

Fiscal Year 2017-2020 Transportation Improvement Program

Adopted by Officials Committee
June 16, 2016

**Lincoln
Metropolitan Planning
Organization**

County-City Building
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FY 2017-2020
Transportation Improvement Program

Lincoln/Lancaster County Nebraska

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Approval Dates

- PROJECT SELECTION COMMITTEE
April 28, 2016
- PLANNING COMMISSION PUBLIC HEARING
May 25, 2016
- TECHNICAL COMMITTEE
May 19 and June 2, 2016
- OFFICIALS COMMITTEE
June 16, 2016
- METROPOLITAN PLANNING ORGANIZATION
June 16, 2016



U.S. Department of Transportation
Federal Highway Administration

Required Credit / Disclaimer Statement

"The preparation of this report has been financed in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

Introduction

The Transportation Improvement Program (TIP) for the Lincoln Metropolitan Planning Area is a staged, four-year schedule of transportation improvements using (or expected to use) Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funding, state funds, and other projects that have significant system impacts. The TIP is developed cooperatively by the Metropolitan Planning Organization (MPO) Technical Committee and agencies within the Lincoln Metropolitan Planning Area which include the Lincoln-Lancaster Planning Department, City of Lincoln Public Works & Utilities Department, Lancaster County Engineering, Nebraska Department of Roads (NDOR), StarTran, Lincoln Airport Authority, Lincoln Parks and Recreation Department, Lower Platte South Natural Resource District, and others agencies as transportation related projects are developed.

Federal regulations require that each urbanized area, as a condition to receive federal capital or operating assistance, have a continuing, cooperative and comprehensive (3-C) transportation planning process. The MPO is the organization designated to carry out the 3-C process which results in plans and programs that are consistent with the comprehensively planned development of the urbanized area. The TIP, along with the Long Range Transportation Plan, is a key element of this process. The most recent transportation act, the Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law on July 6, 2012 which authorizes surface transportation programs and continues the basic planning requirements. In order to remain eligible for federal transportation funding, the planning process must demonstrate that the Lincoln Metropolitan Planning Area is in compliance with all federal requirements for metropolitan transportation planning.

Purpose of the TIP

The primary purpose of this document is to provide information to the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Nebraska Department of Roads (NDOR), transportation agencies and citizens regarding the Transportation Improvement Program (TIP) development process which:

- a. Depicts the Lincoln MPO's priorities for the expenditure of federal funds for all transportation funding categories by federal fiscal year including highway, public transportation, bicycle, pedestrian and transportation enhancement projects;
- b. Provides assurance to the FHWA that the project selection process has been carried out in accordance with federal requirements, Section 134 of Title 23, United States Code (USC), as amended; and
- c. Demonstrates that the TIP is financially feasible. The *Project Prioritization and Selection Process* is the mean by which projects move from the current *Long Range Transportation Plan* (LRTP) into the TIP for implementation. The annual review of projects for the purpose of coordinating priorities and programming projects is documented and posted on the MPO web page.

Federal Requirements for Transportation Improvement Programs

The planning and programming regulations include specific requirements for development and content of TIPs which are summarized below and addressed within this document.

- **Time Period** – *The TIP is to cover at least a four-year period and be updated at least every four years.* The financial and project tables included in this document cover FY's 2016-2019. NDOR and the MPOs have established an annual update cycle.
- **Public Comment** – *The TIP process is to provide opportunity for public review and comment on the TIP.* The Lincoln-Lancaster transportation planning process allows for public involvement at various points within the transportation plan and program development. The public participation process is summarized below in this section.
- **Specific Project Information** – *The TIP is to list capital and non-capital surface transportation projects to use a variety of federal funds or regionally significant projects requiring FHWA or FTA action. For each project or project phase the TIP shall include sufficient descriptive material including type of work, termini, length, total cost, amount of federal funds, and responsible agency. Line items may be used for projects that are not considered to be of appropriate scale for individual identification. A complete detailed project listing is organized by planning agency, funding sources or project type for each project.*
- **Consistency with the Transportation Plan** – *Each project or project phase in the TIP is to be consistent with the Transportation Plan.* For each project included in the detailed project listing, a Transportation Plan conformity reference is provided.
- **Financial Plan** – *The TIP is to include a financial plan including system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.* Each agency summarizes the expected financial resources and the last section summarizes the TIP financial resources.
- **Prioritization Process** – *The TIP should identify the criteria and process for prioritizing projects from the Transportation Plan for inclusion in the TIP.* The [Project Prioritization and Selection Process](#) annually reviews of projects for the purpose of coordinating priorities and programming projects and is posted on the MPO web page.
- **Status of Projects from the previous TIP** – *The TIP should list major projects from the previous TIP that were implemented or delayed.* Each section lists projects under construction, completed, delayed, or moved out of the current programming period.

Transportation Control Measures – *The TIP should describe the process of implementing TCMs.* The Lincoln Metropolitan Planning Area is in conformance for air quality and does not specifically address TCMs for the purpose of reducing emissions.

- **Air Quality** – *The TIP is to document conformity with the State Implementation Plan.* The Lincoln Metropolitan Planning Area is in conformance for air quality and the state does not require a State Implementation Plan for meeting Clean Air Act requirements.

The Metropolitan Planning Organization

The governor designates the MPOs for urban areas in the state to be responsible for carrying out the urban transportation planning process, through the development of a Transportation Plan and TIP. The City of Lincoln is the designated MPO for the Metropolitan Area which includes the City of Lincoln and Lancaster County. The MPO is composed of elected and appointed officials representing local, state and federal governments and agencies having interest or responsibility in land use planning, the quality and the location of transportation facilities, transportation safety issues on all roads, and better planning and designs.

The Mayor of the City of Lincoln is the “Executive Officer” of the Lincoln MPO. Under the Mayor, the MPO functions through a committee structure consisting of an Officials Committee, a Technical Committee, a number of subcommittees, and MPO administrative staff to establish and approve the Metropolitan Transportation Plan, the TIP and other work of the MPO. The MPO Officials Committee is composed of elected and appointed officials representing local, state and federal governments or agencies having interest or responsibility in the comprehensive transportation planning process. These include the Mayor of Lincoln, and representatives from the Lincoln City Council, Lancaster County Board of Commissioners, NDOR, FHWA and FTA.

Planning Commission

The Lincoln/ Lancaster County Planning Commission plays an important role in the MPO transportation planning process. Advertised public hearings before the Planning Commission are part of the formal adoption of the MPO Transportation Plan and the City and County Comprehensive Plans. In addition, the Planning Commission reviews the TIP for conformance with the Transportation Plan. After public hearings are held, the Planning Commission forwards the MPO documents to the Officials Committee for approval.

Geographic Area the TIP Covers

The Metropolitan Planning Area (MPA) is the geographic area in which the metropolitan transportation planning process must be carried out. The boundaries of the MPA are determined by agreement between the Governor and the MPO. The Lincoln MPO Metropolitan Planning Area encompasses the entire County of Lancaster.

Transportation Improvement Program (TIP)

The TIP is a programming document that identifies the timing and funding of all highway, bridge, transit, bicycle, and pedestrian transportation projects scheduled for implementation in the MPO planning area over a four-year period using federal transportation funds and annually coordinated with the State-TIP process. According to federal regulations governing transportation planning transportation improvement program is to be a staged multi-year program of transportation improvement projects that *"shall cover a period of not less than four years and be consistent with the urban area transportation plan."*

The TIP is directly related to the City's, County's, and State's Capital Improvement Programs which are brought forward at this time each year. The TIP identifies funding amounts by source of funding, jurisdictional responsibility, type of project, and year of funding for these projects. This program is a listing of priority projects which are to be carried out within the next four fiscal years which include FYs 2015-2016, 2016-2017, 2017-2018 and 2018-2019. Projects planned for implementation beyond this time frame are not listed in this program since local funding may be tentative and federal funds for these projects cannot be obligated.

The TIP reflects the priorities and direction of the region and its state and federal partners in the transportation planning process. Projects identified in the TIP must be consistent with the goals and objectives identified in the current *Long Range Transportation Plan* for Lincoln and Lancaster County. The TIP is part of the MPO's effort to establish and maintain the planning process required by the federal government as a condition for receipt of federal transportation funding. This program of projects depicts the MPO's priorities for the expenditure of federal funds for all transportation funding categories by federal fiscal year including highway, public transportation, bicycle, pedestrian and transportation enhancement projects. The TIP document may also include, for informational purposes, non-federally funded projects occurring in the planning area. The federal government regulations require the TIP to be updated and adopted by the local MPO at least every four years.

Statewide Transportation Improvement Program (STIP)

The TIP becomes part of the State Transportation Improvement Program (STIP) by reference and the frequency and cycle for updating the TIP is compatible with STIP development and approval process. NDOR and the Nebraska MPOs have established an annual update cycle.

The STIP begins as a compilation of the regional TIP's that have been adopted by the MPOs and develops into a comprehensive list of all highways (state or local) and all transit (capital or operating) projects in urban and rural areas that propose to use federal funds. All federally funded projects proposed to begin between October 1st and September 30th from all of the regional TIP's across the state are included in this STIP including federally funded projects in rural areas. The STIP is updated every year and is to include a minimum four-year listing of federal-aid projects for approval by the Federal Highway Administration and Federal Transit Administration.

Conformance with Long Range Transportation Plan

All projects are drawn from, or consistent with, the MPO's *2040 Transportation Plan*, the *Lincoln and Lancaster County Comprehensive Plans*, Transit Development Plan, Lincoln Area Trails Master Plan, the Railroad Transportation Safety District (RTSD) Railroad Transportation Studies, State Transportation Plans and Needs Studies and the recommendations of local governments and citizens. The projects reflect community goals and objectives and are assigned to the appropriate staging period based on the area's priorities, the individual project urgency, and the anticipated funding capabilities of the participating governments.

The TIP document was developed in conformance with the *Long Range Transportation Plan* for the Lincoln MPO as coordinated with the *Lincoln and Lancaster County Comprehensive Plans*. Included in the *Transportation Plan* are specific long-range plans for the Lincoln Area Pedestrian, Bicycle and Trails facilities; Future Urban Street and Road Network Plans which include the Functional Street and Road Classifications, Urban Area Street Improvements, and County Road Improvements; a Goods and Freight Movement Plan; Congestion Management Planning Activities; and generalized plans for Public Transportation, Railroads, and Airports and Airfields. To see that system improvements are programmed as transportation projects and continues to work in accord with the transportation plan, a review was undertaken and was found to be consistent with the current *Long Range Transportation Plan* system improvements.

The current *2040 Transportation Plan* was adopted by the Lincoln MPO on December 1, 2011 and the supporting *Lincoln-Lancaster Comprehensive Plans* was approved by the City of Lincoln and Lancaster County on October 25/October 31, 2011. The development of the *2040 Transportation Plan* included a needs assessment and financial analysis and included the identification of the social, economic, and environmental impacts for alternative sketch transportation plans. The Transportation Plan was transmitted to the State Department of Roads and to the Federal Highway Administration and the Federal Transit Administration.

Types of Projects Included in the TIP

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

- Projects on the federal aid system (road and bridge construction, reconstruction, resurfacing, restoration, rehabilitation, etc.).
- Public transportation (vehicle maintenance and operations, capital improvement projects, mass transit system construction, etc.).
- Projects that are not on the federal aid system, but may be eligible for federal funding for other reasons (e.g., bridge projects, bicycle and pedestrian facilities, etc.). The projects, however, must be linked to the transportation network.
- Regional projects requiring FHWA or FTA action or projects having significant system impacts.

Project Selection

The *Project Prioritization and Selection Process* is the mean by which projects move from the current *Long Range Transportation Plan* (LRTP) into the TIP for implementation. The annual review of projects for the purpose of coordinating priorities and programming projects is documented and posted on the MPO web page. Projects listed in the TIP typically originate in the LRTP developed by the MPO in cooperation with the respective implementing agencies involved in the planning process. Implementing agencies carry out the transportation plan's specific elements through the programming process. As a result, the TIP serves as a strategic management tool to accomplish the objectives of the transportation plan.

Project prioritization is an important element of the TIP, especially since the demand for Federal-aid transportation projects usually exceeds the level of Federal funds available for use. State highway projects in the TIP have been prioritized by the Nebraska Department of Roads. Local Federal-aid highway improvement projects programmed by the City of Lincoln, Lancaster County and coordinating agencies have been prioritized according to resource availability. And other projects may be dependent on the availability of competitive funding using federal Surface Transportation Program (STP), Highway Safety program, Transportation Alternatives Program, and FTA funds. Other selected projects are accomplished through a coordinated effort among all parties to advance projects which preserve the existing system, relieve congestion, improve air quality and preserve the quality of life and promote economic development. Readiness to proceed and financial capacity was also considered in project selection.

Maintenance and Operation of Current Transportation Systems

The highest priority in the selection of projects for the TIP is to ensure the adequate reconstruction, maintenance and operation of the current transportation system. The State is programming four (4) projects for major repairs/reconstruction, three (3) projects for resurfacing, four (4) ITS projects, the reconstruction of a segment of I-80 for 6-lanes along with the reconstruction of the interchange at NW 48th Street and the study and construction of the Lincoln South Beltway in cooperation with the City of Lincoln. The City has five (5) projects programmed for major capacity improvements, four (4) major safety engineering projects, one (1) major bridge reconstruction projects, along with maintaining the traffic optimization and ITS programs, ongoing street rehab and repairs, and the sidewalk maintenance program. This program of street and highway projects ensures the investment in our existing transportation infrastructure is preserved while advancing new road projects in the developing areas. The responsibility for the daily maintenance and operation of the local infrastructure continues to lie with the custodian of the road or local jurisdiction (City, County or State). The RTSD has included a project for the 33rd Street, Adams Street, Cornhusker Highway/BNSF RR crossing at Cornhusker Highway (US-6) grade separation.

Public Transportation Project Prioritization Process

Public Transportation projects are typically funded through the Federal Transit Administration (FTA). The Public Transportation Element of the TIP includes the capital improvement programs of City of Lincoln. The prioritization process of transit projects originates from StarTran's Vehicle Replacement Program, project analysis of future needs and recommendations from the Transit Development Plan (TDP). The TDP includes a list of major findings and prescribed service delivery enhancements that are based on analyses of route performance, employment growth and ridership trends. The TDP provides an assessment of current StarTran services, peer comparison analysis, as well as recommendations over the planning period.

Financial Plan Statement

The projects identified in the TIP are financially constrained, meaning they can be implemented using current and proposed revenue sources based on the programs contained in the TIP. The expected and anticipated revenue sources are, therefore, reasonably expected to be in place when needed. Revenues for federally funded projects during each year are shown in the Financial Plan.

Public Involvement Process

The transportation planning process allows for public involvement at various points within the transportation plan and program development. This involves a series of steps from the adoption of the *MPO 2040 Long Range Transportation Plan* that is coordinated with the programming of projects and again for the actual construction of the transportation facilities. The critical decision points in the transportation planning process are: 1) the development of a 30 year transportation plan, 2) the street improvement program which identifies priorities for planned projects, 3) the development of capital improvement programs for a period of four to six years, 4) Project Design and Project Construction. The first two steps are included in the long range planning process, the third step consolidates the capital improvement programs of the City, County and State with the MPO Transportation Improvement Program and the last step is the specific project design and development.

The City and the County each have an established procedure for adopting improvement programs. Both City and County processes include review by the City-County Planning Commission for compliance with the Comprehensive Plan and formal advertised Public Hearings before the Planning Commission and City Council or County Board. The Railroad Transportation Safety District (RTSD) also allows for public input within open advertised public meeting. The consolidation of these improvement programs are coordinated in the TIP as reviewed by the Technical Committee before it is referred to a formal hearing by the Planning Commission. The Planning Commission forwards their comments and recommendations to Technical Committee before the MPO Officials Committee review, execution and transmittal to the State for inclusion in the STIP.

Annual Listing of Projects

Pursuant to the provisions of 23 U.S.C. 134(j)(7)(B) and 49 U.S.C. 5303(c)(5)(B), the MPO has published an annual listing of projects for which Federal funds have been obligated in the preceding year. These are listed in the TIP by jurisdiction within each section. The published document is available for public review from the MPO and on the MPO website under the TIP Section.

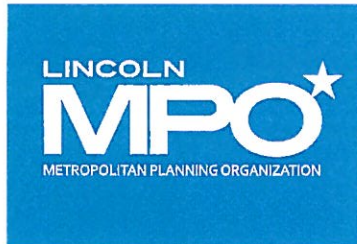
Congestion Mitigation and Air Quality (CMAQ)

Federal legislation provides funds to be utilized in Clean Air Act for non-attainment and maintenance areas for transportation programs and projects that contribute to attainment of National Ambient Air Quality Standards. Since the Lincoln Metropolitan Planning Area is compliance with the latest air quality standards, the MPO does not specifically program for CMAQ funding.

Amendment Process

The TIP may be modified according to the *Lincoln MPO Guidelines for Modifying the Transportation Improvement Program*. TIP revisions are either in the form of formal amendments requiring appropriate public involvement or in minor revisions/administrative modifications which do not require public involvement. The TIP and any revisions must be approved by the MPO and the Governor of the State of Nebraska. A conformity determination must also be made by the FHWA and the FTA. Once approved, the TIP then becomes, without modification, part of the Statewide Transportation Improvement Program (STIP). The frequency and cycle for updating the TIP are to be compatible with that of the STIP. The NDOR and the Nebraska MPOs have established an annual update cycle to coincide with the federal fiscal year.

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Lincoln Metropolitan Planning Organization

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555 South 10th Street - Suite 213
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(402) 441-7491

JOINT NDOR-MPO CERTIFICATION STATEMENT ON THE METROPOLITAN TRANSPORTATION PLANNING PROCESS

In accordance with 23 U.S.C. Sec. 134 - Metropolitan transportation planning, 23 CFR Part 450.334(a), the Nebraska Department of Roads 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(3C) 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) Sections 174 and 176c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d)) and 40 CFR part 93, which requires the joint preparation of an implementation for non-attainment areas;

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 ongoing ambient air quality monitoring program monitors for particulate matter (PM2.5), and ozone are 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.

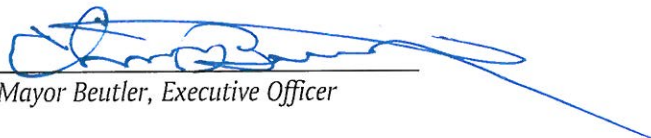
(5) Section 1101(b) of the MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

The City of Lincoln-StarTran maintains the Disadvantaged Business Enterprise Program that was submitted to FTA in 2013 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 NDOR 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 Roads and the Lincoln Metropolitan Planning Organization recommend that the Metropolitan Planning Process for the Lincoln Metropolitan Planning Organization be certified with conditions as identified in the *Action Plan for Addressing the Quadrennial Certification Review*.

Lincoln Metropolitan Planning Organization



 Mayor Beutler, Executive Officer

_____ 6/16/16
 Date

Nebraska Department of Roads

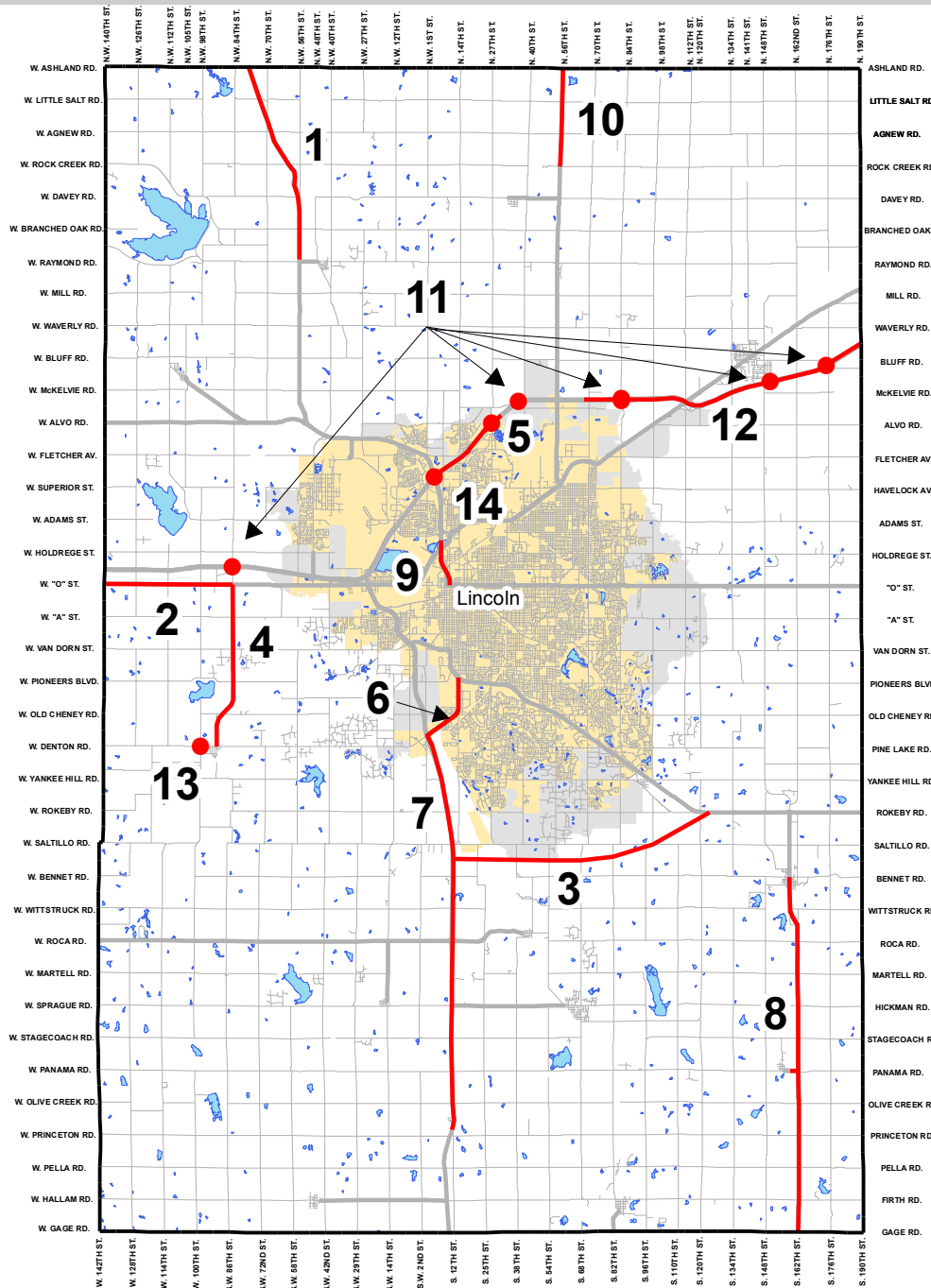
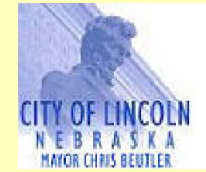


 Brandie Neemann, Planning & Project Development
 Engineer, Nebraska Department of Roads

_____ 5/31/16
 Date

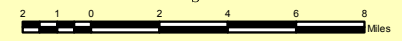
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State of Nebraska



- INTERCHANGE/BRIDGE
- ROAD IMPROVEMENT
- FUTURE SERVICE LIMIT

- #1 Agnew North & South**
- #2 Emerald West**
- #3 Lincoln South Beltway**
- #4 Denton Spur**
- #5 27th St Interchange**
- #6 Warlick Blvd**
- #7 US 77 Princeton to Lincoln**
- #8 N-41 to Bennet**
- #9 I-180, S Jct US-34**
- #10 US 77 Ceresco South**
- #11 I-80 District 1, CCTV Towers**
- #12 I-80, Lincoln to Greenwood**
- #13 Denton South**
- #14 I-80/I-180 Interchange**



Lincoln's Future Service Limit Shown as Grey

Consult the detailed project descriptions and funding summary for further information.

