



Fiscal Year 2019-2022 Transportation Improvement Program

Adopted by Officials Committee
May 4, 2018

Lincoln Metropolitan Planning Organization

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FY 2019-2022
Transportation Improvement Program

Lincoln/Lancaster County Nebraska

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Approval Dates

PROJECT SELECTION COMMITTEE
January 25, 2018 / March 8, 2018

PLANNING COMMISSION PUBLIC HEARING
April 4, 2018

TECHNICAL COMMITTEE
April 19, 2018

OFFICIALS COMMITTEE
May 4, 2018

METROPOLITAN PLANNING ORGANIZATION
May 4, 2018



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 Transportation (NDOT), 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, are a key elements of this process. The Moving Ahead for Progress in the 21st Century Act (MAP-21) became law in 2012 which authorizes surface transportation programs and continues the basic planning requirements. The *Fixing America's Surface Transportation Act* or "FAST Act", became law in 2015 and continues the Metropolitan Planning programs. These programs continue the requirement for a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas and the joint oversight by the FHWA and FTA. To remain eligible for federal transportation funding, the planning process must demonstrate that the Lincoln Metropolitan Planning Area is in compliance with all federal requirements for metropolitan transportation planning.

Purpose of the TIP

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

- a. Depicts the Lincoln MPO's priorities for the expenditure of federal funds for all transportation funding categories by federal fiscal year including highway, public transportation, bicycle, pedestrian and transportation enhancement projects;
- b. Provides assurance to the FHWA that the project selection process has been carried out in accordance with federal requirements, Section 134 of Title 23, United States Code (USC), as amended; and
- c. Demonstrates that the TIP is financially feasible. The [*Project Prioritization and Selection Process*](#) is the 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 2019-2022. NDOT and the MPOs have established an annual update cycle.
- **Public Comment** – *The TIP process is to provide opportunity for public review and comment on the TIP.* The Lincoln-Lancaster transportation planning process allows for public involvement at various points within the transportation plan and program development. The public participation process is summarized below in this section.
- **Specific Project Information** – *The TIP is to list capital and non-capital surface transportation projects to use a variety of federal funds or regionally significant projects requiring FHWA or FTA action. For each project or project phase the TIP shall include sufficient descriptive material including type of work, termini, length, total cost, amount of federal funds, and responsible agency. Line items may be used for projects that are not considered to be of appropriate scale for individual identification. A complete detailed project listing is organized by planning agency, funding sources or project type for each project.*
- **Consistency with the Transportation Plan** – *Each project or project phase in the TIP is to be consistent with the Transportation Plan.* For each project included in the detailed project listing, a Transportation Plan conformity 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, NDOT, FHWA and FTA.

Planning Commission

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

Geographic Area the TIP Covers

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

Transportation Improvement Program (TIP)

The TIP is a programming document that identifies the timing and funding of all highway, bridge, transit, bicycle, and pedestrian transportation projects scheduled for implementation in the MPO planning area over a four-year period using federal transportation funds and annually coordinated with the State-TIP process. According to federal regulations governing transportation planning 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 2018-2019, 2019-2020, 2020-2021 and 2021-2022. 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. NDOT 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 – 2016 Update* was adopted by the Lincoln MPO on January 13, 2017 and the supporting *Lincoln-Lancaster Comprehensive Plan - 2016* was approved by the City of Lincoln and Lancaster County on December 12, 2016. The development of the *2040 Transportation Plan – 2016 Update* 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.

National Performance Management Measures

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing American's Surface Transportation Act (FAST ACT) requires that all state departments of transportation and metropolitan planning organizations use a performance based planning and programming approach as part of the Transportation Performance Management (TPM) program. TPM is defined as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

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

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

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

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

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

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 three (3) projects for major repairs/reconstruction, five (5) projects for repair and resurfacing, one (1) ITS projects, one (1) CBC bridge replacement, two (2) intersection improvement, the construction interchanges on US-77 and the study and construction of the Lincoln South Beltway in cooperation with the City of Lincoln. The City of Lincoln has four (4) projects programmed for major capacity improvements, four (4) major safety engineering projects, one (1) major bridge reconstruction project, along with maintaining the traffic optimization and ITS programs, ongoing street rehab and repairs, and the sidewalk maintenance program. This program of street and highway projects ensures the investment in our existing transportation infrastructure is preserved while advancing new road projects in the developing areas. The responsibility for

the daily maintenance and operation of the local infrastructure continues to lie with the custodian of the road or local jurisdiction (City, County or State). The Railroad Safety District (RTSD) has completed a Transportation Planning and Environmental Linkages Study (PEL) for a project to be located at the 33rd Street, Adams Street, Cornhusker Highway/BNSF RR crossing at Cornhusker Highway (US-6) for grade separation.

Public Transportation Project Prioritization Process

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

Financial Plan Statement

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

Public Involvement Process

The transportation planning process allows for public involvement at various points within the transportation plan and program development. This involves a series of steps from the adoption of the *MPO 2040 Long Range Transportation Plan -2016 Update* 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 NDOT and the Nebraska MPOs have established an annual update cycle to coincide with the federal fiscal year.

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FY 2019-2022

Self-Certification Statement

Lincoln Metropolitan Planning Organization

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

In accordance with 23 U.S.C. Sec. 134 - Metropolitan transportation planning, 23 CFR Part 450.334(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 on-going ambient air quality monitoring program monitors for particulate matter (PM2.5) and ozone is in place to monitor transportation related air emissions.

**(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
and**

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

The Lincoln MPO's Public Participation Plan together with the MPO Management Plan, Unified Planning Work Program, Environmental Justice Action Strategy, Title VI Policy, and LEP Program/Plan ensures that no person will be excluded from participation in the planning process and in the development of plans and programs.

(5) Section 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.

Lincoln Metropolitan Planning Organization

Nebraska Department of Roads


 Mayor Beutler, Executive Officer


 Ryan Huff, Intermodal Planning Division Engineer,
 Nebraska Department of Roads

5/4/18
 Date

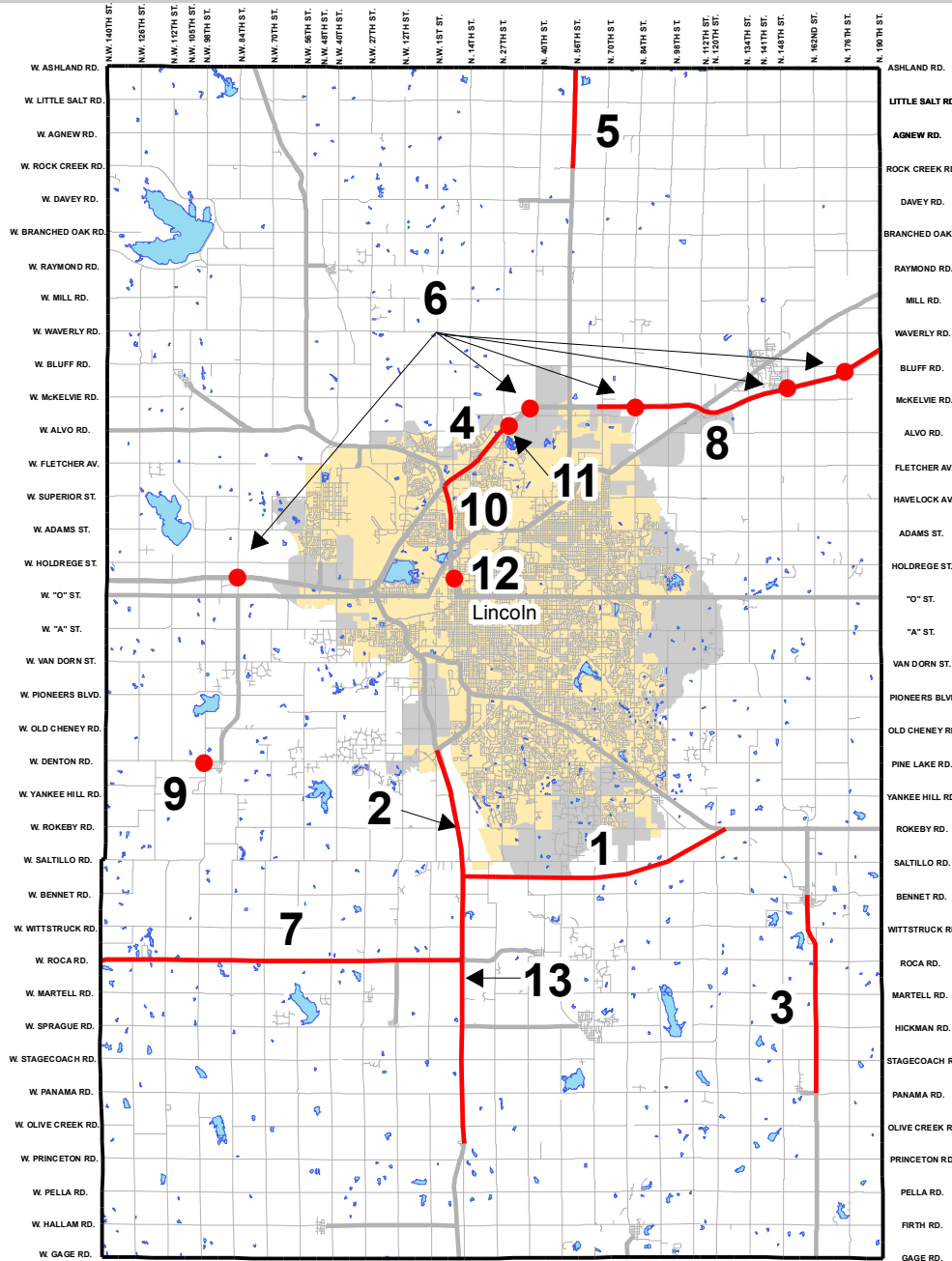
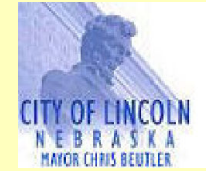
5/4/18
 Date



State of Nebraska

**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

**Nebraska
Dept of Transportation
FY 2019 - 2022**



- INTERCHANGE/BRIDGE
- ROAD IMPROVEMENT
- FUTURE SERVICE LIMIT

- #1 Lincoln South Beltway**
- #2 US-77, Princeton to Lincoln**
- #3 N-43 to Bennet**
- #4 I-80 Barrier**
- #5 US 77 Ceresco South**
- #6 I-80 District 1, CCTV Towers**
- #7 N-33, Crete to US-77**
- #8 I-80, Lincoln to Greenwood**
- #9 Denton South**
- #10 I-180, US 34 to Adams**
- #11 I-80, Deck Repair**
- #12 I-180, BNSF/UPRR Viaduct**
- #13 US 77, Princeton to N-33**



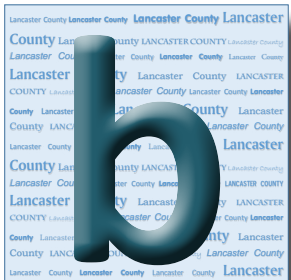
Lincoln's Future Service Limit Shown as Grey

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

2019-2022 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM					AGENCY: State of Nebraska DIVISION: Department of Transportation						
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	2018-19 FS	2019-20 FS			2020-21 FS	2021-22 FS		
(Control Number)	(Project Number)	(Work Phase)									
1	N-2 Lincoln South Beltway New alignment (Future N-2) south of Lincoln 11.0 Miles	PE	4,709.0	DPU							
		PE	339.0	LN							
		PE	830.0	NE	3,000.0	NE					
		ROW	2,920.0	DPU							
		ROW	330.0	LN	8,322.0	DPU					
		ROW	330.0	NE	13,098.0	NE					
		Util	39.0	LN							
		Util	155.0	NE	6,000.0	NE					
		Const/CE	16,400.0	LN		15,000.0	NE				
		Const/CE	15,000.0	LN		25,000.0	DPU	40,000.0	NE	40,000.0	NE
C.N. 12578E	DPU-LIN-2-6 (121)	TOTAL	41,052.0		30,420.0	40,000.0	40,000.0	40,000.0	110,644.0	302,116.0	
2	US-77 Princeton - South of Warlick Blvd. US-77 from approx 0.4 mi south of Princeton to just north of the Lincoln city limits Conc repair, mill/resurf rdwy segments, br repair, crack & joint seal, fog seal 12.5 Miles	PE	548.0	NE							
		Const/CE	6,276.0	NH							
		Const/CE	1,569.0	NE							
		C.N. 13237	NH-77-2 (162)	TOTAL	8,393.0		0.0	0.0	0.0	0.0	0.0
3	N-43 N-41 - Bennet N-43 from Jct N-41 to north limits of Bennet, includes Panama Spur (S-55D) Mill, widen/resurf 24' rdwy to 28', culv, br repair, br replacement 16.0 Miles	PE			136.0	NE					
		ROW						30.0	NE		
		Const/CE								2,430.0	
		Const/CE								9,722.0	
C.N. 13271	STP-43-1 (102)	TOTAL	0.0		136.0	0.0	30.0	0.0	12,152.0	12,318.0	
4	I-80 I-80 Barrier, Lincoln I-80 from 0.3 mi east of Lincoln northeast to 27th St Power wash and seal concrete barriers, bridge rails and bridge piers 6.6 Miles	PE					1.0	NE			
		Const/CE							211.0	NH	
		Const/CE							53.0	NE	
C.N. 13283	NH-80-9(92)	TOTAL	0.0		0.0	0.0	1.0	264.0	0.0	265.0	
5	US-77 Ceresco South US-77 from approx 0.9 mi north Davey Spur (S55E) to approx 0.6 mi north of Ceresco Conc repair, diamond grinding, joint/crack sealing, retrofit granular subdrains 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	1,280.0		0.0	0.0	0.0	0.0	0.0

