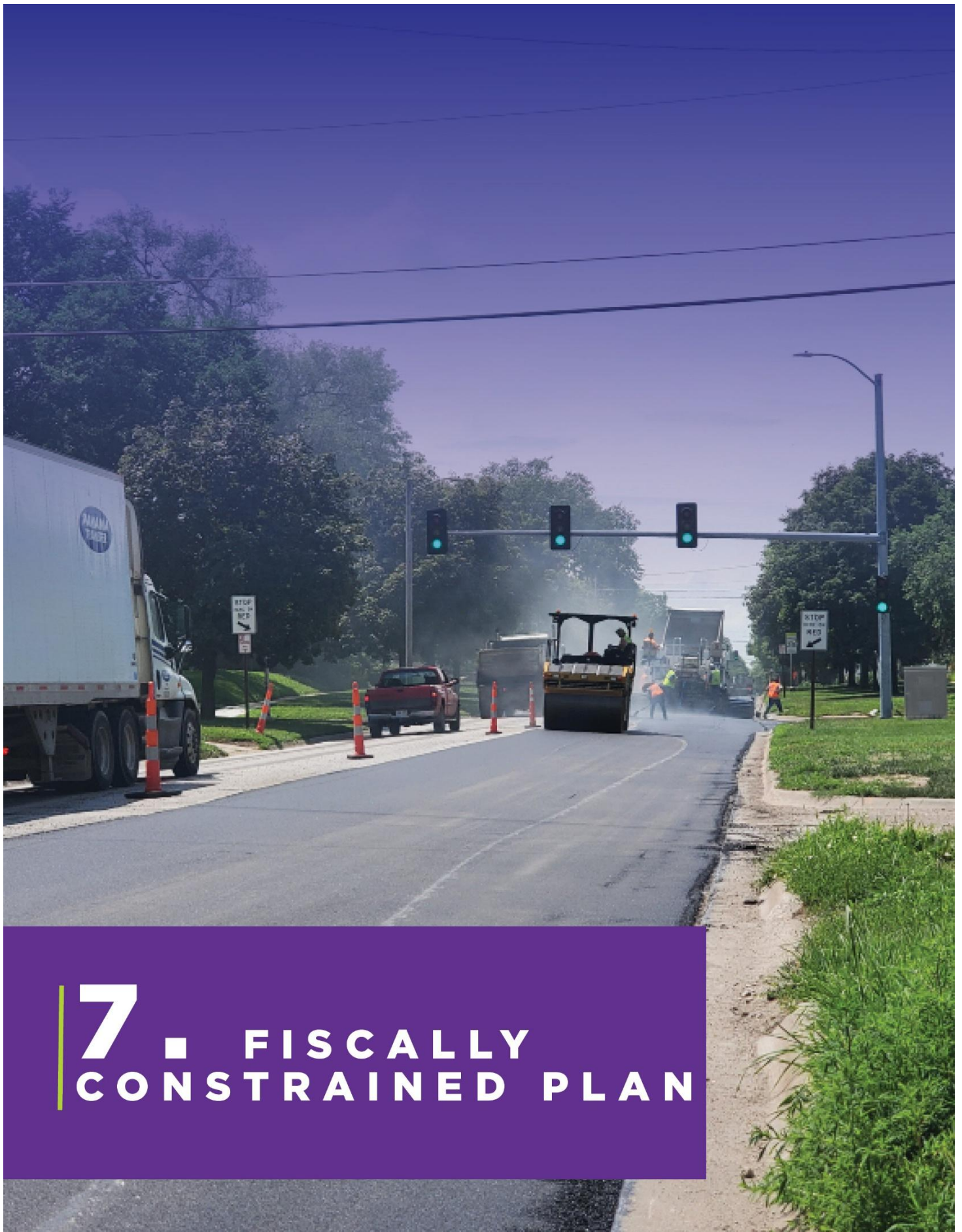




7 ■ FISCALLY CONSTRAINED PLAN



7. FISCALLY CONSTRAINED PLAN

Transportation needs and opportunities in Lincoln and Lancaster County are substantial. **Chapter 5** outlines a comprehensive set of existing and planned programs and projects aimed at enhancing the region's transportation system. However, the revenue forecasts presented in **Chapter 6** for the 24-year planning horizon are insufficient to fully achieve the goals of the LRTP or address all identified needs.

Recognizing the reality of limited funding, the LRTP funding strategy is designed to maximize the effectiveness of reasonably anticipated resources. This approach is informed by input from the LRTP committees, community stakeholders, and technical analysis. This chapter builds on the funding strategy and creates the basis for prioritization and phasing of transportation improvement projects and programs.

Federal Requirements

The financial analysis presented in this chapter complies with federal metropolitan transportation planning requirements and provides the framework for implementing transportation investments across all modes. Project costs and anticipated funding sources are estimates and will continue to be refined as projects advance toward implementation.

Federal regulations require the LRTP to demonstrate that anticipated revenues are sufficient to support planned transportation investments and the continued operation and maintenance of the existing transportation system. **Accordingly, the Fiscally Constrained Plan provides a reasonable estimate of available revenues and program costs, expressed in year-of-expenditure dollars.** This approach accounts for the long-term costs of operating and maintaining existing infrastructure, while ensuring that planned investments can reasonably be implemented within anticipated resources.

The Fiscally Constrained Plan presented in this chapter **reflects the priorities established through the LRTP planning process and provides a balanced approach** to meeting transportation needs over the 24-year planning horizon within anticipated funding constraints.

Table 14 details the resource allocation used to develop the Fiscally Constrained Plan.

Table 14. Resource Allocation

Category	Project Category	Funding (FY 31-50)
NDOT	Nebraska Department of Transportation Projects	\$496,410,000
Lancaster County	Roadway and Bridge Capital Projects	\$315,180,000
	Pavement Maintenance and Pipes	\$231,210,000
	Operations and Maintenance	\$734,230,000
	Safety Projects	\$118,330,000
Lincoln Construction Activities	Roadway Capital Projects	\$466,550,000
	Rail Crossing Projects	\$134,210,000
	Safety Projects	\$133,440,000
Lincoln Maintenance Activities	System Operations and Maintenance, Minor Intersections	\$728,720,000
	Road and Bridge Rehabilitation	\$482,940,000
	Trail Rehabilitation	\$30,220,000
Alternative Modes	Trail Projects	\$59,980,000
	Transit	\$774,350,000
	Mobility Nodes and Connecting Corridors	\$1,630,000
	Bicycle and Pedestrian Projects	\$88,340,000
Other	ITS and Technology	\$130,000,000
	East Beltway	\$126,060,000
	Studies, PE, ROW, and Statutorily Required Records	\$101,320,000
Total		\$5,153,130,000

Project Prioritization Process

Projects included in the Fiscally Constrained Plan were selected through a data-driven evaluation process tied directly to the LRTP goals and informed by technical analysis and community priorities. Capital projects were prioritized using the LRTP evaluation criteria, and funding decisions were based on YOE costs, thereby ensuring that future construction cost inflation was accounted for when determining which projects could be completed by 2050.

Roadway Project Scoring

The Lincoln and Lancaster County Roadway Capital Projects are evaluated and prioritized separately in recognition of the unique transportation needs and priorities in the urban versus rural context. Projects receive a score ranging from 0 to 1, with 0 being the least favorable and 1 being the most favorable. The eight LRTP goals, along with public support, provide the basis for evaluating and prioritizing roadway projects. **Table 15** describes the evaluation criteria and supporting data.

Table 15. Roadway Project Evaluation Criteria

Goal Area	Evaluation Criteria
 Maintenance	Is the project located on a road or a bridge that is in poor condition and would, therefore, serve dual functions of rehabilitating and improving the road and/or bridge?
 Mobility & System Reliability	Is the project on a road currently congested or expected to experience congestion in the future?
 Livability & Travel Choice	Does the project include multimodal elements? Does the project improve access to school(s)?
 Safety & Security	Will the project alleviate a known safety problem or risk?
 Economic Vitality	Will the project improve access to and/or add value to surrounding land uses? Will the project improve travel on a designated truck route and/or the National Highway System (NHS)?
 Environmental Sustainability	Will the project impact the natural, cultural, or built environment? Will the project reduce emissions?
 Access & Opportunity	Is the project located in an area of communities with limited transportation options, and does the project address the needs identified for that area?
 Funding & Cost Effectiveness	How does the cost of the project compare to the benefits?
 Public Support	Does the project have strong community support?

Trail Project Scoring

Seven of the eight LRTP goals, along with public support, provide the basis for evaluating and prioritizing trail projects. The Maintenance goal is not included because the projects evaluated represent new trail alignments rather than maintenance or rehabilitation of existing facilities. Each evaluation criterion (linked to a goal) was scored from 0 to 1, with 0 being the least favorable and 1 being the most favorable. **Table 16** describes the evaluation criteria and supporting data.

