

# Fiscal Year 2020-2023 Transportation Improvement Program

*Adopted by Officials Committee*  
May 10, 2019

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## Lincoln Metropolitan Planning Organization

County-City Building  
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**FY 2020-2023**  
**Transportation Improvement Program**

**Lincoln/Lancaster County Nebraska**

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**Approval Dates**

PROJECT SELECTION COMMITTEE  
*APRIL 4, 2019*

TECHNICAL COMMITTEE  
*April 24, 2019*

PLANNING COMMISSION PUBLIC HEARING  
*May 1, 2019*

OFFICIALS COMMITTEE  
*May 10, 2019*

METROPOLITAN PLANNING ORGANIZATION  
*May 10, 2019*



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 Transportation & 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 2020-2023. NDOT and the MPOs have established an annual update cycle.
- **Public Comment** – *The TIP process is to provide opportunity for public review and comment on the TIP.* The Lincoln-Lancaster transportation planning process allows for public involvement at various points within the transportation plan and program development. The public participation process is summarized below in this section.
- **Specific Project Information** – *The TIP is to list capital and non-capital surface transportation projects to use a variety of federal funds or regionally significant projects requiring FHWA or FTA action. For each project or project phase the TIP shall include sufficient descriptive material including type of work, termini, length, total cost, amount of federal funds, and responsible agency. Line items may be used for projects that are not considered to be of appropriate scale for individual identification. A complete detailed project listing is organized by planning agency, funding sources or project type for each project.*
- **Consistency with the Transportation Plan** – *Each project or project phase in the TIP is to be consistent with the Transportation Plan.* For each project included in the detailed project listing, a Transportation Plan conformity is provided.
- **Financial Plan** – *The TIP is to include a financial plan including system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.* Each agency summarizes the expected financial resources and the last section summarizes the TIP financial resources.
- **Prioritization Process** – *The TIP should identify the criteria and process for prioritizing projects from the Transportation Plan for inclusion in the TIP.* The [Project Prioritization and Selection Process](#) annually reviews 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, the transportation improvement program is to be a staged multi-year program of transportation improvement projects that *"shall cover a period of not less than four years and be consistent with the urban area transportation plan."*



The TIP is directly related to the City's, County's, and State's Capital Improvement Programs which are brought forward at this time each year. The TIP identifies funding amounts by source of funding, jurisdictional responsibility, type of project, and year of funding for these projects. This program is a listing of priority projects which are to be carried out within the next four fiscal years which include FYs 2019-2020, 2020-2021, 2021-2022 and 2022-2023. 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 1<sup>st</sup> and September 30<sup>th</sup> 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 Update* 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 Transportation and to the Federal Highway Administration and the Federal Transit Administration.

### Types of Projects Included in the TIP

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

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

### Project Selection

The *Project Prioritization and Selection Process* is the 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 Transportation. Local Federal-aid highway improvement projects programmed by the City of Lincoln, Lancaster County and coordinating agencies have been prioritized according to resource availability. And other projects may be dependent on the availability of competitive funding using federal Surface Transportation 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 five (5) roadway and bridge rehabilitation projects, two (2) maintenance projects, one (1) safety operations and maintenance project, and the construction of the Lincoln South Beltway in cooperation with the City of Lincoln. Lancaster County has one (1) safety improvement project and two (2) roadway capital projects. The City of Lincoln has two (2) system preservation projects, four (4) system optimization projects, six (6) capital roadway projects, along with maintaining the traffic optimization and ITS programs, ongoing street rehab and repairs, and the sidewalk maintenance program. This program of street and highway projects ensures the investment in our existing transportation infrastructure is preserved while advancing new road projects in the developing areas. The responsibility for the daily maintenance and operation of the

local infrastructure continues to lie with the custodian of the road or local jurisdiction (City, County or State). The Railroad Safety District (RTSD) has completed a Transportation Planning and Environmental Linkages Study (PEL) for a project to be located at the 33<sup>rd</sup> 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.

## 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.

**FY 2020-2023**

**Self-Certification Statement**

**Lincoln Metropolitan Planning Organization**

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**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 Transportation and Lincoln Metropolitan Planning Organization certify that the transportation planning process is addressing the major issues in the Metropolitan Planning Area and is being conducted in accordance with all applicable requirements of:

**(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;**

*The Lincoln MPO collaborates with local, state and public transportation agencies to carry out a continuous, cooperative, and comprehensive (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 NDOT and City of Lincoln Purchasing guidelines; reviews of all proposals are conducted by the City EEO Officer to assure compliance with applicable Title VI regulations. Per Federal guidelines under Title VI, a plan has been developed to provide meaningful access to Limited English Proficient individuals.*
- (7) **The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;**
- (8) **The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;**
- (9) **Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;**  
and
- (10) **Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.**  
*The City of Lincoln has an Equal Employment Policy (Lincoln City Municipal Code: Chapter 11.08) that prohibits discrimination on the basis of race, color, creed, or national origin, and prohibits discrimination of age, non-job related physical or mental disability and gender. This policy along with the MPO Public Participation Plan and Environmental Justice Action Strategy ensures that "particular attention will be given to impacts upon specific identifiable minority groups in relationship to Title VI of the Civil Rights Act 1964, and Title VIII of the Civil Rights Act of 1968, and ensures that no person will be excluded from participation in the planning process and the development of plans and programs.*

Based on a joint review and evaluation, the Nebraska Department of Transportation and the Lincoln Metropolitan Planning Organization recommend that the Metropolitan Planning Process for the Lincoln Metropolitan Planning Organization be certified with conditions as identified in the *Action Plan for Addressing the Quadrennial Certification Review*.

Lincoln Metropolitan Planning Organization



Mayor Chris Beutler, Executive Officer

\_\_\_\_\_  
Date

Nebraska Department of Transportation



Ryan Huff, Intermodal Planning Division  
Nebraska Department of Transportation

5/10/19

\_\_\_\_\_  
Date



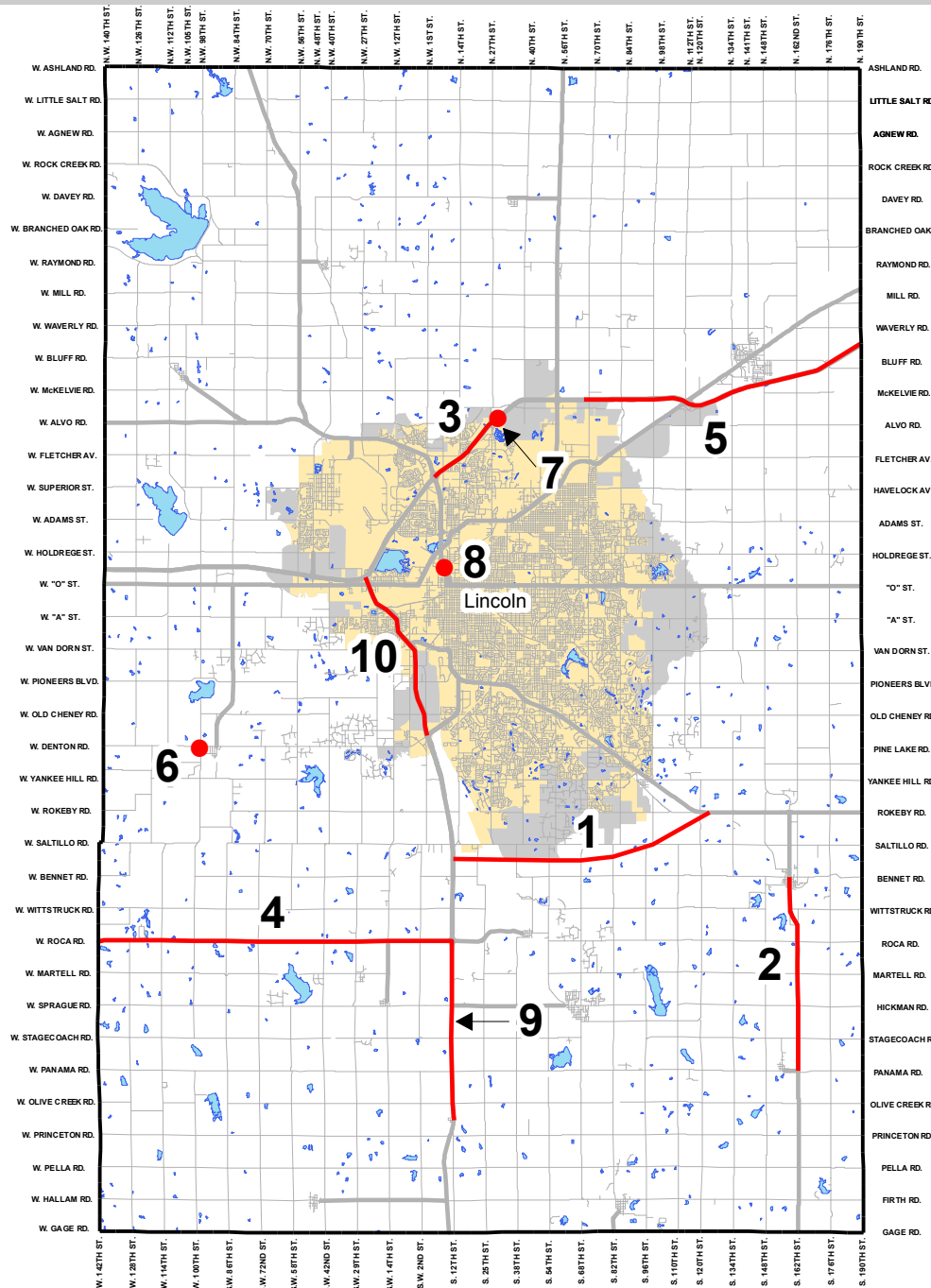
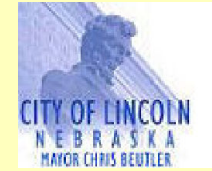




# State of Nebraska: Department of Transportation

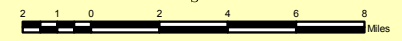
**Lincoln Metropolitan Planning Organization  
Transportation Improvement Program**

**Nebraska  
Dept of Transportation  
FY 2020 - 2023**



- INTERCHANGE/BRIDGE
- ROAD IMPROVEMENT
- FUTURE SERVICE LIMIT

- #1 Lincoln South Beltway**
- #2 N-43 to Bennet**
- #3 I-80 Barrier**
- #4 N-33, Crete to US-77**
- #5 I-80, Lincoln to Greenwood**
- #6 Denton South**
- #7 I-80, Deck Repair**
- #8 I-180, BNSF/UPRR Viaduct**
- #9 US 77, Princeton to N-3**
- #10 US 77, I-80 to Warlick Blvd**



Lincoln's Future Service Limit Shown as Grey

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

2020-2023 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA					AGENCY: State of Nebraska										
TRANSPORTATION IMPROVEMENT PROGRAM					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	2019-20 FS	2020-21 FS			2021-22 FS	2022-23 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	4,250.0	DPU										
			PE	5,244.0	NE										
			PE	339.0	LN										
			ROW	2,920.0	DPU										
			ROW	19,000.0	NE	2,750.0									
			ROW	328.0	LN										
			Util	6,700.0	NE										
		*	Const/CE	31,400.0	LN										
	* Const and CE will pay out over 8 years, from FY 2020-FY 2027		*	Const/CE		31,000.0	DPU	30,000.0	NE	30,000.0	NE	30,000.0	NE	89,375.0	
			*	Const/CE		7,885.0	NE								
			*	Const/CE											
			TOTAL	70,181.0		41,635.0		30,000.0		30,000.0		30,000.0		89,375.0	291,191.0
2	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	NE			
			Const/CE								9,722.0	STP			
			TOTAL	136.0		0.0		30.0		0.0		12,152.0		0.0	12,318.0
3	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	9.0 Miles	PE				1.0	NE							
			Const/CE							211.0	NH				
			Const/CE								53.0	NE			
						TOTAL	0.0		0.0		1.0		264.0		0.0
4	N-33 Ceresco - US-77 N-33 from approx 1.1 mi west of E Jct N-103 in Crete to US-77 & 1.5 mi on S-55F. Mill, resurf rdwy & shld, br repair	14.7 Miles	PE			71.0	NE								
			Const/CE						1,537.0	NE					
			Const/CE							6,150.0	STP				
						TOTAL	0.0		71.0		7,687.0		0.0		0.0
5	I-80 Lincoln - Greenwood I-80 from just west N 70th St. east to just west of Greenwood Interchange Conc repair, joint seal	13.4 Miles	PE	4.0	NE										
			Const/CE						881.0	NH					
			Const/CE							98.0	NE				
						TOTAL	4.0		979.0		0.0		0.0		0.0

