|----|-------------------|----|-----------------|----|-----------------|----|-----------------|----|----------------|--|---------------------|---------------------|
| | | FISCAL YEARS | FS | FY 2024 | FS | FY2025 | FS | FY2026 | FS | FY2027 | FS | | | | |
| 14th/Warlick/Old Cheney Road | | | | | | | | | | | | | | | |
| This project involves the completion of design engineering, right-of-way acquisition, construction and construction engineering to construct improvements in the vicinity of 14th Street/Old Cheney and Warlick Blvd., in order to improve safety and congestion at the intersection. This project is part of Transportation System Optimization. | | | | | | | | | | | | | | | |
| | Const | 20,200.0 | LN | 3,000.0 | LN | 3,000.0 | LN | 3,000.0 | LN | | | | | | |
| | TOTAL | 20,200.0 | | 3,000.0 | | 3,000.0 | | 3,000.0 | | 3,000.0 | | 0.0 | | 0.0 | 29,200.0 |
| West "A" Street from west of Coddington to west City limits | | | | | | | | | | | | | | | |
| This project would improve the capacity and safety of this area by programming city funds for the completion of design engineering, right-of-way, construction and construction engineering to construct two lanes of pavement along West "A" Street between Coddington and west City limits. The project will construct intersection improvements at multiple locations. The project will improve safety and capacity. This project is part of Transportation System Growth. | | | | | | | | | | | | | | | |
| | PE | 2,210.0 | LN | | | | | | | | | | | | |
| | Const/CE | 2,900.0 | LN | 6,400.0 | LN | 6,400.0 | LN | | | | | | | | |
| | TOTAL | 5,110.0 | | 6,400.0 | | 6,400.0 | | 0.0 | | 0.0 | | 0.0 | | 17,910.0 | |
| S. 40th Street from Yankee Hill Road to south of Rokeby | | | | | | | | | | | | | | | |
| This project will construct two lanes of pavement, turn lanes and intersection improvements at multiple locations. It will also construct Rokeby Road from S 40th Street to Snapdragon Road. This project is part of Transportation System Growth. | | | | | | | | | | | | | | | |
| | PE | 1,150.0 | | | | | | | | | | | | | |
| | Utilities | 325.0 | | | | | | | | | | | | | |
| | ROW | 200.0 | | | | | | | | | | | | | |
| | Const/CE | 8,300.0 | | 4,300.0 | LN | | | | | | | | | | |
| | TOTAL | 9,975.0 | | 4,300.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 14,275.0 | |
| Street Maintenance Operations Divisions | | | | | | | | | | | | | | | |
| Transportation O&M Fund | | | | | | | | | | | | | | | |
| | TOTAL | | | 26,153.2 | LN | 26,872.4 | LN | 27,611.4 | LN | 28,370.7 | LN | 0.0 | | 109,007.7 | |
| FEDERAL-AID FUNDS: | | | | | | | | | | | | | | | |
| LC (STPG-Urbanized Areas > 200,000, Lincoln) - This includes the Highway Infrastructure Funding from the FAST Act and the Coronavirus Response and Relief Supplemental Appropriations Act Funding | | | | | | | | | | | | | | | |
| | | 3,128.8 | | 4,980.5 | | 4,860.0 | | 22,203.5 | | 2,275.7 | | | | 37,448.5 | |
| | HS (HSIP-Highway Safety Improvement Program) | 18.0 | | 59.4 | | 4,755.6 | | 0.0 | | 0.0 | | | | 4,833.0 | |
| | DPU (SAFETEA-LU Priority Project Funds) | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | | 0.0 | |
| | STIC (State Transportation Innovation Council) | 80.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | | 80.0 | |
| | SUB-TOTAL FEDERAL FUNDING | 3,226.8 | | 5,039.9 | | 9,615.6 | | 22,203.5 | | 2,275.7 | | 0.0 | | 42,361.5 | |
| STATE FUNDS: | | | | | | | | | | | | | | | |
| NE (State Funds) | | | | | | | | | | | | | | | |
| | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | | 0.0 | |
| | SUB-TOTAL STATE FUNDING | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| LOCAL FUNDS: | | | | | | | | | | | | | | | |
| GR (General Revenue) [city funds] | | | | | | | | | | | | | | | |
| | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | | 0.0 | |
| | LOTM (Lincoln on the Move 1/4 cent sales tax) | 3,850.0 | | 3,926.5 | | 4,004.5 | | 1,021.0 | | 0.0 | | | | 12,802.0 | |
| | LC-AC (LN) (Advanced Construction - City of Lincoln funds) | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | | 0.0 | |
| | LN (City of Lincoln Funds) | 36,881.7 | | 23,410.4 | | 21,728.5 | | 19,838.7 | | 8,671.7 | | | | 111,236.2 | |
| | RT (Railroad Transportation Safety District) | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | | 0.0 | |
| | SC (Street Construction Funds) [federal, state & local funds] | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | | 0.0 | |
| | SN (Snow Removal Funds) [city funds] | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | | 0.0 | |
| | SUB-TOTAL LOCAL FUNDING | 40,731.7 | | 27,336.9 | | 25,733.0 | | 20,859.7 | | 8,671.7 | | 0.0 | | 124,038.2 | |
| | TOTAL | 43,958.5 | | 32,376.8 | | 35,348.6 | | 43,063.2 | | 10,947.4 | | 4,250.0 | | 172,474.2 | |

FISCAL YEARS 2024-2027 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - TRANSPORTATION PROGRAM

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

| PROJECT | PHASE | PRIOR | | PRIORITY PROJECTS | | | | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | |
|---|-------|--------------|----------------|-------------------|----|----------|------|--------|----|--------|----|--|--|---------------------|---------------------|--|
| | | FISCAL YEARS | FS | FY 2024 | FS | FY2025 | FS | FY2026 | FS | FY2027 | FS | | | | | |
| STATUS OF PREVIOUS YEARS PROJECTS | | | | | | | | | | | | | | | | |
| <u>Projects Completed or Under Contract</u> | | | | | | | | | | | | | | | | |
| South Beltway (UNDER CONTRACT) | | | | | | | | | | | | | | | | |
| Final payment to the Nebraska Department of Transportation for local share of the design, right-of-way, and construction of a four-lane freeway between US 77 and Highway 2 was made in September of 2018. | | | | | | | | | | | | | | | | |
| | | C.N. 12848 | DPU-55(156) | All Phases | | 34,425.0 | | | | | | | | | | |
| West "A" Street from west of Coddington to east of Folsom (COMPLETED) | | | | | | | | | | | | | | | | |
| This project would improve the capacity and safety of this area by programming city funds for the completion of design engineering, right-of-way, construction and construction engineering to construct two lanes of pavement along West "A" Street between Folsom and west City limits. The project will construct intersection improvements at multiple locations. The project will improve safety and capacity. This project is part of Transportation System Growth. | | | | | | | | | | | | | | | | |
| | | | | Const/CE | | 3,136.4 | | | | | | | | | | |
| 27th Street and West O Street Bridges over Salt Creek (COMPLETED) | | | | | | | | | | | | | | | | |
| Rehabilitation may include removing and replacing the grade beams and adding piling, removing and replacing the approach and paving sections and repairing guardrail and pavement adjacent to the project. | | | | | | | | | | | | | | | | |
| | | C.N. 13247 | LCLC-5231(15) | Const/CE | | 3,518.7 | LC | | | | | | | | | |
| | | | | Const/CE | | 890.8 | LN | | | | | | | | | |
| North 27th Street, Adaptive Signal Control (UNDER CONTRACT) | | | | | | | | | | | | | | | | |
| Safety project. | | | | | | | | | | | | | | | | |
| | | | | ROW | | 13.5 | HS | | | | | | | | | |
| | | | | ROW | | 1.5 | HS | | | | | | | | | |
| | | | | Utilities | | 61.2 | HS | | | | | | | | | |
| | | | | Utilities | | 6.8 | LN | | | | | | | | | |
| | | | | Const/CE | | 1,944.3 | HS | | | | | | | | | |
| | | | | Const/CE | | 210.3 | LN | | | | | | | | | |
| | | | | NDOT | | 14.5 | HS | | | | | | | | | |
| | | | | NDOT | | 1.6 | LN | | | | | | | | | |
| | | C.N. 13244 | HSIP-5231(14) | | | | | | | | | | | | | |
| Standardize Integrated e-Construction in City of Lincoln (UNDER CONTRACT) | | | | | | | | | | | | | | | | |
| Standardize the City of Lincoln's Integrated e-Construction to automate the delivery of infrastructure projects. | | | | | | | | | | | | | | | | |
| | | C.N. 01042 | STIC-STWD(193) | Other | | 79.9 | STIC | | | | | | | | | |
| | | | | Other | | 20.0 | LN | | | | | | | | | |

FISCAL YEARS 2024-2027 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - TRANSPORTATION PROGRAM - APPENDIX

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

| PROJECT | PHASE | PRIORITY PROJECTS | PRIOR | | FY 2024 | | FY 2025 | | FY 2026 | | FY 2027 | | COST BEYOND PROGRAM FS | TOTAL PROJECT COSTS |
|--|---------------|-------------------|--------------|----|---------|----|---------|---------|---------|-----------|----------|-----------|------------------------|---------------------|
| | | | FISCAL YEARS | FS | FS | FS | FS | FS | FS | FS | | | | |
| Transportation System Preservation | | | | | | | | | | | | | | |
| South 56th Street, Spruce Street to Van Dorn Street - Pavement Repair Project | | | | | | | | | | | | | | |
| Rehabilitation may include pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. Approximately 1.2 miles. | | | | | | | | | | | | | | |
| | PE | | 212.0 | LC | | | | | | | | | | |
| | PE | | 53.0 | LN | | | | | | | | | | |
| | ROW | | | | 20.0 | LC | | | | | | | | |
| | ROW | | | | 5.0 | LN | | | | | | | | |
| | Const/CE | | | | 477.4 | LC | | | | | | | | |
| | Const/CE | | | | 1,058.2 | LC | | | | | | | | |
| | Const/CE | | | | 119.4 | LN | | | | | | | | |
| C.N. 13433 | LCLC-5241(7) | TOTAL | 265.0 | | 1,680.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | | 1,945.0 |
| Randolph Street, Capital Parkway to 40th Street | | | | | | | | | | | | | | |
| Rehabilitation may include pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. This project may include intersection improvements at 33rd and 40th. Approximately 1.25 miles. | | | | | | | | | | | | | | |
| | PE | | 600.0 | LC | | | | | | | | | | |
| | PE | | 150.0 | LN | | | | | | | | | | |
| | ROW | | | | | | | 140.0 | LC | | | | | |
| | ROW | | | | | | | 35.0 | LN | | | | | |
| | Const/CE | | | | | | | | | 2,860.0 | LC | | | |
| | Const/CE | | | | | | | | | 715.0 | LN | | | |
| C.N. 13434 | LCLC-5224(1) | TOTAL | 750.0 | | 0.0 | | 0.0 | 175.0 | | 3,575.0 | | 0.0 | | 4,500.0 |
| 1st Street & Cornhusker - Traffic Signal Replacement | | | | | | | | | | | | | | |
| This project may include reconstruction of the existing traffic signal at the intersection and pavement improvements to improve traffic operations at this intersection. All construction is expected to be within the existing right-of-way. | | | | | | | | | | | | | | |
| | PE | | 144.1 | LC | | | | | | | | | | |
| | PE | | 36.0 | LN | | | | | | | | | | |
| | ROW | | | | | | 4.0 | LC | | | | | | |
| | ROW | | | | | | 1.0 | LN | 15.0 | LN | | | | |
| | Utilities | | | | | | | | 624.0 | LC | | | | |
| | Const/CE | | | | | | | | 530.0 | LN | 1,496.0 | LC-AC(LN) | | |
| | Const/CE | | | | | | | | 1,496.0 | LC-AC(LN) | -1,496.0 | LN | | |
| C.N. 13435 | LCLC-5213(3) | TOTAL | 180.1 | | 0.0 | | 5.0 | 2,665.0 | | 0.0 | | 0.0 | | 2,850.1 |
| 9th & A St., 9th & D St., 10th & A St., 10th & D St. - Traffic Signal Replacement | | | | | | | | | | | | | | |
| This project may include replacing the traffic signal poles, new conduit and cable around the intersections, replacing vehicle detection as needed, and upgrades to pedestrian infrastructure and curb ramps. All construction is expected to be within the existing right-of-way. | | | | | | | | | | | | | | |
| | PE | | 220.0 | LC | | | | | | | | | | |
| | PE | | 55.0 | LN | | | | | | | | | | |
| | ROW | | | | | | | | | | | | | |
| | ROW | | | | | | | | | | | | | |
| | Const/CE | | | | | | | 1,056.0 | LC | | | | | |
| | Const/CE | | | | | | | 264.0 | LN | | | | | |
| C.N. 13436 | LCLC-5261(1) | TOTAL | 275.0 | | 0.0 | | 1,320.0 | 0.0 | | 0.0 | | 0.0 | | 1,595.0 |
| N 84th Street & College Park - Traffic Signal Replacement | | | | | | | | | | | | | | |
| This project may include replacing the traffic signal poles, new conduit and cable around the intersection, replacing vehicle detection as needed, and upgrades to pedestrian infrastructure and curb ramps. All construction is expected to be within the existing right-of-way. | | | | | | | | | | | | | | |
| | PE | | 152.0 | LC | | | | | | | | | | |
| | PE | | 38.0 | LN | | | | | | | | | | |
| | ROW/Utilities | | 32.0 | LC | | | | | | | | | | |
| | ROW/Utilities | | 8.0 | LN | | | | | | | | | | |
| | Const/CE | | | | 345.6 | LC | | | | | | | | |
| | Const/CE | | | | 86.4 | LN | | | | | | | | |
| C.N. 13437 | LCLC-5249(8) | TOTAL | 230.0 | | 432.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | | 662.0 |