2017-2020 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: State of Nebraska DIVISION: Department of Roads												
PROJ NO (Map)	PROJECT (Location) (Improvement Description)	(Distance) (Control Number) (Project Number) (Work Phase)		PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)												
				PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS						
				PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18			FS	2018-19	FS	2019-20	FS	
1	Nebraska Highway N-79 Agnew North & South N-79 from 0.2 mi north of Raymond Spur (S-55J) north to Valparaiso Asph conc resurf 24' rdwy, add 8' shld, 6' surf	C.N. 10584A	STP-79-2 (108)	PE	1,448.0	NE										
				ROW	904.0	NE										
				Const/CE			4,507.0	NE								
				Const/CE			9,777.0	STP-AC (NE)								
				Const/CE					5,000.0	STP						
				Const/CE					-5,000.0	NE						
				Const/CE							4,777.0	STP				
TOTAL	2,352.0		14,284.0		0.0		0.0		0.0		0.0		16,636.0			
2	US-6 Emerald West US-6 from N-103 to S-55A Resurf, br repair	C.N. 11845	STP-6-6 (146)	PE	107.0	NE										
				ROW			100.0	NE								
				Const/CE			2,791.0	STP-AC (NE)								
				Const/CE			753.0	NE								
				Const/CE					2,791.0	STP						
				Const/CE					-2,791.0	NE						
				TOTAL	107.0		3,644.0		0.0		0.0		0.0		0.0	
3	N-2 Lincoln South Beltway New alignment (Future N-2) south of Lincoln 4-lane divided expressway	C.N. 12578E	DPU-LIN-2-6 (121)	PE			4,592.0	DPU	1,840.0	DPU						
				PE			348.0	LN	230.0	LN1						
				PE			468.0	NE	230.0	NE						
				ROW			2,920.0	DPU	6,482.0	DPU						
				ROW			330.0	LN	4,571.0	LN1						
				ROW			330.0	NE	15,852.0	NE						
				Util			39.0	LN			6,000.0	NE	40,000.0	NE		
				Util			155.0	NE								
				Const/CE			6,400.0	LN1	199.0	LN1					186,329.0	
				Const/CE			10,000.0	LN2	10,000.0	LN2						
				TOTAL	0.0		25,582.0		39,404.0		6,000.0		40,000.0		186,329.0	
4	Nebraska Highway S-55A Denton Spur Denton Spur (S-55A) from US-6 to Denton Asph widen/resurf 24' rdwy to 28' w/4' earth shld, br, gdrl and cul	C.N. 12967	RD-S55A (1017)	PE	200.0	NE										
				ROW			46.0	NE								
				Const/CE			3,086.0	STP								
				Const/CE			875.0	NE								
				TOTAL	200.0		4,007.0		0.0		0.0		0.0		0.0	

2017-2020 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA				AGENCY: State of Nebraska										
TRANSPORTATION IMPROVEMENT PROGRAM				DIVISION: Department of Roads										
PROJ NO (Map)	PROJECT (Location) (Improvement Description)	(Distance)		PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										
				PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS				
				PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18			FS	2018-19	FS	2019-20
(Control Number)	(Project Number)	(Work Phase)												
5	I-80 27th St. Interchange I-80 at 27th St. Ramp reconstruction	1.1 Miles	PE	100.0	NE									
			Const/CE			1,200.0	ERP							
			Const/CE			3,264.0	NH							
			Const/CE			29.0	LN							
			Const/CE			467.0	NE							
			Const/CE			360.0	LN							
			Const/CE			590.0	LC							
			Const/CE			850.0	LC-AC(LN)							
			Const/CE					600.0	LC	250.0	LC			
			Const/CE			-600.0	LN	-250.0	LN					
	C.N. 13111	NH-80-9 (74)	TOTAL	100.0		6,760.0		0.0		0.0		0.0	6,860.0	
6	L55-W Warlick Blvd, US-77 - N-2 Warlick Blvd (L-55W) from US-77 to N-2 Conc repair, conc mill & resurf, conc pvmt, rebuild surf median, br repair	2.2 Miles	PE	266.0	NE									
			Const/CE			8,071.0	NE							
			TOTAL	266.0		8,071.0		0.0		0.0		0.0		8,337.0
	C.N. 13224A	S-L55W (1022)												
7	US-77 Princeton - South of Warlick Blvd. US-77 from 0.4 mi south of Princeton north to Lincoln Mill, resurf, conc repair, bridge repair, crack seal, joint seal	12.0 Miles	PE	88.0	NE									
			Const/CE			6,281.0	NH							
			Const/CE			1,570.0	NE							
	C.N. 13237	NH-77-2 (162)	TOTAL	88.0		7,851.0		0.0		0.0		0.0	7,939.0	
8	N-43 N-41 - Bennet N-43 from N-41 north to Bennet, including Panama Spur Mill, asph conc resurf, bridge	16.0 Miles	PE			133	NE							
			ROW					30.0	NE					
			Const/CE							2,265.0	NE			
			Const/CE							9,060.0	STP-AC (NE)			
			Const/CE AC Conv									5,060.0	STP	
			Const/CE AC Conv									-5,060.0	NE	
			Const/CE AC Conv										4,000.0	STP
			Const/CE AC Conv										-4,000.0	NE
	C.N. 13271	STP-43-1 (102)	TOTAL	0.0		133.0		30.0		11,325.0		0.0	0.0	11,488.0
9	I-180 Cornhusker Hwy - S Jct US-34, Lincoln I-180 from 0.1 mi south of Oak Creek east to the S Jct US-34 Crack seal dual 24' divided interstate	1.1 Miles	PE	1.0	NE									
			Const/CE			63.0	NH							
			Const/CE			16.0	NE							
	C.N. 13282	NH-180-9 (3)	TOTAL	1.0		79.0		0.0		0.0		0.0	80.0	
10	US-77 Ceresco South US-77 from 0.9 mi north of Davey Spur (S55E) north to 0.6 mi north of Ceresco Conc repair, joint seal	4.6 Miles	PE			5.0	NE							
			Const/CE					1,020.0	NH					
			Const/CE					255.0	NE					
	C.N. 13286	NH-77-2 (164)	TOTAL	0.0		5.0		1,275.0		0.0		0.0	1,280.0	

2017-2020 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: State of Nebraska DIVISION: Department of Roads											
PROJ NO (Map)	PROJECT (Location) (Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)											
				PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS					
				PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18			FS	2018-19	FS	2019-20	FS
11	I-80 District 1 CCTV Towers Several locations in District 1 Deploy camera towers C.N. 13298 ITS-STP-80-8 (156)			PE		17.0	NE								
				Const/CE				35.0	STP						
				Const/CE				344.0	NH						
				Const/CE				95.0	NE						
				TOTAL	0.0	17.0		474.0		0.0	0.0	0.0	0.0	0.0	491.0
12	I-80 Lincoln - Greenwood I-80 just west of N. 70th St. east to just west of Greenwood Interchange Conc repair, joint seal C.N. 13304 NH-80-9 (97)			PE					10.0	NE					
				Const/CE							115.0	NE			
				Const/CE							1,035.0	NH			
				TOTAL	0.0	0.0	0.0	0.0	10.0		1,150.0		0.0	0.0	1,160.0
13	N-33 Denton South N-33 at Denton Road Turn lanes, lighting C.N. 13332 HSIP-33-6 (111)			PE			10.0	NE							
				Const/CE					619.0	HS					
				Const/CE					69.0	NE					
				TOTAL	0.0	0.0	10.0		688.0		0.0		0.0	0.0	698.0
14	I-180 I-180 / I-80 Interchange, Lincoln I-180 / I-80 Interchange Replace guide signs and structures C.N. 13349 HSIP-180-9 (4)			PE					1.0	NE					
				Const/CE		38.0	NE								
				Const/CE		346.0	HS								
				TOTAL	0.0	384.0		0.0	1.0		0.0		0.0	0.0	385.0

2017-2020 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA				AGENCY: State of Nebraska									
TRANSPORTATION IMPROVEMENT PROGRAM				DIVISION: Department of Roads									
PROJ NO (Map)	PROJECT (Location) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)											
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS					
		PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18			FS	2018-19	FS	2019-20	FS
STATE OPERATIONS & MAINTENANCE FUNDING SOURCE													
Operations & Maintenance of the Federal Aid System in Lancaster County NE (State Revenue / Aids)		3,803.1	NE	3,917.2	NE	4,034.7	NE	4,155.7	NE	4,280.4	NE		
SUBTOTAL OPERATIONS & MAINTENANCE:		3,803.1		3,917.2		4,034.7		4,155.7		4,280.4		0.0	20,191.1
FUNDING SUMMARY													
FEDERAL FUNDS													
IM (Interstate Maintenance)		0.0		0.0		0.0		0.0		0.0			0.0
NH (NHPP - National Highway Performance Program)		0.0		9,608.0		1,364.0		0.0		1,035.0			12,007.0
HS (HSIP - Highway Safety Improvement Program)		0.0		346.0		0.0		619.0		0.0			965.0
TAP (STP - Block Grant set aside)		0.0		0.0		0.0		0.0		0.0			0.0
LC (LCLC - STP-Urbanized Areas > 200,000 (Lincoln))		0.0		590.0		600.0		250.0		0.0			1,440.0
STP (STP-Flexible)		0.0		3,086.0		7,826.0		4,777.0		5,060.0			20,749.0
DP (Federal Discretionary Funds)		0.0		0.0		0.0		0.0		0.0			0.0
RZ (Railroad - Hwy Crossing - Hazardous Funds)		0.0		0.0		0.0		0.0		0.0			0.0
SUB-TOTAL FEDERAL FUNDING:		0.0		13,630.0		9,790.0		5,646.0		6,095.0		0.0	35,161.0
STATE FUNDS													
NE (State Revenue / Aids)		6,917.1		21,468.2		12,715.7		7,723.7		39,335.4			88,160.1
TM (State Train/Mile Tax)		0.0		0.0		0.0		0.0		0.0			0.0
STP-AC (NE) (State Revenue / Aids (Advanced Construction))		0.0		12,568.0		0.0		9,060.0		0.0			21,628.0
SUB-TOTAL STATE FUNDING:		6,917.1		34,036.2		12,715.7		16,783.7		39,335.4		0.0	109,788.1
LOCAL FUNDS													
LN (City of Lincoln, Funds Committed prior to LSB Agreement)		0.0		1,106.0		-600.0		-250.0		0.0			256.0
LN1 (City of Lincoln, Based upon the LSB Agreement)		0.0		6,400.0		5,000.0		0.0		0.0			11,400.0
LN2 (RTSD, Based upon the LSB Agreement)		0.0		10,000.0		10,000.0		0.0		0.0			20,000.0
CO (Lancaster County)		0.0		0.0		0.0		0.0		0.0			0.0
SUB-TOTAL LOCAL FUNDING:		0.0		17,506.0		14,400.0		-250.0		0.0		0.0	31,656.0
* AC - Advance Construction													
TOTAL:		6,917.1		65,172.2		36,905.7		22,179.7		45,430.4		186,329.0	362,934.1

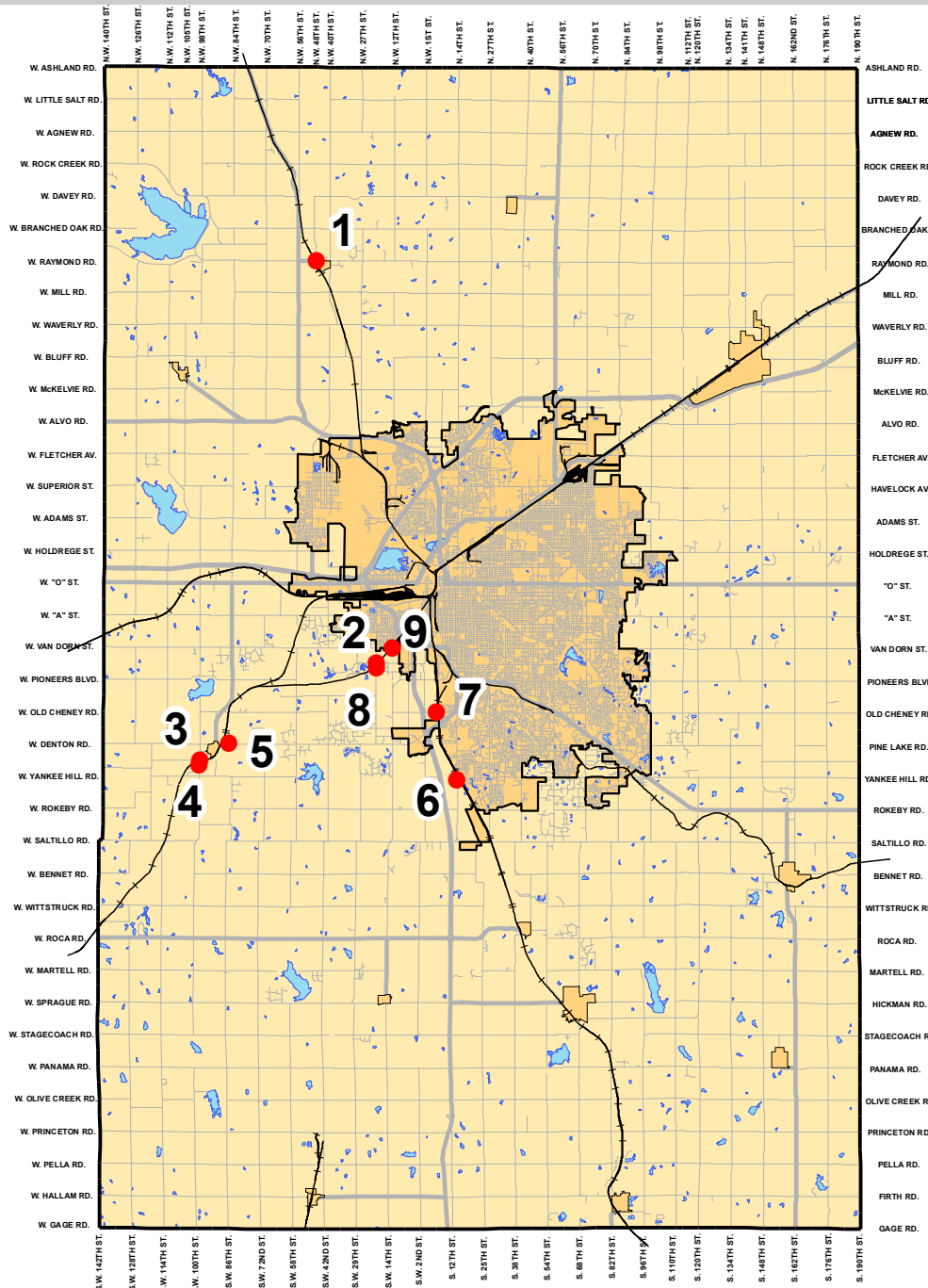
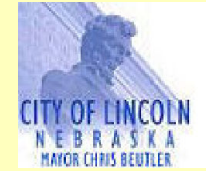
2017-2020 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: State of Nebraska DIVISION: Department of Roads								
PROJ NO (Map)	PROJECT (Location) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS				
		PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18			FS	2018-19	FS	2019-20
STATUS OF PREVIOUS YEARS PROJECTS												
Projects Completed												
	I-80, from W Jct US-77, east 3.9 mi to I-180 / US-34, joint seal 72', conc rdwy and shld C.N. 13114 NH-80-9(102)	PE	2.0	NE								
		Const/CE	444.0	NH								
	I-80, District 1, replace dynamic message signs C.N. 13152 ITS-NH-ITSN(41)	PE	50.0	NE								
		Const/CE	78.0	NE								
		Const/CE	701.0	HS								
	I-80, from 0.2 mi. west I-180 / US34 to 0.8 mi. east of US-77 / L55X joint seal dual three-lane divided interstate and shld C.N 13174 NH-80-9(101)	PE										
		PE	2.0	NE								
		Const/CE	42.0	NE								
		Const/CE	374.0	NH								
	L-55-X, bridge over Salt Creek 0.9 mi. south of I-80, br rehab, replace approaches, conc repair, remodel abutments C.N. 13194 NH-L55X(103)	PE	19.0	LN								
		PE	78.0	NE								
		Const/CE	475.0	LN								
		Cons/CE	1,897.0	NH								
	I-80, District 1, districtwide fiber along I-80, I-180 and US-77, connect ITS devices to fiber optic cable, replace routers C.N. 13281 ITS-MISC-D1(1031)	PE	15.0	NE								
		Const/CE	2,946.0	NE								

b

Lancaster County

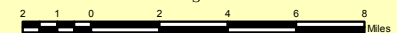
*Lincoln Metropolitan Planning Organization
Transportation Improvement Program*

**Lancaster County
FY 2017 - 2020**



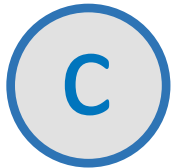
● RAILROAD CROSSING ADVANCED PAVEMENT MARKINGS

- #1 W Raymond Rd: Westbound Approach**
- #2 S Coddington Ave: Southbound Approach**
- #3 SW 98th St: Southbound Approach**
- #4 SW 98th St: Northbound Approach**
- #5 W Denton Rd: Westbound Approach**
- #6 S 14th St: Northbound Approach**
- #7 Old Cheney Rd: Eastbound Approach**
- #8 S Coddington Ave: Northbound Approach**
- #9 W Van Dorn St: Westbound Approach**



Consult the detailed project descriptions and funding summary for further information.

2017-2020 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Lancaster County DIVISION: County Engineering									
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)											
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS					
		PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18			FS	2018-19	FS	2019-20	FS
1	Railroad Crossing Advanced Pavement Markings - Lancaster County State Pavement Markings Project to install Permanent Railroad Crossing Pavement Markings at nine (9) RR crossings in Lancaster County C.N. 00869F HRRR-55(180)												
	TOTAL	0.0		43.6		0.0		0.0		0.0		0.0	43.6
	COUNTY OPERATIONS & MAINTENANCE FUNDING SOURCE Operations & Maintenance of the County and Federal Aid System CO (Lancaster County)												
	SUBTOTAL FOR OPERATIONS & MAINTENANCE	3,470.0	CO	3,100.0	CO	3,072.0	CO	3,000.0	CO	3,000.0	CO	0.0	15,642.0
		3,470.0		3,100.0		3,072.0		3,000.0		3,000.0		0.0	
	FUNDING SUMMARY												
	FEDERAL FUNDS												
	SUB-TOTAL FEDERAL FUNDING	0.0		0.0		0.0		0.0		0.0		0.0	0.0
		0.0		0.0		0.0		0.0		0.0		0.0	
	STATE FUNDS												
	SUB-TOTAL STATE FUNDING	0.0		0.0		0.00		0.0		0.0		0.00	0.00
		0.0		0.0		0.00		0.0		0.0		0.00	0.00
	LOCAL FUNDS												
	CO (Lancaster County)	3,470.0		3,100.0		3,072.0		3,000.0		3,000.0		0.0	
	SUB-TOTAL LOCAL FUNDING	3,470.0		3,100.0		3,072.00		3,000.0		3,000.0		0.00	15,642.00
		3,470.0		3,100.0		3,072.00		3,000.0		3,000.0		0.00	
	TOTAL	3470.00		3100.00		3072.00		3000.00		3000.00		0.00	15,642.00
		3470.00		3100.00		3072.00		3000.00		3000.00		0.00	15,642.00
	STATUS OF PREVIOUS YEARS PROJECTS												
	Projects Completed												
	None												

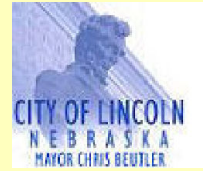


City of Lincoln: Public Works

**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

Streets and Highways

FY 2017 - 2020



▲ Bridge

— Project Location

City-Wide Projects:

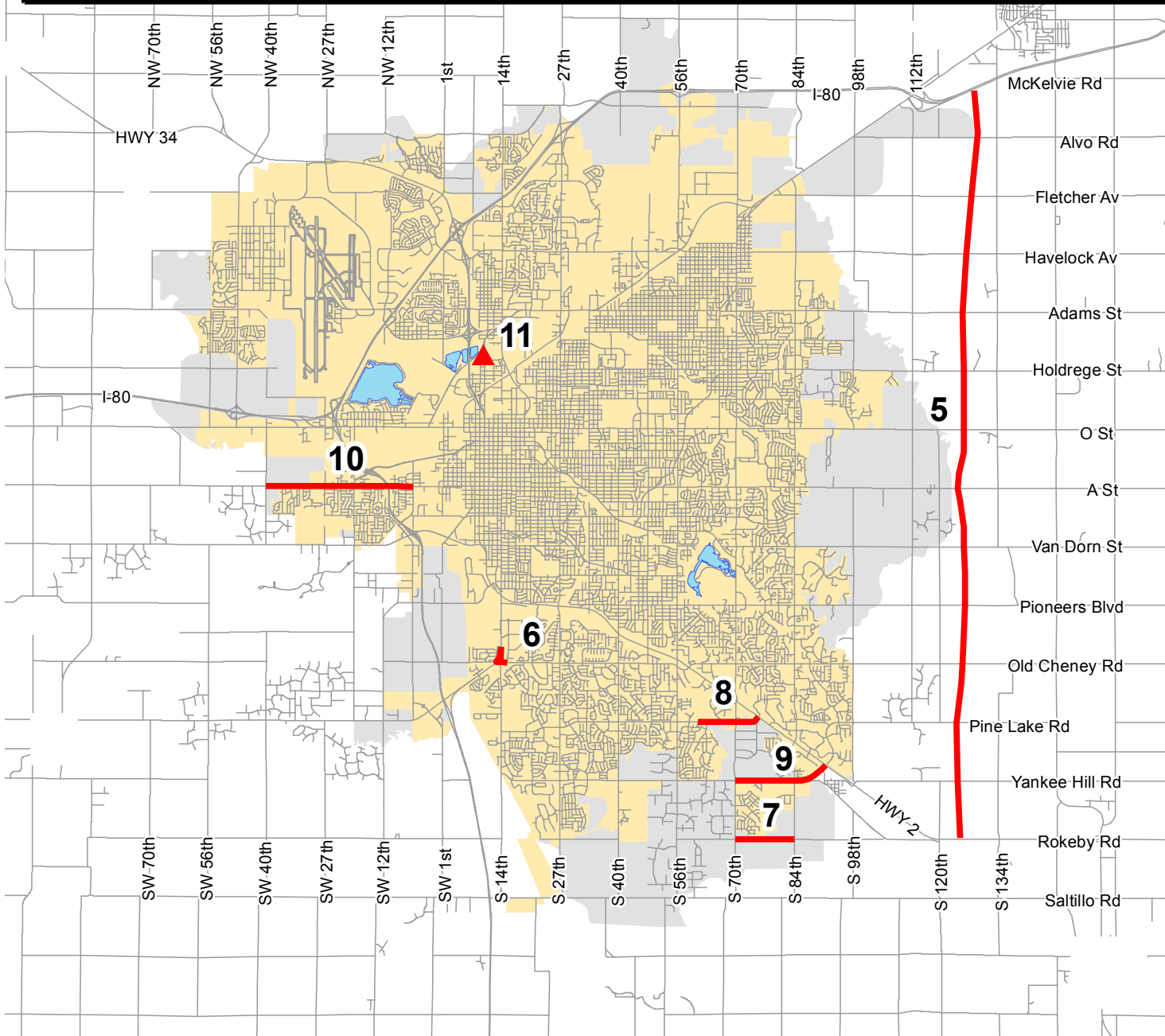
- #1 Traffic Optimization and Management Program**
- #2 Safety and Operation Improvement Program**
- #3 Sidewalk Maintenance and Repair**
- #4 Roadway and Bridge Rehabilitation**



1 0.5 0 1 2 3 4 Miles

Lincoln's Future Service Limit Shown as Grey

Consult the detailed project descriptions and funding summary for further information.