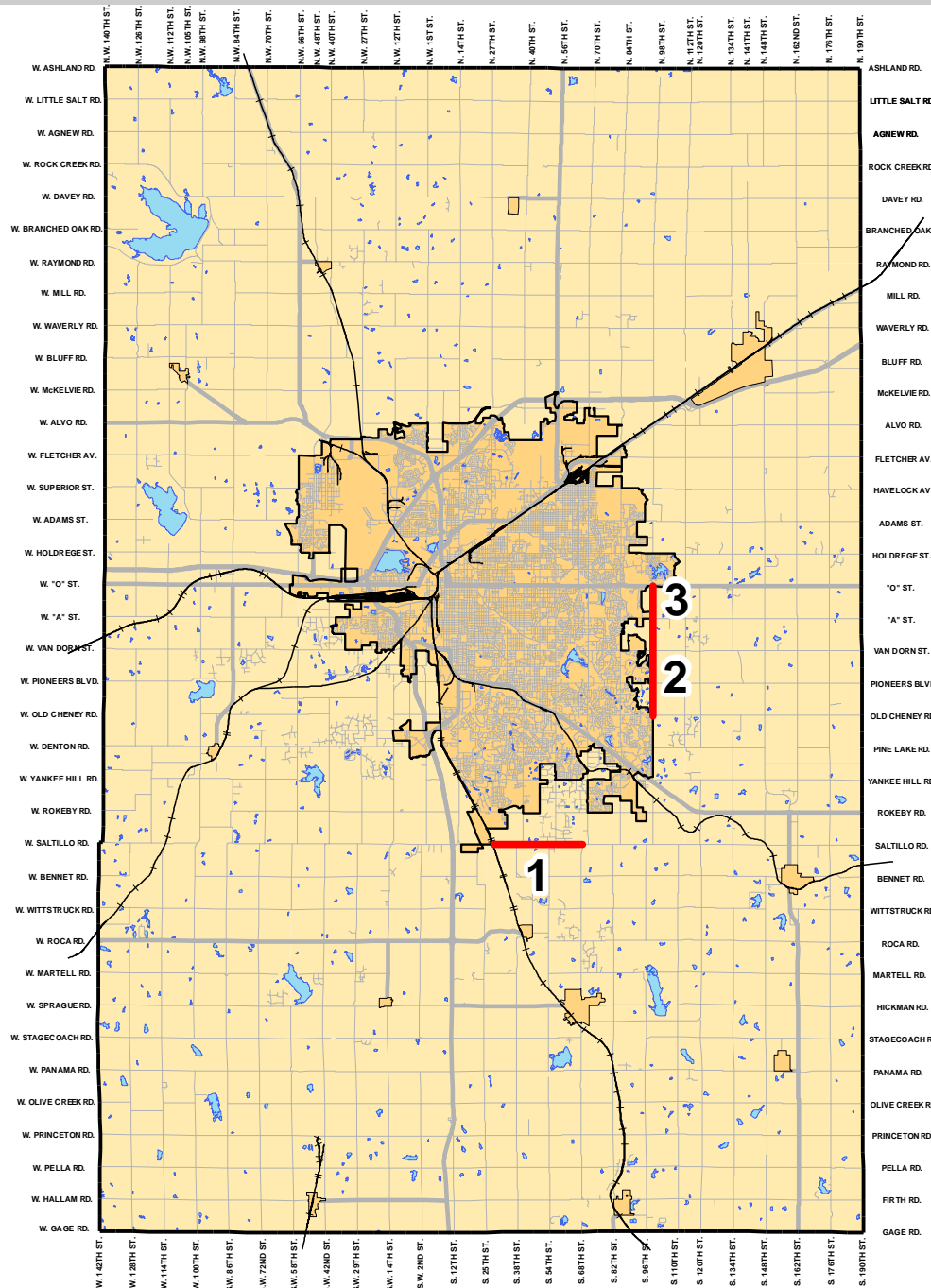
2020-2023 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA					AGENCY: State of Nebraska								
TRANSPORTATION IMPROVEMENT PROGRAM					DIVISION: Department of Transportation								
PROJ NO (Map)	PROJECT (Location) (Improvement Description)	(Distance)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										
			PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS				
			PRIOR FISCAL YEARS	FS	2019-20	2020-21	2021-22			2022-23			
(Control Number)	(Project Number)	(Work Phase)	FS	FS	FS	FS	FS	FS	FS				
6	<b>N-33</b> Denton South N-33 on east and west legs of the intersection with SW 100th St (Denton Road) Widen rdwy for left turn lanes, lighting	0.4 Miles	PE	95.0	NE								
				ROW	12.0	NE							
				Const/CE			919.0	HS					
				Const/CE			130.0	NE					
				TOTAL	107.0		1,049.0		0.0	0.0	0.0	0.0	1,156.0
C.N. 13332	HSIP-33-6 (111)												
7	<b>I-80</b> Salt Creek Br East of 27th St, Lincoln I-80 bridge over Little Salt Creek 0.25 mi east of 27th St in Lincoln Br deck repair / overlay		PE	34.0	NE								
				Const/CE			1755.0	NH					
				Const/CE			195.0	NE					
				TOTAL	34.0		1,950.0		0.0	0.0	0.0	0.0	1,984.0
				C.N. 13379	NH-80-9 (112)								
8	<b>I-180</b> I-180 BNSF / UPRR Viaduct, Lincoln I-180 viaduct over BNSF / UPRR DOT #64376W in Lincoln Bridge deck repair, replace expansion joints and overlay, gdrl		PE	66.0	NE								
				Const/CE			1,413.0	NH					
				Const/CE			157.0	NE					
				TOTAL	66.0		1,570.0		0.0	0.0	0.0	0.0	1,636.0
				C.N. 13380	NH-180-9 (6)								
9	<b>US-77</b> Princeton - Jct N-33 US-77 from 0.3 mi south of Princeton to Jct N-33 & Roca Spur Resurf, bridge repair and overlay	5.8 Miles	PE				1.0	NE					
				Const/CE					2,993.0	NH			
				Const/CE					748.0	NE			
				TOTAL	0.0		0.0	1.0	3,741.0		0.0	0.0	3,742.0
				C.N. 13386	NH-77-2 (166)								
10	<b>US-77</b> I-80 to Warlick Blvd Mill and overlay project	5.5 Miles	PE			150.0	NE						
				Const/CE					3,528.0	NH			
				Const/CE					882.0	NE			
				TOTAL	0.0		150.0	4,410.0		0.0	0.0	0.0	4,560.0
				C.N. 13412	NH-77-2 (168)								

2020-2023 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	2019-20	FS	2020-21	FS	2021-22	FS			2022-23
<b>STATE OPERATIONS &amp; MAINTENANCE FUNDING SOURCE</b>												
Operations & Maintenance of the Federal Aid System in Lancaster County NE (State Revenue / Aids)		3,917.2	NE	4,034.7	NE	4,155.7	NE	4,280.4	NE			
SUBTOTAL OPERATIONS & MAINTENANCE:		3,917.2		4,034.7		4,155.7		4,280.4		0.0	0.0	16,388.0
<b>FUNDING SUMMARY</b>												
<b>FEDERAL FUNDS</b>												
DPU (Federal Discretionary Funds)		7,170.0		31,000.0		0.0		0.0		0.0		38,170.0
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)		0.0		4,049.0		3,528.0		3,204.0		0.0		10,781.0
RZ (Railroad - Hwy Crossing - Hazardous Funds)		0.0		0.0		0.0		0.0		0.0		0.0
STP (STP-Flexible)		0.0		0.0		6,150.0		0.0		9,722.0		15,872.0
TAP (STP - Block Grant set aside)		0.0		0.0		0.0		0.0		0.0		0.0
SUB-TOTAL FEDERAL FUNDING:		7,170.0		35,968.0		9,678.0		3,204.0		9,722.0	0.0	65,742.0
<b>STATE FUNDS</b>												
NE (State Revenue / Aids)		31,291.0		11,436.0		32,451.0		30,801.0		32,430.0		138,409.0
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:		31,291.0		11,436.0		32,451.0		30,801.0		32,430.0	0.0	138,409.0
<b>LOCAL FUNDS</b>												
CO (Lancaster County)		0.0		0.0		0.0		0.0		0.0		0.0
LN (City of Lincoln, Funds Committed prior to LSB Agreement)		32,067.0		0.0		0.0		0.0		0.0		32,067.0
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:		32,067.0		0.0		0.0		0.0		0.0	0.0	32,067.0
<b>TOTAL:</b>		<b>70,528.0</b>		<b>47,404.0</b>		<b>42,129.0</b>		<b>34,005.0</b>		<b>42,152.0</b>	<b>89,375.0</b>	<b>325,593.0</b>

2020-2023 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	2019-20 FS	2020-21 FS	2021-22 FS	2022-23 FS			
<b>STATUS OF PREVIOUS YEARS PROJECTS</b>										
<b>Projects Completed</b>										
<b>US-77</b>										
US-77 from approx 0.4 mi south of Princeton to just north of the Lincoln city limits				Const/CE	6,276.0	NH				
	C.N. 13237	NE-77-2 (162)	Const/CE	1,569.0	NE					
<b>US-77</b>										
Ceresco South US-77 from approx 0.9 mi north Davey Spur (S55E) to approx 0.6 mi north of Ceresco				Const/CE	1,020.0	NH				
	C.N. 12286	NH-77-2 (164)	Const/CE	255.0	NE					
<b>I-80</b>										
District 1 CCTV Towers At eleven district 1 locations in Seward, Lancaster and Cass Counties				Const/CE	344.0	NH				
	C.N. 13298	ITS-STP-80-8 (156)	Const/CE	95.0	NE					
			Const/CE	35.0	STP					
<b>I-180</b>										
I-180 - Cornhusker, Lincoln I-180 from N Jct US-34, south to just north of Adams St in Lincoln				Const/CE	48.0	NH				
	C.N. 13357	NH-180-9 (5)	Const/CE	5.0	NE					



# Lancaster County Engineering



## Projects

- #1** Saltillo Road, 27th Street to 68th Street
- #2** S. 98th Street, Old Cheney to A Street
- #3** S, 98th Street, A Street to O Street



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



2020-2023 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Lancaster County DIVISION: County Engineering							
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)							COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIORITY PROJECTS					2022-23 FS				
		PRIOR FISCAL YEARS	FS	2019-20 FS	2020-21 FS	2021-22 FS					
(Control Number)	(Project Number)	(Work Phase)									
1	<b>Saltillo Road, 27th Street to 68th Street</b> Safety improvement project to include widening the existing earth shoulders to a 6 foot paved shoulders with safety edges. This includes intersection safety improvements on Saltillo Road at S. 40th Street and S. 56th Street.	2.7 Miles	PE/Design ROW/Utilities ROW/Utilities Const/CE Const/CE			740.0 CO	873.4 HS 97.0 CO	5,632.0 HS 1,408.0 CO			
	C.N. 13391	HSIP-5280(2)	TOTAL	0.0	740.0	970.4	7,040.0	0.0	0.0	8,750.4	
2	<b>S. 98th Street, Old Cheney to A Street</b> Preliminary engineering in Year 1 and construction of 24 foot asphalt surface with turf shoulders in Year 4.	3.0 Miles	PE PE Const/CE Const/CE			186.4 LC 46.6 CO		2,118.0 LC 529.5 CO			
	C.N. 13417	LCLC-5275(1)	TOTAL	0.0	233.0	0.0	0.0	2,647.5	0.0	2,880.5	
3	<b>S. 98th Street, A Street to O Street</b> Preliminary engineering in Year 1 and construction of asphalt paving and drainage structures beyond the four-year program.	1.0 Mile	PE PE Const/CE Const/CE			151.2 LC 37.8 CO			1,484.0 371.0		
	C.N. 13418	LCLC-5275(2)	TOTAL	0.0	189.0	0.0	0.0	0.0	1,855.0	2,044.0	
<b>COUNTY OPERATIONS &amp; MAINTENANCE FUNDING SOURCE</b> Operations & Maintenance of the County and Federal Aid System CO (Lancaster County)											
SUBTOTAL FOR OPERATIONS & MAINTENANCE				3,000.0 CO	3,000.0 CO	3,000.0 CO	3,000.0 CO	0.0	1,855.0	14,044.0	
<b>FUNDING SUMMARY</b>											
<b>FEDERAL FUNDS</b> HS (HSIP - Highway Safety Improvement Program) LC (STP-Urbanized Areas > 200,000, Lincoln)				0.0	0.0	873.4	5,632.0	0.0	0.0		
SUB-TOTAL FEDERAL FUNDING				0.0	337.6	873.4	5,632.0	2,118.0	0.0	8,961.0	
<b>STATE FUNDS</b>				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	
<b>LOCAL FUNDS</b> CO (Lancaster County)				3,000.0	3,824.4	3,097.0	4,408.0				
SUB-TOTAL LOCAL FUNDING				3,000.0	3,824.4	3,097.0	4,408.0	0.0	0.0	14,329.4	
<b>TOTAL</b>				<b>3,000.0</b>	<b>4,162.0</b>	<b>3,970.4</b>	<b>10,040.0</b>	<b>2,118.0</b>	<b>3,710.0</b>	<b>23,290.4</b>	

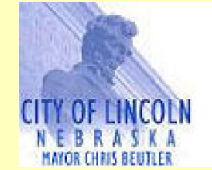
2020-2023 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Lancaster County DIVISION: County Engineering								
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)  (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										
		PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIOR FISCAL YEARS	FS	2019-20	FS	2020-21	FS	2021-22	FS			2022-23
	<b>STATUS OF PREVIOUS YEARS PROJECTS</b>  <u>Projects Completed</u>											



# City of Lincoln: Transportation and Utilities

**Lincoln Metropolitan Planning Organization  
Transportation Improvement Program**

**Transportation and Utilities  
FY 2020 - 2023**



**City-Wide Projects:**

- #1 Transportation System Preservation
- #2 Transportation System Optimization
- #3 Transportation System Growth
- #4 Transportation Livable Neighborhoods
- #5 Transportation Sidewalk Program