FISCAL YEARS 2024-2027 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - TRANSPORTATION PROGRAM - APPENDIX

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

| PROJECT | PHASE | FISCAL YEARS | FS | PRIORITY PROJECTS | | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS |
|--|---------------|--------------|----------------|-------------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------------|---------------------|
| | | | | PRIOR | FY 2024 | FY 2025 | FY 2026 | FY 2027 | FS | FS | FS | | |
| 66th St./Cotner Blvd./Adams St. - Traffic Signal Replacement | | | | | | | | | | | | | |
| This project may include replacing the traffic signal poles, new conduit and cable around the intersection, replacing vehicle detection as needed, and upgrades to pedestrian infrastructure and curb ramps. All construction is expected to be within the existing right-of-way, however some Construction Easements may be needed. | | | | | | | | | | | | | |
| | PE | 128.0 | LC | | | | | | | | | | |
| | PE | 32.0 | LN | | | | | | | | | | |
| | ROW | 20.0 | LC | | | | | | | | | | |
| | ROW | 4.0 | LN | | | | | | | | | | |
| | Utilities | | | | | | | | | | | | |
| | Const/CE | | | 288.0 | LC | | | | | | | | |
| | Const/CE | | | 72.0 | LN | | | | | | | | |
| C.N. 13438 | LCLC-5245(2) | TOTAL | 184.0 | 360.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 544.0 | |
| Cornhusker Highway, 39th to L-55X | | | | | | | | | | | | | |
| Rehabilitation may include pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. This project may include intersection improvements at Havelock/Superior. Approximately 1.6 miles. | | | | | | | | | | | | | |
| | PE | 400.8 | LC | | | | | | | | | | |
| | PE | 100.2 | LN | | | | | | | | | | |
| | Const/CE | | | | | | 2,271.2 | LC | | | | | |
| | Const/CE | | | | | | 567.8 | LN | | | | | |
| C.N. 13497 | LCLC-6-6(165) | TOTAL | 501.0 | 0.0 | 0.0 | 0.0 | 2,839.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3,340.0 | |
| Preventative Maintenance Bridge Package | | | | | | | | | | | | | |
| Preventative maintenance package may include bridges such as Harris Overpass, N 27th viaduct, SW 40th viaduct, Penny Bridges, and 10th & Salt Creek. | | | | | | | | | | | | | |
| | PE | 488.8 | LC | | | | | | | | | | |
| | PE | 122.2 | LN | | | | | | | | | | |
| | Const/CE | | | | | | 3,271.2 | LC | | | | | |
| | Const/CE | | | | | | 817.8 | LN | | | | | |
| C.N. 13491 | LCLC-55(188) | TOTAL | 611.0 | 0.0 | 0.0 | 0.0 | 4,089.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4,700.0 | |
| 48th & Calvert and 56th & Calvert | | | | | | | | | | | | | |
| This project may include traffic signal replacement at 48th and a study of the 56th intersection. Construction activities would be based off the results of the study. | | | | | | | | | | | | | |
| | PE | 426.8 | LC | | | | | | | | | | |
| | PE | 106.7 | LN | | | | | | | | | | |
| | ROW | | | | | 120.0 | LC | | | | | | |
| | ROW | | | | | 30.0 | LN | | | | | | |
| | Const/CE | | | | | | 1,700.0 | LC | | | | | |
| | Const/CE | | | | | | 425.0 | LN | | | | | |
| C.N. 13496 | LCLC-5506(2) | TOTAL | 533.5 | 0.0 | 150.0 | 2,125.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2,808.5 | |
| West South Street Bridge over Salt Creek | | | | | | | | | | | | | |
| This project would replace the existing bridge over Salt Creek. The project will include pedestrian facilities. | | | | | | | | | | | | | |
| | PE | | | | | 600.0 | LC | | | | | | |
| | PE | | | | | 150.0 | LN | | | | | | |
| | Const/CE | | | | | | | | | 3,400.0 | | | |
| | Const/CE | | | | | | | | | 850.0 | | | |
| | TOTAL | 0.0 | 0.0 | 750.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4,250.0 | 5,000.0 | | |
| Transportation System Optimization | | | | | | | | | | | | | |
| A Street, 40th to 56th | | | | | | | | | | | | | |
| Project to include intersections improvements on A Street at 40th, 48th and 50th/Cotner and widening of A Street from 40th to 48th for a center turn lane. This project may also include pavement rehabilitation, curb ramp reconstruction and utility adjustments. Approximately 1.0 mile. | | | | | | | | | | | | | |
| | PE | 1,280.0 | LC | | | | | | | | | | |
| | PE | 320.0 | LN | | | | | | | | | | |
| | ROW | | | | | | 280.0 | LC | | | | | |
| | ROW | | | | | | 70.0 | LN | | | | | |
| | Const/CE | | | | | | | | | 6,272.0 | LC | | |
| | Const/CE | | | | | | | | | 1,568.0 | LN | | |
| C.N. 13439 | LCLC-5220(6) | TOTAL | 1,600.0 | 0.0 | 0.0 | 0.0 | 350.0 | 7,840.0 | 7,840.0 | 0.0 | 9,790.0 | | |

FISCAL YEARS 2024-2027 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - TRANSPORTATION PROGRAM - APPENDIX

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

| PROJECT | PHASE | FISCAL YEARS | FS | PRIORITY PROJECTS | | | | | | | | COST BEYOND PROGRAM FS | TOTAL PROJECT COSTS | |
|---|----------------|--------------|-------|-------------------|---------|---------|---------|---------|---------|--|--|------------------------|---------------------|---------|
| | | | | PRIOR | FY 2024 | FY 2025 | FY 2026 | FY 2027 | | | | | | |
| Adams Street, 36th to 49th - Pavement Repair Project | | | | | | | | | | | | | | |
| Project improvements may include widening, pavement rehabilitation, curb ramp reconstruction and utility adjustments. This project may remove a pedestrian signal at 46th. Approximately 1.0 mile. | | | | | | | | | | | | | | |
| | PE | | 288.0 | LC | | | | | | | | | | |
| | PE | | 72.0 | LN | | | | | | | | | | |
| | ROW | | | | 20.0 | | | | | | | | | |
| | ROW | | | | 5.0 | | | | | | | | | |
| | Const/CE | | | | 1,114.6 | | | | | | | | | |
| | Const/CE | | | | 1,256.7 | | | | | | | | | |
| | Const/CE | | | | 278.7 | | | | | | | | | |
| C.N. 13440 | LCLC-5250(4) | TOTAL | 360.0 | | 2,675.0 | 0.0 | 0.0 | | 0.0 | | | 0.0 | | 3,035.0 |
| 84th St. and US-6 (Cornhusker Hwy.) - Intersection | | | | | | | | | | | | | | |
| Safety project | | | | | | | | | | | | | | |
| | PE | | 810.0 | LN | | | | | | | | | | |
| | ROW | | | | | 90.0 | | | | | | | | |
| | ROW | | | | | 10.0 | | | | | | | | |
| | Utilities | | | | | 114.0 | | | | | | | | |
| | Const/CE | | | | | 4,104.0 | | | | | | | | |
| | Const/CE | | | | | 456.0 | | | | | | | | |
| C.N. 13450 | HSIP-5249(9) | TOTAL | 810.0 | | 0.0 | 4,774.0 | 0.0 | | 0.0 | | | 0.0 | | 5,584.0 |
| Cotner Boulevard, O Street to Starr Street | | | | | | | | | | | | | | |
| Rehabilitation may include widening, pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. This project may include intersection improvements at Starr and Holdrege. Approximately 0.8 miles. | | | | | | | | | | | | | | |
| | PE | | 770.5 | LC | | | | | | | | | | |
| | PE | | 192.6 | LN | | | | | | | | | | |
| | ROW | | | | | | 200.0 | | | | | | | |
| | ROW | | | | | | 50.0 | | | | | | | |
| | Const/CE | | | | | | | | 4,366.3 | | | LC | | |
| | Const/CE | | | | | | | | 1,091.6 | | | LN | | |
| C.N. 13498 | LCLC-5237(4) | TOTAL | 963.1 | | 0.0 | 0.0 | 250.0 | | 5,457.9 | | | 0.0 | | 6,671.0 |
| A Street, 6th to 17th | | | | | | | | | | | | | | |
| Project may include intersection improvements on A Street at 13th and 17th, widening of A Street from 6th to 17th for a center turn lane. This project may also include pavement rehabilitation, curb ramp reconstruction and utility adjustments. Approximately 0.9 mile. | | | | | | | | | | | | | | |
| | PE | | 790.3 | LC | | | | | | | | | | |
| | PE | | 197.6 | LN | | | | | | | | | | |
| | Const/CE | | | | | | | | 3,951.4 | | | | | |
| | Const/CE | | | | | | | | 1,119.4 | | | | | |
| | Const/CE | | | | | | | | 527.1 | | | 527.1 | LC | |
| | Const/CE | | | | | | | | 527.1 | | | -527.1 | LN | |
| C.N. 13495 | LCLC-5220(7) | TOTAL | 987.9 | | 0.0 | 0.0 | 5,597.9 | | 0.0 | | | 0.0 | | 6,585.8 |
| Pilot - Hyperflow Software Tool | | | | | | | | | | | | | | |
| The City of Lincoln will use the Hyperflow software tool from ETALYC as a pilot. Hyperflow provides an online dashboard for system-wide signalized corridor performance assessment. It will identify problem intersections and corridors and quantify improvements made by signal timing changes, ultimately providing a better understanding of system performance and resulting in improved safety and user satisfaction. | | | | | | | | | | | | | | |
| | | | 80.0 | STIC | | | | | | | | | | |
| | Other | | 20.0 | LN | | | | | | | | | | |
| C.N. 1051 | STIC-STWD"197" | TOTAL | 100.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | | | 0.0 | | 100.0 |

FISCAL YEARS 2024-2027 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - TRANSPORTATION PROGRAM - APPENDIX

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

| PROJECT | PHASE | PRIOR | | PRIORITY PROJECTS | | | | | | | | COST BEYOND PROGRAM FS | TOTAL PROJECT COSTS | |
|---|---------------|--------------|-------|-------------------|-----|--------|----|--------|----|--------|----|------------------------|---------------------|-------|
| | | FISCAL YEARS | FS | FY 2024 | FS | FY2025 | FS | FY2026 | FS | FY2027 | FS | | | |
| S. 70th and Nebraska Parkway (Highway 2) Intersection Improvements This is a safety project partially funded with Highway Safety Improvement Project funds through the Federal Highway Administration (FHWA) and Nebraska Department of Transportation (NDOT). It will involve potential curb and lane geometric modifications. Construction is anticipated to occur in 2025. | PE | 104.0 | LN | | | | | | | | | | | |
| | ROW/Utilities | | | | | 59.4 | HS | | | | | | | |
| | ROW/Utilities | | | | | 6.6 | LN | | | | | | | |
| | Const/CE | | | | | 561.6 | HS | | | | | | | |
| | Const/CE | | | | | 62.4 | LN | | | | | | | |
| | NDOT | 18.0 | HS | | | | | | | | | | | |
| | NDOT | 2.0 | LN | | | | | | | | | | | |
| C.N. 13548 | HSIP-5247(14) | TOTAL | 124.0 | | 0.0 | 690.0 | | 0.0 | | 0.0 | | 0.0 | | 814.0 |

**D. City of Lincoln: Transportation and Utilities -
StarTran**



FISCAL YEARS 2024-2027 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - STARTRAN PROGRAM

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

| PROJECT | PHASE | PRIORITY PROJECTS | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS |
|--|--------------|--------------------|--------------|-------------|-------------|---------------------|---------------------|
| | | PRIOR FISCAL YEARS | FY 2024 | FY 2025 | FY 2026 | | |
| | | FS | FS | FS | FS | FS | |
| <p>Since the public acquisition of the Lincoln City Lines in 1971, StarTran has been providing efficient, convenient and economical public transportation services. The services provided comply with the current 2050 Long Range Transportation Plan. Previous capital improvement programs have included equipment essential in StarTran's provision of services. The FY 2023-2026 TIP describes capital items which will afford the opportunity for continued improvement of StarTran services. Future years include continued replacement of StarTran transit vehicles and purchase of associated equipment/items</p> | | | | | | | |
| Purchase Maintenance Service Vehicles | | | | | | | |
| <p>Funding in FY22/23 is to replace maintenance vehicles #509 & #510. These vehicles are used by maintenance employees to deliver bus parts, move equipment to storage garage, push buses back to the garage that have broke down, change tires on the road, push snow, spread salt, run errands and general service as needed.</p> | | | | | | | |
| | | 176.0 FA | | | | 80.0 FA | |
| | | 44.0 GR | | | | 20.0 GR | |
| | TOTAL | 220.0 | 0.0 | 0.0 | 0.0 | 100.0 | 0.0 |
| Purchase 21 Paratransit Vehicles | | | | | | | |
| <p>Providing a high quality service to those with a disability includes purchasing comfortable and accessible vehicles. Funding is to purchase 6 expansion and 11 replacement paratransit vehicles in FY 2022-23 and 4 replacement vehicles in FY 2023-24. Vehicles will be alternate fueled and/or fuel efficient vehicles and proposed vehicle types will be reviewed by the Paratransit Working Group. The 11 replacement vehicles have met useful life per FTA guidelines.</p> | | | | | | | |
| | | 3,457.4 FA | 440.0 FA | | | | |
| | | 524.6 GR | 69.0 GR | | | | |
| | TOTAL | 3,982.0 | 509.0 | 0.0 | 0.0 | 0.0 | 4,491.0 |
| Bus Stop Amenities (required by FTA) | | | | | | | |
| <p>Bus stop amenities (Transit Enhancements) include: benches, shelters, pads, signage, digital signage, bicycle related equipment, and landscaping. These amenities make a transit system more safe, comfortable, and user friendly. Effective FY 2004-05, one percent of the FTA allocation to StarTran is required by FTA to fund transit enhancements. The priority of these funds will be directed towards 1) improving accessibility 2) replacement or improvement of shelters at major boarding locations and 3) adding benches to medium to high use bus stops. Improving accessibility component may include repair of sidewalk infrastructure adjacent to bus routes. Project may include sidewalk panel repair, installation of ADA bus stop pads, reconstruction, or installation of pedestrian ramps to meet federal and local standards, and segment sidewalk installation to create accessible pathways to bus stops.</p> | | | | | | | |
| | PE | | 240.0 FA | | | | |
| | PE | | 20.0 GR | | | | |
| | PE | | 40.0 LN | | | | |
| | Const/CE | 1032.8 FA | 540.8 FA | 32.0 FA | 32.0 FA | 32.0 FA | |
| | Const/CE | 133.2 GR | 50.2 GR | 8.0 GR | 8.0 GR | 8.0 GR | |
| | Const/CE | 125.0 LN | 85.0 LN | | | | |
| | TOTAL | 1,291.0 | 976.0 | 40.0 | 40.0 | 40.0 | 0.0 |
| Security Enhancements (required by FTA) | | | | | | | |
| <p>Safety and security is a top priority for StarTran. One percent of the FTA allocation to StarTran is required by FTA to fund security enhancements. Such enhancements will include improved facility surveillance and improved bus camera systems. Improving the perimeter of the StarTran facility through gates and fencing will also be included in this funding.</p> | | | | | | | |
| | | 64.0 FA | 32.0 FA | 32.0 FA | 32.0 FA | 32.0 FA | |
| | | 16.0 GR | 8.0 GR | 8.0 GR | 8.0 GR | 8.0 GR | |
| | TOTAL | 80.0 | 40.0 | 40.0 | 40.0 | 40.0 | 0.0 |
| Purchase of Supervisor Vehicle | | | | | | | |
| <p>Funds are proposed in FY 2023-24 to purchase 2 replacement supervisor vehicles and related charging stations. In addition to road supervision, this vehicle will be used to transport supplies and schedules, carry patrons as necessary, and will be driven in inclement weather. Propulsion type will be electric in accordance with decarbonization goals.</p> | | | | | | | |
| | | 40.0 FA | 89.6 FA | | | | |
| | | 10.0 GR | 22.4 GR | | | | |
| | TOTAL | 50.0 | 112.0 | 0.0 | 0.0 | 0.0 | 162.0 |

