



Fiscal Year 2021-2024 Transportation Improvement Program

Adopted by Officials Committee
May 1, 2020

Lincoln Metropolitan Planning Organization

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FY 2021-2024
Transportation Improvement Program

Lincoln/Lancaster County Nebraska

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Approval Dates

PROJECT SELECTION COMMITTEE
February 14 and March 6, 2020

PLANNING COMMISSION PUBLIC HEARING
April 15, 2020

TECHNICAL COMMITTEE
April 17, 2020

OFFICIALS COMMITTEE
May 1, 2020

METROPOLITAN PLANNING ORGANIZATION
May 1, 2020



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 2021-2024. 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 Planning Area which includes the City of Lincoln and Lancaster County. The MPO is composed of elected and appointed officials representing local, state and federal governments and agencies having interest or responsibility in land use planning, the quality and the location of transportation facilities, transportation safety issues on all roads, and better planning and designs.

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

Planning Commission

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

Geographic Area the TIP Covers

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

Transportation Improvement Program (TIP)

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

The TIP is directly related to the City's, County's, and State's Capital Improvement Programs which are brought forward at this time each year. The TIP identifies funding amounts by source of funding, jurisdictional responsibility, type of project, and year of funding for these projects. This program is a listing of priority projects which are to be carried out within the next four fiscal years which include FYs 2020-2021, 2021-2022, 2022-2023 and 2023-2024. Projects planned for implementation beyond this time frame are not listed in this program since local funding may be tentative and federal funds for these projects cannot be obligated.

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

Statewide Transportation Improvement Program (STIP)

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

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

Conformance with Long Range Transportation Plan

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

The TIP document was developed in conformance with the *Long Range Transportation Plan* for the Lincoln MPO as coordinated with the *Lincoln and Lancaster County Comprehensive Plans*. Included in the *Transportation Plan* are specific long-range plans for the Lincoln Area Pedestrian, Bicycle and Trails facilities; Future Urban Street and Road Network Plans which include the Functional Street and Road Classifications, Urban Area Street Improvements, and County Road Improvements; a Goods and Freight Movement Plan; Congestion Management Planning Activities; and generalized

plans for Public Transportation, Railroads, and Airports and Airfields. To see that system improvements are programmed as transportation projects and continues to work in accord with the transportation plan, a review was undertaken and was found to be consistent with the current *Long Range Transportation Plan* system improvements.

The current *2040 Transportation Plan – 2016 Update* was adopted by the Lincoln MPO on January 13, 2017 and the supporting *Lincoln-Lancaster Comprehensive Plan – 2016 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 America'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.

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

Maintenance and Operation of Current Transportation Systems

The highest priority in the selection of projects for the TIP is to ensure the adequate reconstruction, maintenance and operation of the current transportation system. The State is programming three (3) resurfacing and bridge repair or replacement projects, one (1) mill and overlay projects, two (2) maintenance projects, one (1) bridge replacement project, one (1) culvert 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 seven (7) system preservation projects, four (4) system optimization projects, four (4) 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 33rd Street, Adams Street, Cornhusker Highway/BNSF RR crossing at Cornhusker Highway (US-6) for grade separation.

Public Transportation Project Prioritization Process

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

Financial Plan Statement

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

Public Involvement Process

The transportation planning process allows for public involvement at various points within the transportation plan and program development. This involves a series of steps from the adoption of the *MPO 2040 Long Range Transportation Plan -2016 Update* that is coordinated with the programming of projects and again for the actual construction of the transportation facilities. The critical decision points in the transportation planning process are: 1) the development of a 30 year transportation plan, 2) the street improvement program which identifies priorities for planned projects, 3) the development of capital improvement programs for a period of four to six years, 4) Project Design and Project Construction. The first two steps are included in the long range planning process, the third step consolidates the capital improvement programs of the City, County and State with the MPO Transportation Improvement Program and the last step is the specific project design and development.

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

Annual Listing of Projects

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

Congestion Mitigation and Air Quality (CMAQ)

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

Amendment Process

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

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

In accordance with 23 U.S.C. Sec. 134 - Metropolitan transportation planning, 23 CFR Part 450.336 (a), the Nebraska Department of Transportation and Lincoln Metropolitan Planning Organization certify that the transportation planning process is addressing the major issues in the Metropolitan Planning Area and is being conducted in accordance with all applicable requirements of:

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

The Lincoln MPO collaborates with local, state and public transportation agencies to carry out a continuous, cooperative, and comprehensive (3-C) metropolitan planning process for the Lincoln Metropolitan Planning Area through its Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and other transportation planning activities.

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

Since February of 1989, Lincoln has been designated by U.S. EPA as being in attainment for all the National Ambient Air Quality Standards (NAAQS). An on-going ambient air quality monitoring program for particulate matter (PM2.5) and ozone is in place to monitor transportation related air emissions.

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

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

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

(5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

The City of Lincoln-StarTran maintains the Disadvantaged Business Enterprise Program that was submitted to FTA in 2014 that includes the Small Business Utilization elements and continues to meet the requirements of the Federal Transit Administration.

- (6) **23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;**
Selection of private consultants for transportation planning related contractual projects utilizing FHWA and State PL funds is coordinated by and adheres to NDOT and City of Lincoln Purchasing guidelines; reviews of all proposals are conducted by the City EEO Officer to assure compliance with applicable Title VI regulations. Per Federal guidelines under Title VI, a plan has been developed to provide meaningful access to Limited English Proficient individuals.
- (7) **The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;**
- (8) **The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;**
- (9) **Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;**
and
- (10) **Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.**
The City of Lincoln has an Equal Employment Policy (Lincoln City Municipal Code: Chapter 11.08) that prohibits discrimination on the basis of race, color, creed, or national origin, and prohibits discrimination of age, non-job related physical or mental disability and gender. This policy along with the MPO Public Participation Plan and Environmental Justice Action Strategy ensures that "particular attention will be given to impacts upon specific identifiable minority groups in relationship to Title VI of the Civil Rights Act 1964, and Title VIII of the Civil Rights Act of 1968, and ensures that no person will be excluded from participation in the planning process and the development of plans and programs.

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

Lincoln Metropolitan Planning Organization



 Mayor Leirion Gaylor Baird, Executive Officer

May 1, 2020

 Date

Nebraska Department of Transportation



 Ryan Huff, Intermodal Planning Division
 Nebraska Department of Transportation

5/1/20

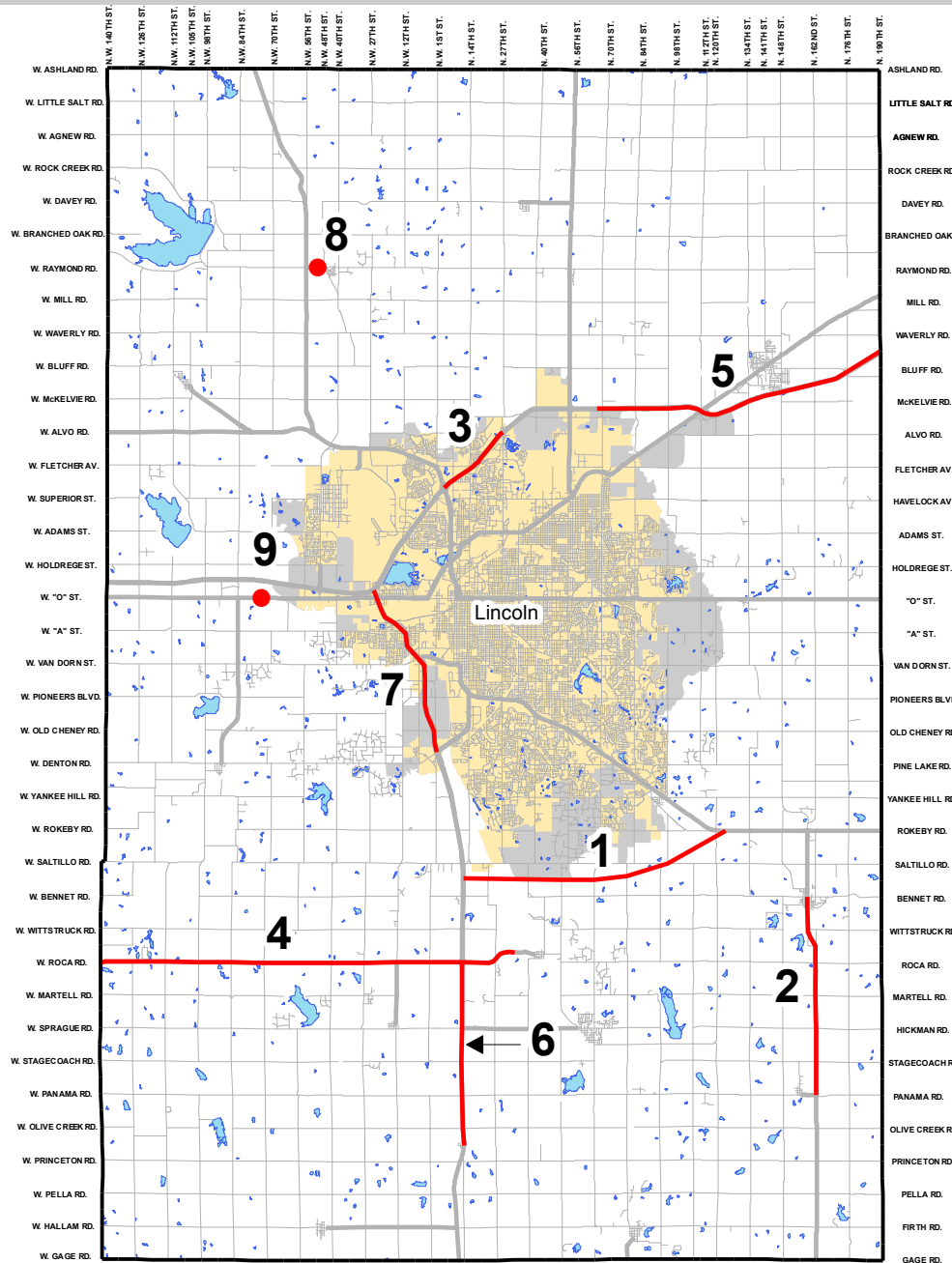
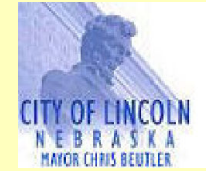
 Date



State of Nebraska: Department of Transportation

**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

**Nebraska
Dept of Transportation
FY 2021 - 2024**



- 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 US 77, Princeton to N-3**
- #7 US 77, I-80 to Warlick Blvd**
- #8 S-55J, Raymond Spur Bridge**
- #9 US-6, Emerald East Culverts**



Lincoln's Future Service Limit Shown as Grey

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

2021-2024 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	2020-21	FS			2021-22	FS	2022-23	FS	2023-24	FS
(Control Number)	(Project Number)	(Work Phase)												
1	N-2 Lincoln South Beltway New alignment (Future N-2) south of Lincoln * Const and CE will pay out over 8 years, from FY 2020-FY 2027	11.0 Miles	PE	5,520.0	DPU									
			PE	9,068.0	NE									
			PE	339.0	LN									
			ROW	1,817.0	DPU									
			ROW	20,050.0	NE	0.0	NE							
			ROW	413.0	LN									
			Util	11,857.0	NE									
			Util	83.0	LN									
			* Const/CE	31,400.0	LN									
			* Const/CE	33,174.0	DPU	0.0	DPU	35,000.0	NE	35,000.0	NE	35,000.0	NE	166,030.0
* Const/CE	8,294.0	NE	35,000.0	NE										
	C.N. 12578D	DPU-LIN-2-6 (120)	TOTAL	122,015.0		35,000.0		35,000.0		35,000.0		35,000.0	166,030.0	428,045.0
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			
	C.N. 13271	STP-43-1 (102)	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
	C.N. 13283	NH-80-9(92)	TOTAL	0.0		0.0		1.0		264.0		0.0	0.0	265.0
4	N-33 Crete - 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	160.0	NE	50.0	NE							
			Const/CE					2,491.0	NE					
			Const/CE					8,775.0	STP					
			TOTAL			160.0		50.0		11,266.0		0.0		0.0
	C.N. 13303	STP-33-6(110)	TOTAL	160.0		50.0		11,266.0		0.0		0.0	0.0	11,476.0
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	10.0	NE									
			Const/CE			2,030.0	NH							
			Const/CE			226.0	NE							
			TOTAL			10.0		2,256.0		0.0		0.0		0.0
	C.N. 13304	NH-80-9 (97)	TOTAL	10.0		2,256.0		0.0		0.0		0.0	0.0	2,266.0

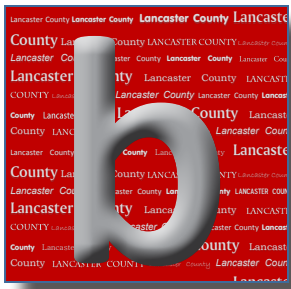
**2021-2024 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

AGENCY: State of Nebraska
DIVISION: Department of Transportation

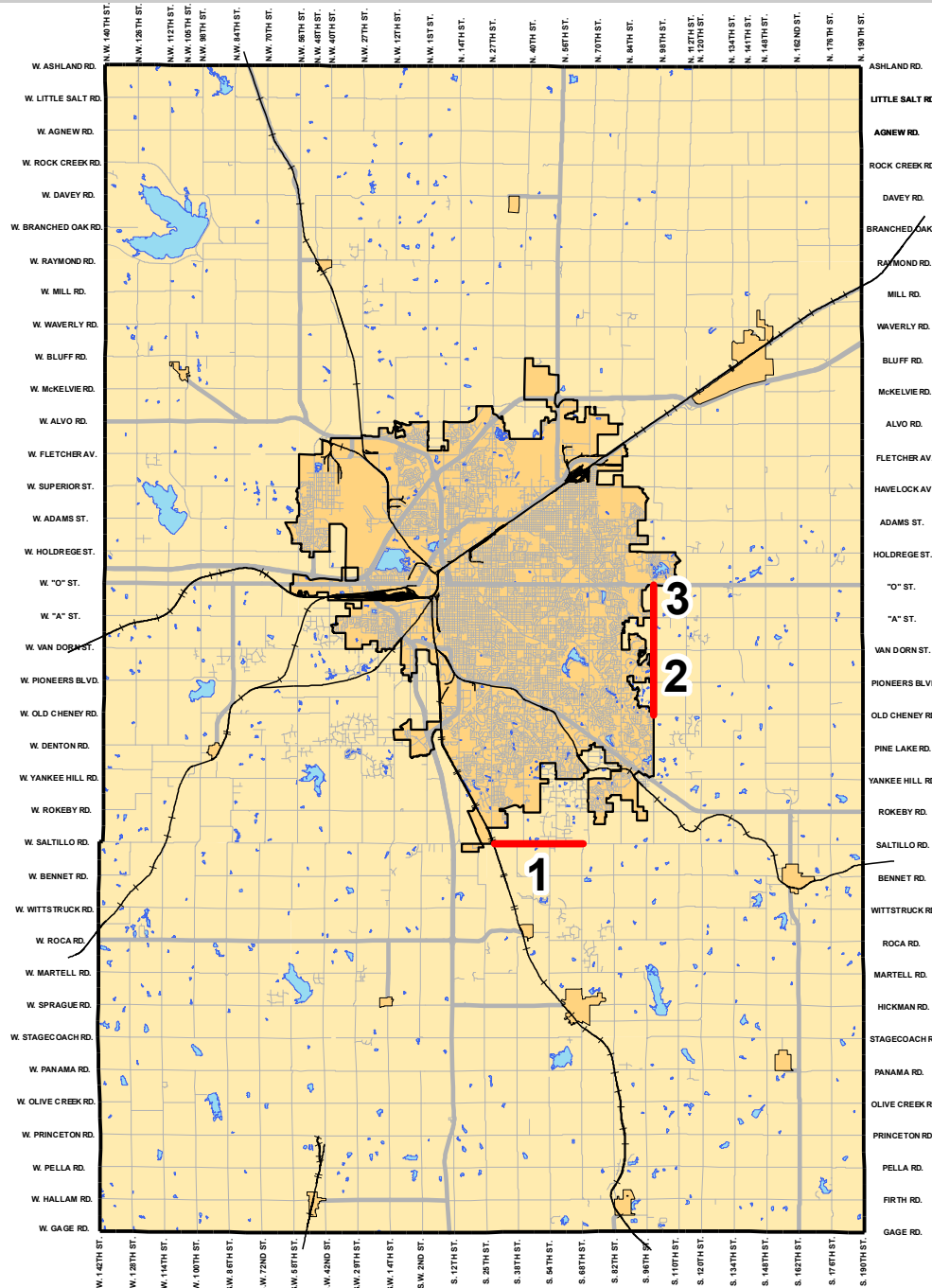
PROJ NO (Map)	PROJECT (Location) (Improvement Description) (Distance) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)							COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIORITY PROJECTS					2022-23 FS	2023-24 FS		
		PRIOR FISCAL YEARS	FS	2020-21 FS	2021-22 FS	2022-23 FS				
6	US-77 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 Const/CE Const/CE C.N. 13386 NH-77-2 (166) TOTAL				1.0 NE	2,993.0 NH 748.0 NE				
		0.0	0.0	1.0	3,741.0	0.0	0.0	0.0	3,742.0	
7	US-77 I-80 to Warlick Blvd Mill and overlay project 5.5 Miles PE Const/CE Const/CE C.N. 13412 NH-77-2 (168) TOTAL	211.0 NE	50.0 NE	4,516.0 NH 1,129.0 NE						
		211.0	50.0	5,645.0	0.0	0.0	0.0	0.0	5,906.0	
8	S-55J Raymond Spur Bridge Bridge Replacement 0.0 Miles PE Const/CE Const/CE C.N. 13378 STP-S55J(106) TOTAL				5.0 NE	1,200.0 STP 300.0 NE				
		0.0	0.0	0.0	5.0	1,500.0	0.0	0.0	1,505.0	
9	US-6 Emerald East Culverts Culverts 0.0 Miles PE Const/CE Const/CE C.N. 13343 STR-6-6(1056) TOTAL				5.0 NE	1,300.0 NE				
		0.0	0.0	0.0	5.0	1,300.0	0.0	0.0	1,305.0	
STATE OPERATIONS & MAINTENANCE FUNDING SOURCE										
Operations & Maintenance of the Federal Aid System in Lancaster County NE (State Revenue / Aids) SUBTOTAL OPERATIONS & MAINTENANCE:		3,917.2 NE	4,034.7 NE	4,155.7 NE	4,280.4 NE	4,408.8 NE		0.0	20,796.8	

