



## Lincoln Metropolitan Planning Organization

County-City Building  
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Lincoln, Nebraska 68508  
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**To:** Officials Committee Members  
**From:** Elizabeth Elliott, Technical Committee Chair  
**Subject:** Technical Committee Meeting

**Date:** May 17, 2024  
**Time:** 2:00 p.m. – 3:30 p.m.  
**Place:** City Council Chambers, County-City Building

### Meeting Agenda:

*Roll call and acknowledge the “Nebraska Open Meeting Act”*

1. Review and action on the draft minutes of the [February 16, 2024](#) Officials Committee meeting
2. Consent Agenda (Public Hearing and Action)
  - a. [Review and action](#) on revisions to the [Lincoln MPO 2050 Long Range Transportation Plan \(LRTP\)](#)
    - i. West Beltway (US 77) from I-80 to Saltillo Road – Increase project cost and revise the project extents in the NDOT Highways Program Fiscally Constrained Plan
    - ii. N. 33rd Street – Increase project cost in the Fiscally Constrained Railroad Transportation Safety District Projects table
    - iii. Multimodal Transportation Center – Increase project cost in the Priority Transit Projects table
  - b. [Review and action](#) on revisions to the [FY 2024-2027 Transportation Improvement Program \(TIP\)](#)
    - i. State of Nebraska Department of Transportation Program:
      1. US-77 Lincoln West Beltway – Increase project costs for all phases
    - ii. Lancaster County Engineering program:
      1. Saltillo Road, 27th Street to 68th Street – Increase costs for the ROW/Utilities phase

iii. City of Lincoln Transportation and Utilities – StarTran program:

1. Multimodal Transportation Center – Increase costs, update the project schedule, show local match funds in the Preliminary Engineering phase, and add cost and description for installation of electric charging unit stations funded through Section 5339
  2. Electric Bus EV Charging Stations – Add project and program federal funds
3. Items removed from Consent Agenda
  4. [Review and action](#) on MPO Federal Performance Measures and Targets:
    - a. FTA Safety Performance Measures and Targets
  5. [Review and action](#) on the proposed [FY 2025 Unified Planning Work Program \(UPWP\)](#)
  6. [Review and action](#) on the 2024 Self-Certification Review
  7. [Review and action](#) on the proposed [FY 2025-2028 Transportation Improvement Program \(TIP\)](#)
  8. Other topics for discussion
  9. Public Comment

Anyone wishing to address the committee on a matter not on this agenda, and not planned to appear on a future agenda, may do so.

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If information is needed in another language, please contact [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)  
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Nếu bạn cần thông tin bằng ngôn ngữ khác, vui lòng gửi email [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)

[mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov) إذا كنت بحاجة إلى معلومات بلغة أخرى، يرجى إرسال بريد إلكتروني

หากคุณต้องการข้อมูลในภาษาอื่น โปรดส่งอีเมล [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)

نهگمر پڼوېسنت به ز انيار بيه به زمانیکې تر، تکایه نیمهیل بنیره [mpo@lincoln.ne.gov](mailto:mpo@lincoln.ne.gov)

## 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:** February 16, 2024, 2:00 p.m., City Council Chambers, County-City Building, 555 S. 10<sup>th</sup> Street, Lincoln, Nebraska.

**MEMBERS AND OTHERS IN ATTENDANCE:** Tom Beckius, Ryan Huff, Rick Vest and Sändra Washington; (Mayor Leirion Gaylor Baird and Sean Flowerday absent. Paul Barnes, Rachel Christopher and Teresa McKinstry of the Planning Department; and other interested parties.

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

Vest then called for a motion approving the minutes of the regular meeting held December 8, 2023. Motion for approval made by Beckius, seconded by Washington and carried 4-0: Beckius, Huff, Vest and Washington voting 'yes'; Mayor Gaylor Baird and Flowerday absent.

**ELECTION OF COMMITTEE OFFICERS:** **February 16, 2024**

Vest nominated Beckius as Chair, seconded by Washington and carried 4-0: Beckius, Huff, Vest and Washington voting 'yes'; Mayor Gaylor Baird and Flowerday absent.

Beckius then called for nominations for Vice-Chair. Washington nominated Vest, seconded by Beckius and carried 4-0: Beckius, Huff, Vest and Washington voting 'yes'; Mayor Gaylor Baird and Flowerday absent.

**CONSENT AGENDA**  
**PUBLIC HEARING:** **February 16, 2024**

Members present: Beckius, Huff, Vest and Washington; Mayor Gaylor Baird and Flowerday absent.

**The Consent Agenda consisted of the following items:**

- a. Review and action on revisions to the FY 2024-2027 Transportation Improvement Program (TIP)**
  - i. Lancaster County Engineering program:**

- 1. **Saltillo Road, 27<sup>th</sup> Street to 68<sup>th</sup> Street – Increase costs for the ROW and Construction/Construction Engineering phases**
- 2. **S. 98<sup>th</sup> Street, ‘A’ Street to ‘O’ Street – Increase costs for the Construction/Construction Engineering phase**
- 3. **148<sup>th</sup> Street and Holdrege Street – Increase costs for the Construction/Construction Engineering phase**
- 4. **NW 56<sup>th</sup> Street, I-80 to W. Holdrege Street – Reprogram ROW phase from FY 2026 to FY 2025, increase costs for Construction/Construction Engineering phase in FY 2027, and delete costs in Cost Beyond years**
- ii. **City of Lincoln Transportation and Utilities – Transportation program:**
  - 1. **9<sup>th</sup> & ‘A’ St., 9<sup>th</sup> & ‘D’ St., 10<sup>th</sup> & ‘A’ St., 10<sup>th</sup> & ‘D’ St. – Traffic Signal Replacement – Delete Right-of-Way phase**

Washington wondered about the projects that are outside the growth boundary. She questioned if they are being done to a County or City standard. Rachel Christopher believes there is some back and forth when a project is on a stretch of rural area as to which standard it will be built to. That is a conversation between Lancaster County, Lincoln Transportation & Utilities, and most likely the State of Nebraska.

Paul Barnes agreed. Sometimes there is an agreement. 98<sup>th</sup> Street is an example. We all recognize this will be part of the City at some point. The details are coordinated.

**ACTION:**

Vest moved approval of the Consent Agenda, seconded by Huff and carried 4-0: Beckius, Huff, Vest and Washington voting ‘yes’; Mayor Gaylor Baird and Flowerday absent.

**REVIEW AND ACTION ON THE UPDATED MPO PUBLIC PARTICIPATION PLAN**

**PUBLIC HEARING:**

**February 16, 2024**

Members present: Beckius, Huff, Vest and Washington; Mayor Gaylor Baird and Flowerday absent.

Christopher stated that staff has been working on this since last summer. It is a federally required document that is getting a full overhaul. The prior plan was from 2014. It was a good time to review this document and update it. A lot of public outreach was done as part of the plan update. There was an initial 30 day period for public input. That included a survey. There was a comment period on the initial draft and we received some comments. As the plan is accepted, staff would be looking to do a formal review and update every five years. We are also proposing to issue a monitoring report every two years. That would look at the metrics and report on the progress toward meeting the goals. She wanted to highlight a couple of aspects. One thing that

stood out was most people who completed the survey didn't seem to be very familiar with the Metropolitan Planning Organization (MPO) and so an education goal was included. Many comments also addressed meeting people where they are, pertaining to location of meetings and method of outreach, along with a lot of comments made about equity and accommodation. In terms of major changes made to the final draft, recommendations were submitted from Federal Highway Administration (FHWA) and staff worked to address those, which mainly related to the discussion of Title VI and Limited English Proficiency activities. Information was also added summarizing the comments received and describing how comments were addressed in response to comments received from Washington. Total comments received were 104. Those came from 85 unique participants. The Technical Committee recommended this for approval.

Washington thanked everyone for this information. Beckius thanked Washington for her contribution to this.

**ACTION:**

Vest moved approval of the updated Lincoln MPO Public Participation Plan as recommended by staff, seconded by Washington and carried 4-0: Beckius, Huff, Vest and Washington voting 'yes'; Mayor Gaylor Baird and Flowerday absent.

**REVIEW AND ACTION ON MPO FEDERAL PERFORMANCE MEASURES AND TARGETS; A) FHWA SAFETY PERFORMANCE MEASURES AND TARGETS**  
**PUBLIC HEARING:** **February 16, 2024**

Members present: Beckius, Huff, Vest and Washington; Mayor Gaylor Baird and Flowerday absent.

Christopher stated that this is part of federal performance measure targets that are required to be adopted by MPO's and by the Nebraska Department of Transportation (NDOT). This proposal is for adoption of safety related targets. NDOT adopts targets and the MPO has the option to adopt the State targets or make their own. The Lincoln MPO proposes to adopt the State's targets. These are statewide targets, not just pertaining to the Lincoln MPO. This adoption of State targets is done with the understanding that the MPO will undertake projects and policies that support the overall statewide goals. New safety targets are set annually.

Vest questioned a graph that showed the target was not met. Christopher confirmed that targets not met for those years with actuals data are shown in red on the table and added that the fatality and injury rates are per 100 million miles traveled. The NDOT targets are developed using five year rolling averages of past actual.

Washington stated that in looking at 2021, it says there were 241 fatalities. Christopher stated that was the target. Washington wondered if we know the actual. She showed the State website identify 221 as the actual number for that year, which was below the target. Washington asked if staff has any idea how many of those are Lincoln and Lancaster County. Christopher stated that Lincoln Transportation and Utilities (LTU) reports on that for the Annual Transportation Report that the MPO publishes, although she is not sure if the data comes from the same source. Washington is not opposed to supporting the State targets. She just wondered how we are tracking. Christopher stated staff is hoping to publish the latest report from 2022 very soon. That will have historic data for at least the Lincoln area, if not Lancaster County.

**ACTION:**

Vest moved approval to support the NDOT Performance Targets for Safety as the MPO Targets, as recommended by staff, seconded by Washington and carried 4-0: Beckius, Huff, Vest and Washington voting 'yes'; Mayor Gaylor Baird and Flowerday absent.

**REVIEW AND ACTION ON REVISIONS TO THE LINCOLN MPO 2050 LONG RANGE TRANSPORTATION PLAN (LRTP); A) MULTIMODAL TRANSPORTATION CENTER – UPDATE PROJECT COST UNDER THE PRIORITY TRANSIT PROJECTS; B) N. 148<sup>TH</sup> STREET AND HOLREGE STREET; S. 98<sup>TH</sup> STREET, OLD CHENEY ROAD TO US-34; SALTILLO ROAD, S. 27<sup>TH</sup> STREET TO S. 68<sup>TH</sup> STREET; AND NW 56<sup>TH</sup> STREET, WEST 'O' TO W. HOLDREGE STREET – UPDATE PROJECT COSTS UNDER THE FISCALLY CONSTRAINED RURAL ROAD AND BRIDGE CAPITAL PROJECTS; C) PROJECT 102 (N. 98<sup>TH</sup> STREET, HOLDREGE STREET TO US-6) – ADJUST COST ALLOCATION FOR PROJECT UNDER THE FISCALLY CONSTRAINED RURAL ROAD AND BRIDGE CAPITAL PROJECTS; AND D) LANDMARK FLETCHER TRAIL, BEAL SLOUGH TRAIL AND WATERFORD TRAIL – UPDATE PROJECT COSTS**

**PUBLIC HEARING:**

**February 16, 2024**

Members present: Beckius, Huff, Vest and Washington; Mayor Gaylor Baird and Flowerday absent.