FISCAL YEARS 2024-2027 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - STARTRAN PROGRAM

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

| PROJECT | PHASE | PRIOR | | PRIORITY PROJECTS | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | | |
|--|--------------|--------------|----------------|-------------------|----------------|--------|-----------------|--------|---------------------|---------------------|-------------|--------|
| | | FISCAL YEARS | FS | FY 2024 | FS | FY2025 | FS | FY2026 | | | FS | FY2027 |
| Computer Hardware and Software | | | | | | | | | | | | |
| Up-to-date computer hardware and software is vital to making StarTran more efficient. Funds are proposed in FY 2022-23 to purchase maintenance software, farebox cell phone validators and a plotter. Funds are proposed in FY 2023-2024 to upgrade staff computers. | | | | | | | | | | | | |
| | | | 247.5 | FA | 8.0 | FA | | | | | | |
| | | | 61.9 | GR | 2.0 | GR | | | | | | |
| | TOTAL | | 309.4 | | 10.0 | | 0.0 | | 0.0 | | 0.0 | |
| Shop Tools / Equipment | | | | | | | | | | | | |
| Funds are proposed for continued routine upgrade and replacement of tools and equipment, as well as for replacement due to unexpected breakage. A scissor lift is proposed in FY 2027 that will replace the current lift from 1986. | | | | | | | | | | | | |
| | | | 100.0 | FA | 89.4 | FA | 16.0 | FA | 16.0 | FA | 40.0 | FA |
| | | | 25.0 | GR | 22.4 | GR | 4.0 | GR | 4.0 | GR | 10.0 | GR |
| | TOTAL | | 125.0 | | 111.8 | | 20.0 | | 20.0 | | 50.0 | |
| Building Renovations / Improvements | | | | | | | | | | | | |
| Prior appropriations will be used to fund current/future projects. Funds are proposed for atomic clock system, new garage doors, raise middle garage doors and parking lot striping. Replace garage doors in North garage and middle garage in FY 2027. | | | | | | | | | | | | |
| | | | 440.0 | FA | | | | | 160.0 | FA | | |
| | | | 110.0 | GR | | | | | 40.0 | GR | | |
| | TOTAL | | 550.0 | | 0.0 | | 0.0 | | 200.0 | | 0.0 | |
| Fareboxes | | | | | | | | | | | | |
| Funds are for replacement of all bus fareboxes, as well as adding fareboxes to paratransit vehicles. Currently the fareboxes are 15 years old (as of 2007) and have exceeded their normal operating life. Replacement of fareboxes will afford the opportunity to continue to effectively collect accurate passenger fares and process fare structure information for routine analysis. | | | | | | | | | | | | |
| | | | | | 1,125.0 | FA | | | | | | |
| | | | | | 281.2 | GR | | | | | | |
| | TOTAL | | 0.0 | | 1,406.2 | | 0.0 | | 0.0 | | 0.0 | |
| Multimodal Transportation Center | | | | | | | | | | | | |
| The Multimodal Transit Transfer Center (MTTC) project will improve travel options to central business district destinations, improve connections between different travel modes, and improve bus passenger amenities including covered passenger boarding areas and interior passenger amenities. Comfort and safety will be important aspects of this project and public/private partnerships and economic development opportunities will also be considered. This project includes completion of a feasibility study, environmental and design work, and construction. | | | | | | | | | | | | |
| | PE | | 1,605.0 | FA | | | | | | | | |
| | PE | | | | | | | | | | | |
| | Const/CE | | | | | | 23,665.7 | FA | | | | |
| | Const/CE | | | | | | 8,318.2 | OF | | | | |
| | Const/CE | | | | | | 842.0 | GR | | | | |
| | TOTAL | | 1,605.0 | | 0.0 | | 32,825.9 | | 0.0 | | 0.0 | |
| Purchase 16 Full Size Fixed Route Vehicles | | | | | | | | | | | | |
| Replace 3 buses from 2006 and 13 Gillig buses from 2011 with heavy duty alternative fueled and/or alternative propulsion system buses. | | | | | | | | | | | | |
| | | | | | | | 8,541.3 | FA | | | | |
| | | | | | | | 759.3 | NE | | | | |
| | | | | | | | 1,059.7 | SR | | | | |
| | TOTAL | | 0.0 | | 0.0 | | 10,360.3 | | 0.0 | | 0.0 | |
| Fast Fuel Compressed Natural Gas Station | | | | | | | | | | | | |
| Funds are proposed to update feasibility study and build a fast fuel compressed natural gas (CNG) station at 710 J Street. | | | | | | | | | | | | |
| | | | 4,544.0 | FA | | | | | | | | |
| | | | 825.0 | NE | | | | | | | | |
| | | | 311.0 | GR | | | | | | | | |
| | TOTAL | | 5,680.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |

FISCAL YEARS 2024-2027 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - STARTRAN PROGRAM

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

| PROJECT | PHASE | PRIORITY PROJECTS | | | | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | | |
|--|----------------------------------|--------------------|-----------------|---------|-----------------|-----------------|----|-----------------|----|---------------------|---------------------|------------|------------------|
| | | PRIOR FISCAL YEARS | | FY 2024 | | FY 2025 | | FY 2026 | | | | FY 2027 | |
| Maintenance Facility Construction / Relocation | | | | | | | | | | | | | |
| Funds are proposed in FY 2025 through FY 2027 to construct a new bus maintenance and storage facility, including purchase of land and construction. There are 3 phases and costs that include design, relocation and construction. Funding would include potential award of FTA discretionary grant programs funding that will be applied for. | | | | | | | | | | | | | |
| | | | 4,980.9 | FA | | 5,000.0 | FG | 5,000.0 | FG | 5,000.0 | FG | | |
| | | | 2,328.6 | GR | | | | | | | | | |
| | TOTAL | | 0.0 | | 0.0 | 5,000.0 | | 5,000.0 | | 5,000.0 | | 0.0 | 22,309.5 |
| FA (State / Federal) - Includes 5307 and 5339 | | | 18,163.9 | | 5,264.8 | 8,621.3 | | 80.0 | | 344.0 | | | 32,474.0 |
| FG (Other Federal Funds - FTA Discretionary Grant Programs) | | | 0.0 | | 367.2 | 10,667.3 | | 21,335.9 | | 6,930.0 | | | 39,300.4 |
| NE (State Revenue/Aid) | | | 825.0 | | 0.0 | 759.3 | | 0.0 | | 0.0 | | | 1,584.3 |
| GR (General Revenue) | | | 4,334.6 | | 816.0 | 20.0 | | 5,391.9 | | 594.3 | | | 11,156.8 |
| SR (Special Reserves) | | | 0.0 | | 0.0 | 1,059.7 | | 0.0 | | 0.0 | | | 1,059.7 |
| LN (City of Lincoln) | | | 125.0 | | 125.0 | 0.0 | | 0.0 | | 0.0 | | | 250.0 |
| OF (Other - In-Kind Local Match) | | | 0.0 | | 0.0 | 3,630.0 | | 0.0 | | 0.0 | | | 3,630.0 |
| | TOTAL | | 23,448.5 | | 6,573.0 | 24,757.6 | | 26,807.8 | | 7,868.3 | | 0.0 | 89,455.2 |
| OPERATIONS FUNDING SOURCE SUMMARY | | | | | | | | | | | | | |
| Fixed Route Operations & Specialized Transportation Services for Lincoln, NE | | | | | | | | | | | | | |
| Section 5307 Preventative Maintenance | | | | | 1,350.0 | 1,350.0 | | 1,350.0 | | 1,350.0 | | | 5,400.0 |
| Section 5307 Operating and JARC - StarTran | | | | | 75.0 | 75.0 | | 75.0 | | 75.0 | | | 300.0 |
| Section 5307 Operating and JARC - Lincoln Literacy | | | | | 15.0 | 15.0 | | 15.0 | | 15.0 | | | 60.0 |
| Section 5307 ADA | | | | | 280.0 | 280.0 | | 280.0 | | 280.0 | | | 1,120.0 |
| NE (State Revenue/Aid) | | | | | 1,387.0 | 944.0 | | 897.0 | | 907.0 | | | 4,135.0 |
| GR (General Revenues - Local Funds) | | | | | 7,150.0 | 7,200.0 | | 7,250.0 | | 7,300.0 | | | 28,900.0 |
| SC (Service Charges - Local Funds) | | | | | 3,150.0 | 3,150.0 | | 3,150.0 | | 3,150.0 | | | 12,600.0 |
| | TOTAL | | 0.0 | | 13,407.0 | 13,014.0 | | 13,017.0 | | 13,077.0 | | 0.0 | 52,515.0 |
| TOTALS FOR STARTRAN FUNDING | | | | | | | | | | | | | |
| FEDERAL FUNDING | | | | | | | | | | | | | |
| Federal | | | | | 5,264.8 | 8,621.3 | | 80.0 | | 344.0 | | | 14,310.1 |
| Section 5307 Preventative Maintenance | | | | | 1,350.0 | 1,350.0 | | 1,350.0 | | 1,350.0 | | | 5,400.0 |
| Section 5307 Operating and JARC | | | | | 90.0 | 90.0 | | 90.0 | | 90.0 | | | 360.0 |
| Section 5307 ADA | | | | | 280.0 | 280.0 | | 280.0 | | 280.0 | | | 1,120.0 |
| FTA Discretionary Grant Programs | | | | | 367.2 | 10,667.3 | | 21,335.9 | | 6,930.0 | | | 39,300.4 |
| | SUB-TOTAL FEDERAL FUNDING | | 0.0 | | 7,352.0 | 21,008.6 | | 23,135.9 | | 8,994.0 | | 0.0 | 60,490.5 |
| STATE FUNDING | | | | | | | | | | | | | |
| NE (State Revenue/Aid) | | | | | 1,387.0 | 944.0 | | 897.0 | | 907.0 | | | 4,135.0 |
| State / Federal | | | | | | | | | | | | | 0.0 |
| | SUB-TOTAL STATE FUNDING | | 0.0 | | 1,387.0 | 944.0 | | 897.0 | | 907.0 | | 0.0 | 4,135.0 |
| LOCAL FUNDING | | | | | | | | | | | | | |
| GR (General revenues - Local Funds) | | | | | 7,966.0 | 7,220.0 | | 12,641.9 | | 7,894.3 | | | 35,722.2 |
| SC (Service Charges - Local Funds) | | | | | 3,150.0 | 3,150.0 | | 3,150.0 | | 3,150.0 | | | 12,600.0 |
| Special Reserves (SR) | | | | | 0.0 | 1,059.7 | | 0.0 | | 0.0 | | | 1,059.7 |
| LN (City of Lincoln Funds) | | | | | 125.0 | 0.0 | | 0.0 | | 0.0 | | | 125.0 |
| OF (Other Funds - In-Kind Local Match) | | | | | 0.0 | 3,630.0 | | 0.0 | | 0.0 | | | 3,630.0 |
| | SUB-TOTAL LOCAL FUNDING | | 0.0 | | 11,241.0 | 15,059.7 | | 15,791.9 | | 11,044.3 | | 0.0 | 53,136.9 |
| | TOTAL | | 0.0 | | 19,980.0 | 37,012.3 | | 39,824.8 | | 20,945.3 | | 0.0 | 117,762.4 |

FISCAL YEARS 2024-2027 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - STARTRAN PROGRAM

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

| PROJECT | PHASE | PRIOR | | PRIORITY PROJECTS | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS |
|--|-------|--------------|----|-------------------|----|--------|----|---------------------------|---------------------------|
| | | FISCAL YEARS | FS | FY 2024 | FS | FY2025 | FS | | |
| Notes: | | | | | | | | | |
| Revenue & cost estimates use an inflation rate of 3% | | | | | | | | | |
| STATUS OF PREVIOUS YEARS PROJECTS | | | | | | | | | |
| <u>Projects Completed or Under Contract</u> | | | | | | | | | |
| Purchase/Financing of Full Size Buses | | | | | | | | | |
| Purchase Paratransit Vehicles | | | | | | | | | |
| Bus Stop Amenities | | | | | | | | | |
| Purchase of Supervisor Vehicle | | | | | | | | | |
| Computer Hardware and Software | | | | | | | | | |
| Shop Tools / Equipment | | | | | | | | | |
| Building Renovations / Improvements | | | | | | | | | |
| Transit Development Plan Update | | | | | | | | | |