Table 16. Trail Projects Evaluation Criteria

Goal Area	Evaluation Criteria
	Mobility & System Reliability Will the project complete a gap in the trail system?
	Livability & Travel Choice Will the project encourage the use of alternative transportation?
	Safety & Security Will the project alleviate a known safety problem?
	Economic Vitality Will the project improve access to and/or add value to surrounding land uses?
	Environmental Sustainability Will the project impact the natural, cultural, or built environment?
	Access & Opportunity Is the project located in an area of communities with limited transportation options, and does the project address the needs identified for that area?
	Funding & Cost Effectiveness How does the cost of the project compare to the benefits?
	Public Support Does the project have strong community support?

Evaluation Criteria Weights

The relative importance of the goals varies; therefore, weights are assigned to each goal category and corresponding evaluation criteria. Because the relative importance of the goals differs for Lincoln Roadway Projects, Lancaster County Roadway Projects, and Trail Projects, separate weights are established for the three categories. The weights shown in **Table 17** were developed using a combined input from the POPC and the Planning Commission. The project score (0-1) for each goal was multiplied by the corresponding weight (as a percentage), resulting in a total project score, expressed as a fraction/a number ranging from 0 to 1.

Table 17. Evaluation Criteria Weights (Average of Planning Commission and POPC)

Goal/Criterion	Lincoln Roadway Projects	Lancaster County Roadway Projects	Trail Projects
Maintenance	17	16	0
Mobility & System Reliability	11	10	11
Livability & Travel Choice	12	11	18
Safety & Security	14	14	16
Economic Vitality	9	10	7
Access & Opportunity	14	15	17
Environmental Sustainability	8	8	15
Funding & Cost Effectiveness	8	9	7
Public Support	7	7	9
Total	100	100	100



Fiscally Constrained Plan Elements

The following sections provide an overview of what can reasonably be funded within the 24-year time horizon of the L RTP within the Fiscally Constrained Plan.

NDOT Highways Program

\$0.496 B The recommended funding strategy allocates approximately **\$496.4 million** to NDOT highway projects within the Lincoln metropolitan area. Two major projects—the I-80 widening and West Beltway projects—are already committed, while four additional NDOT projects were evaluated and prioritized through the L RTP process, shown in **Figure 16**.

NDOT
Projects



**NDOT
Projects**

The evaluation scores and resulting rank order shown in **Table 18** represent the Lincoln MPO's priorities for these projects and provide input into future investment decisions; however, NDOT maintains its own project evaluation and prioritization process for determining statewide funding priorities. Note that those projects shaded in green in **Table 18** represent the already committed projects. Together, these investments support asset preservation and strategic improvements to key Interstate and US Highway corridors, enhancing regional mobility, safety, and long-term system performance.

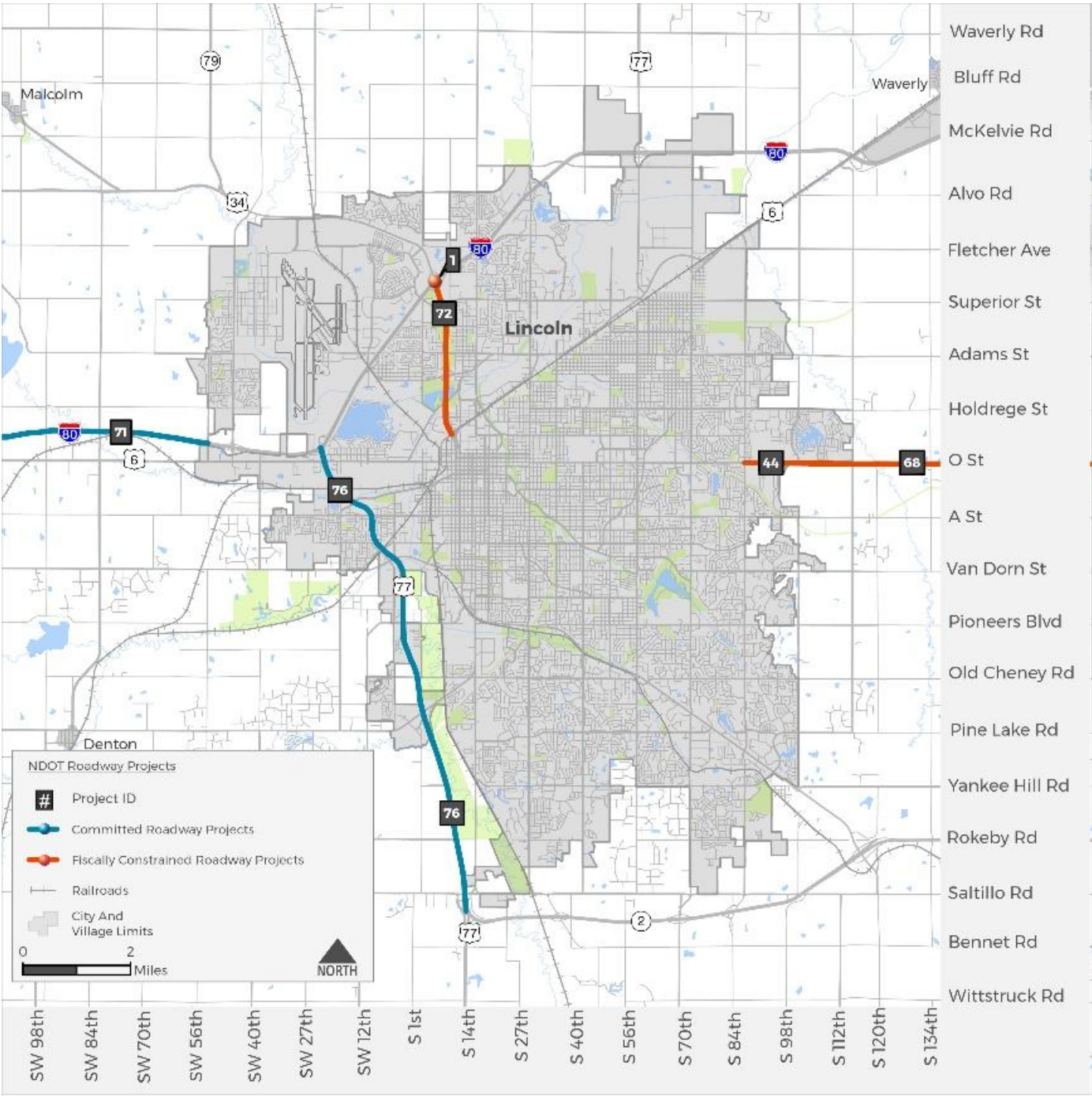
Year of Expenditure Costs

The Fiscally Constrained Plan must account for the **YOE** cost of projects, recognizing that construction costs will increase over the planning horizon. Based on recent trends and anticipated long-term conditions, the L RTP assumes **5 percent annual construction cost inflation for 2027 and 2028**, followed by **3 percent annual inflation from 2029 through 2050**. These assumptions are applied to project costs based on the anticipated year of construction to provide a more realistic estimate of the funding needed to implement projects through 2050.

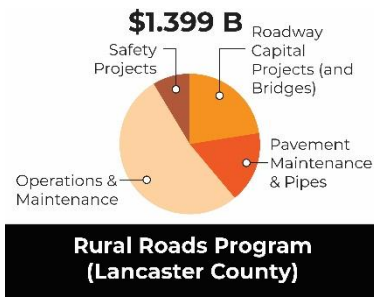
Table 18. Nebraska Department of Transportation Fiscally Constrained Projects

Rank	ID	Street Name	Limits	Description	Project Cost (2026\$)	Weighted Score
Committed	71	I-80	Pleasant Dale to NW 56th Street	6 lanes + bridges	\$172,900,000	NA
Committed	76	West Beltway (US 77)	I-80 to Saltillo Road	Freeway with new interchanges	\$51,100,000	NA
1	72	I-180	I-80 to US-6	Reconstruction + bridges	\$68,500,000	0.68
2	1	I-80	I-80 and I-180	Major interchange work	\$70,000,000	0.68
3	44	O Street (US-34)	84th Street to 120th Street	4 lanes + intersection improvements	\$24,000,000	0.58
4	68	O Street (US-34)	120th Street to east county line	4 lanes + intersection improvements	\$49,500,000	0.40

Figure 16. NDOT Fiscally Constrained Projects



Lancaster County Rural Roads Program



Lancaster County's Rural Roads Program provides for the continued operation, preservation, improvement, and safety of the County's transportation system. Together, these investments provide ongoing stewardship of the rural

The recommended funding strategy provides approximately **\$1.399 billion** across **four program areas**: Road and Bridge Capital Projects, Pavement Maintenance and Drainage, Operations and Maintenance, and Safety Projects.

road network and address identified capital and safety needs. **Table 19** summarizes the funding allocation and examples of the types of improvements supported within each program. In addition, Lancaster County allocates a portion of its flexible funding to the East Beltway, as described later in this chapter.