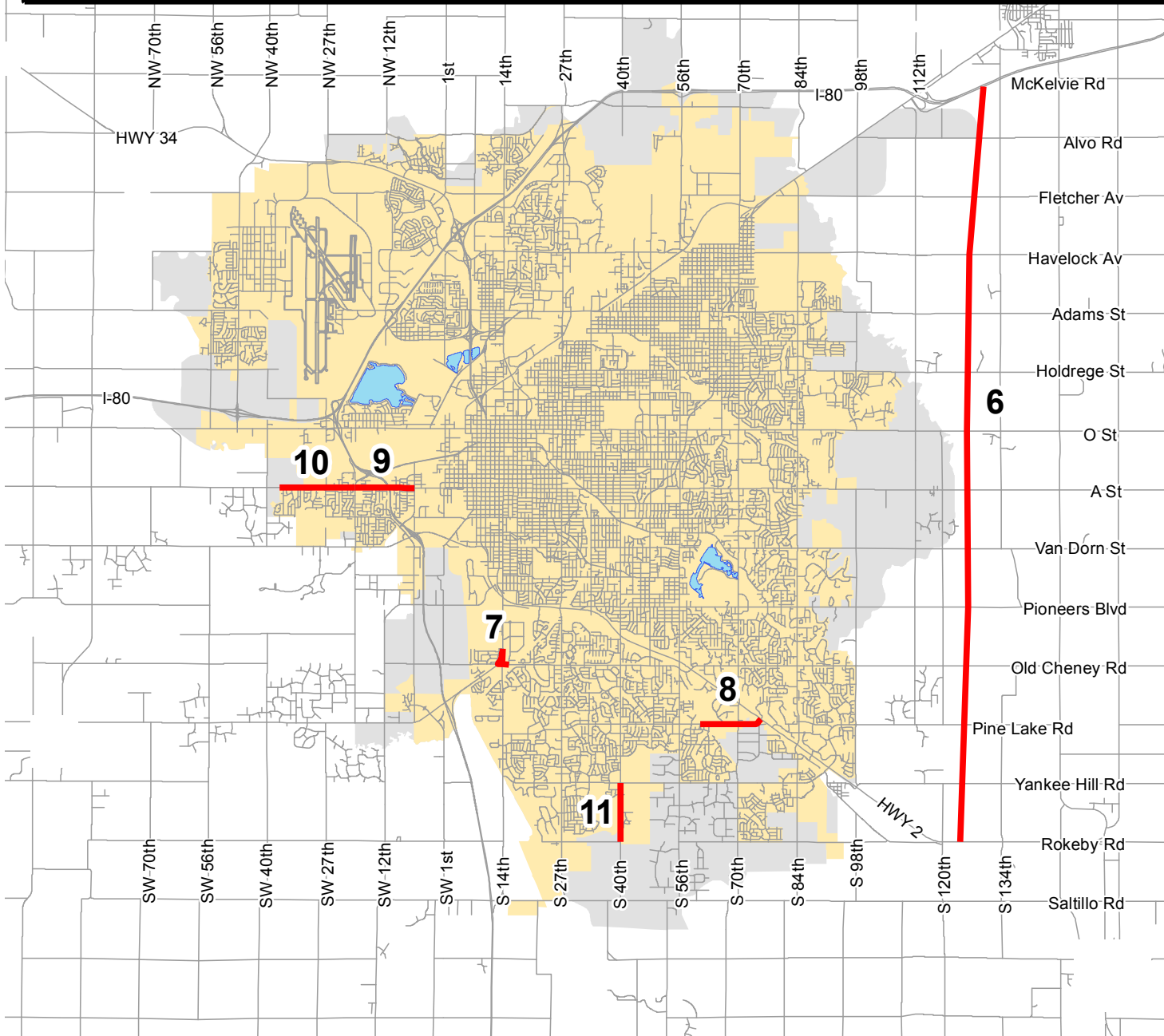
**— Project Location**

- #6 Lincoln East 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.**



2020-2023 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: City of Lincoln		DIVISION: Transportation and Utilities		PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)				PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS					
		(Control Number)	(Project Number)	(Work Phase)	PRIOR FISCAL YEARS	FS	2019-20	FS	2020-21			FS	2021-22	FS	2022-23	FS
1	<b>Transportation System Preservation</b> 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			1,785.0	GR	1,874.3	GR	1,968.0	GR	2,066.4	GR	2,169.7	
				All phases			5,608.0	LN	4,542.1	LN	4,097.8	LN	4,277.6	LN	2,477.1	
				All phases			5,081.2	LC	3,750.0	LC	3,750.0	LC	5,191.0	LC	3,000.0	
				TOTAL	0.0		12,474.2		10,166.4		9,815.8		11,535.0		7,646.8	
2	<b>Transportation System Optimization</b> This program component focuses on optimization of transportation system assets including program delivery, intersection improvements, signal system optimization, street capacity (widening), structures within the built environment, turn lanes, complete streets concepts and technology enhancements. Federal funds will be requested where applicable and matched with City funds to maximize the number of locations where enhancements can be made. Projects include new intersection modifications (turn lanes, roundabouts) new signal system hardware, adding lanes to existing streets, access improvements, bike & ped improvements, signing, safety projects and transportation system management infrastructure. Intersection improvements not yet decided. See Appendix			All phases	3,299.0		3,737.7	LN	2,997.5	LN	3,038.5	LN	8,147.5	LN	9,155.0	
				All phases			3,081.2	LC	3,250.0	LC	3,250.0	LC	2,191.0	LC	3,000.0	
				All phases			3,852.0	HS	1,061.5	HS						
				All phases			54.9	NE	2.5	NE						
		TOTAL	3,299.0		10,725.8		7,311.5		6,288.5		10,338.5		12,155.0		50,118.3	
3	<b>Transportation System Growth</b> 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	1,392.1		565.0	LN	580.7	LN	597.3	LN	364.7	LN	382.9	
				TOTAL	1,392.1		565.0		580.7		597.3		364.7		382.9	
4	<b>Transportation Livable Neighborhoods</b> This program component for Livable Neighborhoods is a commitment to improving and maintaining strong, vibrant neighborhoods. In conjunction with Transportation and Utilities, Parks & Recreation and Urban Development, this project provides funding to further that commitment. Funding is provided for planning and design, preliminary engineering and construction of improvements in the public right-of-way and other measures resulting in Livable Neighborhoods such as street enhancements, park improvements, trails and street trees. Specific locations will be identified through a multi-departmental process to identify and prioritize areas.			All phases	100.0		105.0	GR	110.3	GR	115.8	GR	121.6	GR	127.6	
				TOTAL	100.0		105.0		110.3		115.8		121.6		127.6	
5	<b>Transportation Sidewalk Program</b> This program component includes maintenance and repair of sidewalk infrastructure, program delivery and improvement of priority sidewalk location needs. Projects include panel replacement and leveling, grinding ADA curb ramp construction and segment sidewalk replacement.			All phases	1,116.5		1,000.0	GR	1,230.9	GR	1,292.4	GR	1,357.1	GR	1,424.9	
				TOTAL	1,116.5		1,000.0		1,230.9		1,292.4		1,357.1		1,424.9	
6	<b>East Beltway</b> Corridor protection, design, right-of-way and construction of a four lane freeway between Hwy 2 and I-80. Complete funding for this project not shown.			ROW	2,700.0		250.0	LN	250.0	LN	250.0	LN	250.0	LN	250.0	
				TOTAL	2,700.0		250.0		250.0		250.0		250.0		250.0	

2020-2023 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: City of Lincoln		DIVISION: Transportation and Utilities		PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)				
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	(Control Number)	(Project Number)	(Work Phase)	PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
					PRIOR FISCAL YEARS	FS	2019-20 FS	2020-21 FS	2021-22 FS			2022-23 FS
7	<b>14th/Warlick/Old Cheney Road</b> 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	17,032.3	4,902.5 LN	7,628.7 LN	6,886.5 LN				
				TOTAL	17,032.3	4,902.5	7,628.7	6,886.5	0.0	0.0	36,450.0	
8	<b>Pine Lake Road, 61st Street to Hwy 2</b> 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	11,246.9							
				TOTAL	11,246.9	0.0	0.0	0.0	0.0	0.0	11,246.9	
9	<b>West "A" Street from Coddington to east of Folsom</b> 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	2,531.2 LN						
				TOTAL	605.2	2,531.2	0.0	0.0	0.0	0.0	3,136.4	
10	<b>West "A" Street from east of Coddington to west City limits</b> 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	2,210.0	3,331.7 LN	3,349.1 LN	3,081.4 LN				
				TOTAL	2,210.0	3,331.7	3,349.1	3,081.4	0.0	0.0	11,972.2	
11	<b>S. 40th Street from Yankee Hill Road to south of Rokeby</b> 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.			Const		1,130.0 LN	1,130.0 LN	1,414.6 LN	4,052.4 LN	4,068.3		
				TOTAL	0.0	1,130.0	1,130.0	1,414.6	4,052.4	4,068.3	11,795.3	

2020-2023 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: City of Lincoln DIVISION: Transportation and Utilities											
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	2019-20	FS	2020-21			FS	2021-22	FS	2022-23	FS		
	<b>Street Maintenance Operations Divisions</b> Transportation O&M Fund		TOTAL	25,283.70		25,950.60	LN	27,248.10	LN	28,610.50	LN	30,041.10	LN	0.0	137,134.0
	<b>FEDERAL-AID FUNDS:</b>														
	LC (STP-Urbanized Areas > 200,000, Lincoln)			0.0		8,162.4		7,000.0		7,000.0		7,382.0			29,544.4
	HS (HSIP-Highway Safety Improvement Program)			0.0		3,852.0		1,061.5		0.0		0.0			4,913.5
	DPU (SAFETEA-LU Priority Project Funds)			0.0		0.0		0.0		0.0		0.0			0.0
	SUB-TOTAL FEDERAL FUNDING			0.0		12,014.4		8,061.5		7,000.0		7,382.0		0.0	34,457.9
	<b>STATE FUNDS:</b>														
	NE (State Funds)			0.0		54.9		2.5		0.0		0.0		0.0	57.4
	SUB-TOTAL STATE FUNDING			0.0		54.9		2.5		0.0		0.0		0.0	57.4
	<b>LOCAL FUNDS:</b>														
	GR (General Revenue ) [city funds]			0.0		2,890.0		3,215.5		3,376.2		3,545.1			13,026.8
	AC (Advanced Construction - City of Lincoln funds)			0.0		0.0		0.0		0.0		0.0			0.0
	LN (City of Lincoln Funds)			0.0		22,056.1		20,478.1		19,366.1		17,092.2			78,992.5
	RT (Railroad Transportation Safety District)			0.0		0.0		0.0		0.0		0.0			0.0
	SC (Street Construction Funds) [federal, state & local funds]			0.0		0.0		0.0		0.0		0.0			0.0
	SR (Snow Removal Funds) [city funds]			0.0		0.0		0.0		0.0		0.0			0.0
	SUB-TOTAL LOCAL FUNDING			0.0		24,946.1		23,693.6		22,742.3		20,637.3		0.0	92,019.3
<b>TOTAL</b>				<b>0.0</b>		<b>37,015.4</b>		<b>31,757.6</b>		<b>29,742.3</b>		<b>28,019.3</b>		<b>26,055.5</b>	<b>152,590.1</b>

<b>2020-2023 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM</b>	<b>AGENCY:</b> City of Lincoln <b>DIVISION:</b> Transportation and Utilities
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PROJ NO <small>(Map)</small>	PROJECT <small>(Location &amp; Distance) (Improvement Description)</small>	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)							COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIORITY PROJECTS					2022-23 FS			
		PRIOR FISCAL YEARS	FS	2019-20 FS	2020-21 FS	2021-22 FS				
	<small>(Control Number)</small>	<small>(Project Number)</small>	<small>(Work Phase)</small>							
<b>STATUS OF PREVIOUS YEARS PROJECTS</b>										
<b><u>Projects Completed or Under Contract</u></b>										
<b>South Beltway</b>										
Final payment to the Nebraska Department of Transportation for local share of the design-right-of-way and construction of a four-lane freeway between US 77 and Highway 2 was made in September of 2018										
		C.N. 12848	DPU-55(156)	All Phases	34,425.0					
<b>S. 48th Street and Highway 2 in the City of Lincoln, Traffic Signal Rebuild</b>										
<b>CONSTRUCTION COMPLETE</b>										
Replacing the traffic signal poles, new conduit and cable around the intersection and replace vehicle detection as needed. Curb ramps that do not meet ADA standards will be removed and replaced. All construction is expected to be within the existing right-of-way.										
		C.N. 13253	LCLC-5239(9)							
<b>I-80 and 27th St Interchange</b>										
<b>CONSTRUCTION COMPLETE</b>										
NDOT Project										
		C.N. 13111	IM-80-9(74)	Construction	147.4 LC					
				Construction	-147.4 LC					
<b>Superior St., 27th to Cornhusker</b>										
<b>CONSTRUCTION COMPLETE</b>										
Repair and/or replacement of concrete panels as needed, repair joints, seal surface cracks										
		C.N. 13316	LCLC5254(10)	Const/CE	73.1 LC					
				Const/CE	-73.1 LC					
<b>66th &amp; Fremont</b>										
<b>CONSTRUCTION COMPLETE</b>										
Safety Project										
		C.N. 13227	HSIP-5253(1)	Const/CE	2.5 LN					
<b>Coddington and West Van Dorn</b>										
Safety Project										
		C.N.	HSIP-5205(1)	Const/CE	5.00 LN					



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PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)												
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS						
		PRIOR FISCAL YEARS	FS	2019-20	FS	2020-21			FS	2021-22	FS	2022-23	FS	
APPENDIX		(Project Number)	(Work Phase)											
1	<b>Transportation System Preservation</b>													
	<b>a. Holdrege, 47th to 70th - Pavement Repair Project</b>		PE	228	LN									
	Rehabilitation may include pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. Approximately 2.0 miles		Const/CE			1,140.0	LC							
			Const/CE			285.0	LN							
		C.N. 13382	LCLC-5244(9)	<b>TOTAL</b>		<b>228.0</b>		<b>1,425.0</b>		<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>1,653.0</b>
	<b>b. 27th Street and West O Street Bridges over Salt Creek</b>		Const/CE			540.0	AC	-540.0	AC					
	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			1,860.0	LC	540.0	LC					
			Const/CE			1,140.0	LN	-540.0	LN					
		C.N. 13316	LCLC-5254(10)	<b>TOTAL</b>		<b>0.0</b>		<b>3,540.0</b>		<b>-540.0</b>		<b>0.0</b>	<b>0.0</b>	<b>3,000.0</b>
	<b>c. South 56th Street, Spruce Street to Van Dorn Street - Pavement Repair Project</b>		PE			212.0	LC							
	Rehabilitation may include pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. Approximately 1.2 miles.		PE			53.0	LN							
			Const/CE						1,324.0	LC				
			Const/CE						331.0	LN				
			<b>TOTAL</b>			<b>0.0</b>		<b>265.0</b>		<b>0.0</b>		<b>1,655.0</b>	<b>0.0</b>	<b>1,920.0</b>
	<b>d. Randolph Street, Capital Parkway to 40th Street</b>		PE			600.0	LC							
	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			150.0	LN							
			Const/CE								2,860.0	LC		
			Const/CE								715.0	LN		
			<b>TOTAL</b>			<b>0.0</b>		<b>750.0</b>		<b>0.0</b>		<b>3,575.0</b>	<b>0.0</b>	<b>4,325.0</b>
	<b>e. 1st Street &amp; Cornhusker - Traffic Signal Replacement</b>		PE			114.1	LC							
	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			28.5	LN							
			Const/CE								624.0	LC		
			Const/CE								156.0	LN		
			<b>TOTAL</b>			<b>0.0</b>		<b>142.6</b>		<b>0.0</b>		<b>780.0</b>	<b>0.0</b>	<b>922.6</b>
	<b>f. 9th &amp; A St., 9th &amp; D St., 10th &amp; A St., 10th &amp; D St. - Traffic Signal Replacement</b>		PE			220.0	LC							
	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			55.0	LN							
			Const/CE						1,056.0	LC				
			Const/CE						264.0	LN				
			<b>TOTAL</b>			<b>0.0</b>		<b>275.0</b>		<b>0.0</b>		<b>1,320.0</b>	<b>0.0</b>	<b>1,595.0</b>
	<b>g. N 84th Street &amp; College Park - Traffic Signal Replacement</b>		PE			60.0	LC							
	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			15.0	LN							
			Const/CE						288.0	LC				
			Const/CE						72.0	LN				
			<b>TOTAL</b>			<b>0.0</b>		<b>75.0</b>		<b>0.0</b>		<b>360.0</b>	<b>0.0</b>	<b>435.0</b>