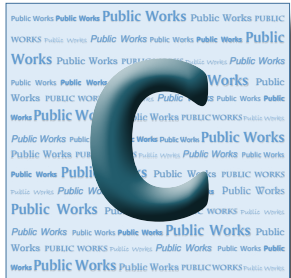
2019-2022 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: State of Nebraska DIVISION: Department of Transportation									
PROJ NO (Map)	PROJECT (Location) (Improvement Description) (Distance) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)											
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS					
		PRIOR FISCAL YEARS	FS	2018-19	FS	2019-20			FS	2020-21	FS	2021-22	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													
DPU (Federal Discretionary Funds)		7,629.0		8,322.0		25,000.0		0.0		0.0			40,951.0
HS (HSIP - Highway Safety Improvement Program)		0.0		919.0		0.0		0.0		0.0			919.0
IM (Interstate Maintenance)		0.0		0.0		0.0		0.0		0.0			0.0
LC (LCLC - STP-Urbanized Areas > 200,000 (Lincoln))		0.0		0.0		0.0		0.0		0.0			0.0
NH (NHPP - National Highway Performance Program)		7,296.0		1,202.0		2,427.0		0.0		3,204.0			14,129.0
RZ (Railroad - Hwy Crossing - Hazardous Funds)		0.0		0.0		0.0		0.0		0.0			0.0
STP (STP-Flexible)		0.0		35.0		0.0		5,742.0		0.0			5,777.0
TAP (STP - Block Grant set aside)		0.0		0.0		0.0		0.0		0.0			0.0
SUB-TOTAL FEDERAL FUNDING:		14,925.0		10,478.0		27,427.0		5,742.0		3,204.0		0.0	61,776.0
STATE FUNDS													
NE (State Revenue / Aids)		3,839.0		22,650.0		15,312.0		41,467.0		40,801.0			124,069.0
STP-AC (NE) (State Revenue / Aids (Advanced Construction))		0.0		0.0		0.0		0.0		0.0			0.0
TM (State Train/Mile Tax)		0.0		0.0		0.0		0.0		0.0			0.0
SUB-TOTAL STATE FUNDING:		3,839.0		22,650.0		15,312.0		41,467.0		40,801.0		0.0	124,069.0
LOCAL FUNDS													
CO (Lancaster County)		0.0		0.0		0.0		0.0		0.0			0.0
LN (City of Lincoln, Funds Committed prior to LSB Agreement)		32,108.0		0.0		0.0		0.0		0.0			32,108.0
LN1 (City of Lincoln, Based upon the LSB Agreement)		0.0		0.0		0.0		0.0		0.0			0.0
LN2 (RTSD, Based upon the LSB Agreement)		0.0		0.0		0.0		0.0		0.0			0.0
OTH (Dial Realty Corp.)		0.0		0.0		0.0		0.0		0.0			0.0
* AC - Advance Construction													
SUB-TOTAL LOCAL FUNDING:		32,108.0		0.0		0.0		0.0		0.0		0.0	32,108.0
TOTAL:		50,872.0		33,128.0		42,739.0		47,209.0		44,005.0		122,796.0	340,749.0

2019-2022 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: State of Nebraska DIVISION: Department of Transportation						
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	2018-19 FS	2019-20 FS			2020-21 FS	2021-22 FS	
STATUS OF PREVIOUS YEARS PROJECTS										
Projects Completed										
US-6, Emerald West										
US-6 from approx 0.3 mi east Jct N-103, east to approx 0.8 mi west Jct S-55A										
Mill, Conc repair, widen/resurf 24' rdwy to 28', br repair, conc surf										
C.N. 11845 STP-6-6 (146)										
Const/CE 758.0 NE										
Const/CE 2,672.0 STP										
S-55A, Denton Spur										
Denton Spur (S-55A) from US-6 to Denton										
Mill, asph widen/resurf 24' rdwy to 28 w/4' earth shld, br										
C.N. 12967 STP-S55A(105)										
ROW 46.0 NE										
Const/CE 3,086.0 STP										
Const/CE 875.0 NE										
I-180, I-180 / I-80 Interchange, Lincoln										
I-180 / I-80 Interchange and at I-180/Superior St interchange										
Replace overhead guide signs and two guide sign structures										
C.N. 13349 HSIP-180-9 (4)										
Const/CE 346.0 HS										
Const/CE 38.0 NE										
Nebraska Highway N-79, Agnew North & South 8.5 Miles										
N-79 from 0.2 mi north of Raymond Spur (S-55J) north to Valparaiso										
Asph conc resurf 24' rdwy, add 8' shld, 6' turf										
C.N. 10584A STP-79-2(108)										
Const/CE 10,305.0 STP										
Const/CE -10,305.0 NE										
Malcolm Sign Replacement, in Malcolm										
Community sign safety project in Malcolm to replace damaged, obsolete or substandard signs										
C.N. 13367 HSIP-55 (183)										
Const/CE 1.0 HS										



Lancaster County

2019-2022 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	2018-19	FS	2019-20			FS	2020-21	FS	2021-22	FS
1	Saltillo Road, 27th Street to 68th Street Safety improvement project to include widening the existing earth shoulders to a 6 foot paved shoulders with safety edges. This includes intersection safety improvements on Saltillo Road at S. 40th Street and S. 56th Street.	C.N. 13391	HSIP-5280(2)	2.7 Miles PE/Design ROW/Utilities ROW/Utilities Const/CE Const/CE TOTAL	0.0	0.0	740.0	740.0	CO	873.4 97.0	HS CO	5,632.0 1,408.0	HS CO	0.0	8,750.4	
COUNTY OPERATIONS & MAINTENANCE FUNDING SOURCE Operations & Maintenance of the County and Federal Aid System CO (Lancaster County)					3,072.0	CO	3,000.0	CO	3,000.0	CO	3,000.0	CO	3,000.0	CO	0.0	15,072.0
SUBTOTAL FOR OPERATIONS & MAINTENANCE					3,072.0		3,000.0		3,000.0		3,000.0		3,000.0		0.0	15,072.0
FUNDING SUMMARY																
FEDERAL FUNDS HS (HSIP - Highway Safety Improvement Program)					0.0		0.0		0.0		873.4		5,632.0		0.0	6,505.4
SUB-TOTAL FEDERAL FUNDING					0.0		0.0		0.0		873.4		5,632.0		0.0	6,505.4
STATE FUNDS					0.0		0.0		0.0		0.0		0.0		0.0	0.0
SUB-TOTAL STATE FUNDING					0.0		0.0		0.0		0.0		0.0		0.0	0.0
LOCAL FUNDS CO (Lancaster County)					3,072.0		3,000.0		3,740.0		3,097.0		4,408.0		0.0	17,317.0
SUB-TOTAL LOCAL FUNDING					3,072.0		3,000.0		3,740.0		3,097.0		4,408.0		0.0	17,317.0
TOTAL					3,072.0		3,000.0		3,740.0		3,970.4		10,040.0		0.0	23,822.4
STATUS OF PREVIOUS YEARS PROJECTS																
Projects Completed 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)					39.25	HRR	4.36									



City of Lincoln: Public Works

**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

Streets and Highways

FY 2019 - 2022



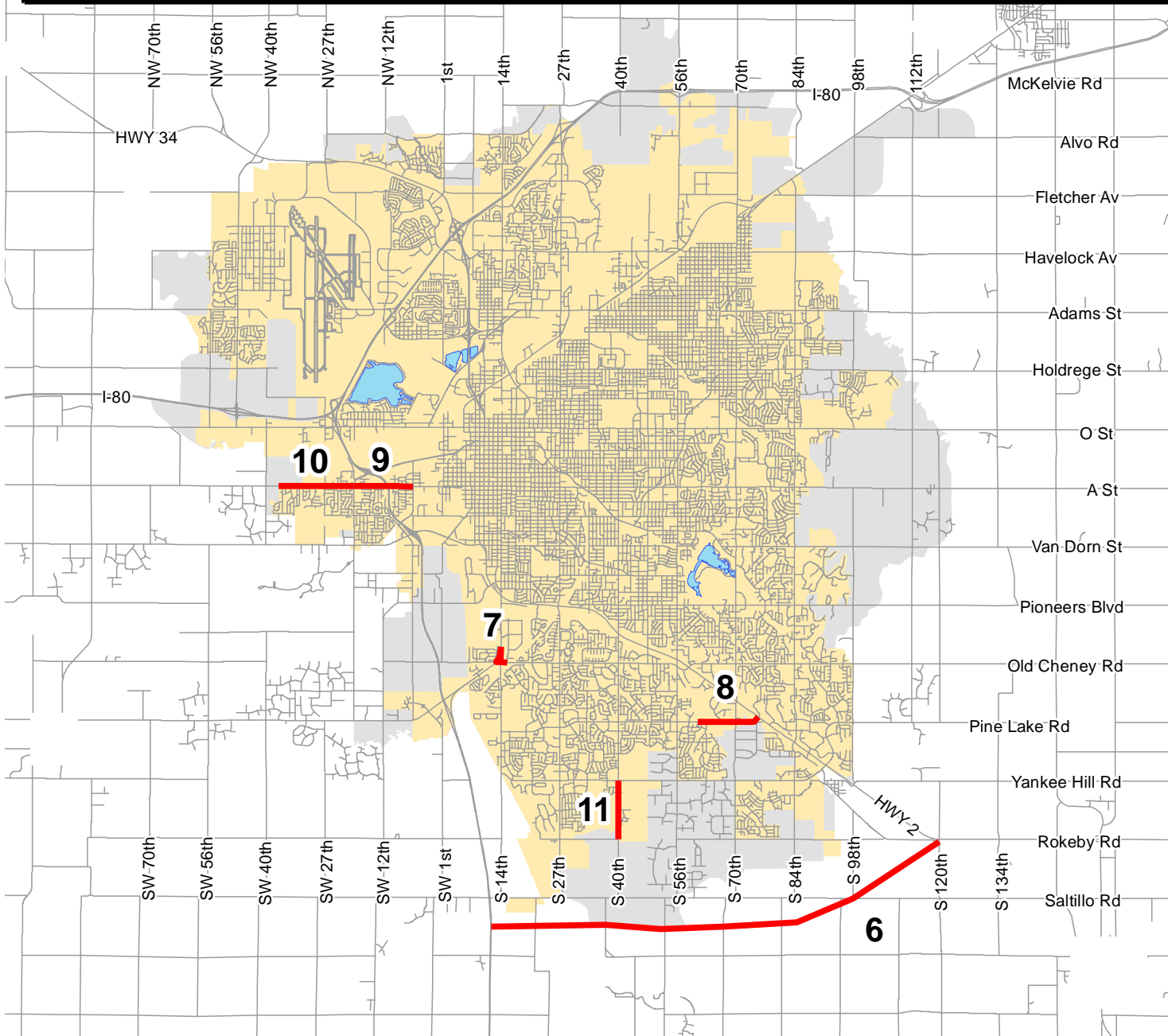
City-Wide Projects:

- #1 Transportation System Preservation
- #2 Safety & Transportation System Optimization
- #3 Transportation System Growth: (New Growth Areas)
- #4 Transportation System Growth: (Livable Neighborhoods)
- #5 Transportation Sidewalk Program
- Project Location**
- #6 Lincoln South Beltway
- #7 14th/Warlick/Old Cheney Road
- #8 Pine Lake Road, 61st Street to Hwy 2
- #9 West "A" Street from Coddington to east of Folsom
- #10 West "A" Street from Coddington west to City Limits
- #11 S. 40th Street from Yankee Hill to Rokeby