Table 19. Lancaster County Rural Roads Program Funding and Project Examples

Program Area	2031–2050 Funding	Examples of Projects/Activities
Road & Bridge Capital Projects	\$315.2 M	Bridge structures; roadway grading and reconstruction; new pavement; intersection improvements
Pavement Maintenance & Drainage	\$231.2 M	Pipe and culvert replacement; pavement preservation; pavement overlays; pavement widening
Operations & Maintenance	\$734.2 M	Bridge scour, pile, and channel repair; routine roadway and bridge maintenance; ongoing system operations
Safety Projects	\$118.3 M	Intersection safety improvements; roadway departure countermeasures; pedestrian and bicycle crossing enhancements; other recommendations identified through the Lancaster County Safety Action Plan
Total	\$1,398.9 M	

Road and Bridge Capital Projects

Projects include bridge improvements, roadway paving and reconstruction, intersection improvements, and other investments needed to improve and modernize the County's rural roadway network. The fiscally constrained projects are shown in **Figure 17** and listed in priority order in **Table 20**, with committed projects shaded in green. **Appendix G** provides detailed project evaluation scores.

The LRTP identifies **69 roadway and bridge capital projects** beyond the **13 projects already programmed** in the TIP. The recommended **\$315.2 million** allocation is sufficient to fund all 69 projects through 2050 after accounting for construction cost inflation and the anticipated YOE.

Figure 17. Lancaster County Fiscally Constrained Projects

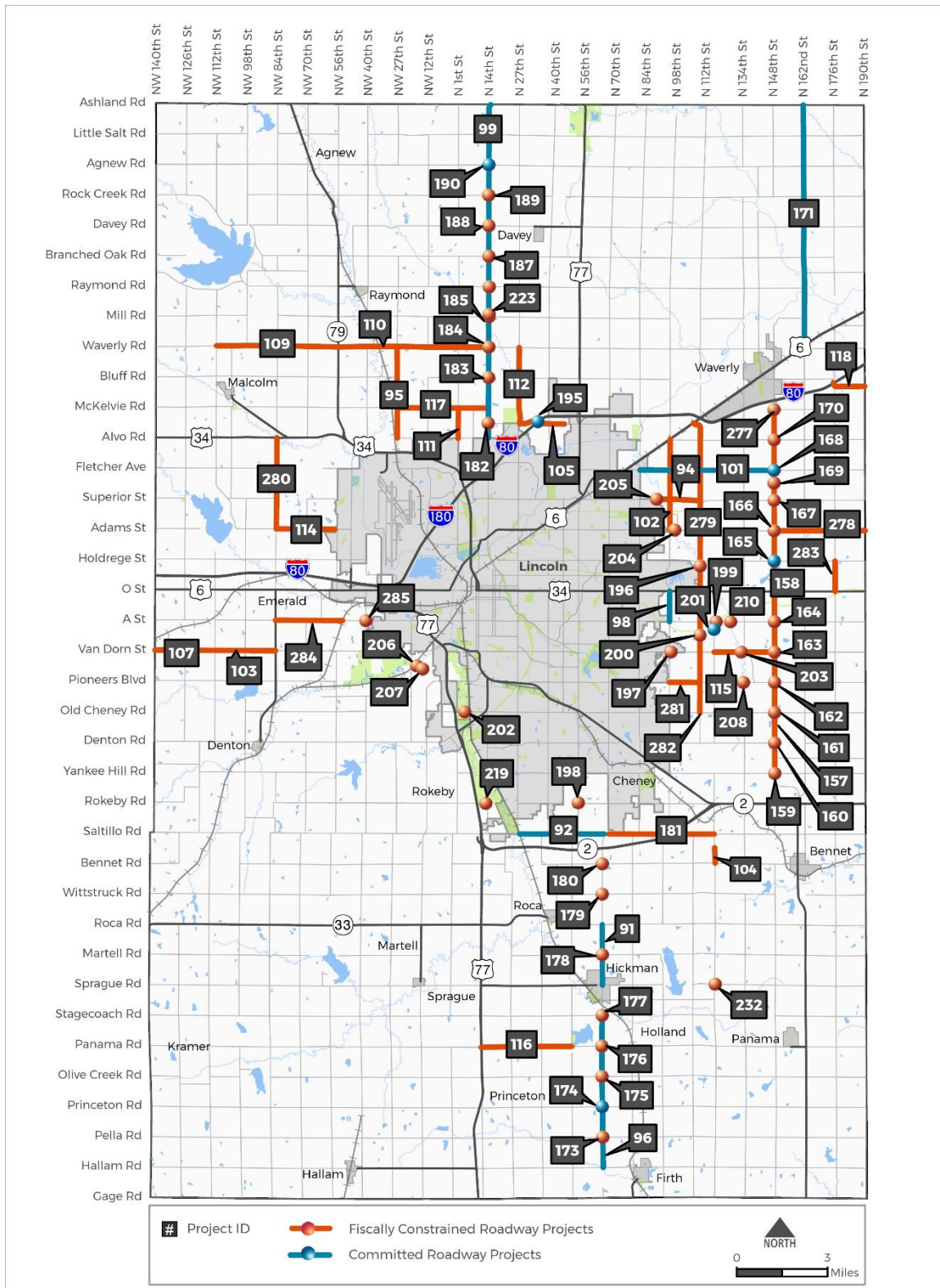


Table 20. Lancaster County Fiscally Constrained Projects

Rank	ID	Street Name	Limits	Description	Project Cost (2026\$)	Weighted Score	YOE	YOE Cost
Committed	91	S 68th Street	Hickman to Roca Road	Two-lane widening with shoulders	\$2,700,000			
Committed	92	Saltillo Road	S 27th Street to S 68th Street	Two-lane widening	\$11,700,000			
Committed	96	S 68th Street	Firth Road to Stagecoach Road	Two-lane widening with shoulders	\$7,200,000			
Committed	98	S 98th Street	A St to O St	Programmed paving	\$16,900,000			
Committed	99	N 14th Street	Alvo to Ashland	Two-lane widening	\$1,700,000			
Committed	101	Fletcher Avenue	N 84th Street to N 148th Street	Programmed paving	\$6,700,000			
Committed	165	N 148th Street	Holdrege Street	Intersection improvements	\$940,000			
Committed	168	N 148th Street	Fletcher Avenue	Intersection improvements	\$870,000			
Committed	171	N 162nd Street	US-6 to Ashland Road	Potential paving	\$7,400,000			
Committed	174	S 68th Street	Princeton Road	Intersection improvements (RAB)	\$870,000			
Committed	190	N 14th Street	Agnew Road	Intersection improvements	\$870,000			
Committed	195	Arbor Road	Bridge F-201 near N 27th Street	Bridge replacement	\$2,000,000			
Committed	201	S 120th Street	Bridge J-138 near A Street	Replace with CBC	\$820,000			
1	94	Havelock Avenue	Stevens Creek to N 112th Street	Potential paving	\$2,400,000	0.60	2031	\$2,891,000
2	103	W Van Dorn Street	SW 112th Street to SW 84th Street	Programmed paving	\$2,600,000	0.57	2031	\$3,132,000
3	95	NW 27th Street	W Alvo Rd to W Waverly Road	Potential paving	\$6,100,000	0.55	2031	\$7,349,000

Rank	ID	Street Name	Limits	Description	Project Cost (2026\$)	Weighted Score	YOE	YOE Cost
4	105	Arbor Road	N 27th Street to 1/2 mile west of N 56th St	Potential paving	\$7,900,000	0.55	2032	\$9,803,000
5	282	S 112th Street	Old Cheney to O Street (US-34)	Potential paving	\$8,000,000	0.54	2033	\$10,225,000
6	102	N 98th Street	Adams Street to US-6	Potential paving	\$10,300,000	0.54	2034	\$13,559,000
7	281	Pioneers Blvd	98th to 112th	Potential paving	\$1,200,000	0.54	2034	\$1,580,000
8	112	N 27th Street	Arbor Road to Waverly Road	Potential paving	\$5,000,000	0.53	2034	\$6,582,000
9	205	Havelock Avenue	Bridge K-144 near N 98th Street	Bridge replacement	\$2,800,000	0.51	2034	\$3,686,000
10	104	S 120th Street	Bennet Road North 0.5 Miles	Potential paving	\$870,000	0.49	2034	\$1,145,000
11	114	W Adams Street	NW 84th Street to City Limit	Potential paving	\$3,800,000	0.49	2035	\$5,153,000
12	279	N 112th Street	O Street (US34) to US 6	Potential Paving	\$12,000,000	0.48	2036	\$16,759,000
13	118	Bluff Road	I-80 to N 190th Street	Potential paving	\$1,900,000	0.47	2036	\$2,654,000
14	109	W Waverly Road	NW 112th Street to NE-79	Potential paving	\$8,000,000	0.46	2037	\$11,508,000
15	110	W Waverly Road	NE-79 to N 14th Street	Potential paving	\$10,000,000	0.46	2037	\$14,385,000
16	115	Van Dorn Street	S 120th Street to S 148th Street	Potential paving	\$4,000,000	0.46	2038	\$5,927,000
17	278	Adams Street	148th to County Line	Potential paving	\$6,000,000	0.46	2038	\$8,890,000
18	117	McKelvie Road	NW 27th Street to N 14th Street	Potential paving	\$6,000,000	0.45	2039	\$9,157,000
19	277	N 148th Street ⁺	McKelvie Road	Intersection Improvements	\$945,000	0.44	2039	\$1,442,000
20	107	W Van Dorn Street	SW 140th Street to SW 112th Street	Potential paving	\$2,600,000	0.43	2039	\$3,968,000