Christopher stated that these proposed revisions increase the project costs for the rural road, transit, and trail projects listed. The LRTP contains a series of project listings. This amendment is a result of NDOT federal environmental review where recently the review wasn't allowed to continue until the cost in the LRTP matched the cost in the Transportation Improvement Program (TIP). There were a few projects that had crept up in cost over time in the TIP and were amended. NDOT is wanting the costs to match, which was the impetus for this amendment.

**ACTION:**

Washington moved approval of the amendment to the 2050 LRTP as recommended by staff, seconded by Vest and carried 4-0: Beckius, Huff, Vest and Washington voting 'yes'; Mayor Gaylor Baird and Flowerday absent.

**REVIEW AND ACTION ON REVISIONS TO THE FY 2024-2027 TRANSPORTATION; A) PLANNING PROGRAMS; I) CREATE NEW PROGRAM FOR PLANNING AND REFLECT FEDERAL SAFE STREETS FOR ALL (SS4A) GRANT AWARDS TO CITY OF WAVERLY AND LINCOLN TRANSPORTATION AND UTILITIES**

**PUBLIC HEARING:**

**February 16, 2024**

Members present: Beckius, Huff, Vest and Washington; Mayor Gaylor Baird and Flowerday absent.

Christopher stated the TIP is a four year program of projects using federal and state funds. This is a proposal to add a new section of the TIP. This new section is not for projects, but for transportation planning efforts. A new section would be added and two new programs will be listed under the Federal Safe Streets for All program. It is a safety program and allowed for application for discretionary planning and implementation grants. In this case, there were two awarded grants for planning in the MPO area for the City of Waverly and LTU. She just learned that the City of Bennet was also awarded a planning grant, so their grant will be added to the program in the future.

**ACTION:**

Vest moved approval of the amendment to the FY 2024-2027 TIP, as recommended by staff, seconded by Washington and carried 4-0: Beckius, Huff, Vest and Washington voting 'yes'; Mayor Gaylor Baird and Flowerday absent.

**REPORT ON DEVELOPMENT AND SCHEDULE FOR THE FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM:**

Christopher stated that every year, a new TIP is adopted. As previously mentioned, the TIP lists transportation projects coming over the next four years. The current TIP is for 2024-2027, and the new TIP will cover 2025-2028. These speak to federal fiscal years. Currently, staff is working with the different transportation agencies and departments to develop their programs. Revisions can be made, new projects can be added, and projects can be removed with the annual TIP. It goes through a staff process, then will go on for public hearing and action. The TIP will go before the MPO Technical Committee in April 2024. A Planning Commission public hearing and recommendation is the next step. Then, it goes on to Officials Committee in May 2024.

The TIP goes into effect on October 1, 2024 at the start of the new federal fiscal year. The TIP will become public when the Technical Committee agenda is sent out.

Vest understood that this is updated every year and the total document covers four years. Every year, it rolls one year into the future. Christopher concurred.

Washington asked whether she could submit comments to the Technical Committee or directly to staff. Christopher noted that directly to staff would be fine. She reiterated that the draft will be live in early April 2024.

**OTHER:**

There were no other topics for discussion.

**PUBLIC COMMENT:**

No one appeared.

Washington made a motion to adjourn, seconded by Vest and carried 4-0: Beckius, Huff, Vest and Washington voting 'yes'; Mayor Gaylor Baird and Flowerday absent.

There being no further business, the meeting was adjourned at 2:30 p.m.

[https://linclanc.sharepoint.com/sites/PlanningDept-MPO/SharedDocuments/MPO/Officials Committee/Minutes/2023-2024/021624.docx](https://linclanc.sharepoint.com/sites/PlanningDept-MPO/SharedDocuments/MPO/Officials%20Committee/Minutes/2023-2024/021624.docx)





## Lincoln MPO Officials Committee Agenda Summary

AGENDA ITEM NO.	2
MEETING DATE	May 17, 2024
REQUEST	VOTE: Amendment to the 2050 Long Range Transportation Plan and Amendment No. 4 to the FY 2024-2027 Transportation Improvement Program
ASSOCIATED MEETINGS	The MPO Technical Committee recommended approval of these items at their meeting on April 10, 2024. The Planning Commission held a public hearing on the LRTP amendment on May 8, 2024 and recommended approval.
APPLICANT(S)	Jaime Kamarad, NDOT, <a href="mailto:jaime.kamarad@nebraska.gov">jaime.kamarad@nebraska.gov</a> , 402-479-3739  Larry Legg, Lancaster County Engineering, <a href="mailto:llegg@lancaster.ne.gov">llegg@lancaster.ne.gov</a> , 402-441-1852  Carla Cosier, Lincoln Transportation and Utilities – StarTran, <a href="mailto:ccosier@lincoln.ne.gov">ccosier@lincoln.ne.gov</a> , 402-441-7075
STAFF CONTACT	Rachel Christopher, <a href="mailto:rchristopher@lincoln.ne.gov">rchristopher@lincoln.ne.gov</a> , 402-441-7603
LINK TO MAP	<a href="#">US-77: Lincoln West Beltway</a> <a href="#">Saltillo Road, S. 27th Street to S. 68th Street</a> <a href="#">N. 33rd Street/Cornhusker Viaduct</a> <a href="#">Multimodal Transportation Center</a>

**RECOMMENDATION: APPROVE THE CONSENT AGENDA**

### BACKGROUND

#### Long Range Transportation Plan

In December 2021, the Lincoln MPO Officials Committee adopted the [2050 Long Range Transportation Plan \(LRTP\)](#), which provides the blueprint for the area's transportation planning process over the next 25+ years. The 2050 LRTP was developed in coordination with [PlanForward 2050](#), the Lincoln-Lancaster County Comprehensive Plan.

Amendments are made to the LRTP to accommodate changes relating to new projects, changes to project costs, funding, scope, and termini.

#### Transportation Improvement Program

The Transportation Improvement Program (TIP) is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be



implemented over the next four-year period. The Lincoln Metropolitan Planning Organization (MPO) amends the TIP to accommodate changes to project needs. The FY 2024-2027 TIP was adopted by the MPO Officials Committee on May 10, 2023 and went into effect on October 1, 2023.

### **SUMMARY OF REQUEST**

The proposed amendment to the LRTP includes the following revisions:

- NDOT Highways Program Fiscally Constrained Plan:
  - West Beltway (US-77) from I-80 to Saltillo Road – Increase cost from \$38.2 Million to \$51.0 Million and reduce project extents to be from W. Calvert Street to Rokeby Road (Page 7-6)
- Fiscally Constrained Railroad Transportation Safety District Projects
  - N. 33rd Street – Increase cost from \$115,600,000 to \$119,842,100 (Page 7-18)
- Priority Transit Projects
  - Multimodal Transportation Center – Increase cost from \$34,952,900 to \$41,746,700 (Page 7-19)

The proposed Amendment No. 4 to the FY 2024-2027 TIP includes the following revisions:

State of Nebraska Department of Transportation program:

- US-77 Lincoln West Beltway – Increase project costs for all phases

Lancaster County Engineering program:

- Saltillo Road, 27th Street to 68th Street – Increase costs for the ROW phase

City of Lincoln Transportation and Utilities – StarTran program:

- Multimodal Transportation Center – Increase costs, update the project schedule, show local match in the Preliminary Engineering phase, and add cost and description for installation of electric charging unit stations that will be funded through Section 5339
- Electric Bus EV Charging Stations – Add project and program federal funds

This amendment will update the associated summary tables and figures in the TIP.

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

This TIP amendment primarily affects existing projects in the TIP which were previously determined to be in conformance with the LRTP. StarTran's new project in the TIP for Electric Bus EV Charging Stations is considered to be in general conformance with the LRTP as the chargers are a smaller improvement within an existing facility or a proposed facility (new maintenance facility) that already appear in the LRTP.

## CONGESTION MANAGEMENT AND EQUITY CONSIDERATIONS

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

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

Congestion is addressed based on the Lincoln MPO Congestion Management Process (CMP) adopted in May 2020. The CMP provides a systematic approach for managing congestion by defining a CMP network and identifying strategies to reduce trips and vehicle miles traveled, shift automobile trips to other modes, improve roadway operations, improve infrastructure, and add capacity.

These changes primarily impacts existing projects in the TIP. No congestion management or equity reviews are required for those. One new project requires congestion and equity reviews, which is StarTran's **Electric Bus EV Charging Stations**. This project would purchase and install new charging stations for buses, replacing outdated units at StarTran's 710 J Street location using federal Low or No Emission (Lo-No) funds. In the future, the charging stations will continue to be used at 710 J Street or at the planned new maintenance facility.

### Electric Bus Charging Stations

#### **Congestion Management Process**

- Is the project in the Lincoln MPO [CMP Network](#)? *No*
- Is the project on a high-congestion segment as identified in the [2050 LRTP Appendix E1](#)? (Existing, 2035, or 2050 model years) *No*
- Identify which Congestion Management Process (CMP) strategies the project supports (see [pages 17-20 of the CMP](#)): *B.1 Transit Capacity Expansion*

#### **Equity**

- Is the project located in an area with High or Moderate to High Overburdened and Underserved Communities? *The proposed location for installation of the charges at 710 J Street is within a High disadvantaged area.*
- If yes to the previous question, provide explanation of how the project creates a benefit or burden to these communities and ways the project could be modified

(if neutral or negative impact): *Improving access to EV chargers will assist with reducing emissions from StarTran buses throughout their service area.*

- Provide the project's Equity Score and Total Score from [Appendix G of the LRTP](#) (if applicable): *N/A. The project is not regionally significant and is not listed separately in the LRTP.*

### **BUDGET CONSIDERATIONS**

The proposed increase in cost for the West Beltway project will be funded with State revenue/aid. The Saltillo Road project is using Highway Safety Improvement (HSIP) funds, which are federal safety funds administered by the Nebraska Department of Transportation that the County has been awarded through a discretionary review process; the HSIP funds have a local match being provided by Lancaster County. The increased cost for the N. 33<sup>rd</sup> Street railroad crossing project is being funded through a combination of federal railroad funds, private contributions, and local matching funds. The Multimodal Transportation Center project is funded with a federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant with a local match from Lincoln Transportation and Utilities; in addition, FTA Section 5339 funds made available to StarTran by NDOT will be used towards electric charging unit stations for the Multimodal Center. The Electric Bus EV Chargers project will be funded with federal Lo-No funds.