2017-2020 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM					AGENCY:	City of Lincoln : Public Works & Utilities									
					DIVISION:	Streets & Highways									
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)													
		PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
		PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18	FS	2018-19	FS	2019-20	FS				
(Control Number)	(Project Number)	(Work Phase)													
1	Traffic Optimization and Management Program Projects vary and scope of work is customized to meet the needs of the specific location. Work could include elements of Intelligent Transportation System Infrastructure (ITS), annual traffic monitoring program (turning movement counts, mechanical counts, travel time, and delay studies) and improving traffic flow through signal timing changes. Other projects modify, replace or install traffic signal equipment (poles, controllers, detectors, communication links) at various locations. Locations may include: 27th & J, 27th & Randolph, 27th & M, 48th & Randolph, 48th & South, Sheridan @37th, Sheridan & Van Dorn, Cotner & Holdrege, Cotner & Starr, 48th & Hwy2, 17th @ "A" - "D" & Washington, Regency Drive @ "A", 48th & Calvert to 56th & Calvert See Appendix.			All Phases		2,893.5	LN	2,646.2	LN	1,650.0	LN	2,150.0	LN		
				All Phases		1,000.0	LC	1,000.0	LC	1,000.0	LC	1,000.0	LC		
				TOTAL	0.0	3,893.5		3,646.2		2,650.0		3,150.0		0.0	13,339.7
2	Safety and Operation Improvement Program Projects vary in location and scopes of improvements are tailored specific to the needs. Generally work will provide improvements at locations based upon the annual traffic monitoring and crash analysis programs traffic calming, minor intersection improvement and help provide subsidies for paving districts, bikeway/trails to improve bicycle/pedestrian movement used in conjunction with other improvement projects. Federal funds will be requested where applicable and matched with City funds to maximize the number of locations where enhancements can be made. Helps meet LRTP goals supporting the Intersection Capacity Improvements, ITS, Safety Projects, Travel Demand Management, maintenance / rehabilitation and new capital expenditure for Pedestrian and Bicycle Facilities.											500.0	HS		
												850.0	LN		
	Coddington & West Van Dorn	C.N. 13147	HSIP-5205(1)	PE		12.9	HS								
				PE		1.4	LN								
				Util		4.5	HS								
				Util		0.5	LN								
				ROW		4.5	HS								
				ROW		0.5	LN								
				Const/CE		1,265.2	HS	140.6	HS						
				Const/CE		140.6	LN	15.6	LN						
	14th and Cornhusker	C.N. 12944	HSIP-5227 (7)	PE		194.4	HS	21.6	HS						
				PE		10.8	NE	2.4	NE						
				ROW		10.8	LN	2.4	LN						
				ROW		3.0	HS	1.5	HS						
				ROW		0.2	NE	0.1	NE						
				Utilities		0.2	LN	0.1	LN						
				Utilities				25.7	HS						
				Utilities				1.4	NE						
				Const/CE				1.4	LN	940.5	HS				
				Const/CE						52.3	NE				
				Const/CE						52.3	LN				

2017-2020 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM					AGENCY:	City of Lincoln : Public Works & Utilities										
					DIVISION:	Streets & Highways										
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)														
							PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
		(Control Number)	(Project Number)	(Work Phase)	PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18	FS	2018-19			FS	2019-20	FS
	66th & Fremont	C.N. 13227	HSIP-5253(1)	PE		4.9	HS									
				PE		0.5	LN									
				ROW		13.5	HS									
				ROW		1.5	LN									
				Utilities		18.0	HS									
				Utilities		2.0	LN									
				Const/CE		532.1	HS	59.1	HS							
				Const/CE		69.1	LN	7.7	LN							
	South 56th Street and Yankee Hill Road intersection	C.N. 13347	HSIP-5241(6)	Final Design		51.3	HS									
				Final Design		5.7	LN									
				RC		21.6	HS									
				RC		2.4	LN									
				NDOR		9.0	HS									
				NDOR		1.0	LN									
				ROW		67.5	HS									
				ROW		7.5	LN									
				Const/CE				2,022.2	HS							
				Const/CE				224.7	LN							
	North 27th Street, Adaptive Signal Control Project	C.N. 13244	HSIP-5231(14)	Final Design		36.7	HS									
				Final Design		4.1	LN									
				NDOR		9.0	HS									
				NDOR		1.0	LN									
				ROW		13.5	HS									
				ROW		1.5	LN									
				Utilities		61.2	HS									
				Utilities		6.8	LN									
				Const/CE				1,444.3	HS							
				Const/CE				160.3	LN							
				NDOR				14.5	HS							
				NDOR				1.6	LN							
				TOTAL		0.0		2,590.9		4,147.2		1,045.1		1,350.0	0.0	9,133.2
3	Sidewalk Maintenance and Repair															
	City funds are allocated for maintenance and repair of sidewalks Helps meet LRTP goals supporting both the maintenance / rehabilitation and Capital expenditure for Pedestrian and Bicycle Facilities as existing infrastructure are improved / repaired and Capital expenditure when new amenities, such as curb ramps, are constructed.															
				Construction				1,000.6	LN	1,011.2	LN	1,022.0	LN	1,042.4	LN	
				TOTAL		0.0		1,000.6		1,011.2		1,022.0		1,042.4	0.0	4,076.2

2017-2020 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY:	City of Lincoln : Public Works & Utilities										
				DIVISION:	Streets & Highways										
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)							COST BEYOND PROGRAM	TOTAL PROJECT COSTS					
		PRIORITY PROJECTS													
		PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18	FS	2018-19			FS	2019-20	FS		
	(Control Number)	(Project Number)	(Work Phase)												
4	Roadway and Bridge Rehabilitation Resurfacing and repairing city-wide of all roadways and bridges to maintain their longevity and serviceability economically through resurfacing, reconstruction, help provide subsidies for paving districts, bikeway/trails to improve bicycle/pedestrian movement used in conjunction with other improvement projects. Work performed also includes the data gathering, analysis, and implementation for both the pavement management and bridge management programs. Helps meet LRTP goals supporting both roadway and pedestrian maintenance / rehabilitation needs for existing infrastructure, Intersection Capacity Improvements, two plus center turn lane projects, safety projects, and Capital expenditure for Pedestrian Facilities as new curb ramps continue to be built as a part of projects. See Appendix.			All Phases		2,463.8	LC	3,036.2	LC	4,300.0	LC	4,300.0	LC		
				All Phases		2,679.7	LN	4,197.8	LN	3,295.7	LN	2,539.4	LN		
				TOTAL	0.0	5,143.5		7,234.0		7,595.7		6,839.4		0.0	26,812.6
5	East Beltway Design, right-of-way and utility work of a four lane freeway between Hwy 2 and I-80.	C.N. 12848	DPU-55(156)	ROW		250.0	LN	250.0	LN	250.0	LN	250.0	LN	275,000.0	
				TOTAL	0.0	250.0		250.0		250.0		250.0		275,000.0	276,000.0
6	14th / Warlick / Old Cheney Road Design and construction of a multi-lane elevated roundabout.			Const						6,986.3	LN	3,358.0	LN	24,929.6	
				TOTAL	0.0	0.0		0.0		6,986.3		3,358.0		24,929.6	35,273.9
7	Rokeby Road from 70th to 84th Street Construction of a 2-lane urban collector.			Const		1,785.0	LN								
				TOTAL	0.0	1,785.0		0.0		0.0		0.0		0.0	1,785.0
8	Pine Lake Road, 61st to Hwy 2 As shown in the LRTP, this project would improve the capacity and safety of this area by making Pine Lake Road a four through lane plus turn lanes.			Const/CE		2,527.2	LN	4,924.4	LN	2,000.0	LN				
				TOTAL	0.0	2,527.2		4,924.4		2,000.0		0.0		0.0	9,451.6
9	Yankee Hill Road from 70th Street to Hwy 2 This project would improve the capacity and safety of this area by programming city funds for the completion of design engineering, right-of-way, construction and construction engineering to construct two lanes of pavement along Yankee Hill Road between 70th and 91st streets offset. The project will construct left and right turn lanes as appropriate and include intersection improvements at 70th and 84th Streets.			Const/CE		9,979.7	LN								
				TOTAL	0.0	9,979.7		0.0		0.0		0.0		0.0	9,979.7

2017-2020 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: City of Lincoln : Public Works & Utilities DIVISION: Streets & Highways														
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)						COST BEYOND PROGRAM	TOTAL PROJECT COSTS									
		PRIORITY PROJECTS																
		PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18	FS			2018-19	FS	2019-20	FS					
10	West "A" Street from SW 40th to Folsom This project would improve the capacity and safety of this area by programming city funds for the completion of design engineering, right-of-way, construction and construction engineering to construct two lanes of pavement along West "A" Street between Folsom and SW 40th streets. The project will construct left and right turn lanes as appropriate and include intersection improvements at Folsom, Coddington and SW 40th Streets. The project will improve safety and capacity.																	
			PE		100.0	LN		600.0	LN		2,350.0	LN						
			ROW															
			Construction										245.7	LN		11,588.7		
			Construction										2,095.7	LN				
			TOTAL		0.0		100.0		600.0		2,350.0		2,341.4		11,588.7		16,980.1	
11	North 10th Street & Military Bridge, Lincoln Rehabilitation or replacement of an existing bridge over Salt Creek, to be determined during the design phase of the project. The project limits will extend approximately 50 feet past both ends of the existing bridge. Possible impacts to military Road and south to US-6 will be evaluated. The project will include pedestrian facilities.																	
			Const/CE				1,337.6	LC-AC	(LN)									
			Const/CE	AC Conv				1,337.6	LC									
			Const/CE	AC Conv				-1,337.6	LN									
		C.N. 13233	Const/CE	AC Conv			1,836.2	LC										
		LCLC-5215(3)	Const/CE	AC Conv			793.4	LN										
			TOTAL		0.0		3,967.2		0.0		0.0		0.0		0.0		3,967.2	
	Street Maintenance Operations Division																	
	Sanitation						1,658.58	LN		1,741.51	LN		1,828.58	LN		1,920.01	LN	
	Snow Removal						4,015.10	LN		4,215.85	LN		4,426.64	LN		4,647.97	LN	
	Street Maintenance						8,377.43	LN		8,796.30	LN		9,236.11	LN		9,697.92	LN	
	Management						350.81	LN		368.35	LN		386.76	LN		406.10	LN	
	TOTAL				0.0		14,401.92		15,122.01		15,878.09		16,672.00		0.00		62,074.02	

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				DIVISION:	Streets & Highways									
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)							COST BEYOND PROGRAM	TOTAL PROJECT COSTS				
		PRIORITY PROJECTS												
		PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18	FS	2018-19			FS	2019-20	FS	
		(Control Number)	(Project Number)	(Work Phase)										
FUNDING SUMMARY														
FEDERAL-AID FUNDS:														
	LC (STP-Urbanized Areas > 200,000, Lincoln)				0.0	5,300.0		5,373.8		5,300.0		5,300.0		
	HS (HSIP-Highway Safety Improvement Program)				0.0	2,322.8		3,729.5		940.5		500.0		
	DPU (SAFETEA-LU Priority Project Funds)				0.0	0.0		0.0		0.0		0.0		
	SUB-TOTAL FEDERAL-AID				0.0	7,622.8		9,103.3		6,240.5		5,800.0	0.0	28,766.6
STATE FUNDS:														
	NE (State Funds)				0.0	11.0		3.9		52.3		0.0		
	SUB-TOTAL OTHER FUNDS				0.0	11.0		3.9		52.3		0.0	0.0	67.2
LOCAL FUNDS:														
	GR (General Revenue) [city funds]				0.0	0.0		0.0		0.0		0.0		
	SC (Street Construction Funds) [federal, state & local funds]				0.0	0.0		0.0		0.0		0.0		
	SR (Snow Removal Funds) [city funds]				0.0	0.0		0.0		0.0		0.0		
	LN (City of Lincoln Funds)				0.0	36,668.1		27,827.8		33,484.4		29,203.2		
	LC-AC (LN) (Advanced Construction)				0.0	1,337.6		0.0		0.0		0.0		
	RT (Railroad Transportation Safety District)				0.0	0.0		0.0		0.0		0.0		
	SUB-TOTAL LOCAL FUNDS				0.0	38,005.7		27,827.8		33,484.4		29,203.2	0.0	128,521.1
	TOTAL				0.0	45,639.5		36,935.0		39,777.2		35,003.2	623,036.6	402,832.0
STATUS OF PREVIOUS YEARS PROJECTS														
<u>Projects Completed or Under Contract in FY 2015-16</u>														
	SW 40th Viaduct - improve SW 40th Street by building a viaduct on BNSF railroad.	STPN-BF	Construction		1,200.0	LN								
		C.N. 12744	Construction	TMT-5267 (1)	1,817.0	BN								
			Construction		197.6	CO								
			Construction		606.7	BR								
			Construction		4,000.0	TM								
			Construction		7,678.7	RT								
			CE		1,321.3	RT								
	56th St from Shadow Pines Dr to Old Cheney Rd - completion of the design engineering, ROW acquisition, construction and construction engineering necessary to construct four lanes of pavement along 56th St. between Shadow Pines Dr. and Old Cheney. Project will construct a center median, left and right turn lanes.		All Phases		9,363.1									
		C.N. 1314		LCLC-5241 (5)										
	<u>Delayed</u>													
	None													
	<u>Moved out of Program</u>													
	None													

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PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										
		PRIORITY PROJECTS										
		PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18	FS	2018-19	FS	2019-20	FS	COST BEYOND PROGRAM
	APPENDIX	(Project Number)	(Work Phase)									
	Traffic Optimization and Management Program											
	a. S. 48th Street and Highway 2 in the City or Linc, Traffic Signal Rebuild Replacing the traffic signal poles, new conduit and cable around the intersection, and replace vehicle detection as needed. Curb ramps that do not meet ADA standards will be removed and replaced. All construction is expected to be within the existing right-of-way.	C.N. 13253	LCLC-5239(9)			56.176						
				PE	AC Conv		56.176	LC				
				PE	AC Conv		-56.176	LN				
				Construction			280.0	LC				
				Construction			70.0	LN				
				TOTAL		56.176	350.0		0.0	0.0	0.0	350.0
	b. S. 48th Street and Calvert Street, and 56th and Calvert Street, Traffic Signal Replacement Replacing the traffic signal poles, new conduit and cable around the intersection, and replace vehicle detection as needed. Communication to signals will also be addressed. Curb ramps that do not meet ADA standards will be removed and replaced.	C.N. 13260	LCLC-5239(10)			64.042						
				PE	AC Conv		64.042	LC				
				PE	AC Conv		-64.042	LN				
				Construction					528.0	LC		
				Construction					132.0	LN		
				TOTAL		64.042	0.0		660.0	0.0	0.0	660.0
	c. S. 17th & Washington, S. 17th & A and S. 17th & D in the City of Lincoln, Traffic Signal Replacement Replacing the traffic signal poles, new conduit and cable around the intersection, and replace vehicle detection as needed. Communication to signals will also be addressed. Curb ramps that do not meet ADA standards will be removed and replaced. All construction is expected to be within the existing right-of-way.	C.N. 13261	LCLC-5239(8)									
				PE	AC Conv		82.286	LC				
				PE	AC Conv		-82.286	LN				
				Construction		582.286	182.4	LN				
				Construction	AC Conv		500.0	LC				
				Construction	AC Conv		-500.0	LN	285.816	LC		
				Construction			285.816	LC-AC	-285.816	LN		
				TOTAL		582.286	468.2	(LN)	0.0	0.0	0.0	468.2
	d. Traffic Signal Replacements, City of Lincoln: 9th & A St., 9th & D St., 10th & A St., 10th & D Street Replacing the traffic signal poles, new conduit and cable around the intersection, and replace vehicle detection as needed. Communication to signals will also be addressed. Curb ramps that do not meet ADA standards will be removed and replaced. All construction is expected to be within the existing right-of-way.											
				PE			17.5	LC	73.7	LC		
				PE			4.4	LN	18.4	LN		
				Const/CE					640.5	LC	22.3	LC
				Const/CE					160.1	LN	5.6	LN
				TOTAL		0.000	21.9		892.7	27.9	0.0	942.5
	Roadway and Bridge Rehabilitation											

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PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)											
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS					
		PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18			FS	2018-19	FS	2019-20	FS
APPENDIX		(Project Number)	(Work Phase)										
	a. 70th Street, Van Dorn to Eastborough, Lincoln, Concrete Repair Project Repair and/or replacement of concrete panels as needed, repair joints, seal meeting ADA standards, and adjust manholes, utilities and inlets to grade. Within existing right-of-way. Approximately 2.2 miles.	C.N. 13243	LCLC-5247(13)	Construction	1,792.0 (AC)								
				Construction	1531.00 LC								
				Construction	AC Conv	1,792.0 LC							
				Construction	AC Conv	-1,792.0 LN							
				TOTAL	3,323.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	b. 27th Street & Fairfield and West "O" Street Bridges over Salt Creek Repair and rehabilitate two bridges located at 27th and Fairfield and at West 'O' Street and Sun Valley Boulevard in the City of Lincoln. The 27th and Fairfield repairs will include moving and replacing the expansion joints and repairing deteriorating abutments. West 'O' Street and Sun Valley repairs will consist of adding piling to support the grade beam, repairing/replacing the grade beam and replacing the expansion joints. Both projects will prevent further deterioration and extend the life of the bridges.	C.N. 13247	LCLC-5231(15)	Const/CE				1,700.0 LC-AC (LN)			1,700.0 LC		
				Const/CE	AC Conv						-1,700.0 LN		
				TOTAL	0.0	0.0	1,700.0	0.0	0.0	0.0	0.0	0.0	1,700.0
	c. Superior from 27th to Cornhusker Construction may include replacing and/or repairing concrete panels, joints, median surfacing, curbs, and curb inlets within the street that are deteriorated. Areas of the project with asphalt paving would be replaced with full depth concrete. Other work may include sealing joints and cracks, utility adjustments and restoration of traffic signal elements impacted by the work. Length 2.05 miles	CN 13316	LCLC 5254(10)	Const/CE									
				Const/CE		2,592.0 LC-AC (LN)							
				Const/CE	AC Conv		1,020.2 LC		1,571.8 LC				
				Const/CE	AC Conv		-1,020.2 LN		-1,571.8 LN				
				Const/CE		648.0 LN							
				TOTAL	0.0	3,240.0	0.0	0.0	0.0	0.0	0.0	0.0	3,240.0
	d. Old Cheney from 40th to Hwy 2 Construction may include replacing and/or repairing concrete panels, joints, median surfacing, curbs, and curb inlets within the street that are deteriorated, milling the concrete surface and overlaying with asphalt, and sealing joints and cracks. Other work includes removing and replacing damaged storm drainage inlet tops, utility adjustments, and restoration of traffic signal elements impacted by the work. Length 1.25 miles	CN 13315	LCLC-5202(9)	Const/CE									
				Const/CE		2,016.0 LC-AC (LN)							
				Const/CE	AC Conv		2,016.0 LC						
				Const/CE	AC Conv		-2,016.0 LN						
				Const/CE		504.0 LN							
				TOTAL	0.0	2,520.0	0.0	0.0	0.0	0.0	0.0	0.0	2,520.0
	e. 27th Street from Holdrege to Fletcher												