Rank	ID	Street Name	Limits	Description	Project Cost (2026\$)	Weighted Score	YOE	YOE Cost
21	111	N 1st Street	Alvo Road to McKelvie Road	Potential paving	\$2,000,000	0.42	2039	\$3,052,000
22	284	W A Street	RR Tracks to SW 84th	Potential paving	\$2,640,000	0.41	2039	\$4,029,000
23	116	Panama Road	US-77 to S 54th Street	Potential paving	\$6,000,000	0.39	2040	\$9,431,000
24	158	N 148th Street	O Street to McKelvie Road	Two-lane Widening	\$10,700,000	0.39	2041	\$17,324,000
25	161	S 148th Street	Old Cheney Road	Intersection improvements	\$3,150,000	0.38	2041	\$5,100,000
26	283	N 176th	O Street to Holdrege	Potential paving	\$2,000,000	0.38	2041	\$3,238,000
27	178	S 68th Street	Martel Road	Intersection improvements	\$945,000	0.38	2041	\$1,530,000
28	204	Adams Street	Bridge K-123 near N 102nd Street	Bridge replacement	\$2,700,000	0.38	2041	\$4,371,000
29	164	S 148th Street	A Street	Intersection improvements	\$945,000	0.37	2042	\$1,576,000
30	170	N 148th Street	Alvo Road	Intersection improvements	\$945,000	0.37	2042	\$1,576,000
31	166	N 148th Street	Adams Street	Intersection improvements	\$3,150,000	0.37	2042	\$5,253,000
32	202	Old Cheney Road	Bridge O-37 near S 1st Street	Bridge replacement	\$4,600,000	0.37	2042	\$7,671,000
33	181	Saltillo Road	S 70th Street to S 120th Street	Two-lane Widening	\$7,000,000	0.36	2043	\$12,024,000
34	197	Van Dorn Street	Bridge K-37 near S 98th Street	Replace CBC	\$870,000	0.35	2043	\$1,494,000
35	280	NW 84th	W Adams to Alvo Rd (US-34)	Potential paving	\$3,600,000	0.35	2043	\$6,184,000
36	184	N 14th Street	Waverly Road	Intersection improvements	\$945,000	0.34	2043	\$1,623,000
37	167	N 148th Street	Havelock Avenue	Intersection improvements	\$945,000	0.33	2043	\$1,623,000
38	208	Pioneers Blvd	Bridge Q-72 near S 138th Street	Bridge replacement	\$1,600,000	0.32	2043	\$2,748,000

Rank	ID	Street Name	Limits	Description	Project Cost (2026\$)	Weighted Score	YOE	YOE Cost
39	200	S 112th Street	Bridge J-135 near A Street	Replace with CBC	\$1,400,000	0.32	2044	\$2,477,000
40	175	S 68th Street	Olive Creek Road	Intersection improvements	\$945,000	0.32	2044	\$1,672,000
41	203	Van Dorn Street	Bridge J-22 near S 134th Street	Bridge replacement	\$1,600,000	0.32	2044	\$2,831,000
42	169	N 148th Street	Prairie Home	Intersection improvements	\$2,500,000	0.32	2044	\$4,423,000
43	232	Hickman Road	Bridge R-213, Nemaha S-20	Concrete box culvert	\$810,000	0.31	2044	\$1,433,000
44	157	S 148th Street	Yankee Hill Road to O Street	Two-lane Widening	\$10,000,000	0.31	2045	\$18,223,000
45	207	SW 15th Street	Bridge O-140 near W Stockwell Street	Replace CBC	\$160,000	0.31	2045	\$292,000
46	198	S 56th Street	Bridge P-92 near Rokeby Road	Replace with CBC	\$2,000,000	0.31	2045	\$3,645,000
47	159	S 148th Street	Yankee Hill Road	Intersection improvements	\$945,000	0.31	2045	\$1,722,000
48	173	S 68th Street	Pella Road	Intersection improvements	\$945,000	0.30	2045	\$1,722,000
49	162	S 148th Street	Pioneers Boulevard	Intersection improvements	\$945,000	0.30	2045	\$1,722,000
50	285	W A Street	SW 40th	Intersection Improvement	\$3,150,000	0.30	2045	\$5,740,000
51	160	S 148th Street	Pine Lake Road	Intersection improvements	\$945,000	0.30	2046	\$1,774,000
52	199	A Street	Bridge J-47 near S 120th Street	Replace with CCS	\$1,100,000	0.29	2046	\$2,065,000
53	219	Rokeby Road	Bridge O-44, Yankee Hill S-26, 21-44	Drainage structure replacement	\$400,000	0.29	2046	\$751,000
54	196	N 112th Street	Bridge J-126 near Holdrege Street	Bridge replacement	\$2,500,000	0.29	2046	\$4,692,000
55	210	A Street	Bridge J-46 near S 134th Street	Bridge replacement	\$1,800,000	0.28	2046	\$3,378,000

Rank	ID	Street Name	Limits	Description	Project Cost (2026\$)	Weighted Score	YOE	YOE Cost
56	183	N 14th Street	Bluff Road	Intersection improvements	\$945,000	0.26	2046	\$1,774,000
57	176	S 68th Street	Panama Road	Intersection improvements	\$945,000	0.26	2046	\$1,774,000
58	182	N 14th Street	Arbor Road	Intersection improvements	\$945,000	0.26	2046	\$1,774,000
59	163	S 148th Street	Van Dorn Street	Intersection improvements	\$3,150,000	0.25	2046	\$5,912,000
60	180	S 68th Street	Bennett Road	Intersection improvements	\$945,000	0.25	2047	\$1,827,000
61	188	N 14th Street	Davey Road	Intersection improvements	\$945,000	0.24	2047	\$1,827,000
62	185	N 14th Street	Mill Road	Intersection improvements	\$945,000	0.24	2047	\$1,827,000
63	206	SW 16th Street	Bridge O-1 near W Calvert Street	Replace CB	\$180,000	0.22	2047	\$348,000
64	223	N 14th Street	Bridge F-91, Oak W-1	Concrete box culvert	\$400,000	0.22	2047	\$773,000
65	179	S 68th Street	Wittstruck Road	Intersection improvements	\$945,000	0.21	2047	\$1,827,000
66	177	S 68th Street	Stagecoach Road	Intersection improvements	\$945,000	0.21	2047	\$1,827,000
67	187	N 14th Street	Branched Oak Road	Intersection improvements	\$945,000	0.21	2047	\$1,827,000
68	186	N 14th Street	Raymond Road	Intersection improvements	\$945,000	0.21	2047	\$1,827,000
69	189	N 14th Street	Rock Creek Road	Intersection improvements	\$945,000	0.21	2047	\$1,827,000

+ Project was added after public input on project prioritization and therefore received a public support score of zero.

Pavement Maintenance and Drainage

The plan provides **\$231.2 million** to preserve existing pavement and maintain drainage infrastructure.

This program supports recurring investments such as pavement preservation and overlays, culvert replacement, and other improvements that extend the useful life of County infrastructure and help avoid more costly repairs or reconstruction in the future.

Operations and Maintenance

The largest component of the Rural Roads Program provides **\$734.2 million** for the day-to-day operation and maintenance of the County transportation system.

These resources support activities necessary to keep roads, bridges, and related infrastructure safe, reliable, and functioning throughout the planning period, including ongoing bridge maintenance and repair.

Safety Projects

Funding will provide a mechanism for implementing recommendations from the Lancaster County Safety Action Plan, currently under development. Potential investments may include intersection improvements, roadway departure countermeasures, pedestrian and bicycle crossing enhancements, and other targeted or systemic improvements identified through the safety planning process.

For the first time, the Rural Roads Program includes a dedicated safety project category, with **\$118.3 million** allocated through 2050.