E. Lincoln Airport Authority



FISCAL YEARS 2024-2027 LINCOLN AIRPORT AUTHORITY PROGRAM

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

| PROJECT | PHASE | PRIOR FISCAL YEARS FS | FY2024 | FS | FY2025 | FS | FY2026 | FS | FY2027 | FS | COST BEYOND PROGRAM | TOTAL PROJECT COSTS |
|---|--------------|--------------------------|-----------------|-------|-----------------|-------|----------------|-----|----------------|-----|---------------------------|---------------------------|
| Snow Removal Equipment (SRE) Building | | | | | | | | | | | | |
| The Lincoln Airport has purchased a number of pieces of SRE in the last few years and more are anticipated in the planning period. The existing buildings that have been used to store this equipment are essentially full and are unable to store the new future equipment. The construction of new facility to store federally-funded SRE is proposed. | | | | | | | | | | | | |
| | | 3,150.0 | | FAA | | | | | | | | |
| | | 350.0 | | LAA | | | | | | | | |
| | TOTAL | 3,500.0 | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 3,500.0 |
| Runway 18/36 - Runway Surface Condition Sensors | | | | | | | | | | | | |
| The existing runway surface condition sensors wire installed in 2014. The equipment has become unreliable and non-functioning in some cases. The project proposal includes replacement of the sensors on both Runway 18/36 and Runway 14/32. | | | | | | | | | | | | |
| | | 450.0 | | FAA | | | | | | | | |
| | | 50.0 | | LAA | | | | | | | | |
| | TOTAL | 500.0 | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 500.0 |
| Runway 18/36 - Pavement Reconstruction Design | | | | | | | | | | | | |
| The existing 100' wide concrete keel section continues to see spalling and degradation at the joints. This pavement was constructed in the early 1990's and is nearing the end of it's useful life. This preliminary design/design project will more accurately define the scope of work and cost. | | | | | | | | | | | | |
| | | 330.0 | | FAA | | | | | | | | |
| | | 934.0 | | OF | | | | | | | | |
| | | 36.0 | | LOCAL | | | | | | | | |
| | TOTAL | 1,300.0 | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 1,300.0 |
| Runway 18/36 - Pavement Reconstruction Construction | | | | | | | | | | | | |
| The existing 100' wide concrete keel section continues to see spalling and degradation at the joints, primarily due to age, ASR and exacerbated by annual freeze/thaw cycles. The increasingly urgent need for pavement rehab arose in early 2019 as maintenance efforts to mitigate FOD became more substantial. | | | | | | | | | | | | |
| | | | 16,200.0 | FAA | 16,200.0 | FAA | | | | | | |
| | | | 27,000.0 | OF | 27,000.0 | OF | | | | | | |
| | | | 1,800.0 | LOCAL | 1,800.0 | LOCAL | | | | | | |
| | TOTAL | 0.0 | 45,000.0 | | 45,000.0 | | 0.0 | | 0.0 | | 0.0 | 90,000.0 |
| General Aviation Development | | | | | | | | | | | | |
| LNK is experiencing strong GA growth and has developed aircraft storage on almost all available hangar sites. In order to stay abreast of GA growth, development of a new general aviation area is proposed. Step 1 of this process is to accomplish necessary preliminary design, environmental assessments grading and infrastructure installations. | | | | | | | | | | | | |
| | | | | | | | 1,350.0 | FAA | | | | |
| | | | | | | | 150.0 | LAA | | | | |
| | TOTAL | 0.0 | 0.0 | | 0.0 | | 1,500.0 | | 0.0 | | 0.0 | 1,500.0 |
| Runway 14/32 Rehabilitation - Design | | | | | | | | | | | | |
| Runway 14/32 was last rehabilitated in 2002, including a replacement of the lighting system. With both the pavement and lighting system at the end of their useful lives, we propose to do preliminary design/design phases in the project to accurately define the scope and cost of a runway rehabilitation sites. In order to stay abreast of GA growth, development of a new general aviation area is proposed. | | | | | | | | | | | | |
| | | | | | | | | | 540.0 | FAA | | |
| | | | | | | | | | 60.0 | LAA | | |
| | TOTAL | 0.0 | 0.0 | | 0.0 | | 0.0 | | 600.0 | | 0.0 | 600.0 |
| Relocate Run-up Pad | | | | | | | | | | | | |
| The existing run-up pad at the Lincoln Airport is located on the west side of the airfield opposite of the majority of the users. This necessitates multiple runway crossings to use and, as such, represents a safety concern. This has been also identified as a concern by the Runway Safety Action Team (RSAT). A 2014 study identified several concepts to mitigate the issue and was the preliminary step to construct a relocated pad. | | | | | | | | | | | | |
| | | | | | | | | | 3,150.0 | FAA | | |
| | | | | | | | | | 350.0 | LAA | | |
| | TOTAL | 0.0 | 0.0 | | 0.0 | | 0.0 | | 3,500.0 | | 0.0 | 3,500.0 |

FISCAL YEARS 2024-2027 LINCOLN AIRPORT AUTHORITY PROGRAM

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

| PROJECT | PHASE | PRIOR FISCAL YEARS FS | FY2024 | FS | FY2025 | FS | FY2026 | FS | FY2027 | FS | COST BEYOND PROGRAM | TOTAL PROJECT COSTS | |
|--|-------|--------------------------|--------|----|--------|----|--------|----|--------|----|---------------------------|---------------------------|-----------------|
| Runway 14/32 Rehabilitation - Pavement and Lighting | | | | | | | | | | | | | |
| <p>With preliminary design/design work completed in the previous year, we would like to bid and construct a rehabilitation (monimal 5" mill & overlay, 8650' x 150') of the existing pavement. This pavement was constructed in 2002, with sealcoats applied in 2006 (LNK-34) and 2015 (LNK-51). With preliminary design completed in the previous year, we would like to bid and construct a rehabilitation of the existing lighting system. This lighting system was installed in 2002 (LNK-27), using the design standards of the time. With new design standards for light spacing and with a system age of over 20 years, would propose to replace the entire system with a new LED MIRL system, including the re-spacing of runway lights to meet current design criteria and the replacement of a 30+ year old emergency generator (serves Rwy 14/32, 17/35 and Twys A, C, E, K, N, P).</p> | | | | | | | | | | | | 10,080.0 | |
| | | | | | | | | | | | | 1,120.0 | |
| TOTAL | | | | | | | | | | | | 11,200.0 | 11,200.0 |
| Oak Creek Levee Improvements | | | | | | | | | | | | | |
| <p>In the years following Hurricane Katrina in 2005, the Oak Creek Levee that runs around the West and South portions of the airfield was decertified due to national changes in freeboard requirements. The proposed project would construct improvements to the existing levee system to allow for recertification.</p> | | | | | | | | | | | | 3,150.0 | |
| | | | | | | | | | | | | 350.0 | |
| TOTAL | | | | | | | | | | | | 3,500.0 | 3,500.0 |
| Terminal Ramp Rehabilitation - Phase II | | | | | | | | | | | | | |
| <p>As a follow-on to work done in 2014 (3-31-0050-44 & 46), this program proposed to complete Phase II of our planned Terminal Ramp rehabilitation. The timing of this project will be based on the existing pavement condition.</p> | | | | | | | | | | | | 3,600.0 | |
| | | | | | | | | | | | | 400.0 | |
| TOTAL | | | | | | | | | | | | 4,000.0 | 4,000.0 |
| Interlocal Agreement for Minimum Revenue Guarantee | | | | | | | | | | | | | |
| <p>Lancaster County and the City of Lincoln each pledged \$1.5 million of their American Rescue Plan Act (ARPA) funds for a total of \$3 million to an Interlocal agreement with the Lincoln Airport Authority to be used as a Minimum Revenue Guarantee (MRG) for the purpose of developing/encouraging new or expanded regularly scheduled passenger air service. The Interlocal Agreement continues through December 31, 2026. The funds will be drawn down as needed. Any unexpended funds will be returned to the City and County at the end of the agreement period. The funds are shown in FY 2023-24 but may be used in any of the fiscal years through FY 2025-26.</p> | | | | | | | | | | | | | |
| | | | | | | | | | | | | 3,000.0 | OF |
| TOTAL | | | | | | | | | | | | 3,000.0 | 3,000.0 |
| Terminal Parking Garage - Solar Panel Roof Canopies | | | | | | | | | | | | | |
| <p>This project proposes to install solar panel canopies over the rooftop parking spaces of the Terminal Garage. This project is intended to be funded by a discretionary grant from the Airport Terminal Program (ATP) of the Bipartisan Infrastructure Law (BIL).</p> | | | | | | | | | | | | | |
| | | | | | | | | | | | | 1,900.0 | FAA |
| | | | | | | | | | | | | 100.0 | LAA |
| TOTAL | | | | | | | | | | | | 2,000.0 | 2,000.0 |

FISCAL YEARS 2024-2027 LINCOLN AIRPORT AUTHORITY PROGRAM

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

| PROJECT | PHASE | PRIOR FISCAL YEARS FS | FY2024 | FS | FY2025 | FS | FY2026 | FS | FY2027 | FS | COST BEYOND PROGRAM | TOTAL PROJECT COSTS |
|--|-------|--------------------------|-----------------|----|-----------------|----|----------------|-----|----------------|----|---------------------------|---------------------------|
| Runway 17/35 & Taxiway 'A' Sealcoat | | | | | | | | | | | | |
| An asphalt mill and overlay was completed on Runway 17/35 in 2019 and on Taxiway 'A' in 2021. Per industry guidance for asphalt pavement preservation, a sealcoat, crack sealing, and minor asphalt patching should be completed approximately every 5 years. This project will help maintain the runway and taxiway pavement in a better condition and extend the life of the pavement. | | | | | | | | | | | | |
| | | | | | | | 720.0 | FAA | | | | |
| | | | | | | | 80.0 | LAA | | | | |
| | TOTAL | 0.0 | 0.0 | | 0.0 | | 800.0 | | 0.0 | | 0.0 | 800.0 |
| FUNDING SUMMARY | | | | | | | | | | | | |
| FAA FUNDS / OTHER FEDERAL FUNDS | | | | | | | | | | | | |
| FAA(Airport Improvement Program) | | 3,930.0 | 18,100.0 | | 16,200.0 | | 2,070.0 | | 3,690.0 | | 0.0 | 43,990.0 |
| OF (Other Federal Funds) | | 934.0 | 30,000.0 | | 27,000.0 | | 0.0 | | 0.0 | | 0.0 | 57,934.0 |
| SUB-TOTAL FEDERAL FUNDING | | 4,864.0 | 48,100.0 | | 43,200.0 | | 2,070.0 | | 3,690.0 | | 0.0 | 101,924.0 |
| STATE FUNDS | | | | | | | | | | | | |
| NDA (NE Dept. of Aeronautics) | | 0.0 | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 |
| SUB-TOTAL STATE FUNDING | | 0.0 | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 |
| LOCAL FUNDS | | | | | | | | | | | | |
| LAA (Lincoln Airport Authority) | | 400.0 | 100.0 | | 0.0 | | 230.0 | | 410.0 | | 0.0 | 1,140.0 |
| LOCAL (Other Local Funds) | | 36.0 | 1,800.0 | | 1,800.0 | | 0.0 | | 0.0 | | 0.0 | 3,636.0 |
| SUB-TOTAL LOCAL FUNDING | | 436.0 | 1,900.0 | | 1,800.0 | | 230.0 | | 410.0 | | 0.0 | 4,776.0 |
| TOTAL | | 5,300.0 | 50,000.0 | | 45,000.0 | | 2,300.0 | | 4,100.0 | | 18,700.0 | 125,400.0 |

F. Federal Transit Administration: Section 5310/5311



FISCAL YEARS 2024-2027 FTA SECTION 5310/5311 PROGRAM

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

| PROJECT | PHASE | PRIOR FISCAL YEARS | FS | FY 2024 | FS | FY2025 | FS | FY2026 | FS | FY2027 | FS | COST BEYOND PROGRAM | TOTAL PROJECT COSTS |
|--|-------|-----------------------|------------|---------|----|---------|----|---------|----|--------|-------|---------------------------|---------------------------|
| Section 5311 Program | | | | | | | | | | | | | |
| Vanpool Project | | | | | | | | | | | | | |
| Vendor vanpool services to provide statewide contracted services, which includes service for A) the Lincoln and Omaha (LCLC and MAPA) Metro regions and B) Rural Nebraska vanpool service. | | | | | | | | | | | | | |
| Lincoln and Omaha (LCLC & MAPA) Metro vanpool service for Lancaster, Sarpy & Douglas counties. | | | 186.12 | | | | | | | | | | |
| Note: CMAQ funding transferred to Section 5307. | | | | | | | | | | | | | |
| Rural Nebraska vanpool service. | | | 204.0 | | | | | | | | | | |
| | | | 51.0 | | | | | | | | | | |
| | | | 5311 OF | | | | | | | | | | |
| | TOTAL | | 441.12 | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 441.1 |
| Section 5310 Program | | | | | | | | | | | | | |
| Madonna Rehabilitation Hospital | | | | | | | | | | | | | |
| Capital - 2 transit conversion van | | | | | | | | | | | | | |
| | | | 112.00 | | | | | | | | | | |
| | | | 28.00 | | | | | | | | | | |
| | | | 5310 OF | | | | | | | | | | |
| Operating Assistance - 3 driver salary | | | 56.46 | | | | | | | | | | |
| | | | 5310 | | | | | | | | | | |
| | TOTAL | | 196.46 | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 196.46 |
| Note: 5310 grant application requested \$131,300, although it is anticipated to be funded at \$76,461 under CRSAA and ARP. | | | | | | | | | | | | | |
| FY 2020 5310 Allocation | | | | | | | | | | | | | |
| | | | 220.329 | | | | | | | | | | |
| | | | 5310 | | | | | | | | | | |
| | TOTAL | | 220.329 | 0.000 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 220.3 |
| FY 2021 5310 Allocation | | | | | | | | | | | | | |
| a. Capital | | | | | | | | | | | | | |
| | | | | 227.387 | | | | | | | | | |
| | | | | | | | | | | | | | |
| b. Operating (This includes prior approved funding from CRSSA and | | | | | | | | | | | | | |
| | | | 46.369 | | | | | | | | | | |
| | | | 5310 | | | | | | | | | | |
| | TOTAL | | 46.369 | 227.387 | | 0.000 | | 0.000 | | 0.000 | | 0.0 | 273.8 |
| FY 2022 5310 Allocation | | | | | | | | | | | | | |
| (Capital) | | | | | | | | | | | | | |
| | | | | | | 322.432 | | | | | | | |
| | | | | | | | | | | | | | |
| | TOTAL | | 0.000 | 0.000 | | 322.432 | | 0.000 | | 0.000 | | 0.0 | 322.4 |
| FY 2023 5310 Allocation | | | | | | | | | | | | | |
| (Capital -Estimate - assumes a 7% increase from FY 2022) | | | | | | | | | | | | | |
| | | | | | | | | 345.002 | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | 5310 | | | | | |
| | TOTAL | | 0.000 | 0.000 | | 0.000 | | 345.002 | | 0.000 | 0.000 | 0.0 | 345.0 |

FISCAL YEARS 2024-2027 FTA SECTION 5310/5311 PROGRAM

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

| PROJECT | PHASE | PRIOR FISCAL YEARS | FS | FY 2024 | FS | FY2025 | FS | FY2026 | FS | FY2027 | FS | COST BEYOND PROGRAM | TOTAL PROJECT COSTS |
|--|---------------------------|-----------------------|----|--------------|----|--------------|----|--------------|----|--------------|------|---------------------------|---------------------------|
| FY 2024 5310 Allocation | | | | | | | | | | | | | |
| (Capital -Estimate - assumes a 7% increase from FY 2023) | | | | | | | | | | | | | |
| | TOTAL | 0.000 | | 0.000 | | 0.000 | | 0.000 | | 369.152 | 5310 | | 369.2 |
| FUNDING SUMMARY | | | | | | | | | | | | | |
| FEDERAL FUNDS | | | | | | | | | | | | | |
| FA (Federal Aid) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 |
| CMAQ (Congestion Mitigation and Air Quality) | | 186.1 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 186.1 |
| 5307 (FTA Section 5307 Funds) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 |
| 5310 (FTA Section 5310 Funds) | | 435.2 | | 227.4 | | 322.4 | | 345.0 | | 369.2 | | 0.0 | 1,699.1 |
| 5311 (FTA Section 5311 Funds) | | 204.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 204.0 |
| | SUB-TOTAL FEDERAL FUNDING | 825.3 | | 227.4 | | 322.4 | | 345.0 | | 369.2 | | 0.0 | 2,089.3 |
| STATE FUNDS | | | | | | | | | | | | | |
| NE (State of Nebraska) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 |
| | SUB-TOTAL STATE FUNDING | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 |
| LOCAL FUNDS | | | | | | | | | | | | | |
| OF (Other Funds) | | 79.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 79.0 |
| | SUB-TOTAL LOCAL FUNDING | 79.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 79.0 |
| | TOTAL | 904.3 | | 227.4 | | 322.4 | | 345.0 | | 369.2 | | 0.0 | 2,168.3 |

STATUS OF PREVIOUS YEARS PROJECTS

Projects Completed or Under Contract

Region V ServiceLinc (Under Contract)