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

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

## Fiscally Constrained Plan Elements

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

### NDOT Highways Program

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

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

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

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

### Year of Expenditure Costs

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

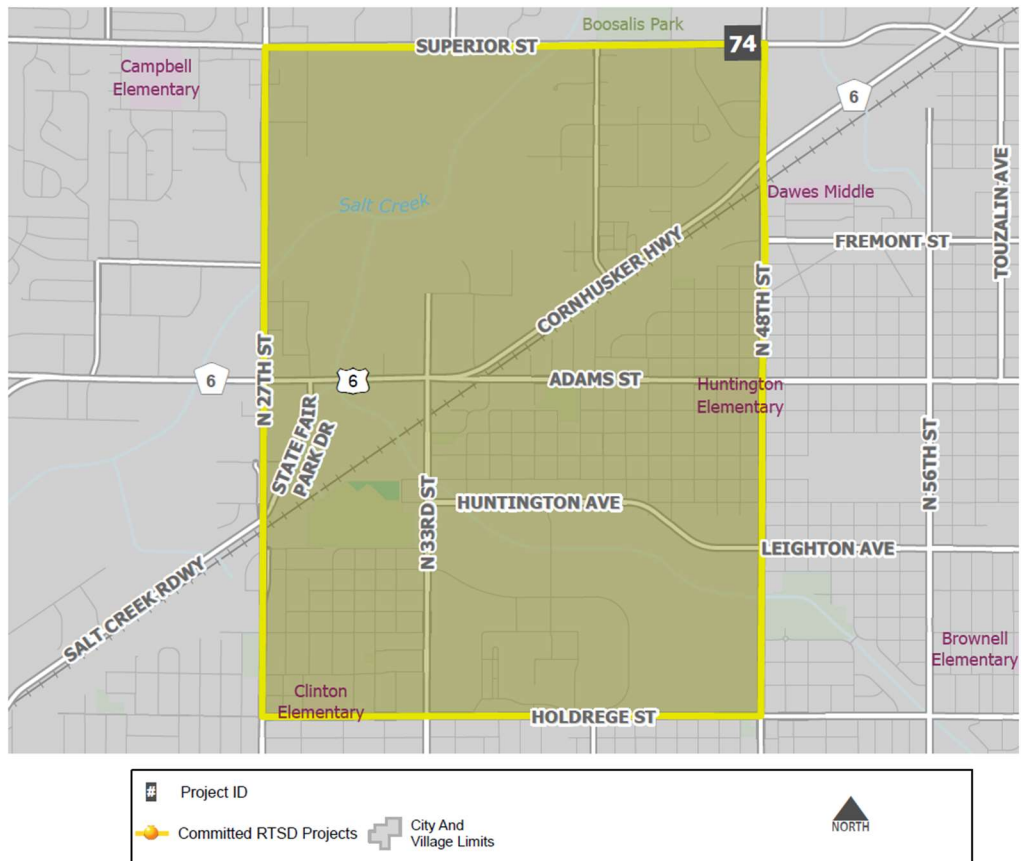
project (Project ID 74, cost estimate of \$115.6 million), which is in the current TIP and scheduled for completion by 2029. This project includes intersection improvements (dual westbound left turn lanes) at Cornhusker Highway (US-6) and State Fair Park Drive . The intersection improvements were originally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

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

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

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

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



## Multimodal Program

### Transit

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

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

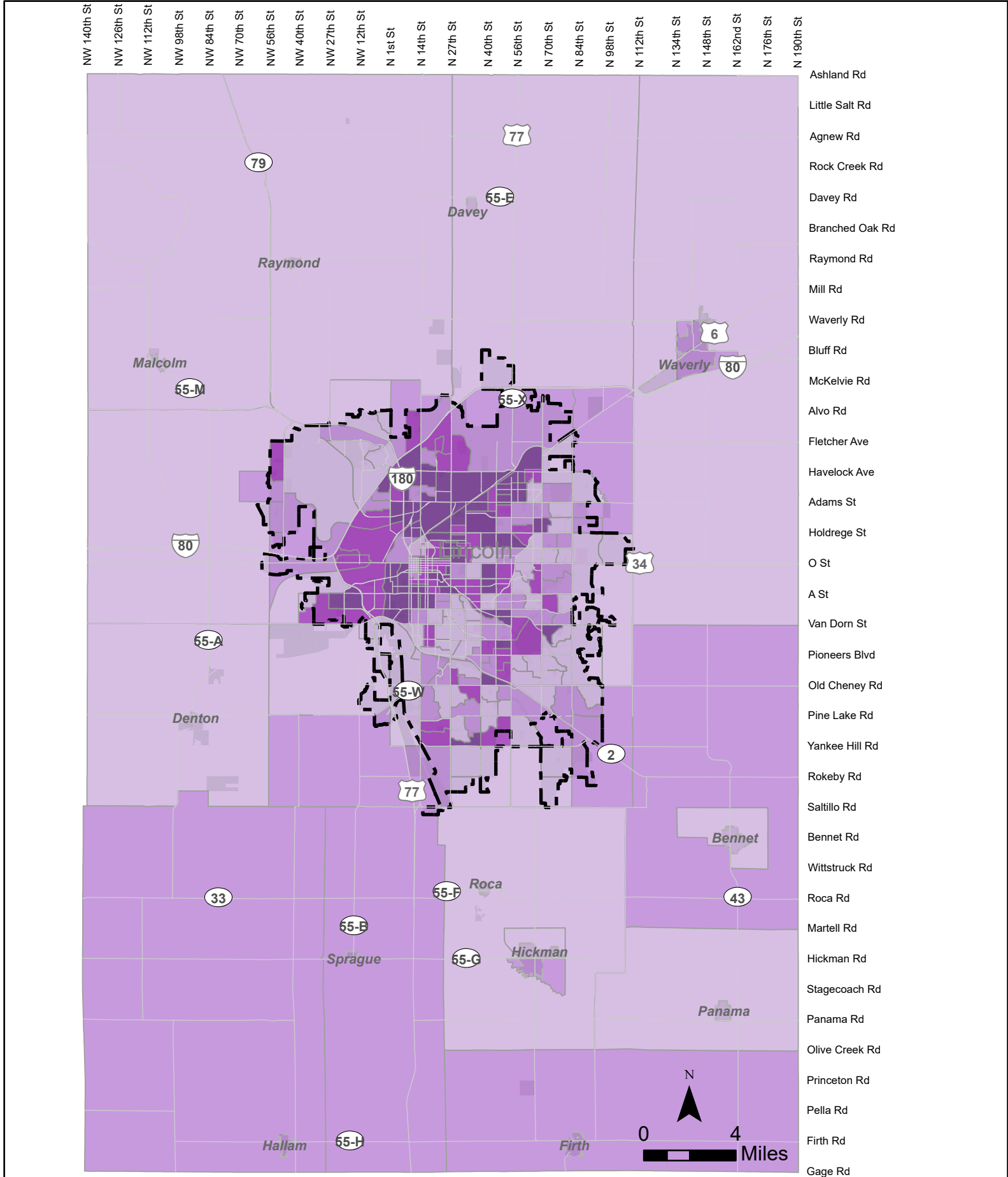
This funding level will allow continuation of StarTran's current service levels; however, it will not enable service extensions (longer hours and Sunday bus service) and may limit local match contributions to major projects seeking federal funds.

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

**Table 7.8 Priority Transit Projects**

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





**Underserved and Overburdened Communities**



Source: Underserved and Overburdened Communities is developed from inputs including Low Income, Minorities, Single Head of Household, LEP, Age 65+, Disabilities, and Zero Vehicle Households. Data was derived from the U.S. Census Bureau/American Community Survey (2016-2020)



**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	FS			
<b>N-43</b> 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	
<b>US-6</b> 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			1,972.0	
<b>I-180</b> 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	
<b>US-34</b> 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			1,618.0	
<b>I-180</b> 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			847.0	
<b>I-80</b> 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	
<b>I-80</b> 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			122,153.0	
<b>Amend (Modify) US-77</b> Lincoln West Beltway 6-lane, grading, surfacing, surface shoulders	4.61 Miles	PE ROW Const/CE	1,730.0 NE			2,008.0 NE 47,296.0 NE								
C.N. 12552A S-77-2(1074)	TOTAL		1,730.0	0.0	49,304.0	0.0	0.0			0.0			51,034.0	
<b>Amendment Description:</b> Increase costs for all phases. <input type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> Scope <input type="checkbox"/> Other														
<b>N-79</b> 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			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		
<b>I-180</b> 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	8,736.0
<b>US-6</b> 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	4,410.0	4,411.0
<b>I-80</b> 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	26,118.0	26,119.0
<b>N-79</b> 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	4,056.0
<b>US-6</b> 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	9,356.0	9,357.0
<b>S-55G</b> Hickman Spur Mill, resurface, widen, culverts, bridge repair	3.41 Miles	PE Const/CE 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	2,691.0	0.0	2,692.0
<b>US-77</b> 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	4,087.0
<b>US-77</b> 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	4,331.0
<b>N-2</b> 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	2,631.0
<b>I-80</b> 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	2,101.0

**FISCAL YEARS 2024-2027 STATE OF NEBRASKA DEPARTMENT OF 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		
<b>STATE OPERATIONS &amp; MAINTENANCE FUNDING SOURCE SUMMARY</b>													
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		
<b>SUBTOTAL OPERATIONS &amp; MAINTENANCE:</b>		4,155.7		4,280.4		4,408.8		4,541.1		4,677.3		0.0	22,063.3
<b>FUNDING SUMMARY</b>													
<b>FEDERAL FUNDS</b>													
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
<b>SUB-TOTAL FEDERAL FUNDING:</b>		0.0		65,385.0		45,279.0		34,760.0		2,199.0		0.0	147,623.0
<b>STATE FUNDS</b>													
NE (State Revenue / Aids)		10,425.7		-31,070.6		32,926.8		-19,153.9		5,169.3			-1,702.7
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
<b>SUB-TOTAL STATE FUNDING:</b>		10,425.7		73,557.4		32,926.8		-19,153.9		5,169.3		0.0	102,925.3
<b>LOCAL FUNDS</b>													
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													
<b>SUB-TOTAL LOCAL FUNDING</b>		0.0		0.0		0.0		0.0		0.0		0.0	0.0
<b>TOTAL</b>		10,425.7		138,942.4		78,005.8		15,606.1		7,368.3		39,884.0	280,432.3

**STATUS OF PREVIOUS YEARS PROJECTS**

**Projects Completed or Under Contract**

<b>N-2 (UNDER CONTRACT)</b>	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)												
<b>N-2 &amp; US-77 (COMPLETED)</b>	69.18 Miles	PE	1.0	NE									
District 1 - Districtwide		Const/CE	1,670.1	LC									
Pavement Marking		Const/CE	500.0	HS									
		Const/CE	588.3	NE									
C.N. 13467	HSIP-D1 (107)												