Lincoln Construction Activities



Lincoln Construction Activities include major investments that improve, expand, and enhance the safety of the city's roadway system. Together, these investments address priority infrastructure needs, improve connections and system performance, and advance a safer transportation system.

The recommended funding strategy provides approximately **\$734.2 million** across three program areas: Roadway Capital Projects, Rail Crossing Projects, and Safety Projects.

Table 21 summarizes the funding allocation and examples of the types of improvements supported within each program.

Table 21. Lincoln Construction Activities Funding and Project Examples

Program Area	2031–2050 Funding	Examples of Projects/Activities
Roadway Capital Projects	\$466.6 M	Corridor improvements; intersection improvements; new roadway connections; bridge replacement and improvements
Rail Crossing Projects	\$134.2 M	Grade separations; at-grade crossing improvements; other projects that improve safety and reduce delays at railroad crossings
Safety Projects	\$133.4 M	High-crash location improvements; intersection and corridor safety improvements; pedestrian and bicycle safety improvements; other Vision Zero Action Plan recommendations
Total	\$734.2 M	

Roadway Capital Projects

The LRTP identifies **104 roadway capital projects** beyond the **25 projects** already programmed in the TIP. Projects include intersection and corridor improvements, new roadway connections, bridge improvements, and other investments that address existing transportation needs and support planned growth. The fiscally constrained Lincoln roadway projects are listed in priority order in **Table 22** and shown in **Figure 18**.

Appendix G provides the detailed project evaluation scores.

Based on project prioritization and anticipated YOE costs, the recommended **\$466.6 million** allocation is sufficient to fund **43 of these priority projects** through 2050.

Figure 18. Lincoln Fiscally Constrained Roadway Projects

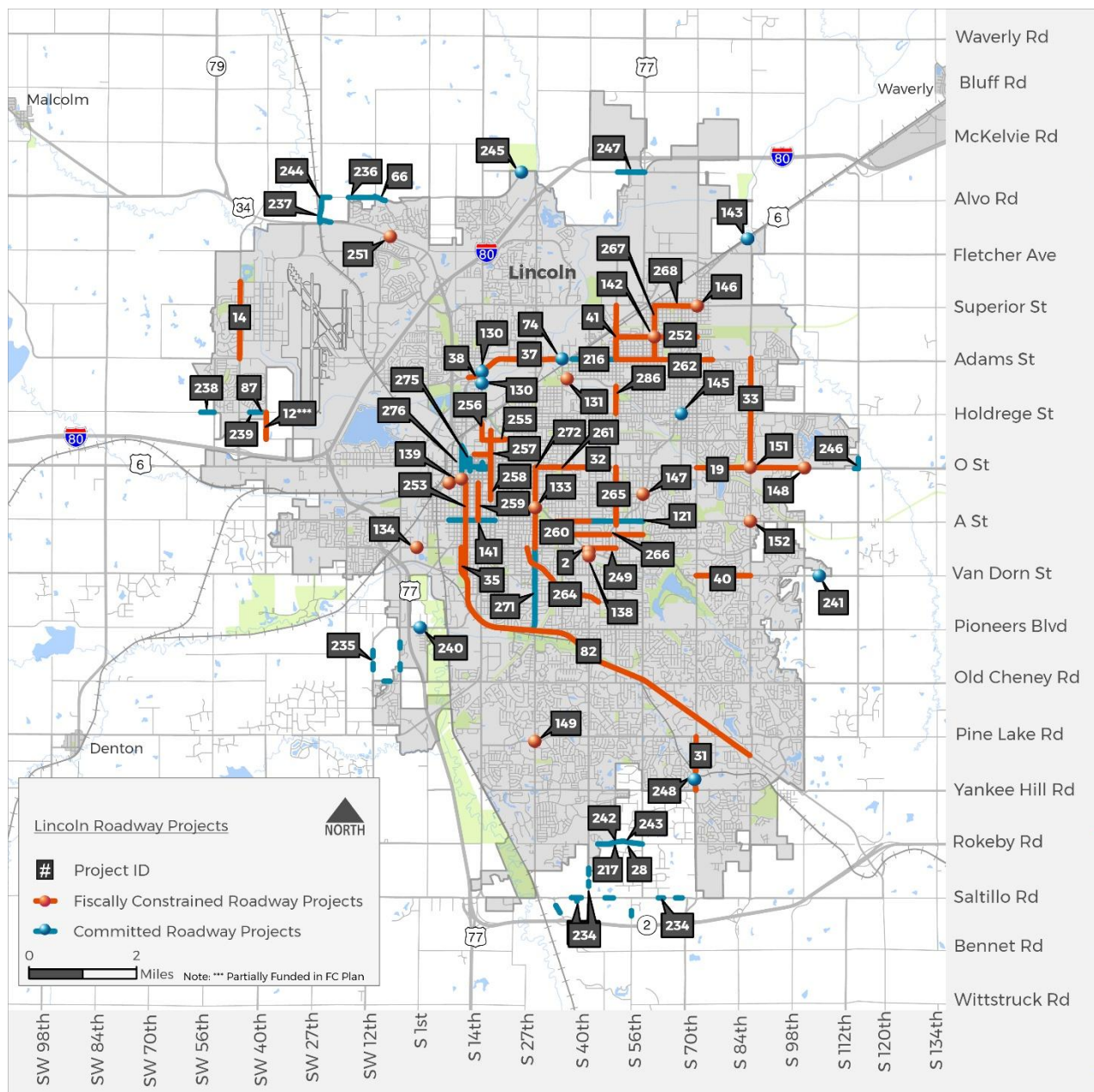


Table 22. Lincoln Fiscally Constrained Roadway Projects

Rank	ID	Street Name	Limits	Description	Project Cost (2026\$)	Weighted Score	YOE	YOE Cost
Committed	74	N 33rd Street	Cornhusker/ Adams	Grade separated RR crossings	\$125,000,000			
Committed	121	A Street	S 40th Street to S 56th Street	Intersection improvements 40th, 48th, and 50th/Cotner and widening of A Street from 40th to 48th for a center turn lane	\$14,100,000			
Committed	130	N 14th Street	Cornhusker Hwy (and N Antelope Valley Pkwy, Salt Creek, and Oak Creek)	Bridge replacements	\$13,400,000			
Committed	141	A Street	S 6th Street to S 17th Street	Intersections improvements at 13th and 17th and widening from 6th to 17th for a center turn lane	\$8,800,000			
Committed	143	N 84th Street	Cornhusker Hwy (US-6)	Intersection improvements	\$7,400,000			
Committed	145	Cotner Boulevard	O Street to Starr Street	Intersection improvements at Starr and Holdrege, pavement repair, and mill and overlay	\$8,900,000			
Committed	216	Adams Street	N 36th Street to N 49th Street	Widening for a center turn lane and pavement rehabilitation	\$4,000,000			
Committed	234	South Beltway Coalition streets	Saltillo Road, S 40th, Jamaica & others	Road and intersection improvements	\$11,370,000			

Rank	ID	Street Name	Limits	Description	Project Cost (2026\$)	Weighted Score	YOE	YOE Cost
Committed	235	Southwest Village Heights	Folsom, SW 12th & W Old Cheney	New arterial roads	\$3,930,000			
Committed	236	W Alvo Road	NW 19th to Tallgrass Parkway	Paving and intersection improvements	\$2,400,000			
Committed	237	NW 27th Street	Hwy 34	Paving ¼ mile and intersection improvements	\$2,600,000			
Committed	238	W Holdrege Street	NW 56th St to the west	Paving and 1 intersection	\$1,200,000			
Committed	239	W Holdrege Street	Chitwood Lane to ¼ mile east	Road improvements and 1 intersection	\$910,000			
Committed	240	W Pioneers Blvd	SW 2nd St	Intersection improvements (roundabout)	\$1,300,000			
Committed	241	Van Dorn St	S 104th	Intersection improvements (roundabout)	\$1,530,000			
Committed	242	Rokeby Road	Snapdragon to S 52nd St	Road improvements and 2 intersections	\$4,305,000			
Committed	243	Rokeby Road	52nd St to 56th St	Road improvements and 2 intersections	\$6,500,000			
Committed	244	NW 27th Street	US 34 to Alvo Rd and east on W Alvo Rd	Paving	\$4,730,000			
Committed	245	Arbor Road	Alvo Road	Intersection improvements (roundabout)	\$3,750,000			
Committed	246	N 112th Street	O Street to ¼ mile west	Road improvements and 2 intersections	\$2,300,000			