Capital - 1 transit conversion van

G. Pedestrian, Bike & Trail Projects



FISCAL YEARS 2024-2027 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 2024 | FS | FY2025 | FS | FY2026 | FS | FY2027 | FS | | | |
| City of Lincoln Parks & Recreation Department | | | | | | | | | | | | | | |
| Beal Slough Trail Project | PE | | 265.5 | TA | | | | | | | | | | |
| Trail project to extend southeasterly along the Beal Slough Channel from 56th Street & 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 | | 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) | TOTAL | 599.0 | | 1,377.6 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 1,976.6 | |
| Fletcher Landmark Trail | PE | | 265.5 | TA | | | | | | | | | | |
| Trail project for concrete trail to follow primarily alongside Fletcher Street from N. 14th 27th Street. | 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) | TOTAL | 599.0 | | 1,216.1 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 1,815.1 | |
| Wilderness Hills Trail | PE | | | | | | 87.5 | OF | | | | | | |
| 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 | | | | | | 21.8 | LN | | | | | | |
| | ROW | | | | | | | | 27.4 | OF | | | | |
| | Utilities | | | | | | | | 36.5 | OF | | | | |
| | Construction | | | | | | | | | | 767.5 | OF | | |
| | CE | | | | | | | | | | 109.3 | OF | | |
| | TOTAL | | 0.0 | | 0.0 | | 109.3 | | 63.9 | | 876.8 | | 0.0 | 1,050.0 |
| Waterford Trail | PE | | | | 278.3 | TA | | | | | | | | |
| 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 | | | | 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) | TOTAL | 0.0 | | 347.9 | | 434.7 | | 1,959.7 | | 0.0 | | 0.0 | 2,742.3 |
| Rock Island Trail Undercrossing at Old Cheney Road | PE | | | | 174.4 | CRP | | | | | | | | |
| 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 | | | | 43.6 | LN | | | | | | | | |
| | ROW/Utilities | | | | | | 43.2 | CRP | | | | | | |
| | ROW/Utilities | | | | | | 10.8 | LN | | | | | | |
| | Const/CE | | | | | | | | 1,611.2 | CRP | | | | |
| | Const/CE | | | | | | | | 402.8 | LN | | | | |
| | TOTAL | | 0.0 | | 218.0 | | 54.0 | | 2,014.0 | | 0.0 | | 0.0 | 2,286.0 |

FISCAL YEARS 2024-2027 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 2024 | FS | FY2025 | FS | FY2026 | FS | FY2027 | FS | | | |
| Rock Island Trail Widening - A Street to Boosalis Trail | | | | | | | | | | | | | | |
| 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 | | | | | | |
| TOTAL | | | 0.0 | 258.1 | | 2,288.6 | | 0.0 | | 0.0 | | 0.0 | | 2,546.7 |
| City of Lincoln/Lancaster County Planning Department | | | | | | | | | | | | | | |
| B Street Bicycle Boulevard | | | | | | | | | | | | | | |
| Bicycle boulevard pavement markings and signage on B Street from 11th to 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 | | | | | | | |
| TOTAL | | | 0.0 | 74.6 | | 447.3 | | 0.0 | | 0.0 | | 0.0 | | 521.9 |
| Multimodal Transportation Center - Active Transportation Enhancements | | | | | | | | | | | | | | |
| 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, improved crossings at 9th and 10th Streets, and shower and locker facilities for bike commuters. | 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 | | | |
| TOTAL | | | 0.0 | 0.0 | | 537.1 | | 148.9 | | 765.7 | | 0.0 | | 1,451.7 |
| FUNDING SUMMARY | | | | | | | | | | | | | | |
| FEDERAL FUNDS | | | | | | | | | | | | | | |
| CMAQ (Congestion Mitigation and Air Quality) | | | 0.0 | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | |
| RTP (Recreational Trails Program) | | | 0.0 | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | |
| TE (STPB - Sub-Allocation, Transportation Enhancement) | | | 0.0 | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | |
| TA (STPG-TA - Transportation Alternatives Program) | | | 958.4 | 2,353.3 | | 478.7 | | 1,567.8 | | 0.0 | | 0.0 | | |
| TAC (Advanced Construction for STP-TA-Transportation Alternatives Program Funding) | | | 0.0 | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | |
| SR (SRTS - Safe Routes to School) | | | 0.0 | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | |
| CDBG (Community Development Block Grant Program) | | | 0.0 | 50.4 | | 289.8 | | 0.0 | | 0.0 | | 0.0 | | |
| CRP (Carbon Reduction Program) | | | 0.0 | 380.9 | | 2,303.7 | | 1,730.3 | | 612.6 | | 0.0 | | |
| SUB-TOTAL FEDERAL FUNDING | | | 958.4 | 2,784.6 | | 3,072.2 | | 3,298.1 | | 612.6 | | 0.0 | | 10,725.9 |
| STATE FUNDS | | | | | | | | | | | | | | |
| NE (State Revenue / Aids) | | | 0.0 | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | |
| SUB-TOTAL STATE FUNDING | | | 0.0 | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| LOCAL FUNDS | | | | | | | | | | | | | | |
| NR (Lower Platte South Natural Resource District Funds) | | | 0.0 | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | |
| GP (Great Plains Trail Network Private Contributions) | | | 0.0 | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | |
| RT (Railroad Transportation Safety District) | | | 0.0 | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | |
| LN (City of Lincoln Funds) | | | 239.6 | 707.7 | | 711.2 | | 824.5 | | 153.1 | | 0.0 | | |
| HIC (City of Hickman Funds) | | | 0.0 | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | |
| PR (Other Private Contributions) | | | 0.0 | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | |
| OF (Other Funds) | | | 0.0 | 0.0 | | 87.5 | | 63.9 | | 876.8 | | 0.0 | | |
| SUB-TOTAL LOCAL FUNDING | | | 239.6 | 707.7 | | 798.7 | | 888.4 | | 1,029.9 | | 0.0 | | 3,664.3 |
| TOTAL | | | 1,198.0 | 3,492.3 | | 3,871.0 | | 4,186.5 | | 1,642.5 | | 0.0 | | 14,390.2 |

FISCAL YEARS 2024-2027 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 2024 | FS | FY2025 | FS | FY2026 | FS | FY2027 | FS | | |
| STATUS OF PREVIOUS YEARS PROJECTS | | | | | | | | | | | | | |
| Projects Completed or Under Contract | | | | | | | | | | | | | |
| Rosa Parks Way Trail (COMPLETED) | PE | | 41.6 | TA | | | | | | | | | |
| Railroad Undercrossing trail west of 1st and J Street, 900 feet long and 10 wide concrete | PE | | 10.4 | NR | | | | | | | | | |
| | ROW | | 17.6 | TA | | | | | | | | | |
| | ROW | | 4.4 | NR | | | | | | | | | |
| | Construction | | 993.3 | TA | | | | | | | | | |
| | Construction | | 193.3 | NR | | | | | | | | | |
| | Construction | | 50.0 | RT | | | | | | | | | |
| | Construction | | 5.0 | GP | | | | | | | | | |
| | CE | | 248.3 | TA | | | | | | | | | |
| | CE | | 62.1 | NR | | | | | | | | | |
| C.N. 12945 | ENH-55(164) | | | | | | | | | | | | |

H. Railroad Transportation Safety District



FISCAL YEARS 2024-2027 CITY OF LINCOLN RAILROAD TRANSPORTATION SAFETY DISTRICT PROGRAM

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

| PROJECT | PHASE | PRIOR FISCAL YEARS | FS | FY 2024 | FS | FY2025 | FS | FY2026 | FS | FY2027 | FS | COST BEYOND PROGRAM | TOTAL PROJECT COSTS |
|---|----------|-----------------------|------|----------------|------|-----------------|------|----------------|------|-----------------|----|---------------------------|---------------------------|
| 33rd/Cornhusker Viaduct, Lincoln This project would implement study results to remove two at-grade crossings which which would improve safety and mobility for existing and future traffic needs in the area. Complete funding for this project is not shown. Construction/CE will consist of RZ, RT, and RR funds. This project is part of Transportation System Optimization. | PE/ROW | 5,519.0 | RT | 2,450.0 | RT | 9,950.0 | RT | 7,243.7 | RT | | | | |
| | PE/ROW | 628.1 | LOTM | 250.0 | LOTM | 250.0 | LOTM | 250.0 | LOTM | | | | |
| | PE/ROW | 330.0 | LN | | | | | 6.3 | RZ | 15,000.0 | RT | | |
| | PE/ROW | | | | | | | | | 6.3 | RZ | 58,998.7 | |
| | Const/CE | | | | | | | | | 15,000.0 | RT | | |
| TOTAL | | 6,477.1 | | 2,700.0 | | 10,200.0 | | 7,500.0 | | 30,006.3 | | 58,998.7 | 115,882.1 |
| FUNDING SUMMARY | | | | | | | | | | | | | |
| FEDERAL FUNDS | | | | | | | | | | | | | |
| RZ (Railroad - Hwy Crossing - Hazardous Funds) | | 0.0 | | 0.0 | | 0.0 | | 6.3 | | 6.3 | | 12.4 | |
| SUB-TOTAL FEDERAL FUNDING | | 0.0 | | 0.0 | | 0.0 | | 6.3 | | 6.3 | | 12.4 | 25.0 |
| STATE FUNDS | | | | | | | | | | | | | |
| SUB-TOTAL STATE FUNDING | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | 0.0 |
| LOCAL FUNDS | | | | | | | | | | | | | |
| RT (Railroad Transportation Safety District) | | 5,519.0 | | 2,450.0 | | 9,950.0 | | 7,243.7 | | 30,000.0 | | 58,005.0 | 113,167.7 |
| RR (Railroad Private Contributions) | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 6,000.0 | 6,000.0 |
| LN (City of Lincoln Funds) | | 330.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | | 330.0 |
| LOTM (Lincoln on the Move Funds) [city funds] | | 628.1 | | 250.0 | | 250.0 | | 250.0 | | 0.0 | | 0.0 | 1,378.1 |
| SUB-TOTAL LOCAL FUNDING | | 6,477.1 | | 2,700.0 | | 10,200.0 | | 7,493.7 | | 30,000.0 | | 64,005.0 | 56,870.8 |
| TOTAL | | 6,477.1 | | 2,700.0 | | 10,200.0 | | 7,500.0 | | 30,006.3 | | 58,998.7 | 115,882.1 |

I. Planning



FISCAL YEARS 2024-2027 PLANNING PROGRAM

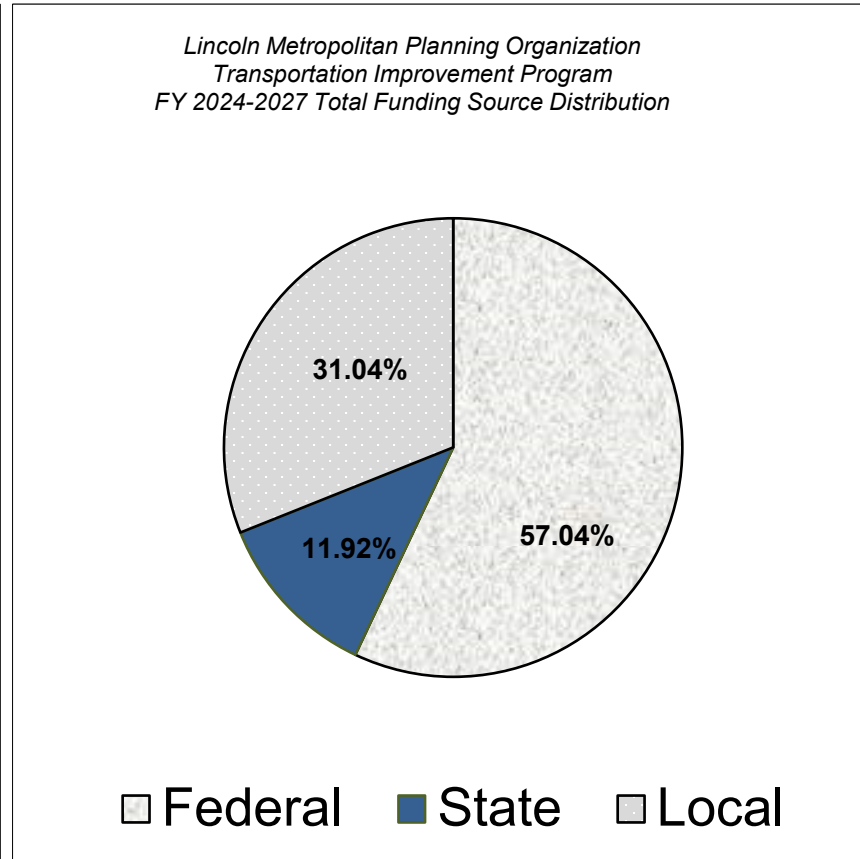
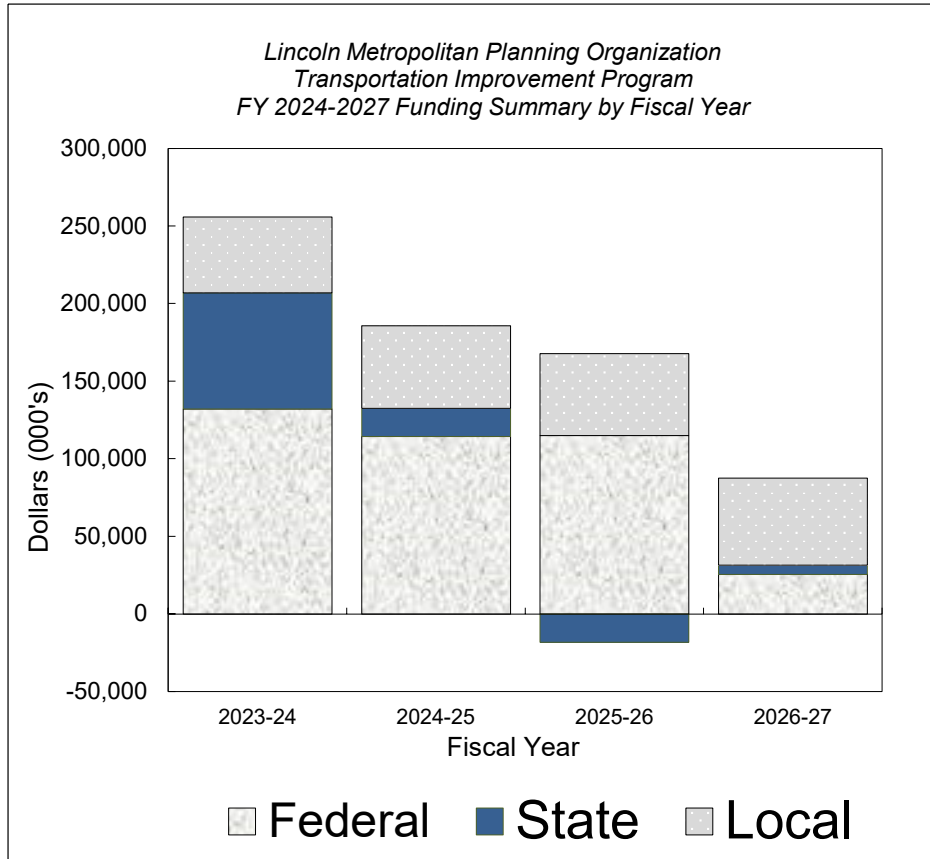
PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)