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PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)							COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIORITY PROJECTS									
		PRIOR FISCAL YEARS	FS	2019-20	FS	2020-21					FS
APPENDIX		(Project Number)	(Work Phase)								
	<b>h. 66th St./Cotner Blvd./Adams St. - Traffic Signal Replacement</b>										
	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		
			<b>TOTAL</b>		<b>0.0</b>		<b>75.0</b>	<b>0.0</b>		<b>360.0</b>	<b>0.0</b>
											<b>435.0</b>
<b>2</b>	<b><u>Transportation System Optimization</u></b>										
	<b>a. 14th Street &amp; Cornhusker</b>										
	Safety project.		PE		0.9	LN					
			PE		16.2	HS					
			PE		0.9	NE					
			ROW		0.3	LN					
			ROW		4.4	HS					
			ROW		0.3	NE					
			Utilities		1.4	LN					
			Utilities		24.5	HS					
			Utilities		1.4	NE					
			Const/CE		940.5	HS		47.0	HS		
			Const/CE		52.3	NE		2.5	NE		
			Const/CE		52.3	LN		2.5	LN		
		C.N. 12944	HSIP-5227(7)	<b>TOTAL</b>	<b>0.0</b>		<b>1,095.4</b>	<b>52.0</b>		<b>0.0</b>	<b>0.0</b>
											<b>1,147.4</b>
	<b>b. South 56th Street &amp; Yankee Hill Road Intersection</b>										
	Safety project.		PE	51.3	HS	364.9	HS				
			PE	5.7	LN	98.3	LN				
			ROW			164.0	HS				
			ROW			41.0	LN				
			Utilities			350.0	LN				
			Const/CE			1,817.0	HS				
			Const/CE			563.4	LC				
			Const/CE			595.2	LN				
		C.N. 13347	HSIP-5241(16)	<b>TOTAL</b>	<b>57.0</b>		<b>3,993.8</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
											<b>4,050.8</b>
	<b>c. North 27th Street, Adaptive Signal Control</b>										
	Safety project.		ROW			13.5	HS				
			ROW			1.5	HS				
			Utilities			61.2	HS				
			Utilities			6.8	LN				
			Const/CE			444.3	HS	1,000.0	HS		
			Const/CE			60.3	LN	100.0	LN		
			NDOR					14.5	HS		
			NDOR					1.6	LN		
		C.N. 13244	HSIP-5231(14)	<b>TOTAL</b>	<b>0.0</b>		<b>587.6</b>	<b>1,116.1</b>		<b>0.0</b>	<b>0.0</b>
											<b>1,703.7</b>

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PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)							COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
		PRIORITY PROJECTS											
		PRIOR FISCAL YEARS	FS	2019-20	FS	2020-21					FS	2021-22	FS
	<b>APPENDIX</b>	(Project Number)	(Work Phase)										
d.	<b>S. 17th &amp; Washington, S. 17th &amp; A and S. 17th &amp; D in the City of Lincoln</b> <b>Traffic Signal Replacement</b> <b>ON HOLD</b> Traffic signal poles, new conduit and cable around the intersection and replace vehicle detection as needed. Communications to signals will also be addressed. Curb ramps that do not meet ADA standards will be removed and replaced. All construction is expected to be within the existing right-of-way.		PE Construction Construction		10.7	LN							
		C.N. 13261	LCLC-5239(8)	TOTAL	0.0		10.7		0.0		0.0	10.7	
e.	<b>A Street, 40th to 56th</b> 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 PE Const/CE Const/CE		1,280.0 320.0	LC LN					6,272.0 1,568.0		
				TOTAL	0.0		1,600.0		0.0		0.0	7,840.0	9,440.0
f.	<b>Adams Street, 36th to 48th - Pavement Repair Project</b> 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 PE Const/CE Const/CE		360.0 90.0	LC LN			2,120.0 530.0	LC LN			
				TOTAL	0.0		450.0		0.0		2,650.0	0.0	3,100.0

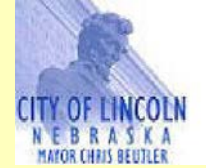




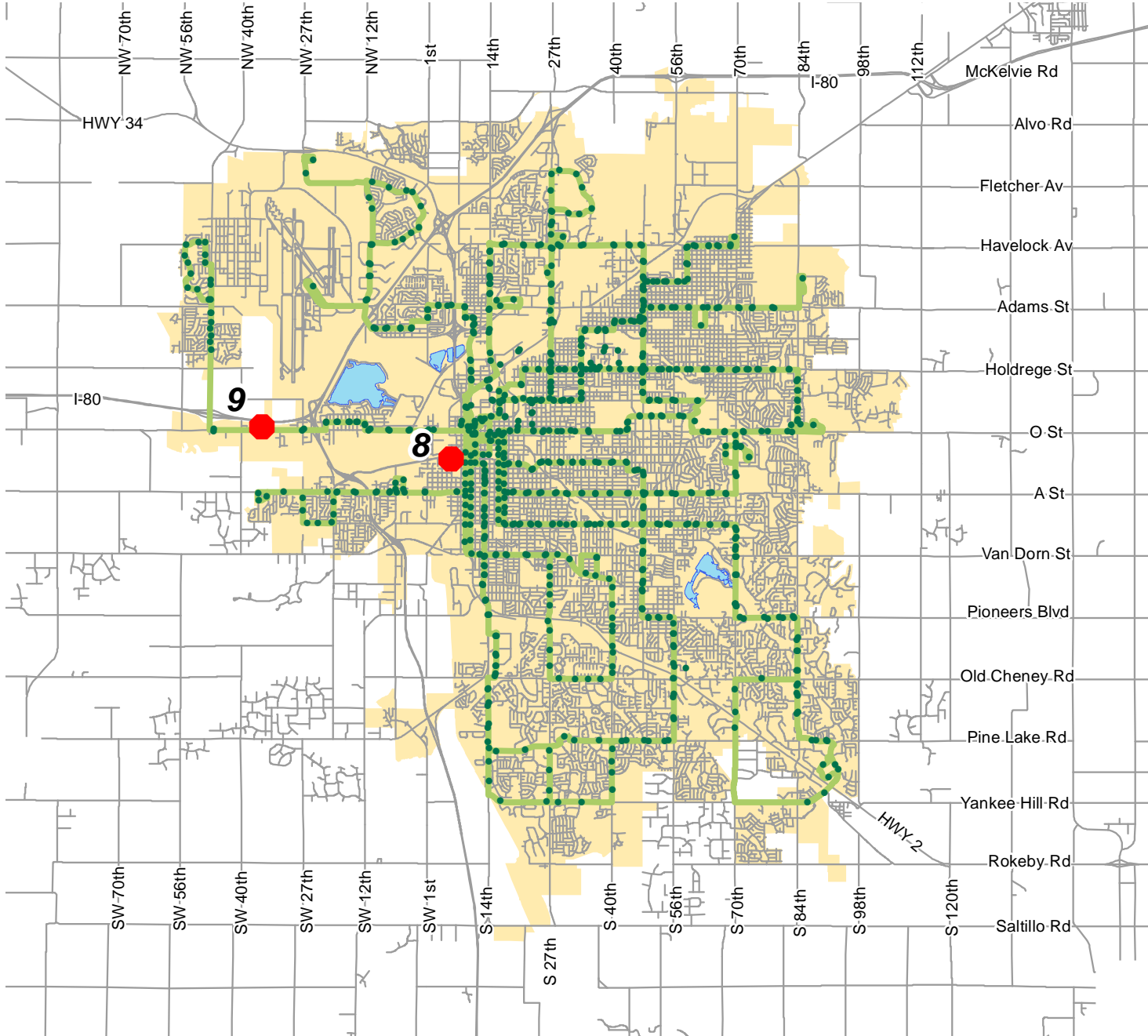
# City of Lincoln: StarTran

*Lincoln Metropolitan Planning Organization*  
**Transportation Improvement Program**

**Star Tran**  
*FY 2020 - 2023*



- Star Tran Projects
- #8** Building Renovation
- #9** Maintenance Facility



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

2020-2023 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM		AGENCY: City of Lincoln 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	FS	FS	FS														
		2019-20	2020-21	2021-22	2022-23															
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 2020-2023 TIP describes capital items which will afford the opportunity for continued improvement of StarTran services. Future years include continued replacement of StarTran transit vehicles and purchase of associated equipment/items.</p> <p><b>Purchase / Financing of Full Size Buses and Related Equipment</b> A phased purchase of full-size replacement transit buses is identified as follows:</p> <table border="0"> <tr> <td><u>Buses Purchased</u></td> <td><u>Funding Accumulated</u></td> <td><u>Potential Replacement</u></td> <td><u>Delivery</u></td> </tr> <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> </table> <p>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 schedule of StarTran buses. The above phased bus replacement schedule is in compliance with the most recent analysis and bus replacement program.</p> <p>a. 4 Full Size Buses</p> <p>b. 9 Full Size Buses, 3 Charging Stations</p> <p style="text-align: right;"><b>TOTAL</b></p>	<u>Buses Purchased</u>	<u>Funding Accumulated</u>	<u>Potential Replacement</u>	<u>Delivery</u>	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							
<u>Buses Purchased</u>	<u>Funding Accumulated</u>	<u>Potential Replacement</u>	<u>Delivery</u>																	
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																	
2	<p><b>Handi-Van Replacement</b> Funding in FY2018-19 to replace 2 Handivans in 2018 with 3 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> <p style="text-align: right;"><b>TOTAL</b></p>																			
3	<p><b>Transit Enhancements (required by FTA)</b> Effective FY 2004-05, one percent of the FTA allocation to StarTran is required by FTA to fund transit enhancements. Such enhancements, in general, include bus shelters, signage, pedestrian, bicycle related equipment and landscaping. The priority of these funds will be directed towards replacement of benches and shelters at major boarding locations.</p> <p style="text-align: right;"><b>TOTAL</b></p>																			
4	<p><b>Security Enhancements (required by FTA)</b> 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 funding will be used for 1) StarTran facility security enhancements, 2) bus shelter lighting improvements and 3) on-board bus camera upgrades.</p> <p style="text-align: right;"><b>TOTAL</b></p>																			

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PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)  (Control Number)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS)						
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIOR FISCAL YEARS	FS	FS	FS	FS		
5	<b>Purchase of Supervisor Vehicle</b> Funds are proposed in FY 2020-21 to purchase one replacement supervisor vehicle. 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	40.0	0.0	0.0	0.0	40.0
6	<b>Computer Hardware and Software</b> Funds are proposed in 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 2019-20 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.	400.0 FA 100.0 SR	1,040.0 FA 260.0 SR	100.0 FA 25.0 SR				
	TOTAL	500.0	1,300.0	125.0	0.0	0.0	0.0	1,425.0
7	<b>Shop Tools / Equipment</b> 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, vehicle lifts and heating improvements.	10.0 FA 2.5 SR	15.0 FA 3.8 SR	15.0 FA 3.8 SR	15.0 FA 3.8 SR			
	TOTAL	12.5	18.8	18.8	18.8	0.0	0.0	56.4
8	<b>Building Renovations / Improvements</b> Funds are included in FY 2019-20 for concrete replacement, new roof located over dispatch and middle garage, new garage doors, new LED lighting and new HVAC system. The current roof was installed in 1997 with a 15-year warranty and was 21 years old in 2018. The condition of this roof is showing signs of deterioration.		160.0 FA 40.0 SR					
	TOTAL	0.0	200.0	0.0	0.0	0.0	0.0	200.0
9	<b>Maintenance Facility Construction / Relocation</b> A. Funds are proposed in FY 2018-19 to begin construction of a new bus maintenance facility with the first phase including purchase of land and construction of CNG fueling station.  B. Purchase and install a CNG fueling station at current StarTran facility for handi-van vehicles.	3,160.9 FA 825.0 ST 736.3 SR  400.6 FA 80.1 SR						
	TOTAL	5,202.9	0.0	0.0	0.0	0.0	0.0	0.0
10	<b>Multi Modal Center - Feasibility Study</b> Conduct a study to determine the feasibility of construction of a new multi modal center and bus transfer center. Topics to study include site selection, environmental issues and funding.	100.0 FA 50.0 SR						
	TOTAL	150.0	0.0	0.0	0.0	0.0	0.0	0.0
11	<b>Bus Stop Improvements</b> Implementation of design standards for bus stop improvements. This will include bus pads, benches, shelters, sidewalk connections and design.	168.0 FA 42.0 SR	108.0 FA 27.0 SR					
	TOTAL	210.0	135.0	0.0	0.0	0.0	0.0	135.0
12	<b>Electric Charging Station</b> Purchase and install 2 electric charging stations for use with electric buses.	258,312 FA 64,578 GR						
	TOTAL	322,890	0.0	0.0	0.0	0.0	0.0	0.0