Rank	ID	Street Name	Limits	Description	Project Cost (2026\$)	Weighted Score	YOE	YOE Cost
Committed	247	Arbor Road	N 56th Street to ½ mile west	Road improvements and 2 intersections	\$6,490,000			
Committed	248	S 70th Street	Bridle Lane	Intersection improvements (roundabout)	\$2,200,000			
Committed	271	S 27th Street	NE Parkway to South St	Roadway rehabilitation and intersection improvements	\$5,400,000			
Committed	275	O Street and Music District Streetscape	9th, 10th, 11th, 14th, O and P Streets	Roadway corridor improvements	\$18,000,000			
Committed	276	Downtown Corridors Phase 2		Roadway corridor improvements	\$5,000,000			
1	32	O Street (US-34)	Antelope Valley N/S Rdwy. (19th St.) to 46th Street	Intersection Improvements	\$9,200,000	0.73	2031	\$11,084,000
2	38	Cornhusker Hwy (US-6)	N 11th Street to N 20th Street	Intersection Improvements per Corridor Enhancement Plan	\$1,300,000	0.70	2031	\$1,566,000
3	82	Nebraska Parkway	S 84th Street to Van Dorn Street	Corridor improvements	\$7,400,000	0.69	2031	\$8,915,000
4	253	10th Street	Van Dorn St to K St	Roadway rehabilitation and intersection improvements	\$16,500,000	0.68	2032	\$20,474,000
5	265	48th Street	Cotner Blvd to O St	Roadway rehabilitation	\$4,000,000	0.67	2032	\$4,963,000
6	149	S 27th Street	Pine Lake Road	Intersection Improvement: eastbound right-turn lane	\$1,020,000	0.65	2032	\$1,266,000

Rank	ID	Street Name	Limits	Description	Project Cost (2026\$)	Weighted Score	YOE	YOE Cost
7	286	N 48th Street ⁺	Holdrege Ave to Leighton Ave	Bridge reconstruction and intersection improvements, conversion to 2+1, sidepath	\$18,700,000	0.64	2034	\$24,617,000
8	19	O Street (US-34)	Wedgewood Drive to 98 th Street	Intersection Improvements	\$8,100,000	0.63	2034	\$10,663,000
9	259	13th Street	A St to K St	Roadway corridor improvements including intersection improvements	\$2,600,000	0.63	2034	\$3,423,000
10	37	Cornhusker Hwy (US-6)	N 20th Street to N 33rd Street	Intersection Improvements per Corridor Enhancement Plan	\$1,600,000	0.62	2034	\$2,106,000
11	142	Fremont Street	Touzalin Avenue	Remove existing traffic signal and construct roundabout	\$3,600,000	0.62	2035	\$4,881,000
12	258	16th Street	F St to X St	Roadway corridor improvements including intersection improvements	\$4,500,000	0.61	2035	\$6,102,000
13	257	R Street	N 12th St to N 16th St	Roadway rehabilitation	\$5,200,000	0.60	2035	\$7,051,000
14	41	N 48th Street	Adams Street to Superior Street	4 lanes + intersection improvements	\$18,900,000	0.60	2037	\$27,188,000
15	268	Havelock Avenue	Touzalin Ave to N 70th St	Roadway corridor improvements	\$5,800,000	0.59	2037	\$8,343,000
16	262	Adams Street	49th St (east of) to 75th St	Roadway rehabilitation	\$5,000,000	0.59	2037	\$7,193,000

Rank	ID	Street Name	Limits	Description	Project Cost (2026\$)	Weighted Score	YOE	YOE Cost
17	151	O Street (US-34)	84th Street	Intersection improvement: dual eastbound left-turn lanes and eastbound right-turn lane and widening to east; maybe northbound right-turn lane	\$3,100,000	0.58	2038	\$4,593,000
18	272	S 27th Street	South St to O St	Roadway corridor improvements	\$17,000,000	0.58	2039	\$25,944,000
19	267	Touzalin Ave	Adams St to Havelock Ave	Roadway corridor improvements	\$4,000,000	0.58	2039	\$6,104,000
20	35	S 9th Street	Van Dorn Street to South Street	3 lanes + intersection improvements	\$7,100,000	0.57	2040	\$11,160,000
21	131	Huntington Avenue	Dead Mans Run	Bridge replacement	\$4,700,000	0.57	2040	\$7,388,000
22	33	N 84th Street	O Street to Adams Street	Intersection improvements	\$20,300,000	0.57	2041	\$32,867,000
23	148	O Street (US-34)	98th Street	Construct roundabout with S 98th Street project OR when signal otherwise warranted	\$3,700,000	0.56	2042	\$6,170,000
24	260	A Street	Normal Blvd to S 40th St	Roadway rehabilitation and intersection improvements	\$5,300,000	0.56	2042	\$8,838,000
25	133	S 27th Street	SE Upper Salt Creek	Bridge replacement	\$6,000,000	0.56	2043	\$10,306,000
26	146	N 70th Street	Havelock Avenue	Remove existing traffic signal and construct roundabout	\$2,700,000	0.55	2043	\$4,638,000

Rank	ID	Street Name	Limits	Description	Project Cost (2026\$)	Weighted Score	YOE	YOE Cost
27	2	S 40th Street	Normal Blvd and South Street	Major intersection area work	\$13,400,000	0.54	2044	\$23,707,000
28	252	Fremont Street	N 48th St to N 70th St	Roadway corridor improvements including intersection improvements	\$4,700,000	0.53	2044	\$8,315,000
29	138	S 40th Street	Antelope Creek	Bridge Replacement	\$3,300,000	0.53	2044	\$5,838,000
30	139	Rosa Parks Way	K Street and L Street	Bridge rehab and preventive maintenance	\$4,500,000	0.52	2045	\$8,200,000
31	249	South Street	Normal Blvd to S 48th St	Roadway rehabilitation and intersection improvements	\$5,400,000	0.51	2045	\$9,840,000
32	152	S 84th Street	A Street	Intersection Improvements: dual northbound left turn lanes and NB right turn lane	\$2,000,000	0.50	2045	\$3,645,000
33	251	Fallbrook Road	Super Saver (entrance at Hwy 34)	Roadway rehabilitation and intersection improvements	\$3,000,000	0.50	2045	\$5,467,000
34	14	NW 48th Street	Adams Street to Cumming Street	2 lanes + intersection improvements	\$13,400,000	0.50	2046	\$25,151,000
35	255	Vine Street	N 14th St to Antelope Valley Pkwy	Roadway rehabilitation and intersection improvements	\$4,600,000	0.49	2047	\$8,893,000
36	264	Sheridan Blvd	Calvert St to South St	Roadway rehabilitation	\$6,000,000	0.47	2047	\$11,599,000
37	256	14th St	Vine St to Salt Creek Roadway	Roadway rehabilitation	\$2,400,000	0.47	2047	\$4,640,000
38	31	S 70th Street	Pine Lake Road to Yankee Hill Road	4 lanes + intersection improvements	\$18,700,000	0.47	2049	\$38,353,000

Rank	ID	Street Name	Limits	Description	Project Cost (2026\$)	Weighted Score	YOE	YOE Cost
39	134	W South Street	Salt Creek	Bridge Replacement	\$4,300,000	0.47	2049	\$8,819,000
40	147	S 56th Street	Cotner Boulevard/Randolph Street	Remove signal and evaluate roundabout or new signal	\$3,700,000	0.46	2049	\$7,589,000
41	266	Sumner Street	Normal St to Cotner and 48th St to 56th St	Roadway rehabilitation	\$3,200,000	0.46	2050	\$6,760,000
42	40	Van Dorn Street	S 70th Street to S 84th Street	Intersection Improvements	\$6,100,000	0.45	2050	\$12,886,000
43	12*	NW 40th Street	W Holdrege Street to W Vine Street	2 lanes + intersection improvements	\$4,700,000	0.45	2050	\$9,929,000

+ Project was added after public input on project prioritization and therefore received a public support score of zero.

* Partial funding

Rail Crossing Projects

Funding supports major rail crossing investments, including grade separations and improvements to existing at-grade crossings, to improve safety and reduce conflicts and delays between roadway and rail traffic.

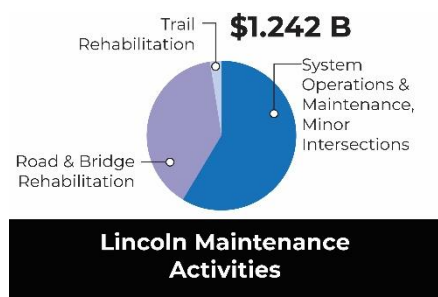
The plan provides **\$134.2 million** for improvements at railroad crossings, where train activity can create safety concerns, traffic delays, and barriers to connectivity.

Safety Projects

For the first time, the LRTP establishes a dedicated Lincoln safety project category, with **\$133.4 million** allocated through 2050.

Funding provides a mechanism for implementing priority recommendations from the Lincoln Vision Zero Action Plan, including targeted and systemic improvements designed to reduce fatal and serious-injury crashes. Potential investments include intersection and corridor safety improvements, pedestrian and bicycle enhancements, and other proven safety countermeasures.