2021-2024 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: State of Nebraska DIVISION: Department of Transportation									
PROJ NO (Map)	PROJECT (Location) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)											
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS					
		PRIOR FISCAL YEARS	FS	2020-21	FS	2021-22			FS	2022-23	FS	2023-24	FS
FUNDING SUMMARY													
FEDERAL FUNDS													
DPU (Federal Discretionary Funds)				40,511.0		0.0		0.0		0.0		0.0	40,511.0
HS (HSIP - Highway Safety Improvement Program)				0.0		0.0		0.0		0.0		0.0	0.0
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		2,030.0		4,516.0		3,204.0		0.0	9,750.0
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		8,775.0		0.0		10,922.0	19,697.0
TAP (STP - Block Grant set aside)				0.0		0.0		0.0		0.0		0.0	0.0
SUB-TOTAL FEDERAL FUNDING:				40,511.0		2,030.0		13,291.0		3,204.0		10,922.0	69,958.0
STATE FUNDS													
NE (State Revenue / Aids)				49,786.0		35,326.0		38,652.0		35,811.0		39,030.0	198,605.0
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:				49,786.0		35,326.0		38,652.0		35,811.0		39,030.0	198,605.0
LOCAL FUNDS													
CO (Lancaster County)				0.0		0.0		0.0		0.0		0.0	0.0
LN (City of Lincoln, Funds Committed prior to LSB Agreement)				32,235.0		0.0		0.0		0.0		0.0	32,235.0
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				32,235.0		0.0		0.0		0.0		0.0	32,235.0
TOTAL:				122,532.0		37,356.0		51,943.0		39,015.0		49,952.0	466,828.0

2021-2024 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: State of Nebraska DIVISION: Department of Transportation						
PROJ NO (Map)	PROJECT (Location) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								
		PRIORITY PROJECTS						COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIOR FISCAL YEARS	FS	2020-21	FS	2021-22	FS			2022-23
STATUS OF PREVIOUS YEARS PROJECTS										
<u>Projects Completed or Under Contract</u>										
N-33										
Denton South				PE	85.0	NE				
				ROW	12.0	NE				
N-33 on east and west legs of the intersection with SW 100th St (Denton Road)				Const/CE	1,060.0	HS				
Widen rdwy for left turn lanes, lighting				Const/CE	118.0	NE				
				C.N. 13332	HSIP-33-6 (111)					
I-80										
Salt Creek Br East of 27th St, Lincoln				PE	34.0	NE				
I-80 bridge over Little Salt Creek 0.25 mi east of 27th St in Lincoln				Const/CE	1,755.0	NH				
Br deck repair / overlay				Const/CE	195.0	NE				
				C.N. 13379	NH-80-9 (112)					
I-180										
I-180 BNSF / UPRR Viaduct, Lincoln				PE	66.0	NE				
I-180 viaduct over BNSF / UPRR DOT #64376W in Lincoln				Const/CE	1413.0	NH				
Bridge deck repair, replace expansion joints and overlay, gdrl				Const/CE	157.0	NE				
				C.N. 13380	NH-180-9 (6)					



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

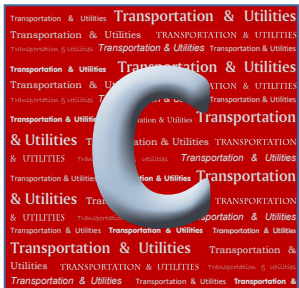


**Consult the detailed project descriptions
and funding summary for further information.**

2021-2024 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM	AGENCY: Lancaster County DIVISION: County Engineering
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PROJ NO <small>(Map)</small>	PROJECT <small>(Location & Distance) (Improvement Description)</small>	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)											
		PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
			PRIOR FISCAL YEARS	FS	2020-21	FS	2021-22	FS	2022-23			FS	2023-24
	(Control Number)	(Project Number)	(Work Phase)										
1	Saltito Road, 27th Street to 68th Street Safety improvement project to include widening the existing earth shoulders to a 6 foot paved shoulders with safety edges. This includes intersection safety improvements on Saltito Road at S. 40th Street and S. 56th Street.	2.7 Miles	PE PE ROW/Utilities ROW/Utilities Const/CE Const/CE	742.4 21.6	CO HS	873.4 97.0	HS CO	5,632.0 1,408.0	HS CO	0.0			
	C.N. 13391	HSIP-5280(2)	TOTAL	764.0		970.4		0.0	7,040.0	0.0	0.0	8,774.4	
2	S. 98th Street, Old Cheney to A Street Preliminary engineering in Year 1 and construction of 24 foot asphalt surface with turf shoulders in Year 3.	3.0 Miles	PE PE ROW/Utilities ROW/Utilities Const/CE Const/CE			186.4 46.6	LC CO	4.0 1.0	LC CO	2,118.0 529.5	LC CO	0.0	2,885.5
	C.N. 13417	LCLC-5275(1)	TOTAL	0.0		233.0		5.0	2,647.5	0.0	0.0	2,885.5	
3	S. 98th Street, A Street to O Street Preliminary engineering in Year 1 and construction of asphalt paving and drainage structures in Year 4.	1.0 Mile	PE PE ROW/Utilities ROW/Utilities Const/CE Const/CE			151.2 37.8	LC CO	4.0 1.0	LC CO	1,484.0 371.0	LC CO	0.0	2,049.0
	C.N. 13418	LCLC-5275(2)	TOTAL	0.0		189.0		5.0	0.0	1,855.0	0.0	2,049.0	

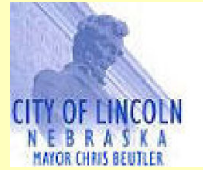
2021-2024 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Lancaster County DIVISION: County Engineering									
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)											
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS					
		PRIOR FISCAL YEARS	FS	2020-21	FS	2021-22			FS	2022-23	FS	2023-24	FS
	COUNTY OPERATIONS & MAINTENANCE FUNDING SOURCE Operations & Maintenance of the County and Federal Aid System CO (Lancaster County)	3,000.0	CO	3,000.0	CO	3,000.0	CO	3,000.0	CO	3,000.0	CO		
	SUBTOTAL FOR OPERATIONS & MAINTENANCE	3,000.0		3,000.0		3,000.0		3,000.0		0.0		0.0	12,000.0
	FUNDING SUMMARY												
	FEDERAL FUNDS												
	HS (HSIP - Highway Safety Improvement Program)	21.6		873.4		0.0		5,632.0		0.0			
	LC (STP-Urbanized Areas > 200,000, Lincoln)	0.0		337.6		8.0		2,118.0		1,484.0			
	SUB-TOTAL FEDERAL FUNDING	21.6		1,211.0		8.0		7,750.0		1,484.0		0.0	10,474.6
	STATE FUNDS												
		0.0		0.0		0.0		0.0					
	SUB-TOTAL STATE FUNDING	0.0		0.0		0.0		0.0		0.0		0.0	0.0
	LOCAL FUNDS												
	CO (Lancaster County)	3,742.4		3,181.4		3,002.0		4,937.5		3,371.0			
	SUB-TOTAL LOCAL FUNDING	3,742.4		3,181.4		3,002.0		4,937.5		3,371.0		0.0	18,234.3
TOTAL		3,764.0		4,392.4		3,010.0		12,687.5		4,855.0		0.0	28,708.9
	STATUS OF PREVIOUS YEARS PROJECTS												
	<u>Projects Completed</u>												



City of Lincoln: Transportation and Utilities

**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

**Transportation and Utilities
FY 2021 - 2024**



City-Wide Projects:

- #1 Transportation System Preservation (TSP)**
 - a. 27th Street and West O Street Bridges
 - b. S 56th St, Spruce St to Van Dorn (Pavement Repair)
 - c. Randolph St, Capital Parkway to 40th St (Rehab)
 - d. 1st St & Cornhusker (Signal)
 - e. 9th & A St, 9th & D St, 10th & A St, 10th & D St (Signal)
 - f. N 84th St & College Park (Signal)
 - g. 66th St/Cotner Blvd/Adams St (Signal)
- #2 Transportation System Optimization (TSO)**
 - a. 14th Street and Cornhusker
 - b. North 27th Street
 - c. A Street, 40th to 56th
 - d. Adams St, 36th to 48th
- #3 Transportation System Growth**
- #4 Transportation Livable Neighborhoods**
- #5 Transportation Sidewalk Program**
- #6 Lincoln East Beltway**
- #7 14th/Warlick/Old Cheney Road**
- #8 West "A" Street from Coddington west to City Limits**
- #9 S. 40th Street from Yankee Hill to Rokey**

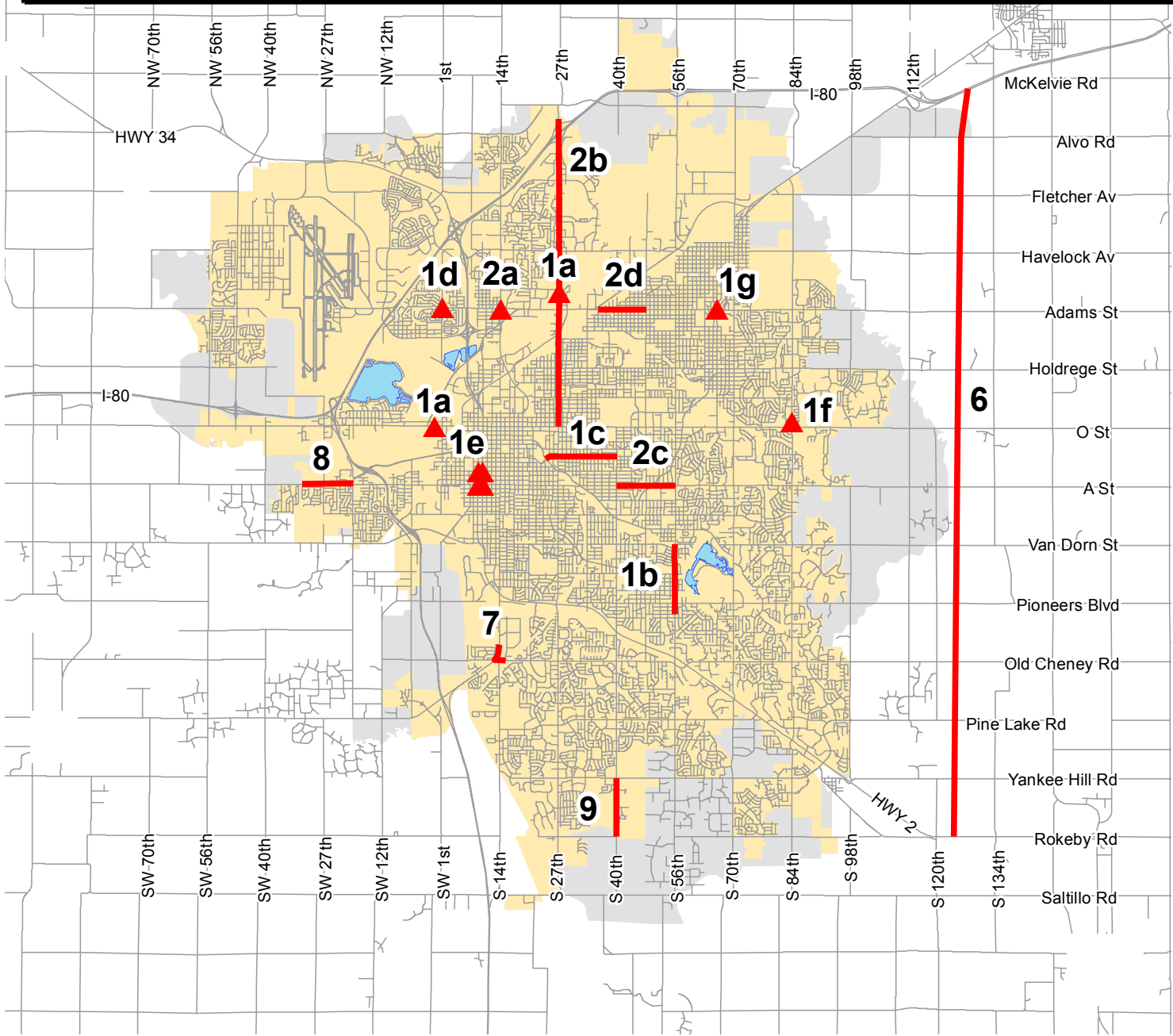
TSP/TSO Projects

Project Locations



Lincoln's Future Service Limit Shown as Grey

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



2021-2024 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: City of Lincoln		DIVISION: Transportation and Utilities					
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	2020-21	FS	2021-22			FS	2022-23	FS
(Control Number)	(Project Number)	(Work Phase)									
1	Transportation System Preservation This program component focuses on preservation of transportation system assets including program delivery, repair and rehabilitation of streets, intersections, traffic signals, bridges, facilities and structures in the public street right-of-way. Projects include concrete repairs, asphalt mill & overlay, surface treatments, signal structures and equipment replacement, bridge/structure work, facility improvements and other transportation preservation & rehabilitation efforts. See Appendix	All phases									
		All phases									
		All phases	1,200.0 LC	6,387.2 LC	5,846.1 LC	6,230.1 LC	2,746.1 LC				
		TOTAL	1,200.0	23,306.9	22,874.6	24,028.9	20,475.8	0.0	91,886.3		
2	Transportation System Optimization This program component focuses on optimization of transportation system assets including program delivery, intersection improvements, signal system optimization, street capacity (widening), structures within the built environment, turn lanes, complete streets concepts and technology enhancements. Federal funds will be requested where applicable and matched with City funds to maximize the number of locations where enhancements can be made. Projects include new intersection modifications (turn lanes, roundabouts) new signal system hardware, adding lanes to existing streets, access improvements, bike & ped improvements, signing, safety projects and transportation system management infrastructure. Intersection improvements not yet decided. See Appendix	All phases									
		All phases	923.4 LC	2,663.5 LC	3,503.5 LC	1,663.5 LC	7,655.5 LC				
		All phases		1,061.5 HS							
		All phases		2.5 NE							
TOTAL	923.4	13,873.9	13,048.2	10,656.2	16,171.3	0.0	54,672.9				
3	Transportation System Growth This program component focuses on growth of new transportation system assets including program delivery, additional streets, bridges/structures, intersections, traffic signals, sidewalks & technology enhancements in new growth areas. Projects include new streets and transportation right-of-way improvements, new bridges & support structures, new intersections and signal system hardware and major upgrades to the fringe area street network.	All phases									
		TOTAL	0.0	9,388.6	9,421.9	9,455.7	9,489.7	0.0	37,755.9		
4	Transportation Livable Neighborhoods This program component for Livable Neighborhoods is a commitment to improving and maintaining strong, vibrant neighborhoods. In conjunction with Transportation and Utilities, Parks & Recreation and Urban Development, this project provides funding to further that commitment. Funding is provided for planning and design, preliminary engineering and construction of improvements in the public right-of-way and other measures resulting in Livable Neighborhoods such as street enhancements, park improvements, trails and street trees. Specific locations will be identified through a multi-departmental process to identify and prioritize areas.	All phases									
		TOTAL	0.0	0.0	0.0	121.6 LN	127.7 LN	0.0	249.3		