**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 FS	TOTAL PROJECT COSTS		
				FY 2024	FS	FY2025	FS	FY2026	FS			FY2027	FS
<b>N-33 (COMPLETE)</b> Crete - US-77		14.7 Miles	PE ROW	275.0 30.0									
N-33 from approx 1.1 mi west of E Jct N-103 in Crete to US-77 & 1.5 mi on S-55F.	Const/CE			2,476.0									
Mill, resurf rdwy & shld, br repair	Const/CE	C.N. 13303 STP-33-6(110)		8,723.0									
<b>US-77 (UNDER CONTRACT)</b> 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									
		C.N. 13412 NH-77-2 (168)											
<b>I-80 (UNDER CONTRACT)</b> I-80 Barrier, Lincoln I-80 from 0.3 mi east of Lincoln northeast to 27th St		9.0 Miles	PE Const/CE Const/CE	1.0 53.0 211.0									
Power wash and seal concrete barriers, bridge rails and bridge piers		C.N. 13283 NH-80-9(92)											
<b>US-77 (UNDER CONTRACT)</b> 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								
		C.N. 13386 NH-77-2 (166)											

## 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
<b>Amend (Modify)</b> <b>Saltillo Road, 27th Street to 68th Street</b> 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.  C.N. 13391 HSIP-5280(2)		2.7 Miles	PE	742.4	CO								
			PE	21.6	HS								
				ROW/Utilities			2,553.3	HS					
				ROW/Utilities			283.7	CO					
				Const/CE					10,936.0	HS			
				Const/CE					1,204.0	CO			
				<b>TOTAL</b>	<b>764.0</b>		<b>2,837.0</b>		<b>12,140.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Amendment Description:</b> Increase costs for the ROW/Utilities phase for Rural Water relocation. <input type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> Scope <input type="checkbox"/> Other													
<b>S. 98th Street, Old Cheney to A Street</b> Preliminary engineering and construction of 24 foot asphalt surface with turf shoulders in Prior Fiscal Years.  C.N. 13417 LCLC-5275(1)		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							
				<b>TOTAL</b>	<b>4,873.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>S. 98th Street, A Street to O Street</b> Preliminary engineering in Prior Fiscal Years and construction of asphalt paving and drainage structures beyond the four-year program.  C.N. 13418 LCLC-5275(2)		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			
				<b>TOTAL</b>	<b>465.3</b>		<b>0.0</b>	<b>1,621.3</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>10,236.0</b>
<b>148th Street and Holdrege Street</b> Safety project to improve 148th Street and Holdrege Street intersection, which includes left-turn lanes on the north and southbound approaches.  C.N. 13473 HSIP-3365(8)		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			
				<b>TOTAL</b>	<b>207.0</b>		<b>60.0</b>	<b>1,196.0</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Fletcher Road, 84th Street to 148th Street</b> Preliminary engineering in Prior Fiscal Years and construction of 28 foot asphalt surface with turf shoulders beyond the four-year program.  C.N. 13493 LCLC-3340(8)		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	
				<b>TOTAL</b>	<b>195.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4,670.0</b>	<b>4,865.0</b>
<b>NW 56th Street, I-80 to W. Holdrege Street</b> 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.  C.N. 13494 LCLC-5287(1)		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	
				<b>TOTAL</b>	<b>147.0</b>		<b>0.0</b>	<b>45.0</b>	<b>0.0</b>		<b>2,100.0</b>	<b>0.0</b>	<b>0.0</b>

**FISCAL YEARS 2024-2027 LANCASTER COUNTY ENGINEERING PROGRAM**

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

PROJECT	PHASE	PRIORITY PROJECTS	PRIORITY PROJECTS	PRIORITY PROJECTS	PRIORITY PROJECTS	PRIORITY PROJECTS	PRIORITY PROJECTS	PRIORITY PROJECTS	PRIORITY PROJECTS	COST BEYOND PROGRAM	TOTAL PROJECT COSTS
<b>Arbor Road Bridge Replacement</b> 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	0.0	2,779.1	3,252.1	
<b>S. 68th Street, Firth Road to Stagecoach Road</b> 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	0.0	10,486.7	
<b>N. 14th Street, Alvo Road to Ashland Road</b> 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	0.0	12,076.2	
<b>S. 68th Street, Hickman to Roca Road</b> 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		
	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	0.0	1,539.9	
<b>COUNTY OPERATIONS &amp; MAINTENANCE FUNDING SOURCE SUMMARY</b>											
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	
<b>FUNDING SUMMARY</b>											
<b>FEDERAL FUNDS</b>											
HS (HSIP - Highway Safety Improvement Program)											
			277.2	3,202.3	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	3,636.7	13,354.9	9,293.3	9,852.3	0.0	42,038.8		
<b>STATE FUNDS</b>											
NE (State Funds)											
			0.0	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	0.0	

## 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
<b>LOCAL FUNDS</b>													
CO (Lancaster County)		5,151.6		3,460.3		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		3,460.3		4,496.9		5,322.9		4,960.8		0.0	23,392.5
<b>TOTAL</b>		<b>11,053.2</b>		<b>7,897.9</b>		<b>17,851.8</b>		<b>14,616.2</b>		<b>14,813.1</b>		<b>17,685.1</b>	<b>83,115.4</b>

**STATUS OF PREVIOUS YEARS PROJECTS**

Projects Completed or Under Contract

## 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	FS	FY 2024	FS	FY 2025	FS	FY 2026	FS	FY 2027	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>														
<p><b>Purchase Maintenance Service Vehicles</b> Funding in FY22/23 is to replace maintenance vehicles #509 &amp; #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	0.0	0.0	0.0	0.0	100.0	0.0	320.0	
<p><b>Purchase 21 Paratransit Vehicles</b> 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	0.0	0.0	0.0		0.0	4,491.0	
<p><b>Bus Stop Amenities (required by FTA)</b> 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>														
			1,032.8 FA	780.8 FA	32.0 FA	32.0 FA	32.0 FA	32.0 FA	32.0 FA	32.0 FA				
			133.2 GR	70.2 GR	8.0 GR	8.0 GR	8.0 GR	8.0 GR	8.0 GR	8.0 GR				
			125.0 LN	125.0 LN										
	TOTAL		1,291.0	976.0	40.0	40.0	40.0	40.0	40.0	40.0		0.0	2,387.0	
<p><b>Security Enhancements (required by FTA)</b> 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	32.0 FA	32.0 FA	32.0 FA				
			16.0 GR	8.0 GR	8.0 GR	8.0 GR	8.0 GR	8.0 GR	8.0 GR	8.0 GR				
	TOTAL		80.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0		0.0	240.0	
<p><b>Purchase of Supervisor Vehicle</b> 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	0.0	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	PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIOR FISCAL YEARS	F5	FY 2024 FS	FY2025 FS	FY2026 FS			FY2027 FS
<b>Computer Hardware and Software</b>									
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	319.4	
<b>Shop Tools / Equipment</b>									
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	326.8	
<b>Building Renovations / Improvements</b>									
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	0.0	200.0	750.0	
<b>Fareboxes</b>									
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	1,406.2	
Amend (Modify)	<b>Multimodal Transportation Center</b>								
	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, including the installation of overhead electric charging unit stations.								
	PE		3,081.3 FA						
	PE		770.3 GR						
	Const/CE			2,700.0 FA	5,667.3 FG	16,335.9 FG	1,930.0 FG		
	Const/CE			300.0 GR	3,630.0 OF				
	Const/CE					5,371.9 GR	508.3 GR		
	TOTAL		3,851.6	3,000.0	9,297.3	21,707.8	2,438.3	40,295.0	
<b>Amendment Description:</b> Increase costs (all phases), update the project schedule, break out local match in the PE phase, and add costs and description for Section 5339-funded electric charging stations									
<input type="checkbox"/> New <input type="checkbox"/> Deleted <input checked="" type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input type="checkbox"/> Scope <input type="checkbox"/> Other									
<b>Purchase 16 Full Size Fixed Route Vehicles</b>									
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	10,360.3	
<b>Fast Fuel Compressed Natural Gas Station</b>									
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	5,680.0	

**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	FS	FY 2024	FS	FY 2025	FS	FY 2026	FS	FY 2027	FS						
<b>Maintenance Facility Construction / Relocation</b>																	
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														
	<b>TOTAL</b>	<b>7,309.5</b>		<b>0.0</b>		<b>5,000.0</b>				<b>5,000.0</b>				<b>5,000.0</b>		<b>0.0</b>	<b>22,309.5</b>
<b>Amend (Add)</b>	<b>Electric Bus EV Charging Stations</b>																
The current EV charging stations for the electric buses located at 710 J Street, Lincoln NE need to be replaced due to continued breakdowns and the obsolescence of the model. There is a need to replace four (4) of the stations. They will use Section 5339 Lo-No funding that is appropriated and will continue to be used after the new Multimodal Transportation Center is built either at the 710 J Street location or at the planned new maintenance facilities location.																	
	Const/CE			367.2	FG												
	Const/CE			40.8	GR												
	<b>TOTAL</b>	<b>0.0</b>		<b>408.0</b>		<b>0.0</b>				<b>0.0</b>				<b>0.0</b>		<b>0.0</b>	<b>408.0</b>
<b>Amendment Description: Add project and program federal funds</b>																	
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope <input type="checkbox"/> Other																	
FA (State / Federal) - Includes Section 5339 Funds		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
	<b>TOTAL</b>	<b>23,448.5</b>		<b>6,573.0</b>		<b>24,757.6</b>		<b>26,807.8</b>		<b>7,868.3</b>				<b>0.0</b>		<b>0.0</b>	<b>89,455.2</b>
<b>OPERATIONS FUNDING SOURCE SUMMARY</b>																	
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
	<b>TOTAL</b>	<b>0.0</b>		<b>13,407.0</b>		<b>13,014.0</b>		<b>13,017.0</b>		<b>13,077.0</b>				<b>0.0</b>		<b>0.0</b>	<b>52,515.0</b>
<b>TOTALS FOR STARTRAN FUNDING</b>																	
<b>FEDERAL FUNDING</b>																	
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
	<b>SUB-TOTAL FEDERAL FUNDING</b>	<b>0.0</b>		<b>7,352.0</b>		<b>21,008.6</b>		<b>23,135.9</b>		<b>8,994.0</b>				<b>0.0</b>		<b>0.0</b>	<b>60,490.5</b>
<b>STATE FUNDING</b>																	
NE (State Revenue/Aid)				1,387.0		944.0		897.0		907.0							4,135.0
State / Federal																	0.0
	<b>SUB-TOTAL STATE FUNDING</b>	<b>0.0</b>		<b>1,387.0</b>		<b>944.0</b>		<b>897.0</b>		<b>907.0</b>				<b>0.0</b>		<b>0.0</b>	<b>4,135.0</b>

## FISCAL YEARS 2024-2027 CITY OF LINCOLN TRANSPORTATION AND UTILITIES - STARTRAN 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		
<b>LOCAL FUNDING</b>												
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
<b>TOTAL</b>			<b>0.0</b>	<b>18,986.0</b>		<b>37,212.3</b>		<b>38,534.8</b>		<b>28,945.3</b>	<b>0.0</b>	<b>117,762.4</b>

Notes:  
Revenue & cost estimates use an inflation rate of 3%

#### STATUS OF PREVIOUS YEARS PROJECTS

Projects Completed or Under Contract

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



## Lincoln MPO Officials Committee Agenda Summary

AGENDA ITEM NO.	4
MEETING DATE	May 17, 2024
REQUEST	VOTE: Federal Performance Measures and Targets
ASSOCIATED MEETINGS	The MPO Technical Committee recommended approval of this item at their meeting on April 10, 2024.
STAFF CONTACT	Rachel Christopher, <a href="mailto:rchristopher@lincoln.ne.gov">rchristopher@lincoln.ne.gov</a> , 402-441-7603

**RECOMMENDATION: APPROVE TO SUPPORT THE STARTRAN PERFORMANCE TARGETS FOR SAFETY AS THE MPO TARGETS**

### BACKGROUND

The current and previous federal transportation bills, the Bipartisan Infrastructure Law and the FAST Act, respectively, included a series of requirements for Transportation Performance Management (TPM). Since the passage of federal transportation bill MAP-21, USDOT has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. The Federal Highway Administration (FHWA) established performance measures for safety (PM1), infrastructure condition (PM2), and system performance (PM3). The Federal Transit Administration (FTA) established performance measures for Transit Asset Management (TAM) and safety.