Lincoln Maintenance Activities



Lincoln Maintenance Activities provide for the daily operation and long-term preservation of the City's

roadway, bridge, and trail infrastructure. The recommended funding strategy provides approximately **\$1.242 billion** across three program areas: System Operations and Maintenance, Road and Bridge Rehabilitation, and Trail Rehabilitation. Together, these investments keep the transportation system functioning reliably, extend the useful life of existing infrastructure, and help reduce the need for more costly reconstruction in the future.

Table 23 summarizes the funding allocation and examples of the activities supported within each program.

Connecting the LRTP and TIP Investment Categories

The LRTP and TIP organize transportation investments at different levels of detail. The LRTP establishes long-term funding categories based on anticipated transportation needs, while the TIP groups specific programmed projects based on the type and purpose of the improvement.

- **Transportation System Preservation** projects in the TIP generally correspond to the LRTP's **Road and Bridge Rehabilitation** and **System Operations and Maintenance / Minor Intersections** categories. These investments maintain, rehabilitate, or replace existing transportation assets, including pavement, bridges, traffic signals, pedestrian facilities, and other supporting infrastructure.
- **Transportation System Optimization** projects generally correspond to the LRTP's **System Operations and Maintenance / Minor Intersections** category and, where applicable, **ITS and Technology**. These investments improve the safety, efficiency, reliability, or operation of the existing transportation system through targeted operational, intersection, traffic-control, and technology improvements.

Because TIP projects may include multiple types of improvements, TIP groupings and LRTP funding categories are related but are not intended to have a one-to-one correspondence.

Table 23. Lincoln Maintenance Activities Funding and Project Examples

Program Area	2031–2050 Funding	Examples of Projects/Activities
System Operations & Maintenance, Minor Intersections	\$728.7 M	Snow removal; street sweeping; pothole and pavement repairs; signing and pavement markings; traffic operations; minor intersection improvements
Road & Bridge Rehabilitation	\$482.9 M	Arterial and residential street rehabilitation; pavement resurfacing and overlays; bridge rehabilitation; signal replacement
Trail Rehabilitation	\$30.2 M	Trail reconstruction and resurfacing; bridge and sign replacement; trail widening and other rehabilitation needs
Total	\$1,241.9 M	

System Operations and Maintenance

This category includes routine activities such as snow removal, street sweeping, pothole repair, signing and pavement markings, as well as traffic operations and minor intersection improvements. Continued investment in these activities helps keep the existing system safe, reliable, and functioning efficiently throughout the planning period.

The plan provides **\$728.7 million** for the ongoing activities necessary to operate and maintain Lincoln's transportation system.

Road and Bridge Rehabilitation

The recommended funding strategy allocates **\$482.9 million** to rehabilitate Lincoln's existing streets and bridges as they age and pavement conditions deteriorate.

The program includes rehabilitation of arterial and residential streets, pavement resurfacing and overlays, bridge rehabilitation, signal replacement, and other improvements that restore infrastructure before more extensive reconstruction is required. Strategic use of preventative maintenance and rehabilitation can extend

the useful life of existing infrastructure and maximize the value of available resources.

Trail Rehabilitation

As significant portions of the trail network age, this program will support reconstruction and rehabilitation of deteriorating trails, as well as related improvements such as bridge and sign replacement and trail widening where appropriate. The increased allocation recognizes the growing need to preserve the existing trail network, while continued investment expands the overall system.

The plan provides **\$30.2 million** for rehabilitation of Lincoln's existing trail system, an increased investment compared with previous funding levels.

Alternative Modes



The Alternative Modes program provides investments that expand transportation choices and strengthen connections for people walking, bicycling, and using transit. All four program areas receive targeted funding increases under the recommended strategy,

The recommended funding strategy provides approximately **\$924.3 million** across **four** program areas: Trail Projects, Transit, Mobility Nodes and Connecting Corridors, and Bicycle and Pedestrian Projects.

reflecting an increased emphasis on multimodal connectivity and transportation choice. **Table 24** summarizes the funding allocation and examples of the types of investments supported within each program.

Table 24. Alternative Modes Funding and Project Examples

Program Area	2031–2050 Funding	Examples of Projects/Activities
Trail Projects	\$60.0 M	New trail connections; trail extensions; completion of gaps in the trail network
Transit	\$774.4 M	Existing StarTran service; fleet replacement; bus stop and passenger amenities; service enhancements
Mobility Nodes & Connecting Corridors	\$1.6 M	Multimodal connection points; first- and last-mile improvements; connections between transit, walking, bicycling, and shared mobility
Bicycle & Pedestrian Projects	\$88.3 M	On-street bicycle facilities; sidewalk and crossing improvements; network gap and connectivity projects
Total	\$924.3 M	

Trail Projects

The LRTP identifies **37 trail projects** beyond the **4 projects** already programmed in the TIP. These investments will expand the trail network, close important gaps, and improve connections between neighborhoods and destinations throughout the community.

Based on project prioritization and anticipated year-of-expenditure costs, the recommended **\$60.0 million** allocation is sufficient to fund **25** of these priority projects through 2050.

Figure 19 shows the fiscally constrained trail projects, and **Table 25** lists the fiscally constrained trail projects in priority order.