2021-2024 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM	AGENCY: City of Lincoln DIVISION: Transportation and Utilities
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PROJ NO <small>(Map)</small>	PROJECT <small>(Location & Distance) (Improvement Description)</small>	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
		PRIORITY PROJECTS												
		PRIOR FISCAL YEARS	FS	2020-21	FS	2021-22	FS	2022-23	FS			2023-24	FS	
		<small>(Control Number)</small>	<small>(Project Number)</small>	<small>(Work Phase)</small>										
5	Transportation Sidewalk Program This program component includes maintenance and repair of sidewalk infrastructure, program delivery and improvement of priority sidewalk location needs. Projects include panel replacement and leveling, grinding ADA curb ramp construction and segment sidewalk replacement.													
	All phases				2,000.0	LN	2,000.0	LN	3,307.5	LN	3,472.9	LN		
	TOTAL	0.0	2,000.0		2,000.0		3,307.5		3,472.9		0.0		10,780.4	
6	East Beltway Corridor protection, design, right-of-way and construction of a four lane freeway between Hwy 2 and I-80. Complete funding for this project not shown.													
	ROW	250.0	250.0		250.0		250.0		250.0		250.0		0.0	
	TOTAL	250.0	250.0		250.0		250.0		250.0		0.0		1,250.0	
7	14th/Warlick/Old Cheney Road ON HOLD 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		7,628.7		6,886.5		0.0		0.0		36,450.0	
	TOTAL	17,032.3	4,902.5		7,628.7		6,886.5		0.0		0.0		36,450.0	
8	West "A" Street from west of Coddington to west City limits This project would improve the capacity and safety of this area by programming city funds for the completion of design engineering, right-of-way, construction and construction engineering to construct two lanes of pavement along West "A" Street between Folsom and west City limits. The project will construct intersection improvements at multiple locations. The project will improve safety and capacity. This project is part of Transportation System Growth.													
	PE	2,210.0			3,349.1		3,081.4		0.0		0.0		11,972.2	
	Const/CE		3,331.7		3,349.1		3,081.4		0.0		0.0		11,972.2	
	TOTAL	2,210.0	3,331.7		3,349.1		3,081.4		0.0		0.0		11,972.2	
9	S. 40th Street from Yankee Hill Road to south of Rokeby Two lanes plus turn lanes includes 40th and Rokeby Rd intersection improvement including all four approaches for unknown drainage considerations. This project is part of Transportation System Growth.													
	Const		1,130.0		1,414.6		4,052.4		4,068.3		4,068.3		11,795.3	
	TOTAL	0.0	1,130.0		1,130.0		1,414.6		4,052.4		4,068.3		11,795.3	

2021-2024 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	2020-21 FS	2021-22 FS	2022-23 FS	2023-24 FS			
Street Maintenance Operations Divisions									
Transportation O&M Fund									
TOTAL		25,950.60	27,248.10 LN	28,610.50 LN	30,041.10 LN	31,543.16 LN	0.0	143,393.5	
FEDERAL-AID FUNDS:									
LC (STP-Urbanized Areas > 200,000, Lincoln) This includes the Highway Infrastructure Funding from the FAST Act.		2,123.4	9,050.7	9,349.6	7,893.6	10,401.6		38,818.8	
HS (HSIP-Highway Safety Improvement Program)		0.0	1,061.5	0.0	0.0	0.0		1,061.5	
DPU (SAFETEA-LU Priority Project Funds)		0.0	0.0	0.0	0.0	0.0		0.0	
SUB-TOTAL FEDERAL FUNDING		2,123.4	10,112.2	9,349.6	7,893.6	10,401.6	0.0	39,880.3	
STATE FUNDS:									
NE (State Funds)		0.0	2.5	0.0	0.0	0.0	0.0	2.5	
SUB-TOTAL STATE FUNDING		0.0	2.5	0.0	0.0	0.0	0.0	2.5	
LOCAL FUNDS:									
GR (General Revenue) [city funds]		0.0	0.0	0.0	0.0	0.0		0.0	
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	48,068.9	50,352.9	51,308.8	43,638.2		193,368.8	
RT (Railroad Transportation Safety District)		0.0	0.0	0.0	0.0	0.0		0.0	
SC (Street Construction Funds) [federal, state & local funds]		0.0	0.0	0.0	0.0	0.0		0.0	
SN (Snow Removal Funds) [city funds]		0.0	0.0	0.0	0.0	0.0		0.0	
SUB-TOTAL LOCAL FUNDING		0.0	48,068.9	50,352.9	51,308.8	43,638.2	0.0	193,368.8	
TOTAL		2,123.4	58,183.5	59,702.5	59,202.4	54,039.8	4,068.3	237,319.9	

STATUS OF PREVIOUS YEARS PROJECTS			
Projects Completed or Under Contract			
South Beltway			
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		All Phases	34,425.0
	C.N. 12848 DPU-55(156)		
Pine Lake Road, 61st Street to Hwy 2			
CONSTRUCTION COMPLETE			
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
West "A" Street from west of Coddington to east of Folsom			
UNDER CONTRACT			
This project would improve the capacity and safety of this area by programming city funds for the completion of design engineering, right-of-way, construction and construction engineering to construct two lanes of pavement along West "A" Street between Folsom and west City limits. The project will construct intersection improvements at multiple locations. The project will improve safety and capacity. This project is part of Transportation System Growth.		Const/CE	3,136.4

2021-2024 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM	AGENCY: City of Lincoln DIVISION: Transportation and Utilities
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PROJ NO <small>(Map)</small>	PROJECT <small>(Location & Distance) (Improvement Description)</small>	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)											
		PRIORITY PROJECTS								COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
		<small>(Control Number)</small>	<small>(Project Number)</small>	<small>(Work Phase)</small>	PRIOR FISCAL YEARS	FS	2020-21	FS	2021-22			FS	2022-23
	Holdrege, 47th to 70th - Pavement Repair Project UNDER CONTRACT Rehabilitation may include pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. Approximately 2.0 miles <div style="text-align: right; margin-right: 20px;"> PE 228 LN Const/CE 1,140.0 LC Const/CE 285.0 LN </div> <div style="text-align: right; margin-right: 20px; margin-top: 10px;"> C.N. 12848 DPU-55(156) </div>												
	South 56th Street & Yankee Hill Road Intersection UNDER CONTRACT Safety project. <div style="text-align: right; margin-right: 20px;"> PE 416.2 HS PE 104.0 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 </div> <div style="text-align: right; margin-right: 20px; margin-top: 10px;"> C.N. 13347 HSIP-5241(16) </div>												

2021-2024 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM	AGENCY: City of Lincoln DIVISION: Transportation and Utilities - APPENDIX
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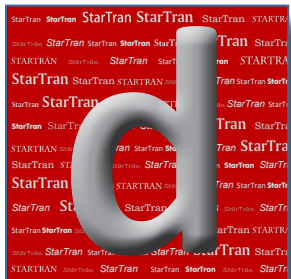
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)							
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIOR FISCAL YEARS	FS	2020-21 FS	2021-22 FS	2022-23 FS			2023-24 FS
	APPENDIX	(Project Number)	(Work Phase)						
1	Transportation System Preservation								
	a. 27th Street and West O Street Bridges over Salt Creek Rehabilitation may include removing and replacing the grade beams and adding piling, removing and replacing the approach and paving sections and repairing guardrail and pavement adjacent to the project.		Const/CE		2,435.0 LC				
		C.N. 13247	LCLC-5231(15)	Const/CE	608.8 LN				
			TOTAL		0.0	3,043.8	0.0	0.0	0.0
	b. South 56th Street, Spruce Street to Van Dorn Street - Pavement Repair Project Rehabilitation may include pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. Approximately 1.2 miles.		PE		212.0 LC				
			PE		53.0 LN				
			Const/CE			1,324.0 LC			
		C.N. 13433	LCLC-5241(7)	Const/CE		331.0 LN			
			TOTAL		0.0	265.0	1,655.0	0.0	0.0
	c. Randolph Street, Capital Parkway to 40th Street Rehabilitation may include pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. This project may include intersection improvements at 33rd and 40th. Approximately 1.25 miles.		PE		600.0 LC				
			PE		150.0 LN				
			ROW			140.0 LC			
			ROW			35.0 LN			
			Const/CE				2,860.0 LC		
		C.N. 13434	LCLC-5224(1)	Const/CE			715.0 LN		
			TOTAL		0.0	750.0	175.0	3,575.0	0.0
	d. 1st Street & Cornhusker - Traffic Signal Replacement This project may include reconstruction of the existing traffic signal at the intersection and pavement improvements to improve traffic operations at this intersection. All construction is expected to be within the existing right-of-way.		PE		114.1 LC				
			PE		28.5 LN				
			ROW			4.0 LC			
			ROW			1.0 LN			
			Const/CE				624.0 LC		
		C.N. 13435	LCLC-5213(3)	Const/CE			156.0 LN		
			TOTAL		0.0	142.6	5.0	780.0	0.0
	e. 9th & A St., 9th & D St., 10th & A St., 10th & D St. - Traffic Signal Replacement This project may include replacing the traffic signal poles, new conduit and cable around the intersections, replacing vehicle detection as needed, and upgrades to pedestrian infrastructure and curb ramps. All construction is expected to be within the existing right-of-way.		PE		220.0 LC				
			PE		55.0 LN				
			Const/CE			1,056.0 LC			
		C.N. 13436	LCLC-5261(1)	Const/CE		264.0 LN			
			TOTAL		0.0	275.0	1,320.0	0.0	0.0

2021-2024 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM	AGENCY: City of Lincoln DIVISION: Transportation and Utilities - APPENDIX
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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	2020-21 FS	2021-22 FS	2022-23 FS			2023-24 FS		
APPENDIX	(Project Number)	(Work Phase)									
f.	N 84th Street & College Park - Traffic Signal Replacement This project may include replacing the traffic signal poles, new conduit and cable around the intersection, replacing vehicle detection as needed, and upgrades to pedestrian infrastructure and curb ramps. All construction is expected to be within the existing right-of-way.	PE		60.0	LC						
		PE		15.0	LN						
		Const/CE				288.0	LC				
		Const/CE				72.0	LN				
	C.N. 13437	LCLC-5249(8)	TOTAL	0.0		75.0	360.0	0.0	0.0	0.0	435.0
g.	66th St./Cotner Blvd./Adams St. - Traffic Signal Replacement This project may include replacing the traffic signal poles, new conduit and cable around the intersection, replacing vehicle detection as needed, and upgrades to pedestrian infrastructure and curb ramps. All construction is expected to be within the existing right-of-way.	PE		60.0	LC						
		PE		15.0	LN						
		Const/CE				288.0	LC				
		Const/CE				72.0	LN				
	C.N. 13438	LCLC-5245(2)	TOTAL	75.0		0.0	360.0	0.0	0.0	0.0	435.0
2	Transportation System Optimization										
a.	14th Street & Cornhusker 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)	TOTAL	1,095.4		52.0	0.0	0.0	0.0	0.0	1,147.4
b.	North 27th Street, Adaptive Signal Control 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)	TOTAL	587.6		1,116.1	0.0	0.0	0.0	0.0	1,703.7

2021-2024 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM	AGENCY: City of Lincoln DIVISION: Transportation and Utilities - APPENDIX
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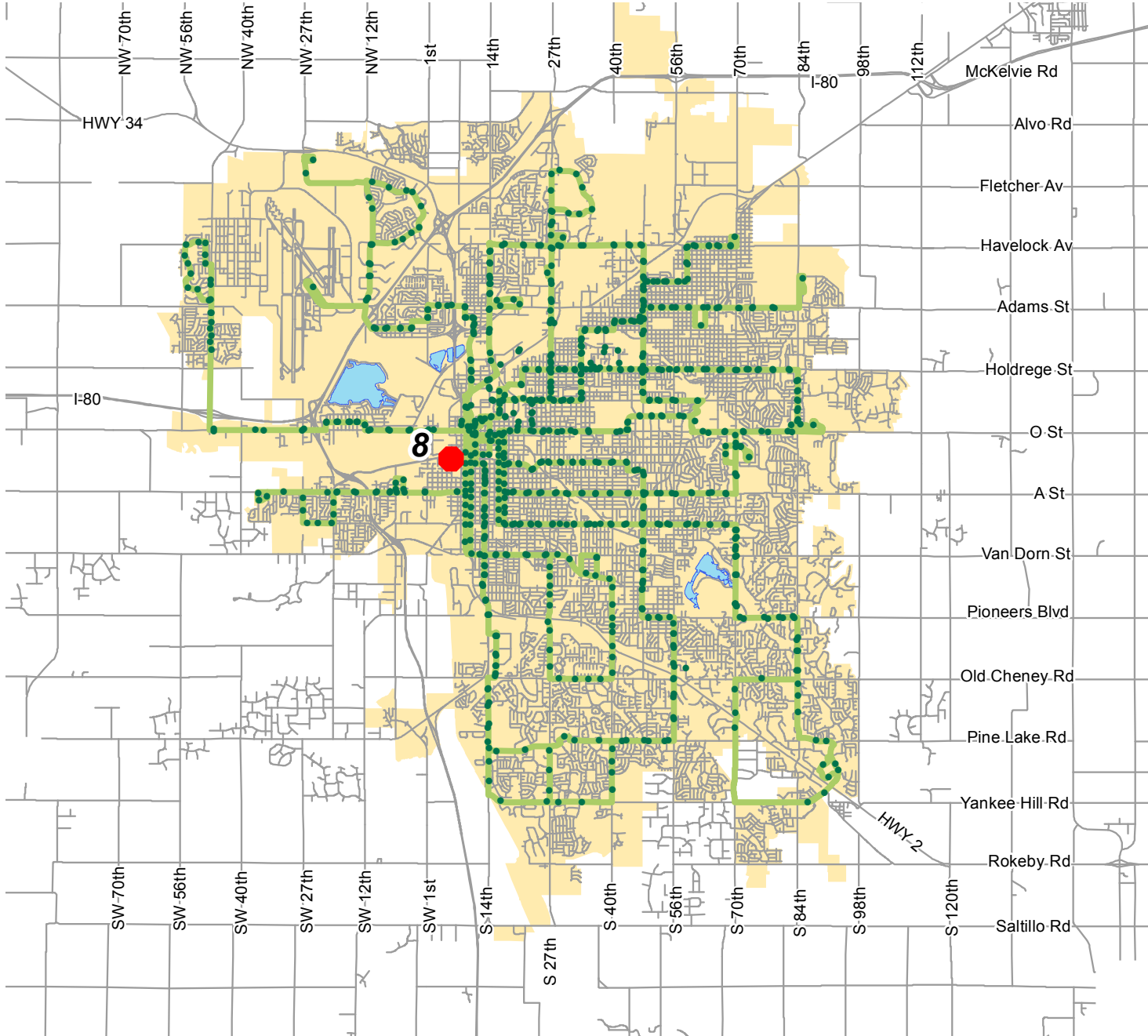
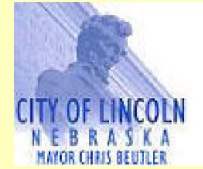
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)									
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
		PRIOR FISCAL YEARS	FS	2020-21 FS	2021-22 FS	2022-23 FS			2023-24 FS		
	APPENDIX	(Project Number)	(Work Phase)								
c.	A Street, 40th to 56th Safety project to include intersections improvements on A Street at 40th, 48th and 50th/Cotner and widening of A Street from 40th to 48th for a center turn lane. This project may also include pavement rehabilitation, curb ramp reconstruction and utility adjustments. Approximately 1.0 mile.	C.N. 13439	LCLC-5220(6)	PE PE ROW ROW Const/CE Const/CE TOTAL		1,280.0 LC 320.0 LN		280.0 LC 70.0 LN	6,272.0 LC 1,568.0 LN	0.0	9,790.0
d.	Adams Street, 36th to 48th - Pavement Repair Project Project improvements may include widening, pavement rehabilitation, curb ramp reconstruction and utility adjustments. This project may remove a pedestrian signal at 46th. Approximately 1.0 mile.	C.N. 13440	LCLC-5250(4)	PE PE Const/CE Const/CE TOTAL	360.0 LC 90.0 LN		2,120.0 LC 530.0 LN			0.0	3,100.0