As part of TPM, each state DOT or public transportation agency and metropolitan planning organization (MPO) must adopt targets for the FHWA and FTA performance measures to strive for within the planning and programming process. The state DOT or public transportation agency sets its targets first and MPOs have 180 days from that time to adopt their targets. For each performance measure, an MPO is required to 1) establish a regional target or 2) adopt the state DOT or public transportation agency target.

### SUMMARY OF REQUEST

Updated safety targets have been set by StarTran in their Public Transportation Agency Safety Plan (PTASP) which was updated in December 2023. The MPO proposes to adopt to support the updated FTA safety targets contained in the PTASP. The FTA safety performance measures are as follows:

- Rolling Stock: Percentage of revenue vehicles (by type) that exceed the useful life benchmark
- Equipment: Percentage of non-revenue service vehicles (by type) that exceed the useful life benchmark
- Facilities: The percentage of facilities that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale

Enclosed is a memo to the Technical Committee Tri-Chairs. The memo incorporates the updated targets set by StarTran.

### **POLICY CONSIDERATIONS**

With supporting the StarTran targets, the Lincoln MPO is agreeing to plan and program projects in a manner that contributes towards the accomplishment of these performance targets.

### **BUDGET CONSIDERATIONS**

The MPO is not at risk of losing funding if these performance measures targets are not met.

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# MEMORANDUM

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**TO:** Lincoln MPO Technical Committee Tri-Chairs  
**FROM:** Rachel Christopher, Transportation Planner  
**SUBJECT:** Update on Lincoln MPO Federal Performance Measures and Targets  
**DATE:** April 1, 2024

The purpose of this memo is to update the Tri-Chairs of the Lincoln MPO Technical Committee regarding proposed support of targets for federal performance measures.

## **Background Information**

Since the passage of federal transportation bill MAP-21 in 2012, USDOT has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have established national performance measures in areas such as safety, infrastructure condition, congestion, system reliability, emissions, and freight movement. The current and previous federal transportation bills, the Bipartisan Infrastructure Law and the FAST Act, respectively, continued the series of requirements for Transportation Performance Management (TPM). TPM uses system information to make investment and policy decisions.

FHWA established the below performance measures relating to safety, infrastructure condition, and system performance:

### Safety Performance Measures (PM1)

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and serious injuries

### Infrastructure Performance Measures (PM2)

- Percentage of pavements on the Interstate System in good condition
- Percentage of pavements on the Interstate System in poor condition
- Percentage of pavements on the non-Interstate National Highway System (NHS) in good condition
- Percentage of pavements on the non-Interstate (NHS) in poor condition
- Percentage of NHS bridges classified as in good condition
- Percentage of NHS bridges classified as in poor condition

### System Performance Measures (PM3)

- Percent of person-miles traveled on the Interstate System that are reliable
- Percent of person-miles traveled on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability (TTTR) Index

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Lincoln/Lancaster County Planning Department  
555 South 10<sup>th</sup> Street, Suite 213 – Lincoln, NE 68508  
Phone: 402-441-7491 – Fax: 402-441-6377

- Annual hours of peak hour excessive delay per capita\*
- Percent of non-single occupancy vehicle (non-SOV) travel\*
- Total emissions reduction\*

\*not applicable to Nebraska

FTA established the below performance measures with relating to transit asset management (TAM) and safety:

#### TAM Performance Measures

- Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)
- Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB
- Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale
- Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile\*

\*not applicable to Lincoln MPO

#### Safety Performance Measures

- Fatalities: Total number of reportable fatalities and rate per 100,000 VRM
- Injuries: Total number of reportable injuries and rate per 100,000 VRM
- Safety Events: Total number of reportable events and rate per 100,000 VRM
- System Reliability: Mean (or average) revenue miles of service between major mechanical failures

As part of TPM, each state DOT or public transportation agency and metropolitan planning organization (MPO) must adopt targets for the FHWA/FTA performance measures to strive for within the planning and programming process. The process for setting targets has been taking place since 2017. The State DOT or public transportation agency sets its targets first and the MPOs have 180 days from that time to adopt their targets. For each performance measure, an MPO is required to either 1) establish a regional target or 2) support the state DOT or public transportation agency target and therefore agree to plan and program projects that contribute toward meeting the target.

#### **Lincoln MPO Actions**

State DOTs and MPOs annually establish targets for the FHWA safety performance measures (PM1). In February 2024, the Lincoln MPO adopted to support the NDOT safety performance targets for CY 2024.

For the FHWA performance measures for infrastructure condition and system performance (PM2 and PM3), state DOTs and MPOs are required to establish 4-year targets. Additional coordination is required between state DOTs and MPOs if a State adjusts its 4-year target at the midpoint of the performance period. In February 2023, the Lincoln MPO adopted to support the NDOT infrastructure condition targets and system performance targets for CY 2022-2025. These new 4-year targets continue to be in effect and may be adjusted this year. The Lincoln MPO will reflect adopted FHWA performance measure targets in the TIP

on its annual cycle and the LRTP on its five-year cycle.

Public transportation agencies and MPOs annually establish targets for the FTA TAM performance measures and safety performance measures. In November 2018, the Lincoln MPO adopted to support the StarTran TAM performance targets for Federal Fiscal Year (FFY) 2019 as established on January 1, 2017 and published in the StarTran Transit Asset Management Plan of September 27, 2018. The Lincoln MPO previously adopted to support the StarTran safety performance measures targets in November 2020, which are shown in its Public Transportation Agency Safety Plan of July 2020. The target for each performance measure was established as a trend rather than a specific numeric value. Across each measure, the target is to demonstrate an incremental improvement over an established baseline calculated from a recent five-year experience in each category. StarTran seeks annual improvements over a baseline which is set as the averages of the performance measures over a five-year period. The current performance measures, baselines and targets are established in the 202 StarTran Transit Asset Management Plan and 2023 StarTran Public Transportation Agency Safety Plan.

When StarTran updates its TAM and safety performance measures targets and notifies the MPO of the updated targets, the MPO will adopt to support the StarTran targets at the next opportunity.

### NDOT Performance Measure Targets

This section provides a report on the NDOT established performance measure targets to date.

Table 1 shows the NDOT annual targets for safety (PM1) from calendar years 2020 through 2024. NDOT submitted their proposed safety target for 2020-2024 to FHWA in August 2023, which are based on 5-year rolling averages. NDOT met all safety targets for 2020 except the serious injury rate; however, the serious injury rate was better than the 5-year rolling average baseline. NDOT met the targets for 2021 for number and rate of fatalities. Other data for 2021 and for 2022 is not yet available as of the publication of this memo, indicated by cells in gray.

Table 1: NDOT Statewide Targets for Safety (PM1)					
Performance Measures	CY 2020 Target (2016-2020)	CY 2021 Target (2017-2021)	CY 2022 Target (2018-2022)	CY 2023 Target (2019-2023)	CY 2024 Target (2020-2024)
Number of fatalities	239.0	241.0	249.0	254.0	234.0
Rate of fatalities	1.140	1.130	1.270	1.300	1.120
Number of serious injuries	1,442.0	1,408.0	1,358.0	1,319.0	1,168.0
Rate of serious injuries	6.803	6.507	6.323	6.044	5.539
Number of non-motorized fatalities and serious injuries	133.0	126.6	121.4	117.8	96.8



Table 2 shows the NDOT 4-year targets for infrastructure condition (PM2) for a performance period of 2022 to 2025. The actual statewide values in 2022 have met the targets as shown in Table 2.

<b>Table 2: NDOT Statewide Targets for Infrastructure Condition (PM2)</b>			
<b>Performance Measures</b>	<b>4-Year Target (2022-2025)</b>	<b>Statewide - Actual</b>	<b>Lincoln MPO - Analysis</b>
		<b>2022</b>	<b>2022</b>
% of pavements on the Interstate System in good condition	≥65%	72.40%	49.2%
% of pavements on the Interstate System in poor condition	≤5%	0.10%	25.4%
% of pavements on the non-Interstate NHS in good condition	≥40%	54.60%	25.8%
% of pavements on the non-Interstate (NHS) in poor condition	≤10%	1.50%	3.9%
% of NHS bridges classified as in good condition	≥55%	58.5%	<i>Data Not Yet Available</i>
% of NHS bridges classified as in poor condition	≤10%	4.3%	<i>Data Not Yet Available</i>

Table 3 shows the NDOT targets for system performance (PM3) for a performance period of 2022 to 2025 along with the analysis values for statewide and the Lincoln MPO from 2022.

<b>Table 3: NDOT Statewide Targets for System Performance (PM3)</b>			
<b>Performance Measures</b>	<b>4-Year Target (2022-2025)</b>	<b>Statewide - Actual</b>	<b>Lincoln MPO - Analysis</b>
		<b>2022</b>	<b>2022</b>
% of person-miles traveled on the Interstate System that are reliable	≥98.5%	99.9%	100.0%
% of person-miles traveled on the non-Interstate NHS that are reliable	≥92.0%	96.0%	96.5%
Truck Travel Time Reliability Index	≤1.20	1.14	1.14

### StarTran Performance Measure Targets

This section provides a report on the StarTran established performance measure targets to date.

Table 4 shows the StarTran annual targets for TAM for fiscal years 2021 through 2023. For FY 2021, the actual values for the rolling stock: paratransit category and the equipment: non-revenue service vehicle category (automobile) exceeded the target values. For FY 2022, the actual value for the equipment: non-revenue service vehicle category (other support vehicle) exceeded the target value.