| PROJECT | PHASE | PRIOR FISCAL YEARS | PRIORITY PROJECTS | | | | | COST BEYOND PROGRAM | TOTAL PROJECT COSTS |
|---|-------|--------------------|-------------------|--------------|------------|------------|------------|---------------------|---------------------|
| | | | FS | FY 2024 FS | FY 2025 FS | FY 2026 FS | FY 2027 FS | | |
| Lincoln Transportation & Utilities - Safe Streets Lincoln: A Vision Zero Action Plan | | | | 400.0 | SS4 | | | | |
| The plan will be funded through a Fiscal Year 2022 Safe Streets and Roads for All (SS4A) Grant Agreement through the U.S. Department of Transportation. | | | | 100.0 | LN | | | | |
| The City of Lincoln will develop a comprehensive safety action plan that will employ low-cost/high-impact strategies, innovative and existing strategies and technologies to promote safety and equity. | | | | | | | | | |
| TOTAL | | | 0.0 | 500.0 | 0.0 | 0.0 | 0.0 | 0.0 | 500.0 |
| City of Waverly - Vehicular and Pedestrian Connectivity Study | | | | 236.0 | SS4 | | | | |
| The study will be funded through a Fiscal Year 2022 Safe Streets and Roads for All (SS4A) Grant Agreement through the U.S. Department of Transportation. It will consider access and safety across the city, to schools, recreation areas, and commercial centers. Planning will focus on increasing pedestrian safety through proper management of pedestrian and vehicular traffic. | | | | 59.0 | WV | | | | |
| TOTAL | | | 0.0 | 295.0 | 0.0 | 0.0 | 0.0 | 0.0 | 295.0 |
| FUNDING SUMMARY | | | | | | | | | |
| FEDERAL FUNDS | | | | | | | | | |
| SS4A (Safe Streets and Roads for All Grant Program) | | | 0.0 | 636.0 | 0.0 | 0.0 | 0.0 | | |
| SUB-TOTAL FEDERAL FUNDING | | | 0.0 | 636.0 | 0.0 | 0.0 | 0.0 | 0.0 | 636.0 |
| STATE FUNDS | | | | | | | | | |
| SUB-TOTAL STATE FUNDING | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOCAL FUNDS | | | | | | | | | |
| LN (City of Lincoln Funds) | | | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 | | |
| WV (City of Waverly Funds) | | | 0.0 | 59.0 | 0.0 | 0.0 | 0.0 | | |
| SUB-TOTAL LOCAL FUNDING | | | 0.0 | 159.0 | 0.0 | 0.0 | 0.0 | 0.0 | 159.0 |
| TOTAL | | | 0.0 | 795.0 | 0.0 | 0.0 | 0.0 | 0.0 | 795.0 |

J. Funding Summary



**2024-2027 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**



**2024-2027 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

SUMMARY OF PROGRAM EXPENDITURES

| | AGENCY | FISCAL YEARS | | | | Total for Four Years | Costs Beyond Program | |
|----------------------|--|------------------|------------------|------------------|-----------------|----------------------|----------------------|----------|
| | | 2023-24 | 2024-25 | 2025-26 | 2026-27 | | | |
| A | State of Nebraska | FEDERAL | 65,385.0 | 45,279.0 | 34,760.0 | 2,199.0 | 147,623.0 | |
| | | STATE | 73,557.4 | 17,140.8 | -19,153.9 | 5,169.3 | 76,713.6 | |
| | | LOCAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | | SUB-TOTAL | 138,942.4 | 62,419.8 | 15,606.1 | 7,368.3 | 224,336.6 | 39,884.0 |
| B | Lancaster County | FEDERAL | 5,901.6 | 2,793.4 | 13,354.9 | 9,293.3 | 31,343.2 | |
| | | STATE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | | LOCAL | 5,151.6 | 3,366.6 | 4,496.9 | 5,322.9 | 18,338.0 | |
| | | SUB-TOTAL | 11,053.2 | 6,160.0 | 17,851.8 | 14,616.2 | 49,681.2 | 17,685.1 |
| C | City of Lincoln Transportation and Utilities - Transportation | FEDERAL | 5,329.9 | 9,325.6 | 22,203.5 | 2,275.7 | 39,134.7 | |
| | | STATE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | | LOCAL | 27,396.9 | 25,673.0 | 20,859.7 | 8,671.7 | 82,601.4 | |
| | | SUB-TOTAL | 32,726.8 | 34,998.6 | 43,063.2 | 10,947.4 | 121,736.1 | 4,250.0 |
| D | City of Lincoln Transportation and Utilities - StarTran | FEDERAL | 4,284.8 | 10,341.3 | 39,007.0 | 7,064.0 | 60,697.1 | |
| | | STATE | 1,387.0 | 944.0 | 897.0 | 907.0 | 4,135.0 | |
| | | LOCAL | 10,900.2 | 11,409.7 | 18,718.2 | 10,450.0 | 51,478.1 | |
| | | SUB-TOTAL | 16,572.0 | 22,695.0 | 58,622.2 | 18,421.0 | 116,310.2 | 0.0 |
| E | Lincoln Airport Authority | FEDERAL | 48,100.0 | 43,200.0 | 2,070.0 | 3,690.0 | 97,060.0 | |
| | | STATE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | | LOCAL | 1,900.0 | 1,800.0 | 230.0 | 410.0 | 0.0 | |
| | | SUB-TOTAL | 50,000.0 | 45,000.0 | 2,300.0 | 4,100.0 | 101,400.0 | 18,700.0 |
| F | Section 5310 / 5311 Projects | FEDERAL | 227.4 | 322.4 | 345.0 | 369.2 | 1,264.0 | |
| | | STATE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | | LOCAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | | SUB-TOTAL | 227.4 | 322.4 | 345.0 | 369.2 | 1,264.0 | 0.0 |
| G | Ped, Bikes & Trails | FEDERAL | 2,784.6 | 3,072.2 | 3,298.1 | 612.6 | 9,767.5 | |
| | | STATE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | | LOCAL | 707.7 | 798.7 | 888.4 | 1,029.9 | 3,424.7 | |
| | | SUB-TOTAL | 3,492.3 | 3,871.0 | 4,186.5 | 1,642.5 | 13,192.2 | 0.0 |
| H | Railroad Transportation Safety Dist. | FEDERAL | 0.0 | 0.0 | 6.3 | 6.3 | 12.6 | |
| | | STATE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | | LOCAL | 2,700.0 | 10,200.0 | 7,493.7 | 30,000.0 | 50,393.7 | |
| | | SUB-TOTAL | 2,700.0 | 10,200.0 | 7,500.0 | 30,006.3 | 50,406.3 | 58,998.7 |
| I | Planning | FEDERAL | 636.0 | 0.0 | 0.0 | 0.0 | 636.0 | |
| | | STATE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | | LOCAL | 59.0 | 0.0 | 0.0 | 0.0 | 59.0 | |
| | | SUB-TOTAL | 695.0 | 0.0 | 0.0 | 0.0 | 695.0 | 795.0 |
| | PROGRAM TOTAL | FEDERAL | 132,013.2 | 114,334.0 | 115,044.8 | 25,510.0 | 386,902.1 | |
| | | STATE | 74,944.4 | 18,084.8 | -18,256.9 | 6,076.3 | 80,848.6 | |
| | | LOCAL | 48,756.4 | 53,248.1 | 52,686.9 | 55,884.6 | 206,235.9 | |
| | | SUB-TOTAL | 255,714.1 | 185,666.8 | 149,474.8 | 87,470.9 | 673,986.6 | |
| PROGRAM TOTAL | | 256,409.1 | 185,666.8 | 149,474.8 | 87,470.9 | 679,021.6 | 140,312.8 | |

K. Performance Measures



FY 2024-2027

Performance Based Planning Measures

Lincoln Metropolitan Planning Organization

With the passing of the Fixing America’s Surface Transportation Act (FAST Act) transportation bill and continuing in the Infrastructure Investment and Jobs Act (IIJA) (also known as the “Bipartisan Infrastructure Law”), states and MPOs are required to use performance based transportation planning practices. MPO Transportation Improvement Programs (TIPs) will be required to document compliance with each of the performance based planning categories. Categories currently implemented include Safety (PM 1), Infrastructure (PM 2), System Performance (PM 3), Transit Asset Management (TAM), and Transit Safety.

MPOs establish performance targets for each of these measures by either:

1. Supporting the State DOT Performance Targets; or
2. Establishing its own Regional Performance Targets.

The Lincoln MPO gathered input from its committees in order to determine whether to support state DOT targets, or to develop its own regional targets.

Safety

The Federal Highway Administration (FHWA) published the Highway Safety Improvement Program and Safety Performance Management Measures (PM-1) Final Rules in the Federal Register on March 15, 2016. The Safety Performance Management Measures rule supports the Highway Safety Improvement Program (HSIP), as it establishes five safety performance measures to carry out the HSIP and to assess serious injuries and fatalities on all public roads. State DOTs are required to establish safety (HSIP) targets for all five performance measures by August 31 of each year. The Lincoln MPO has agreed to support the state’s annual (CY 2023) safety performance targets set in August 2022. The targets are:

| Performance Measure | 5-Year Rolling Average | |
|---|------------------------|--------------------|
| | Baseline (2017-2021) | Target (2019-2023) |
| Number of Fatalities | 232.0 | 254.0 |
| Rate of Fatalities per 100 million vehicle miles traveled (VMT) | 1.118 | 1.300 |
| Number of Serious Injuries | Unavailable | 1,319.0 |
| Rate of Serious Injuries per 100 million VMT | Unavailable | 6.044 |
| Number of Non-motorized Fatalities and Non-motorized Serious Injuries | Unavailable | 117.8 |

The Lincoln MPO supports these targets by reviewing and programming HSIP projects within the Metropolitan Planning Area into the Transportation Improvement Program (TIP). Working in partnership with local agencies, the Nebraska Department of Transportation (NDOT) safety investments were identified and programmed which will construct effective countermeasures to reduce traffic fatalities and serious injuries. NDOT projects chosen for HSIP investment are based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present.

Infrastructure

Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program (PM-2) was identified in the FHWA Final Ruling published in the Federal Register on January 18, 2017 (82 FR 5886). This rule establishes six performance measures to assess the condition of pavement and bridges on the National Highway System (NHS) to carry out the National Highway Performance Program. State DOTs are required to establish pavement and bridge condition targets by October 1 every four years.

The Lincoln MPO has agreed to support the state’s 4-year performance period (CY 2022-2025) pavement and bridge performance targets set in December 2022 (submittal was delayed and the deadline was extended to December 16 this year due to a system upgrade). The targets are:

| Performance Measure | 4-Year Target 2022-2025 |
|---|----------------------------|
| Percentage of Pavements of the Interstate System in Good Condition | ≥65% |
| Percentage of Pavements of the Interstate System in Poor Condition | ≤5% |
| Percentage of Pavements of the Non-Interstate NHS in Good Condition | ≥40% |
| Percentage of Pavements of the Non-Interstate NHS in Poor Condition | ≤10% |
| Percentage of NHS Bridges Classified as in Good Condition | ≥55% |
| Percentage of NHS Bridges Classified as in Poor Condition | ≤10% |

The Lincoln MPO will review and program pavement and bridge projects within the Metropolitan Planning Area into the TIP, which contributes toward the accomplishment of these targets.

System Performance

Assessing Performance of the National Highway System (NHS), Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (PM-3) was identified in the FHWA Final Ruling, published in the Federal Register on January 18, 2017 (82 FR 5970). This rule establishes performance measures to assess the performance of the Interstate and non-Interstate NHS to carry out the National Highway Performance Program, freight movement on the Interstate system to carry out the National Highway Freight Program, and traffic

congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. There are two performance measures to assess system performance of the NHS, one performance measure to assess freight movement on the Interstate system, two performance measures to assess traffic congestion under the CMAQ program, and one performance measure to assess total emissions reductions by applicable pollutants under the CMAQ program. State DOTs are required to establish system performance, freight, and CMAQ targets by October 1 every four years.

The Lincoln MPO has agreed to support the state’s 4-year performance period (CY 2022-2025) system performance and freight performance targets set in December 2022 (submittal was delayed and the deadline was extended to December 16 this year due to a system upgrade) (Nebraska exempt from CMAQ measures this performance period). The targets are:

| Performance Measure | 4-Year Target 2022-2025 |
|--|----------------------------|
| Percent of the Person-Miles Traveled on the Interstate that are Reliable | 98.5% |
| Percent of the Person-Miles Traveled on the Non-Interstate NHS that are Reliable | 92.0% |
| Truck Travel Time Reliability Index | 1.20 |

The Lincoln MPO will review and program system performance and freight projects within the Metropolitan Planning Area into the TIP, which contributes toward the accomplishment of these targets.

Transit Asset Management

The Federal Transit Administration (FTA) issued a Final Rule on transit asset management (TAM) plans to evaluate the state of good repair of transit provider capital assets for safety and operations. Recipients of public transit funds—which include states, local authorities, and public transportation operators—are required to establish targets for state of good repair performance measures; to develop transit asset management and transit safety plans; and to report on their progress toward achieving targets. Public transportation operators are directed to share information with MPOs and states so that all plans and performance reports are coordinated.

The Rule, “Transit Asset Management; National Transit Database,” went into effect on July 26, 2016 with the TAM plan due for transit by October 1, 2018. Transit target setting repeats annually and plans are updated every four years. The Lincoln Transportation and Utilities - StarTran Transit Asset Management Plan was completed by September 27, 2018, and StarTran established the TAM targets by the January 1, 2017 deadline. The StarTran TAM Plan was updated in December 2022 and established updated targets. The Lincoln MPO has agreed to support the StarTran performance targets. The targets are:

| Category | Class | ULB* | Performance Target |
|---|-----------------------|-------------|--|
| Rolling Stock: FR Bus | Bus | 15 years | 4.5% of fleet exceeds ULB |
| Rolling Stock: SR Paratransit | Paratransit Van | 6 years | 25% of fleet exceeds ULB |
| Equipment: Non-Revenue Service Vehicle | Automobile | 10 years | 0% of fleet exceeds ULB |
| Equipment: Non-Revenue Service Vehicle | Other Support Vehicle | 15-20 years | 50% of fleet exceeds ULB |
| Facility: StarTran Administration, Bus Storage, and Maintenance | Admin & Maint | 40 years | No more than 0% of StarTran owned facilities rated less than 3.0 on FTA TERM scale |
| Facility: Parking Facilities | Admin & Maint | 40 years | No more than 0% of StarTran owned facilities rated less than 3.0 on FTA TERM scale |

* ULB – Useful Life Benchmark

The Lincoln MPO supports these targets by reviewing and programing transit projects relating to capital assets within the urbanized area into the TIP, which contributes toward the accomplishment of these targets.