City of Lincoln: StarTran

**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

**Star Tran
FY 2021 - 2024**



- #1 Purchase/Financing of Full Size Buses
- #2 Purchase 4 Handivans
- #3 Bus Stop Amenities (required by FTA)
- #4 Security Enhancements (required by FTA)
- #5 Purchase of Supervisor Vehicle
- #6 Computer Hardware and Software
- #7 Shop Tools/Equipment
- #8 Building Renovations/Improvements
- #9 Maintenance Facility Construction/Relocation
- #10 Multi Modal Center/Feasibility Study
- #11 Predictive Maintenance
- #12 Transit Development Plan Update
- #13 Autonomous Shuttles (Micro-AV)



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

2021-2024 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																	
		PRIOR FISCAL YEARS	FS	2020-21	FS	2021-22	FS	2022-23	FS	2023-24	FS	COST BEYOND PROGRAM	TOTAL PROJECT COSTS						
1	<p>Since the public acquisition of the Lincoln City Lines in 1971, StarTran has been providing efficient, convenient and economical public transportation services. The services provided comply with the current 2040 Long Range Transportation Plan - 2016 Update. Previous capital improvement programs have included equipment essential in StarTran's provision of services. The FY 2021-2024 TIP describes capital items which will afford the opportunity for continued improvement of StarTran services. Future years include continued replacement of StarTran transit vehicles and purchase of associated equipment/items.</p> <p>Purchase / Financing of Full Size Buses and Related Equipment 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>8</td> <td>FY 2019-20 through FY 2020-21</td> <td>8-2006 Gillig Buses</td> <td>CY2022</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>8 Full Size Buses & 2 Charging Stations</p>	<u>Buses Purchased</u>	<u>Funding Accumulated</u>	<u>Potential Replacement</u>	<u>Delivery</u>	8	FY 2019-20 through FY 2020-21	8-2006 Gillig Buses	CY2022										
		<u>Buses Purchased</u>	<u>Funding Accumulated</u>	<u>Potential Replacement</u>	<u>Delivery</u>														
8	FY 2019-20 through FY 2020-21	8-2006 Gillig Buses	CY2022																
TOTAL	0.0		0.000		5,531.0		0.0		0.0		0.0	5,531.0							
2	<p>Purchase 4 Handivans Providing a high quality service to those with a disability includes purchasing comfortable and accessible vehicles. Funding is to purchase 4 Handivans in FY2021. Handivans will be alternate fueled, and/or fuel efficient vehicles and proposed vehicle types will be reviewed by the Handivan Working Group.</p>																		
		TOTAL	0.0		98.0		0.0		0.0		0.0		98.0						
3	<p>Bus Stop Amenities (required by FTA) Bus stop amenities (Transit Enhancements) include: benches, shelters, pads, signage, bicycle related equipment, and landscaping. These amenities make a transit system more safe, comfortable, and user friendly. Effective FY2004-05, one percent of the FTA allocation to StarTran is required by FTA to fund transit enhancements. The priority of these funds will be directed towards 1) improving accessibility 2) replacement or improvement of shelters at major boarding locations an 3) adding benches to medium to high use bus stops.</p>																		
		TOTAL	40.0		150.0		420.0		40.0		40.0	0.0	650.0						
4	<p>Security Enhancements (required by FTA) Safety and security is a top priority for StarTran. One percent of the FTA allocation to StarTran is required by FTA to fund security enhancements. Such enhancements will include improved facility surveillance and improved bus camera systems. Improving the perimeter of the StarTran facility through gates and fencing will also be included in this funding.</p>																		
		TOTAL	40.0		115.0		40.0		40.0		40.0	0.0	235.0						

2021-2024 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	2020-21	FS	2021-22	FS			2022-23	FS
5	Purchase of Supervisor Vehicle Funds are proposed in FY 2020-21 to purchase a replacement supervisor vehicle. In addition to road supervision, this vehicle will be used to transport supplies and schedules, carry patrons as necessary, and will be driven in inclement weather. Propulsion type, including gasoline, electric and CNG, will be evaluated based on lifecycle costs and availability.							64.0 FA 16.0 SR	80.0	0.0	80.0
	TOTAL	0.0		0.0		0.0		80.0		0.0	80.0
6	Computer Hardware and Software Up-to-date computer hardware and software is vital to making StarTran more efficient. Automated scheduling of both fixed route and Handivan as well as Automatic Vehicle Location (AVL) equipment will ensure that routes are efficiently scheduled. Funds are proposed in FY20-21 and FY 21-22 to purchase replacement AVL equipment for all vehicles, upgrade software for the AVL system, purchase tablets for our Handivans, purchase GPS units for Handivan operators, upgrade paratransit software (Handivan), purchase fleet facility parking software, predictive maintenance software, and purchase an automated fixed route scheduling system.	1,040.0 FA 260.0 SR		80.0 FA 20.0 SR		80.0 FA 20.0 SR					200.0
	TOTAL	1,300.0		100.0		100.0		0.0		0.0	200.0
7	Shop Tools / Equipment Funds are proposed every year for continued routine upgrade and replacement of tools and equipment, as well as for replacement due to unexpected breakage. Such tools and equipment include an air compressor, vehicle lifts and a floor scrubber.	15.0 FA 3.8 SR		28.0 FA 7.0 SR		28.0 FA 7.0 SR		16.0 FA 4.0 SR		16.0 FA 4.0 SR	110.0
	TOTAL	18.8		35.0		35.0		20.0		20.0	110.0
8	Building Renovations / Improvements Prior appropriations will be used to fund current/future projects. Funds are proposed for concrete replacement, floor painting, atomic clock system, new garage doors, LED lighting throughout all facilities, and a new HVAC system.	160.0 FA 40.0 SR									0.0
	TOTAL	200.0		0.0		0.0		0.0		0.0	0.0
9	Maintenance Facility Construction / Relocation Funds are proposed to update feasibility study, purchase land and build a fast fuel compressed natural gas (CNG) station. Environmental work and preliminary design of bus storage, maintenance and administration functions will also take place. Note: Anticipate additional federal funds in FY 2021-22 via the FTA Buses and Bus Facility Program.			4,530.5 FA 2,216.0 SR							6,746.5
	TOTAL	0.0		6,746.5		0.0		0.0		0.0	6,746.5
10	Multi Modal Center - Feasibility Study The Multimodal Transit Transfer Center (MTTC) project will improve travel options to central business district destinations, improve connections between different travel modes, and improve bus passenger amenities including covered passenger boarding areas and interior passenger amenities. Comfort and safety will be important aspects of this project and public/private partnerships and economic development opportunities will also be considered. Following completion of the feasibility study, environmental and design work will be the next steps.			360.0 FA 90.0 SR							450.0
	TOTAL	0.0		450.0		0.0		0.0		0.0	450.0
11	Predictive Maintenance Predictive maintenance will extend the life of buses, reduce capital costs, reduce operating costs, reduce inventory costs, and most importantly will reduce service disruptions due to mechanical failures. A predictive maintenance program identifies when parts will fail and then schedules these parts for replacement before they fail. To begin the program additional maintenance is needed up front. Software then determines when parts should be replaced.			200.0 FA 50.0 SR							250.0
	TOTAL	0.0		250.0		0.0		0.0		0.0	250.0
12	Transit Development Plan Update Funds will be used to update the Transit Development Plan. This study will be the compass to guide StarTran over a five to six year period.			176.0 FA 44.0 SR							220.0
	TOTAL	0.0		220.0		0.0		0.0		0.0	220.0

2021-2024 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	2020-21	FS	2021-22	FS			2022-23	FS	2023-24	FS
13	Autonomous Shuttles (Micro-AV) Autonomous vehicle technology is poised to increase mobility options for individuals around the world and Lincoln is establishing itself as a community at the forefront of using these technologies for the good of its people. Deployment of lease autonomous shuttles will be tested with ambassadors on board during the pilot project.												
	TOTAL	200.0	SR	200.0	SR	200.0	SR	200.0	SR	200.0	SR	0.0	800.0
	State / Federal	1,279.0		5,669.8		5,161.0		144.0		80.0			11,054.8
	General Revenue	0.0		0.0		0.0		0.0		0.0			0.0
	Special Reserves	519.8		2,694.7		1,165.0		236.0		220.0			4,315.7
	TOTAL	1,798.8		8,364.5		6,326.0		380.0		300.0		0.0	15,370.5
	OPERATIONS FUNDING SOURCE SUMMARY												
	Fixed Route Operations & Specialized Transportation Services for Lincoln, NE			1,350.0		1,350.0		1,350.0		1,350.0			5,400.0
	Section 5307 Preventative Maintenance			75.0		75.0		75.0		75.0			300.0
	Section 5307 Operating and JARC - StarTran			12.0		12.0		12.0		12.0			48.0
	Section 5307 Operating and JARC - Lincoln Literacy			280.0		280.0		280.0		280.0			1,120.0
	Section 5307 ADA			1,100.0		944.0		897.0		907.0			3,848.0
	NE (State Revenue/Aid)			7,100.0		7,150.0		7,200.0		7,250.0			28,700.0
	GR (General Revenues - Local Funds)			3,150.0		3,150.0		3,150.0		3,150.0			12,600.0
	SC (Service Charges - Local Funds)			2,694.7		1,165.0		236.0		220.0			4,315.7
	TOTAL	0.0		13,067.0		12,961.0		12,964.0		13,024.0		0.0	52,016.0
	TOTALS FOR STARTRAN FUNDING												
	FEDERAL FUNDING												
	Federal			5,669.8		5,161.0		144.0		80.0			11,054.8
	Section 5307 Preventative Maintenance			1,350.0		1,350.0		1,350.0		1,350.0			5,400.0
	Section 5307 Operating and JARC			87.0		87.0		87.0		87.0			348.0
	Section 5307 ADA			280.0		280.0		280.0		280.0			1,120.0
	SUB-TOTAL FEDERAL FUNDING	0.0		7,386.8		6,878.0		1,861.0		1,797.0		0.0	17,922.8
	STATE FUNDING												
	NE (State Revenue/Aid)			1,100.0		944.0		897.0		907.0			3,848.0
	State / Federal												0.0
	SUB-TOTAL STATE FUNDING	0.0		1,100.0		944.0		897.0		907.0		0.0	3,848.0
	LOCAL FUNDING												
	GR (General revenues - Local Funds)			7,100.0		7,150.0		7,200.0		7,250.0			28,700.0
	SC (Service Charges - Local Funds)			3,150.0		3,150.0		3,150.0		3,150.0			12,600.0
	Special Reserves (SR)			2,694.7		1,165.0		236.0		220.0			4,315.7
	SUB-TOTAL LOCAL FUNDING	0.0		12,944.7		11,465.0		10,586.0		10,620.0		0.0	45,615.7
	TOTAL	0.0		21,431.5		19,287.0		13,344.0		13,324.0		0.0	67,386.5
	Notes: Revenue & cost estimates use an inflation rate of 3%												
	STATUS OF PREVIOUS YEARS PROJECTS												
	Projects Completed or Under Contract												
	Purchase/Financing of Full Size Buses												
	Bus Stop Amenities												

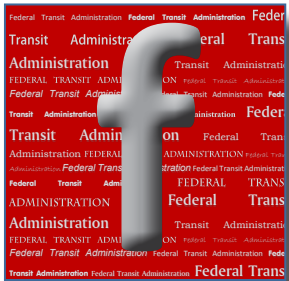


Lincoln Airport Authority

2021-2024 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM	AGENCY: Lincoln Airport Authority DIVISION: Lincoln Municipal Airport
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PROJ NO <small>(Map)</small>	PROJECT <small>(Location & Distance) (Improvement Description)</small>	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								COST BEYOND PROGRAM	TOTAL PROJECT COSTS										
		PRIORITY PROJECTS																			
		<small>(Control Number)</small>	<small>(Project Number)</small>	<small>(Work Phase)</small>	PRIOR FISCAL YEARS	FS	2020-21	FS	2021-22			FS	2022-23	FS	2023-24	FS					
1	Master Plan				675.0 FAA 75.0 LAA										750.0	0.0	0.0	0.0	0.0	0.0	
			TOTAL				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
2	Snow Removal Equipment - Loader				450.0 FAA 50.0 LAA										500.0	0.0	0.0	0.0	0.0	0.0	
			TOTAL				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
3	Continuous Friction Measuring Equipment				180.0 FAA 20.0 LAA										200.0	0.0	0.0	0.0	0.0	0.0	
			TOTAL				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
4	General Aviation Development <small>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.</small>						1,350.0 FAA 150.0 LAA								0.0	1,500.0	0.0	0.0	0.0	0.0	1,500.0
			TOTAL				0.0	1,500.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,500.0	0.0	0.0	0.0	0.0	1,500.0
5	SRE-Sweeper (Replace #4454) <small>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.</small>						585.0 FAA 65.0 LAA								0.0	650.0	0.0	0.0	0.0	0.0	650.0
			TOTAL				0.0	650.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	650.0	0.0	0.0	0.0	0.0	650.0
6	Runway 18/36 - Pavement Rehabilitation Design <small>The existing 100' wide concrete keel section continues to see spalling and degradation at the joints. This pavement was constructed in the early 1990's and is nearing the end of it's useful life. This preliminary design/design project will more accurately define the scope of work and cost.</small>							720.0 FAA 80.0 LAA							0.0	800.0	0.0	0.0	0.0	0.0	800.0
			TOTAL				0.0	800.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	800.0	0.0	0.0	0.0	0.0	800.0
7	Runway 18/36 - Pavement Rehabilitation Construction <small>The existing 100' wide concrete keel section continues to see spalling and degradation at the joints, primarily due to age, ASR and exacerbated by annual freeze/thaw cycles. The increasingly urgent need for pavement rehab arose in early 2019 as maintenance efforts to mitigate FOD became more substantial.</small>								7,200.0 FAA 800.0 LAA						0.0	8,000.0	0.0	0.0	0.0	0.0	8,000.0
			TOTAL				0.0	8,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8,000.0	0.0	0.0	0.0	0.0	8,000.0
8	Runway 14/32 Rehabilitation - Design <small>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.</small>											540.0 FAA 60.0 LAA			0.0	600.0	0.0	0.0	0.0	0.0	600.0
			TOTAL				0.0	600.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	600.0	0.0	0.0	0.0	0.0	600.0

2021-2024 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							
		PRIOR FISCAL YEARS	FS	2020-21	FS	2021-22			FS	2022-23	FS	2023-24	FS		
(Control Number)	(Project Number)	(Work Phase)													
9	Runway 14/32 Rehabilitation - Pavement and Lighting 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).									8,100.0 900.0					
	TOTAL		0.0		0.0		0.0		0.0		0.0	9,000.0	9,000.0		
10	Terminal Ramp Rehabilitation - Phase II 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.									3,600.0 400.0					
	TOTAL		0.0		0.0		0.0		0.0		0.0	4,000.0	4,000.0		
FUNDING SUMMARY															
FAA FUNDS															
FAA(Airport Improvement Program)				1,305.0		1,935.0		720.0		7,200.0		540.0	0.0	10,395.0	
SUB-TOTAL FEDERAL FUNDING				1,305.0		1,935.0		720.0		7,200.0		540.0	0.0	10,395.0	
STATE FUNDS															
NDA (NE Dept. of Aeronautics)				0.0		0.0		0.0		0.0		0.0	0.0	0.0	
SUB-TOTAL STATE FUNDING				0.0		0.0		0.0		0.0		0.0	0.0	0.0	
LOCAL FUNDS															
LAA (Lincoln Airport Authority)				145.0		215.0		80.0		800.0		60.0	0.0	1,155.0	
SUB-TOTAL LOCAL FUNDING				145.0		215.0		80.0		800.0		60.0	0.0	1,155.0	
TOTAL					1,450.0		2,150.0		800.0		8,000.0		600.0	13,000.0	24,550.0



Federal Transit Administration:

Section 5310/5311 Projects

**2021-2024 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)							COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIORITY PROJECTS									
		PRIOR FISCAL YEARS	FS	2020-21	FS	2021-22					FS
1	Section 5311 Program										
	Vanpool Project Vendor vanpool services to provide statewide contracted services, which includes service for A) the Lincoln and Omaha (LCLC and MAPA) Metro regions and B) Rural Nebraska vanpool service.										
	a. Lincoln and Omaha (LCLC & MAPA) Metro vanpool service for Lancaster, Sarpy & Douglas counties. Note: CMAQ funding transferred to Section 5307.	186.12	CMAQ	61.80	CMAQ						247.92
	b. Rural Nebraska vanpool service.	204.0	5311	84.0	5311						288.0
		51.0	OF	21.0	OF						72.0
	TOTAL	441.12		166.8		0.0		0.0		0.0	607.9
2	Section 5310 Program										
	a. Madonna Foundation										
	Capital - 1 small bus	52.80	5310								
		13.20	OF								
	Capital - 1 low floor van	32.00	5310								
		8.00	OF								
	Technology - radio rental	3.36	5310								
		0.84	OF								
	TOTAL	110.20		0.00		0.0		0.0		0.0	110.20
	e. Region V L5										
Capital - 1, 12 passenger van	25.60	5310									
	6.40	OF									
Capital - 1 low floor van	32.00	5310									
	8.00	OF									
TOTAL	72.0		0.0		0.0		0.0		0.0	72.0	
f. City of Lincoln - Parks & Recreation Dept.											
1 small bus	52.80	5310									
	13.20	OF									
TOTAL	66.0		0.0		0.0		0.0		0.0	66.0	
FY 2015 5310 Allocation Carry-over											
	80.571										
	-80.571										
TOTAL	0.000		0.000		0.0		0.0		0.0	0.000	
3	FY 2016 5310 Allocation										
		187.656									
	-187.656										
TOTAL	0.000		0.000		0.0		0.0		0.0	0.000	

**2021-2024 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	2020-21	FS	2021-22			FS	2022-23	FS	2023-24	FS	
4	FY 2017 5310 Allocation	193.889												
		-193.889												
	TOTAL	0.000		0.0		0.0		0.0		0.0		0.0		0.0
5	FY 2018 5310 Allocation	47.676		154.226	5310									
		-47.676												
	TOTAL	0.000		154.226		0.0		0.0		0.0		0.0		154.2
6	FY 2019 5310 Allocation			210.538	5310									
	TOTAL	0.000		210.538		0.0		0.0		0.0		0.0		210.5
FUNDING SUMMARY														
FEDERAL FUNDS														
FA (Federal Aid)		0.0		0.0		0.0		0.0		0.0		0.0		0.0
CMAQ (Congestion Mitigation and Air Quality)		186.1		61.8		0.0		0.0		0.0		0.0		247.9
5307 (FTA Section 5307 Funds)		0.0		0.0		0.0		0.0		0.0		0.0		0.0
5310 (FTA Section 5310 Funds)		198.6		364.8		0.0		0.0		0.0		0.0		563.3
5311 (FTA Section 5311 Funds)		204.0		84.0		0.0		0.0		0.0		0.0		288.0
SUB-TOTAL FEDERAL FUNDING		588.7		510.6		0.0		0.0		0.0		0.0		1,099.2
STATE FUNDS														
NE (State of Nebraska)		0.0		0.0		0.0		0.0		0.0		0.0		0.0
SUB-TOTAL STATE FUNDING		0.0		0.0		0.0		0.0		0.0		0.0		0.0
LOCAL FUNDS														
OF (Other Funds)		100.6		21.0		0.0		0.0		0.0		0.0		121.6
SUB-TOTAL LOCAL FUNDING		100.6		21.0		0.0		0.0		0.0		0.0		121.6
TOTAL		689.3		531.6		0.0		0.0		0.0		0.0		531.6

2021-2024 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM	AGENCY: FTA Program Funding DIVISION: Section 5310/5311 Projects
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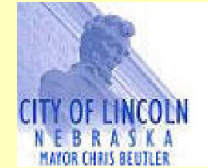
PROJ NO <small>(Map)</small>	PROJECT <small>(Location & Distance) (Improvement Description)</small>	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)												
		PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		<small>(Control Number)</small>	<small>(Project Number)</small>	<small>(Work Phase)</small>	PRIOR FISCAL YEARS	FS	2020-21	FS	2021-22	FS	2022-23			FS
STATUS OF PREVIOUS YEARS PROJECTS <u>Projects Completed or Under Contract</u> Tabitha Inc. Capital - 2 low floor van Madonna Foundation Capital - 2 low floor van Technology - MDT/Radio Region V L3 Capital - 3, 7-passenger van Region V L1 Capital - 2 low floor van Region V L5 Capital - 1 small bus Capital - 1, 12-passenger van														





Pedestrian, Bike & Trails

**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

**Ped, Bike and Trails
FY 2021 - 2024**



-  Trail Projects
-  Existing Parks

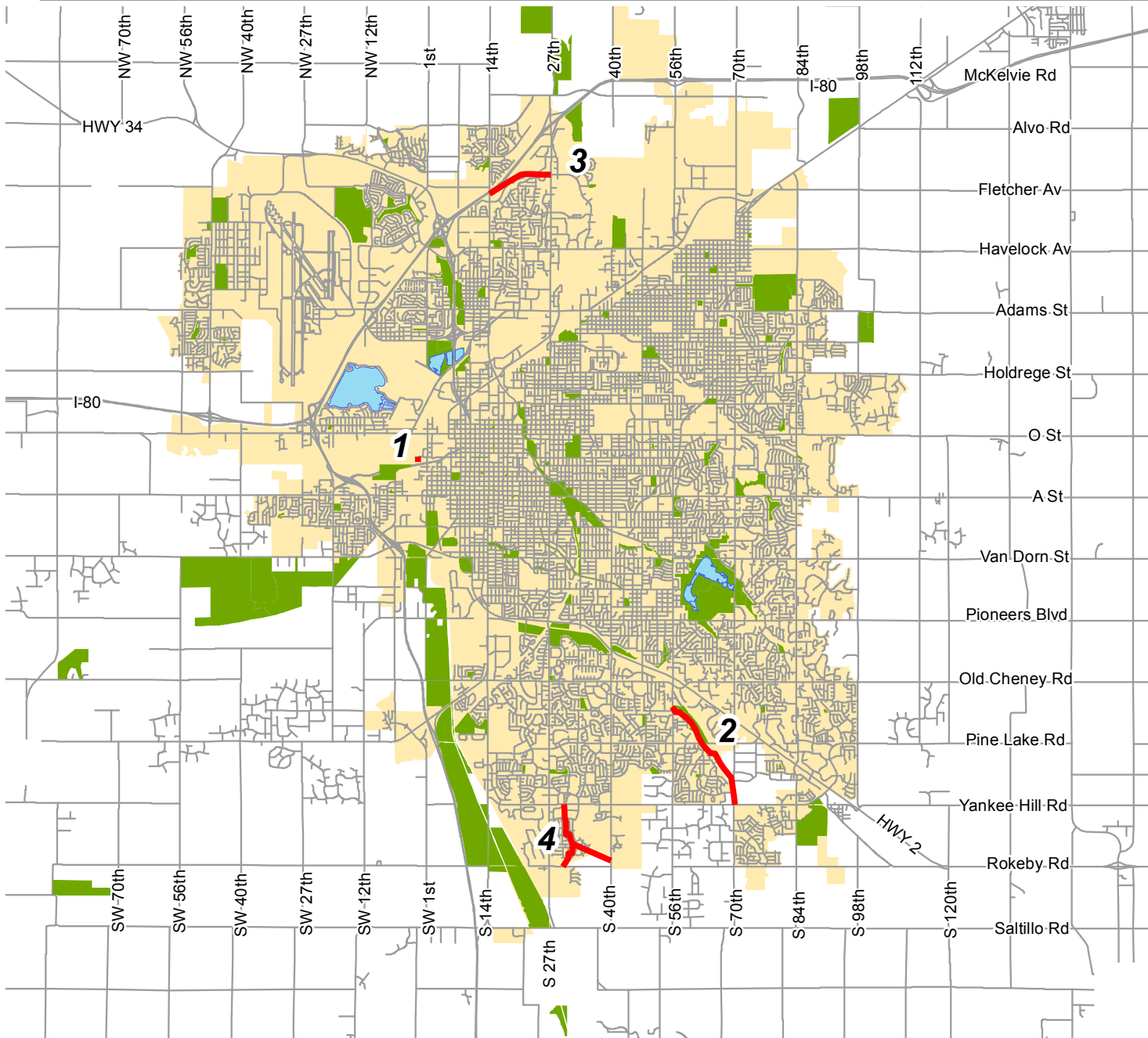
- #1 Rosa Parks Way Trail**
- #2 Beal Slough Trail Project**
- #3 Fletcher Landmark Trail**
- #4 Wilderness Hills Trail**



Lower Platte South
Natural Resources District



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



2021-2024 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM	AGENCY: Pedestrian, Bike & Trails DIVISION: Planning Area Projects
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PROJ NO <small>(Map)</small>	PROJECT <small>(Location & Distance) (Improvement Description)</small>	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)							
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIOR FISCAL YEARS	FS	2020-21	FS	2021-22			FS
(Control Number)	(Project Number)	(Work Phase)							
1	<u>Lower Platte South Natural Resource District</u> Rosa Parks Way Trail Railroad Undercrossing trail west of 1st and J Street, 900 feet long and 10' wide concrete surface.	PE 41.6 TA1 PE 10.4 NR 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	0.0	1,013.0
2	<u>City of Lincoln Parks & Recreation Department</u> Beal Slough Trail Project Trail project to extend southeasterly along the Beal Slough Channel from 56th Street & London Road to 70th Street & Yankee Hill Road. The trail will be on city owned property to Pine Lake Road where it will connect with an underpass at Pine Lake Road (included with the street project). trail will continue southeast parallel to the railroad and the Beal Slough Channel, connecting to 70th Street. Ten foot concrete trail on 20 foot right-of-way. Total 2.22 miles.	PE 76.2 TA2 PE 19.1 LN ROW 8.0 TA2 ROW 2.0 LN Construction 698.6 TA2 Construction 174.7 LN CE 95.3 TA2 CE 23.8 LN C.N. 13366 TAP-55(182) TOTAL	105.3	992.4	0.0	0.0	0.0	0.0	1,097.7
3	Fletcher Landmark Trail Trail project for concrete trail to follow primarily alongside Fletcher Street from N. 14th Street to N. 27th Street.	PE 125.5 TA2 PE 31.4 LN ROW 20.5 TA2 ROW 5.1 LN Util 22.6 TA2 Util 5.7 LN Construction 545.7 TA2 Construction 136.4 LN CE 81.5 TA2 CE 20.4 LN TOTAL	156.9	0.0	25.6	812.3	0.0	0.0	994.8
4	Wilderness Hills Trail Continuing the Tierra Williamsburg trail from about 37th and Yankee Hill Rd South approximately .75 mile where it will branch off in two segments, one leading east to an underpass of S. 40th Street, the other southwest to an underpass of Rokeby Road.	PE 87.5 OF PE 21.8 LN ROW 27.4 Utilities 36.5 Construction 767.5 CE 109.3 TOTAL	0.0	0.0	0.0	0.0	109.3	940.7	1,050.0

2021-2024 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM					AGENCY: Pedestrian, Bike & Trails DIVISION: Planning Area Projects						
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description) (Control Number) (Project Number) (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)									
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
		PRIOR FISCAL YEARS	FS	2020-21	FS	2021-22			FS	2022-23	FS
FUNDING SUMMARY											
FEDERAL FUNDS											
CMAQ (Congestion Mitigation and Air Quality)		0.0		0.0		0.0		0.0		0.0	
RTP (Recreational Trails Program)		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	
TA1 (STP-TA - State Transportation Alternatives Program)		41.6		724.8		0.0		0.0		0.0	
TA2 (STP-TA - Lincoln MPO Transportation Alternatives Program)		209.7		793.9		20.5		649.8		0.0	
TAC (Advanced Construction for STP-TA-Transportation Alternatives Program Funding)		0.0		0.0		0.0		0.0		0.0	
SR (SRTS - Safe Routes to School)		0.0		0.0		0.0		0.0		0.0	
SUB-TOTAL FEDERAL FUNDING		251.3		1,518.7		20.5		649.8		0.0	2,440.4
STATE FUNDS											
NE (State Revenue / Aids)		0.0		0.0		0.0		0.0		0.0	
SUB-TOTAL STATE FUNDING		0.0		0.0		0.0		0.0		0.0	0.0
LOCAL FUNDS											
NR (Lower Platte South Natural Resource District Funds)		10.4		181.2		0.0		0.0		0.0	
GP (Great Plains Trail Network Private Contributions)		0.0		5.0		0.0		0.0		0.0	
RT (Railroad Transportation Safety District)		0.0		50.0		0.0		0.0		0.0	
LN (City of Lincoln Funds)		52.5		198.5		5.1		162.5		21.8	
HIC (City of Hickman Funds)		0.0		0.0		0.0		0.0		0.0	
PR (Other Private Contributions)		0.0		0.0		0.0		0.0		0.0	
OF (Other Funds)		0.0		0.0		0.0		0.0		87.5	
SUB-TOTAL LOCAL FUNDING		62.9		434.7		5.1		162.5		109.3	774.4
TOTAL		314.2		1,953.4		25.6		812.3		109.3	4,155.5

2021-2024 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM	AGENCY: Pedestrian, Bike & Trails DIVISION: Planning Area Projects
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PROJ NO <small>(Map)</small>	PROJECT <small>(Location & Distance)</small> <small>(Improvement Description)</small> <small>(Control Number) (Project Number) (Work Phase)</small>	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)							COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIORITY PROJECTS								
		PRIOR FISCAL YEARS	FS	2020-21	FS	2021-22	FS	2022-23		
STATUS OF PREVIOUS YEARS PROJECTS										
<u>Projects Completed or Under Contract</u>										
<u>City of Lincoln Parks and Recreation Department</u>										
<u>Stonebridge Trail</u>										
Design and construction of a 10' wide, concrete bicycle, pedestrian trail, connecting the North 14th Street Trail with the Alvo Road Trail. This trail will begin at North 14th Street and Humphrey Avenue and proceed through the Stonebridge neighborhood										
	PE	72.0	TA2							
	PE	18.0	LN							
	ROW	107.0	TA2							
	ROW	26.7	LN							
	Construction	642.9	TA2							
	Construction	160.1	LN							
	CE	96.4	TA2							
	CE	24.1	LN							
<u>Wilderness Park Bridge</u>										
Replace Salt Creek Bridge 1/2 mile north of Saltillo Road.										
	PE	20.0	LN							
	PE	10.0	GP							
	PE	12.4	OF							
	Const/CE	359.6	LN							
	Const/CE	7.5	GP							
	Const/CE	20.1	OF							