Asset Category	Asset Class	ULB*	Measure	FY 2021 Targets	FY 2021 Actual	FY 2022 Targets	FY 2022 Actual	FY 2023 Targets
Rolling Stock: FR Bus	Bus	15 years	% of fleet exceeds ULB	25%	7%	25%	4.5%	4.5%
Rolling Stock: SR Paratransit	Paratransit Van	6 years	% of fleet exceeds ULB	25%	29%	25%	25%	25%
Equipment: Non-Revenue Service Vehicle	Automobile	10 years	% of fleet exceeds ULB	10%	33%	10%	0%	0%
Equipment: Non-Revenue Service Vehicle	Other Support Vehicle	15-20 years	% of fleet exceeds ULB	0%	0%	0%	50%	50%
Facility: StarTran Administration, Bus Storage, and Maintenance	Admin & Maint	40 years	% of StarTran owned facilities rated less than 3.0 on FTA TERM scale	0%	0%	0%	0%	0%
Facility: Parking Facilities	Admin & Maint	40 years	% of StarTran owned facilities rated less than 3.0 on FTA TERM scale	0%	0%	0%	0%	0%

\* ULB – Useful Life Benchmark

Tables 5 and 6 show the StarTran safety performance baseline and targets for fixed route and paratransit. StarTran will seek annual improvements over a 2020-2023 baseline from 2023 through 2026. For 2023, the majority of values for both fixed route and paratransit met the targets.

Performance Category		2020-2023 Baseline	Target	2023 Value
Fatalities	Total	0.25	0	0
	Rate per 100,000 VRM	0.00	0	0
Injuries (Minor/Major)	Total	0.25	Reduction from baseline	1
	Rate per 100,000 VRM	0.00	Reduction from baseline	.065
Safety Events (Minor/Major)	Total	0.25	Reduction from baseline	1
	Rate per 100,000 VRM	0.00	Reduction from baseline	.07
System Reliability (Minor/Major)	VRM Between Failures (Total)	8,021	Increase from baseline	8,481

<b>Table 6: StarTran Targets for Paratransit - 2020-2023</b>				
<b>Performance Category</b>		<b>2020-2023 Baseline</b>	<b>Target</b>	<b>2023 Value</b>
Fatalities	Total	0	0	0
	Rate per 100,000 VRM	0	0	0
Injuries (Minor/Major)	Total	0	Reduction from baseline	1.00
	Rate per 100,000 VRM	0	Reduction from baseline	0.16
Safety Events (Minor/Major)	Total	0	0	0
	Rate per 100,000 VRM	0	0	0
System Reliability (Minor/Major)	VRM Between Failures (Total)	41,146	Increase from baseline	29,563

### **MPO Staff Recommendation**

Lincoln MPO staff recommends support of the below updated targets for the federal performance measures:

- FTA Safety Performance Measures – Support the StarTran targets

With supporting the StarTran performance measure targets, the Lincoln MPO is agreeing to plan and program projects in a manner that contributes towards the accomplishment of these targets. The MPO Technical Committee is scheduled to meet on April 10, 2024 and the meeting agenda includes the review and action on MPO targets for FTA safety performance measures.



## Lincoln MPO Officials Committee Agenda Summary

AGENDA ITEM NO.	5
MEETING DATE	May 17, 2024
REQUEST	VOTE: Proposed FY 2025 Unified Planning Work Program
ASSOCIATED MEETINGS	Lincoln MPO staff requested input from staff towards the development of the FY 2025 UPWP on January 29, 2024. A draft version of the UPWP was sent to the MPO Administration Committee, FHWA, and FTA for comment on March 11, 2024. The MPO Technical Committee recommended approval of this item at their meeting on April 10, 2024.
STAFF CONTACT	Rachel Christopher, <a href="mailto:rchristopher@lincoln.ne.gov">rchristopher@lincoln.ne.gov</a> , 402-441-7603

**RECOMMENDATION: APPROVE THE FY 2025 UNIFIED PLANNING WORK PROGRAM**

### BACKGROUND

The Proposed FY 2025 Unified Planning Work Program (UPWP) incorporates in one document all federal assisted state, regional, and local transportation planning activities proposed to be undertaken in the region during the State/MPO Fiscal Year from July 1, 2024 through June 30, 2025. The UPWP provides a mechanism for the coordination of transportation planning activities in the metropolitan planning area and is required as a basis and condition for all federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

### SUMMARY OF REQUEST

This work program describes all transportation planning activities utilizing federal funding during the coming fiscal year. It is funded primarily with the Metropolitan Planning Funds (PL funds) grant provided to the MPO. However, an MPO may use other eligible funds provided that the guidelines for use of those funds are met. Other funds that contribute towards transportation planning activities include FTA funds, Federal Aviation Administration (FAA) Airport Planning funds, and state and local funds. State and local funds are used to provide the match for federal planning programs.

NOTE: The new indirect overhead cost rate has not yet been updated pending approval by FHWA. The Proposed UPWP uses the current rate of 22.58%. The new rate will be added when it is known.



The Proposed FY 2025 UPWP is available at:  
<https://www.lincoln.ne.gov/City/Departments/Planning-Department/MPO/Key-Planning-Documents/UPWP>

Enclosed is a summary of the work program activities in the FY 2025 UPWP.

**BUDGET CONSIDERATIONS**

The Proposed FY 2025 UPWP has been developed based on funding levels resulting from the federal Bipartisan Infrastructure Law and is based on the 2020 Census counts for urbanized area populations in Nebraska.



## MEMO

Date: May 8, 2024  
To: MPO Officials Committee  
From: Rachel Christopher, Transportation Planner  
Subject: Proposed FY 2025 Unified Planning Work Program

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The MPO Officials Committee will review and take action on the proposed FY 2025 Unified Planning Work Program (UPWP) at their meeting on May 17, 2024. The MPO Technical Committee reviewed the proposed UPWP at their meeting on April 10.

The UPWP is funded primarily with Metropolitan Planning Funds (PL funds). Metropolitan Planning Funds authorized under 23 U.S.C. 104(f)(3) are apportioned to States and are to be made available to the metropolitan planning organizations responsible for carrying out the provisions of 23 U.S.C. 134. The estimated distribution of new PL Funds for FY 2025 is based upon the current State distribution formula that uses Census 2020 Urban Area population. The Lincoln MPO estimated PL funds for FY 2025 is \$931,204.33 (this number includes carryover funds from the FY 2022 and 2023 UPWPs).

A summary of the work program activities in the Proposed FY 2025 UPWP is provided below.

### **Administration and Management Activities:**

These activities include General Program Administration and Coordination, Certification of the Transportation Planning Process, development of the UPWP, PL Fund Grant Administration, and Professional Development, Education and Training.

<u>Total Funding</u>	<u>PL Funds</u>	<u>Local Share</u>
\$90,169	\$72,135	\$18,034

### **Interagency and Public Outreach Activities:**

These activities include Transportation Planning-Related Committees, Public Participation Program, Environmental Justice Strategies and Implementing Title VI Requirements, Transportation Reports and Newsletters, and Website Management and Enhancement. For FY 2025, funds have been included for implementation of the updated MPO Public Participation Plan.

<u>Total Funding</u>	<u>PL Funds</u>	<u>Local Share</u>
\$45,733	\$36,586	\$9,147

**Data Development, Monitoring and Evaluation Variables:**

These activities include Geographic Information Systems (GIS), Demographic Database Update, Land Use Database Update and Maintenance, Community Value Factors and Surveys, Census Planning Activities (CTPP), and Transportation System Data Monitoring and Collecting.

<u>Total Funding</u>	<u>PL Funds</u>	<u>Local Share</u>
\$182,120	\$145,696	\$36,424

**Short Range Planning and Programming Activities:**

These activities include development of the Transportation Improvement Program (TIP), Financial Resources Development and Program Phasing, Enhanced Mobility FTA Grant Programs, and Transportation Facilities and Site Plan Review.

<u>Total Funding</u>	<u>PL Funds</u>	<u>Local Share</u>
\$86,962	\$69,570	\$17,392

**Metropolitan Transportation Planning:**

These activities include Long Range Transportation Plan Review, Evaluation and Coordination with Comprehensive Planning Activities, Subarea Planning and Corridor Studies, Multi-modal Planning, Goods and Freight Movement Planning, and Policy Studies and Regulation Review. For FY 2025, funds have been included for staff time contributing to the Safe Streets Lincoln Vision Zero Action Plan and initial work on the update of the Long Range Transportation Plan and Lincoln Mobility Plan.

<u>Total Funding</u>	<u>PL Funds</u>	<u>Local Share</u>
\$684,021	\$547,217	\$136,804

**Transportation System Planning:**

These activities include Transportation Model Development and Maintenance, Congestion Management Process, Intelligent Transportation System (ITS), and System Management, Operations and Coordination. Funds in this activity continue to be included for on-call consultant work to update the Lincoln MPO Transportation Model on an as-needed basis.

<u>Total Funding</u>	<u>PL Funds</u>	<u>Local Share</u>
\$75,000	\$60,000	\$15,000

**Transit Planning Work Program:**

These activities include Program Support and Administration, General Development/Comprehensive Planning, Long Range Transportation Planning, Short-Range Transportation Planning, Transportation Improvement Program, Planning Emphasis Areas, and Other Activities. The Transit Planning Program receives funds through FTA including FTA Sections 5303 and 5307 funds. The full year of FY 2025 transit funds are not known at the time of publication of this UPWP due to FTA partial year apportionments but will be added by amendment once they are published, likely in June 2024.

**Environmental Studies, Programs and Coordination:**

These activities include Environmental Planning, Urban Air Quality Planning, and Flood Plain Management Program Coordination. These programs typically receive funds from State (including Federal pass-through grant funds) or local sources.

**Lincoln Municipal Airport Planning:**

The Lincoln Airport Authority has been undertaking an Airport Master Planning effort that could continue into FY 2025, with the primary objective of developing a long term program that will yield a safe, efficient, economical, and environmentally acceptable air transportation facility. The study will provide an analysis of airport needs, a definition of the airport's role within the regional airport system and evaluate alternatives with the purpose of providing direction for the future development of the facility. The Airport Master Plan is funded with federal funds through the Federal Aviation Administration (FAA).





## Lincoln MPO Officials Committee Agenda Summary

AGENDA ITEM NO.	6
MEETING DATE	May 17, 2024
REQUEST	VOTE: 2024 Self-Certification Review
ASSOCIATED MEETINGS	The MPO Technical Committee recommended approval of this item at their meeting on April 10, 2024.
STAFF CONTACT	Rachel Christopher, <a href="mailto:rchristopher@lincoln.ne.gov">rchristopher@lincoln.ne.gov</a> , 402-441-7603

**RECOMMENDATION: AUTHORIZE EXECUTIVE OFFICER TO SIGN THE SELF-CERTIFICATION STATEMENT**

### SUMMARY OF REQUEST

Concurrent with the submittal of the annual Transportation Improvement Program (TIP), the Lincoln Metropolitan Planning Organization (MPO) and the Nebraska Department of Transportation (NDOT) certify to the Federal Highway Administration and Federal Transit Administration that the planning process is being carried out in accordance with all applicable requirements set forth in 23 CFR 450.336. The Lincoln MPO must submit the Self-Certification of the Planning Process to NDOT with the submittal of a new TIP. The MPO Self-Certification, which will be included in the Proposed FY 2025-2028 TIP, is enclosed.