Transit Safety

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The Agency Safety Plan must include performance targets based on the safety performance measures established in the National Public Transportation Safety Plan. Transit providers were required to have their certified Agency Safety Plans in place by December 31, 2020 and share the safety performance targets with their MPO and State.

The StarTran Agency Safety Plan was completed in July 2020, and it was updated in June 2021 and December 2022. The Lincoln MPO has agreed to support the safety performance targets in this plan. The targets are:

| Fixed Route Safety Performance Baseline and Targets | | | |
|--|------------------------------|---------------------------|-------------------------|
| Performance Category | | 2015-2019 Baseline | Target |
| Fatalities | Total | 0 | 0 |
| | Rate per 100,000 VRM | 0 | 0 |
| Injuries (Minor/Major) | Total | 2.6 | Reduction from baseline |
| | Rate per 100,000 VRM | 0.16 | Reduction from baseline |
| Safety Events (Minor/Major) | Total | 1.4 | Reduction from baseline |
| | Rate per 100,000 VRM | 0.09 | Reduction from baseline |
| System Reliability (Minor/Major) | VRM Between Failures (Total) | 4,000 | Increase from baseline |

| Paratransit (Handi-Van) Safety Performance Baseline and Targets | | | |
|--|------------------------------|---------------------------|------------------------|
| Performance Category | | 2015-2019 Baseline | Target |
| Fatalities | Total | 0 | 0 |
| | Rate per 100,000 VRM | 0 | 0 |
| Injuries (Minor/Major) | Total | 0 | 0 |
| | Rate per 100,000 VRM | 0 | 0 |
| Safety Events (Minor/Major) | Total | 0 | 0 |
| | Rate per 100,000 VRM | 0 | 0 |
| System Reliability (Minor/Major) | VRM Between Failures (Total) | 14,200 | Increase from baseline |

L. Comments





City of Waverly, Nebraska

14130 Lancashire Street, P.O. Box 427

Waverly, Nebraska 68462

Phone: 402-786-2312 Fax: 402-786-2490

www.citywaverly.com

Mayor

William D. Gerdes

Council Members

Abbey L. Pascoe

David L. Nielson

Aaron J. Hummel

David M. Jespersen

City Administrator

Stephanie A. Fisher

City Clerk

Deputy Treasurer

Megan K. Frye

City Treasurer

Deputy Clerk

Cheris R. Cadwell

January 11, 2023

Rachel Christopher, AICP

Transportation Planner

Lincoln MPO / Lincoln-Lancaster County Planning Department

FY 2024-2027 Transportation Improvement Program Input

Dear Ms. Christopher,

The City of Waverly would like to provide this Letter of Support for projects that will positively impact northeastern Lancaster County. Many of our citizens work outside of our community and are traveling Interstate 80, Highway 6 and the local County roads daily. School District 145 encompasses a large area, and many students drive several miles to get to school each day. Our rural neighbors need roadways that ensure safe means to access their fields and bring their harvest to market. Any efforts to improve safe routes to and from work, school and home are a benefit to Waverly.

Projects of specific interest are:

- Construction of East Beltway
- Paving of Fletcher Road—84th St to N 148th St
- Widening of N 148th St—Highway 2 to Highway 6
- Addition of turn lanes on N 148th St—Highway 2 to Highway 6

These projects will help create safer means to travel in northeast Lancaster County. Our people are our most precious asset, and we need to make the improvements needed to keep them safe.

We appreciate being a member of the MPO Technical Committee and offer our continued support for the above-mentioned projects.

Sincerely,

William D. Gerdes

Mayor

MEETING RECORD

Advanced public notice of the Technical Committee meeting was posted on the County-City bulletin board and the Planning Department's website.

NAME OF GROUP: TECHNICAL COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: April 13, 2023, 1:00 p.m., Conference Room 113, County-City Building, 555 S. 10th St., Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: David Cary – Planning Department; Elizabeth Elliott – Lincoln Transportation and Utilities; Pam Dingman – County Engineer; Paul Barnes and Stephanie Rouse – Planning Department; Gary Bergstrom – Lincoln-Lancaster County Health Department; Carla Cosier – StarTran; Roger Figard – Railroad Transportation Safety District; Stephanie Fisher – City of Waverly; Tom Goodbarn and Craig Wacker – Nebraska Department of Transportation; Chad Lay – Lincoln Airport Authority; Larry Legg – County Engineer; Rich Bishop – Urban Development Department; Sara Hartzell – Parks and Recreation; Erin Sokolik – Lincoln Transportation and Utilities; (Kelly Oelke – City of Hickman and Thomas Shafer – Lincoln Transportation and Utilities absent). Rachel Christopher and Teresa McKinstry of the Planning Department; Jarrod Walker and Jodi Gibson – Nebraska Department of Transportation; Brian Praeuner – StarTran; and other interested parties.

Chair David Cary called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.

REVIEW AND ACTION ON THE PROPOSED FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PUBLIC HEARING: **April 13, 2023**

Members present: Barnes, Bergstrom, Bishop, Cary, Cosier, Dingman, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Rouse, Sokolik and Wacker; Oelke and Shafer absent.

Christopher stated that the TIP is a federally required program. It looks at a four year period. The current program is 2023-2026. It shows all project listings for those projects that receive federal funds. It also shows locally funded regionally significant projects as well. This document is developed in coordination with NDOT. NDOT has their own State TIP. It is updated annually as well. The TIP is adopted every year and can be amended as needed in the interim to add, delete and modify projects. All projects must conform to the LRTP.

This effort is coordinated with all agencies having applicable projects needing to be listed in the TIP. NDOT includes their improvements to the Interstate and highway systems. StarTran shows operational and

capital public transportation projects. Lincoln Airport Authority lists operational and capital improvement projects funded through the Federal Aviation Administration (FAA) and local funds. FTA Section 5310 and 5311 funds are for rural area formula grants for vanpool and other public transportation services. Pedestrian, Trail and On-Street Bike facilities are listed for Parks and Recreation and Planning Department. Railroad Transportation Safety District (RTSD) projects are also shown.

New with this proposed TIP is an interactive online map. The tables for each program are still provided as well. The map allows the user to see the project in its context. More information about the project and a link to the program tables is available on the side of the map. Also, a Google Street View has been integrated. In addition, there are new review elements for equity and congestion management. These were in response to recommendations from the FTA and FHWA from the MPO's four year certification review. Information at the project level will inform decision making for the Technical Committee and Officials Committee. It will apply to new projects as they are added to the TIP, starting with this TIP for most programs. The TIP review will be integrated with other MPO plans and processes such as the LRTP and the MPO Congestion Management process through these review elements. There is an equity goal in the LRTP to help identify underserved and overburdened communities. Analysis will be done for the proposed projects. Also in the LRTP, project scoring was done. The score will be included in the analysis. The Congestion Management is a required adopted document due to the size of the Metropolitan Planning Area being over 200,000 people. It identifies congested corridors and also has some strategies listed to help address congestion from a variety of different directions. Some analysis was done in the LRTP using modeling to identify congested areas. Information from the Congestion Management Plan and LRTP related to congestion mitigation will be included in the review of new projects.

A new project proposed for this TIP qualifying for these new reviews is the W. South Street bridge over Salt Creek. This is a new proposed Lincoln Transportation and Utilities (LTU) project. There will be a variety of benefits with this project and analysis provided on the equity and congestion management reviews was included in the staff report.

The Planning Commission will be briefed on the proposed TIP on April 19, 2024. The Officials Committee will hold their public hearing on May 10, 2023. The MPO will then submit the TIP to the State for inclusion in the State TIP. Ultimately, the proposed TIP will go into effect on October 1, 2023. TIP amendments that were acted upon earlier in this meeting are included in the proposed document.

Cary appreciates everyone's work. It is a joint document in process that everyone takes part in at some point. There is a lot of funding that flows through this document.

ACTION:

Elliott moved approval of the FY 2024-2027 Transportation Improvement Program as recommended by staff, seconded by Barnes and carried 16-0: Barnes, Bergstrom, Bishop, Cary, Cosier, Dingman, Elliott, Figard, Fisher, Goodbarn, Hartzell, Lay, Legg, Rouse, Sokolik and Wacker voting 'yes'; Oelke and Shafer absent.

MEETING RECORD

Advanced public notice of the Planning Commission meeting was posted on the County-City bulletin board and the Planning Department's website. In addition, a public notice was emailed to the Lincoln Journal Star for publication on Tuesday, April 25, 2023.

NAME OF GROUP: PLANNING COMMISSION

DATE, TIME AND PLACE OF MEETING: Wednesday, May 3, 2023, 1:00 p.m., Hearing Room 112, on the first floor of the County-City Building, 555 S. 10th Street, Lincoln, Nebraska.

MEMBERS AND OTHERS IN ATTENDANCE: Dick Campbell, Tracy Corr, Gloria Eddins, Rich Rodenburg, Cindy Ryman Yost and Tracy Edgerton; Lorenzo Ball, Maribel Cruz and Cristy Joy absent. David Cary, Steve Henrichsen, Paul Barnes, Shelli Reid, Jennifer McDonald, Stephanie Rouse, and Andrew Thierolf of the Planning Department; media and other interested citizens.

STATED PURPOSE OF MEETING: Regular Planning Commission Hearing

Chairperson Edgerton called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.

MISCELLANEOUS 23003
FOR REVIEW OF THE DRAFT FY2024 TO FY2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR CONFORMANCE WITH THE CURRENT LINCOLN METROPOLITAN PLANNING ORGANIZATION (MPO) LONG RANGE TRANSPORTATION PLAN.

PUBLIC HEARING: May 3, 2023

Members present: Campbell, Corr, Eddins, Rodenburg, Ryman Yost and Edgerton; Ball, Cruz, and Joy absent.

Staff Recommendation: In Conformance with the Long-Range Transportation Plan

There were no ex-parte communications disclosed.

There were no ex-parte communications disclosed relating to site visits.

Staff Presentation:

Paul Barnes, Planning Department, 555 South 10th Street, Lincoln, NE, came forward and stated this application is the draft of the 2024-2027 Transportation Improvement Program (TIP). The

TIP is a four-year program of projects that includes those expecting federal funds, projects that require federal review or projects that are considered regionally significant. Barnes stated that if approved, the TIP will start October 1, 2023. Some of the departments that area included in the TIP are the City of Lincoln, Lancaster County, The Nebraska Department of Transportation, StarTran, Lincoln Airport Authority, Railroad Transportation Safety District, and other entities that use Federal Transportation System. Barnes stated that this includes 19 projects. All these projects coordinated with the state's TIP and is in conformance with the 2050 Long Range Transportation Plan. Barnes stated that the TIP has been reviewed by the Metropolitan Planning Organization (MPO) funding subcommittee, technical committee, and staff and is recommending approval. There has currently been 262 views of the online map between April 1st and May 1st of this year.

Campbell asked if railroad transportation has any other projects on their agenda besides the 33rd and Cornhusker Street crossing? Barnes stated that there are other projects, but they are not as big as the 33rd and Cornhusker Street project, so they are not required to be put into the TIP.

Edgerton asked why some projects are listed as priority projects and others are not designated. Barnes stated that they could be a priority at each agency or made a priority from the community wide scoring, online engagement, and interactions. Edgerton stated that there is a conversation at the end of the staff report about looking at it with relation to underserved communities and how does that score is incorporated into the evaluation. Barnes noted that the scoring is done by the equity score and the congestion management score. There are also conversations about how the TIP will impact the community.

Rodenburg asked if the Cornhusker and 33rd Street bridge project was originally going to eliminate the restaurant and now it is replanned to save the restaurant. Barnes stated that it is in the Environmental Review Process.

Proponents:

No one came forward in support.

Neutral:

No one came forward in neutral testimony.

Opposition:

No one came forward in opposition testimony.

Campbell moved to close public hearing, seconded Eddins. Motion carried 6-0: Campbell, Corr, Eddins, Rodenburg, Ryman Yost and Edgerton voting "yes"; Ball, Cruz, and Joy absent.

MISCELLANEOUS 23003

ACTION BY PLANNING COMMISSION:

May 3, 2023

Campbell moved to approve Miscellaneous 23003, second by Eddins.

Campbell thinks that this is a very good program that has been put together. It addresses a lot of the needs and staff have done a good job. Campbell will be voting in support.

Edgerton stated that she will support this and appreciates the interactive map and to be able to go into it and see. Edgerton will be voting in support.

Motion carried 6-0: Campbell, Corr, Eddins, Rodenburg, Ryman Yost and Edgerton voting "yes"; Ball, Cruz, and Joy absent.

Edgerton stated that anyone wishing to speak on an item not on the agenda, may come forward and do so.

Campbell moved to adjourn the Planning Commission meeting of May 5, 2023, seconded by Eddins.

Motion carried 6-0: Campbell, Corr, Eddins, Rodenburg, Ryman Yost and Edgerton voting "yes"; Ball, Cruz, and Joy absent.

MEETING RECORD

Advanced public notice of the Officials Committee meeting was posted on the County-City bulletin board and the Planning Department's website.

NAME OF GROUP: OFFICIALS COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: May 10, 2023, 1:30 p.m., City Council Chambers, County-City Building, 555 S. 10th Street, Lincoln, Nebraska.

MEMBERS AND OTHERS IN ATTENDANCE: Tom Beckius, Ryan Huff, Tammy Ward and Christ Yoakum; Mayor Leirion Gaylor Baird and Sean Flowerday absent. David Cary, Paul Barnes, Rachel Christopher, Stephanie Rouse and Teresa McKinstry of the Planning Department; and other interested parties.

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

REVIEW AND ACTION ON THE PROPOSED FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PUBLIC HEARING: **May 10, 2023**

Members present: Beckius, Huff, Ward and Yoakum; Mayor Gaylor Baird and Flowerday absent.

Christopher stated that the TIP is a four year program of projects in Lancaster County that use federal or state funds. It also lists projects that are regionally funded for information purposes. The TIP is adopted every year. It is a federally required document. We are headed into the new fiscal year of 2024. City, County and State agencies list their applicable projects. The document follows the federal fiscal year. In between, it can be amended as needed. Importantly, all projects in the TIP must be found to be in conformance with the LRTP. It is also important that the TIP must be fiscally constrained. Any funding shown in the TIP must be reasonably anticipated or already awarded. The projects are broken out by phase and year. She showed a map of the area that is covered by the MPO.

Process wise, staff coordinates with many agencies to create the TIP. We also brought it through the Programming and Funding Committee and they provided comments. The Technical Committee reviewed this as well. A briefing was given to the Planning Commission. Comments received must be included in the document. One comment was received from the City of Waverly. They noted their support for some projects in Lincoln and Lancaster County and their support is appreciated.