Railroad Transportation Safety District

**Lincoln Metropolitan Planning Organization
Transportation Improvement Program**

**Railroad Transportation
Safety District
FY 2021 - 2024**



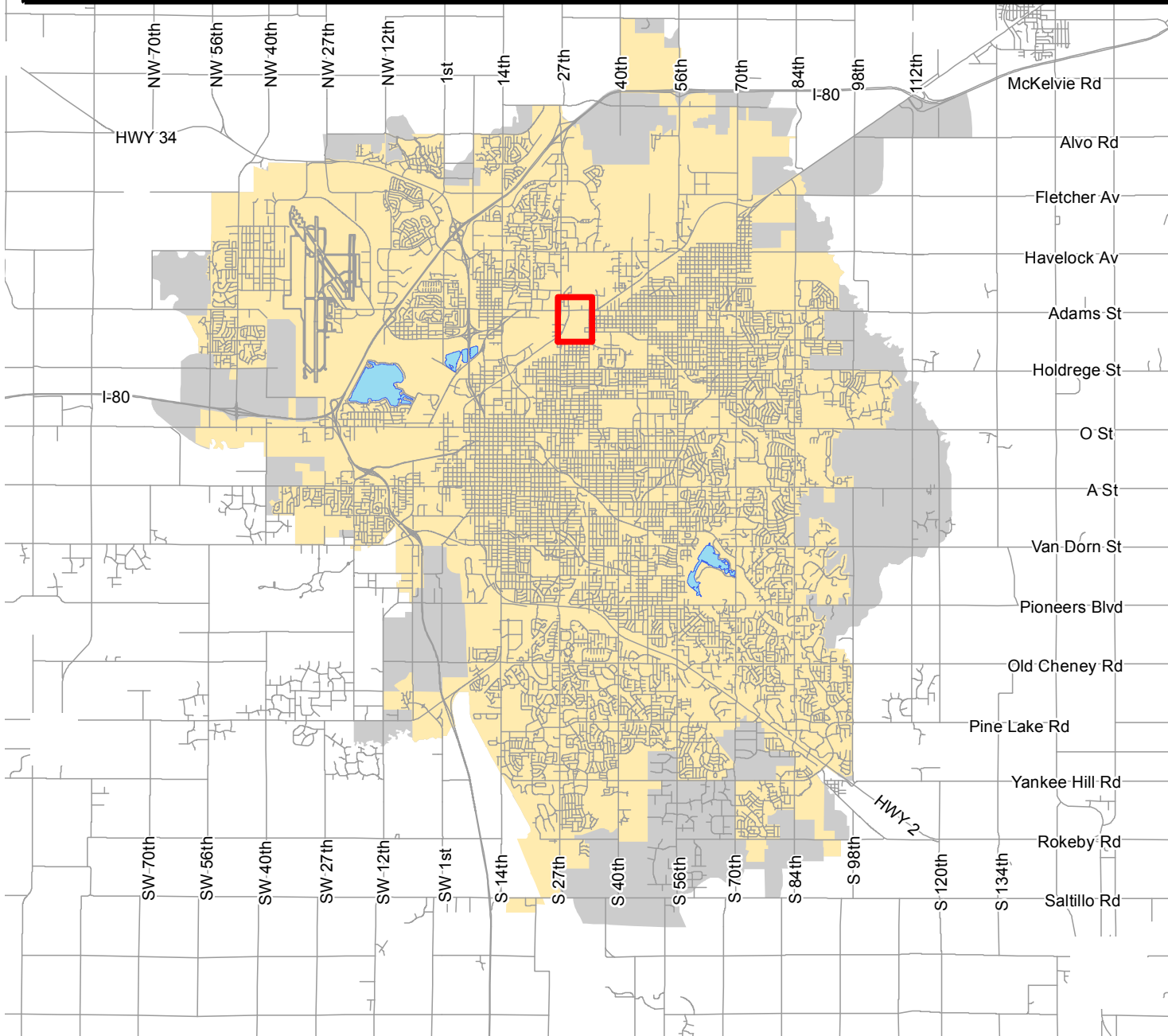
Project Location

**33rd and Cornhusker
(BNSF Rail Corridor)**



Lincoln's Future Service Limit Shown as Grey

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

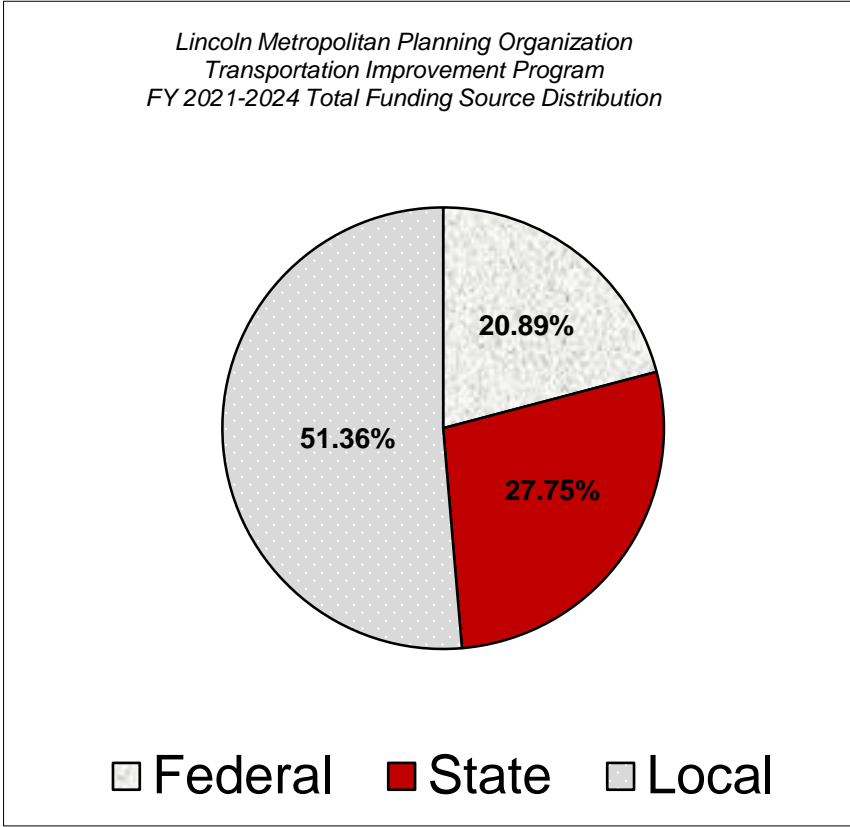
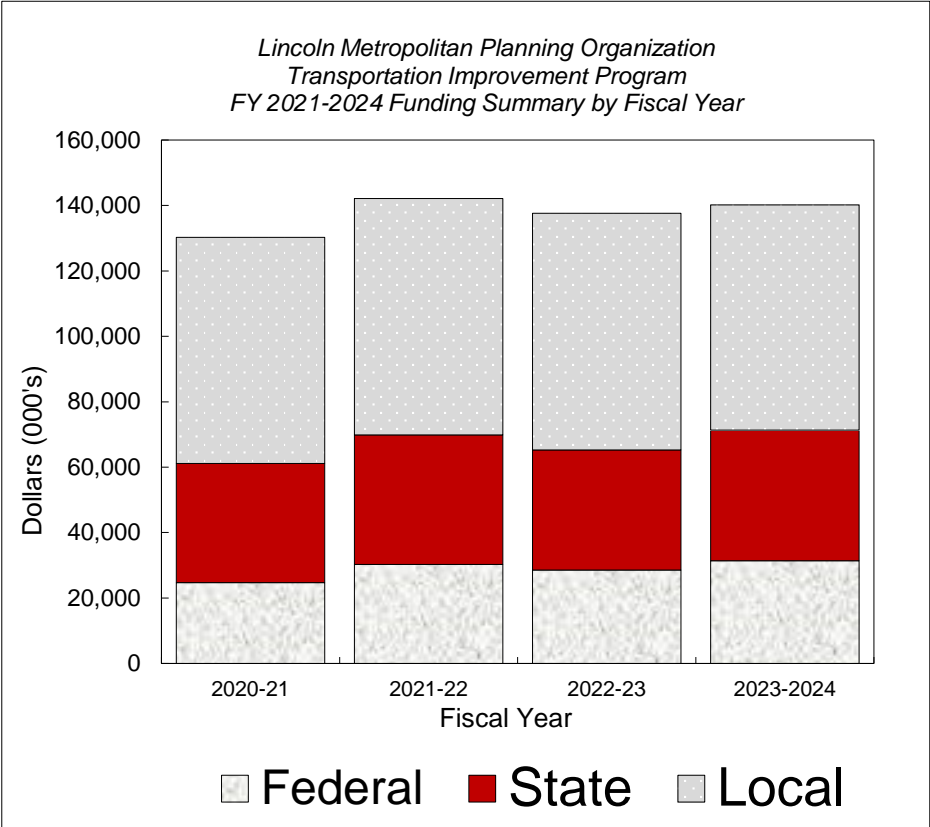


2021-2024 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: City of Lincoln		DIVISION: Railroad Transportation Safety District											
PROJ NO (Map)	PROJECT (Location & Distance)			PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)													
	(Improvement Description)			PRIORITY PROJECTS										COST BEYOND PROGRAM	TOTAL PROJECT COSTS		
	(Control Number)	(Project Number)	(Work Phase)	PRIOR FISCAL YEARS	FS	2020-21	FS	2021-22	FS	2022-23	FS	2023-24	FS				
1	33rd and Cornhusker/BNSF Rail Corridor This project would implement study results to remove three 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. * The amounts for the RT/RR match to the federal funds is subject to change.			PE/ROW	4,800.0	RT	4,000.0	RT	7,100.0	RT	4,300.0	RT	9,219.0	RT	500.0 18,750.0		
						250.0	LOTM	250.0	LOTM	250.0	LOTM	250.0	LOTM	6,250.0			RZ
														781.0			RT*
														781.0			RR*
	TOTAL				4,800.0		4,250.0		7,350.0		4,550.0		17,281.0		19,250.0	57,481.0	
FUNDING SUMMARY																	
FEDERAL FUNDS																	
RZ (Railroad - Hwy Crossing - Hazardous Funds)					0.0		0.0		0.0		0.0		6,250.0				
SUB-TOTAL FEDERAL FUNDING					0.0		0.0		0.0		0.0		6,250.0		0.0	6,250.0	
STATE FUNDS																	
SUB-TOTAL STATE FUNDING					0.0		0.0		0.0		0.0		0.0		0.0	0.0	
LOCAL FUNDS																	
RT (Railroad Transportation Safety District)					4,800.0		4,000.0		7,100.0		4,300.0		10,000.0			30,200.0	
RR (Railroad Private Contributions)					0.0		0.0		0.0		0.0		781.0			781.0	
LOTM (Lincoln on the Move Funds) [city funds]					0.0		250.0		250.0		250.0		250.0			1,000.0	
SUB-TOTAL LOCAL FUNDING					4,800.0		4,250.0		7,350.0		4,550.0		11,031.0		0.0	31,981.0	
TOTAL					4,800.0		4,250.0		7,350.0		4,550.0		17,281.0		19,250.0	57,481.0	



Funding Summary

2021-2024 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM



**2021-2024 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA
TRANSPORTATION IMPROVEMENT PROGRAM**

SUMMARY OF PROGRAM EXPENDITURES

	AGENCY	FISCAL YEARS				Total for Four Years	Costs Beyond Program	
		2020-2021	2021-2022	2022-2023	2023-2024			
A	State of Nebraska	FEDERAL	2,030.0	13,291.0	3,204.0	10,922.0	29,447.0	
		STATE	35,326.0	38,652.0	35,811.0	39,030.0	148,819.0	
		LOCAL	0.0	0.0	0.0	0.0	0.0	
		SUB-TOTAL	37,356.0	51,943.0	39,015.0	49,952.0	178,266.0	166,030.0
B	Lancaster County	FEDERAL	1,211.0	8.0	7,750.0	1,484.0	10,453.0	
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	3,181.4	3,002.0	4,937.5	3,371.0	14,491.9	
		SUB-TOTAL	4,392.4	3,010.0	12,687.5	4,855.0	24,944.9	0.0
C	City of Lincoln Transportation and Utilities	FEDERAL	10,112.2	9,349.6	7,893.6	10,401.6	37,756.9	
		STATE	2.5	0.0	0.0	0.0	2.5	
		LOCAL	48,068.9	50,352.9	51,308.8	43,638.2	193,368.8	
		SUB-TOTAL	58,183.5	59,702.5	59,202.4	54,039.8	231,128.2	4,068.3
D	StarTran	FEDERAL	7,386.8	6,878.0	1,861.0	1,797.0	17,922.8	
		STATE	1,100.0	944.0	897.0	907.0	3,848.0	
		LOCAL	12,944.7	11,465.0	10,586.0	10,620.0	45,615.7	
		SUB-TOTAL	21,431.5	19,287.0	13,344.0	13,324.0	67,386.5	0.0
E	Lincoln Airport Authority	FEDERAL	1,935.0	720.0	7,200.0	540.0	10,395.0	
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	215.0	80.0	800.0	60.0	1,155.0	
		SUB-TOTAL	2,150.0	800.0	8,000.0	600.0	11,550.0	13,000.0
F	Section 5310 / 5311 Projects	FEDERAL	510.6	0.0	0.0	0.0	510.6	
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	21.0	0.0	0.0	0.0	21.0	
		SUB-TOTAL	531.6	0.0	0.0	0.0	531.6	0.0
G	Ped, Bikes & Trails	FEDERAL	1,518.7	20.5	649.8	0.0	2,189.0	
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	434.7	5.1	162.5	109.3	711.6	
		SUB-TOTAL	1,953.4	25.6	812.3	109.3	2,900.6	940.7
H	Railroad Transportation Safety Dist.	FEDERAL	0.0	0.0	0.0	6,250.0	6,250.0	
		STATE	0.0	0.0	0.0	0.0	0.0	
		LOCAL	4,250.0	7,350.0	4,550.0	11,031.0	27,181.0	
		SUB-TOTAL	4,250.0	7,350.0	4,550.0	17,281.0	33,431.0	19,250.0
PROGRAM TOTAL	FEDERAL		24,704.2	30,267.1	28,558.4	31,394.6	114,924.3	
		STATE	36,428.5	39,596.0	36,708.0	39,937.0	152,669.5	
		LOCAL	69,115.7	72,255.1	72,344.7	68,829.5	282,545.0	
		SUB-TOTAL	130,248.4	142,118.1	137,611.2	140,161.1	550,138.8	
PROGRAM TOTAL		130,248.4	142,118.1	137,611.2	140,161.1	550,138.8	203,289.0	

With the passing of the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill, and continuing in the Fixing America’s Surface Transportation Act (FAST Act), states and MPOs are required to use performance based transportation planning practices. MPO Transportation Improvement Programs (TIP) will be required to document compliance with each of the performance based planning categories. Categories currently implemented include Safety (PM 1), Infrastructure (PM 2), System Performance (PM 3), and Transit Asset Management (TAM).

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

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

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

Safety

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

The Lincoln MPO has agreed to support the state’s annual (CY 2020) safety performance targets set in August 2019. The targets are:

Performance Measure	5-Year Rolling Average	
	Baseline (2014-2018)	Target (2016-2020)
Number of Fatalities	229.4	239.0
Rate of Fatalities per 100 million vehicle miles traveled (VMT)	1.119	1.140
Number of Serious Injuries	1,520.0	1,422.0
Rate of Serious Injuries per 100 million VMT	7.423	6.803
Number of Non-motorized Fatalities and Non-motorized Serious Injuries	135.8	133.0

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

Infrastructure

Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program (PM-2) was identified in the FHWA Final Ruling published in the Federal Register on January 18, 2017 (82 FR 5886). This rule establishes six performance measures to assess the condition of pavement and bridges on the National Highway System (NHS) to carry out the National Highway Performance Program. State DOTs are required to establish pavement and bridge condition targets by May 20 every four years.

The Lincoln MPO has agreed to support the state’s 4-year performance period (CY 2018-2021) pavement and bridge performance targets set in May 2018. The targets are:

Performance Measure	Target
% of Interstate pavements in Good condition	At least 50%
% of Interstate pavements in Poor condition	No more than 5%
% of non-Interstate NHS pavements in Good condition	At least 40%
% of non-Interstate NHS pavements in Poor Condition	No more than 10%
% of NHS bridges by deck area classified as in Good condition	At least 55%
% of NHS bridges by deck area classified as in Poor condition	No more than 10%

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

System Performance

Assessing Performance of the National Highway System (NHS), Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (PM-3) was identified in the FHWA Final Ruling, published in the Federal Register on January 18, 2017 (82 FR 5970). This rule establishes performance measures to assess the performance of the Interstate and non-Interstate NHS to carry out the National Highway Performance Program, freight movement on the Interstate system to carry out the National Highway Freight Program, and traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. There are two performance measures to assess system performance of the NHS, one performance measure to assess freight

movement on the Interstate system, two performance measures to assess traffic congestion under the CMAQ program, and one performance measure to assess total emissions reductions by applicable pollutants under the CMAQ program. State DOTs are required to establish system performance, freight, and CMAQ targets by May 20 every four years.

The Lincoln MPO has agreed to support the state's 4-year performance period (CY 2018-2021) system performance and freight performance targets set in May 2018 (Nebraska exempt from CMAQ measures this performance period). The targets are:

Performance Measure	Target
% of Person-Miles Traveled on the Interstate that are Reliable	98.9%
% of Person-Miles Traveled on the non-Interstate NHS that are Reliable	92.6%
Freight Reliability	1.10

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

Transit Asset Management

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

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

Category	Class	ULB*	Performance Target
Rolling Stock: FR Bus	Bus	15 years	9% of fleet exceeds ULB
Rolling Stock: SR Paratransit	Paratransit Van	6 years	8% of fleet exceeds ULB
Equipment: Non-Revenue Service Vehicle	Automobile	10 years	0% of fleet exceeds ULB
Equipment: Non-Revenue Service Vehicle	Other Support Vehicle	15-20 years	0% of fleet exceeds ULB
Facility: StarTran Administration, Bus Storage, and Maintenance	Admin & Maint	40 years	No more than 0% of StarTran owned facilities rated less than 3.0 on FTA TERM scale
Facility: Parking Facilities	Admin & Maint	40 years	No more than 0% of StarTran owned facilities rated less than 3.0 on FTA TERM scale

* ULB – Useful Life Benchmark

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



Comments

MEETING RECORD

NAME OF GROUP: PLANNING COMMISSION

DATE, TIME AND PLACE OF MEETING: Wednesday, April 15, 2020, 1:00 p.m., Hearing Room 112, on the first floor of the County-City Building, 555 S. 10th Street, Lincoln, Nebraska

MEMBERS IN ATTENDANCE: Tom Beckius, Dick Campbell, Tracy Corr, Tracy Edgerton, Cindy Ryman Yost and Cristy Joy; Shams Al-Badry, Deane Finnegan and Dennis Scheer absent; David Cary, Steve Henrichsen, Paul Barnes, Allan Zafft (via broadcast and by phone), Geri Rorabaugh and Rhonda Haas (via broadcast) of the Planning Department; media and other interested citizens.