Lincoln's Future Service Limit Shown as Grey

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



2019-2022 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) (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	2018-19 FS	2019-20 FS	2020-21 FS			2021-22 FS
1	Transportation System Preservation This program component focuses on preservation of transportation system assets including program delivery, repair and rehabilitation of streets, intersections, traffic signals, bridges, facilities and structures in the public street right-of-way. Projects include concrete repairs, asphalt mill & overlay, surface treatments, signal structures and equipment replacement, bridge/structure work, facility improvements and other transportation preservation & rehabilitation efforts. See Appendix	All phases		1,020.7 GR	953.3 GR	868.2 GR	915.4 GR		
		All phases		6,927.4 LN	6,899.0 LN	6,512.9 LN	6,014.8 LN		
		All phases		6,000.0 LC	3,000.0 LC	3,000.0 LC	3,000.0 LC		
		TOTAL	0.0	13,948.1	10,852.3	10,381.1	9,930.2	0.0	45,111.7
2	Safety & Transportation System Optimization This program component focuses on optimization of transportation system assets including program delivery, intersection improvements, signal system optimization, street capacity (widening), structures within the built environment, turn lanes, complete streets concepts and technology enhancements. Projects include new intersection modifications (turn lanes, roundabouts), new signal hardware, adding lanes to existing streets, access improvements, bike & ped improvements, signing and transportation system management infrastructure. See Appendix	All phases		3,365.0 LN	3,802.7 LN	2,702.5 LN	2,743.5 LN		
		All phases		0.0 LC	3,000.0 LC	3,000.0 LC	3,000.0 LC		
		TOTAL	0.0	3,365.0	6,802.7	5,702.5	5,743.5	0.0	21,613.7
3	Transportation System Growth - New Growth Areas This program component focuses on growth of new transportation system assets including program delivery, additional streets, bridges/structures, intersections, traffic signals, sidewalks & technology enhancements in new growth areas. Projects include new streets and transportation right-of-way improvements, new bridges & support structures, new intersections and signal system hardware and major upgrades to the fringe area street network.	All phases		1,707.1 LN	880.0 LN	1,285.7 LN	1,302.3 LN		
		TOTAL	0.0	1,707.1	880.0	1,285.7	1,302.3	0.0	5,175.1
4	Transportation System Growth - Livable Neighborhoods This program component for Livable Neighborhoods is a commitment to improving and maintaining strong, vibrant neighborhoods. In conjunction with Public Works & Utilities, Parks & Recreation and Urban Development, this project provides funding to further that commitment. Funding is provided for planning and design, preliminary engineering and construction of improvements in the public right-of-way and other measures resulting in Livable Neighborhoods such as street enhancements, park improvements, trails and street trees. Specific locations will be identified through a multi-departmental process to identify and prioritize areas.	All phases		100.0 GR	100.0 GR	100.0 GR	100.0 GR		
		TOTAL	0.0	100.0	100.0	100.0	100.0	0.0	400.0
5	Transportation Sidewalk Program This program component includes maintenance and repair of sidewalk infrastructure, program delivery and improvement of priority sidewalk location needs. Projects include panel replacement and leveling, grinding ADA curb ramp construction and segment sidewalk replacement.	All phases		3,000.0 GR	3,150.0 GR	3,307.5 GR	3,472.9 GR		
		TOTAL	0.0	3,000.0	3,150.0	3,307.5	3,472.9	0.0	12,930.4
6	Lincoln South Beltway (NE Hwy 2) Final payment to the Nebraska Department of Transportation for City share of the design, right-of-way and construction of a four-lane freeway between US 77 and Highway 2. C.N. 12848 DPU-55 (156)	ROW		250.0 LN	250.0 LN	250.0 LN	250.0 LN		
		TOTAL	0.0	250.0	250.0	250.0	250.0	0.0	1,000.0

2019-2022 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) (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	2018-19	FS	2019-20			FS	2020-21	FS	2021-22	FS
7	14th/Warlick/Old Cheney Road This project involves the completion of design engineering, right-of-way acquisition, construction and construction engineering to construct improvements in the vicinity of 14th Street/Old Cheney and Warlick Blvd. The project will consist of revised roadway alignments and grade separation structures, in order to improve safety and congestion at the intersection. This project is part of Transportation System Optimization.	Const		7,121.8	LN	4,902.5	LN	7,628.7	LN	6,868.5	LN		
		TOTAL	0.0	7,121.8		4,902.5		7,628.7		6,868.5		0.0	26,521.5
8	Pine Lake Road, 61st Street 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. South Beltway timing and funding needs may impact this project. This project is part of Transportation System Growth.	Const/CE		2,395.3	LN								
		TOTAL	0.0	2,395.3		0.0		0.0		0.0		0.0	2,395.3
9	West "A" Street from Coddington to east of 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 from Coddington to east of Folsom. The project will construct left and right turn lanes as appropriate and may include intersection improvements at Folsom and Coddington. The project will improve safety and capacity. This project is part of Transportation System Optimization.	Const/CE		605.2	LN	2,531.2	LN						
		TOTAL	0.0	605.2		2,531.2		0.0		0.0		0.0	3,136.4
10	West "A" Street from east of Coddington to west City limits This project would improve the capacity and safety of this area by programming city funds for the completion of design engineering, right-of-way, construction and construction engineering to construct two lanes of pavement along West "A" Street between Folsom and west City limits. The project will construct left and right turn lanes as appropriate and may include intersection improvements at Folsom and Coddington. The project will improve safety and capacity. This project is part of Transportation System Growth.	PE Const/CE		1,510.0	LN	3,331.7	LN	3,349.1	LN	3,081.4	LN		
		TOTAL	0.0	1,510.0		3,331.7		3,349.1		3,081.4		0.0	11,272.2
11	S. 40th Street from Yankee Hill Road to south of Rokeby Two lanes plus turn lanes includes 40th and Rokeby Rd intersection improvement including all four approaches for unknown drainage considerations. This project is part of Transportation System Growth.	Design/Eng Const				1,130.0	LN			1,130.0	LN	1,414.6	LN
		TOTAL	0.0	0.0		1,130.0		1,130.0		1,414.6		0.0	3,674.6
	Street Maintenance Operations Sanitation Snow Removal Street Maintenance Management			1,828.58	LN	1,920.04	LN	2,016.00	LN	2,116.80	LN		
				4,426.64	LN	4,647.97	LN	4,880.40	LN	5,124.42	LN		
				9,236.11	LN	9,697.92	LN	10,182.80	LN	10,691.94	LN		
				3,876.76	LN	406.10	LN	426.30	LN	447.615	LN		

2019-2022 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) (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	2018-19	FS	2019-20			FS	2020-21	FS	2021-22
	FEDERAL-AID FUNDS: LC (STP-Urbanized Areas > 200,000, Lincoln) HS (HSIP-Highway Safety Improvement Program) DPU (SAFETEA-LU Priority Project Funds)	0.0		6,000.0		6,000.0		6,000.0		6,000.0		24,000.0
		0.0		0.0		0.0		0.0		0.0		0.0
		0.0		0.0		0.0		0.0		0.0		0.0
	SUB-TOTAL FEDERAL FUNDING	0.0		6,000.0		6,000.0		6,000.0		6,000.0	0.0	24,000.0
	STATE FUNDS: NE (State Funds)	0.0		0.0		0.0		0.0		0.0	0.0	0.0
	SUB-TOTAL STATE FUNDING	0.0		0.0		0.0		0.0		0.0	0.0	0.0
	LOCAL FUNDS: GR (General Revenue) [city funds] AC (Advanced Construction - City of Lincoln funds) LN (City of Lincoln Funds) RT (Railroad Transportation Safety District) SC (Street Construction Funds) [federal, state & local funds] SR (Snow Removal Funds) [city funds]	0.0		4,120.7		4,203.3		4,275.7		4,488.3		17,088.0
		0.0		0.0		0.0		0.0		0.0		0.0
		0.0		23,881.8		23,727.1		22,858.9		21,675.1		92,142.9
		0.0		0.0		0.0		0.0		0.0		0.0
		0.0		0.0		0.0		0.0		0.0		0.0
	SUB-TOTAL LOCAL FUNDING	0.0		28,002.5		27,930.4		27,134.6		26,163.4	0.0	109,230.9
TOTAL		0.0		34,002.5		33,930.4		33,134.6		32,163.4	0.0	133,230.9
STATUS OF PREVIOUS YEARS PROJECTS												
Projects Completed or Under Contract												
Coddington & West Van Dorn												
UNDER CONSTRUCTION												
Reconstruction of intersection to single-lane roundabout and new sidewalks.				Const/CE	140.6	HS						
HSIP-5205(1)				Const/CE	15.6	LN						
70th & Salt Creek Bridge-Road and Bridge Rehabilitation or Replacement Project												
ON HOLD												
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						

2019-2022 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) (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	2018-19	FS	2019-20			FS	2020-21	FS	2021-22
	S. 48th St. and Highway 2 in the City or Linc, Traffic Signal Rebuild COMPLETE 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.	Construction	70.0	LN								
	S. 48th St. and Calvert St., and 56th and Calvert St., Traffic Signal Replacement ON HOLD 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.	PE	64.04	LC								
	C.N. 13260 LCLC-5239(10)											
	S. 17th & Washington, S. 17th & A and S. 17th & D in the City of Lincoln, Traffic Signal Replacement ON HOLD 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.	Construction	182.4	LN								
	C.N. 13261 LCLC-5239(8)	Construction	500.0	LC								
	70th Street, Van Dorn to Eastborough Concrete Repair Project: Repair and/or replacement of concrete panels as needed, repair joints, seal surface cracks, replace curb ramps not meeting ADA standards and adjust manholes, utilities and inlets to grade. Within existing right-of-way. Approximately 2.2 miles.	Const/CE	324.5	LC								
			-324.5	LN								

2019-2022 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM	AGENCY:	City of Lincoln : Public Works & Utilities
	DIVISION:	Streets & Highways - APPENDIX

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	2018-19	FS	2019-20			FS	2020-21	FS	2021-22	FS
APPENDIX		(Project Number)	(Work Phase)										
1	Transportation System Preservation												
a.	27th Street and I-80 Interchange NDOT project.			Const/CE				147.4	LC				
				Const/CE				-147.4	LN				
		C.N. 13111	IM-80-9(74)	TOTAL		0.00		0.0		0.0		0.0	0.0
b.	Superior Street, 27th Street to Cornhusker Repair and/or replacement of concrete panels as needed, repair joints, seal surface cracks and adjust manholes, utilities and inlets to grade. Within existing right-of-way.			Const/CE				73.1	LC				
				Const/CE				-73.1	LN				
		C.N. 13316	LCLC-5254(10)	TOTAL		0.0		0.0		0.0		0.0	0.0
c.	Holdrege, 47th to 70th - Pavement Repair Project Rehabilitation may include pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. Approximately 2.0 miles.			PE				228	LN				
				Const/CE						1,140.0	LC		
				Const/CE						285.0	LN		
		C.N. 13382	LCLC-5244(9)	TOTAL		0.00	228.0	1,425.0		0.0		0.0	1,653.0
d.	27th Street and West O Street Bridges over Salt Creek Rehabilitation may include removing and replacing the grade beams and adding piling, removing and replacing the approach and paving sections and repairing guardrail and pavement adjacent to the project.			Const/CE				540.0	AC			-540.0	AC
				Const/CE				1,860.0	LC			540.0	LC
				Const/CE				1,140.0	LN			-540.0	LN
		C.N. 13316	LCLC-5254(10)	TOTAL		0.00	0.0	3,540.0		-540.0		0.0	3,000.0
e.	South 56th Street, Spruce Street to Van Dorn Street - Pavement Repair Project Rehabilitation may include pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. Approximately 1.2 miles.			PE				212.0	LC				
				PE				53.0	LN				
				Const/CE						1,324.0	LC		
				Const/CE						331.0	LN		
		TBD	TBD	TOTAL		0.0	265.0	0.0		0.0		1,655.0	0.0
f.	Randolph Street, Capital Parkway to 40th Street Rehabilitation may include pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. This project may include intersection improvements at 33rd and 40th. Approximately 1.25 miles.			PE				600.0	LC				
				PE				150.0	LN				
				Const/CE								2,860.0	
				Const/CE								715.0	
		TBD	TBD	TOTAL		0.0	750.0	0.0		0.0		3,575.0	4,325.0
g.	1st Street & Cornhusker - Traffic Signal Replacement This project may include reconstruction of the existing traffic signal at the intersection and pavements improvements to improve traffic operations at this intersection. All construction is expected to be within the existing right-of-way.			PE				114.1	LC				
				PE				28.5	LN				
				Const/CE								624.0	
				Const/CE								156.0	
		TBD	TBD	TOTAL		0.0	142.6	0.0		0.0		780.0	922.6

2019-2022 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM	AGENCY:	City of Lincoln : Public Works & Utilities
	DIVISION:	Streets & Highways - APPENDIX

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	2018-19	FS	2019-20			FS	2020-21	FS	2021-22
APPENDIX		(Project Number)	(Work Phase)									
	h 9th & A St., 9th & D St., 10th & A St., 10th & D St. - Traffic Signal Replacement											
	This project may include replacing the traffic signal poles, new conduit and cable around the intersections, replacing vehicle detection as needed, and upgrades to pedestrian infrastructure and curb ramps. All construction is expected to be within the existing right-of-way.			PE		220.0	LC					
				PE		55.0	LN					
				Const/CE						1,056.0	LC	
				Const/CE						264.0	LN	
		TBD	TBD	TOTAL	0.0	275.0		0.0		1,320.0		0.0
	i N 84th Street & College Park - Traffic Signal Replacement											
	This project may include replacing the traffic signal poles, new conduit and cable around the intersection, replacing vehicle detection as needed, and upgrades to pedestrian infrastructure and curb ramps. All construction is expected to be within the existing right-of-way.			PE		60.0	LC					
				PE		15.0	LN					
				Const/CE						288.0	LC	
				Const/CE						72.0	LN	
		TBD	TBD	TOTAL	0.0	75.0		0.0		360.0		0.0
	j 66th St./Cotner Blvd./Adams St. - Traffic Signal Replacement											
	This project may include replacing the traffic signal poles, new conduit and cable around the intersection, replacing vehicle detection as needed, and upgrades to pedestrian infrastructure and curb ramps. All construction is expected to be within the existing right-of-way.			PE		60.0	LC					
				PE		15.0	LN					
				Const/CE						288.0	LC	
				Const/CE						72.0	LN	
		TBD	TBD	TOTAL	0.0	75.0		0.0		360.0		0.0
2	<u>Safety & Transportation System Optimization</u>											
	a. 14th Street & Cornhusker											
	Safety project.			PE		21.6	HS					
	Reconstruction of the intersection of N. 14th Street with the eastbound U.S. Highway 6 off ramp and portions of U.S. Highway 6.			PE		2.4	NE					
				ROW		2.4	LN					
				ROW		1.5	HS					
				ROW		0.1	NE					
				Utilities		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		
		C.N. 12944	HSIP-5227(7)	TOTAL	0.0	56.6		1,045.1		0.0		0.0
	b. 66th Street & Fremont											
	Safety project.			Utilities		18.0	HS					
	Concepts are being developed to provided needed safety improvements at the intersection of N. 66th Street and Fremont Street.			Utilities		2.0	LN					
				Const/CE					59.1	HS		
				Const/CE					7.7	LN		
		C.N. 13227	HSIP-5213(1)	TOTAL	0.0	20.0		66.8		0.0		0.0