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		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIOR FISCAL YEARS	FS 2019-20	FS 2020-21	FS 2021-22	FS 2022-23		
13	<b>Autonomous Shuttles (Micro-AV)</b> Funding to lease 4 Micro-AV shuttles.		200.0 SR	200.0 SR				
	<b>TOTAL</b>	200.0	200.0	0.0	0.0	0.0	0.0	200.0
	State / Federal	6,182.3	1,387.0	6,785.0	79.0	64.0		8,315.0
	General Revenue	133.0	0.0	0.0	0.0	0.0		0.0
	Special Reserves	3,295.1	346.8	784.8	19.8	16.0		1,167.4
	<b>TOTAL</b>	9,610.4	1,733.8	7,569.8	98.8	80.0	0.0	9,482.4
	<b>OPERATIONS FUNDING SOURCE SUMMARY</b>							
	Fixed Route Operations & Specialized Transportation Services for Lincoln, NE							
	Section 5307 Preventative Maintenance		1,350.0	1,350.0	1,350.0			4,050.0
	Section 5307 Operating and JARC - StarTran		75.0	75.0	75.0			225.0
	Section 5307 Operating and JARC - Lincoln Literacy		10.0	10.0	10.0			30.0
	Section 5307 ADA		280.0	280.0	280.0			840.0
	NE (State Revenue/Aid)		1,155.0	1,100.0	1,100.0			3,355.0
	GR (General Revenues - Local Funds)		6,930.0	7,050.0	7,100.0			21,080.0
	SC (Service Charges - Local Funds)		3,150.0	3,150.0	3,150.0			9,450.0
	<b>TOTAL</b>	0.0	12,950.0	13,015.0	13,065.0	0.0	0.0	39,030.0
	<b>TOTALS FOR STARTRAN FUNDING</b>							
	<b>FEDERAL FUNDING</b>							
	Federal		1,387.0	6,785.0	79.0	64.0		8,315.0
	Section 5307 Preventative Maintenance		1,350.0	1,350.0	1,350.0			4,050.0
	Section 5307 Operating and JARC		85.0	85.0	85.0			255.0
	Section 5307 ADA		280.0	280.0	280.0			840.0
	<b>SUB-TOTAL FEDERAL FUNDING</b>	0.0	3,102.0	8,500.0	1,794.0	64.0	0.0	13,460.0
	<b>STATE FUNDING</b>							
	NE (State Revenue/Aid)		1,155.0	1,100.0	1,100.0			3,355.0
	State / Federal							0.0
	<b>SUB-TOTAL STATE FUNDING</b>	0.0	1,155.0	1,100.0	1,100.0	0.0	0.0	3,355.0
	<b>LOCAL FUNDING</b>							
	General Revenues		0.0	0.0	0.0	0.0		0.0
	GR (General revenues - Local Funds)		6,930.0	7,050.0	7,100.0	0.0		21,080.0
	SC (Service Charges - Local Funds)		3,150.0	3,150.0	3,150.0	0.0		9,450.0
	Special Reserves		346.8	784.8	19.8	16.0		1,167.4
	<b>SUB-TOTAL LOCAL FUNDING</b>	0.0	10,426.8	10,984.8	10,269.8	16.0	0.0	31,697.4
	<b>TOTAL</b>	0.0	14,683.8	20,584.8	13,163.8	80.0	0.0	48,512.4
	Notes: Revenue & cost estimates use an inflation rate of 3%							
	<b>STATUS OF PREVIOUS YEARS PROJECTS</b>							
	<b>Projects Completed or Under Contract</b>							





**Lincoln Airport Authority**

2020-2023 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA					AGENCY: Lincoln Airport Authority					
TRANSPORTATION IMPROVEMENT PROGRAM					DIVISION: Lincoln Municipal Airport					
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
(Control Number)	(Project Number)	(Work Phase)	PRIOR FISCAL YEARS FS	2019-20 FS	2020-21 FS	2021-22 FS			2022-23 FS	
1	<b>Master Plan</b>		675.0 FAA 75.0 LAA							
		TOTAL	750.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	<b>Snow Removal Equipment - Loader</b>		450.0 FAA 50.0 LAA							
		TOTAL	500.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	<b>Continuous Friction Measuring Equipment</b>		180.0 FAA 20.0 LAA							
		TOTAL	200.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	<b>General Aviation Development</b> LNK is experiencing strong GA growth and has developed aircraft storage on almost all available hangar sites. In order to stay abreast of GA growth, development of a new general aviation area is proposed. Step 1 of this process is to accomplish necessary preliminary design, environmental assessments, grading and infrastructure installations.				1,350.0 FAA 150.0 LAA					
		TOTAL	0.0	1,500.0	0.0	0.0	0.0	0.0	0.0	1,500.0
5	<b>Runway 18/36 - Sealcoat</b> The asphalt on runway 18/36 underwent a mill & overlay in 2014. The project will rejuvenate this pavement with a sealcoat to help ensure the continued longevity of the asphalt. Additionally, a sealcoat was last applied to Taxiways Golf and Northwest Juliet in 2005 and are also due for a sealcoat.					270.0 FAA 30.0 LAA				
		TOTAL	0.0	0.0	300.0	0.0	0.0	0.0	0.0	300.0
6	<b>SRE-Sweeper (Replace #4454)</b> Lincoln's current inventory of SRE (Snow Removal Equipment) includes 5 sweepers, the oldest of which was acquired in 1994 (3-31-0050-16). Per the FAA's Snow Removal Equipment Calculations spreadsheet, LNK is eligible for up to 5 sweepers. Adding the proposed sweeper to the fleet would reduce overall snow removal times and provide operational flexibility when other sweepers are out of service.					585.0 FAA 65.0 LAA				
		TOTAL	0.0	0.0	650.0	0.0	0.0	0.0	0.0	650.0
7	<b>Terminal Ramp Rehabilitation - Phase II</b> As a follow-on to work done in 2014 (3-31-0050-44 & 46), this program proposed to complete Phase II of our planned Terminal Ramp rehabilitation. While we are proposing this project for 2022, we would like to be able to adjust the timing of the project based on pavement conditions.						3,600.0 FAA 400.0 LAA			
		TOTAL	0.0	0.0	0.0	4,000.0	0.0	0.0	0.0	4,000.0
8	<b>Runway 14/32 Rehabilitation - Design</b> Runway 14/32 was last rehabilitated in 2002, including a replacement of the lighting system. With both the pavement and lighting system at the end of their useful lives, we propose to do preliminary design/design phases in the project to accurately define the scope and cost of a runway rehabilitation in 2024.							540.0 FAA 60.0 LAA		
		TOTAL	0.0	0.0	0.0	0.0	0.0	600.0	0.0	600.0

2020-2023 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	2019-20	FS	2020-21			FS	2021-22	FS	2022-23	FS
9	<b>Runway 14/32 Rehabilitation - Pavement and Lighting</b> With preliminary design/design work completed in the previous year, we would like to bid and construct a rehabilitation (monimal 5" mill & overlay, 8650' x 150') of the existing pavement. This pavement was constructed in 2002, with sealcoats applied in 2006 (LNK-34) and 2015 (LNK-51). With preliminary design completed in the previous year, we would like to bid and construct a rehabilitation of the existing lighting system. This lighting system was installed in 2002 (LNK-27), using the design standards of the time. With new design standards for light spacing and with a system age of over 20 years, would propose to replace the entire system with a new LED MIRL system, including the re-spacing of runway lights to meet current design criteria and the replacement of a 30+ year old emergency generator (serves Rwy 14/32, 17/35 and Twys A, C, E, K, N, P).												
	TOTAL	0.0		0.0		0.0		0.0		0.0		8,100.0 900.0 9,000.0	9,000.0
	<b>FUNDING SUMMARY</b>												
	<b>FAA FUNDS</b>												
	FAA(Airport Improvement Program)	1,305.0		1,350.0		855.0		3,600.0		540.0		0.0	6,345.0
	SUB-TOTAL FEDERAL FUNDING	1,305.0		1,350.0		855.0		3,600.0		540.0		0.0	6,345.0
	<b>STATE FUNDS</b>												
	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
	<b>LOCAL FUNDS</b>												
	LAA (Lincoln Airport Authority)	145.0		150.0		95.0		400.0		60.0		0.0	705.0
	SUB-TOTAL LOCAL FUNDING	145.0		150.0		95.0		400.0		60.0		0.0	705.0
	<b>TOTAL</b>	<b>1,450.0</b>		<b>1,500.0</b>		<b>950.0</b>		<b>4,000.0</b>		<b>600.0</b>		<b>9,000.0</b>	<b>16,050.0</b>





# Federal Transit Administration:

## Section 5310/5311 Projects

<b>2020-2023 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM</b>	<b>AGENCY:</b> FTA Program Funding <b>DIVISION:</b> 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	2019-20 FS	2020-21 FS	2021-22 FS			2022-23 FS
1	<b>Section 5311 Program</b>								
	<b>Vanpool Project</b> 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.								
	<b>a. Lincoln and Omaha (LCLC &amp; MAPA) Metro vanpool service for Lancaster, Sarpy &amp; Douglas counties.</b>	76.32	5307						
	<b>b. Rural Nebraska vanpool service.</b>	84.0	5311					84.0	
	<b>TOTAL</b>	<b>181.32</b>	<b>OF</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21.0</b>
2	<b>Section 5310 Program</b>								
	<b>a. Tabitha Inc.</b> 2 low floor van								
		59.2	5310						
	<b>TOTAL</b>	<b>74.0</b>	<b>OF</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>74.0</b>
	<b>b. Madonna Foundation</b> Capital - 2 low floor van	59.20	5310						
	Technology - MDT/Radio	14.80	OF						
	Capital - 1 small bus	6.43	5310		52.80	5310			
	Capital - 1 low floor van	1.61	OF		13.20	OF			
	Technology - radio rental				32.00	5310			
	<b>TOTAL</b>	<b>82.04</b>	<b>OF</b>	<b>110.20</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>192.24</b>
<b>c. Region V L3</b> 3, 7 passenger van	55.20	5310							
<b>TOTAL</b>	<b>69.0</b>	<b>OF</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>69.0</b>	
<b>d. Region V L1</b> 2 low floor van	59.20	5310							
<b>TOTAL</b>	<b>74.0</b>	<b>OF</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>74.0</b>	



<b>2020-2023 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM</b>	<b>AGENCY:</b> FTA Program Funding <b>DIVISION:</b> Section 5310/5311 Projects
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PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)											
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS					
		PRIOR FISCAL YEARS	FS	2019-20	FS	2020-21			FS	2021-22	FS	2022-23	FS
(Control Number)	(Project Number)	(Work Phase)											
<b>e. Region V L5</b>	Capital - 1 small bus		48.00	5310									
			12.00	OF									
	Capital - 1, 12 passenger van		24.00	5310									
			6.00	OF									
	Capital - 1, 12 passenger van				25.60	5310							
					6.40	OF							
Capital - 1 low floor van				32.00	5310								
				8.00	OF								
	<b>TOTAL</b>		<b>90.0</b>			<b>72.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>	<b>162.0</b>
<b>f. City of Lincoln - Parks &amp; Recreation Dept.</b>	1 small bus				52.80	5310							
					13.20	OF							
	<b>TOTAL</b>		<b>0.0</b>		<b>66.0</b>			<b>0.0</b>		<b>0.0</b>		<b>0.0</b>	<b>66.0</b>
	<b>FY 2015 Allocation Carry-over</b>		-80.571	5310									
			80.571	5310									
	<b>TOTAL</b>		<b>0.000</b>		<b>0.000</b>			<b>0.0</b>		<b>0.0</b>		<b>0.0</b>	<b>0.000</b>
<b>3</b>	<b>FY 2016 Allocation</b>		-187.656	5310									
			187.656	5310									
	<b>TOTAL</b>		<b>0.000</b>		<b>0.000</b>			<b>0.0</b>		<b>0.0</b>		<b>0.0</b>	<b>0.000</b>
<b>4</b>	<b>FY 2017 Allocation</b>		-43.005	5310		-150.9	5310						
			43.005	5310		150.9	5310						
	<b>TOTAL</b>		<b>0.0</b>		<b>0.0</b>	<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>	<b>0.0</b>
<b>5</b>	<b>FY 2018 Allocation</b>				-47.7	5310							
					201.9	5310							
	<b>TOTAL</b>		<b>0.0</b>		<b>154.2</b>			<b>0.0</b>		<b>0.0</b>		<b>0.0</b>	<b>154.2</b>

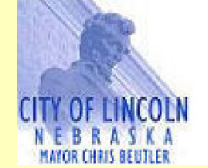
2020-2023 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: FTA Program Funding DIVISION: Section 5310/5311 Projects								
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)  (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)										
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS				
		PRIOR FISCAL YEARS	FS	2019-20	FS	2020-21			FS	2021-22	FS	2022-23
<b>FUNDING SUMMARY</b>												
<b>FEDERAL FUNDS</b>												
FA (Federal Aid)		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
5307 (FTA Section 5307 Funds)		76.3		0.0		0.0		0.0		0.0		76.3
5310 (FTA Section 5310 Funds)		311.2		352.8		0.0		0.0		0.0		664.0
5311 (FTA Section 5311 Funds)		84.0		0.0		0.0		0.0		0.0		84.0
SUB-TOTAL FEDERAL FUNDING		471.6		352.8		0.0		0.0		0.0		824.3
<b>STATE FUNDS</b>												
NE (State of Nebraska)		0.0		0.0		0.0		0.0		0.0		0.0
SUB-TOTAL STATE FUNDING		0.0		0.0		0.0		0.0		0.0		0.0
<b>LOCAL FUNDS</b>												
OF (Other Funds)		98.8		49.6		0.0		0.0		0.0		148.4
SUB-TOTAL LOCAL FUNDING		98.8		49.6		0.0		0.0		0.0		148.4
<b>TOTAL</b>		<b>570.4</b>		<b>402.4</b>		<b>0.0</b>		<b>0.0</b>		<b>0.0</b>		<b>402.4</b>
<b>STATUS OF PREVIOUS YEARS PROJECTS</b>												
<b>Projects Completed or Under Contract</b>												



# Pedestrian, Bike & Trails

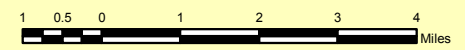
**Lincoln Metropolitan Planning Organization  
Transportation Improvement Program**