STATED PURPOSE OF MEETING: Regular Planning Commission Hearing

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

Chair Corr requested a motion approving the minutes for the regular meeting held April 1, 2020.

Motion for approval of the minutes made by Campbell, seconded by Beckius and carried 6-0: Campbell, Edgerton, Joy, Ryman Yost, Beckius and Corr voting 'yes'; Al-Badry, Finnegan and Scheer absent.

MISCELLANEOUS 20001

LINCOLN MPO PROPOSAL: REVIEW OF THE DRAFT FY2021 TO FY2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR CONFORMANCE WITH THE CURRENT LINCOLN METROPOLITAN PLANNING ORGANIZATION (MPO) LONG RANGE TRANSPORTATION PLAN PUBLIC HEARING:

April 15, 2020

Members present: Campbell, Edgerton, Joy, Ryman Yost, Beckius and Corr; Al-Badry, Finnegan and Scheer absent.

Staff Recommendation: Miscellaneous 20001
In Conformance with the Long Range Transportation Plan

There were no ex parte communications disclosed.

Staff Presentation: Paul Barnes, Planning Department, came forward and stated this is for the Lincoln MPO Fiscal Year 2021 to 2024 Transportation Improvement Program (TIP) and was discussed at the April 1, 2020, briefing. The TIP is a 4-year program of projects completed annually and brought forward to the Planning Commission. All projects in the TIP must be listed specifically or generally in the Long Range Transportation Plan (LRTP). This document obligates dollars to these projects based on specific project types, i.e., FTA are Federal Transit Administration funds and are solely for transit projects. The Technical Review Committee reviews the proposed projects to be included in the TIP. Agencies in the TIP include: the Nebraska Department of Transportation, Lancaster County, City of Lincoln, Lincoln Transportation and Utilities (LTU), StarTran, Railroad Transportation Safety District (RTSD), Parks & Recreation and others. Comments made at today's meeting will be attached to the TIP and forwarded to the State. This then goes on to Technical Committee and then the Officials Committee. This TIP will be included in the State TIP, with public review.

Campbell stated the TIP refers to the 14th and Warlick Project as still in process. Barnes said the language is on hold; it is a regionally significant project and it must be included in the TIP.

Proponents:

There was no testimony in approval.

Opponents:

1. **Pam Dingman, Lancaster County Engineer**, came forward and communicated concerns with the funding set aside for the MPO and lack of funding for county-related projects.. The Project Selection Committee met three times this year and the projects put forth were described as system maintenance and system optimization. Lancaster County had asked for additional funding for future years for the 98th Street from Old Cheney to A Street and A Street to O Street, Fletcher Avenue from 84th Street to 148th Street, and funding to start the design of the Arbor Road Bridge--she expressed concern about the roundabout to be put in at the intersection by the bridge and inquired as to why the bridge was not included. The bridge does not meet the standards and will need to be larger in the future. The Fletcher Avenue Project needs to be included because Waverly has requested a truck route several times. Dingman stated that Lancaster County only has a single vote in the project selection for funding, and further indicated that for the past 18 years, there has been a problem with the way projects have been selected. Last year was the first year Lancaster County received funding. She is disappointed this year that the County projects were

not even named. During the meeting on February 14, 2020, when asking why her projects were not named, she was told she should not even be there. She questioned how Lancaster County is losing to unnamed projects. This funding has been available for the past 20 years, but not for Lancaster County. These funds should be intended for the area along the development fringe, which would benefit both the City and County. This system is broken for Lancaster County, as the list of projects presented are for the city.

Campbell asked if the County Board Chair and Vice Chair were both on the MPO. Dingman stated that are both on the Officials Committee. Campbell stated then they do have more than one voice to vote. Dingman clarified that her concern relates to the voice and vote on the Project Selection Committee.

Beckius asked if Ms. Dingman if she felt that the comment made at selection committee meeting questioning her attendance was because of her gender. Dingman said she feels it is a distinct possibility, because she was dismissed at the meeting.

Corr asked if she has suggestions on how Lancaster County could be represented better in this process. Dingman said there should be some funding distribution goal for Lancaster County.

Campbell asked if it would be realistic for the county to get 10 percent, based on the city/county population density of 90 percent city, 10 percent county. Dingman said if we focus on the development fringes, it would benefit both, and, therefore, does not seem very equitable. Campbell asked if Fletcher were added back in, would there be a reduction of funds to other projects, and, if so, how it would be determined. Dingman said that was a question for the City staff. Dingman indicated that the cost of the Fletcher project is \$184,400 for engineering, and Arbor Road Bridge is \$118,000.

Joy asked if the County had a project list and how their process worked. Dingman shared they are asked to provide projects to the committee with estimates.

Corr thanked Ms. Dingman for coming forward knowing it was tough to bring her concerns forward. The Planning Commission does represent the City and the County and, therefore, Ms. Dingman should be at the meetings. Dingman stated that she believes Lancaster County should have a voice and a percentage of the funding.

Staff Questions:

Campbell asked if they were to add \$250,000 for these two projects back to into the MPO, would this be the process to recommend amending the MPO. Cary stated the budgeting of funds would not necessarily be this Commission's action and explained that the process to do this has already happened by the Project Selection Committee, which included the County representative. In order to make changes to the process, it would need to be with the LRTP and the Planning Department. The Planning Department would be open to make changes to the process, stating that he understands the concerns of the County Engineer.

Campbell asked if they are only considering what is before them in terms of conformance to the Comprehensive Plan. Cary said yes. Campbell asked if the Comp Plan revision would be where those projects could be added. Cary said correct.

Edgerton asked if there were questions on the process, who would be involved. Cary stated this could be discussed at the MPO level, which is both the Technical Committee and the Officials Committee.

Corr asked how many people are on the MPO Committee. Cary said the Technical Committee has 20 members-- 2 are county representatives. Planning staff represent both city and county. Corr asked how many from Planning are on this committee. Cary said three.

Beckius stated in the future it might be helpful if under the funding summary tab it would show a breakdown of local dollars used for each city and county project. Barnes stated that would be easy to get in a chart or graph form. Beckius asked how to figure out if the funding used is controlled locally. Barnes stated the numbers they receive from the State in the TIP are the numbers that they can control. Beckius asked if the State dollars listed were attached to certain projects. Barnes stated they could be depending on the funding source and the grant type. Beckius stated that he is trying to focus on dollars that they control and not dollars that have strings attached. Cary stated the Surface Transportation Program dollars and Federal funding comes through the State to the MPO's; once allocated at the local MPO level, the decision-making controls the use of those funds.

Beckius stated that if any Planning, LTU or anyone else has a problem working with the County Engineer or anyone else because of their gender, it is a problem. If any employee sees this, they should feel empowered to call it out and put a stop to it immediately. Cary stated that he agrees with Commissioner Beckius.

Corr stated the County Engineer mentioned that the projects listed by the city were in a general term, and she asked if they could be listed more specifically. Cary stated, the way this was handled has been deemed appropriate on how items are represented in the TIP. It can be by project specific or by a program. Barnes stated it is called a group of projects, and it is a process and agreement that the MPO has with LTU and the city. The specific projects are listed in the

appendix. Corr asked if the list was provided during the meetings. Barnes stated it was provided later as part of the discussion with the subcommittee. Corr stated that it would be helpful to have the list in one of the meetings because there might be some cost-sharing projects. Barnes said at the last meeting they went over the drafted list.

Campbell moved to close the public hearing on this item, seconded by Edgerton and carried 6-0: Campbell, Edgerton, Joy, Ryman Yost, Beckius and Corr voting 'yes'; Al-Badry, Finnegan and Scheer absent.

MISCELLANEOUS 20001

ACTION BY PLANNING COMMISSION:

April 15, 2020

Campbell moved to find the proposed program to be in conformance with the Long Range Transportation Plan, seconded by Edgerton.

Campbell stated he would like to make a recommendation to the MPO Committee to look at adding the two projects discussed earlier back into the program, because if not taken care of now, they will become a city issue. Adding them back to the MPO, we would be ahead of the game and up to speed on what should be moving forward.

Joy agreed with Commissioner Campbell's statement. She shared they need to deal with what is coming up and should work together because they represent everyone.

Beckius stated the projects are in conformance with the Comprehensive Plan. He shared that today's discussion has given more opportunity to discuss ways this group can work together moving forward.

Corr shared that she would like to encourage more collaboration between everyone and look for funding and projects that can be done together. She stated this is in conformance with the LRTP, but encourages the revamping of the process to have more cohesive development discussions in the future.

Motion carried 6-0: Campbell, Edgerton, Joy, Ryman Yost, Beckius and Corr voting 'yes'; Al-Badry, Finnegan and Scheer absent.

Campbell indicated that he would like to make a resolution to pass onto the MPO Committee, and he further stated he would like them to look at adding the Fletcher and Arbor Bridge projects back into the program as soon as possible. **Tim Sieh, City Attorney's Office**, came forward and stated that the agenda items have been set and it would be inappropriate under the Open Meeting Act to start adding resolutions or items to the agenda.

MEETING RECORD

NAME OF GROUP: TECHNICAL COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: April 17, 2020, 2:00 p.m., City Council Chambers, County-City Building, 555 S. 10th St., Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: David Cary – Planning Department, Pam Dingman – County Engineering, Elizabeth Elliott – Lincoln Transportation and Utilities; Paul Barnes – Planning Dept.; Lonnie Burklund and Thomas Shafer – Lincoln Transportation and Utilities (LTU); Michael Davis – StarTran; Roger Figard – Railroad Transportation Safety District; Sara Hartzell – Parks and Recreation; Larry Legg – Lancaster County Engineer; Rick Bishop – Urban Development; Kellee Van Bruggen – Planning Dept.; Gary Bergstrom, Thomas Goodbarn, David Haring and Craig Wacker absent. Allan Zafft of the Planning Dept.; and Jesse Poore of Felsburg Holt & Ullevig.

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

Cary then requested a motion approving the minutes of the meeting held January 23, 2020. Motion for made by Figard, seconded by Hartzell and carried 12-0: Barnes, Bishop, Burklund, Cary, Davis, Dingman, Elliott, Figard, Hartzell, Legg, Shafer and Van Bruggen voting 'yes'; Bergstrom, Goodbarn, Haring and Wacker absent.

REVIEW AND ACTION ON THE PROPOSED FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP):

Zafft stated that the TIP is done annually. The purpose is to coordinate a list of transportation projects for the Lincoln MPO. These are transportation projects that typically receive federal transportation funds, regionally significant and are subject to federally required actions. The TIP is a four year schedule based on a federal fiscal year which is October 1 to September 30. The projects must be consistent with the Long Range Transportation Plan. The State has the South Beltway and roadway projects, along with bridge, culvert, and maintenance projects. Lancaster County Engineering has one safety project and two roadway capital projects. Lincoln Transportation & Utilities has seven projects for Transportation System Preservation. The next is Transportation System Optimization that has four projects listed. There is also Transportation System Growth, Transportation Livable Neighborhoods and the Transportation Sidewalk Program. Then there are four projects highlighted for the Capital Roadway Program

which we see as regionally significant. StarTran has a number of projects listed which includes replacing some buses and handivans along with maintenance, amongst other items. Lincoln Airport Authority has a number of projects such as runway improvements. Federal Transit Programs highlights the 5310 program. We work with NDOT (Nebraska Dept. of Transportation). The next section is Ped, Bike & Trails. This includes projects from the Lower Platte South Natural Resources District and City of Lincoln Parks & Recreation. The last is Railroad Transportation Safety District which lists the 33rd and Cornhusker Highway project. The TIP appeared before Planning Commission on April 15, 2020 and they found the TIP to be in general conformance with the LRTP. The next step is for this item to go before the MPO Officials Committee on May 1, 2020.

Dingman pointed out that the comments she made on the Unified Planning Work Program also apply to this item.

Figard inquired if Dingman was indicating that the County had not received any federal aid in a 20 year period or hadn't received an appropriate share of any federal aid in that 20 year period. Dingman responded that for this particular funding source, County Engineer has not received an appropriate share over the duration of that period. Figard is concerned that regarding transparency and talking to the public, he thinks everyone would agree, he started in this process in 1991 and over the years, none of us have had the resources to do the breadth of everything that they wanted to do. On the City website, the TIP is available for viewing back to 2003. There are ten programs in there that totaled almost \$60 million. Each of those programs had around \$5.9 million in Federal aid. He thinks there was always an effort to put dollars where they needed to be. We never did have enough. He knows in 2013, there was a change in the process and program. Dingman acknowledges there were changes in 2013. Her statements are in regard to the funding that was allotted on an annual basis to the MPO for projects, not to funding allotted overall to the program. Figard stated that the majority of funding that comes from the state is for projects. The MPO planning money is a pretty small percent. There are safety funds, STP funds and other categories. No one has all the money they want. It is a challenge for all of us. Dingman noted that in particular, she is referring to the STP funds that are allotted to the MPO and project selection process which has been laid out for those funds.

ACTION:

Figard moved approval of the FY 2021-2024 Transportation Improvement Program, seconded by Barnes and carried 10-0: Barnes, Bishop, Burklund, Cary, Davis, Elliott, Figard, Hartzell, Shafer and Van Bruggen voting 'yes'; Dingman and Legg voting 'no'; Bergstrom, Goodbarn, Haring and Wacker absent.



Pamela L. Dingman, P.E.
County Engineer

Kenneth D. Schroeder, R.L.S.
Deputy County Surveyor

444 Cherry Creek Road, Bldg. C
Lincoln, Nebraska 68528
Phone: 402-441-7681 Fax: 402-441-8692
Email: coeng@lancaster.ne.gov

April 28, 2020

RE: FY21 Transportation Improvement Plan (TIP)

Dear MPO Officials Committee Members,

This year at the project selection committee Lancaster County Engineering brought forth the following request for LCLC Funds from the MPO:

1. South 98th Street from Old Cheney to A Street:
 - a. FY 20 - \$186,400 for Design and Environmental
 - b. FY 23 - \$2,118,000 for Construction
 - c. There are several development projects moving forward in this corridor. 98th Street in this corridor has consistently had traffic counts over 400 ADT.
 - d. Lancaster County Engineering Department believes that there is a possibility of constructing this road next year with the assumption that no environmental work is needed because the road has already been graded for pavement.
2. South 98th Street from A Street to O Street:
 - a. FY 20 - \$151,200 for Design and Environmental
 - b. FY 24 - \$1,484,000 for Construction
 - c. Approximately ¼ mile of this road is already in the City of Lincoln. Lancaster County is currently on hold with this project while planning conducts a study to determine the cross section of the road.
 - d. NDOT/FHWA has agreed that the ROW was acquired to their standards.
 - e. Per the ROW Contract for this property, the City of Lincoln and Lancaster County **agreed that the project would be constructed prior to 2030** or the ROW would revert to the original owner.
3. Fletcher Road from 84th Street to 148th Street:
 - a. FY 21 - \$176,400 for Design and Environmental
 - b. FY 23 - \$8,000 for ROW and Utilities
 - c. Beyond Program - \$3,728,000 for Construction
 - d. This project has been requested by the City of Waverly for several years. Approximately 1/3 mile of Fletcher road east of 84th Street is already in the city. This route would create a much-needed farm to market route for this region of the city and county. In addition, as the Steven's Creek Drainage Area continues to develop by the City of Lincoln this road would provide an additional paved route. Paving this road would also take truck traffic off Amberly Road in Waverly which currently has an elementary school, middle school and high school adjacent to the road.
4. Arbor Road Bridge Replacement East of 27th Street and Arbor Road:
 - a. FY 21 - \$110,400 for Design and Environmental
 - b. FY 24 - \$8,000 for Right of Way and Utilities
 - c. Beyond Program - \$1,106,000 for Construction

- d. This project is just east of the City of Lincoln boundary. This bridge, known as County Bridge F-201, is scour critical and was built in 1965. The bridge would serve as a future trail location and should be sized by modern design methods prior to constructing the proposed roundabout at the intersection of North 27th and Arbor Road.

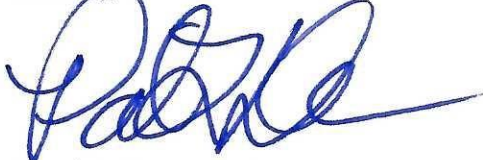
The following Federal MPO funds are available FY 21 - \$6,500,000, FY 22 - \$6,500,000, FY 23 \$6,500,000 and FY 24 \$10,758,400.