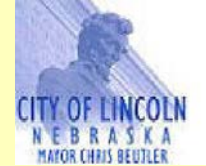
2019-2022 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY:	City of Lincoln : Public Works & Utilities									
				DIVISION:	Streets & Highways - APPENDIX									
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										
				PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS				
		(Project Number)	(Work Phase)	PRIOR FISCAL YEARS	FS	2018-19	FS	2019-20			FS	2020-21	FS	2021-22
APPENDIX														
	c. South 56th Street & Yankee Hill Road Intersection Safety project. Concepts are being developed to provide needed safety improvements at the intersection of S. 56th Street and Yankee Hill Road.			PE			51.3	HS						
				PE			5.7	LN						
				Const/CE					2,022.2	HS				
				Const/CE					224.7	LN				
				ROW			164.0	HS						
				ROW			41.0	LN						
				Utilities					350.0	LN				
		C.N. 13347	HSIP-5241(16)	TOTAL		0.0	262.0		2,596.9		0.0	0.0	0.0	2,858.9
	d. North 27th Street, Adaptive Signal Control Safety project. Safety project to update traffic control devices along 27th Street corridor.			ROW			13.5	HS						
				ROW			1.5	HS						
				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				
		C.N. 13244	HSIP-5231(14)	TOTAL		0.0	83.0		1,620.7		0.0	0.0	0.0	1,703.7
	e A Street, 40th to 56th Safety project to include intersections improvements on A Street at 40th, 48th and 50th/Cotner and widening of A Street from 40th to 48th for a center turn lane. This project may also include pavement rehabilitation, curb ramp reconstruction and utility adjustments. Approximately 1.0 mile.			PE					1,280.0	LC				
				PE					320.0	LN				
				Const/CE									6,272.0	
				Const/CE									1,568.0	
		TBD	TBD	TOTAL		0.0	0.0		1,600.0		0.0	0.0	7,840.0	9,440.0
	f Adams Street, 36th to 48th - Pavement Repair Project Project improvements may include widening, pavement rehabilitation, curb ramp reconstruction and utility adjustments. This project may remove a pedestrian signal at 46th. Approximately 1.0 mile.			PE					360.0	LC				
				PE					90.0	LN				
				Const/CE								2,120.0	LC	
				Const/CE								530.0	LN	
		TBD	TBD	TOTAL		0.0	0.0		450.0		0.0	2,650.0	0.0	3,100.0



City of Lincoln: StarTran

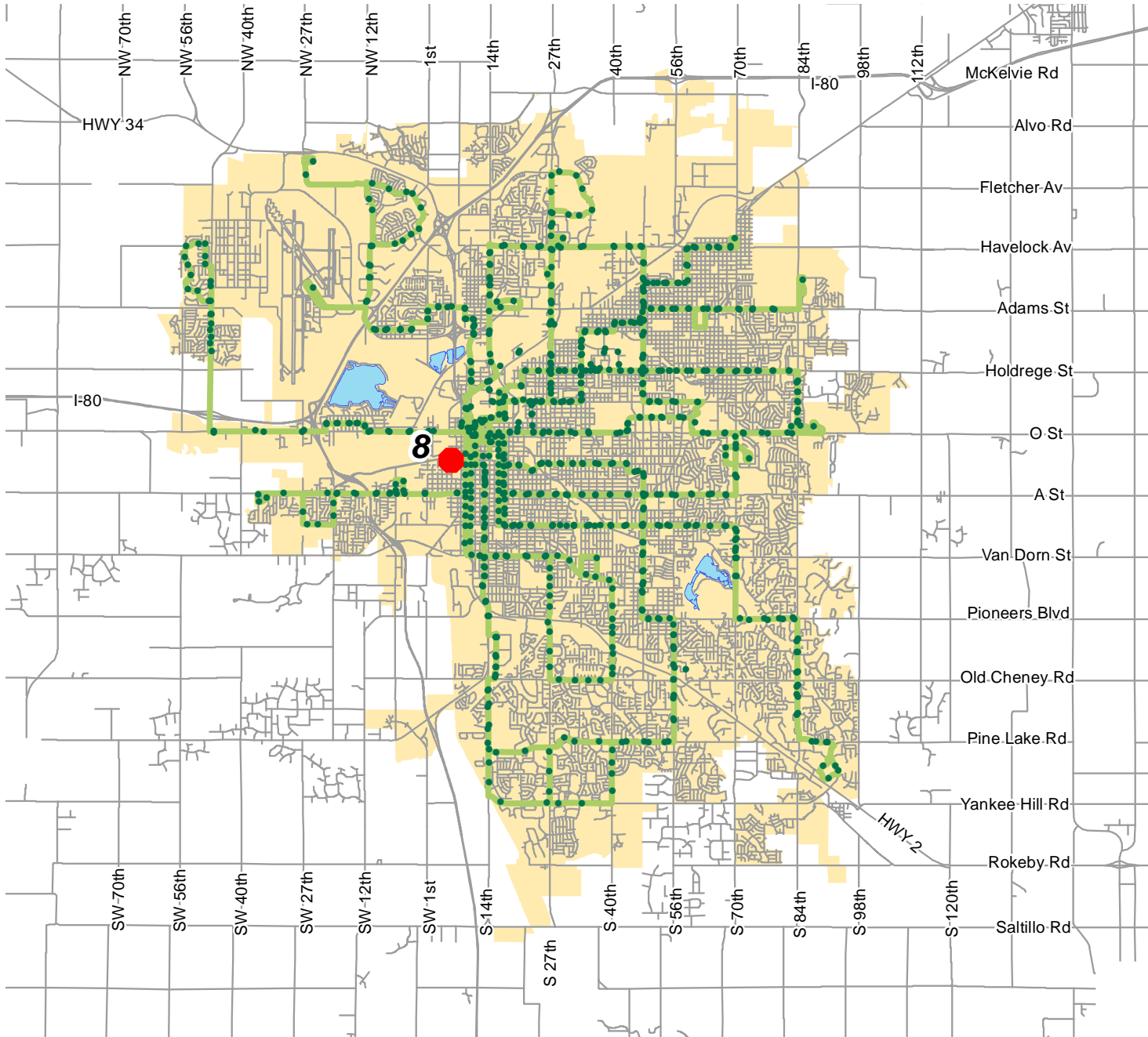
Lincoln Metropolitan Planning Organization
Transportation Improvement Program

Star Tran
FY 2019 - 2022



● Star Tran Projects

#8 Building Renovation



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

2019-2022 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 2018-19	FS 2019-20	FS 2020-21	FS 2021-22														
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 LPlan 2040 Comprehensive Plan - 2016 Update. Previous capital improvement programs have included equipment essential in StarTran's provision of services. The FY 2019-2022 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="1"> <thead> <tr> <th>Buses Purchased</th> <th>Funding Accumulated</th> <th>Potential Replacement</th> <th>Delivery</th> </tr> </thead> <tbody> <tr> <td>4</td> <td>FY 2015-16 through FY 2017-18</td> <td>4 - 2001 Gillig Buses</td> <td>CY 2019</td> </tr> <tr> <td>9</td> <td>FY 2019-20 through FY 2020-21</td> <td>9-2004 Gillig Buses</td> <td>CY2020</td> </tr> </tbody> </table> <p>Local funding for the above bus purchases is comprise 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 analysis and bus replacement program. Propulsion type (CNG, Diesel) will be based upon the Alternative Fuel Vehicle Analysis.</p> <p>a. 4 Full Size Buses</p> <p>b. 9 Full Size Buses</p>	Buses Purchased	Funding Accumulated	Potential Replacement	Delivery	4	FY 2015-16 through FY 2017-18	4 - 2001 Gillig Buses	CY 2019	9	FY 2019-20 through FY 2020-21	9-2004 Gillig Buses	CY2020							
Buses Purchased	Funding Accumulated	Potential Replacement	Delivery																	
4	FY 2015-16 through FY 2017-18	4 - 2001 Gillig Buses	CY 2019																	
9	FY 2019-20 through FY 2020-21	9-2004 Gillig Buses	CY2020																	
	TOTAL	0.0	2,912.0	2,999.875	2,439.0	0.0	0.0	8,350.9												
2	<p>Handi-Van Replacement Funding in FY2018-19 to replace 2 Handivans in 2018 with 4 minivans. Current 2010 handivans are hybrid electric and will be 8 years old and past their useful life. New handivans are programmed to use gasoline or CNG fuel.</p>																			
	TOTAL	0.0	160.0	0.0	0.0	0.0	0.0	160.0												
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 enhancement, in general, include bus shelters, signage, pedestrian, bicycle related equipment and landscaping. The priority of these funds will be directed towards replacement of benches and shelters at major boarding locations. Because of limited funds for transit enhancements, funding will be phased over a period until projects are completed.</p>																			
	TOTAL	0.0	40.0	40.0	40.0	40.0	0.0	160.0												
4	<p>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.</p>																			
	TOTAL	0.0	90.0	40.0	40.0	40.0	0.0	210.0												

2019-2022 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 2018-19	FS 2019-20	FS 2020-21	FS 2021-22		
5	Purchase of Supervisor Vehicle Funds are proposed in FY 2020-21 to purchase one replacement supervisor vehicles. The vehicle to be replaced is a 2010 Equinox. This SUV supervisor vehicle is meeting the unique needs of StarTran Supervisors, transporting supplies and schedules, and carrying patrons as necessary. Due to limited federal and local funds, replacement vehicle will be the lower cost of either gasoline or hybrid / alternative fuels. Propulsion type will be based upon the Alternative Fuel Vehicle Analysis.							
	TOTAL	0.0	0.0	0.0	32.0 FA 8.0 SR 40.0	0.0	0.0	40.0
6	Computer Hardware and Software Funds are proposed in FY 2018-19, FY 2019-20 and 2020-21 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 2018-19 is to purchase replacement AVL equipment for all vehicles. Funding in 2019-20 is to upgrade software for the AVL system. Funding in FY 2020-21 is to purchase tablets for our Handivans and upgrade the paratransit software.							
	TOTAL	0.0	400.0 FA 100.0 SR 500.0	1,040.0 FA 260.0 SR 1,300.0	100.0 FA 25.0 SR 125.0	0.0	0.0	1,925.0
7	Shop Tools / Equipment Funds are proposed every year 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.							
	TOTAL	0.0	10.0 FA 2.5 SR 12.5	15.0 FA 3.8 SR 18.8	15.0 FA 3.8 SR 18.8	15.0 FA 3.8 SR 18.8	0.0	68.9
8	Building Renovations / Improvements Funds are included in FY 2019-20 for concrete replacement, new roof located over dispatch and middle garage, new garage doors, LED lighting throughout all facilities and new HVAC system. The current roof was installed in 1997 with a 15 year warranty and will be 21 years old in 2018. The condition of this roof is showing signs of deterioration and minor leaks.							
	TOTAL	0.0	0.0	160.0 FA 40.0 SR 200.0	0.0	0.0	0.0	200.0
9	Maintenance Facility Construction / Relocation A. Funds are proposed in FY 2017-18 to purchase and construct a new bus maintenance facility. construction of CNG fueling station. B. Purchase and install a CNG fueling station at current StarTran facility for handi-van vehicles.							
	TOTAL	3,160.9 FA 825.0 ST 736.3 SR 5,202.9	0.0	0.0	0.0	0.0	0.0	0.0
10	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.							
	TOTAL	100.0 FA 50.0 SR 150.0	0.0	0.0	0.0	0.0	0.0	0.0
11	New Bus Shelters Implement design standards for new bus shelters and purchase approximately 6 new shelters around the downtown area.							
	TOTAL	0.0	168.0 FA 42.0 SR 210.0	0.0	0.0	0.0	0.0	210.0
12	Electric Charging Station Purchase and install 2 electric charging stations for use with electric buses							
	TOTAL	0.0	258.312 FA 64.578 GR 322.890	0.0	0.0	0.0	0.0	322.9