### BUDGET CONSIDERATIONS

Compliance with federal requirements regarding the metropolitan transportation planning process is necessary for the Lincoln MPO planning area to continue receiving federal transportation funds.

**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

Nebraska Department of Transportation

\_\_\_\_\_  
 Mayor Leirion Gaylor Baird, Executive Officer

\_\_\_\_\_  
 Ryan Huff, Strategic Planning Division  
 Nebraska Department of Transportation

\_\_\_\_\_  
 Date

\_\_\_\_\_  
 Date



## Lincoln MPO Officials Committee Agenda Summary

AGENDA ITEM NO.	7
MEETING DATE	May 17, 2024
REQUEST	VOTE: Proposed FY 2025-2028 Transportation Improvement Program
ASSOCIATED MEETINGS	The MPO Programming and Funding Committee convened for development of the FY 2025-2028 TIP. The TIP falls under the work items for this committee, which reports to the MPO Technical Committee. The Programming and Funding Committee reviewed the Draft FY 2025-2028 TIP, expressed support, and forwarded it to the Technical Committee and Planning Commission for review as to conformance with the Long Range Transportation Plan. The MPO Technical Committee recommended approval at their meeting on April 10, 2024. The Planning Commission held a public hearing on the proposed FY 2025- 2028 TIP on May 8, 2024 and recommended approval.
STAFF CONTACT	Rachel Christopher, <a href="mailto:rchristopher@lincoln.ne.gov">rchristopher@lincoln.ne.gov</a> , 402-441-7603

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

### BACKGROUND

Lincoln Metropolitan Planning Organization (MPO) staff has prepared the Draft FY 2025-2028 Transportation Improvement Program (TIP) for public review and comment. The TIP includes surface transportation and planning projects to receive federal funds and projects of regional significance that are planned for the metropolitan area during Federal Fiscal Years 2025-2028. The TIP is based upon the Federal Fiscal Year from October 1 to September 30.

### SUMMARY OF REQUEST

The proposed FY 2025-2028 TIP has been developed by Lincoln MPO staff to be in compliance with regulations contained in the Bipartisan Infrastructure Bill, the most recent legislation governing the federal transportation program.

The FY 2025-2028 TIP is available at:

<https://www.lincoln.ne.gov/City/Departments/Planning-Department/MPO/TIP>

Enclosed is a summary of the projects in the FY 2025-2028 TIP.

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

Most projects contained in the proposed 2025-2028 TIP are being carried forward from the current 2024-2027 TIP with the exception of several projects being added and removed as described below. The projects being carried forward were previously determined to be in conformance with the [LRTP](#).

The State of Nebraska Department of Transportation program added several new projects listed below. These projects are coordinated with the State's TIP and are considered to be in general conformance with the LRTP.

- US-77, Ceresco South: Resurface, culverts
- I-80, 27th Street - Platte River: Cable median barrier
- I-180, I-80 - Cornhusker Highway: Concrete surface seal
- I-80, Jct I-180 - E Jct US-77: Joint Seal
- I-80, Waverly - Jct N-66: Concrete Repair
- I-180, I-80 Interchange - Cornhusker Highway: Mill, resurface
- District 1 Dynamic Message Signs (DMS) Replacement: Replace DMS boards (areawide)
- L-55X, Link L-55 North (US-6 - I-80 along 56th Street): Mill, resurface
- I-80 District 1 Dynamic Message Signs (DMS) Retrofit: Retrofit DMS structures (areawide)

The City of Lincoln Transportation and Utilities Program – Transportation added one new project listed below. This project is in conformance with the LRTP as it appears as Project ID 133 in Table 7.6 and Figure 7.2, Fiscally Constrained Urban Roadway Capital Projects on pages 7-15 and 7-16. The bridge will be funded with MPO Surface Transportation Block Grant (STBG) funds.

- [S. 27th Street Bridge at SE Upper Salt Creek](#)

The City of Lincoln Transportation and Utilities (LTU) – Transportation program removed two projects listed below. The listing for Transportation Livable Neighborhoods provides funding for planning and design, preliminary engineering and construction of improvements in the right-of-way such as street enhancements. This line item is being eliminated as its objectives are now integrated into LTU's preservation and optimization initiatives. This streamlining allows for more efficient resource allocation and ensures a cohesive approach to community development, without compromising their commitment to improving transportation accessibility and fostering livable environments. The project for 14<sup>th</sup> Street/Warlick Blvd/Old Cheney Road appears in the LRTP as Project ID 79 in Table 7.6 and Figure 7.2, Fiscally Constrained Urban Roadway Capital Projects on pages 7-13 and 7-16. The project is being removed because NDOT is conducting a traffic study for improvements to Highway 77 associated with a planned upgrade of Highway 77 from expressway to freeway standards, with outcomes and

timing currently unknown as to how those improvements may influence traffic at the project location of S. 14th Street, Warlick Boulevard, and Old Cheney Road.

- [Transportation Livable Neighborhoods](#)
- [14th Street/Warlick Blvd/Old Cheney Rd](#)

The Pedestrian, Bike and Trails program added one new project listed below and located in the City of Hickman. The project was awarded funding from the federal Recreational Trails Program (RTP) competitive grant program administered by the Nebraska Game & Parks Commission. It is considered to be in general conformance with the 2050 LRTP as the LRTP includes discussion of the interaction of local trails with the larger, regional trail network in the metropolitan planning area and mentions trails within the cities of Hickman and Waverly. Discretionary and competitive funds were not generally identified in the LRTP funding outlook but the LRTP encourages agencies to apply for those additional funding sources.

- [City of Hickman Recreational Trail](#)

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

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

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

Congestion is addressed based on the Lincoln MPO Congestion Management Process (CMP) adopted in May 2020. The CMP provides a systematic approach for managing congestion by defining a CMP network and identifying strategies to reduce trips and vehicle miles traveled, shift automobile trips to other modes, improve roadway operations, improve infrastructure, and add capacity.

S. 27th Street Bridge at SE Upper Salt Creek

This bridge was constructed in 1936 and would be reconstructed. The reconstructed bridge will include space for future sidewalk.

**Congestion Management Process**

- Is the project in the Lincoln MPO [CMP Network](#)? *Yes, the project is located on a minor arterial street, S. 27th Street, south of Rokeby Road.*
- Is the project on a high-congestion segment as identified in the [2050 LRTP](#)? (Existing, 2035, or 2050 model years). *2050 – Yes, shown as yellow for ‘congesting’ (image below).*



- Identify which Congestion Management Process (CMP) strategies the project supports (see [pages 17-20 of the CMP](#)): *C.10 Vehicle Use Limitations and Restrictions; C.14 Goods Movement Management*

**Equity**

- Is the project located in an area with High or Moderate to High Overburdened and Underserved Communities? *No*
- If yes to the previous question, provide explanation of how the project creates a benefit or burden to these communities and ways the project could be modified (if neutral or negative impact): *N/A*
- Provide the project’s Equity Score and Total Score from [Appendix G of the LRTP](#) (if applicable):
  - *Equity Score = 0.33 (out of 1.0)*
  - *Total Score = 45.37 (out of 100)*

City of Hickman Recreational Trail

This project involves construction of a new trail segment for the Scott’s Creek Trail in the City of Hickman located northwest of S. 68th Street and Hickman Road.

**Congestion Management Process**

- Is the project in the Lincoln MPO [CMP Network](#)? *No*
- Is the project on a high-congestion segment as identified in the [2050 LRTP Appendix E1](#)? (Existing, 2035, or 2050 model years) *N/A*
- Identify which Congestion Management Process (CMP) strategies the project supports (see [pages 17-20 of the CMP](#)): *B.7 New Sidewalk Connections*

**Equity**

- Is the project located in an area with High or Moderate to High Overburdened and Underserved Communities? *No*
- If yes to the previous question, provide explanation of how the project creates a benefit or burden to these communities and ways the project could be modified (if neutral or negative impact): *N/A*
- Provide the project's Equity Score and Total Score from [Appendix G of the LRTP](#) (if applicable): *N/A – project was not part of original LRTP scoring.*

**BUDGET CONSIDERATIONS**

The proposed FY 2025-2028 TIP is fiscally constrained and the project funding identified within it can be accommodated within the MPO's funding allocations.





## MEMO

Date: May 8, 2024

To: MPO Officials Committee

From: Rachel Christopher, Transportation Planner

Subject: Proposed FY 2025-2028 Transportation Improvement Program

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The MPO Officials Committee will review and take action on the proposed FY 2025-2028 Transportation Improvement Program (TIP) at their meeting on May 17, 2024. The MPO Technical Committee reviewed the proposed TIP at their meeting on April 10 and the Planning Commission will review the proposed TIP at their public hearing on May 8. A summary of the projects in the proposed TIP is provided below.

### **State of Nebraska: Department of Transportation:**

The State program includes twenty-four projects that focus on system rehab/resurfacing, system maintenance, and replacement. Listed are programming two bridge replacement/repair projects, five bridge replacement/repair/roadway resurfacing projects, two roadway widening/resurfacing projects, three mill/resurface projects, one culvert project, one high mast tower replacement project, seven joint seal/concrete repair projects, one cable median barrier project, and two dynamic message sign projects. These projects are coordinated with the State's TIP and are considered to be in general conformance with the LRTP.

#### ***Bridge Replacement/Repair***

- I-180: Adams Street Bridge
- I-180 Bridges over I-80

#### ***Bridge Replacement/Repair & Roadway Resurfacing***

- N-43: N-41 – Bennet
- US-34: Lincoln West bridges
- N-79: Agnew North Bridges
- S-55G: Hickman Spur
- N-79: US 34 – Raymond Road

#### ***Roadway Widening/Resurfacing***

- US-77: Ceresco South
- US-77: Lincoln West Beltway

### ***Mill/Resurfacing***

- I-180: Cornhusker South
- I-180: I-80 Interchange – Cornhusker Highway
- L-55X: Link L-55X North (between Cornhusker Highway and I-80)

### ***Culverts***

- US-6 Emerald East Culverts

### ***High Mast Tower Replacement Project***

- I-80 District 10A High Mast Tower Replacement.

### ***Joint Seal/Concrete Repair***

- I-80: Airpark – I-180
- US-77: Beatrice – Princeton
- US-77: US-77/I-80 North
- N-2: Lincoln – Syracuse
- I-180: I-80 – Cornhusker Highway
- I-80: Jct I-180 – E Jct US-77
- I-80: Waverly – Jct N-66

### ***Cable Median Barrier***

- I-80: 27th Street – Platte River

### ***Dynamic Message Signs (DMS)***

- District 1 DMS Replacement
- District 1 DMS Retrofit

## **Lancaster County – County Engineering:**

The Lancaster County improvement program includes ten projects. The list below includes five safety projects, four roadway capital projects, and one bridge replacement project. All county projects are considered to be in conformance with the LRTP.