Historically, from 2003 to 2020, \$78,936,500 in MPO (LCLC & PC) Federal Funds have been programmed for use by the City of Lincoln Public Works by the MPO. FY20 was the first time that Lancaster County received any MPO funding. This included funding of \$186,400 for 98th Street - Old Cheney to A Street as well as \$151,200 for 98th Street A Street to O Street. There was a lot of discussion about project selection this year, much like last year. As Lancaster County Engineer, I am disappointed that for the second year in a row the City of Lincoln Transportation Department did not submit named projects to the project selection committee. In addition, for the second year I am asking how, did Lancaster County's Named Projects lose to the City of Lincoln Transportation Un-named Projects.

As Lancaster County Engineer, I am asking the MPO Officials Committee to place the Engineering of Fletcher Road and of the Arbor Road Bridge back into the TIP in FY 2021. Completing projects like these on the urban fringe enables the county and the city to work together to ensure that our growing community is prepared for the future with an infrastructure system that will better meet the needs of traveling public and urban growth. In addition, supporting projects like these will enable the city to pull future projects out of the CIP as the city continues to grow.

Please feel free to contact me if you would like to discuss these issues with me in greater detail.

Sincerely,



Pamela L. Dingman, P.E.
Lancaster County Engineer

April 30, 2020

Members of the Lincoln MPO Officials Committee:

A letter sent to all members of the Officials Committee by County Engineer Pam Dingman this week included some information that I believe requires additional explanation. I hope you will view this letter as additional clarification as you review the Transportation Improvement Program (TIP) that is slated for a vote at our Officials Committee meeting tomorrow.

The document proposed for approval followed the established customary process. The TIP as proposed is the result of many months of work by the MPO that followed the process established for the creation of this funding document. This includes three meetings of the Project Selection Committee (which is a subcommittee of the MPO Technical Committee). The Committee recommended the projects to be included in this TIP. This recommendation then went to the Planning Commission to receive a finding of conformity with the Long Range Transportation Plan on April 15. After that finding of conformance, the TIP went to the MPO Technical Committee on April 17 and received approval. Now the TIP is coming to the MPO Officials Committee for approval so that it can be sent to the Nebraska Department of Transportation for inclusion in the State's TIP. This is the established process for creation of the TIP and it was followed appropriately.

Identification/Prioritization in the LRTP is required for project approval. This year's request from the County Engineer included the Fletcher Avenue project from 84th Street to 148th Street. This project was not selected for inclusion in this year's TIP due to the fact that this stretch of Fletcher Avenue is not represented as a priority project in the Long Range Transportation Plan (LRTP) and therefore cannot be funded in the TIP at this time. If it were placed in the TIP without being identified in the LRTP, we put at risk the entire TIP and all the federal transportation funding our community receives. The LRTP is currently being updated as part of the regular five-year review process. This update provides an opportunity to enhance the program to be clear about what projects are priorities for the County to qualify them for federal funding.

South 98th Street Road Projects. Last year's TIP approved \$3.95 million in federal funding for this project. The two 98th Street projects, one segment from Old Cheney Road to A Street and the other from A Street to O Street, continue to be included in the TIP in this year's

recommended program and continue to be identified to receive federal funding on the schedule determined last year.

Project v. Program Funding. The County Engineer intimates that there is a difference in status between funding requests for a generalized program of projects compared to a named specific location project. To be clear, under the established process to appropriately develop the TIP, there is no priority difference between a program of projects or a specific location project. Federal Surface Transportation Program (STP) dollars can be used for both types of requested projects and have been used that way locally for many years. Also, the City of Lincoln Transportation & Utilities TIP programs for System Preservation and System Optimization do include detailed information about what projects will be accomplished in the Appendix of that section of the TIP document.

Finally, I want to emphasize that the TIP must be fiscally constrained and only include projects that can be funded using known funding levels from federal, state, and local sources. It cannot be a listing of needed but not affordable projects. With this reality, there will be projects that cannot be funded at the time they are requested due to limited federal dollars. All our MPO participating partners should pursue additional funding opportunities in order to fulfill the important needs of our regional road network. This is what the City of Lincoln was able to do with the ballot approval of the Lincoln on the Move funding to better fund system preservation projects and growth projects.

I appreciate your review of these clarifications. Please contact me or our MPO staff if you have additional questions or concerns.

Sincerely,



Leirion Gaylor Baird, Mayor
Executive Officer, Lincoln Metropolitan Planning Organization

cc: Lancaster County Engineer Pam Dingman
David Cary, Director – Lincoln/Lancaster County Planning Department
Allan Zafft, MPO Transportation Planner

MEETING RECORD

NAME OF GROUP: OFFICIALS COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: May 1, 2020, 1:00 p.m., City Council Chambers, County-City Building, 555 S. 10th St., Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: Mayor Leirion Gaylor Baird, Sean Flowerday, Ryan Huff, Richard Meginnis, Jane Raybould and Rick Vest. James Michael Bowers; David Cary, Paul Barnes, Allan Zafft and Teresa McKinstry of the Planning Dept.; Elizabeth Elliott of Lincoln Transportation and Utilities; Pam Dingman and Larry Legg of County Engineer; and Roger Figard of Railroad Transportation Safety District.

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

Raybould then requested a motion approving the minutes of the meeting held October 18, 2019. Motion for made by Flowerday, seconded by Meginnis and carried 5-0: Mayor Gaylor Baird, Flowerday, Huff, Meginnis and Raybould voting 'yes'; Vest abstaining.

REVIEW AND ACTION ON THE PROPOSED FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP):

Zafft stated that MPO staff is preparing the new TIP. It will go out for public review and comment. This document identifies projects that will be regional and significant to the area. The TIP has to be consistent with the LRTP. Developing the TIP is a coordinated effort. It goes through subcommittees. This includes staff from Planning Dept., Lincoln Transportation and Utilities, Lancaster County, NDOT and StarTran. The document is reviewed by Planning Commission, Technical Committee, and then finally by Officials Committee. Projects are broken down in the TIP by agency. This was reviewed by the Project Selection Committee as well.

Raybould asked where this document can be found for review. Zafft stated this is available on the Planning Dept. website. It was advertised for a 30 day review.

Meginnis believes minor revisions can be made administratively. Zafft replied that is correct. There are two ways to modify, either administratively or with an amendment. An amendment is a substantial change. NDOT has provided criteria for these reviews. Meginnis understands that an administrative modification is less than 20 percent of the MPO and less than \$2 million dollars, per se. Zafft replied he was correct.

Raybould inquired if an administrative modification for an existing TIP must also be in the LRTP. Zafft replied yes.

Vest wanted to know if specific projects are listed, for example Fletcher Rd. from 84th St. to 148th St. Is this project in the LRTP? Zafft replied yes, but only for a short section. He believes 70th St. to 84th St. is shown.

David Cary stated that there is a one mile stretch in the current LRTP. The project that was discussed for potential placement in the TIP was out to 148th St. Vest questioned given the guidelines, if it is impossible to put something in the TIP if it is not in the LRTP. Cary replied a project must be in both. We have to be consistent with the plan. If an MPO would attempt to do that, it would put the rest of the program at risk. Vest asked if it is an 18 month process to get programs in the LRTP. Cary responded that there are two different things that happen. This is updated every five years. We update the travel model. There is a large amount of public participation. Often times, there are significant changes for a major update. There is an amendment process that can take place in between that. We try to avoid those because they can be complicated. You might have to rerun a model. We reached agreement for financing on the South Beltway. We did this with an amendment. The State was able to say they had the funding source. That was a good example of an amendment.

Vest inquired if we could make an amendment to the LRTP. Cary believes there is an opportunity to submit an application for an amendment. Vest is motivated to put Fletcher Rd. in the long term plan. Cary stated this needs to have a request for a new application. Staff must look at the proposal, review the information and take it to a public forum. There is a process, but it can be done. It starts with an application to the Planning Dept.

Meginnis wanted to know how minor adjustments are done. Do they go through the Technical Committee and Planning Commission? Cary explained that if the amendment proposes an adjustment to something that is not in the LRTP, that would be a major adjustment. Meginnis understands that if a project is not in the LRTP, it is not considered a minor amendment. Cary replied that would be correct.

Flowerday inquired about the rough time frame for a major adjustment. Cary replied it could be as much as a two month process. Raybould believes this could be taken up at the next MPO meeting. Cary replied yes.

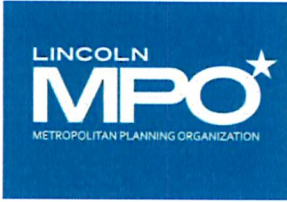
Raybould inquired about the Arbor Rd. bridge replacement. Cary responded that the concept of a maintenance program is in the LRTP. We would want to have the County portion of the program in that plan, so we are more informed of decisions. We want to have more information to support things like a consistent bridge rehabilitation. Raybould stated that Pam Dingman made a compelling argument about the bridges and Fletcher Rd. She hopes to have further discussion on this, perhaps at the next meeting.

Mayor Gaylor Baird believes finances will look a lot different at the next meeting, based on sales tax being the number one funding for roads and the current situation with the pandemic.

Cary state that the majority of items in the TIP are surface transportation federal dollars. There are a lot of other sources of federal funds such as transit funds and safety funds. He would add that when you program these types of dollars, there is a local match. The local agency has to fund that money.

ACTION:

Flowerday moved approval of the proposed FY 2021-2024 Transportation Improvement Program (TIP), seconded by Mayor Gaylor Baird and carried 6-0: Mayor Gaylor Baird, Flowerday, Huff, Meginnis, Raybould and Vest voting 'yes'.



Lincoln Metropolitan Planning Organization

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

Lincoln MPO Resolution: 2020-4 FOR THE PURPOSE OF ADOPTING THE FY 2021-2024 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 450.306; 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 2021 through 2024 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 450.326; 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 that the Lincoln Metropolitan Planning Organization Officials Committee adopts the Transportation Improvement Program for FY 2021 through 2024.

Approved by a vote of the MPO Officials Committee and signed this 1st day of May, 2020.



Lincoln MPO Officials Committee Chair

ATTEST



David Cary, Planning Director and MPO Administrator
Lincoln MPO Technical Advisory Committee Chair



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)

October 8, 2020

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

Dear Mr. Schneweis:

**FHWA/FTA Approval of the Nebraska FY 2021-2024
Statewide Transportation Improvement Program**

This letter is to inform you of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) review and approval of the highway and transit projects contained in the Nebraska Department of Transportation (NDOT) FY 2021-2024 Statewide Transportation Improvement Program (STIP), as well as the projects from the incorporated Metropolitan Transportation Improvement Programs (TIPs) for Lincoln and South Sioux City (SIMPCO), Omaha (MAPA), and Grand Island (GIAMPO).

The Draft FY 2021-2024 STIP was available for public comment starting August 17, 2020 running thru August 31, 2020. During this period, NDOT received no comments on the proposed STIP.

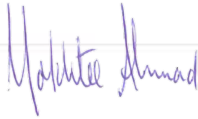
The Metropolitan Area Planning Agency's (MAPA) Board of Directors approved the TIP on June 25, 2020 and NDOT approval for inclusion into the NDOT STIP was given on July 31, 2020. The Lincoln MPO TIP was approved by the Officials Committee on May 1, 2020 and NDOT approval for inclusion into the NDOT STIP was given on July 16, 2020. The Siouxland Interstate Metropolitan Planning Council (SIMPCO) TIP Policy board approved the TIP on July 9, 2020 and on July 16, 2020 NDOT approved the TIP for inclusion into the STIP. The Grand Island TIP was approved by the Policy Board on May 26, 2020 and NDOT approval for inclusion into the STIP was given on July 16, 2020.

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.

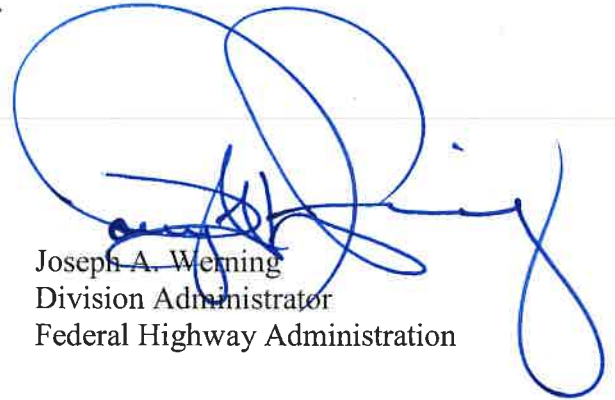
The enclosed planning finding was prepared to demonstrate how the NDOT planning process meets the planning requirements. Based on the FHWA review of the FY 2021 -2024 STIP, the aforementioned monitoring activities throughout the year, the MPO's self-certifications, and the attached planning finding, the FY 2021-2024 Statewide Transportation Improvement Program (STIP) is hereby approved.

If you have any questions or need additional information, please contact Gerri Doyle, FTA, at 816.329.3928, or Justin Luther, FHWA, at 402.742.8464.

Sincerely,



Mokhtee Ahmad
Regional Administrator
Federal Transit Administration



Joseph A. Werning
Division Administrator
Federal Highway Administration

cc:

Darla Hugaboom, FHWA-IA
Gerri Doyle, FTA
Justin Luther, FHWA-NE
Amy Starr, NDOT
Kendall Tonjes, NDOT
Craig Wacker, NDOT
Ryan Huff, NDOT
Greg Youell, MAPA
David Cary, Lincoln MPO
Allan Zafft, Lincoln MPO
Michelle Bostinelos, SIMPCO
Andy Gomez, GIAMPO

FY 2021-2024 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 2021-2024 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 2021-2024 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 2020 federal fiscal year. Please ensure the next STIP amendment accurately portrays the beginning balances.

The MPOs TIPs were approved by their respective policy committees and NDOT for inclusion into the NDOT 2021 -2024 STIP on the following dates:

- The Metropolitan Area Planning Agency's (MAPA) Board of Directors approved the TIP on June 25, 2020 and NDOT approval for inclusion into the NDOT STIP was given on July 31, 2020.
- The Lincoln MPO TIP was approved by the Officials Committee on May 1, 2020 and NDOT approval for inclusion into the NDOT STIP was given on July 16, 2020.
- The Siouxland Interstate Metropolitan Planning Council (SIMPCO) TIP Policy board approved the TIP on July 9, 2020 and on July 16, 2020 NDOT approved the TIP for inclusion into the STIP.
- The Grand Island TIP was approved by the Policy Board on May 26, 2020 and NDOT approval for inclusion into the STIP was given on July 16, 2020.

FHWA and FTA have determined that the FY 2021-2024 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 again noted that the September 1, 2020 request letter which NDOT submitted to FHWA and FTA for review and approval of the STIP does not request our respective agencies approval. In addition, the letter incorrectly references the wrong fiscal years of the STIP. 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 draft STIP is posted on the website and made available at the eight district offices. In addition, NDOT prepares a news release for media outlets informing the public that the draft STIP is available for public comment. The 2021 -2024 STIP outreach was disseminated as follows:

- A press release to 1,810 media outlets statewide
- A Tweet to 19,000 followers
- Gov. Delivery note to 800 subscribers of RSS feed of our Twitter page
- Gov. Delivery note to 480 subscribers of the STIP page

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

The Draft FY 2021-2024 STIP was available for public comment starting August 17, 2020 running thru August 31, 2020. 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 participation 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.

MPO Obligation Limitation in FY 2021

A State with STBG funds sub allocated 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 2021-2024 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. Importantly, it appears the FY 2021-2024 Lincoln MPO TIP has been programmed with sufficient projects to utilize available apportionments for the 5-year aggregate period and previous accumulated balance such that all amounts available for obligation should be obligated by FY 2024. NDOT will need to continue ensuring obligation limitation is made available to the Lincoln MPO during FY 2021 and into the future in order to meet the requirements of 23 USC 133 (e).

Recommendations:

1. The September 1, 2020 request letter which NDOT submitted to FHWA and FTA for review and approval of the STIP does not request our respective agencies approval. In future submittals, please ensure NDOTs submittal letter reflects the appropriate action NDOT is requesting FHWA and FTA to take for the STIP approval.
2. The Lincoln MPO has not been fully utilizing their obligation limitation over the last several years, and has built up an apportionment balance. The FY 2021-2024 Lincoln MPO TIP has programmed sufficient projects to utilize available apportionments for the 5-year aggregate period and previous accumulated balance such that all amounts available for obligation should be obligated by FY 2024. FHWA, NDOT, the Lincoln MPO and their member agencies should meet in the first quarter federal fiscal year 2021 to discuss the available funds, status of projects programmed to utilize those funds, and whether there are risks that should be addressed to improve project delivery in the region. In addition, FHWA, NDOT, and the Lincoln MPO should establish ongoing conversations to monitor the delivery of projects in the region until the outstanding available apportionments are utilized.



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