2019-2022 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 2018-19	FS 2019-20	FS 2020-21	FS 2021-22		
FUNDING SUMMARY								
FEDERAL								
Federal			2,779.1	3,912.9	2,284.0	79.0		9,055.0
State / Federal			0.0	0.0	0.0	0.0		0.0
General Revenue			64.6	0.0	0.0	0.0		64.6
Special Reserves			1,403.7	685.8	418.8	19.8		2,528.1
TOTAL		0.0	4,247.4	4,598.7	2,702.8	98.8	0.0	11,647.7
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 - 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)			1,155.0	1,100.0	1,100.0	1,100.0	2,200.0	6,655.0
GR (General Revenues - Local Funds)			6,930.0	7,050.0	7,100.0	7,100.0	14,300.0	42,480.0
SC (Service Charges - Local Funds)			3,150.0	3,150.0	3,150.0	3,150.0	5,200.0	17,800.0
TOTAL		0.0	12,950.0	13,015.0	13,065.0	13,065.0	25,130.0	77,225.0
TOTALS FOR STARTRAN FUNDING								
FEDERAL FUNDING								
Federal			2,779.1	3,912.9	2,284.0	79.0	3,473.6	12,528.6
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			85.0	85.0	85.0	85.0	202.0	542.0
Section 5307 ADA			280.0	280.0	280.0	280.0	560.0	1,680.0
SUB-TOTAL FEDERAL FUNDING		0.0	4,494.1	5,627.9	3,999.0	1,794.0	6,935.6	22,850.6
STATE FUNDING								
NE (State Revenue/Aid)			1,155.0	1,155.0	1,100.0	1,100.0	2,200.0	6,710.0
State / Federal			1,500.0					1,500.0
SUB-TOTAL STATE FUNDING		0.0	2,655.0	1,155.0	1,100.0	1,100.0	2,200.0	8,210.0
LOCAL FUNDING								
General Revenues			64.6	0.0	0.0	0.0	482.5	547.1
GR (General revenues - Local Funds)			6,930.0	7,050.0	7,100.0	7,100.0	12,900.0	41,080.0
SC (Service Charges - Local Funds)			3,150.0	3,150.0	3,150.0	3,150.0	5,200.0	17,800.0
Special Reserves			1,403.7	685.8	418.8	19.8	240.0	2,768.1
SUB-TOTAL LOCAL FUNDING		0.0	11,548.3	10,885.8	10,668.8	10,269.8	18,822.5	62,195.2
TOTAL		0.0	18,697.4	17,668.7	15,767.8	13,163.8	27,958.1	93,255.8
Notes: Revenue & cost estimates use an inflation rate of 3%								
STATUS OF PREVIOUS YEARS PROJECTS								
Projects Completed or Under Contract								



Lincoln Airport Authority

2019-2022 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	2018-19	FS	2019-20			FS	2020-21	FS	2021-22
FUNDING SUMMARY												
FAA FUNDS FAA(Airport Improvement Program)		5,040.0		1,305.0		1,620.0		585.0		8,100.0	0.0	11,610.0
SUB-TOTAL FEDERAL FUNDING		5,040.0		1,305.0		1,620.0		585.0		8,100.0	0.0	11,610.0
STATE FUNDS NDA (NE Dept. of Aeronautics)		0.0		0.0		0.0		0.0		0.0	0.0	0.0
SUB-TOTAL STATE FUNDING		0.0		0.0		0.0		0.0		0.0	0.0	0.0
LOCAL FUNDS LAA (Lincoln Airport Authority)		560.0		145.0		180.0		65.0		900.0	0.0	1,290.0
SUB-TOTAL LOCAL FUNDING		560.0		145.0		180.0		65.0		900.0	0.0	1,290.0
TOTAL		5,600.0		1,450.0		1,800.0		650.0		9,000.0	4,750.0	17,650.0



Federal Transit Administration:

Section 5310/5311 Projects

2019-2022 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM	AGENCY: FTA Program Funding DIVISION: Section 5310/5311 Projects
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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	2018-19	FS	2019-20	FS			2020-21	FS	2021-22	FS
1	Section 5311 Program												
	Vanpool Project Vendor vanpool services to provide statewide contracted services, which includes service for A) the Lincoln and Omaha (LCLC and MAPA) Metro regions and B) Rural Nebraska vanpool service.												
	a. Lincoln and Omaha (LCLC & MAPA) Metro vanpool service for Lancaster, Sarpy & Douglas counties.	61.8	5307	76.32	5307								
	b. Rural Nebraska vanpool service.	72.0	5311	84.0	5311							156.0	
		18.0	OF	21.0	OF							39.0	
	TOTAL	151.8		181.32		0.0		0.0		0.0		0.0	333.1
2	Section 5310 Program												
	a. Tabitha Inc. 2 low floor van			59.2	5310								
				14.8	OF								
	TOTAL	0.0		74.0		0.0		0.0		0.0		0.0	74.0
	b. Madonna Foundation Capital - 2 low floor van Technology - MDT/Radio			59.20	5310								
				14.80	OF								
				6.432	5310								
				1.608	OF								
	TOTAL	0.00		82.040		0.0		0.0		0.0		0.0	82.040
	c. Region V L3 3, 7 passenger van			55.20	5310								
			13.80	OF									
TOTAL	0.0		69.0		0.0		0.0		0.0		0.0	69.0	
d. Region V L1 2 low floor van			59.20	5310									
			14.80	OF									
TOTAL	0.0		74.0		0.0		0.0		0.0		0.0	74.0	
e. Region V L5 Capital - 1 small bus Capital - 1, 12 passenger van			48.00	5310									
			12.00	OF									
			24.00	5310									
			6.00	OF									
TOTAL	0.0		90.0		0.0		0.0		0.0		0.0	90.0	
FY 2015 Allocation Carry-over			-80.571	5310									
			80.571	5310									
TOTAL	0.000		0.000		0.0		0.0		0.0		0.0	0.000	

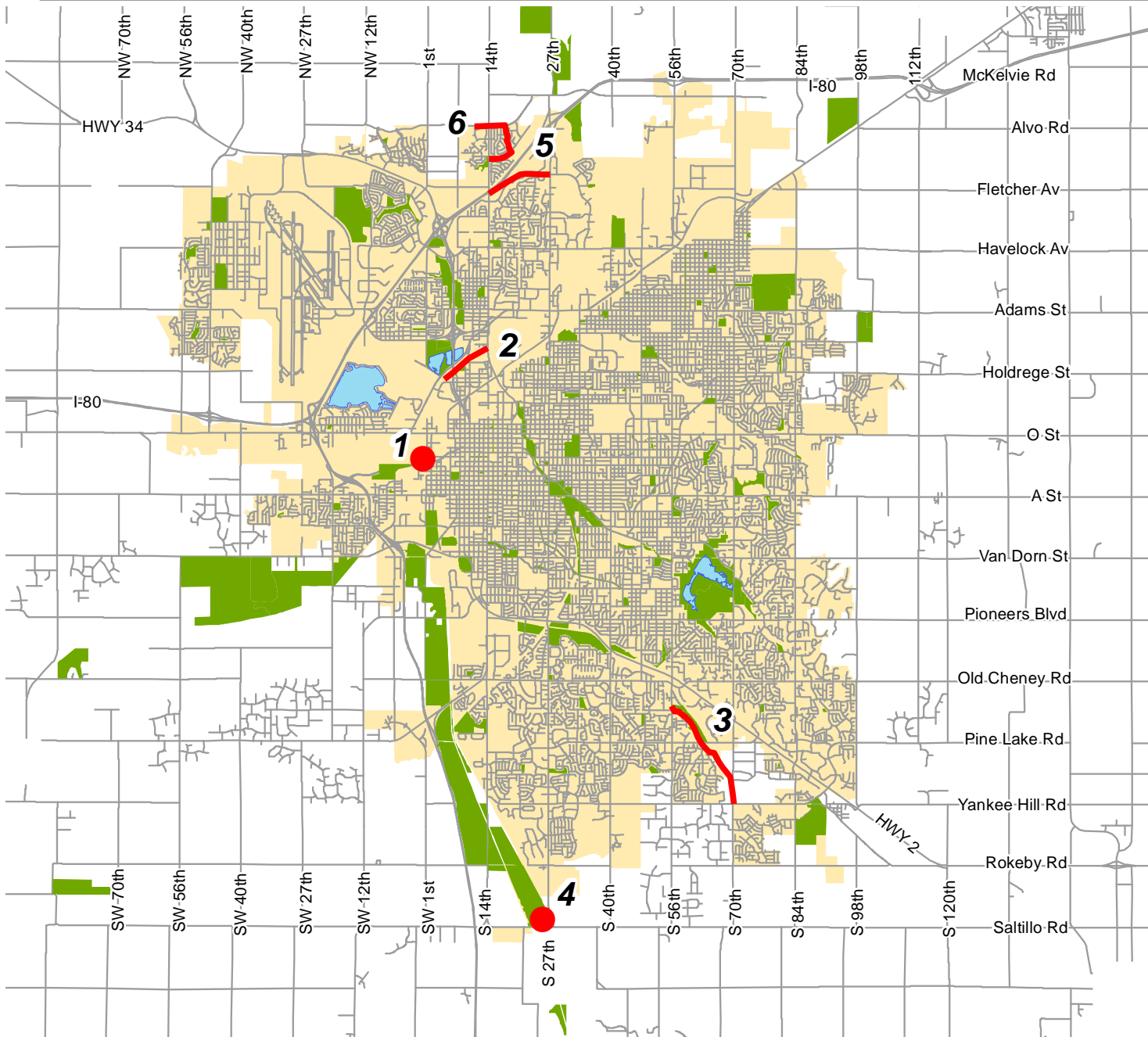
2019-2022 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: FTA Program Funding DIVISION: Section 5310/5311 Projects										
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)												
		PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
		PRIOR FISCAL YEARS	FS	2018-19	FS	2019-20	FS	2020-21	FS			2021-22	FS	
3	FY 2016 Allocation			-187.656	5310									
				187.656	5310									
	TOTAL		0.000	0.000		0.0		0.0		0.0		0.0		0.000
4	FY 2017 Allocation			-43.005	5310									
				193.9	5310									
	TOTAL		0.000	150.9		0.0		0.0		0.0		0.0		150.9
5	FY 2018 Allocation			201.9	5310									
	TOTAL		0.000	201.9		0.0		0.0		0.0		0.0		201.9
FUNDING SUMMARY														
FEDERAL FUNDS														
FA (Federal Aid)			0.0	0.0		0.0		0.0		0.0		0.0		0.0
CMAQ (Congestion Mitigation and Air Quality)			0.0	0.0		0.0		0.0		0.0		0.0		0.0
5307 (FTA Section 5307 Funds)			61.8	76.3		0.0		0.0		0.0		0.0		138.1
5310 (FTA Section 5310 Funds)			0.0	664.0		0.0		0.0		0.0		0.0		664.0
5311 (FTA Section 5311 Funds)			72.0	84.0		0.0		0.0		0.0		0.0		156.0
SUB-TOTAL FEDERAL FUNDING			133.8	824.3		0.0		0.0		0.0		0.0		958.1
STATE FUNDS														
NE (State of Nebraska)			0.0	0.0		0.0		0.0		0.0		0.0		0.0
SUB-TOTAL STATE FUNDING			0.0	0.0		0.0		0.0		0.0		0.0		0.0
LOCAL FUNDS														
OF (Other Funds)			18.0	98.8		0.0		0.0		0.0		0.0		116.8
SUB-TOTAL LOCAL FUNDING			18.0	98.8		0.0		0.0		0.0		0.0		116.8
Notes: 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.														
TOTAL			151.8	923.1		0.0		0.0		0.0		0.0		923.1
STATUS OF PREVIOUS YEARS PROJECTS														
<u>Projects Completed or Under Contract</u>														



Pedestrian, Bike & Trails

**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

**Ped, Bike and Trails
FY 2019 - 2022**



- 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 Stonebridge Trail**



Lower Platte South
Natural Resources District 

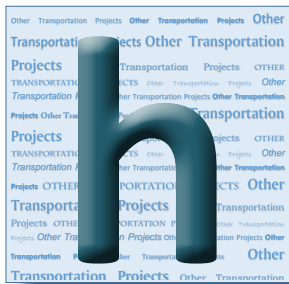


**Consult the detailed project descriptions
and funding summary for further information.**

2019-2022 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM					AGENCY: Pedestrian, 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	2018-19	FS	2019-20			FS	2020-21	FS	2021-22	FS		
(Control Number)	(Project Number)	(Work Phase)													
1	Lower Platte South Natural Resource District Rosa Parks Way Trail Railroad Undercrossing trail west of 1st and J Street, 900 feet long and 10' wide concrete surface.	PE	41.6	TA1											
		PE	10.4	NR											
		CE	160.2	TA1											
		CE	40.0	NR											
		ROW			8.0	TA1									
		ROW			2.0	NR									
		Construction			500.8	TA1									
		Construction			125.2	NR									
		Construction			50.0	RT									
		Construction			5.0	GP									
			C.N. 12945	ENH-55(164)	TOTAL	252.2		691.0		0.0		0.0		0.0	943.2
2	Salt Creek Levee Trail 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											
			TOTAL	455.0		0.0		0.0		0.0		0.0	455.0		
3	City of Lincoln Parks & Recreation Department 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					698.6	TA2							
		Construction					174.7	LN							
		CE					95.3	TA2							
		CE					23.8	LN							
			C.N. 13366	TAP-55(182)	TOTAL	95.3		0.0		10.0		992.4		0.0	1,097.7