**Ped, Bike and Trails  
FY 2020 - 2023**



- Trail Projects
- Trail Projects
- Existing Parks

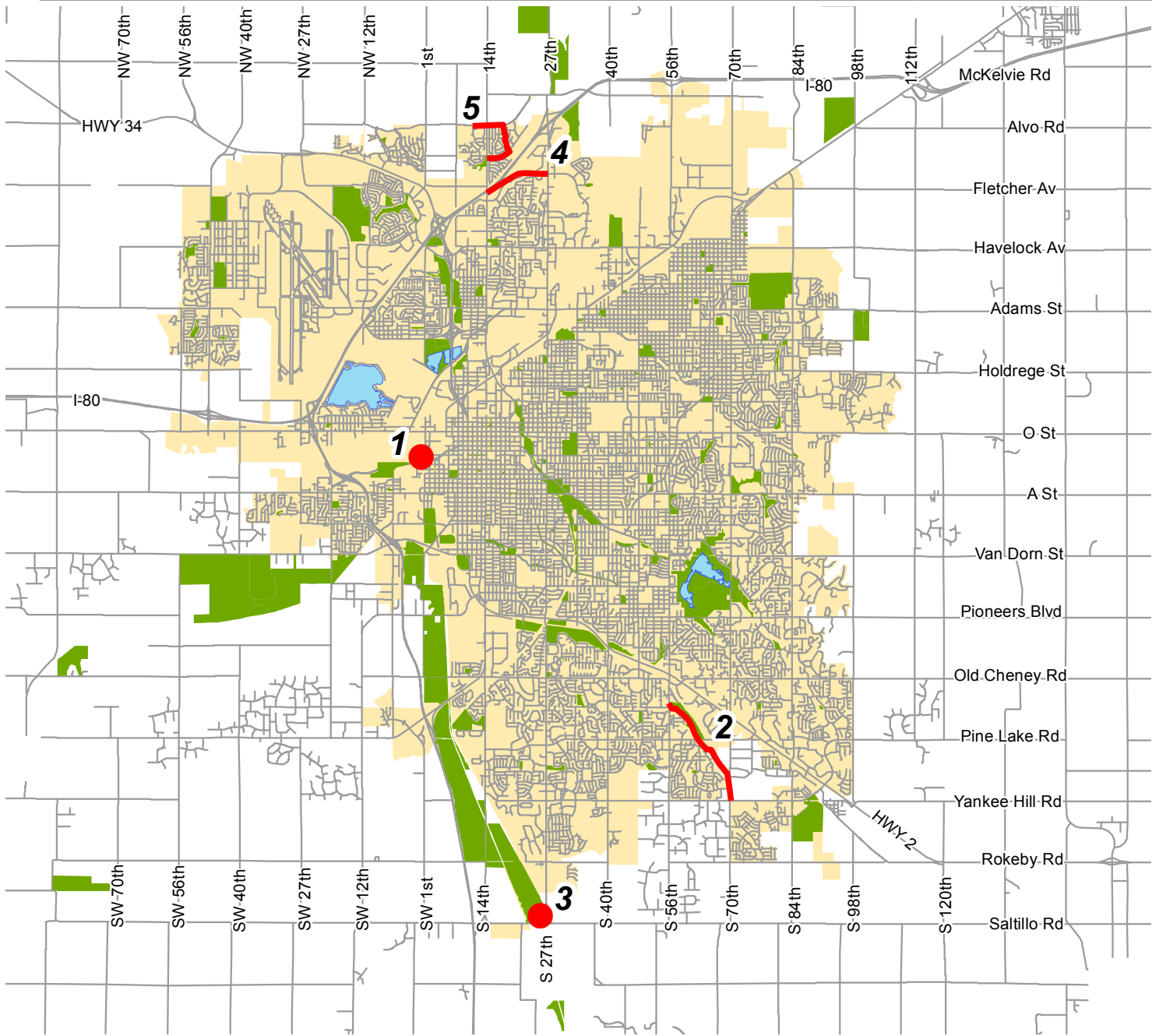
- #1 Rosa Parks Way Trail**
- #2 Beal Slough Trail Project**
- #3 Wilderness Park Bridges**
- #4 Fletcher Landmark Trail**
- #5 Stonebridge Trail**



Lower Platte South  
Natural Resources District



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



2020-2023 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	2019-20	FS	2020-21			FS	2021-22	FS	2022-23	FS	
(Control Number)	(Project Number)	(Work Phase)												
1	<b>Lower Platte South Natural Resource District</b>  <b>Rosa Parks Way Trail</b> 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										
		ROW			17.6	TA1								
		ROW			4.4	NR								
		Construction			609.6	TA1								
		Construction			152.4	NR								
		Construction			50.0	RT								
		Construction			5.0	GP								
		CE			97.6	TA1								
		CE			24.4	NR								
	C.N. 12945	ENH-55(164)	TOTAL	52.0		961.0		0.0		0.0		0.0	1,013.0	
2	<b>City of Lincoln Parks &amp; Recreation Department</b>  <b>Beal Slough Trail Project</b> 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.	ROW			8.0	TA2								
		ROW			2.0	LN								
		Construction					698.6	TA2						
		Construction					174.7	LN						
		CE					95.3	TA2						
		CE					23.8	LN						
		TOTAL	C.N. 13366	TAP-55(182)	TOTAL	0.0		10.0		992.4		0.0		0.0
3	<b>Wilderness Park Bridges</b> 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.	Const/CE	359.6	LN										
		Const/CE	7.5	GP										
		Const/CE	20.1	OF										
		TOTAL			387.2		0.0		0.0		0.0		0.0	387.2
4	<b>Fletcher Landmark Trail</b> 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	TA2		
		Construction									126.1	LN		
		CE									68.8	TA2		
		CE									17.2	LN		
TOTAL			0.0		86.0		0.0		25.6		716.3	0.0	827.9	

2020-2023 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	2019-20	FS	2020-21			FS	2021-22	FS	2022-23
(Control Number)	(Project Number)	(Work Phase)										
5	<b>Stonebridge Trail</b> 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	Construction	642.9	TA2								
		Construction	160.1	LN								
		CE	96.4	TA2								
		CE	24.1	LN								
		<b>TOTAL</b>	<b>923.5</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>923.5</b>
<b>FUNDING SUMMARY</b>												
<b>FEDERAL FUNDS</b>												
	CMAQ (Congestion Mitigation and Air Quality)		0.0		0.0	0.0	0.0	0.0	0.0	0.0		
	RTP (Recreational Trails Program)		0.0		0.0	0.0	0.0	0.0	0.0	0.0		
	TE (STPB - Sub-Allocation, Transportation Enhancement)		0.0		0.0	0.0	0.0	0.0	0.0	0.0		
	TA1 (STP-TA - State Transportation Alternatives Program)		41.6		724.8	0.0	0.0	0.0	0.0	0.0		
	TA2 (STP-TA - Lincoln MPO Transportation Alternatives Program)		739.3		76.8	793.9	20.5	573.0				
	TAC (Advanced Construction for STP-TA-Transportation Alternatives Program Funding)		0.0		0.0	0.0	0.0	0.0	0.0	0.0		
	SR (SRTS - Safe Routes to School)		0.0		0.0	0.0	0.0	0.0	0.0	0.0		
	<b>SUB-TOTAL FEDERAL FUNDING</b>		<b>780.9</b>		<b>801.6</b>	<b>793.9</b>	<b>20.5</b>	<b>573.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,969.9</b>
<b>STATE FUNDS</b>												
	NE (State Revenue / Aids)		0.0		0.0	0.0	0.0	0.0	0.0	0.0		
	<b>SUB-TOTAL STATE FUNDING</b>		<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>LOCAL FUNDS</b>												
	NR (Lower Platte South Natural Resource District Funds)		10.4		181.2	0.0	0.0	0.0	0.0	0.0		
	GP (Great Plains Trail Network Private Contributions)		7.5		5.0	0.0	0.0	0.0	0.0	0.0		
	RT (Railroad Transportation Safety District)		0.0		50.0	0.0	0.0	0.0	0.0	0.0		
	LN (City of Lincoln Funds)		543.8		19.2	198.5	5.1	143.3				
	HIC (City of Hickman Funds)		0.0		0.0	0.0	0.0	0.0	0.0	0.0		
	PR (Other Private Contributions)		0.0		0.0	0.0	0.0	0.0	0.0	0.0		
	OF (Other Funds)		20.1		0.0	0.0	0.0	0.0	0.0	0.0		
	<b>SUB-TOTAL LOCAL FUNDING</b>		<b>581.8</b>		<b>255.4</b>	<b>198.5</b>	<b>5.1</b>	<b>143.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,184.1</b>
<b>TOTAL</b>			<b>1,362.7</b>		<b>1,057.0</b>	<b>992.4</b>	<b>25.6</b>	<b>716.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4,154.0</b>
<b>STATUS OF PREVIOUS YEARS PROJECTS</b>												
<b>Lower Platte South Natural Resources District</b>												
		PE	40.0	RTP								
	<b>Salt Creek Levee Trail</b>	PE	10.0	NR								
	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	Construction	284.0	RTP								
	Park Trail terminates and continue northeasterly to Cornhusker Highway and connect to the northern	Construction	71.0	NR								
	segment of the Salt Creek Levee trail system.	Const/CE	40.0	RTP								
		Const/CE	10.0	NR								




# Railroad Transportation Safety District

*Lincoln Metropolitan Planning Organization*  
**Transportation Improvement Program**

**Railroad Transportation  
Safety District**  
*FY 2020 - 2023*



 **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.**



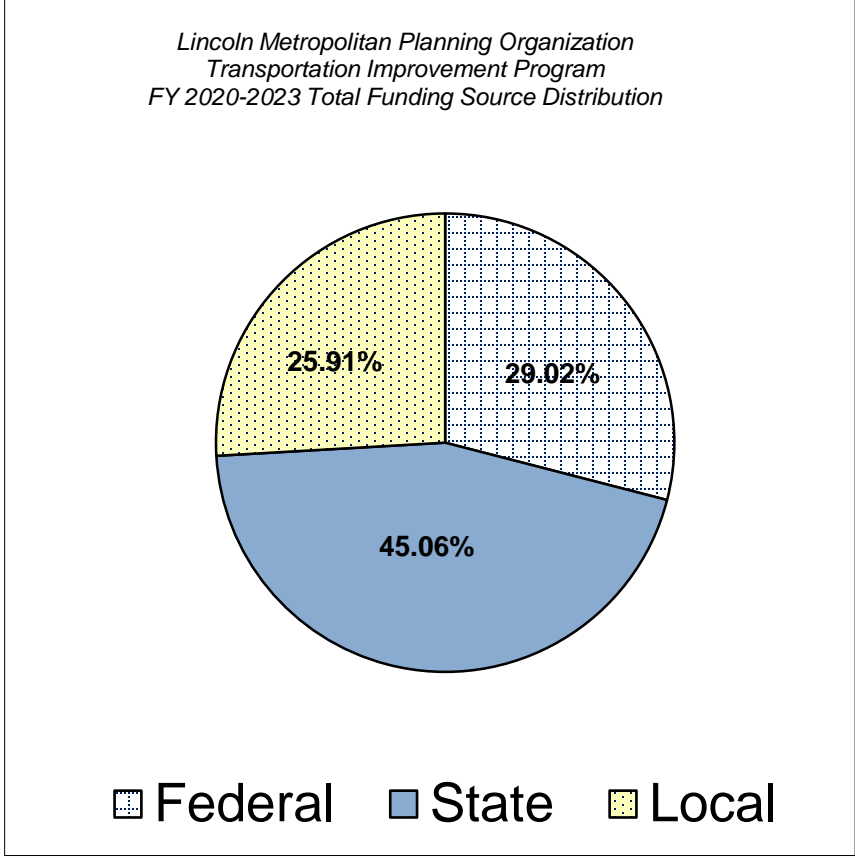
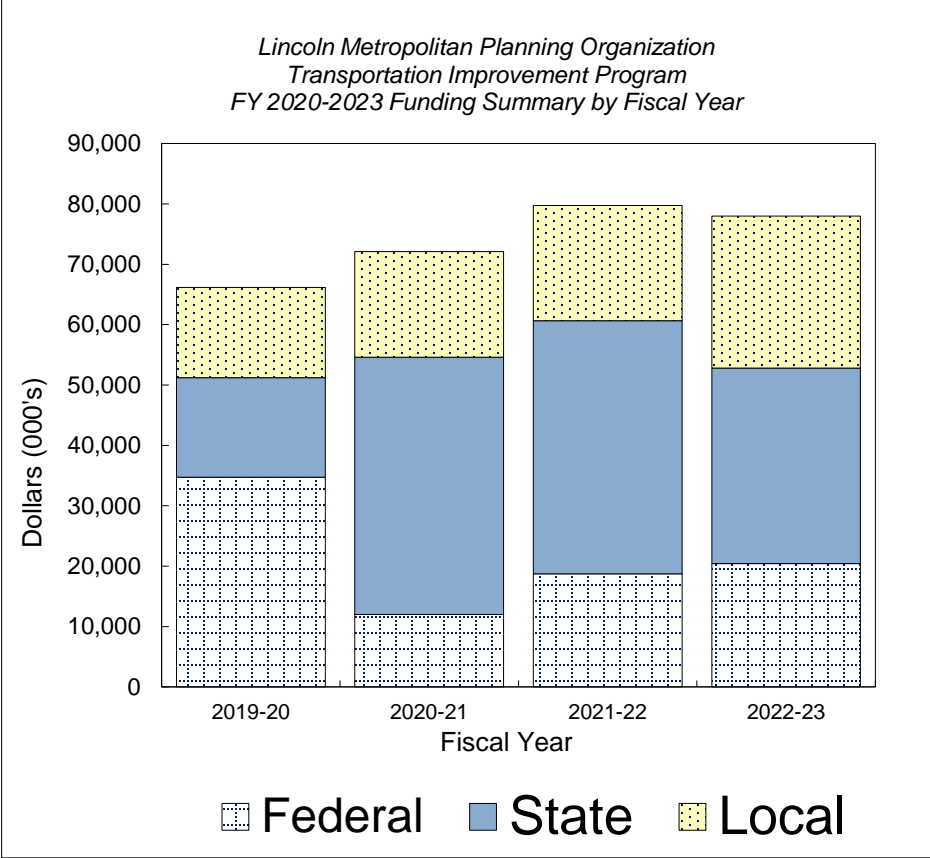
2020-2023 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: City of Lincoln		DIVISION: Railroad Transportation Safety District											
PROJ NO (Map)	PROJECT (Location & Distance)			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)													
	(Improvement Description)			PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS							
	(Control Number)	(Project Number)	(Work Phase)	PRIOR FISCAL YEARS	FS	2019-20	FS	2020-21			FS	2021-22	FS	2022-23	FS		
1	<b>33rd and Cornhusker/BNSF Rail Corridor</b> This project would implement study results to remove two at-grade crossings which would improve safety and mobility for existing and future traffic needs in the area. Complete funding for this project is not shown. This project is part of Transportation System Optimization.																
			PE/ROW Construction	10,400.0		1,200.0	RT			3,500.0	RT	7,100.0	RT	4,300.0	RT	10,000.0	
			<b>TOTAL</b>	<b>10,400.0</b>		<b>1,200.0</b>		<b>3,500.0</b>		<b>7,100.0</b>		<b>4,300.0</b>		<b>10,000.0</b>		<b>36,500.0</b>	
<b>FUNDING SUMMARY</b>																	
<b>FEDERAL FUNDS</b>																	
			SUB-TOTAL FEDERAL FUNDING	0.0		0.0		0.0		0.0		0.0		0.0		0.0	
<b>STATE FUNDS</b>																	
			SUB-TOTAL STATE FUNDING	0.0		0.0		0.0		0.0		0.0		0.0		0.0	
<b>LOCAL FUNDS</b>																	
			RT (Railroad Transportation Safety District)	0.0		1,200.0		0.0		0.0		0.0		0.0		0.0	
			SUB-TOTAL LOCAL FUNDING	0.0		1,200.0		3,500.0		7,100.0		4,300.0		10,000.0		26,100.0	
<b>TOTAL</b>				<b>0.0</b>		<b>1,200.0</b>		<b>3,500.0</b>		<b>7,100.0</b>		<b>4,300.0</b>		<b>10,000.0</b>		<b>26,100.0</b>	