The proposed TIP will be forwarded onto the State for inclusion into the State's TIP. In terms of what kinds of projects the tip includes, it covers all transportation modes. The sections include Nebraska Department of Transportation (NDOT), Lancaster County Engineering, Lincoln Transportation and Utilities, StarTran,

Lincoln Airport Authority, Federal Transit Administration (FTA) Sections 5310 and 5311 funds, Pedestrian-Bike and Trails, and Railroad Transportation Safety District.

There are a few things that are new with this year's TIP. There is an online project map. It shows a series of icons noting the different projects. There is the ability to filter projects. Zooming in allows the aerial map to be viewed. You can click on a project and it will show project details. Also new are two aspects of reviewing projects. These come from recommendations that arose out of the four year federal review. Equity and congestion management are the new review areas. These reviews will apply to any projects that are being added to the TIP for most programs except NDOT, Airport and FTA. These reviews integrate the TIP with other MPO plans and processes such as the 2050 LRTP and MPO Congestion Management Process. In the LRTP, one of the eight goals is equity. There is some mapping that was done on overburdened and underserved communities. In addition to that there was project scoring that was done to prioritize projects. This information will be pulled into the review of a project.

Beckius can envision what is intended with equity. He thinks sometimes a lower socioeconomic situation, he thinks how transportation has impacted those communities. He is trying to understand the balance. There is also trying to understand how transportation issues go through neighborhoods and what comes to mind. We have to deal with the built environment as it stands today. Christopher noted that another example could be looking at a road project and if it could include alternative modes of transportation. What ways could this project be more friendly to those who don't get around by car? We aren't requiring them to make changes. We want to start a conversation. For equity and congestion management, this is our first iteration of including these reviews and we will assess in the future whether they can be improved. Beckius is always interested in hearing how the equity discussions go and how they manifest themselves into the built environment.

Christopher continued that the second review element is congestion management. We have a Congestion Management Process (CMP). Relevant information from the MPO Congestion Management Process will also be part of the review in order to assess how a project impacts congestion. We ask applicants if the project is in the Lincoln MPO CMP network, is it on a high congestion segment from the LRTP and lastly identify which CMP strategies the project supports.

Christopher stated that a new project was added to the 2024-2027 TIP for the W. South Street bridge over Salt Creek. This is a new project subject to the new review elements. On equity, this project is on the boundary between high and moderate-to-high underserved communities. Regarding the benefits of this project, LTU identified firstly being able to continue vehicle connectivity. In addition to that there are trails that run either side of the creek. On the east, there is an at-grade trail crossing. With this project, it will ultimately allow for a crossing to go underneath. Another project on the equity side is there are currently no sidewalks. They would be able to add those. As far as congestion management, it is not in the network but they did note the project would benefit to move goods. She would note the addition of pedestrian facilities on the bridge as well. This was presented to the Programming and Funding Subcommittee, the Technical Committee, and Planning Commission. If approved today, it will be sent to the State for inclusion in the State TIP. She wanted to mention a few changes that have been made to the TIP since it originally went through the Programming and Funding Committee. The proposed amendments on today's agenda will be reflected in the document. There was an administrative modification approved to an LTU project

for their Hyperflow traffic management software. Parks and Recreation also had some last minute updates and fixes to their Fletcher Landmark trail project. Those have been incorporated into the draft document.

Huff asked for clarification of the process regarding new projects for the LRTP, as well as amendments. He wondered if there is a separate public process, if they go back to the public. Christopher stated that LRTP amendments go to the Technical Committee along with Planning Commission before the Officials Committee votes on them. Those are all public meetings. Planning Commission has some additional advertisement requirements. The agency or owner of that project also does what they need to do for notification on their side. For example, a county project appearing in the County Road and Bridge Program would have their own notification process.

Beckius wondered sometimes if there is new funding or a new project that draws some public interest, if that is the impetus to getting these items added to a plan. Is there usually public participation on the front end before this is added to the plan? Huff noted it could be for something such as needed road work or a bridge with some deterioration that wasn't anticipated. Paul Barnes pointed out that the County's 68th Street and 148th Street projects have had specific studies done on them. There are other things that happen before the documents are amended and staff moves forward with these.

Huff was curious about the equity piece. Everyone at the State has the Federal process on their mind. They are still trying to figure out how to leverage socioeconomic data on a project. He was curious if staff has used the travel demand model and its origins of destination analysis and trace them back to the neighborhood they come from. He is thinking about how to better identify the users of the road at the state level. Christopher is not aware that the MPO's travel demand model has been used for that specific purpose yet. She thinks that is a good next step. She can also speak to the equity piece as there are performance measures that are tracked every year. We look at the map to see where on-street bike lanes and trails are, along with the frequency of bus service compared to where undeserved communities are located. Huff doesn't think anyone has all the answers yet. They are trying to gather data sets and plug them into all these groups.

Yoakum saw data from the Census yesterday and was just talking about how people get around and how they use the services.

ACTION:

Ward moved approval of the FY 2024-2027 Transportation Improvement Program as recommended by staff, seconded by Beckius and carried 4-0: Beckius, Huff, Ward and Yoakum voting 'yes'; Mayor Gaylor Baird and Flowerday absent.



U.S. Department of Transportation

Federal Transit Administration
901 Locust Street, Room 404
Kansas City, MO 64106
816-329-3920
816-329-3921 (fax)

Federal Highway Administration
100 Centennial Mall North, Rm 220
Lincoln, NE 68508
402-742-8460
402-742-8480 (fax)

September 27, 2023

Vicki Kramer, Director
Nebraska Department of Transportation
P.O. Box 94759
Lincoln, NE 68509

Director Kramer:

FHWA/FTA Approval of the Nebraska FY 2024 - 2027 Statewide Transportation Improvement Program

This letter is to inform you of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) review and approval of the highway and transit projects contained in the Nebraska Department of Transportation (NDOT) FY 2024-2027 Statewide Transportation Improvement Program (STIP), including the projects from the incorporated Metropolitan Transportation Improvement Programs (TIPs) for Lincoln MPO (City of Lincoln and Lancaster County), South Sioux City (SIMPCO), Omaha (MAPA), and Grand Island (GIAMPO).

The Draft FY 2024-2027 STIP was available for public comment from August 15, 2023 to August 31, 2023. NDOT received no comments on the proposed STIP during this public comment period.

The Metropolitan Area Planning Agency's (MAPA) Board of Directors approved the TIP on June 22, 2023. The Lincoln MPO TIP was approved by the Officials Committee on May 10, 2023. The Siouxland Interstate Metropolitan Planning Council (SIMPCO) TIP Policy Board approved the TIP on June 29, 2023. The Grand Island TIP was approved by the Policy Board on May 23, 2023. NDOT approved all of the Metropolitan TIPs for inclusion into the STIP on August 2, 2023.

Throughout the year, FHWA and FTA have had ongoing communication with the NDOT, the metropolitan planning organizations (MPOs), and the state's transit agencies. In accordance with 23 CFR Part 450.218(b) and 23 CFR Part 450.334(a), FHWA and FTA have jointly determined that the highway and transit projects included in the STIP and the metropolitan TIPs are based on a transportation planning process that substantially meets the requirements.

The enclosed planning finding was prepared to demonstrate how the NDOT's statewide and metropolitan transportation planning and programming processes meet the Federal requirements. Based on FHWA and FTA review of the FY 2024-2027 STIP, the monitoring activities throughout the year, the MPO's self-certifications, and the enclosed planning finding, the FY 2024-2027 STIP is hereby approved.


If you have any questions or need additional information, please contact Justin Luther, FHWA, at (402)742-8464 or Daniel Nguyen, FTA, at (816)329-3938.



Mokhtee Ahmad
Regional Administrator
Federal Transit Administration

Sincerely,

**RICHARD W
FEDORA**



Digitally signed by RICHARD W
FEDORA
Date: 2023.09.27 10:22:34 -05'00'

Richard Wayne Fedora, P.E.
Division Administrator
Federal Highway Administration

cc:

Amy Starr, NDOT
Ryan Huff, NDOT
Craig Wacker, NDOT
Curtis Nosal, NDOT
Jaime Kamarad, NDOT
Michael Helgerson, MAPA
David Cary, Lincoln MPO
Allan Zafft, GIAMPO
Michelle Bostinelos, SIMPCO

Nebraska FY 2024-2027 STIP FHWA and FTA Joint Planning Finding

As part of the stewardship and oversight responsibilities, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must ensure that both the statewide and metropolitan transportation planning processes satisfy the requirements of 23 U.S.C. 134 and 135, 49 U.S.C 5303-5304, and 23 CFR 450. From a statewide perspective, the Nebraska Department of Transportation (NDOT) certifies the process through the submittal of the Statewide Transportation Improvement Program (STIP), while the Metropolitan Planning Organizations (MPO) certify the metropolitan transportation planning process through the submittal of their respective Transportation Improvement Program (TIP) and self-certifications.

In accordance with 23 CFR 450.220 and 450.330 (a), the FHWA and the FTA hereby find that the projects included in the fiscal year 2024-2027 STIP are based on a transportation planning process that substantially meets the requirements of 23 CFR Part 450 subpart A, B, C, 49 U.S.C. Sections 5303-5304, and 23 U.S.C. Sections 134 and 135. This joint finding is based on the certification of the statewide transportation planning process for and within Nebraska as well as FHWA's and FTA's ongoing participation in both statewide and metropolitan transportation planning processes (including certification reviews conducted in transportation management areas).

TIP/STIP:

The NDOT STIP is composed of a listing and description of all regionally significant capital and non-capital projects or phases of project development which are FHWA and FTA funded projects. The listing shows a project or phase of a project to be advanced by year for the next four-year period. The MPO TIPs contain a listing and description of all regionally significant capital and non-capital projects or phases of project development which are FHWA and FTA funded projects. The listing shows a project or phase of a project to be advanced by year for the next four-year period.

During the review of the FY 2024-2027 STIP, it was noted that the apportionment amounts and beginning balance forecasts were inaccurate. The main reason for this discrepancy is that the NDOT STIP was prepared prior to the fiscal year ending. FHWA and FTA recognizes a substantial portion of the NDOT, and the MPOs' programs were obligated between the time the STIP was prepared and the end of the 2023 federal fiscal year. To address this issue, please ensure the next STIP amendment accurately portrays the beginning balances.

NDOT approved all the MPO TIPs on August 2, 2023 for inclusion into the NDOT 2024 - 2027 STIP. The MPOs' TIPs were approved by their respective policy committees on the following dates:

- The Metropolitan Area Planning Agency's (MAPA) Board of Directors approved the TIP on June 22, 2023.
- The Lincoln MPO (City of Lincoln and Lancaster County) TIP was approved by the Officials Committee on May 10, 2023.
- The Siouxland Interstate Metropolitan Planning Council (SIMPCO) TIP Policy Board

approved the TIP on June 29, 2023.

- The Grand Island TIP was approved by the Policy Board on May 23, 2023.

FHWA and FTA have jointly determined that the FY 2024-2027 NDOT STIP, which is inclusive of each MPO TIP, adequately demonstrates fiscal constraint by year. All the TIPs included self-certifications and discussion on Transportation Performance Management target establishment.

The STIP and TIPs are all developed utilizing the Nebraska STIP Development Guidelines which were agreed to by FHWA, FTA and NDOT in April 2011 and most recently in March 2023. This document contains many of the administrative procedures for developing the STIP and TIPs. Also, this document outlines the amendment thresholds that the transportation partners have agreed to in Nebraska for both TIPs and Long-Range Transportation Plan amendments. This document continues to be a major streamlining tool to help advance projects through the planning process in Nebraska. FHWA is available to assist NDOT in continuing to update the STIP Development Guidelines upon request.

Public Involvement:

Public involvement is required in the development of the STIP. Specific to the planning process, NDOT has developed a Public Involvement Plan specific to the process of outreach efforts for development and approval of the STIP. This document helps to ensure the State meets federal requirements regarding public participation during the development of the STIP. A letter is sent annually to all non-metropolitan elected and appointed officials offering them an opportunity to comment on the STIP. In the letter, a link is provided to the online STIP to facilitate review and comment by non-metropolitan local officials. The draft STIP is posted on the website and made available at the eight district offices.

In addition, NDOT prepares a news release for media outlets informing the public that the draft STIP is available for public comment. The 2024 -2027 STIP outreach was disseminated as follows:

- A press release to 4,365 recipients, including 315 media outlets statewide.
- A Tweet to 30,800 NDOT followers.
- Gov. Delivery (web-based email subscription service) note to the 1,619 subscribers of RSS feed of NDOT Twitter page.
- Gov. Delivery note to the 918 subscribers of the NDOT STIP page.

In addition to the STIP, NDOT prepares a six- year surface transportation program book. This program book contains many of the projects listed in the STIP. The program book seeks public involvement through the Highway Commission meetings and is approved by the Governor. The latest six-year surface transportation book can be found at the following link: [NDOT six-year transportation program book](#)

The Draft FY 2024-2027 STIP was available for public comment from August 15, 2023 to August 31, 2023. NDOT received no comments on the proposed STIP during this public comment period.

FHWA and FTA recommend NDOT analyze the process for outreach to ensure the STIP outreach process is adequately capturing public comment on the STIP. There may be opportunities to enhance public engagement in the STIP development process, including how NDOT is targeting the public when requesting public comment. A potential area of focus could be determining if the public engagement methods are adequately reaching all demographics and communities to encourage greater public engagement and comments on the program. FHWA is available to assist NDOT develop and enhance engagement activities contained in the NDOT public participation plan.

Self-Certification Statements:

The self-certification statements are an opportunity for the MPOs and NDOT to present how they have incorporated participation in the transportation planning process -- be it citizens or contractors. These agencies use these statements to outline how their operations are conducted in a comprehensive, cooperative, and continuous (3C) manner. It ensures that the transportation planning process occurs to satisfy the objectives of a non-discriminatory, environmentally respectful and citizen-oriented atmosphere.

In accordance with 23 CFR 450.220 (a), NDOT has completed its self-certification requirements and has posted the statement as part of their letter transmitting the STIP to FHWA and FTA. In addition, each of the MPO self-certifications are included by reference, as required under 23 CFR 450.336 (a). NDOT and each of the MPOs have self-certified that the transportation planning process is being carried out in accordance with all applicable requirements found in 23 CFR 450.220 (a) and 23 CFR 450.336 (a), respectively.

Planning Finding:

Corrective Action: Items that are compliance issues failing to meet one or more requirements of the federal planning statute and regulations.

Recommendation: Items that address technical improvements to the conditions described by the observation involving processes or procedures that are not regulatory.

Corrective Action:

There are no corrective actions identified for the FY 2024 Planning Finding.

Recommendations:

FHWA and FTA recommend NDOT analyze the process for outreach to ensure the STIP outreach process is adequately capturing public comment on the STIP. There may be opportunities to enhance public engagement in the STIP development process, including how NDOT is targeting the public when requesting public comment. A potential area of focus could be determining if the public engagement methods are adequately reaching all demographics and communities to encourage greater public engagement and comments on the program. FHWA is available to assist NDOT develop and enhance engagement activities contained in the NDOT public participation plan.



Metropolitan Planning Organization
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402-441-7491
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