2019-2022 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM					AGENCY: Pedestrian, 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	2018-19	FS	2019-20			FS	2020-21	FS	2021-22	FS
(Control Number)	(Project Number)	(Work Phase)											
4	Wilderness Park Bridges Replace Salt Creek Bridge 1/2 mile north of Saltillo Road. Other bridges to be addressed in the future include the Timber and Cable Bridge over an unnamed tributary to Salt Creek near Hwy. 77 and Rokeby Rd.	PE	20.0	LN									
		PE	10.0	GP									
		Const/CE	12.4	OF	166.0	LN							
		Const/CE			193.6	OF							
		Const/CE			7.5	GP							
		Const/CE			20.1	OF							
		TOTAL			42.4		387.2		0.0	0.0	0.0	0.0	0.0
5	Fletcher Landmark Trail Trail project for concrete trail to follow primarily alongside Fletcher Street from N. 14th Street to N. 27th Street.	PE				68.8	TA2						
		PE				17.2	LN						
		ROW						20.5	TA2				
		ROW							5.1	LN			
		Construction										504.2	
		Construction										126.1	
		CE										68.8	
CE										17.2			
TOTAL			0.0		0.0	86.0		25.6	0.0	716.3	827.9		
6	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 begin at North 14th Street and Humphrey Avenue and proceed through the Stonebridge neighborhood	PE	72.0	TA2									
		PE	18.0	LN									
		ROW	107.1	TA2									
		ROW	26.7	LN									
		Construction			642.9	TA2							
		Construction			160.1	LN							
		CE			96.4	TA2							
CE			24.1	LN									
TOTAL			223.8		923.5	0.0	0.0	0.0	0.0	0.0	1,147.3		

2019-2022 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Pedestrian, 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	2018-19	FS	2019-20			FS	2020-21	FS	2021-22
FUNDING SUMMARY												
FEDERAL FUNDS												
CMAQ (Congestion Mitigation and Air Quality)		0.0		0.0		0.0		0.0		0.0		
RTP (Recreational Trails Program)		364.0		0.0		0.0		0.0		0.0		
TE (STPB - Sub-Allocation, Transportation Enhancement)		0.0		0.0		0.0		0.0		0.0		
TA1 (STP-TA - State Transportation Alternatives Program)		201.8		508.8		0.0		0.0		0.0		
TA2 (STP-TA - Lincoln MPO Transportation Alternatives Program)		255.3		739.3		76.8		814.4		0.0		
TAC (Advanced Construction for STP-TA-Transportation Alternatives Program Funding)		0.0		0.0		0.0		0.0		0.0		
SR (SRTS - Safe Routes to School)		0.0		0.0		0.0		0.0		0.0		
SUB-TOTAL FEDERAL FUNDING		821.1		1,248.1		76.8		814.4		0.0		2,960.4
STATE FUNDS												
NE (State Revenue / Aids)		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												
NR (Lower Platte South Natural Resource District Funds)		141.4		127.2		0.0		0.0		0.0		
GP (Great Plains Trail Network Private Contributions)		10.0		12.5		0.0		0.0		0.0		
RT (Railroad Transportation Safety District)		0.0		50.0		0.0		0.0		0.0		
LN (City of Lincoln Funds)		83.8		350.2		19.2		203.6		0.0		
HIC (City of Hickman Funds)		0.0		0.0		0.0		0.0		0.0		
PR (Other Private Contributions)		0.0		0.0		0.0		0.0		0.0		
OF (Other Funds)		12.4		213.7		0.0		0.0		0.0		
SUB-TOTAL LOCAL FUNDING		247.6		753.6		19.2		203.6		0.0		1,224.0
TOTAL		1,068.7		2,001.7		96.0		1,018.0		0.0		4,900.7
STATUS OF PREVIOUS YEARS PROJECTS												
<u>City of Lincoln</u>												
Lincoln Bike Share System												
Phase 1 of the Lincoln Bike Share Project will install 19 stations and purchase 41 bikes. All stations will include solar panels and are located in the public ROW.												
	PE	8.0	CMAQ									
	PE	2.0	LN									
	NEPA	4.0	CMAQ									
	NEPA	1.0	LN									
	RC	8.0	CMAQ									
	RC	2.0	LN									
	NDOR	8.0	CMAQ									
	NDOR	2.0	LN									
	Construction	572.0	CMAQ									
	Construction	143.0	LN									



Railroad Transportation Safety District

Lincoln Metropolitan Planning Organization
Transportation Improvement Program

**Railroad Transportation
Safety District**
FY 2019 - 2022



 **Project Location**

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



Lincoln's Future Service Limit Shown as Grey

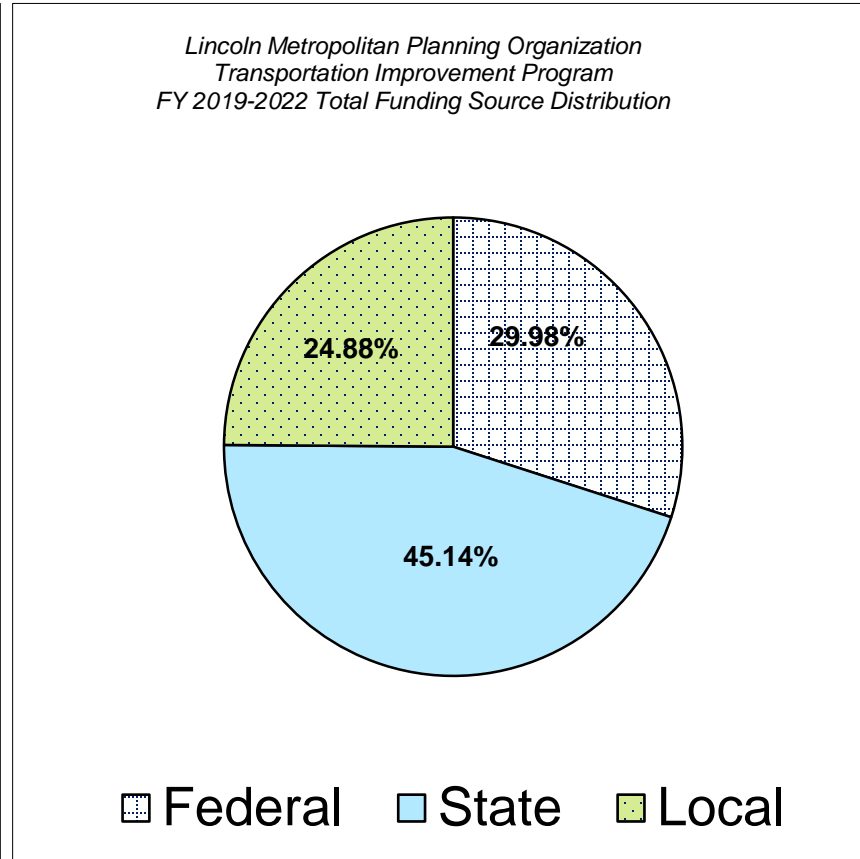
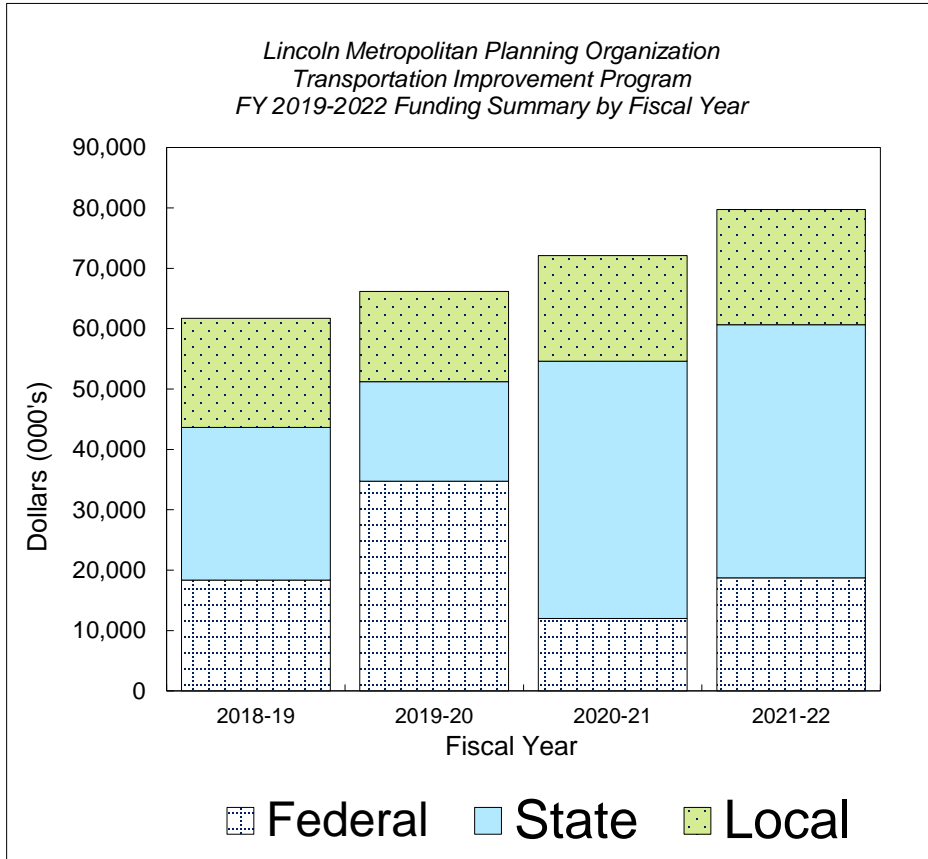
**Consult the detailed project descriptions
and funding summary for further information.**

2019-2022 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)									
	(Improvement Description)			PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
	(Control Number)	(Project Number)	(Work Phase)	PRIOR FISCAL YEARS	FS	2018-19	FS	2019-20			FS	2020-21	FS
1	33rd and Cornhusker/BNSF Rail Corridor Major street and intersection improvements throughout study area including railroad viaducts and grade separation to improve safety of rail crossings along the BNSF corridor from 27th to 48th Streets.												
			Design/ROW Construction	1,000.0	RT	2,500.0	RT	100.0	RT	3,500.0	RT	3,500.0	RT
			TOTAL	1000.0		2,500.0		100.0		3,500.0		3,500.0	
FUNDING SUMMARY													
FEDERAL FUNDS													
			SUB-TOTAL FEDERAL FUNDING	0.0		0.0		0.0		0.0		0.0	
STATE FUNDS													
			SUB-TOTAL STATE FUNDING	0.0		0.0		0.0		0.0		0.0	
LOCAL FUNDS													
			RT (Railroad Transportation Safety District)	1,000.0		2,500.0		100.0		3,500.0		3,500.0	
			SUB-TOTAL LOCAL FUNDING	1,000.0		2,500.0		100.0		3,500.0		3,500.0	
TOTAL				1,000.0		2,500.0		100.0		3,500.0		3,500.0	



Funding Summary

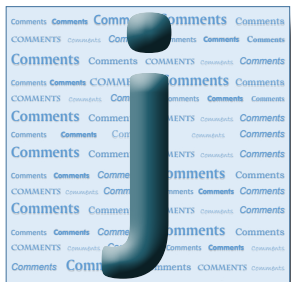
2019-2022 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM



**2019-2022 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

SUMMARY OF PROGRAM EXPENDITURES

	AGENCY	FISCAL YEARS				Total for Four Years	Costs Beyond Program	
		2018-19	2019-20	2020-21	2021-22			
A	State of Nebraska	FEDERAL	10,478.0	27,427.0	5,742.0	3,204.0	46,851.0	
		STATE	22,650.0	15,312.0	41,467.0	40,801.0	120,230.0	
		LOCAL	0.0	0.0	0.0	0.0	0.0	
		SUB-TOTAL	33,128.0	42,739.0	47,209.0	44,005.0	167,081.0	122,796.0
B	Lancaster County	FEDERAL	0.0	0.0	873.4	5,632.0	6,505.4	
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	3,000.0	3,740.0	3,097.0	4,408.0	14,245.0	
		SUB-TOTAL	3,000.0	3,740.0	3,970.4	10,040.0	20,750.4	0.0
C	City of Lincoln Streets and Highways	FEDERAL	0.0	0.0	0.0	0.0	0.0	
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	0.0	0.0	0.0	0.0	0.0	
		SUB-TOTAL	0.0	0.0	0.0	0.0	0.0	0.0
D	StarTran Systems	FEDERAL	4,494.1	5,627.9	3,999.0	1,794.0	15,915.0	
		STATE	2,655.0	1,155.0	1,100.0	1,100.0	6,010.0	
		LOCAL	11,548.3	10,885.8	10,668.8	10,269.8	43,372.7	
		SUB-TOTAL	18,697.4	17,668.7	15,767.8	13,163.8	65,297.7	27,958.1
E	Lincoln Airport Authority	FEDERAL	1,305.0	1,620.0	585.0	8,100.0	11,610.0	
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	145.0	180.0	65.0	900.0	1,290.0	
		SUB-TOTAL	1,450.0	1,800.0	650.0	9,000.0	12,900.0	4,750.0
F	Section 5310 / 5311 Projects	FEDERAL	824.3	0.0	0.0	0.0	824.3	
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	98.8	0.0	0.0	0.0	98.8	
		SUB-TOTAL	923.1	0.0	0.0	0.0	923.1	0.0
G	Ped, Bikes & Trails	FEDERAL	1,248.1	76.8	814.4	0.0	2,139.3	
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	753.6	19.2	203.6	0.0	976.4	
		SUB-TOTAL	2,001.7	96.0	1,018.0	0.0	3,115.7	716.3
H	Railroad Transportation Safety Dist.	FEDERAL	0.0	0.0	0.0	0.0	0.0	
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	2,500.0	100.0	3,500.0	3,500.0	9,600.0	
		SUB-TOTAL	2,500.0	100.0	3,500.0	3,500.0	9,600.0	55,200.0
	PROGRAM TOTAL	FEDERAL	18,349.6	34,751.7	12,013.8	18,730.0	83,845.0	
		STATE	25,305.0	16,467.0	42,567.0	41,901.0	126,240.0	
		LOCAL	18,045.6	14,925.0	17,534.4	19,077.8	69,582.8	
		SUB-TOTAL	61,700.2	66,143.7	72,115.2	79,708.8	279,667.9	
PROGRAM TOTAL			61,700.2	66,143.7	72,115.2	79,708.8	279,667.9	211,420.4



Comments

MEETING RECORD

NAME OF GROUP: PLANNING COMMISSION

DATE, TIME AND PLACE OF MEETING: Wednesday, April 4, 2018, 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 Tom Beckius, Tracy Corr, Tracy Edgerton, Deane Finnegan, Cristy Joy, and Sändra Washington; Maja V. Harris, Chris Hove, and Dennis Scheer absent. David Cary, Paul Barnes, Kellee Van Bruggen, Collin Christopher, Michael Brienzo, Geri Rorabaugh, and Amy Huffman of the Planning Department; media and other interested citizens.