# Funding Summary

## 2020-2023 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM

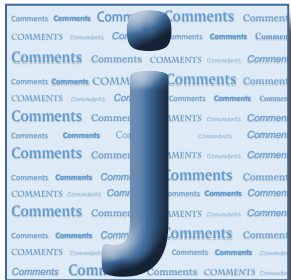


**2020-2023 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA  
TRANSPORTATION IMPROVEMENT PROGRAM**

**SUMMARY OF PROGRAM EXPENDITURES**

	AGENCY	FISCAL YEARS				Total for Four Years	Costs Beyond Program
		2019-20	2020-21	2021-22	2022-23		
<b>A</b>	<b>State of Nebraska</b>						
	FEDERAL	35,968.0	9,678.0	3,204.0	9,722.0	58,572.0	
	STATE	11,436.0	32,451.0	30,801.0	32,430.0	107,118.0	
	LOCAL	0.0	0.0	0.0	0.0	0.0	
	<b>SUB-TOTAL</b>	<b>47,404.0</b>	<b>42,129.0</b>	<b>34,005.0</b>	<b>42,152.0</b>	<b>165,690.0</b>	<b>89,375.0</b>
<b>B</b>	<b>Lancaster County</b>						
	FEDERAL	337.6	873.4	5,632.0	2,118.0	8,961.0	
	STATE	0.0	0.0	0.0	0.0	0.0	
	LOCAL	3,824.4	3,097.0	4,408.0	0.0	11,329.4	
	<b>SUB-TOTAL</b>	<b>4,162.0</b>	<b>3,970.4</b>	<b>10,040.0</b>	<b>2,118.0</b>	<b>20,290.4</b>	<b>3,710.0</b>
<b>C</b>	<b>City of Lincoln Transportation and Utilities</b>						
	FEDERAL	12,014.4	8,061.5	7,000.0	7,382.0	34,457.9	
	STATE	54.9	2.5	0.0	0.0	57.4	
	LOCAL	24,946.1	23,693.6	22,742.3	20,637.3	92,019.3	
	<b>SUB-TOTAL</b>	<b>37,015.4</b>	<b>31,757.6</b>	<b>29,742.3</b>	<b>28,019.3</b>	<b>126,534.6</b>	<b>26,055.5</b>
<b>D</b>	<b>StarTran</b>						
	FEDERAL	3,102.0	8,500.0	1,794.0	64.0	13,460.0	
	STATE	1,155.0	1,100.0	1,100.0	0.0	3,355.0	
	LOCAL	10,426.8	10,984.8	10,269.8	16.0	31,697.4	
	<b>SUB-TOTAL</b>	<b>14,683.8</b>	<b>20,584.8</b>	<b>13,163.8</b>	<b>80.0</b>	<b>48,512.4</b>	<b>0.0</b>
<b>E</b>	<b>Lincoln Airport Authority</b>						
	FEDERAL	1,350.0	855.0	3,600.0	540.0	6,345.0	
	STATE	0.0	0.0	0.0	0.0	0.0	
	LOCAL	150.0	95.0	400.0	60.0	705.0	
	<b>SUB-TOTAL</b>	<b>1,500.0</b>	<b>950.0</b>	<b>4,000.0</b>	<b>600.0</b>	<b>7,050.0</b>	<b>9,000.0</b>
<b>F</b>	<b>Section 5310 / 5311 Projects</b>						
	FEDERAL	0.0	0.0	0.0	0.0	0.0	
	STATE	352.8	0.0	0.0	0.0	352.8	
	LOCAL	0.0	0.0	0.0	0.0	0.0	
	<b>SUB-TOTAL</b>	<b>352.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>352.8</b>	<b>0.0</b>
<b>G</b>	<b>Ped, Bikes &amp; Trails</b>						
	FEDERAL	801.6	793.9	20.5	573.0	2,189.0	
	STATE	0.0	0.0	0.0	0.0	0.0	
	LOCAL	255.4	198.5	5.1	143.3	602.3	
	<b>SUB-TOTAL</b>	<b>1,057.0</b>	<b>992.4</b>	<b>25.6</b>	<b>716.3</b>	<b>2,791.3</b>	<b>0.0</b>
<b>H</b>	<b>Railroad Transportation Safety Dist.</b>						
	FEDERAL	0.0	0.0	0.0	0.0	0.0	
	STATE	0.0	0.0	0.0	0.0	0.0	
	LOCAL	1,200.0	3,500.0	7,100.0	4,300.0	16,100.0	
	<b>SUB-TOTAL</b>	<b>1,200.0</b>	<b>3,500.0</b>	<b>7,100.0</b>	<b>4,300.0</b>	<b>16,100.0</b>	<b>10,000.0</b>
	<b>PROGRAM TOTAL</b>						
	FEDERAL	53,573.6	28,761.8	21,250.5	20,399.0	123,984.9	
	STATE	12,998.7	33,553.5	31,901.0	32,430.0	110,883.2	
	LOCAL	40,802.7	41,568.9	44,925.2	25,156.6	152,453.4	
	<b>SUB-TOTAL</b>	<b>107,375.0</b>	<b>103,884.2</b>	<b>98,076.7</b>	<b>77,985.6</b>	<b>387,321.5</b>	
<b>PROGRAM TOTAL</b>		<b>107,375.0</b>	<b>103,884.2</b>	<b>98,076.7</b>	<b>77,985.6</b>	<b>387,321.5</b>	<b>138,140.5</b>





Comments

## MEETING RECORD

**NAME OF GROUP:** TECHNICAL COMMITTEE MEETING

**DATE, TIME AND PLACE OF MEETING:** April 24, 2019, 1:30 p.m., Conference Room 113, County-City Building, 555 S. 10<sup>th</sup> St., Lincoln, NE

**MEMBERS AND OTHERS IN ATTENDANCE:** David Cary – Planning Department, Pam Dingman – County Engineering, Miki Esposito - Lincoln Transportation and Utilities, Paul Barnes and Kellee Van Bruggen – Planning Dept., Gary Bergstrom – Health Dept., Lonnie Burklund – Lincoln Transportation and Utilities, Brian Praeuner – StarTran, Tom Goodbarn and Craig Wacker – Nebraska Dept. of Transportation (NDOT), Richard Bishop – Urban Development, Chad Lay – Lincoln Airport Authority, Larry Legg – County Engineer, Roger Figard – Railroad Transportation Safety District (RTSD) and Sara Hartzell – Parks and Recreation; (Randy Hoskins – Lincoln Transportation and Utilities absent)  
Teresa McKinstry of the Planning Dept. and other interested parties.

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

### **REVIEW AND ACTION ON THE FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP):**

Barnes stated that this is the new TIP. It is a four schedule of transportation projects for the entire MPO. This is developed with input from all the agencies in the MPO. We bring this forward today for review and recommendation. It will be recommended to the Planning Commission next week. All those comments and input will be forwarded to Officials Committee on May 10, 2019 for their action. This will be forwarded to the State for inclusion in the state TIP. The Project Selection Committee and MPO staff have reviewed this.

The State program includes various projects, along with the South Beltway. Lancaster County includes a safety project along Saltillo Rd. and two capital projects along 98<sup>th</sup> Street. Since 98<sup>th</sup> St. is in close proximity to the City of Lincoln, this will be a closely coordinated project. LTU focuses on transportation, safety, sidewalks and capital roadway projects. StarTran focuses on operational and capital improvement projects. The next program is Lincoln Airport Authority. This focuses on operational and capital improvements. Funds mostly come from the Federal Aviation Administration and local dollars. They are including an Airport Master Plan project.



The Federal Transportation Administration includes the Nebraska DOT vanpool project and carries over the Section 5310 program. For Ped, Bike and Trails, we have an NRD (Natural Resources Project) project for Rosa Parks Way. The current TIP was amended for this. There is The Beal Slough Trail and the Wilderness Park Bridges. The Railroad Transportation Safety District has a project for the 33<sup>rd</sup> St. and Cornhusker Hwy. grade separation project.

Cary would like Lay to address the Airport Master Plan. Lay stated that their last master plan was created some time ago. As they looked over their medium to long range plans, the thought was that now was a good time to review their plans and look at forecasting to help determine field challenges. That is a big concern for the FAA (Federal Aviation Administration).

**ACTION:**

Esposito moved approval of the FY 2020-2023 Transportation Improvement Program, seconded by Burklund and carried 15-0: Barnes, Bergstrom, Bishop, Burklund, Cary, Dingman, Esposito, Figard, Goodbarn, Hartzell, Lay, Legg, Praeuner, Van Bruggen and Wacker voting 'yes'; Hoskins absent.

## MEETING RECORD

**NAME OF GROUP:** PLANNING COMMISSION

**DATE, TIME AND PLACE OF MEETING:** Wednesday, May 1, 2019, 1:00 p.m., Hearing Room 112 on the first floor of the County-City Building, 555 S. 10<sup>th</sup> Street, Lincoln, Nebraska

**MEMBERS IN ATTENDANCE:** Dick Campbell, Tracy Corr, Deane Finnegan, Maja Harris, Christy Joy, Denis Scheer, and Sandra Washington; Tom Beckius and Tracy Edgerton absent. David Cary, Steve Henrichsen, Brian Will, Geri Rorabaugh and Amy Huffman of the Planning Department; media and other interested citizens.

**STATED PURPOSE OF MEETING:** Regular Planning Commission Hearing

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

**MISCELLANEOUS 19002, LINCOLN MPO PROPOSAL: REVIEW AS TO CONFORMANCE WITH THE CURRENT LINCOLN METROPOLITAN PLANNING ORGANIZATION (MPO) LRTP THE DRAFT 2020 TO 2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP).**

**PUBLIC HEARING**

**May 1, 2019**

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

**Staff Recommendation:** Conformance with the LRTP.

There were no ex parte communications disclosed.

**Staff Presentation:** Paul Barnes of the Planning Department stated this is the 4-year schedule of transportation improvement projects that use federal dollars or that have significant impact on the local transportation system. It encompasses federally-aided systems such as the interstate and state highways, major arterial streets, public transportation such as Star Tran, maintenance and capital projects such as bridges and bike and pedestrian trails, and regional projects that have impact. The TIP includes a description of various projects and of the funding sources for each.

The plan was developed by multiple agencies and was reviewed by a project selection committee on April 4<sup>th</sup> of this year. They voted to move the plan forward. The MPO Technical Committee also met last week and their recommendation was support and approval of the draft. If this body

determines conformity, the next stop will be the MPO Officials Committee which will meet on May 10<sup>th</sup>. Staff recommends a finding of Conformance. After the Officials Committee, the draft will be sent to the Nebraska Department of Transportation (NDOT) for inclusion in their State TIP, which is a consolidation of plans from across the state. The final stop is the Federal Highway and Transit Administration for approval on October 1<sup>st</sup> of this year.

Barnes went on to highlight the projects included. The NDOT included safety and systems operational upgrades, two major maintenance project areas, five surface repairs and South Beltway projects that are being carried forward from the last plan. They also include a mill and overlay project for Highway 77 that was delivered this morning. If this body recommends support for that, the motion will need to include the associated staff-recommended amendment to the plan.

Lancaster County Engineer has included two new capital projects for two segments of S. 98<sup>th</sup> Street between Old Cheney Road and O Street. Since this is so close to the City limits, the City will coordinate closely with the city and the county on the design and construction. Lincoln Transportation and Utilities mentions traffic management and intelligent transportation systems. They are also concerned with safety and operations costs. Projects include sidewalks, some bridge improvements, as well as two segments of West A Street, Pine Lake Road, S. 40<sup>th</sup>, and East Beltway protections.

Star Tran includes operations and other capital improvement programs. These are mostly funded through the Federal Transit Program and are matched locally. They seek a maintenance facility relocation and a multi-modal center feasibility study. The Airport Authority projects are funded through Federal Aviation Administration dollars, matched locally. They include runway improvements and an airport masterplan. The MPO includes membership from the airport.

The Federal Transportation Administration carried forward the NDOT Vanpool Project and the Section 5310 Program shown in prior fiscal years. Pedestrian and bicycle trail projects are the LPSNRD's Rosa Parks Way Trail and the City's Parks and Recreation Department' Beal Slough Trail Project, Wilderness Park Bridges, Fletcher Landmark Trail, and Stonebridge trail. The Railroad Transportation Safety District's main focus is on the grade-separated crossing for 33<sup>rd</sup> Street and Cornhusker Highway.

Corr asked if there is a site selected for the StarTran facility or the multi-modal center and how large the multi-modal center is expected to be. Barnes said there is a site identified for StarTran and they are working through the environmental and federal processes to acquire that. The upcoming feasibility study for the multi-modal center will provide more detailed answers about potential needs, including size and location.

Campbell asked if the County's S. 98<sup>th</sup> Street project will be carefully coordinated with City growth, with the potential to add lanes in the future as needed. Barnes said the design will be considered carefully by both in terms of including the rural to urban transition that this area is expected to go through. Campbell noted one portion is already within City limits.

There was no public testimony on this item.

**MISCELLANEOUS 19002**

**ACTION BY PLANNING COMMISSION:**

**May 1, 2019**

Campbell moved to recommend Conformance with the LRTP, as amended by Staff; seconded by Washington and carried, 7-0: Campbell, Corr, Finnegan, Harris, Joy, Washington and Scheer voting 'yes'; Beckius and Edgerton absent.

## MEETING RECORD

**NAME OF GROUP:** OFFICIALS COMMITTEE MEETING

**DATE, TIME AND PLACE OF MEETING:** May 10, 2019, 9:30 a.m., Mayor's Conference Room, County-City Building, 555 S. 10<sup>th</sup> Street, Lincoln, NE

**MEMBERS AND OTHERS IN ATTENDANCE:** Roma Amundson, Mayor Chris Beutler, Jennifer Brinkman, Ryan Huff, Cyndi Lamm and Bennie Shobe. Teresa McKinstry, David Cary and Kellee Van Bruggen of the Planning Dept.; Pam Dingman, County Engineer and Brian Praeuner of StarTran.