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PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)							COST BEYOND PROGRAM	TOTAL PROJECT COSTS						
		PRIORITY PROJECTS														
		PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18					FS	2018-19	FS	2019-20	FS	
	APPENDIX	(Project Number)	(Work Phase)													
	Construction may include replacing and/or repairing concrete panels, joints, median surfacing, curbs, and curb inlets within the street that are deteriorated. Areas of the project with asphalt paving would be replaced with full depth concrete. Other work may include sealing joints and cracks, utility adjustments and restoration of traffic signal elements impacted by the work. Length 3.22 miles	CN13317	LCLC-5231(6)	Const/CE		2,976.0	LC-AC (LN)			2,728.2	LC	247.8	LC			
				Const/CE	AC Conv					-2,728.2	LN	-247.8	LN			
				Const/CE	AC Conv											
				Const/CE		744.0	LN									
				TOTAL		0.0		3,720.0		0.0		0.0		3,720.0		
	f. Rosa Parks Way Bridge Preservation															
	Bridge preservation of the Rosa Parks bridges over Salt Creek. Work will include repairing the wing walls, replacing the grade beam and approach slabs, and moving the expansion joints to the end of the approach slabs.			NEPA				140.0	LC-AC (LN)							
				NEPA	AC Conv			35.0	LN			210.4	LC			
				NEPA	AC Conv							-210.4	LN			
				PE						70.4	LC					
				PE						-70.4	LN					
				PE						17.6	LN					
				Construction/CE								1,884.4	LC			
				Construction/CE								411.1	LN			
				TOTAL		0.0		0.0		175.0		17.6		2,295.5	0.0	2,488.1
	g. Holdrege Street, 48th to 70th Street - Pavement Repair Project															
	Rehabilitation may include pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. Approximately 2.0 miles.			PE/NEPA		250.0	LC									
				Const/CE								1,540.0	LC			
				Const/CE								385.0	LN			
				TOTAL		0.0		250.0		0.0		0.0		1,925.0	0.0	2,175.0
	h. 70th Street and Salt Creek - Road and Bridge Rehabilitation or Replacement Project															
	Rehabilitation roadway and bridge with replacement of existing bridge over Salt Creek, as needed, to be determined during the design phase of the project.			PE/NEPA		250.0	LC									
				Const/CE								1,771.8	LC			
				Const/CE								443.0	LN			
				TOTAL		0.0		250.0		0.0		0.0		2,214.8	0.0	2,464.8



City of Lincoln: StarTran

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PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)																				
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS														
		PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18			FS	2018-19	FS	2019-20	FS									
1	<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 2040 Comprehensive Plan. Previous capital improvement programs have included equipment essential in StarTran's provision of services. The FY 2016-2020 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>Purchase / Financing of Full Size Buses A phased purchase of full-size replacement transit buses is identified, as follows:</p> <table border="0"> <tr> <td>Buses Purchased</td> <td>Funding Accumulated</td> <td>Potential Replacement</td> <td>Delivery</td> </tr> <tr> <td>8</td> <td>FY 2015-16 through FY 2017-18</td> <td>8 - 2001 Gillig Buses</td> <td>CY 2018</td> </tr> <tr> <td>9</td> <td>FY 2018-19 through FY 2019-20</td> <td>9-2004 Gillig Buses</td> <td>CY2020</td> </tr> </table> <p>Local funding for the above bus purchases is comprised of City of Lincoln general revenues and the portion of the contractual funds from the University of Nebraska (StarTran/UNL Transportation Program) designated for vehicle replacement. The Federal Transit Administration (FTA) regulations allow phasing of bus purchases as an alternate to the traditional direct purchase of buses. FTA requires that full-size transit vehicles have a twelve-year economic life, although StarTran typically operates buses more than twelve years before replacement. All of the current buses being replaced as indicated above will have exceeded the required twelve years of operation. An analysis of the structural and engine conditions of the StarTran fleet is conducted annually, which is utilized to develop the replacement program of StarTran buses. The above phased bus replacement schedule is in compliance with the most recent analyses and bus replacement program. Propulsion type(CNG, Diesel) will be based upon the Alternative Fuel Vehicle Analysis.</p> <p>a. 8 Full Size Buses</p> <p>b. 9 Full Size Buses</p>	Buses Purchased	Funding Accumulated	Potential Replacement	Delivery	8	FY 2015-16 through FY 2017-18	8 - 2001 Gillig Buses	CY 2018	9	FY 2018-19 through FY 2019-20	9-2004 Gillig Buses	CY2020									
		Buses Purchased	Funding Accumulated	Potential Replacement	Delivery																	
		8	FY 2015-16 through FY 2017-18	8 - 2001 Gillig Buses	CY 2018																	
		9	FY 2018-19 through FY 2019-20	9-2004 Gillig Buses	CY2020																	
TOTAL		0.0		1,983.2		1,932.5		2,665.3		2,198.4		0.0					8,779.4					
2	<p>Handi-Van Replacement Accumulate funding to replace 11 Handivans in 2022, that will be six years old and at the end of their useful life. Due to limited federal and local funds, replacement handi-vans will be the lower cost of hybrid / alternative fuels. Propulsion type will be based upon the Alternative Fuel Vehicle Analysis. Funding will begin in 2021.</p>																					
		TOTAL	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,000.0	830.0 170.0	1,000.0	1,000.0							
3	<p>Transit Enhancements (required by FTA) Effective FY 2004-05, one percent of the FTA allocation to StarTran is required by FTA to fund transit enhancements. Such enhancements, in general, include bus shelters, signage, pedestrian, bicycle related equipment and landscaping. The priority of these funds will be directed towards 1) replacement of shelters at major boarding locations and 2) costs implement designated bus stops (new signage, benches and shelters). Because of limited funds for transit enhancements, funding these projects will be phased over a period until projects are completed.</p>																					
		TOTAL	0.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	0.0	160.0										

2017-2020 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM		AGENCY: Public Works & Utilities DIVISION: StarTran						
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)						
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIOR FISCAL YEARS FS	2016-17 FS	2017-18 FS	2018-19 FS	2019-20 FS		
4	Security Enhancements (required by FTA) Effective FY 2004-05, one percent of the FTA allocation to StarTran is required by FTA to fund security enhancements. Such enhancements, in general, include increased facility lighting, camera surveillance and facility access. The priority of these funds will be directed towards 1) StarTran facility exterior security enhancements and 2) bus shelter lighting improvements. Facility security enhancements will be implemented based upon a comprehensive analysis conducted in FY 2012 / 2013.		32.0 FA 8.0 SR	32.0 FA 8.0 SR	32.0 FA 8.0 SR	32.0 FA 8.0 SR		
	TOTAL	0.0	40.0	40.0	40.0	40.0	0.0	160.0
5	Purchase of Supervisor Vehicle Funds are proposed in FY 2017-18 and FY 2018-19 to purchase two replacement supervisor vehicles. The vehicles to be replaced are a 2009 Equinox, and 2006 Van. Analyses are conducted evaluating the vehicle conditions and which will justify the need to replace the two subject vehicles. The SUV supervisor vehicles are meeting the unique needs of StarTran supervisors, transporting supplies and schedules, and carrying patrons as necessary. Due to limited federal and local funds, replacement vehicles will be the lower cost of either gasoline or hybrid / alternative fuels. Propulsion type will be based upon the Alternative Fuel Vehicle Analysis.			28.0 FA 7.0 SR	32.0 FA 8.0 SR			
	TOTAL	0.0	0.0	35.0	40.0	0.0	0.0	75.0
6	Computer Hardware and Software Funds are proposed in FY 2016-17, FY 2017-18 and FY 2018-19 for continued routine upgrade/replacement of StarTran computer hardware and software. Such funding will afford the opportunity for maintaining effective computer services for StarTran administration, operators, and maintenance functions. Staff training courses utilizing computerized programs are integrated as part of the continuing StarTran training program. Funding in 2016-17 is to purchase computer hardware and software for handivan and fixed route scheduling software. FY 2017-18 and FY 2018-19 is to purchase replacement AVL equipment for all vehicles over a two year period.		256.0 FA 64.0 SR	560.0 FA 140.0 SR	400.0 FA 100.0 SR			
	TOTAL	0.0	320.0	700.0	500.0	0.0	0.0	1,520.0
7	Shop Tools / Equipment Funds are proposed in FY 2016-17 through FY 2017-18 for continued routine upgrade and replacement of tools and equipment, as well as for replacement due to unexpected breakage. Such tools and equipment include an air compressor, floor scrubber and vehicle lifts.		12.0 FA 3.0 SR	28.0 FA 7.0 SR				
	TOTAL	0.0	15.0	35.0	0.0	0.0	0.0	50.0
8	Maintenance Service Vehicle Funds are included in FY 2016-17 to replace a 1996 pickup truck that will be 20 years old. The pickup is used by maintenance employees to deliver bus parts and move equipment to storage garage. Additional funds are requested in FY 2016-17 to meet new estimated costs.		16.0 FA 4.0 SR					20.0
	TOTAL	0.0	20.0	0.0	0.0	0.0	0.0	20.0
9	Building Renovations / Improvements Funds are included in FY 2016-17 for concrete replacement and interior replacements for carpet, paint, etc. including a new training room with driving simulator equipment. In FY 2017-18, funds needed to replace the roof located over dispatch and middle garage. The current roof was installed in 1997 with a 15 year warranty and will be 20 years old by 2017. The condition of this roof is showing signs of deterioration and minor leaks. Other projects include HVAC and restroom replacements. FY 2018-19 funds are for LED lighting throughout the facility.		160.0 FA 40.0 SR	280.0 FA 70.0 SR	160.0 FA 40.0 SR			
	TOTAL	0.0	200.0	350.0	200.0	0.0	0.0	750.0

2017-2020 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM		AGENCY: Public Works & Utilities DIVISION: StarTran							
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)							
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18			FS
11	Maintenance Facility Construction / Relocation Funds are proposed in FY 2017-18 thru 2019-20 to construct a new bus maintenance facility. Costs include design, construction and relocation. Site selection is in the preliminary phase and is underterminated.				400.0 FA 100.0 SR	8,000.0 FA 2,000.0 SR	8,000.0 FA 2,000.0 SR		
	TOTAL	0.0	0.0	500.0	10,000.0	10,000.0	0.0	20,500.0	
12	Multi Modal Center - Feasibility Study Conduct a study to determine the feasibility of constructing a new multi modal center and bus transfer center. Topics to study include site selection, environmental issues and funding.			100.0 FA 25.0 SR					
	TOTAL	0.0	0.0	125.0	0.0	0.0	0.0	125.0	
FUNDING SUMMARY									
	Federal		1,531.3 FA	2,675.0 FA	10,471.0 FA	9,479.0 FA		24,156.3	
	General Revenue		0.0 GR	0.0 GR	0.0 GR	0.0 GR		0.0	
	Special Reserves		1,086.9 SR	1,082.5 SR	3,014.3 SR	2,799.4 SR		7,983.1	
	TOTAL	0.0	2,618.2	3,757.5	13,485.3	12,278.4	0.0	32,139.4	
OPERATIONS FUNDING SOURCE SUMMARY									
	Fixed Route Operations & Specialized Transportation Services for Lincoln, NE								
	Section 5307 Preventative Maintenance		1,350.0	1,350.0	1,350.0	1,350.0	2,700.0	8,100.0	
	Section 5307 Operating and JARC - StarTran		75.0	75.0	75.0	75.0	150.0	450.0	
	Section 5307 Operating and JARC - Center For People in Need		16.0	16.0	16.0	16.0	32.0	96.0	
	Section 5307 Operating and JARC - Lincoln Literacy		10.0	10.0	10.0	10.0	20.0	60.0	
	Section 5307 ADA		280.0	280.0	280.0	280.0	560.0	1,680.0	
	NE (State Revenue/Aid)		780.0	700.0	630.0	1,030.0	950.0	4,090.0	
	GR (General Revenues - Local Funds)		6,700.0	6,800.0	6,900.0	7,000.0	14,300.0	41,700.0	
	SC (Service Charges - Local Funds)		2,600.0	2,600.0	2,600.0	2,600.0	5,200.0	15,600.0	
	TOTAL	0.0	11,811.0	11,831.0	11,861.0	12,361.0	23,912.0	71,776.0	

2017-2020 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM		AGENCY: Public Works & Utilities DIVISION: StarTran										
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)										
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS				
		PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18			FS	2018-19	FS	2019-20
TOTALS FOR STARTRAN FUNDING												
<u>FEDERAL FUNDING</u>												
Federal				1,531.3		2,675.0		10,471.0		9,479.0	3,473.6	27,629.9
Section 5307 Preventative Maintenance				1,350.0		1,350.0		1,350.0		1,350.0	2,700.0	8,100.0
Section 5307 Operating and JARC				101.0		101.0		101.0		101.0	202.0	606.0
Section 5307 ADA				280.0		280.0		280.0		280.0	560.0	1,680.0
SUB-TOTAL FEDERAL FUNDING			0.0	3,262.3		4,406.0		12,202.0		11,210.0	6,935.6	38,015.9
<u>STATE FUNDING</u>												
NE (State Revenue/Aid)				780.0		700.0		630.0		1,030.0	950.0	4,090.0
SUB-TOTAL STATE FUNDING			0.0	780.0		700.0		630.0		1,030.0	950.0	4,090.0
<u>LOCAL FUNDING</u>												
General Revenues				0.0		0.0		0.0		0.0	482.5	482.5
GR (General revenues - Local Funds)				6,700.0		6,800.0		6,900.0		7,000.0	12,900.0	40,300.0
SC (Service Charges - Local Funds)				2,600.0		2,600.0		2,600.0		2,600.0	5,200.0	15,600.0
Special Reserves				1,086.9		1,082.5		3,014.3		2,799.4	240.0	8,223.1
SUB-TOTAL LOCAL FUNDING			0.0	10,386.9		10,482.5		12,514.3		12,399.4	18,822.5	64,605.6
TOTAL			0.0	14,429.2		15,588.5		25,346.3		24,639.4	26,708.1	106,711.5
Notes:												
Revenue & cost estimates use an inflation rate of 3%												
STATUS OF PREVIOUS YEARS PROJECTS												
<u>Completed or Under Contract in FY 2015-16</u>												
Purchase/Financing of Full Size Buses												



Lincoln Airport Authority

2017-2020 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Lincoln Airport Authority DIVISION: Lincoln Municipal Airport															
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	(Control Number)	(Project Number)	(Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)														
					PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS								
					PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18			FS	2018-19	FS	2019-20	FS			
1	Runway 17/35 Overlay						3,150.0 FAA 350.0 LAA												
				TOTAL	0.0		3,500.0		0.0		0.0		0.0		0.0		0.0		3,500.0
2	Master Plan							315.0 FAA 35.0 LAA											
				TOTAL	0.0		0.0		350.0		0.0		0.0		0.0		0.0		350.0
4	Snow Removal Equipment - Blower							675.0 FAA 75.0 LAA											
				TOTAL	0.0		0.0		750.0		0.0		0.0		0.0		0.0		750.0
5	General Aviation Development - Phase 1									1,350.0 FAA 150.0 LAA									
				TOTAL	0.0		0.0		0.0		1,500.0		0.0		0.0		0.0		1,500.0
6	Terminal Ramp Rehabilitation - Phase 2												3,600.0 FAA 400.0 LAA						
				TOTAL	0.0		0.0		0.0		0.0		4,000.0		0.0		0.0		4,000.0
7	Snow Removal Equipment - Sweeper																585.0 FAA 65.0 LAA		
				TOTAL	0.0		0.0		0.0		0.0		0.0		650.0		650.0		650.0

2017-2020 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Lincoln Airport Authority DIVISION: Lincoln Municipal Airport										
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	(Control Number)	(Project Number)	(Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)									
					PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
					PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18			FS	2018-19	FS
FUNDING SUMMARY														
FAA FUNDS														
FAA(Airport Improvement Program)														
						3,150.0		990.0		1,350.0		0.0	585.0	6,075.0
				SUB-TOTAL FEDERAL FUNDING	0.0	3,150.0		990.0		1,350.0		0.0	585.0	6,075.0
STATE FUNDS														
NDA (NE Dept. of Aeronautics)														
						0.0		0.0		0.0		0.0	0.0	0.0
				SUB-TOTAL STATE FUNDING	0.0	0.0		0.0		0.0		0.0	0.0	0.0
LOCAL FUNDS														
LAA (Lincoln Airport Authority)														
						350.0		110.0		150.0		400.0	65.0	1,075.0
				SUB-TOTAL LOCAL FUNDING	0.0	350.0		110.0		150.0		400.0	65.0	1,075.0
				TOTAL	0.0	3,500.0		1,100.0		1,500.0		400.0	650.0	7,150.0



Federal Transit Administration: Section 5310/5311 Projects

**2017-2020 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: FTA Program Funding
DIVISION: Section 5310/5311 Projects

PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)									
		PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18	FS	2018-19	FS		
Section 5311 Program											
1	Vanpool Project Vendor vanpool services to provide statewide contracted services, which includes service for A) the Lincoln and Omaha (LCLC and MAPA) Metro regions and B) Rural Nebraska vanpool service. A) Lincoln and Omaha (LCLC & MAPA) Metro vanpool service for Lancaster, Sarpy & Douglas counties. B) Rural Nebraska vanpool service.										
				48.0	5307	61.8	5307	76.32	5307		186.12
				48.0	5311	72.0	5311	84.0	5311		204.0
				12.0	OF	18.0	OF	21.0	OF		51.0
	TOTAL	0.0		108.0		151.80		181.32		0.0	441.1
Section 5310 Program											
FY 2014 Lincoln Allocation Program of Projects											
2	Region V Foundation a. Region V - RVS L1 Purchase minivans b. Region V for Service Linc Purchase minivans c. Region V - Lincoln 5 Purchase minivans										
				28.984	5310						28.984
				7.247	OF						7.247
				28.984	5310						5,338.984
				7.247	OF						7.247
				28.984	5310						5,338.984
				7.247	OF						7.247
	TOTAL	0.0		108.693		0.00		0.00		0.0	108.693
3	Tabitha Inc. Purchase 1 small bus			48.0	5310						5,358.0
				12.0	OF						12.0
	TOTAL	0.0		60.0		0.00		0.00		0.00	60.0
4	Madonna Foundation Purchase 1 small bus			48.0	5310						5,358.0
				12.0	OF						12.0
	TOTAL	0.0		60.0		0.0		0.0		0.0	60.0
5	FY 2015 Allocation										
	TOTAL	0.0		184.043		0.0		0.0		0.0	184.0

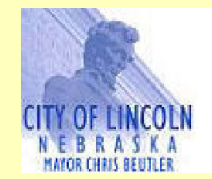
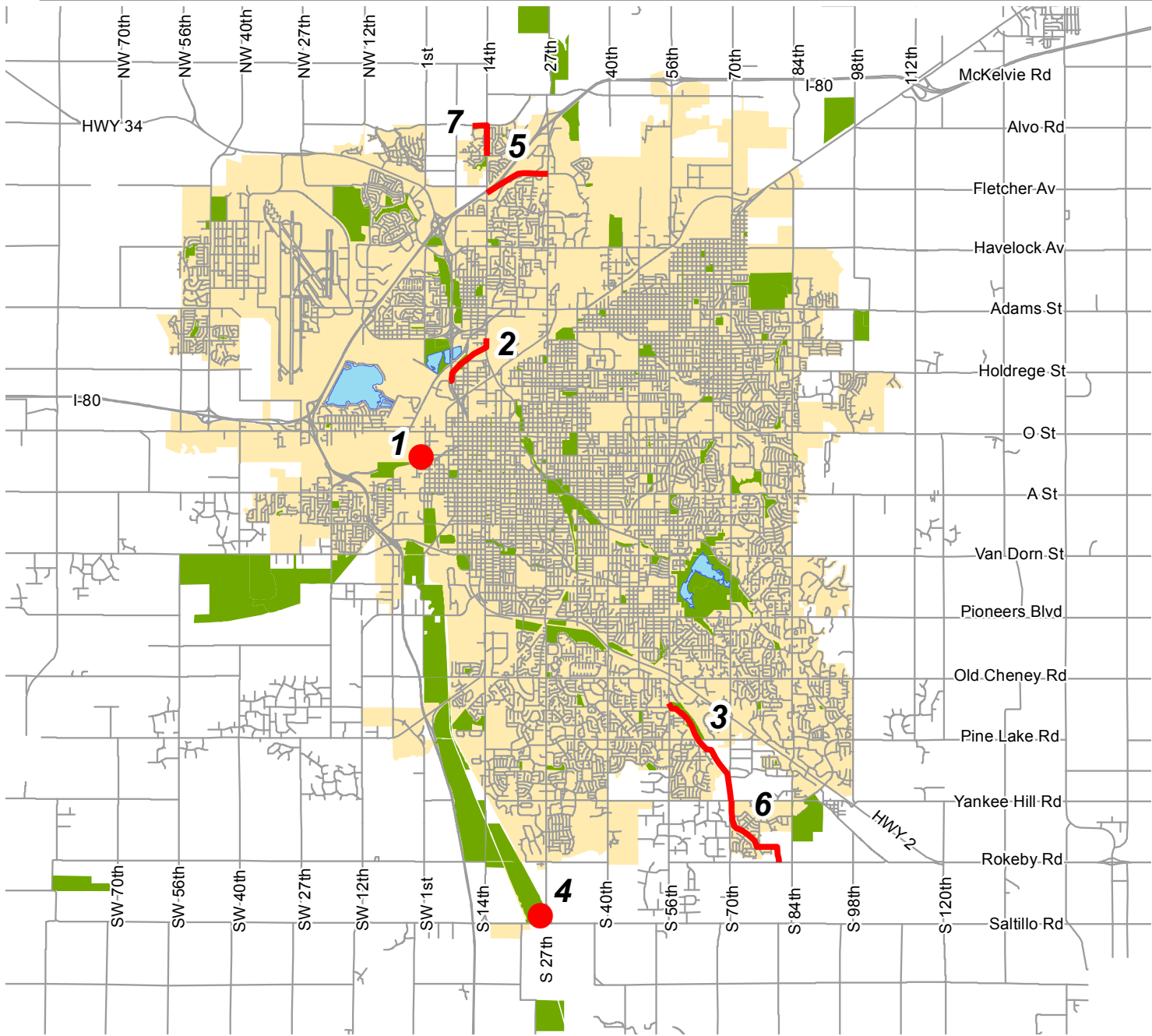
2017-2020 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: FTA Program Funding DIVISION: Section 5310/5311 Projects									
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)											
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS					
		PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18			FS	2018-19	FS	2019-20	FS
6	FY 2016 Allocation			187.656									
	TOTAL	0.0		187.656		0.0		0.0		0.0		0.0	187.7
7	FY 2017 Allocation					109.057 *							
	TOTAL	0.0		0.0		109.1		0.0		0.0		0.0	109.1
FUNDING SUMMARY													
FEDERAL FUNDS													
	FA (Federal Aid)			0.0		0.0		0.0		0.0		0.0	0.0
	CMAQ (Congestion Mitigation and Air Quality) 5307			0.0		0.0		0.0		0.0		0.0	0.0
	5310 (FTA Section 5310 Funds)			0.0		183.0		0.0		0.0		0.0	182.952
	5311 (FTA Section 5311 Funds)			0.0		48.0		72.0		84.0		0.0	204.000
	SUB-TOTAL FEDERAL FUNDING			0.0		278.952		133.800		160.320		0.000	573.072
STATE FUNDS													
	NE (State of Nebraska)			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
LOCAL FUNDS													
	OF (Other Funds)			0.0		57.741		18.0		21.0		0.0	96.741
	SUB-TOTAL LOCAL FUNDING			0.0		57.741		18.0		21.0		0.0	96.741
	TOTAL			0.000		336.693		151.800		181.320		0.000	669.813
Notes: * partial year FTA's fiscal year 2017 partial year funding is made available by the Continuing Resolution and Appropriations Act (P.L. 114-254). This provides contract authority for FTA formula and competitive programs.													
STATUS OF PREVIOUS YEARS PROJECTS													
<u>Completed or Under Contract</u>													