STATED PURPOSE OF MEETING: Special Planning Commission Hearing on Lincoln's 6-year Capital Improvement Program (CIP) and the Draft Transportation Improvement Plan (TIP).

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

MISCELLANEOUS NO. 18001, REVIEW OF THE DRAFT FY 2018/19 TO FY2020/2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR COMPLIANCE WITH THE CURRENT LINCOLN METROPOLITAN PLANNING ORGANIZATION (MPO) LONG RANGE TRANSPORTATION PLAN: April 4, 2018

Members present: Beckius, Corr, Edgerton, Finnegan, Joy, and Washington; Harris, Hove, and Scheer absent.

Staff recommendation: General Conformance with the 2040 Lincoln MPO Long Range Transportation Plan.

Staff Presentation: Michael Brienzo of the Planning Department stated MPO covers all of Lancaster County. The TIP brought forward each year must conform with Federal regulations. This includes projects that use Federal funding or require Federal review, as well as regionally significant projects like the South Beltway. The TIP is prepared annually and includes projects to be implemented by agencies within the County. It is fiscally constrained, which is important for use of Federal funds because they put a cap on funds. The Federal funds in the programmed projects are tied to those projects and cannot be moved around. All projects must be identified either specifically or generally.

The 4-year scheduled projects are developed cooperatively with various transportation agencies in the County, such as the NE Department of Transportation, Lancaster County Engineer, City Engineers, Star Tran, the Airport Authority, Parks & Recreation, and the Lower Platte South NRD, University of Nebraska, and the communities of Hickman and Waverly. There is a sub-committee and a public review process. Other agencies are also required to submit significant projects.

All comments received at this meeting and the recommendation of this body will be attached to the TIP as it moves forward. These become part of the document itself. The next stop after Planning Committee is the MPO Technical Advisory Committee. They will make a recommendation to the MPO Officials and Policy Board which includes members of the City Council, County Board, and State representatives. The Mayor acts as the Executive Officer. If approved, it will become active on October 1, the start of the fiscal year for the Federal government. The plan is then updated annually.

Washington noted that the Federal years don't align with the CIP and some cost goes beyond the 4-year period. She wondered how those projects will be funded. Brienzo said the TIP is programmed management. Once the funds are obligated, they get carried over to the next fiscal year. There is no buildup of credit from year to year.

Washington asked for more information about the Community Multiscale Air Quality (CMAQ) grant funds. Brienzo said that those funds must be tied to communities that have air quality problems. Since Nebraska does not have that, the State has the ability to use the funds on other projects that they lay out the criteria to follow in order to support alternative transportation modes.

There was no public testimony on this item.

MISCELLANEOUS NO. 18001
ACTION BY PLANNING COMMISSION:

April 4, 2018

Washington moved General Conformance with the 2040 Lincoln MPO Long Range Transportation Plan, seconded by Finnegan and carried, 5-0: Washington, Edgerton, Finnegan, Joy, and Corr voting 'yes'; Beckius abstaining; Harris, Hove, and Scheer absent.

MEETING RECORD

NAME OF GROUP: TECHNICAL COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: April 19, 2018, 1:00 p.m., Conference Room 113, County-City Building, 555 S. 10th St., Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: David Cary - Planning Dept., Pam Dingman – County Engineering, Miki Esposito – Public Works & Utilities, Paul Barnes and Kellee Van Bruggen – Planning Dept., Lonnie Burklund and Randy Hoskins – Public Works & Utilities, Michael Davis – StarTran, Keith Kohel and Paul Gavin – Nebraska Dept. of Transportation (NDOT), Richard Bishop – Urban Development, Chad Lay – Lincoln Airport Authority, Larry Legg – County Engineer and Roger Figard – Railroad Transportation Safety District (RTSD); (Gary Bergstrom – Health Dept. and Lynn Johnson – Parks & Recreation absent).

Mike Brienzo and Teresa McKinstry of the Planning Dept., Brian Pillard of StarTran, Rick Haden of Felsburg Holt & Ullevig; Thomas Shafer of Public Works & Utilities; Kris Humphrey of RTSD, Mark Fischer of NDOT; Karl Frederickson; Jon Large of Lincoln Airport Authority; Nancy Hicks of the Lincoln Journal Star and other interested parties.

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

REVIEW AND ACTION TO RECOMMEND THE PROPOSED FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM FOR RECOMMENDATION TO THE OFFICIALS COMMITTEE:

Brienzo stated the TIP is updated every year. The MPO TIP is a four year program. It is a federally mandated document in order to program federal dollars and local match. This document is closely looked at. We work very closely with the FTA. It includes projects and programs from the State Dept. of Transportation, County Engineering, Public Works & Utilities, StarTran, the Lincoln Airport Authority, the Federal Transit Administration, Parks & Recreation, the Lower Platte South Natural Resources District and the Railroad Transportation Safety District. The TIP has gone through public review at Planning Commission. There was a public hearing and recommendation. They reviewed the TIP for compliance with the LRTP. This will move forward to the Officials Committee on May 4, 2018. It will then be forwarded to the State for inclusion in the State TIP.

Gavin added that NDOT received Tiger Grants for the South Beltway that aren't shown here. Cary believes it can be acknowledged. Brienzo noted that if it is not an approved funding source, it can't be shown. The document can be amended in September 2018 at the next Technical Committee meeting. Gavin just wants to make note of it for Federal grant requirements. Cary believes it will be noted. Brienzo noted if agreements are signed and funds obligated, it can be included. This is a long term project.

ACTION:

Figard moved approval of the FY 2019-2022 Transportation Improvement Program, seconded by Davis and carried 14-0: Barnes, Bishop, Burklund, Cary, Dingman, Esposito, Davis, Figard, Gavin, Hoskins, Kohel, Lay, Legg and Van Bruggen voting 'yes'; Bergstrom and Johnson absent.

MEETING RECORD

NAME OF GROUP: OFFICIALS COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: May 4, 2018, 1:00 p.m., Mayor's Conference Room, County-City Building, 555 S. 10th Street, Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: Mayor Chris Beutler, Roy Christensen, Ryan Huff, Jane Raybould and Todd Wiltgen; (Jennifer Brinkman absent). Paul Barnes, Mike Brienzo and Teresa McKinstry of the Planning Dept.; and Miki Esposito of Public Works & Utilities.

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

REVIEW AND ACTION ON THE PROPOSED FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM:

Brienzo stated that if we want to use projects for federal funding, they must be in the TIP. This becomes part of the State TIP. Our document is included in the State TIP by reference. It is managed by the MPO in cooperation with other agencies that are developing plans such as Public Works, StarTran, RTSD, LAA and others. On occasion, we receive small towns such as Hickman. Primary roads through small communities are County roads. This document is updated every year. For the State section, they are adding a \$25 million Tiger Grant for the South Beltway.

Wiltgen wondered where that money goes. Brienzo replied that it supplants the State portion. The City has an agreement with the State regarding financial responsibility. In terms of County, they have been very successful in putting together Saltillo Road.

Wiltgen noted that the South Beltway will have an impact on Saltillo Rd. A lot is not known yet. Brienzo added that engineers develop the purpose and need.

Brienzo continued that StarTran purchased full size buses, the State signed over 5339 funds to purchase new buses. That was another successful StarTran project.

ACTION:

Wiltgen moved approval of the FY 2019-2022 TIP, seconded by Raybould and carried 5-0: Mayor Beutler, Christensen, Huff, Raybould and Wiltgen voting 'yes'; Brinkman absent.



U.S. Department of Transportation

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901 Locust Street, Room 404
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816-329-3920
816-329-3921 (fax)

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

October 10, 2018

Kyle Schneeweis, P.E.
Director
Nebraska Department of Transportation
Lincoln, NE

Dear Mr. Schneeweis:

**FHWA/FTA Approval of the Nebraska FY 2019-2022
Statewide Transportation Improvement Program**

This letter is to inform you of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) review and approval of the highway and transit projects contained in the Nebraska Department of Transportation (NDOT) FY 2019-2022 Statewide Transportation Improvement Program (STIP), as well as the 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 2019-2022 STIP was available for public comment starting August 15, 2018 running thru August 31, 2018. During this period, NDOT received no comments on the proposed STIP. After the comment period concluded, it was recognized that MAPA's TIP was not approved by NDOT and therefore was not included with the Draft STIP during the public comment period. As such, NDOT elected to exclude the MAPA TIP from inclusion into the FY 2019-2020 STIP. NDOT will need to submit a subsequent amendment to include the MAPA TIP into the FY 2019-2022 STIP.

The Lincoln MPO TIP was approved by the Officials Committee on May 4, 2018 and NDOT approval for inclusion into the NDOT STIP was given on July 17, 2018. The Siouxland Interstate Metropolitan Planning Council (SIMPCO) TIP Policy board approved the TIP on July 12, 2018, and on July 13, 2018 NDOT approved the TIP for inclusion into the STIP. The Grand Island TIP was approved by the Policy Board on May 22, 2018 and NDOT approval for inclusion into the STIP was given on June 7, 2018. All the MPO TIPs included self-certifications.

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

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

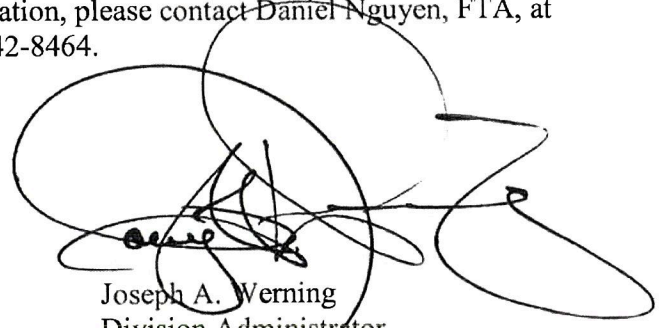
Based on the FHWA review of the FY 2019 -2022 STIP, the aforementioned monitoring activities throughout the year, the MPO's self-certifications, and the enclosed planning finding, the FY 2019-2022 Statewide Transportation Improvement Program (STIP) is hereby approved.

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:

Daniel Nguyen, FTA
Justin Luther, FHWA-NE
Darla Hugaboom, FHWA-IA
Kendall Tonjes, NDOT
Craig Wacker, NDOT
Ryan Huff, NDOT
Mark Fischer, NDOT
Greg Youell, MAPA
David Cary, Lincoln MPO
Michelle Bostinelos, SIMPCO
Allan Zafft, GIAMPO

FY 2019-2022 STIP Nebraska FHWA and FTA Planning Finding

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

In accordance with 23 CFR 450.220 and 450.330 (a) the FHWA and the FTA, based on the certification of the statewide transportation planning process for and within Nebraska and the FHWA's and FTA's participation in the statewide and metropolitan transportation planning processes (including certification reviews conducted in transportation management areas), hereby find that the projects included in the fiscal year 2019-2022 STIP are based on a transportation planning process that substantially meets the requirements of 23 CFR Part 450 subpart A, B, C, 49 U.S.C. Sections 5303-5304, and 23 U.S.C. Sections 134 and 135.

TIP/STIP:

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

During the review of the FY 2019-2022 STIP it was noted the apportionment amounts and beginning balance forecasts were inaccurate. The main reason for this discrepancy is that the NDOT STIP was prepared prior to the fiscal year ending, FHWA and FTA recognizes a large portion of the NDOT and the MPOs programs were obligated between the time the STIP was prepared and the end of FY 2018 fiscal year. Please ensure the next STIP amendment accurately portrays the beginning balances.

The Metropolitan Area Planning Agency's (MAPA) Board of Directors approved the TIP on June 28, 2018. NDOT inadvertently did not issue the formal approval for inclusion of the MAPA TIP into the NDOT STIP, and as such NDOT has elected to exclude the MAPA TIP from the FY 2019-2022 STIP. In addition, this is the second year in which the MAPA TIP has been excluded due to a breakdown in the planning process. NDOT should evaluate the procedural breakdown and update the MPO manual to ensure there are procedures in place to account for inclusion of all MPO TIPs into the Draft STIP prior to the publication of the document for public comments.

The Lincoln MPO TIP was approved by the Officials Committee on May 4, 2018 and NDOT approval for inclusion into the NDOT STIP was given on July 17, 2018.