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

### **REVIEW AND ACTION ON THE FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP):**

Van Bruggen stated that the TIP is required on an annual basis. We look at transportation projects that are coming up. Paul Barnes prepared the memo on this. There was a change of funding for the South Beltway project for the State of Nebraska. We have various different departments that all receive federal funding. She gave a brief review of the various projects in the TIP.

Lamm inquired how projects are chosen. Van Bruggen responded that it starts with the LRTP. There is an MPO Project Selection Committee which meets and reviews projects. It is made up of members from City, County, State and Airport. We all work together. Lamm questioned if every project that involves federal funding for transportation comes before the committee. Van Bruggen replied yes. If it is in the TIP, it has to be in the LRTP. David Cary added the LRTP is the guiding document for long range activities. The projects in that, flow into the TIP. The TIP is the implementation part. The TIP can't add something without it at least being referenced in the LRTP. Lamm questioned if the projects all have federal funds or if they are making application for them. Cary answered that it could be both. Lamm asked if something is not approved, could it be dropped off the document. Cary stated that by putting a project in this document, they are in the process. If federal funding would not be available, and it doesn't happen very often, the document would have to be amended. This has been pretty stable and consistent.

**ACTION:**

Amundson moved approval of the FY 2020-2023 Transportation Improvement Program with the amendment to the State of Nebraska section, Project No. 1, Lincoln South Beltway, seconded by Shobe and carried 6-0: Amundson, Mayor Beutler, Brinkman, Huff, Lamm and Shobe voting 'yes'.

Brinkman announced that this is the first time Lancaster County has had capital roadway projects in the TIP. She is looking forward to working with the City. Inter-local for 98<sup>th</sup> St. is important. Pam Dingman agreed. This is important. There is a good chance that a substantial part of this project will be annexed into the City of Lincoln before completion.



## Lincoln Metropolitan Planning Organization

County-City Building  
555 S. 10<sup>th</sup> Street, Suite 213  
Lincoln, Nebraska 68508  
(402) 441-7491

### **Lincoln MPO Resolution: TIP-2019- Resolution Adopting the FY 2020-2023 Transportation Improvement Program**

**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 Fixing America's Surface Transportation Act (FAST Act), passed by the United States Congress and signed into law by the President in 2015, requires that each MPO adopt a transportation program that consists of federally funded and/or regionally significant transportation improvement projects within the metropolitan area; and,

**WHEREAS**, various federal, state, regional, and local agencies and organizations concerned with transportation planning for the MPO area have cooperatively developed the Transportation Improvement Program (TIP) for FY 2020 through 2023 to satisfy federal planning requirements of the FAST Act; and,

**WHEREAS**, the TIP is comprised of projects that are derived from the Lincoln MPO's adopted 2040 Long Range Transportation Plan, is consistent with local and state transportation plans, and has met the requirements of Title 23 Code of Federal Regulations Part 450.324; and,

**WHEREAS**, the MPO has involved the public and interested stakeholders in an open and transparent process as detailed by the MPO's Public Participation Plan which includes a public review and comment period of no less than 30 days;

**NOW, THEREFORE, BE IT RESOLVED** by the Officials Committee of the Lincoln MPO, that Transportation Improvement Program for FY 2020 through 2023 is adopted.

Approved by a vote of the MPO Officials Committee and signed this 10<sup>th</sup> day of May, 2019.

  
Lincoln MPO Officials Committee Chair

ATTEST

  
Pam Dingman, Lancaster County Engineer  
Lincoln MPO Technical Advisory Committee Chair



# NEBRASKA

Good Life. Great Journey.

**DEPARTMENT OF TRANSPORTATION**



Pete Ricketts, Governor

May 17, 2019

The Honorable Chris Beutler  
Mayor of Lincoln  
555 South 10<sup>th</sup> Street  
Lincoln NE 68508

Dear Mr. Beutler:

SUBJECT: State Approval by Governor's Designee of Lincoln MPO FY 2020 – FY 2023 TIP

As the Governor's designee, I am approving the Lincoln MPO FY 2020 – FY 2023 TIP Transportation Improvement Program (TIP) as approved by the Lincoln MPO Technical Advisory Committee and approved by the Lincoln MPO Officials Committee on May 10, 2019.

The TIP approval applies to the first four years of projects listed that involve federal funds. Federally funded projects in the first year of the TIP must be programmed by the Nebraska Department of Transportation. Lincoln MPO TIP is included in Nebraska's State Transportation Improvement Program (STIP) by reference. Consequently, the new TIP is included in Nebraska's STIP upon the notification to and approval of the Federal Highway Administration.

If you have any questions, please contact me at 402-479-3797.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ryan Huff".

Ryan Huff,  
Intermodal Planning Division Engineer

Kyle Schneweis, P.E., Director  
**Department of Transportation**  
1500 Highway 2  
PO Box 94759  
Lincoln, NE 68509-4759  
[dot.nebraska.gov](http://dot.nebraska.gov)

OFFICE 402-471-4567 FAX 402-479-4325  
NDOT.ContactUs@nebraska.gov

CC: J. Luther, FHWA  
D. Nguyen, FTA  
R. Huff, NDOT  
J. Gibson, NDOT  
K. Ruse, NDOT  
A. Starr, NDOT  
Kellee B. Van Bruggen, City of Lincoln MPO  
Division file



**U.S. Department of Transportation**

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

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

September 30, 2019

Mr. Kyle Schneweis, P.E.  
Director – State Engineer  
Nebraska Department of Transportation

**SUBJECT: FHWA/FTA Approval of the Nebraska FY 2020-2023  
Statewide Transportation Improvement Program**

Dear Mr. Schneweis:

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 2020 -2023 Statewide Transportation Improvement Program (STIP), as well as the projects from the incorporated metropolitan Transportation Improvement Programs (TIPs) for Lincoln (LCLC), South Sioux City (SIMPCO), Omaha (MAPA) and Grand Island (GIAMPO).

The Draft FY 2020-2023 STIP was available for public comment from August 15, 2019 through September 2, 2019. During this period, NDOT received no comments on the proposed STIP during the public outreach period.

The Metropolitan Area Planning Agency's (MAPA) Board of Directors approved the TIP on June 27, 2019 and NDOT approval for inclusion into the NDOT STIP was given on July 24, 2019. The Lincoln MPO TIP was approved by the Officials Committee on May 10, 2019 and NDOT approval for inclusion into the NDOT STIP was given on May 17, 2019. The Siouland Interstate Metropolitan Planning Council (SIMPCO) TIP Policy board approved the TIP on July 11, 2019 and on August 6, 2019 NDOT approved the TIP for inclusion into the STIP. The Grand Island TIP was approved by the Policy Board on May 28, 2019 and NDOT approval for inclusion into the STIP was given on July 24, 2019.

Throughout the year, FHWA and FTA have had ongoing communication with the NDOT, the metropolitan planning organizations (MPOs) and the state's transit agencies. In accordance with 23 CFR Part 450.218(b) and 23 CFR Part 450.334(a), 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 2020 -2023 STIP, the aforementioned monitoring activities throughout the year, the MPO's self-certifications, and the attached planning

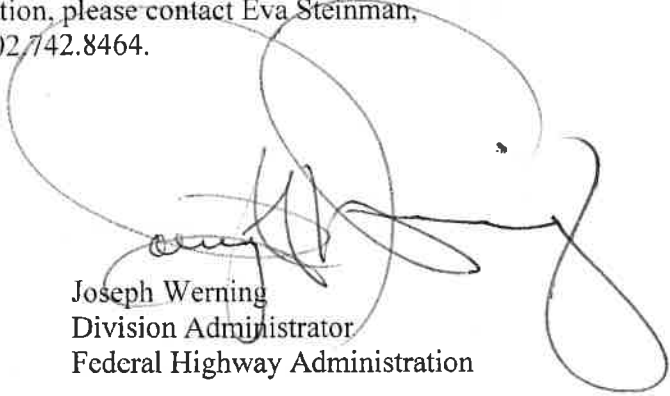
finding, the FY 2020-2023 Statewide Transportation Improvement Program (STIP) is hereby approved.

If you have any questions or need additional information, please contact Eva Steinman, FTA, at 816.329.3931 or Justin Luther, FHWA, at 402.742.8464.

Sincerely,

*Mark Bechtel*

Mokhtee Ahmad  
Regional Administrator  
Federal Transit Administration

  
Joseph Werning  
Division Administrator  
Federal Highway Administration

*fa*  
Attachment

cc:

Darla Hugaboom, FHWA IA  
Eva Steinman, FTA  
Justin Luther, FHWA  
Kendall Tonjes, NDOT  
Amy Starr, NDOT  
Craig Wacker, NDOT  
Ryan Huff, NDOT  
Curtis Nosal, NDOT  
Greg Youell, MAPA  
Michael Helgerson, NDOT  
David Cary, Lincoln MPO  
Michelle Bostinelos, SIMPCO  
Alan Zaft, Lincoln MPO  
John Collins, GIAMPO

## **FY 2020-2023 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 2020-2023 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 2020-2023 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 the 2019 federal 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 27, 2019 and NDOT approval for inclusion into the NDOT STIP was given on July 24, 2019.

The Lincoln MPO TIP was approved by the Officials Committee on May 10, 2019 and NDOT approval for inclusion into the NDOT STIP was given on May 17, 2019.

The Siouxland Interstate Metropolitan Planning Council (SIMPCO) TIP Policy board approved the TIP on July 11, 2019 and on August 6, 2019 NDOT approved the TIP for inclusion into the STIP.

The Grand Island TIP was approved by the Policy Board on May 28, 2019 and NDOT approval for inclusion into the STIP was given on July 24, 2019. We have determined that the FY 2020-2023 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. A letter is sent annually to all non-metropolitan elected and appointed officials offering them an opportunity to comment on the STIP. In the letter, a link is provided to the online STIP to facilitate review and comment by non-metropolitan local officials. The 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 2020-2023 STIP was available for public comment starting August 15, 2019 running thru September 2, 2019. During this period, NDOT received no comments on the proposed STIP during the public outreach period.

### **Self-Certification Statements:**

The self-certification statements are an opportunity for the MPOs and NDOT 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.

## **Action plan for Technology Transfer (T2) Peer Exchange:**

In 2018, the FHWA awarded a Technology Transfer (T2) grant to NDOT to host a peer exchange focusing on improving the planning process in Nebraska. 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 peer exchange developed an action plan for the Nebraska Planning partners to implement with short term and longer term strategies to improve the planning process. NDOT should update the Nebraska Planning partners on the status of implementing the action plan at the next MPO coordination meeting.

## **The Rescission**

A rescission is legislation enacted by Congress that cancels the availability of budget authority (*e.g.*, contract authority) before that authority would otherwise expire. Note that a rescission of funds (contract authority) does not directly affect obligation limitation. Section 1438 of the FAST Act contains a \$7.569 billion rescission will take effect in FY2020. The rescission calculations will be based on unobligated balances of contract authority for apportioned programs (excluding those funds not subject to the rescission) as of September 30, 2019. The Nebraska Department of Transportation took proactive measures throughout the year to reduce the potential impact of the rescission on Nebraska's overall Federal-aid highway program. Thus, Nebraska only has a few programs potentially impacted by the rescission, mainly the Transportation Alternatives Program (TAP) and residual Transportation Enhancement program. Unless there is congressional action taken funds will be rescinded on July 1, 2020. NDOT should coordinate the potential impacts of the rescission to each of the MPOs. FHWA is available to provide any technical assistance to both NDOT and the MPOs regarding the potential rescission impacts.

## **MPO Obligation Limitation in FY 2020**

A State with STBG funds suballocated to urbanized areas with over 200,000 in population must make formula obligation limitation available to each of these areas based on the criteria set forth in 23 U.S.C. 133(e). During the period of fiscal years (FY) 2016 through 2020, a State must make available to each of these urbanized areas an aggregate (5-year) amount of obligation limitation based on the formula outlined in the November 30, 2016 FHWA memorandum. The section 133(e) requirement applies to the entire 5-year period.

The requirement to "make available" obligation limitation is satisfied by providing obligation limitation to a UZA over 200,000 in a reasonable manner. This reasonableness determination may include an evaluation of whether the obligation limitation is made available in a manner that permits the UZA sufficient time to utilize it and if the affected UZA is practically able to use the obligation limitation given its currently available projects. Ensuring compliance with this requirement is a joint responsibility of the Federal Highway Administration, the States, and the metropolitan planning organizations for the affected urbanized areas.

The Lincoln MPO is an urbanized area over 200,000 population and the state is required to make available obligation limitation, as required under 23 U.S.C. 133(e). FHWA has reviewed the Lincoln MPOs previous years' obligations, de-obligations, and the projects programmed in FY 2020-2023 Lincoln MPO TIP. FHWA's review found the Lincoln MPO has not been fully programming STBG projects over the last few years and as such have built up an available apportionment balance that NDOT will need ensure obligation limitation is made available during FY 2020 in order to meet the requirements of 23 USC 133 (e).

Importantly, it appears the FY 2020-2023 Lincoln MPO TIP has not programmed sufficient projects to utilize available apportionments nor the 5-year aggregate amount of obligation limitation that will need to be made available in fiscal year 2020. FHWA is committed to working with NDOT and the Lincoln MPO to develop potential strategies to ensure the 5-year aggregate amount is reasonably made available as required under 23 USC 133 (e).

Over the last few years, there has been ongoing communication between FHWA, NDOT, and MAPA concerning the availability of obligation limitation for funding sub-allocated to MAPA. MAPA and NDOT have taken actions to program down availability of obligation limitation in the MAPA region. FHWA would like to recognize NDOT and MAPA for the actions taken to obligate federal funds and advance projects in the MAPA region.

**Recommendations:**

1. NDOT should coordinate the impacts of the rescission to each of the MPOs. FHWA is available to provide any technical assistance to both NDOT and the MPOs regarding the rescission impacts.
2. It appears after reviewing the FY 2020-2023 Lincoln MPO TIP, there are not sufficient projects programmed to utilize available apportionments and the 5-year aggregate amount of obligation limitation required to be made available in FY 2020. FHWA is committed to working with NDOT and the Lincoln MPO to develop potential strategies to ensure the 5-year aggregate amount is reasonably made available.
3. 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.
4. NDOT should continue the implementation of the action plan developed as part of the Peer Exchange and provide a status update at the next MPO coordination meeting.



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