Ped, Bike & Trails

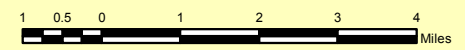
**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

**Ped, Bike and Trails
FY 2017 - 2020**



- Trail Projects
- Trail Projects
- Existing Parks

- #1 Rosa Parks Way Trail
- #2 Salt Creek Levee Trail
- #3 Beal Slough Trail Project
- #4 Wilderness Park Bridges
- #5 Fletcher Landmark Trail
- #6 Woodland Trail
- #7 Stonebridge Trail
- #8 Lincoln Bike Share System (not on map)



Lower Platte South
Natural Resources District 



**Consult the detailed project descriptions
and funding summary for further information.**

2017-2020 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Ped, Bike & Trails DIVISION: Planning Area Projects											
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)													
		PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
		PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18	FS	2018-19	FS	2019-20	FS				
(Control Number)	(Project Number)	(Work Phase)													
Lower Platte South Natural Resource District															
1	Rosa Parks Way Trail Railroad Undercrossing trail west of 1st and J Street, 900 feet long and 10 wide concrete surface.		ROW			8.0	TA1								
			ROW			2.0	NR								
		C.N. 12945	ENH-55(164)	Construction		400.0	TA1								
				Construction		45.0	NR								
				Construction		50.0	RT								
				Construction		5.0	GP								
				CE		80.0	TA1								
				CE		20.0	NR								
				TOTAL		0.0		610.0		0.0		0.0	610.0		
Salt Creek Levee Trail															
2	N. 14th Street to Cornhusker Highway - develop a 10-foot wide concrete trail on the Oak Creek and Salt Creek Levees. The 4, 950 foot concrete trail will begin where the newly constructed Haymarket Ball Park Trail terminates and continue northeasterly to Cornhusker Highway and connect to the northern segment of the Salt Creek Levee trail system.		PE		40.0	RTP									
			PE		10.0	NR									
			Construction			284.0	RTP								
			Construction			71.0	NR								
			Const/CE			40.0	RTP								
			Const/CE			10.0	NR								
City of Lincoln Parks & Recreation Department															
3	Beal Slough Trail Project Trail project to extend southeasterly along the Beal Slough Channel from 56th Street & London Road to 70th Street and & Yankee Hill Road. The trail will be on city owned property to Pine Lake Road where it will connect with an underpass at Pine Lake Road (included with the street project). The trail will continue southeast parallel to the railroad and the Beal Slough Channel, connecting to 70th Street. Ten foot concrete trail on 20 foot right-of-way. Total 2.22 miles.		PE			76.2	TA2								
			PE			19.1	LN								
			ROW			8.0	TA2								
			ROW			2.0	LN								
			Construction			246.2	TA2	330.4	TA2	128.2	TA2				
		C.N. 13366	TAP-55(182)	Construction		61.5	LN	82.6	LN	32.1	LN				
				CE		48.0	TA2	48.0	TA2						
				CE		12.0	LN	12.0	LN						
				TOTAL		0.0		473.0		473.0		160.3	0.0	0.0	1,106.3

2017-2020 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Ped, Bike & Trails DIVISION: Planning Area Projects						
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
		PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18			FS	2018-19
4	Wilderness Park Bridges Replace South Saltillo Pedestrian Bridge. Other bridges to be addressed in the future include the arched bridge over Salt Creek just south of Calvert in the Epworth Park area; bridge over an unnamed tributary to Salt Creek near Hwy. 77 and Rokeby Rd.; bridge over the Horizon tributary just south of the Rock Island Corridor; and bridge accessing the Octagon Bldg. over old creek channel.	TOTAL	0.0	0.0	0.0	0.0	0.0	150.0 OF 30.0 GP 180.0	0.0	180.0
5	Fletcher Landmark Trail Trail project for concrete trail to follow primarily alongside Fletcher Street from N. 14th Street to N. 27th Street.	TOTAL	0.0	0.0	0.0	400.0 LN	400.0	0.0	0.0	400.0
6	Woodland Trail Trail project for concrete trail extending generally in a north-south direction from 70th St. and Yankee Hill Road to 80th St. and Rokeby Road	TOTAL	0.0	0.0	0.0	0.0	180.0 LN 720.0 TA2 900.0	0.0	0.0	900.0
7	Stonebridge Trail Design and construction of a 10' wide, concrete bicycle, pedestrian trail, connecting the North 14th Street Trail with the Alvo Road Trail. This trail will be at North 14th Street and Humphrey Avenue and proceed through the Stonebridge neighborhood	PE PE ROW ROW Construction Construction TOTAL	17.8 4.4	TE LN			12.0 TA2 3.0 LN 67.6 TA2 367.7 TA2 108.8 LN			22.2 559.1 0.0 0.0 0.0 0.0 559.1
City of Lincoln										
8	Lincoln Bike Share System Phase 1 of the Lincoln Bike Shared Project will install 15 stations and purchase 100 bikes. All stations will be non-bolted with solar and panels and location in the Public ROW.	PE PE NEPA NEPA RC RC NDOR NDOR Construction Construction TOTAL	8.0 2.0 4.0 1.0 8.0 2.0 8.0 2.0 572.0 143.0 750.0	CMAQ LN CMAQ LN CMAQ LN CMAQ LN CMAQ LN CMAQ LN						0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 750.0
<i>Note: PE = PE/NEPA/Design/RC Construction includes Construction Engineering</i>										

2017-2020 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Ped, Bike & Trails DIVISION: Planning Area Projects										
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										
				PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
				PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18	FS	2018-19	FS			2019-20
STATUS OF PREVIOUS YEARS PROJECTS														
<u>Projects Completed or Under Contract in FY 2015-16</u>														
<u>City of Lincoln Parks & Recreation Department</u>														
Billy Wolf Trail														
Removal and replacement of the ramp on Billy Wolff Trail west of 27th and trail going west from 27th Street to the new bridge located south of Randolph. Total length of the project is 1,050 feet. This project will remove the 8 feet wide trail and replace it with a 10 feet wide, 5 inch thick concrete.			RTP 2014 (002)	PE/Design	16.7	RTP								
				PE/Design	4.2	LN								
				Construction	175.5	RT								
				Construction	23.9	LN								
				Construction	20.0	GP								
				Construction/Engineering	8.4	RT								
				Construction/Engineering	2.1	LN								
Pioneers Park Trail Phase III														
Extend the existrail trail in Pioneers Park to the western edge of the park. This will include a total of 6,575 feet of additional trail. 550 feet will be 8 feet wide concrete. 6,025 feet of 8 feet wide crushed limestone and 85 feet in length of bridge.				PE	36.0	RTP								
				PE	9.0	LN								
				Construction	329.9	RTP								
				Construction	82.5	LN								
				Const/CE	36.0	RTP								
				Const/CE	9.0	LN								



Other Transportation Projects

**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

**Railroad Transportation
Safety District
FY 2017 - 2020**



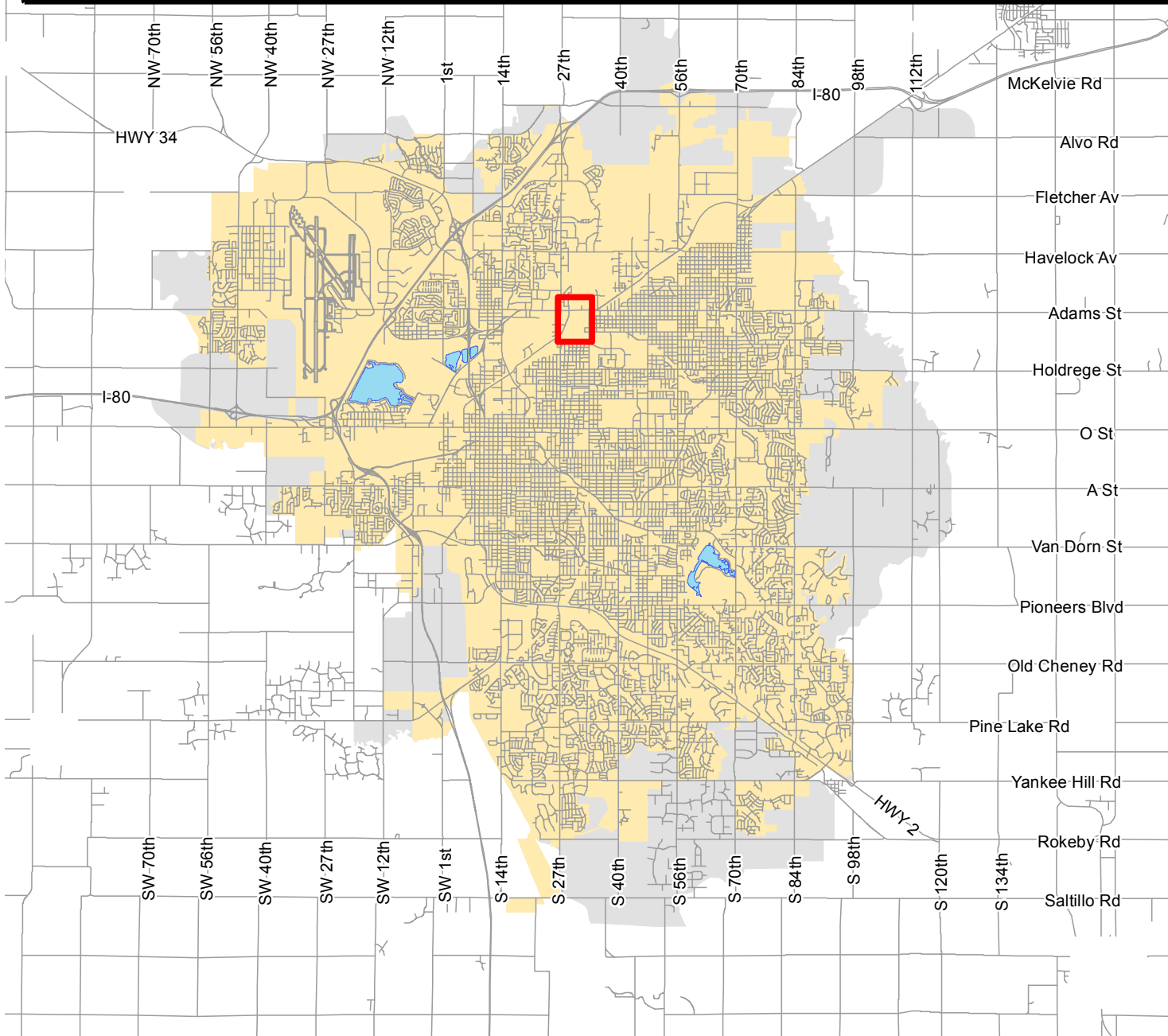
Project Location

**33rd and BNSF Railroad
(South of Cornhusker)**



Lincoln's Future Service Limit Shown as Grey

**Consult the detailed project descriptions
and funding summary for further information.**

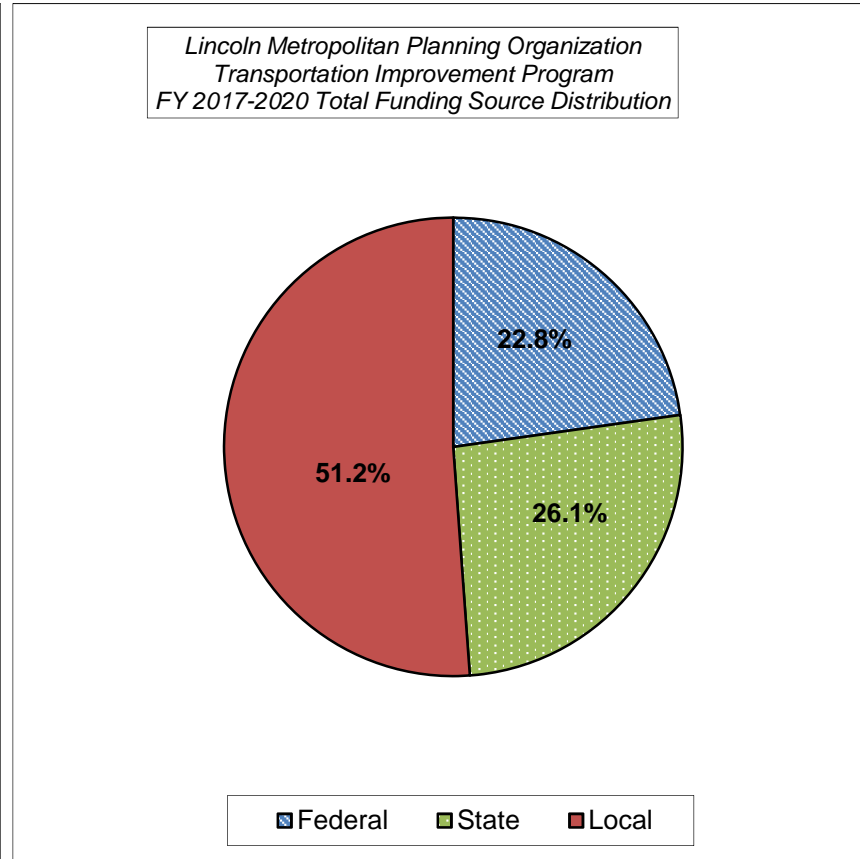
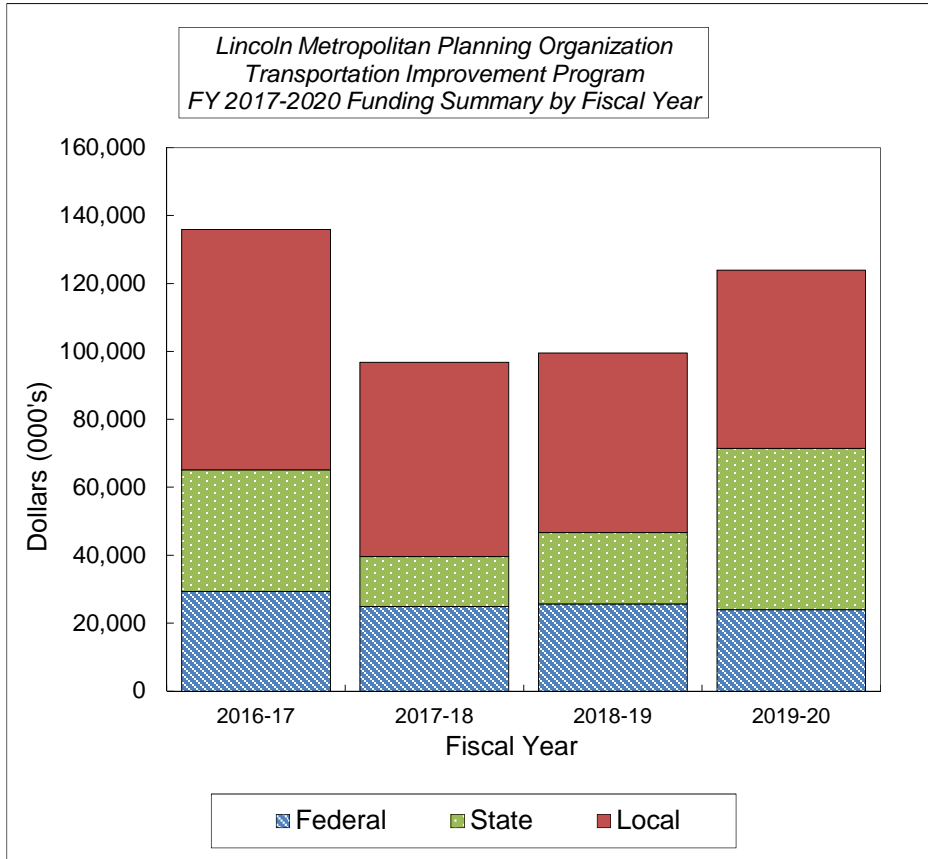


2017-2020 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY:		Railroad Transportation Safety District						
				DIVISION:								
PROJ NO (Map)	PROJECT (Location & Distance)			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								
				PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
(Improvement Description)			PRIOR FISCAL YEARS	FS	2016-17	FS	2017-18	FS			2018-19	FS
	(Control Number)	(Project Number)	(Work Phase)									
1	33rd, Adams, Cornhusker/BNSF RR			Engineering	150.0	RT						
	33rd St. at BNSF RR crossing Grade Separation Project.			Study	650.0	RT						
				Design/ROW			1,000.0	RT	1,200.0	RT	3,500.0	RT
				Construction							7,100.0	RT
				TOTAL	800.0		1,000.0		1,200.0		3,500.0	
											58,000.0	
											58,000.0	
	FUNDING SUMMARY											
	FEDERAL FUNDS			SUB-TOTAL FEDERAL FUNDING	0.0		0.0		0.0		0.0	
	STATE FUNDS			SUB-TOTAL STATE FUNDING	800.0		1,000.0		1,200.0		3,500.0	
	LOCAL FUNDS			SUB-TOTAL LOCAL FUNDING	0.0		1,000.0		1,200.0		3,500.0	
	RT (Railroad Transportation Safety District)										7,100.0	
				TOTAL	800.0		2,000.0		2,400.0		7,000.0	
											58,000.0	
											83,600.0	



Funding Summary

2017-2020 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM



**2017-2020 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

SUMMARY OF PROGRAM EXPENDITURES

	AGENCY	FISCAL YEARS (000's)				Total for Four Years	Costs Beyond Program	
		2016-17	2017-18	2018-19	2019-20			
A	State of Nebraska	FEDERAL	13,630.0	9,790.0	5,646.0	6,095.0	35,161.0	186,329.0
		STATE	34,036.2	12,715.7	16,783.7	39,335.4	102,871.0	
		LOCAL	17,506.0	14,400.0	-250.0	0.0	31,656.0	
		SUB-TOTAL	65,172.2	36,905.7	22,179.7	45,430.4	169,688.0	
B	Lancaster County	FEDERAL	0.0	0.0	0.0	0.0	0.0	0.0
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	3,100.0	3,072.0	3,000.0	3,000.0	12,172.0	
		SUB-TOTAL	3,100.0	3,072.0	3,000.0	3,000.0	12,172.0	
C	City of Lincoln Streets and Highways	FEDERAL	7,622.8	9,103.3	6,240.5	5,800.0	28,766.6	623,036.6
		STATE	11.0	3.9	52.3	0.0	67.2	
		LOCAL	38,005.7	27,827.8	33,484.4	29,203.2	128,521.1	
		SUB-TOTAL	45,639.5	36,935.0	39,777.2	35,003.2	157,354.9	
D	StarTran Systems	FEDERAL	3,262.3	4,406.0	12,202.0	11,210.0	31,080.3	26,708.1
		STATE	780.0	700.0	630.0	1,030.0	3,140.0	
		LOCAL	10,386.9	10,482.5	12,514.3	12,399.4	45,783.1	
		SUB-TOTAL	14,429.2	15,588.5	25,346.3	24,639.4	80,003.4	
E	Lincoln Airport Authority	FEDERAL	3,150.0	990.0	1,350.0	0.0	5,490.0	650.0
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	350.0	110.0	150.0	400.0	1,010.0	
		SUB-TOTAL	3,500.0	1,100.0	1,500.0	400.0	6,500.0	
F	Section 5310 / 5311 Projects	FEDERAL	0.0	279.0	133.8	160.3	573.1	0.0
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	0.0	57.7	18.0	21.0	96.7	
		SUB-TOTAL	0.0	336.7	151.8	181.3	669.8	
G	Ped, Bikes & Trails	FEDERAL	1,637.7	378.4	128.2	720.0	2,864.3	0.0
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	409.4	94.6	432.1	360.0	1,296.1	
		SUB-TOTAL	2,047.1	473.0	560.3	1,080.0	4,160.4	
H	Railroad Transportation Safety Dist.	FEDERAL	0.0	0.0	0.0	0.0	0.0	58,000.0
		STATE	1,000.0	1,200.0	3,500.0	7,100.0	12,800.0	
		LOCAL	1,000.0	1,200.0	3,500.0	7,100.0	12,800.0	
		SUB-TOTAL	2,000.0	2,400.0	7,000.0	14,200.0	25,600.0	
	PROGRAM TOTAL	FEDERAL	29,302.8	24,946.7	25,700.5	23,985.3	103,935.3	
		STATE	35,827.2	14,619.6	20,966.0	47,465.4	118,878.2	
		LOCAL	70,758.0	57,244.7	52,848.7	52,483.6	233,335.0	
		SUB-TOTAL	135,888.0	96,810.9	99,515.2	123,934.3	456,148.5	
PROGRAM TOTAL		133,888.0	94,410.9	92,515.2	109,734.3	430,548.5	894,723.7	



Comments

BRIEFING NOTES

NAME OF GROUP: PLANNING COMMISSION

DATE, TIME AND PLACE OF MEETING: Wednesday, May 11, 2016, 11:00 a.m., Bill Luxford Studio, Room 113, County-City Building, 555 South 10th Street, Lincoln, Nebraska.

MEMBERS IN ATTENDANCE: Michael Cornelius, Maja Harris, Chris Hove, Jeanelle Lust, Dennis Scheer, Lynn Sunderman and Ken Weber; (Cathy Beecham and Tracy Corr absent).

OTHERS IN ATTENDANCE: David Cary, Paul Barnes, Mike Brienzo, Brandon Garrett, Kellee Van Bruggen, Stacey Groshong Hageman and Teresa McKinstry of the Planning Dept. representatives from various departments involved in the CIP; and other interested parties.