### ***Safety Improvement Projects***

- Saltillo Road, 27th Street to 68th Street, 2.7 miles: Widening/paving earthen shoulders with safety edges and safety improvements for S. 40th Street and S. 56th Street intersections.
- 148th Street and Holdrege Street: Intersection improvements including left turn lanes on north and southbound approaches.
- S. 68th Street, Firth Road to Stagecoach Road, 5.0 miles: Grading, widening, and surfacing.
- N. 14th Street, Alvo Road to Ashland Road, 10.5 miles: pavement overlay, trench and shoulder widening, construction of a safety section, and centerline and edgeline rumble strips.
- S. 68th Street, Hickman to Roca Road, 1.5 miles: pavement overlay, trench and shoulder widening, construction of a safety section, centerline and edgeline rumble strips, and intersection improvements at Martell Road.

### **Roadway Capital Projects**

- S. 98th Street, Old Cheney Road to A Street, 3.0 miles: Preliminary engineering and construction of a 24 foot asphalt surface with turf shoulders.
- S. 98th Street, A Street to O Street, 1.0 mile: Preliminary engineering and construction of asphalt paving and drainage structures. Since S. 98<sup>th</sup> Street from Old Cheney to O Street is within the 2050 Future Service Limit, the City and County will closely coordinate on these projects.
- Fletcher Road, 84th Street to 148th Street, 4.5 miles: Preliminary engineering and construction of 28 foot asphalt surface with turf shoulders. Since Fletcher Road from 84th Street to east of 98th Street is within the 2050 Future Service Limit, the City and County will closely coordinate on this project.
- NW 56th Street, I-80 to W. Holdrege Street, 0.7 miles: Preliminary engineering and construction to include grading, widening, and surfacing. Since NW 56th Street from I-80 to W. Holdrege Street is within the 2050 Future Service Limit, the City and County will closely coordinate on this project.

### **Bridge Replacement Project**

- Arbor Road Bridge over the Little Salt Creek, 0.1 miles: Preliminary engineering and construction of bridge to replace existing 120' slab bridge.

### **City of Lincoln Transportation and Utilities - Transportation:**

This program includes significant resources for projects that focus on traffic management, traffic signal timing, equipment replacement and Intelligent Transportation System (ITS) projects that are needed to improve traffic flow. Other focus areas are for traffic safety and operations for intersection projects, sidewalk maintenance, and roadway and bridge infrastructure rehabilitation or improvements. Below are the major intersection, roadway, and bridge infrastructure improvement projects. All projects are considered to be in conformance with the LRTP.

### **Transportation System Preservation**

This program component focuses on repair and preservation of transportation system assets including rehabilitation of streets, intersections, traffic signals, bridges, and facilities 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 and rehabilitation efforts.

- S. 56th Street, Spruce Street to Van Dorn Street – pavement repair
- Randolph Street, Capital Parkway to 40th Street - pavement repair and intersection improvements at 33rd Street and 40<sup>th</sup> Street
- 1st Street & Cornhusker Highway – traffic signal replacement
- 9th & A St., 9th & D St., 10th & A St., 10th & D St. - traffic signal replacement

- N 84th Street & College Park - traffic signal replacement
- 66th St./Cotner Blvd./Adams St. - traffic signal replacement
- Cornhusker Highway, 39th Street to L-55X – pavement repair, intersection improvements, mill and overlay, curb ramp reconstruction and utility adjustments
- Preventative Maintenance Bridge Package – maintenance of bridges such as Harris Overpass, N. 27th Street viaduct, SW 40th Street viaduct, Penny Bridges, and 10th Street & Salt Creek Bridge
- 48th St. & Calvert St. and 56th St. & Calvert St. – traffic signal replacement
- W. South Street Bridge over Salt Creek – bridge replacement
- S. 27th Street Bridge over SE Upper Salt Creek – bridge replacement

### ***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. Projects include new intersection modifications (turn lanes, roundabouts) new signal system hardware, adding lanes to existing streets, access improvements, bike & pedestrian improvements, signing, safety projects and transportation system management infrastructure.

- A Street, 40th Street to 56th Street – intersection improvements and widening
- Adams Street, 36th Street to 48th Street – pavement repair and widening
- 84th Street and US-6 (Cornhusker Highway) – safety project
- Cotner Boulevard, O Street to Starr Street – pavement repair and intersection improvements
- A Street, 6th Street to 17th Street – intersection improvements and widening
- Pilot – Hyperflow Software Tool – corridor performance system
- S. 70th St. and Nebraska Parkway – intersection improvements

### ***Transportation System Growth***

This program component focuses on growth of new transportation system assets including new streets, right-of-way improvements, bridges/structures in new growth areas and major upgrades to the fringe area street network. Projects include new streets and right-of-way improvements, new bridges and support structures, new intersections and signal system hardware, and major upgrades to the fringe area street network.

### ***Transportation Sidewalk Program***

This program is for the maintenance and repair of sidewalk infrastructure. Projects include sidewalk repair and replacement, panel leveling, and construction of ADA curb ramps. The LRTP recommends continuing to increase funding for sidewalk repairs.

### **Capital Roadway Projects**

- East Beltway: Corridor protection and right-of-way (as needed) for a four lane freeway between Hwy 2 and I-80. The LRTP recommends continuing corridor protection.
- West "A" Street from west of Coddington to west City Limits: Construction of a two lane urban facility with intersection improvements and turn lanes. This project is listed as Committed in the LRTP.
- S. 40th Street from Yankee Hill Rd to south of Rokeby: Construction of a two lane urban facility with intersection improvements and turn lanes. This project is listed as a Developer Commitment in the LRTP.

### **City of Lincoln Transportation and utilities - StarTran:**

The Public Transportation Element of the TIP includes operational and capital improvement programs for the City of Lincoln Public Transportation projects that are typically funded through the Federal Transit Administration (FTA) and local funds. The primary focus of this program is to maintain StarTran services and provide for StarTran's Vehicle Replacement Program. All projects are considered to be in conformance with the LRTP.

- Service and revenue service vehicle replacements.
- Bus stop amenities such as benches, shelters, pads, signage, bicycle related equipment and landscaping.
- Security enhancements as required by FTA. Such enhancements will include improved facility surveillance and improved bus camera systems.
- Computer hardware and software for continued upgrade/replacement of computer services for StarTran administration, operators, and maintenance functions. Funds are proposed to purchase maintenance software, farebox cell phone validators, a plotter, and upgraded staff computers.
- Shop tools/equipment for continued routine upgrade and replacement. Such tools and equipment include vehicle lifts, oil reels, and fall protection items.
- Improvements to buildings, ground and land for an atomic clock system, garage doors improvements, and parking lot striping.
- Fareboxes: Funds are proposed for replacement of all bus fareboxes.
- 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. This project includes completion of a feasibility study, environmental and design work, and construction including the installation of electric charging units.
- Fast Fuel Compressed Natural Gas Station: Update of feasibility study and build a fast fuel compressed natural gas station at 710 J Street.
- Maintenance Facility Construction/Relocation: Funds are proposed to construct a new bus maintenance and storage facility.
- Electric Bus EV Charging Stations: Replacement charging stations for electric buses to be used at StarTran's current facility, with potential future

use at the new Multimodal Transportation Center or new planned maintenance facility.

### **Lincoln Airport Authority:**

The Lincoln Airport Authority improvement program includes operational and capital improvement programs for the City of Lincoln Airport that are typically funded through the Federal Aviation Administration (FAA) and local funds. All projects are considered to be in conformance with the LRTP.

- Snow removal equipment building
- Runway and taxiway improvements including design, construction, pavement, lighting and other equipment
- General aviation development
- Relocate run-up pad
- Oak Creek levee improvements
- Terminal ramp rehabilitation
- Interlocal Agreement for Minimum Revenue Guarantee
- Terminal parking garage solar roof canopies

### **Federal Transit Programs:**

Federal Transit Administration Grants assist in the development and support of intercity bus transportation and enhance the access of people to employment, health care, shopping, education, public services, and recreation. All projects are considered to be in conformance with the LRTP.

- NDOT Vanpool Project: Vendor vanpool services provide statewide contracted services for a) Metro Vanpool service for Lancaster, Sarpy, & Douglas counties between Lincoln and Omaha (LCLC & MAPA) and b) Statewide, Rural Nebraska Vanpool service.
- Section 5310 Program: These projects or programs are designed to support transportation services that meet the special transportation needs of seniors and individuals with disabilities in urbanized areas. Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

### **Pedestrian, Bike & Trails:**

The projects located in this section of the TIP are generally funded with a combination of local and federal funds that comes from either the Transportation Alternatives Program (TAP) or Recreational Trails Program (RTP) funds. All projects are considered to be in conformance with the LRTP.

#### ***City of Lincoln Parks & Recreation Department***

- Beal Slough Trail Project: This is a ten-foot wide trail to extend along the Beal Slough Channel and the railroad from 56th Street & London Road connecting to 70th Street & Yankee Hill Road.
- Fletcher Landmark Trail: This is a trail project for concrete trail to follow primarily alongside Fletcher Street from N. 14th Street to N. 27th Street.

- Wilderness Hills Trail: This project is a trail extending south from about 37th Street and Yankee Hill Road 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.
- Waterford Trail: This is a trail project beginning at 84th and College Park east across Southeast Community College to the corner of 98th and Boathouse Road and extending east and north to the corner of 104th and Holdrege.
- Rock Island Trail Undercrossing at Old Cheney Road: This is a project for a grade separated crossing of the Rock Island Trail under Old Cheney Road east of S. 16th Street where there is currently an at-grade crossing.
- Rock Island Trail Widening – A Street to Boosalis Trail: This project would widen the trail from 8 feet to 11 feet in this busy section to assist with capacity, as well as replace a pedestrian/bicycle bridge over Garfield Street.

***City of Lincoln/Lancaster County Planning Department***

- B Street Bicycle Boulevard: This is an on-street bicycle facility on B Street from 11th to 26th Streets and on 26th Street from A to B Street, and a sidepath on A Street from 26th to 27th Streets.

***City of Lincoln Transportation and Utilities Department***

- Active Transportation Enhancements for the Multimodal Transportation Center: Pedestrian and bicycle improvements to facilitate commuter movements to and from the new multimodal center would be constructed in conjunction with that project.

***City of Hickman***

- Recreational Trails Program: This project would construct new trail in the City of Hickman in the area of S. 68th Street and Hickman Road including an underpass underneath 68th Street.

**Railroad Transportation Safety District (RTSD):**

This project is for a Railroad Crossing Grade Separation project at the North 33rd Street and Cornhusker/BNSF railroad crossing to eliminate at-grade vehicular-train conflicts that enhance safety, reduce delays, and improve emergency access. This project is listed as a committed project and is therefore considered to be in conformance with the LRTP.