The Siouxland Interstate Metropolitan Planning Council (SIMPCO) TIP Policy board approved the TIP on July 12, 2018 and on July 13, 2018 NDOT approved the TIP for inclusion into the STIP.

The Grand Island TIP was approved by the Policy Board on May 22, 2018 and NDOT approval for inclusion into the STIP was given on June 7, 2018. We have determined that the FY 2019 – 2022 NDOT STIP, which is inclusive of each MPO TIP, adequately demonstrates fiscal constraint by year. All the TIPs included self-certifications and discussion on Transportation Performance Management target establishment.

The STIP and TIPs are all developed utilizing the Nebraska STIP Development Guidelines which were agreed to by FHWA, FTA and NDOT in April 2011 and were updated in 2014. This document contains many of the administrative procedures for developing the STIP and TIPs. Also, this document outlines the amendment thresholds that the transportation partners have agreed to in Nebraska for both TIPs and Long Range Transportation Plan amendments. This document continues to be a major streamlining tool to help advance projects through the planning process in Nebraska.

It was noted that the letter submitting the STIP to FHWA and FTA for review and approval does not request our respective agencies approval. In future submittals, please ensure NDOT reflects the appropriate action NDOT is requesting FHWA and FTA to take.

Public Involvement:

Public involvement is required in the development of the STIP. Specific to the planning process NDOT has developed a Public Involvement Plan specific to the process of outreach efforts for development and approval of the STIP. This document helps to ensure the State meets federal requirements regarding public participation during the development of the STIP. Annually a letter is sent to all non-metropolitan elected and appointed officials offering them an opportunity to comment on the STIP. In the letter a link is provided to the online STIP. The NDOT prepares a news release for media outlets informing the public that the draft STIP is available for public comment.

In addition to the STIP, NDOT prepares a six- year surface transportation program book annually. This program book contains many of the projects listed in the STIP. The program book seeks public involvement through the Highway Commission meetings and is approved by the Governor.

The draft STIP is posted on the website and made available at the eight district offices for a minimum of 15 days (to be evaluated and extended if necessary based on the volume of comments). At the end of the comment period, NDOT submits the STIP to the FHWA and FTA for approval.

The Draft FY 2019-2022 STIP was available for public comment starting August 15, 2018 running thru August 31, 2018. During this period, NDOT received no comments on the proposed STIP during the public outreach period. After the comment period, it was recognized that MAPA's TIP was not approved by NDOT and therefore was not included with the public comment period. As such, NDOT elected to exclude the MAPA TIP from inclusion into the FY 2019-2020 STIP. NDOT will need to submit a subsequent amendment to include the MAPA TIP into the FY 2019-2022 STIP.

Self-Certification Statements:

The self-certification statements are an opportunity for the MPOs and DOT to present how they have incorporated a level playing field for all those interested in participating in the transportation planning process, be it citizens or contractors. The agencies use these statements to outline how their operations are conducted in a comprehensive, cooperative, and continuous (3C) manner. It ensures that the transportation planning process

occurs to satisfy the objectives of a non-discriminatory, environmentally respectful, and citizen-oriented atmosphere.

NDOT has completed its self-certification requirements and has posted the statement as part of their letter requesting approval of the STIP. In addition, each of the MPO self-certifications are included by reference.

Technology Transfer (T2) Peer Exchange:

The FHWA awarded a Technology Transfer (T2) grant to NDOT to host a peer exchange focusing on improving the planning process in Nebraska. FHWA and NDOT invited staff members from the Utah DOT and the Wasatch Front Regional Council to Lincoln, Nebraska for a two-day peer exchange to share their experiences and coordination processes. The technology transfer session included identifying activities that would lead to the adoption of new techniques or products that could be put into use in the short-term and to identify innovative ideas that could be examined for future use. The first half of the session focused on Utah's existing communication and coordination processes with staff members describing the planning processes and highlighting the use of technology to help with coordination efforts. The second half of the peer exchange was focused on developing an action plan for the Nebraska Planning partners to implement with short term and longer term strategies to improve the planning process. NDOT is currently in the process of determining the next steps for implementation of the action plan.

Sharing of Data for Transportation Performance Management:

Data sharing is a critical component of a 3C metropolitan transportation planning process. NDOT has expressed concern with MAPA safety data usage in the planning process due to potential liability claims. Currently, NDOT places no restrictions on the publication of safety targets based off the data NDOT provides MAPA. However, NDOT otherwise restricts the publication of safety data for use in the planning process. This restriction does not allow MAPA to aggregate the safety data and display the data geo-spatially to adequately inform decision makers who select and program projects in the planning process for the Omaha region. NDOT has committed to having a broader discussion between all organizations (and various other MAPA-area road agencies) to better define expectations surrounding the use of Safety Data provided by NDOT. NDOT has also committed to develop Memorandum of Agreement (MOA) that defines acceptable uses for the data.

Recommendations:

1. NDOT should update its State MPO manual to identify the organization's work flows and decision-making processes to document the approval process for the MPO TIPs and how they are incorporated into the Draft STIP. The MPO manual should reflect any updated processes and procedures to ensure the complete TIP package from our MPO partners before going for public comment on the NDOT STIP in the future.
2. The letter submitting the STIP to FHWA and FTA does not reflect a request of FHWA and FTA approval. In future submittals, please ensure NDOT reflects the appropriate action NDOT is requesting FHWA and FTA to take.

3. NDOT should continue the implementation of the action plan developed as part of the Peer Exchange with Utah DOT, Wasatch Front Regional Council, and the Nebraska MPOs.
4. MAPA and NDOT should develop a MOA and a plan of action on how the NDOT provided safety data will be utilized. NDOT and MAPA need to define agency roles, data usage expectations and liabilities associated with sharing data.



Lincoln Metropolitan Planning Organization

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(402) 441-7491

MPO RESOLUTION: 2018-PM2 & PM3
FOR THE PURPOSE OF
ADOPTING THE LONG RANGE TRANSPORTATION PLAN AND
TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS
FOR LINCOLN METROPOLITAN PLANNING ORGANIZATION
PERFORMANCE MEASURE TARGETS PM2 AND PM3

WHEREAS, The Lincoln Metropolitan Planning Organization (Lincoln MPO) is the designated Metropolitan Planning Organization (MPO) responsible for undertaking the transportation planning process for the Lincoln Metropolitan Transportation Management Area (TMA), Lancaster County, in accordance with 23 U.S.C. 134 and defining principle of 23 CFR 450.322; and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing American's Surface Transportation Act (FAST ACT) requires that all state departments of transportation and metropolitan planning organizations use a performance based planning and programming as part of the Transportation Performance Management (TPM) program; and

WHEREAS, the FHWA defines TPM as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

WHEREAS, each state DOT and MPO must adopt targets to strive for within the planning and programming process to include setting targets for a variety of performance measures related to safety, state of good repair and system performance.

WHEREAS, the Nebraska Department of Transportation (NDOT) and the Lincoln MPO adopted their Safety (PM1) targets in the spring of 2018 and the targets for the remaining performance measures for Infrastructure Condition (PM2) conditions and System Performance (PM3) were adopted by the NDOT on May 18, 2018; and

WHEREAS, the MPO has chosen the option to support the state's PM2 and PM3 targets set by NDOT that will be reflected through the MPO planning and programming activities.

WHEREAS, the Lincoln MPO will adopt to support the 2018 targets for the Nebraska Department of Transportation PM2 and PM3 performance measures,

WHEREAS, the Lincoln MPO targets Infrastructure Condition (PM2) conditions and System Performance (PM3) were performance measures has been reviewed and recommended for adoption by the Lincoln MPO Technical Advisory Committee and now requires official approval from the Lincoln MPO Officials Committee, and

NOW, THEREFORE, BE IT RESOLVED that the Lincoln Metropolitan Planning Organization Officials Committee has agreed to support the Nebraska Department of Transportation Fiscal Year 2018 targets for PM2 and PM3 performance measures as reflected in the revisions for the Lincoln MPO 2040–Long Range Transportation Plan attached herein.

Approved by a vote of the Lincoln MPO Officials Committee and signed this 16th day of November, 2018.



Cyndi Lamm

Lincoln MPO Officials Committee Chairman *pro tem*

 for:

Miki Esposito, City of Lincoln Public Works & Utilities Director
Lincoln MPO Technical Advisory Committee Chairman

ATTEST



David Cary, Lincoln/Lancaster Planning Director and
Lincoln MPO Administrator

Revisions for the Lincoln MPO 2040 – Long Range Transportation Plan (LRTP)

Approved: November 16, 2018

National Performance Management Measures

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have issued Final Rules that include National Performance Management Measures at the system level that the State DOTs and MPOs are required to incorporate into their planning process. The National Performance Management Measures were developed to address the National Goals established under MAP-21 and the MPO is required to incorporate the National Performance Management Measures and the National Goals [23 CFR 134 (I)] in their Long Range Transportation Plans (LRTP). The Federal Rules that establish the National Performance Management Measures applicable to MPOs are:

Safety (PM-1). Highway Safety Improvement Program/Safety Performance Management Measures [23 CFR §924, 23 CFR § 490]

Infrastructure (PM-2). Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program [23 CFR § 490]

System Performance (PM-3). Assessing Performance of the National Highway system, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program [23 CFR § 490]

MPOs are to report baseline condition/performance and progress toward the achievement of their targets in the system performance report in their LRTP [23 CFR § 490]. The National Performance Management Measures applicable to MPOs are listed below.

Safety [23 CFR §924, 23 CFR § 490]

The Highway Safety Improvement Program/Safety Performance Management Measures (PM-1) require State DOTs to set targets by August 31, 2018 as part of the State's annual submission of its Highway Safety Improvement Program (HSIP). MPOs are required to set targets by February 28, 2019 and incorporate them into their Long Range Transportation Plans (LRTP). In the LRTP, performance measures are to be used to aid in making informed decisions about strategic investments and to evaluate projects included in their Needs Plan for Cost Feasible analysis.

Working in partnership with local agencies, the NDOT safety investments are to be identified and programmed to construct effective countermeasures that will reduce traffic fatalities and serious injuries. The Lincoln MPO has agreed to support the Nebraska Department of Transportation targets for Safety Performance Measures as identified for HSIP investment which will be based on crash history, roadway characteristics, and the existence of infrastructure countermeasures that can address the types of crashes present.

Infrastructure [23 CFR § 490]

Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program (PM-2) was identified in the FHWA Final Rule of 2016 entitled "National Performance Management Measures." Assessing Pavement Condition and Bridge Condition for the National Highway Performance Program requires measures to evaluate the pavement and bridge conditions on the National Highway System (NHS).

State DOTs are required to establish 2-year targets, and MPOs must establish targets by either supporting the statewide target, or defining a target unique to the MPO. MPOs are not required to provide a separate report to FHWA, however, State DOTs and MPOs will need to coordinate and mutually agree to an established reporting process. Coordination will be required between State DOTs and MPOs if a State DOT adjusts its 4-year target at the midpoint of the performance period.

This Rule was effective as of May 20, 2017. State DOTs are required to set targets by May 20, 2018, and MPOs are required to set targets by November 16, 2018. The Lincoln MPO has agreed to support the NDOT Statewide Performance Measure Targets to maintain Pavement Condition and Bridge Condition for the National Highway Performance Program (PM-2).

System Performance [23 CFR § 490]

Assessing Performance of the National Highway system, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (PM-3) was issued by the FHWA in 2017 as a Final Rule for system performance/freight/Congestion Mitigation Air Quality (CMAQ), entitled “National Performance Management Measures. The Rule went into effect on May 20, 2017. State DOTs are required to establish 2-year targets, and MPOs must establish targets by either supporting the statewide target, or defining a target unique to the MPO. MPOs are not required to provide a separate report to FHWA. Coordination will be required between State DOTs and MPOs if a State adjusts its 4-year target at the midpoint of the performance period.

The State DOTs are required to set targets by May 20, 2018, and MPOs are required to set targets by November 16, 2018. In the future, the Lincoln MPO will need to decide whether it will support state targets or set its own performance measure targets.

This Rule was effective as of May 20, 2017. State DOTs are required to set targets by May 20, 2018, and MPOs are required to set targets by November 16, 2018. The Lincoln MPO has agreed to support the NDOT Statewide Performance Measure Targets for System Performance to reduce traffic congestion, and improve system efficiency and freight movement for the National Highway Performance Program (PM-3).

Transit Asset Management [49 CFR § 625, 630]

FTA issued a Final Rule on Transit Asset Management (TAM) Plans to evaluate the “state of good repair of transit agency vehicles, facilities, and equipment.” Recipients of public transit funds—which include states, local authorities, and public transportation operators—are required to establish performance targets for safety and state of good repair; to develop transit asset management and transit safety plans; and to report on their progress toward achieving targets. Public transportation operators to share information with MPOs so that all plans and performance reports can be coordinated and considered during the LRTP planning process. The Rule, “Transit Asset Management; National Transit Database,” went into effect on July 26, 2016 with the TAMP due for transit by October 1, 2018. Transit target setting repeats annually and plans are updated every 4 years.

MPOs must establish targets specific to the MPO planning area for the same performance measures for all public transit providers in the MPO planning area within 180 days of when the transit provider establishes its targets. The Lincoln MPO has agreed to support the Lincoln StarTran TAM Plan and is amending the Lincoln StarTran TAM to the LRTP by reference.



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