STATED PURPOSE: Briefing on **“FY 2016/17-2021/22 Capital Improvement Program (CIP), FY 2017-2020 Transportation Improvement Program (TIP) and the 2016 Community Indicators Report) ”** by Planning staff.

FY 2017-2020 Transportation Improvement Program (TIP)

Mike Brienzo stated that the TIP is a document that the Lincoln Metropolitan Planning Organization (MPO) puts together. The MPO is the official designation for oversight of Federal funding activities. TIP projects funded with Federal dollars and those of regional significance are listed in the CIP as well. We coordinate the call for projects within Lincoln and Lancaster County. We coordinate with adjacent counties as well. It is a four year schedule of projects. The CIP is six years, with the first two years of obligated funding. TIP funds are obligated for four years. It must be a fiscally constrained document. Funds must be readily available. Projects must come from the MPO Long Range Transportation Plan. It is developed by the MPO Technical Committee, in coordination with Nebraska Dept. of Roads (NDOR), Lancaster County Engineer, Lincoln Public Works and Utilities, Lincoln Airport Authority, Parks & Recreation, Lower Platte South Natural Resources District (LPSNRD) and others. This must go through public review. The TIP is coordinated with the County and State program. The State TIP is being developed now. This must be updated annually. MPO staff develops the document. The Technical Committee reviews it. Planning Commission makes a recommendation on it. The document goes back to Technical Committee to see if any adjustments need to be made. The document then goes on to Officials Committee. The Mayor as Executive Officer for all MPO functions is the final approval.

The types of projects you will see are a little different from the CIP. These consist of capital improvement projects, along with major maintenance, resurfacing and rehabilitation projects. There are also Intelligent Transportation System projects. The major function of these is communication. This has taken on a new role lately with innovation in equipment. Traffic operations and management programs, safety and operation improvement programs and alternative transportation and enhancement projects such as bike, pedestrian and trail, and the vanpool program are all projects.

The State section lists fourteen projects. Most are rehabilitation and maintenance. The South Beltway is a State project. It is in the city CIP as well. The Streets and Highways map shows citywide projects. East Beltway Corridor Protection is shown. Funds are set aside for a future project. The Railroad Transportation Safety District (RTSD) has a project for 33rd St. and south of Cornhusker Hwy. The idea is to eliminate the at-grade crossing. It is now in a study phase. Ped, Bike and Trails section shows five projects. Lincoln Bike Share is listed. It is moving forward and the City hopes to have it in place next spring. Section 5311 is vanpool. The State is putting together this project using CMAQ funds. That is entirely a state program.

The CIP will be reviewed on May 19, 2016 by the Technical Committee. It will have public hearing at Planning Commission on May 25, 2016. June 2, 2016, it will appear at Technical Committee for any adjustments that need to be made. June 16, 2016 will be the Officials Committee. The Mayor will sign off as Executive Officer and in July, 2016, the MPO submits the TIP for inclusion into the State TIP. The federal fiscal year begins on October 1, 2016. The NDOR holds a review of the State TIP and all MPO's then submit their program to the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). October 1, 2016, the final TIP goes into effect.

Harris inquired about the 10th Street Salt Creek Bridge. Brienzo stated that funds have already been set aside for that. It will be a major project. It will be widened, as well as pedestrian facilities built. Cary added there will be a connection to the trail as well.

There being no further business, the meeting was adjourned at 12:35 p.m.

MEETING RECORD

NAME OF GROUP: TECHNICAL COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: May 19, 2016, 1:30 p.m., Conference Room 113, County - City Building, 555 S. 10th St., Lincoln, NE

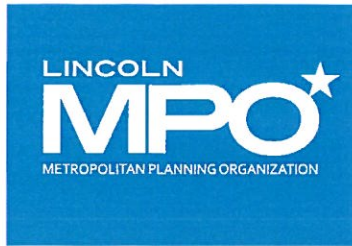
MEMBERS AND OTHERS IN ATTENDANCE: David Cary - Director of Planning Dept., Pam Dingman - County Engineer, Miki Esposito - Director of Public Works & Utilities, Paul Barnes and Kellee Van Bruggen of Planning Dept., Gary Bergstrom of the Health Department, Michael Davis of StarTran, Roger Figard and Randy Hoskins of Public Works and Utilities, Tom Goodbarn and Brad Zumwalt of the Nebraska Dept. of Roads, Wynn Hjermsstad of Urban Development, Lynn Johnson of Parks and Recreation, Jon Large of Lincoln Airport Authority and Brendan Lilley of County Engineering. Mike Brienzo and Teresa McKinstry of the Planning Dept.; Brian Praeuner of StarTran; Thomas Shafer of Public Works & Utilities; Rick Haden of Felsburg, Holt & Ullevig; Nancy Hicks of the Lincoln Journal Star; and other interested parties.

REVIEW AND ACTION TO RECOMMEND THE PROPOSED FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PUBLIC HEARING AT THE PLANNING COMMISSION

Brienzo stated that staff started working on the FY 2017-2020 TIP in March 2016. The LRTP (Long Range Transportation Program) Project Oversight Committee met in April 2016 and reviewed the projects. This committee will make a recommendation for the public review. The Planning Commission will hold a public hearing and take comments. Those comments will be brought back to this committee on June 2, 2016. The program goes onto the Officials Committee for action.

ACTION:

Cary moved approval of the FY 2017-2020 TIP, seconded by Bergstrom and carried 14-0: Barnes, Bergstrom, Cary, Dingman, Esposito, Davis, Figard, Goodbarn, Hjermsstad, Hoskins, Large, Lilley, Van Bruggen and Zumwalt voting 'yes'; Johnson absent at time of vote.



Lincoln Metropolitan Planning Organization

County-City Building
555 South 10th Street - Suite 213
Lincoln, Nebraska 68508
(402) 441-7491

June 1, 2016

The MPO Response to Public Comments on the Proposed FY 2017-20 Transportation Improvement Program

The **Lincoln Metropolitan Planning Organization** requested Public Comments on the Proposed FY 2017-20 Transportation Improvement Program (TIP). Comments were received by email or U.S. mail through May 31, 2016 and comments were accepted in person at The Lincoln/Lancaster County Planning Commission public hearing on May 25, 2016 in the Council Chambers, located at the County-City Building, 555 South 10th Street, Lincoln, Nebraska. All comments received are provided to the Lincoln MPO Technical Advisory Committee consideration in their review of the Proposed FY 2017-20 TIP.

The Lincoln/Lancaster County Planning Commission meeting minutes and action are attached.

Response To Comments Referencing the West 'A' Street Project

- | | |
|---|--|
| 1. Adam Rhoads
5111 W Sumner Cir
Lincoln NE 68522 | 5. Cindy Jurgens
2646 West Garfield Street
Lincoln NE 68522 |
| 2. John Turincs
3747 W Springview Rd
Lincoln NE 68522 | 6. Karen Heng
1909 SW 36 ST
Lincoln, NE 68522 |
| 3. Matthew A. Hansen
2401 SW 35 th Ct
Lincoln NE 68522 | 7. Mark Antonson
1521 S.W. 30 th Street
Lincoln NE 68522
<i>[comments at Public Hearing]</i> |
| 4. Robin Kozisek BA,
LEED GREEN ASSOCIATE
Project Coordinator (Associate) | |

Staff Comments:

The primary issue is that the West 'A' Street Improvement Project, SW 40th Street to Coddington Ave. and Coddington Ave. to Folsom Street, is not progressing to construction in a timely manner. Many of the residents in the West 'A' Neighborhood area referenced programming of this project for design and construction in the previous CIP/TIPs (ie; FY2004-05 CIP and again in the FY2014-16 CIP). This project was not shown in FYs 2005 through 2013. The West 'A' Street Improvement Project is currently in the proposed FY2016-18 CIP and proposed FY2017-19 TIP. See attached Fact Sheet.

The primary reason for the delay in programming is lack of funding to meet all of the street improvement needs in Lincoln. A bond issue was proposed in 2004/05 that would have included funding for this

project, but when it failed to pass in a city-wide vote, projects were removed from the TIP/CIP in order to maintain fiscally constrained programs.

The West 'A' Street Improvement Project is divided into two segments in the adopted 2040 Lincoln MPO Long Range Transportation Plan, 1) SW 40th Street to Coddington Ave. is in the Plan to be constructed in 2019 and 2) Coddington Ave. to Folsom Street is in the Plan to be constructed in 2025. See attached Table 14, Roadway Capital Projects from the Long Range Transportation Plan. It is the expectation that design can begin in FY2018/9, ROW in FY 2019/20 and construction in FY2020/21.

Response To Comments Referencing Accessible Communication for those who are Deaf or Hard of Hearing:

Kelsey Cruz
Public Information Officer
Nebraska Commission for the Deaf and Hard of Hearing

The City of Lincoln and the MPO has an Accommodation Policy for document availability and public hearings. All planning documents are available in the Lincoln-Lancaster Planning Department for public review and all key documents are posted on the MPO web page. The City of Lincoln is to ensure the public access to and participation in all public meetings. If any person requires special accommodation in order to participate, the City of Lincoln and MPO will do what it can to accommodate that individual.

ACCOMMODATION NOTICE

The City of Lincoln complies with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973 guidelines. Ensuring the public's access to and participating in public meetings is a priority for the City of Lincoln. In the event you are in need of a reasonable accommodation in order to attend or participate in a public meeting conducted by the City of Lincoln, please contact the Director of Equity and Diversity, Lincoln Commission on Human Rights, at 402 441-7624 as soon as possible before the scheduled meeting date in order to make your request.

Response to Comments made at the Public Hearing by Coby Mach, Lincoln Independent Business Association:

- 1) Support was stated for the City officials role in developing the South Beltway project.
- 2) Opposition was stated in the use of Certificates of Participation (COPs) revenue bonds. The main objection comes from the proposed use of \$6 million in COP bonds as a financial tool used to purchase items that is done without the vote of the people. Generally, there is not an issue with using this type of funding, but it should be reserved for times of real need and the debt should be lowered. The issue is with the funding and not the projects.

Staff response, the use of COP revenue bonds is generally outside the Planning Staff scope of influence, but these concerns are noted and will be relayed to the Administration.



Lincoln Metropolitan Planning Organization

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PUBLIC NOTICE

**The MPO Technical Advisory Committee
is Requesting Public Comment on the Proposed
FY 2017-20 Transportation Improvement Program**

Lincoln Metropolitan Planning Organization is requesting Public Comment on the Proposed FY 2017-20 Transportation Improvement Program (TIP). Comments will be taken by email: mbrienzo@lincoln.ne.gov, or fax: (402) 441-6377, or U.S. mail through June 1, 2016. The Lincoln/Lancaster County Planning Commission will hold a public hearing at 1:00 p.m. on May 25, 2016 in the Council Chambers, located in the County-City Building 555 South 10th Street - Suite 213, Lincoln, Nebraska 68508. The MPO Technical Advisory Committee will consider all comments at their next meeting scheduled for June 2, 2016 at 1:30 p.m. in Conference Room #113, County-City Building. For those who would like to comment in person, these are open meetings and will include time for public comment. The Proposed TIP can be found on the MPO website at <http://lincoln.ne.gov/city/plan/mpo/tip/tip17/index.htm>.

If you have any questions, please feel free to contact Mike Brienzo at (402) 441-6369.



West A Street – SW 40th to Folsom

Fast Facts

May 23, 2016

Contacts:

Project Manager: Kris Humphrey, (402) 326-1176
Web site: lincoln.ne.gov (keyword “West A”)

Project Information:

Approximate Project Cost (2016 \$): \$11.1M total (SW 40th to Coddington)
\$ 3.0M total (Coddington to SW 5th)

Timeline

2004/05 CIP	Design funding identified – worked on design and shelved when 2004 bond issue did not pass
2014-16 CIP	Design funding identified starting in Year 4 (2017/18)
2016-18 CIP (Proposed)	Design funding identified starting in Year 2 (2017/18)

Items of Note:

- 2040 LRTP Adopted in 2011 shows West A, SW 40th to Coddington as 2 lanes + turn lanes
- 2040 LRTP Adopted in 2011 shows West A, Coddington to Folsom as 2 lanes + turn lanes
- 2015 ADT (West of Coddington) = 8,490 vehicles per day
- 2015 ADT (East of Coddington) = 6,930 vehicles per day

Major Work History:

- 1991 – SW 9th St. to SW 3rd St and S. 10th St. to S. 17th St. – Overlay
- 1984 – S. 10th St. to S. 11th St. – Overlay
- 1983 – SW 3rd St. to S. 10th St. – Overlay
- 1974 – Coddington to SW 9th – Overlay; S. 1st St. to S. 7th St. – Overlay & Curb Replacement
- 1973 – S. 7th St. to S. 17th St. – Overlay
- 1958 – A St. west of S. Coddington St. – Original AC Construction; Overlay date unknown before ownership was transferred from County to City. Lancaster County was contacted and they could not find any rehab history from Coddington to SW 36th. Cores show 6” of AC in two layers, the original 3” plus 3” overlay.

Current Pavement Condition Index (PCI):

- Streets with a PCI score of 25 or less need to be considered for reconstruction.
- SW 36th St. to S. Coddington St. (1.25 mi.) = 30
- S. Coddington St. to S 1st St. (1.5 mi.) = 26
- S. 1st St. to S 17th St. (1.25 mi.) = 17
- Not Included:
 - Hwy 77 Overpass; SW 14th St. to SW 9th St. = 81
 - Salt Creek Bridge/A St. Overpass; SW 5th St. to S. 6th St. = 83

Planned Work:

- The intersection of W. A St. and S. Folsom St. will be resurfaced and curb ramps reconstructed this summer as part of the South & Coddington to Folsom & Rosa Parks Way Resurfacing project.

Working Towards a Solution:

- West City Limit to Coddington
 - Long Term Solution – Discussions are planned to determine the appropriate cross section for West A from west City limits to Coddington. It may be similar to the Yankee Hill Road cross section – 2-lane divided by a median with either shoulders or outside curb section or some combination thereof with roundabouts at certain identified intersections.
 - An interim solution would require delaying or diverting money from other programmed projects and would not provide a long-term solution. An interim solution also would not significantly contribute to reducing crashes throughout the corridor. However, Traffic Engineering will investigate the need for left turn arrows at Coddington and installing safety signage (i.e. slippery when wet, reduce speed) along the corridor.
- Coddington to SW 5th
 - Long Term Solution – Discussions are planned to determine the appropriate cross section for West A from Coddington to SW 5th. Currently the cross section is a mix of rural two-lane with ditches and urban two-lane plus center turn lane with curb and gutter. The LRTP calls for the entire section to be an urban two-lane plus turn lanes section.
- SW 5th St. to S. 6th St.
 - This section was reconstructed as part of the Salt Creek Bridge and W. A St. Viaduct project. This is a newer section and the City’s Pavement Management Program has not identified this segment for rehabilitation work over the next several years. Normal routine preventative maintenance and localized repairs by City Street Maintenance would be completed based upon prioritization of repairs needed throughout the City.
- S. 6th St. to S. 17th St.
 - This section has been identified as needing to be reconstructed rather than rehabilitated. Several areas with base failures have previously been patched and the patches have now failed as well. Current width various from 30 to 31 feet and may need to be widened to 35 feet to meet current standards. Approximate cost is \$3M.

CIP History:

	2004/05	2005/06	2006/07	2007/08	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
2004/05 CIP (Project 56)	\$121.8 PE	\$436.8 PE/ROW		\$2,509.5 Const/CE								
2005/06 CIP 2006/07 CIP 2007/08 CIP 2008/09 CIP 2009/10 CIP 2010/11 CIP 2011/12 CIP 2012/13 CIP	Not shown as individual project – funding was not available											
2014-16 CIP								\$659.6 PE	\$5,962.6 PE/ROW			
2016-18 CIP (Proposed)								\$100.0 PE	\$1,563.3 PE	\$891.4 ROW	\$6,572.2 Const/CE	\$2,116.5 Const/CE

PE = Preliminary Engineering; ROW = Right-of-Way Acquisition; Const/CE = Construction & Construction Engineering

Table 14: Roadway Capital Projects: Current and Year of Expenditure Revenues and Costs (\$M)

Year	Total Roadway Capital Revenues		Roadway Capital Project Description		Year of Expenditure	
	New Year of Expenditure \$	Total New & Remaining YOES	Facility/Project Name	Project Type	Project Cost: Year of Expenditure	Remaining Year of Expenditure Balance
2012	\$16,029,829	\$16,029,829	N. 14th Street, Superior to Alvo	4 lanes + turn lanes	\$5,604,000	\$10,425,829
			SW 40th Viaduct	Viaduct over BNSF Railroad	\$6,500,000	\$3,925,829
2013	\$16,820,624	\$20,746,454	S. 56th Street, Shadow Pines Dr. to Old Cheney Road	4 lanes + turn lanes	\$7,493,250	\$13,253,204
			S. 14th Street / Warlick Boulevard / Old Cheney Road	Major Intersection Work	\$10,918,000	\$2,335,204
2014	\$16,872,857	\$19,208,061	NW 48th Street, Adams to US-6	4 lanes + turn lanes	\$14,982,577	\$4,225,484
2015	\$17,015,653	\$21,241,137	Pine Lake Road, S. 61st Street to Hwy-2	4 lanes + turn lanes	\$7,215,260	\$14,025,877
2018	\$17,053,335	\$20,325,992	US-6 (Sun Valley Blvd.), Corn. Hwy (US-6) to W "O" St.(US-6), including R.R Overpass (local 20% share)	4 lanes + turn lanes	\$5,810,840	\$14,515,153
			N. 48th Street, Adams to Superior	4 lanes + turn lanes	\$8,712,227	\$5,802,925
			W. Holdrege Street, NW 56th Street to NW 48th Street	2 lanes + turn lanes	\$1,492,339	\$4,310,587
2019	\$17,093,163	\$21,403,750	NW 56th Street, W. Partridge Lane to W. "O" Street	2 lanes + turn lanes	\$4,723,546	\$16,680,204
			W. "A" Street, SW. 40th Street to Coddington Avenue	2 lanes + turn lanes	\$4,947,758	\$11,732,446
			N. 98th Street, Adams Street to Holdrege Street	2 lanes + turn lanes	\$5,760,198	\$5,972,248
2020	\$17,126,975	\$23,099,223	N. 10th Street, US-6 to Military Road, including Salt Creek Bridge	4 lanes + turn lanes	\$10,285,162	\$12,814,061
	\$17,126,975	\$43,396,724	South Beltway, US 77 to Hwy-2 (Local share of project) - see South Beltway project below in the State program	PE, ROW, Construction	\$40,000,000	\$3,396,274
2021	\$18,286,503	\$31,100,563	US-34 ("O" St.), Antelope Valley N/S Rdwy. (19th St.) to 46th Street	6 lanes + turn lanes	\$19,782,915	\$11,317,648
NDOR 10 Year 2012 - 2021 Improvements	\$32,897,984	\$32,897,984	I-80, US-77 to NW 56th	Widen to 6 lanes/10 Year	\$32,897,984	\$0
	\$5,134,112	\$5,134,112	NW 48th Street Bridge over I-80	2 Bridges over 6-lane I-80	\$5,134,112	\$0
	\$2,831,903	\$2,831,903	NW 56th Street Bridge over I-80	1 Bridge over 6-lane I-80	\$2,831,903	\$0
	\$12,546,143	\$12,546,143	US-34 West, west city limits to Malcolm Spur	4 lanes + turn lanes	\$12,546,143	\$0
	\$11,441,872	\$11,441,872	US-6 West, west city limits to west county line	Paving Improvements	\$11,441,872	\$0
	\$19,465,948	\$19,465,948	US-6 (Sun Valley Boulevard), "O" Street to Cornhusker Highway (80% of Project Cost)	4 lanes + turn lanes	\$19,465,948	\$0
	\$15,784,477	\$15,784,477	US-79, US-34 to County Line	Paving Improvements	\$15,784,477	\$0
	\$23,200,000	\$23,200,000	Safety Projects (80% of State safety program projects)	Program	\$23,200,000	\$0
	\$160,000,000	\$160,000,000	South Beltway, US 77 to Hwy-2 (State share of project)	PE, ROW, Construction	\$160,000,000	\$0
2022	\$18,324,583	\$29,642,232	US-34 ("O" St), Wedgewood Drive to 98th Street	6 lanes + turn lanes	\$22,160,700	\$7,481,532
		S. 56th St, Thompson Creek Boulevard to Yankee Hill Rd	4 lanes + turn lanes	\$5,563,568	\$1,917,964	
2023	\$18,356,213	\$20,274,176	S. 70th Street, Pine Lake Road to Yankee Hill Road	4 lanes + turn lanes	\$8,199,621	\$12,074,555
		Yankee Hill Road, S. 40th Street to S. 56th Street	4 lanes + turn lanes	\$8,261,066	\$3,813,489	
2024	\$18,381,155	\$22,194,643	Yankee Hill Road, S. 56th Street to S. 70th Street	4 lanes + turn lanes	\$8,570,732	\$13,623,911
		Yankee Hill Road, S. 70th Street to S. 84th Street	additional 2 lanes	\$5,526,273	\$8,097,638	
		Yankee Hill Road, Railroad Crossing to Hwy-2	2 lanes + turn lanes	\$2,452,771	\$5,644,867	
		S. 84th Street, Amber Hill Road to Yankee Hill Road	4 lanes + turn lanes	\$3,624,638	\$2,020,229	
		S. 9th Street, Van Dorn to South Street	3 lanes + turn lanes	\$2,254,509	\$11,771,368	
		Hwy 2: Phase 1 - Van Dorn thru S. 14th	6 lanes + turn lanes	\$10,227,596	\$1,543,772	
	\$16,956,510	\$18,500,282	Hwy 2: Phase II - S, 14th thru S. 33rd	6 lanes + turn lanes	\$10,534,424	\$7,965,859
	\$17,007,713	\$24,973,571	Hwy 2: Phase II-S. 33rd thru S. 56th/Old Cheney Rd.	6 lanes + turn lanes	\$21,700,914	\$3,272,657
2025	\$21,399,168	\$23,419,397	Normal Boulevard, S. 58th Street to Van Dorn Street	4 lanes + turn lanes	\$7,567,746	\$15,851,651
		W. Holdrege Street, NW 48th Street to NW 40th Street	2 lanes + turn lanes	\$2,090,646	\$13,761,005	
		West Denton Road, Amaranth Lane to S. Folsom Street	additional 2 lanes	\$1,229,258	\$12,531,747	
		West "A" Street, Coddington to Folsom	2 lanes + turn lanes	\$3,995,200	\$8,536,547	

OPPOSITION

Subject: Comments on the Proposed FY 2017-20 Transportation Improvement Program

From: Adam Rhoads [mailto:adamerhoads@yahoo.com]

Sent: Monday, May 23, 2016 8:42 PM

To: Michael D. Brienzo <mbrienzo@lincoln.ne.gov>; Geri K. Rorabaugh <grorabaugh@lincoln.ne.gov>; Jane Raybould <JRaybould@lincoln.ne.gov>; jturincs@hotmail.com

Subject: Comments on the Proposed FY 2017-20 Transportation Improvement Program

Adam Rhoads
5111 W Sumner Cir (68522)
402-617-5214
adamerhoads@yahoo.com

May 23, 2016

Dear Mr. Brienzo,

I am writing in response to the comment period for the 2017-20 Transportation Improvement Program (TIP). I am against the proposed TIP and recommend the Planning Commission request the MPO remediate the plan to deliver the West A Street Project (0768) as identified in the 2016-19 CIP or sooner.

As a resident in the West A Street area that uses West A Street daily, I can attest this road is in terrible condition and is a danger to those who use it. Pedestrians are at risk due to the lack of shoulders, often seeing children walking or biking down the road. The ruts, when even a small amount of rain occurs, can collect on the roadway and cause great concerns for hydroplaning. The traffic, especially during commuting times back up significantly on Coddington and West A. Area residents have voiced these concerns over and over and are reinforced by the city maintained webpage on this project.

I have two young daughters (ages 2 and 4) that my wife and I drive with on this street every day. Many times I have been concerned for their safety and well-being while driving due to road conditions. Also, I enjoy biking and by using West A can be to the local market area in 10 minutes, and into Lincoln proper in 20 minutes. I rarely do this though because I am genuinely concerned I am going to be run over.

Below are some details on this project provided by a neighborhood leader:

"In the 2016-2019 TIP, the West A Street project was allocated (all amounts are thousands of dollars) \$659.6 for preliminary engineering and \$5,962.6 for construction in 2018-19 with a funding source of wheel tax revenue. In the proposed 2017-2020 TIP, this has now shifted to \$1,563.3 in 2018-19, \$891.4 for 2019-20 and no longer shows ANY construction. The corresponding CIP for 2014-20 shows the commitment for 2017-18 at \$659.60 and 2018-19 at \$5,962.60 with a funding source of City Wheel Tax Revenue. The 2016-22 CIP shows the majority of funding from "City Wheel Tax, Residual" with no real funding starting until 2018-19. The TIP now shows 14th/Warlick/Old Check Road allocated \$6,986.3 in 2018-19 and \$3,358.0 in 2019-20, and Rokeby Road from 70th to 84th allocating \$1,785.0 in 2016-17, neither of which were listed as separate projects in the previous TIP and CIP. Numerous City officials and elected representatives have clearly identified this as a priority project, but it is constantly put off. The planned 400+ unit apartment complex directly on West A Street will exacerbate an already identified need. David Cary (the planning director) mentioned pushing back this project until 2021 during city council testimony on 3/29/2016, councilman Eskridge summed up our concerns best stating "well that is just too long".

Residents were previously told by city officials that it was a 'good thing' that the West A Street project was identified as a separate project in the 2016-19 TIP, because it means it is getting priority. As the new proposed plan shows - it doesn't mean anything. The planning department is once again pushing back a project that was originally placed in the CIP in 2004 - twelve years is more than long enough to meet an identified need, and to push it back further only reinforces our belief that the planning process is failing this section of town. Pushing this project back another two years out of the first two years of the new CIP, there will be no commitment in the city budget which is only committed for the first two years and will increase the likelihood this project will get pushed back in future TIP/CIPs. We have already seen this occur. We

hope you, as the planning commission take the neighborhood complaints about this lack of improvement, the previous plan, and longevity of the identified need, and request the MPO Technical committee remediate the proposed TIP and subsequent CIP to address our concerns and maintain or expedite the schedule laid out in the 2016-19 TIP - it is time for this project to become a higher priority and we hope you will agree."

Thanks for considering my concerns.

Adam

Michael D. Brienzo

From: Hansen, Matthew <Matthew.Hansen@IGT.com>
Sent: Monday, May 23, 2016 10:41 AM
To: Michael D. Brienzo; Geri K. Rorabaugh
Cc: Jane Raybould
Subject: Comments on the Proposed FY 2017-20 Transportation Improvement Program

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

PPS, I am unable to attend the Planning Commission public hearing on 5/25 and request it be included as written testimony to the meeting.

MATTHEW A. HANSEN
2401 SW 35TH CT, LINCOLN NE, 68522
402-435-6505
matthew.hansen@IGT.com

May 23, 2016

Comments on the Proposed FY 2017-20 Transportation Improvement Program

I am writing in response to the comment period for the 2017-20 Transportation Improvement Program (TIP).
I am against the proposed TIP and would recommend the Planning Commission request the MPO remediate the plan to deliver the West A Street Project (0768) as identified in the 2016-19 CIP or sooner.

As a resident in the West A Street area that uses West A Street daily, I have seen first-hand the issues with the road way. Pedestrians are at risk due to the lack of shoulders and sidewalks, often seeing children walking or biking down the road. The ruts, when even a small amount of rain occurs, can collect on the roadway and cause great concerns for hydroplaning. The traffic, especially during commuting times back up significantly on Coddington and West A. Area residents have voiced these concerns over and over and are reinforced by the city maintained webpage on this project.

In the 2016-2019 TIP, the West A Street project was allocated (all amounts are thousands of dollars) \$659.6 for preliminary engineering and \$5,962.6 for construction in 2018-19 with a funding source of wheel tax revenue. In the proposed 2017-2020 TIP, this has now shifted to \$1,563.3 in 2018-19, \$891.4 for 2019-20 and no longer shows ANY construction. The corresponding CIP for 2014-20 shows the commitment for 2017-18 at \$659.60 and 2018-19 at \$5,962.60 with a funding source of City Wheel Tax Revenue. The 2016-22 CIP shows the majority of funding from "City Wheel Tax, Residual" with no real funding starting until 2018-19. The TIP now shows 14th/Warlick/Old Check Road allocated \$6,986.3 in 2018-19 and \$3,358.0 in 2019-20, and Rokeby Road from 70th to 84th allocating \$1,785.0 in 2016-17, neither of which were listed as separate projects in the previous TIP and CIP. Numerous City officials and elected representatives have clearly identified this as a priority project, but it is constantly put off. The planned 400+ unit apartment complex directly on West A Street will exacerbate an already identified need. David Cary (the planning director) mentioned pushing back this project until 2021 during city council testimony on 3/29/2016, councilman Eskridge summed up our concerns best stating "well that is just too long".

Residents were previously told by city officials that it was a 'good thing' that the West A Street project was identified as a separate project in the 2016-19 TIP, because it means it is getting priority. The planning department is once again

pushing back a project that was originally placed in the CIP in 2004 - twelve years is more than long enough to meet an identified need, and to push it back further only reinforces our belief that the planning process is failing this section of town. Pushing this project back another two years out of the first two years of the new CIP, there will be no commitment in the city budget which is only committed for the first two years and will increase the likelihood this project will get pushed back in future TIP/CIPs. We have already seen this occur. We hope you, as the planning commission take the neighborhood complaints about this lack of improvement, the previous plan, and longevity of the identified need, and request the MPO Technical committee remediate the proposed TIP and subsequent CIP to address our concerns and maintain or expedite the schedule laid out in the 2016-19 TIP - it is time for this project to become a higher priority and we hope you will agree.

Sincerely,

Matthew Hansen

IGT Senior Information Technology Specialist Nebraska Data Center
[Providing services for State of Nebraska Lottery]



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OPPOSITION

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (PUBLIC HEARING/ACTION 5/25/16)

Subject: Comments to Planning Commission RE: Transportation Improvement Program - West A Street project.....

From: Michael D. Brienzo
Sent: Tuesday, May 24, 2016 1:29 PM
To: Geri K. Rorabaugh <grorabaugh@lincoln.ne.gov>
Subject: FW: West A Street project.....

From: Robin Kozisek [<mailto:Robin.Kozisek@megroup.com>]
Sent: Thursday, May 19, 2016 3:52 PM
To: Michael D. Brienzo <mbrienzo@lincoln.ne.gov>
Subject: West A Street project.....

I am a neighbor in this area, and wanted to re-iterate what another of our representatives shared with us. This is bureaucracy at its best evidently. Do those other areas have a GREATER need, or just deeper pockets, someone pulling the strings harder? I don't know how this works, all I know is that no one is taking the WEST A project seriously. They just keep shuffling it around. We deserve answers as to why this keeps happening. West A is getting more and more car traffic, let alone bicycle traffic and there is NO WHERE SAFE FOR THEM TO BIKE as there aren't even shoulders. I drive West A every single day, and have done so for the past 19 years now.....enough is enough!

West A Street - TIP Comment Period

cross-posted this to the West A Neighborhood Association Facebook page:

I just received this via email - I would strongly encourage you to submit your comments using the mechanisms below, or the West A Street project will be indeed delayed once again. Here are some of my own notes from the TIP when I was reading through it that I had sent the planning director for which I have not yet received a response:

In the 2017-2020 TIP – **the following projects were added that did not appear in the 2016-19 TIP:**

- 14th/Warlick/Old Cheney Road – 6,986.3 in 2018-19 and 3,358.0 in 2019-20

- Rokeby Road from 70th to 84th – 1,7850 in 2016-17 – Why was this added with funding before the West A Street project when it didn't appear in the previous TIP?

Pine Lake Road, 61st to Hwy 2 – The previous TIP showed this project going until 2018-19. In the new TIP an additional 3,530.8 was shifted from 2018-19 into 2017-18. Why was this funding moved forward when it could have been used to start other projects?

West A Street from SW40th to Folsom – This project had 659.6 allocated in 2017-18 and 5,962.6 in 2018-19 in the 2016-19 TIP. This has now shifted back 1,563.3 to 2018-19 and 2019-20 in the 2017-2020 TiP. The total in the previous TIP was 6,652. The total shown in the new TIP is now 2,454.7. The previous TIP showed construction starting in 2018-19 and there is no construction shown in the new TIP. **Why was this pushed back?**

ROBIN KOZISEK BA, LEED GREEN ASSOCIATE

Project Coordinator (Associate)

d: 402 858 2111

Check out: forte.megroup.com



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OPPOSITION

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (PUBLIC HEARING/ACTION 5/25/16)

Subject: Comments to Planning Commission RE: Proposed FY 2017-20 Transportation Improvement Program

From: Michael D. Brienzo

Sent: Tuesday, May 24, 2016 1:28 PM

To: Geri K. Rorabaugh <grorabaugh@lincoln.ne.gov>

Subject: FW: Comments on the Proposed FY 2017-20 Transportation Improvement Program

From: John Turincs [<mailto:jturincs@neb.rr.com>]

Sent: Tuesday, May 24, 2016 7:32 AM

To: Michael D. Brienzo <mbrienzo@lincoln.ne.gov>

Cc: Geri K. Rorabaugh <grorabaugh@lincoln.ne.gov>; jane@brstores.com

Subject: Comments on the Proposed FY 2017-20 Transportation Improvement Program

I am writing in response to the comment period for the 2017-20 Transportation Improvement Program (TIP).

In general, I believe the LRTP and TIP process should be modified to include a document detailing changes from plan to plan. This should include a detailed list of changes from the previous plan including, but not limited to

1. Changes in project dates and if changed why they have been changed
2. Changes in project priority and why priority has been modified (including the adoption date by the MPO Technical Committee or whomever approved the change)
3. Changes in funding sources for projects

I believe the compilation of this information will aid in transparency and provide better communication about changes to the plan to the interested stakeholders and should not impose any significant additional burden – this information should already be known in order to make modifications to the existing plan.

In addition, I believe the timing should be such that the feedback from the public is provided to the planning commission at the same time as the plan is up for discussion. The current time table requests comments to be submitted by May 31, 2016 for consideration at the June 2, 2016 MPO Technical Advisory Committee, but the Planning Commission is holding the public hearing on May 25, 2016. I think it would be beneficial for the Planning Commission to see the same feedback as that provided to the Technical Advisory Committee. It appears that the MPO encourages public participation, so I believe it would be helpful if the planning department collects testimony during planning commission and city council meetings. I personally have submitted testimony about this issue in 2014, wrote numerous communications to city council officials and have seen other individuals testify about this issue. These comments should be collected during the course of the year and added to the MPO, rather than restricting comments to a specific request for comments to a proposed TIP.

I am against the proposed TIP and would recommend the Planning Commission request the MPO remediate the plan to deliver the West A Street Project (0768) as identified in the 2016-19 CIP or sooner.

As a resident in the West A Street area that uses West A Street daily, I have seen first-hand the issues with the road way. Pedestrians are at risk due to the lack of shoulders, often seeing children walking or biking down the road. The ruts, when even a small amount of rain occurs, can collect on the roadway and cause great concerns for hydroplaning. The traffic, especially during commuting times back up significantly on Coddington and West A. Area residents have voiced these concerns over and over and are reinforced by the city maintained webpage on this project. Residents have taken videos of the road during rainstorms illustrating how quickly this becomes a dangerous situation. In the "fast facts" produced by the public works department, I do not believe a "slippery when wet" sign is an adequate interim solution, and given the background public works staff and the city engineer received of neighborhood concerns through written communications and direct contact at a neighborhood association, I consider the suggestion as disingenuous.

In the 2016-2019 TIP, the West A Street project was allocated (all amounts are thousands of dollars) \$659.6 for preliminary engineering and \$5,962.6 for construction in 2018-19 with a funding source of wheel tax revenue. In the proposed 2017-2020 TIP, this has now shifted to \$1,563.3 in 2018-19, \$891.4 for 2019-20 and no longer shows ANY construction. The corresponding CIP for 2014-20 shows the commitment for 2017-18 at \$659.60 and 2018-19 at \$5,962.60 with a funding source of City Wheel Tax Revenue. The 2016-22 CIP shows the majority of funding from "City Wheel Tax, Residual" with no real funding starting until 2018-19.

The TIP now shows 14th/Warlick/Old Check Road allocated \$6,986.3 in 2018-19 and \$3,358.0 in 2019-20, and Rokeby Road from 70th to 84th allocating \$1,785.0 in 2016-17, neither of which were listed as separate projects in the previous TIP and CIP. Numerous City officials and elected representatives have clearly identified the West A Street project as a priority, but it is constantly delayed. In this instance it is quite obvious to me that the funding for West A funding of wheel tax revenue has been shifted directly to 14th & Warlick (this project was unfunded in the previous TIP but now has City Wheel Tax allocated to it in an amount similar to what was allocated to the West A Street project in the same project year(s)). The point is not that the Warlick project is unimportant – it is, but the fact that the West A Street project has been in the CIP/TIP since 2004 and is constantly pushed back, and what we see with the proposed TIP, it is being pushed back again. All systems operating under capital budgeting constraints should always take time into account to ensure no identified needs go unmet.

The planned 400+ unit apartment complex directly on West A Street will exacerbate an already identified need. David Cary (the planning director) mentioned pushing back this project until 2021 during city council testimony on 3/29/2016, councilman Eskridge summed up our concerns best stating "well that is just too long".

I believe the MPO should take these concerns seriously as part of their commitment to the public participation and revise the proposed TIP to finally address the long-awaited identified transportation needs in this area.

Sincerely,

John Turincs
3747 W Springview Rd
Lincoln, NE 68522
402.435.4477

OPPOSITION

TRANSPORTATION IMPROVEMENT PLAN (TIP) (PUBLIC HEARING/ACTION 5/25/16)

Subject: Comments to Planning Commission RE: Proposed FY 2017-20 Transportation Improvement Program - West A
Attachments: CR to PC re TIP 5-24-16.pdf

From: cynjurgs@aol.com [mailto:cynjurgs@aol.com]

Sent: Tuesday, May 24, 2016 2:54 PM

To: Michael D. Brienzo <mbrienzo@lincoln.ne.gov>; Geri K. Rorabaugh <grorabaugh@lincoln.ne.gov>

Cc: Jane Raybould <JRaybould@lincoln.ne.gov>

Subject: Proposed FY 2017-20 Transportation Improvement Program

I am unable to attend the Planning Commission public hearing on Wednesday, May 25th. Please see the attached letter for your consideration.

Thank you,
Cindy Jurgens

ERIC AND CINDY JURGENS
2646 WEST GARFIELD STREET
LINCOLN, NEBRASKA 68522
CYNJURGS@GMAIL.COM
402-742-7459

May 24, 2016

Lancaster County Planning Commissioners
555 South 10th Street
Lincoln, NE 68508

RE: Proposed FY 2017-20 Transportation Improvement Program

Dear Planning Commissioners:

I am writing in response to the comment period for the 2017 – 20 Transportation Improvement Program (“TIP”). Please reconsider the proposed TIP to update and include the West A Street Project.

As a resident of the West A Area, I keep thinking – be patient, our time will come....we are done being patient! This is absolutely ridiculous. We now have developers that have to wait to develop. Whereas in other parts of the City I feel that you have a build it and they will come attitude. The Southwest Area and the West A Area in particular has been passed over too many times and is now beyond the “deserved attention” – it is in “dire need of attention!”

Roper Elementary School is the largest in the City and yet we don’t have any connectivity to it through our neighborhoods. We have the beautiful Pioneers Park at our doorstep that no one can get to safely unless we drive to it, how unfortunate. It’s time to look at the hidden gem we all know is here because we have found it with our neighbors – we just need you to help us complete it with our sidewalks and streets. Please, now is the time to make this a high priority!

Sincerely,


CINDY JURGENS

Michael D. Brienzo

From: Karen Heng <kheng@neb.rr.com>
Sent: Monday, May 30, 2016 4:15 PM
To: Michael D. Brienzo; Geri K. Rorabaugh; Jane Raybould
Subject: Subject: Comments on the Proposed FY 2017-20 Transportation Improvement Program

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Karen Heng
1909 SW 36 ST
Lincoln, NE 68522
(402)326-1297
kheng@neb.rr.com
May 30, 2016

I am writing in response to the comment period for the 2017-20 Transportation Improvement Program (TIP). I am against the proposed TIP and would recommend the Planning Commission request the MPO remediate the plan to deliver the West A Street Project (0768) as identified in the 2016-19 CIP or sooner.

As a resident in the West A Street area that uses West A Street daily, I have seen first-hand the issues with the road way. Pedestrians are at risk due to the lack of shoulders, often seeing children walking or biking down the road. The ruts, when even a small amount of rain occurs, can collect on the roadway and cause great concerns for hydroplaning. The traffic, especially during commuting times back up significantly on Coddington and West A. Area residents have voiced these concerns over and over and are reinforced by the city maintained webpage on this project.

In the 2016-2019 TIP, the West A Street project was allocated (all amounts are thousands of dollars) \$659.6 for preliminary engineering and \$5,962.6 for construction in 2018-19 with a funding source of wheel tax revenue. In the proposed 2017-2020 TIP, this has now shifted to \$1,563.3 in 2018-19, \$891.4 for 2019-20 and no longer shows ANY construction. The corresponding CIP for 2014-20 shows the commitment for 2017-18 at \$659.60 and 2018-19 at \$5,962.60 with a funding source of City Wheel Tax Revenue. The 2016-22 CIP shows the majority of funding from "City Wheel Tax, Residual" with no real funding starting until 2018-19. The TIP now shows 14th/Warlick/Old Check Road allocated \$6,986.3 in 2018-19 and \$3,358.0 in 2019-20, and Rokeby Road from 70th to 84th allocating \$1,785.0 in 2016-17, neither of which were listed as separate projects in the previous TIP and CIP. Numerous City officials and elected representatives have clearly identified this as a priority project, but it is constantly put off. The planned 400+ unit apartment complex directly on West A Street will exacerbate an already identified need. David Cary (the planning director) mentioned pushing back this project until 2021 during city council testimony on 3/29/2016, councilman Eskridge summed up our concerns best stating "well that is just too long".

Residents were previously told by city officials that it was a 'good thing' that the West A Street project was identified as a separate project in the 2016-19 TIP, because it means it is getting priority. As the new proposed plan shows - it doesn't mean anything. The planning department is once again pushing back a project that was originally placed in the CIP in 2004 - twelve years is more than long enough to meet an identified need, and to push it back further only reinforces our belief that the planning process is failing this section of town. Pushing

this project back another two years out of the first two years of the new CIP, there will be no commitment in the city budget which is only committed for the first two years and will increase the likelihood this project will get pushed back in future TIP/CIPs. We have already seen this occur. We hope you, as the planning commission take the neighborhood complaints about this lack of improvement, the previous plan, and longevity of the identified need, and request the MPO Technical committee remediate the proposed TIP and subsequent CIP to address our concerns and maintain or expedite the schedule laid out in the 2016-19 TIP - it is time for this project to become a higher priority and we hope you will agree.

Sincerely,

Karen Heng

Michael D. Brienzo

From: Michael D. Brienzo
Sent: Wednesday, June 01, 2016 11:43 AM
To: 'Cruz, Kelsey M'
Subject: RE: NCDHH Public Comment

Kelsey,

The City of Lincoln and the MPO has an Accommodation Policy for document availability and public hearings. All planning documents are available in the Lincoln-Lancaster Planning Department for public review and all key documents are posted on the MPO web page. We also ensure the public's access to and participation in all public meetings. If any person requires special accommodation in order to participate, we will do all that we can, within reason, to accommodate that individual.

ACCOMMODATION NOTICE

The City of Lincoln complies with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973 guidelines. Ensuring the public's access to and participating in public meetings is a priority for the City of Lincoln. In the event you are in need of a reasonable accommodation in order to attend or participate in a public meeting conducted by the City of Lincoln, please contact the Director of Equity and Diversity, Lincoln Commission on Human Rights, at 402 441-7624 as soon as possible before the scheduled meeting date in order to make your request.

Mike Brienzo, Transportation Planning

Lincoln MPO / Lincoln-Lancaster Planning Department
555 South 10th Street / Suite 213
Lincoln, NE 68508

Phone: (402) 441-6369
email: mbrienzo@lincoln.ne.gov



From: Cruz, Kelsey M [mailto:kelsey.cruz@nebraska.gov]
Sent: Friday, May 27, 2016 12:25 PM
To: Michael D. Brienzo <mbrienzo@lincoln.ne.gov>
Subject: NCDHH Public Comment

The Nebraska Commission for the Deaf and Hard of Hearing (NCDHH) would like to provide public comment to the 2017-2020 Transportation Improvement Program (TIP), per the request of the Lincoln Metropolitan Planning Organization (MPO).

NCDHH requests involvement and participation in providing resources and information for accessible communication for Lancaster county area residents who are Deaf or Hard of Hearing. Should a communication issue arise that impacts transportation for those who are Deaf or hard of Hearing, it is important that NCDHH is involved. The main goal is for collaboration with the Lincoln MPO in an effort to work toward equality and accessibility for all in Nebraska.

##

Please let me know if you have any questions. Thank you

Kelsey Cruz

Public Information Officer

Nebraska Commission for the Deaf and Hard of Hearing

www.ncdhh.nebraska.gov

(402) 471-3593



Michael D. Brienzo

From: Michael D. Brienzo
Sent: Monday, June 06, 2016 3:59 PM
Subject: MPO Response to Public Comments on West 'A' Street Project
Attachments: West A Street Fast Facts_May 2016.pdf; LRTP Table 14a.pdf

Lincoln Metropolitan Planning Organization

Lincoln-Lancaster Planning Department
555 South 10th Street - Suite 213
Lincoln, Nebraska 68508
(402) 441-7491

June 6, 2016

The MPO Response to Public Comments on the Proposed FY 2017-20 Transportation Improvement Program

The **Lincoln Metropolitan Planning Organization** requested Public Comments on the Proposed FY 2017-20 Transportation Improvement Program (TIP). Comments were received by email and in person at the Lincoln/Lancaster County Planning Commission public hearing on May 25, 2016 in the Council Chambers, located at the County-City Building, 555 South 10th Street, Lincoln, Nebraska. All comments received were also provided to the Lincoln MPO Technical Advisory Committee on June 2, 2016 for consideration in their review of the Proposed FY 2017-20 TIP and are included in the proposed TIP Comments section.

Individual Comments Referencing the West 'A' Street Project:

1. Adam Rhoads
5111 W Sumner Cir
Lincoln NE 68522
2. John Turincs
3747 W Springview Rd
Lincoln NE 68522
3. Matthew A. Hansen
2401 SW 35th Ct
Lincoln NE 68522
4. Robin Kozisek BA,
LEED GREEN ASSOCIATE
Project Coordinator (Associate)
5. Cindy Jurgens
2646 West Garfield Street
Lincoln NE 68522
6. Karen Heng
1909 SW 36 ST
Lincoln, NE 68522
7. Mark Antonson
1521 S.W. 30th Street
Lincoln NE 68522

Staff Response to Comments:

Quality input and discussion was received concerning the timing of the programming of construction for the West 'A' Street Improvement Project, SW 40th Street to Coddington Ave. to Folsom Street. The primary concern is that this project is not progressing to construction in a timely manner. Discussion referenced programming of this project from previous CIP/TIPs, FY2004-05 CIP and again in the FY2014-16 CIP. This project was not shown in FYs 2005 through 2013. The West 'A' Street Improvement Project is currently in the proposed FY2016-18 CIP and proposed FY2017-19 TIP. See attached Fact Sheet.

The primary reason for the delay in programming has been the lack of funding to meet all of the street improvement needs in Lincoln. A bond issue was proposed in 2004/05 that would have included funding for this project, but when it failed to pass in a city-wide vote, projects were removed from the TIP/CIP in order to maintain fiscally constrained programs. The City of Lincoln moved ahead with the Coddington Ave. Improvement Project that was seen as a higher priority and delayed the West 'A' Street Project.

The West 'A' Street Improvement Project is divided into two segments in the adopted 2040 Lincoln MPO Long Range Transportation Plan, 1.) SW 40th Street to Coddington Ave. in the Plan to be constructed in 2019 and 2.) Coddington Ave. to Folsom Street in the Plan to be constructed in 2025. See attached Table 14, *Roadway Capital Projects from the Long Range Transportation Plan*.

The Lincoln/Lancaster County Planning Commission and the Lincoln MPO Technical advisory Committee reviewed the schedule for this project and encouraged staff to find a way for advance the timing of this project. The City of Lincoln Public Works Department added additional local funds to this project in order to begin project design a year earlier than scheduled, FY 2017/8, with ROW to follow in FY 2019/20 and construction to begin in FY2020/21. The *proposed* FY 2017-20 Transportation Improvement Program report is located on the Lincoln MPO web page, <http://www.lincoln.ne.gov/city/plan/mpo/tip/tip17/index.htm>.

Mike Brienzo, Transportation Planning

Lincoln MPO / Lincoln-Lancaster Planning Department
555 South 10th Street / Suite 213
Lincoln, NE 68508

Phone: (402) 441-6369

email: mbrienzo@lincoln.ne.gov



MEETING RECORD

NAME OF GROUP: PLANNING COMMISSION

DATE, TIME AND PLACE OF MEETING: Wednesday, May 25, 2016, 1:00 p.m., Hearing Room 112 on the first floor of the County-City Building, 555 S. 10th Street, Lincoln, Nebraska

MEMBERS IN ATTENDANCE: Cathy Beecham, Michael Cornelius, Tracy Corr, Maja V. Harris, Chris Hove, Jeanelle Lust, Dennis Scheer, and Ken Weber (Lynn Sunderman absent); David Cary, Steve Henrichsen, Paul Barnes, Michael Brienzo, Tom Cajka, Rachel Jones, Brian Will, and Geri Rorabaugh of the Planning Department; media and other interested citizens.

STATED PURPOSE OF MEETING: Regular Planning Commission meeting

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

DRAFT FY2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR LINCOLN METROPOLITAN PLANNING ORGANIZATION (MPO). PUBLIC HEARING BEFORE PLANNING COMMISSION: May 25, 2016

Staff recommendation: General Conformance with the Long Range Transportation Plan, as amended.

Members present: Beecham, Cornelius, Corr, Harris, Hove, Lust, and Scheer; Weber and Sunderman absent.

There were no ex parte communications disclosed.

Staff presentation: Michael Brienzo of the Planning Department came forward to state the TIP is brought forward every year to coordinate with State and other agency project programming. The document is fiscally constrained and the focus is Federal funding and projects of significant size that need to be coordinated. We also included locally-funded projects for coordination, where there is more flexibility. Federal funding needs to be tied down. All of the projects are identified in the Long Range Transportation Plan. There are rehabilitation projects that are not called out specifically, as well as safety and maintenance projects. This is a 4-year document. The State Department of Roads brings forward a project program every year. We coordinate with all of the agencies and any that will use Federal funds, including the NRD, and smaller communities also include projects. It is before Planning Commission for public review. We ask the Planning Commission to review for Conformity with the LRTP. The Planning Commission recommendation is forwarded

onto the MPO Technical Advisory Committee, who will develop a final TIP that is forwarded to the policy oversight committee (the Officials Committee) that takes action. That will be forwarded onto and be included in the State TIP. This replaces the current TIP document and becomes effective on October 1st.

Lust asked to be walked through the West A Street project because earlier she thought it was already programmed. She wondered about the concern of neighbors. Brienzo said the neighbors would like to move more quickly through the process than it has. We are dealing with funding and the staging of the engineering and design, how it will be phased and the construction. There will be a study beginning in 2018-19, the acquisition of right-of-way in 2019-20, and then construction can begin in the 5th year.

Beecham asked if it was slated earlier in the last TIP. Brienzo said it was programmed differently. It did not have specifics on right-of-way or year of construction. For programming issues and how projects have developed, it is slated in the 5th year.

Beecham said we recently had a proposed development come through and she believes that City Council put that on hold because of the concerns with West A. She wondered if a situation like that impacts how we prioritize projects in the TIP.

Cary came forward to state that City Council approved the project and the phasing. They said the 2nd phase of construction could not happen until after the improvements to the road, and the applicant agreed to that. Beecham asked whether a development project being placed on hold due to road conditions affects the prioritization of road projects. Brienzo said there are many factors including how quickly we can actually go into construction. One of the issues along this corridor is the right-of-way. Cary added that this project is being considered a committed project, which is a status it has not had before. Beecham asked if it was committed but not funded. Cary said it is not fully funded, but there are a handful of projects that get that status. The reason is it has its funding being pulled together. This project shows up in 2019 in the currently adopted TIP, but the 2nd part is currently shown in 2025. Brienzo said the project has actually moved up in priority. Lust asked if this means it had moved up in priority. Cary said correct. This project has been shown in pieces and parts for years, especially in the CIP. That is what many people have seen and is being questioned.

Corr asked for more clarification about the rights-of-way. Brienzo said it helps the project to move faster if a year is not spent negotiating the acquisition of right-of-way. After the design is done, then you know how much right-of-way is needed and acquisition can begin.

Hove asked when the South Beltway will start. Brienzo said that is being worked on now with the State as the lead agency. The City is providing some funds. They are going through their environmental review and design. It could be ready for construction in 2020. Hove asked if there was any way to move that up. Brienzo said after the environmental review, it must be approved, right-of-way purchased, the design completed, and then

construction can begin. It is on track.

Proponents:

1. Coby Mach, Lincoln Independent Business Association, came forward to say that he wishes to express both support and opposition. He commends City officials for including the South Beltway. The main objection comes from the potential proposed use of \$6 million in COP bonds. Both LIBA and the Lincoln Journal Star have voiced concerns about continued use of this financial tool which is like a credit card with no limits. Most of the projects outlined in the 66-page document are appropriate and need to be done. If we find other concerns, we will bring them to your attention.

Lust asked for further explanation to the opposition of the use of COP bonds. Mach said that when bonds are used to purchase items like street lights, should the City default, those lights can be removed. In 2001, there was \$1.4 million in debt from COP bonding; today we are up to \$42 million. This is done without the vote of the people. Every year the City has to come up with \$800,000 just to pay the interest. There is no issue with using this type of funding, but it should be reserved for times of real need and the debt should be lowered.

Lust asked if the issue was with the funding and not the projects. Mach said that is correct.

Corr asked what funding should be used. Mach said a vote of the people would be the right answer.

Opposition:

1. Mark Antonson, 1521 S.W. 30th Street, came forward to state that he is not asking anyone to move the West A project up, but merely to stand by what the TIP and CIP previously approved. The project has appeared since 2004. It does not do any good if it is always pushed back two years from actually starting. He wondered when it was first included. There were more dollars shown for the project in previous years than what the revised version is showing. He hopes this commission makes good on the promise that was made previously. He wondered what the point of these documents is if the projects are not feasible. He is aware that many of his neighbors agree with him, but many were unable to remain at the meeting this late.

Staff Questions:

Brienzo stated he cannot address what appeared on the 2004 report because he does not have it before him.

Beecham asked what happens if a project gets bumped and how the decision is made to move it forward. Brienzo said he does not know the scope of the project as outlined in

2004. There was no multi-family complex proposed at that time.

Beecham asked if the size of the area school and flooding are considered. Brienzo said Coddington was rebuilt for those reasons a number of years ago. There are also two major pieces of the project, the west segment, but also the east, which is losing its integrity. He can follow up on commitments made in 2004.

Hove asked for more information about the COP bonds. Brienzo said that is out of his purview.

DRAFT FY2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
ACTION BY PLANNING COMMISSION:

Lust moved for a finding of General Conformance with the LRTP, seconded by Cornelius.

Cornelius stated this commission has had briefings on this topic and understands the document. The role of this body is fairly narrow, specific to finding that the contents are in conformance.

Beecham said she feels that certain areas of the City need to grow, but not at the expense of others. She would support the West A project moving up in priority.

Lust said she agrees, but the Planning Commission is being asked if this is in conformance. She believes it is.

Motion carried, 7-0; Beecham, Cornelius, Corr, Harris, Lust, Scheer, and Hove voting 'yes'; Sunderman and Weber absent.

This is a recommendation to the Metropolitan Planning Organization.

MEETING RECORD

NAME OF GROUP: TECHNICAL COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: June 2, 2016, 1:30 p.m., Conference Room 113, County-City Building, 555 S. 10th St., Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: David Cary - Director of Planning Dept., Pam Dingman - County Engineer, Paul Barnes and Kellee Van Bruggen of Planning Dept., Brian Praeuner of StarTran; Thomas Shafer, Roger Figard and Randy Hoskins of Public Works Engineering; Thomas Goodbarn and Noel Salac of Nebraska Dept. of Roads; Jon Large of Lincoln Airport Authority; Lynn Johnson of Parks and Recreation; Wynn Hjermsstad of Urban Development; Chad Packard of County Engineer; Gary Bergstrom of Health Dept.; Rick Haden of Felsburg Holt & Ullevig; Justin Luther of Federal Highway Administration; Nancy Hicks of the Lincoln Journal Star; and other interested parties.

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

REVIEW AND ACTION ON THE PROPOSED FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Brienzo stated that the Technical Committee reviewed the proposed 2017-2020 TIP on May 19, 2016. The TIP then went on to Planning Commission for their review on May 25, 2016. A report was distributed that reviews the comments received. Six comments were received, seven in public testimony. Seven comments noted the West "A" Street project. Their primary concern seemed to be that the neighborhood association and residents felt that the project wasn't advancing as quickly as it could. Staff reviewed the information and comments. A report from Public Works was provided. The West "A" Street project was in the 2004-0505 Capital Improvement Program (CIP), but was removed for lack of funding. There were expectations of a bond issue that did not pass at the time. A number of projects had to be removed from the CIP at that same time. Public Works has been working on a list of projects and have arrived at a point where they want to develop the West "A" Street project. The design and engineering will begin in 2018-2019. Thomas Shafer corrected that it will begin in 2017 with construction to start sometime in 2020.

Brienzo continued that he provided the members with a table from the current Long Range Transportation Plan. We appreciate the community's comments. We also received email from

the Nebraska Commission on Deaf and Hard of Hearing. They wanted to make sure we accommodate those who need accommodation. He assured them that the City has an accommodation policy which is published on all agendas. Another set of comments received at the public hearing was from Coby Mach with LIBA (Lincoln Independent Business Association). One comment supported the South Beltway, but also noted opposition to the use of Certificates of Participation Revenue Bonds. Brienzo noted this is not generally an issue, but a matter of programming. Staff will pass this comment onto the administration. He handed out pages of updates and corrections to the proposed TIP. The first correction is regarding the East Beltway Demonstration funds. Public Works would like those funds programmed elsewhere. The Lower Platte South Natural Resources District (LPSNRD) had a couple of updates for the Ped Bike and Trails section. One is regarding Rosa Parks Way. Another is regarding the Salt Creek Levee Trail. It has been reprogrammed and pulled back into the program.

Shafer proposed some amendments to the City of Lincoln: Public Works section. The first amendment is regarding the West "A" Street to show in 2017-2018, \$100,000.00 in local funds to start the design process. Another project is Pine Lake Road from 61st Street to Highway 2. They propose to reduce 2016-2017 by \$1,000,000.00 and to reduce 2017-2018 by \$1,000,000.00 as well. 2018-2019 will show \$2,000,000.00. This will better reflect the cash flow as conceived by the project schedule. These are all Lincoln funds.

Justin Luther questioned if the written comments regarding the proposed TIP were formally responded to. Brienzo replied yes. Staff responded to all comments submitted.

Cary added that at the Planning Commission public hearing on the TIP, there was some discussion and questions regarding the West "A" Street project. He noted that this is a committed project in the LRTP, with expected funding in the near term.

ACTION:

Figard moved approval of the FY 2017-2020 Transportation Improvement Program with the following amendments:

- 1) City of Lincoln: Public Works: 5 - East Beltway, funding removed for demonstration funds;
- 2) City of Lincoln: Public Works: 8 – Pine Lake Road, 61st to Hwy 2, 2016-2017 and 2017-2018 reduced by \$1,000,000.00, 2018-2019 to show \$2,000,000.00.
- 3) City of Lincoln: Public Works: 10 – West "A" Street from SW 40th to Folsom, funding added for \$100,000.00 local funds in 2017-2018;
- 4) Ped, Bike and Trails: 1 – Rosa Parks Way, funding added in 2016-2017;
- 5) Ped, Bike and Trails: 2 – Salt Creek Levee Trail, funding added in 2016-2017.

Motion was seconded by Shafer and carried 14-0: Barnes, Bergstrom, Dingman, Cary, Figard, Goodbarn, Hjermsstad, Hoskins, Large, Packard, Praeuner, Salac, Shafer and Van Bruggen voting 'yes'; Johnson absent at time of vote.

MEETING RECORD

NAME OF GROUP: OFFICIALS COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: June 16, 2016, 1:30 p.m., Mayor's Conference Room, County-City Building, 555 S. 10th Street, Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: Roma Amundson, Leirion Gaylor Baird, Mayor Chris Beutler, Roy Christensen and Brandie Neemann; (Todd Wiltgen absent). David Cary, Paul Barnes, Mike Brienzo, Kellee Van Bruggen and Teresa McKinstry of the Planning Dept.; Randy Hoskins of Public Works and Utilities; Pam Dingman of County Engineer's office; Jon Carlson of the Mayor's office; and Khalil Jaber of Nebraska Dept. of Roads.

Mayor Beutler called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.

REVIEW AND ACTION ON THE PROPOSED FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP):

Brienzo stated that the TIP is put together every year. This allows us to coordinate projects with the state, city and county and make sure there are no conflicts. It is a key document for federal funds. Whenever there is federal funding, the first place they look is the TIP. We have worked with all the agencies listed in the TIP. This is a document that has been vetted by the Technical Committee. They review all documents before they come to Officials Committee. Pam Dingman, County Engineer is the current Chair of the Technical Committee. The TIP is a four year program. These are just the key projects. The reason is to let everyone know that these federal funds are being obligated. We work with the state closely on this. This is a fiscally constrained plan.

Gaylor Baird understands that the city Capital Improvement Program (CIP) is six years, with the first two years considered funded. Four years are for planning purposes. The TIP is a four year document. She questioned if federal funds are obligated. Brienzo replied there is a commitment for the funds. Transportation projects seem to take a couple of years. Once a project begins, there is a commitment. Funding sources can change. Federal funds have, as a rule, a twenty percent match. Khalil Jaber added that this is really an intent to commit funds.

Cary added that the Planning Commission reviews the CIP and the TIP. When reviewing the CIP, they look toward the Comprehensive Plan for conformity. They look at the TIP to make sure these projects make sense with the Long Range Transportation Plan (LRTP).

Brienzo pointed out that this document has had public review. Planning Commission held a public hearing on the TIP. It was also reviewed by Technical Committee. All comments and minutes are included in the document. We received several comments. Seven had a focus of West A Street. All comments were addressed. More comments were made by Lincoln

Independent Business Association (LIBA). They supported the beltway, but had an issue with certificates of participation. They weren't entirely opposed but thought when possible, projects should go through a vote process.

Brienzo stated that this will be forwarded to the state to be included in the state TIP and go out for further review. Once approved by the Federal Highway and Transit Administration, it will go into effect October 1, 2016.

ACTION:

Motion for approval of the FY 2017-2020 Transportation Improvement Program made by Christensen, seconded by Gaylor Baird and carried 4-0: Amundson, Gaylor Baird, Mayor Beutler and Christensen voting 'yes'; Neeman and Wiltgen absent.

Gaylor Baird wondered about the funding aspect. Randy Hoskins replied that our funds are tied in with other projects. This is more of a financing tool that we use. Gaylor Baird questioned if more money were to become available, could you look at advancing the West A Street project? Hoskins replied yes.

Brienzo pointed out that seed money was put in 17-18 to begin engineering design. Begin contracting.

Cary added that the West A Street project, along with other projects identified in CIP and TIP, will be identified as committed as we update the Long Range Transportation Plan (LRTP). The commitment is there to get the project fully funded.



U.S. Department of Transportation

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October 14, 2016

Kyle Schneweis, P.E.
Director – State Engineer
Nebraska Department of Roads
Lincoln, NE

Dear Mr. Schneweis:

**FHWA/FTA Approval of the Nebraska FY 2017-2020
Statewide Transportation Improvement Program**

This letter is to inform you of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) review and approval of the highway and transit projects contained in the Nebraska Department of Roads' (NDOR) FY 2017-2020 statewide transportation improvement program (STIP), as well as the highway and transit projects from the incorporated metropolitan transportation improvement programs (TIPs) for Lincoln and South Sioux City (SIMPCO), Omaha (MAPA), and Grand Island (GIAMPO).

The Draft FY 2017-2020 STIP was available for public comment starting August 15, 2016 running thru August 30, 2016. The Nebraska Department of Roads did not receive any public comments. The MAPA Board of Directors approved the TIP on June 30, 2016 and NDOR approval for inclusion in the STIP was given on August 2, 2016. The Lincoln MPO TIP was approved by the Officials Committee on June 16, 2016 and NDOR approval for inclusion into the NDOR STIP was given on August 2, 2016. The SIMPCO TIP Policy board approved the TIP on July 7, 2016 and on August 2, 2016 NDOR approved the TIP for inclusion into the STIP. The GIAMPO TIP was approved by the Board of Directors on August 23, 2016.

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

The enclosed planning finding was prepared to demonstrate how the NDOR transportation planning process meets the planning requirements. We would like to highlight that this planning finding contains recommendations which NDOR should ensure are implemented so the transportation planning process continues to be substantially compliant with the regulatory requirements.

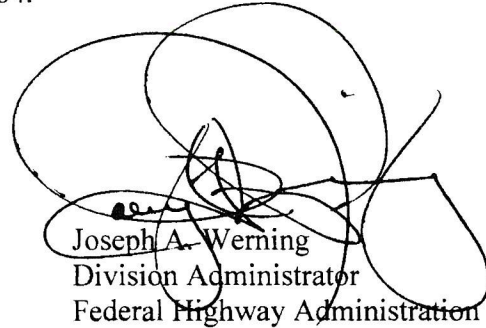
Based on the FHWA and FTA review of the FY 2017 -2020 STIP, the aforementioned monitoring activities throughout the year, the MPO's self-certifications, and the attached planning finding, the FY 2017-2020 Statewide Transportation Improvement Program (STIP) are hereby approved.

If you have any questions or need additional information, please contact Daniel Nguyen, FTA, at 816.329.3938 or Justin Luther, FHWA, at 402.742.8464.

Sincerely,



Mokhtee Ahmad
Regional Administrator
Federal Transit Administration



Joseph A. Werning
Division Administrator
Federal Highway Administration

Enclosure

cc:

Sean Litteral, IA
Kendall Tonjes, NDOR
Greg Youell, MAPA
David Cary, Lincoln MPO
Michelle Bostinelos, SIMPCO
Brad Zumwalt, NDOR
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