Figure 19. Fiscally Constrained Trail Projects

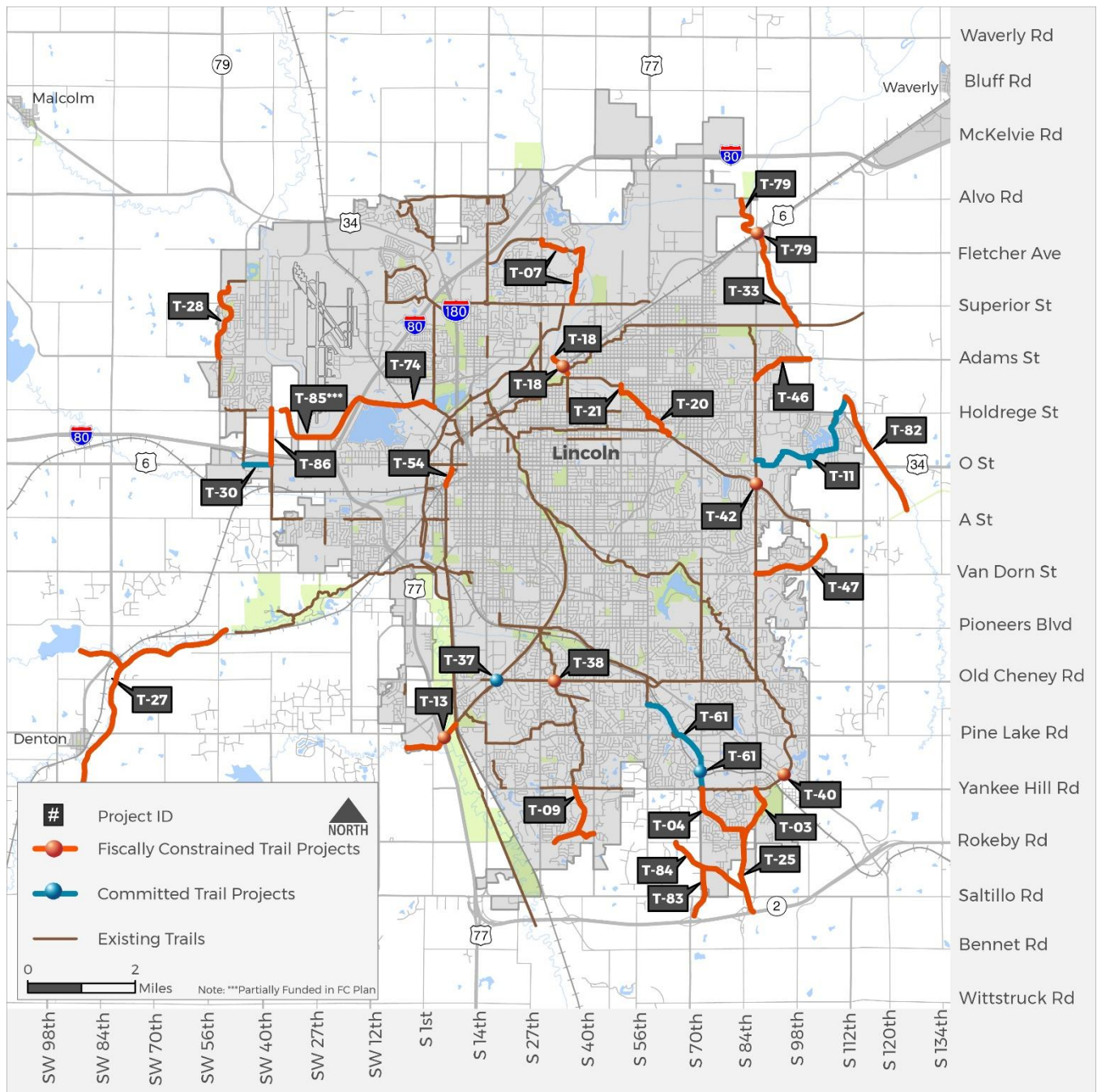


Table 25. Fiscally Constrained Trail Projects

Rank	ID	Trail Name	Limits	Description	Project Cost (2026\$)	Weighted Score	YOE	YOE Cost
Committed	T-11	Waterford	N 84th St to Stevens Creek	New trail	\$1,200,000			
Committed	T-30	W O Street	SW 40th St to SW 48th St	Sidepath	\$350,000			
Committed	T-37	Rock Island	Old Cheney grade separated crossing	Grade separation	\$1,600,000			
Committed	T-61	Beal Slough Trail	S 56th St and London Rd to S 70th St and Yankee Hill	New trail	\$2,000,000			
1	T-18	Deadmans Run Trail	Murdock Trail to Cornhusker Hwy and railroad grade separation	New trail and grade separation	\$400,000	0.79	2031	\$482,000
2	T-54	Chris Beutler Trail – Jamaica North Connector	South Haymarket Park to J St/4th St	New trail	\$330,000	0.73	2031	\$398,000
3	T-20	Deadmans Run Trail	N 48th St to Mo Pac Trail	New trail	\$740,000	0.71	2031	\$892,000
4	T-21	East Campus Trail	Leighton St to Holdrege St	New trail	\$200,000	0.66	2031	\$241,000
5	T-38	Tierra Williamsburg	Old Cheney grade separated crossing	Grade separation	\$1,600,000	0.58	2032	\$1,985,000
6	T-46	Prairie Village Trail	N 84th St to Stevens Creek, South of Adams	New trail (includes a sidepath section)	\$670,000	0.57	2033	\$856,000
7	T-42	Mo Pac Trail	S 84th Street grade separated crossing	Grade separation	\$2,300,000	0.54	2034	\$3,028,000
8	T-09	Wilderness Hills	Yankee Hill Rd to Rokeby Rd and S 40th St	New trail	\$1,600,000	0.49	2035	\$2,169,000
9	T-07	Landmark Fletcher	33rd St & Superior St to 27 th St	New trail (includes a sidepath section)	\$940,000	0.49	2035	\$1,275,000

Rank	ID	Trail Name	Limits	Description	Project Cost (2026\$)	Weighted Score	YOE	YOE Cost
10	T-40	S 91st Street Trail	Nebraska Pkwy grade separated crossing	Grade separation	\$2,900,000	0.48	2037	\$4,172,000
11	T-03	Woodlands	Jensen Park to Rokeby Rd	New trail	\$670,000	0.45	2037	\$964,000
12	T-13	Cardwell Branch Trail	GPTN Connector to Folsom Trail	New trail	\$1,100,000	0.45	2038	\$1,630,000
13	T-79	Stevens Creek Trail	Salt Creek Trail to Cornhusker Hwy with grade separation of Cornhusker Hwy	New trail	\$1,300,000	0.44	2039	\$1,984,000
14	T-04	Woodlands	Rokeby Rd to S 70th St to Yankee Hill Rd	New trail	\$1,300,000	0.43	2039	\$1,984,000
15	T-33	Stevens Creek	Murdock trail to Hwy 6	New trail	\$1,300,000	0.43	2040	\$2,043,000
16	T-83	S 70th Street	Caarger Lane to South Beltway	New trail	\$960,000	0.39	2041	\$1,554,000
17	T-28	NW 56th Street Trail*	W Adams St to W Superior St	New trail	\$800,000	0.39	2041	\$1,295,000
18	T-84	Lincoln Standing Bear Trail	Rokeby Rd southeast to S 70th St and south to Saltillo	New trail	\$1,600,000	0.38	2042	\$2,668,000
19	T-86	NW 40th St Connector	O St to Holdrege St	New trail (includes a sidepath section) and grade separation	\$3,000,000	0.37	2044	\$5,308,000
20	T-74	Oak Creek Trail	Saline Wetlands Nature Center to N 1st St	New trail	\$400,000	0.37	2044	\$708,000
21	T-25	S 84th Street Connector	Rokeby Rd to South Beltway	New trail	\$940,000	0.36	2044	\$1,663,000
22	T-27	Greenway Corridor Trail/Haines Branch	Pioneers Park Nature Center to Spring Creek Prairie Audubon Center	New trail	\$6,000,000	0.34	2048	\$11,947,000

Rank	ID	Trail Name	Limits	Description	Project Cost (2026\$)	Weighted Score	YOE	YOE Cost
23	T-82	Stevens Creek	Waterford Trail to MoPac Trail	New trail	\$2,300,000	0.34	2049	\$4,717,000
24	T-47	Van Dorn Trail	S 84th St and Van Dorn to S 106th and MoPac Trail	New trail	\$1,600,000	0.34	2050	\$3,380,000
25	T-85*	Oak Creek Trail	NW 40th St Saline Wetlands Nature Center	New trail	\$3,100,000	0.33	2050	\$6,549,000

* Partial funding

+ The alignment shown is conceptual and could change within approximately a mile of the location shown.

Transit

The plan provides **\$774.4 million** to support StarTran service through 2050. Funding provides for continuation of existing transit service, as well as ongoing maintenance and replacement of the vehicle fleet and passenger amenities.

Notable transit improvements include the Multimodal Transportation Center (MMTC). In 2022, the MMTC project was awarded **\$23.6 million** in federal discretionary funding through the RAISE program (now administered as “BUILD”) to design and build the new center. The MMTC will serve as the main hub for the StarTran system; provide public restrooms and indoor seating for riders, restrooms for drivers, and connections to other travel modes through bike racks, BikeLNK, and ScooterLNK rentals; and house the new headquarters for StarTran. Construction will begin fall 2026.



MMTC plans for bus bays with covered waiting areas and wayfinding signage

Source: City of Lincoln Transportation & Utilities – StarTran

The additional funding for transit provides an opportunity to progress toward mobility goals by enhancing service. Enhanced service could potentially include increased frequencies on select routes or adding Sunday service (not currently provided by StarTran). Specific service improvements will be further evaluated and established through the Transit Development Plan.

Table 26 identifies funded/committed transit projects, along with priority transit projects

Table 26. Priority Transit Projects

Type	Project Description	Project Cost
Funded / Committed Transit Projects	Multimodal Transit Center (MMTC)	\$38,566,454
	Purchase Service Vehicle	\$272,000
	Feasibility Study for Maintenance Facilities	\$300,000
	Fare Collection System	\$1,420,661
Priority Transit Projects	Transit Enhancements (bus shelters, passenger stops)	\$1,745,655
	Purchase Replacement Paratransit Vehicles	\$2,548,000
	Purchase Replacement Service Vehicles	\$253,373
	Building Renovations and Improvements	\$327,522
	Shop Equipment Replacements and Upgrades	\$312,794
	Computer Hardware/Software Upgrades	\$2,523,592
	Transit Development Plan	\$300,000
	Security Enhancements (upgrade buildings/shelters)	\$356,986
	Maintenance Facility Construction/ Relocation	\$36,000,000
	Purchase Replacement Buses	\$21,408,000

Mobility Nodes and Bicycle and Pedestrian Projects

The recommended funding strategy establishes Mobility Nodes and Connecting Corridors as a new investment category and increases funding for other bicycle and pedestrian improvements, supporting the priority recommendations of the Lincoln Mobility Plan. Mobility nodes are strategically located places designed to improve connections between transportation options and destinations, particularly for people walking, bicycling, using transit, or using shared mobility services.

Together, the **\$1.6 million** allocated to mobility nodes and **\$88.3 million** for bicycle and pedestrian projects provide dedicated resources to improve first/last mile connections, close gaps in the multimodal network, and make walking and bicycling safer and more convenient.

Bicycle and Pedestrian Grouped Project Category

Grouped projects are small-scale transportation projects that, while not considered regionally significant, still contribute to meeting the goals of the regional transportation system as allowed under 23 CFR § 450.326(h). The grouped project category is used to more efficiently advance these small projects through the planning and implementation process. Individual costs of grouped projects are not included, although the LRTP financial analysis includes the collective costs of the entire pool of grouped projects. Grouped projects are only listed in full in the TIP once funding is dedicated for their implementation. Once a grouped project category is established in the TIP, grouped projects can be added to the TIP by administrative modification rather than through a formal amendment process.

Table 27The grouped project category includes smaller, non-regionally significant on-street bicycle improvements and pedestrian improvements that are not incorporated into larger roadway projects. The total funding amount for the Bicycle and Pedestrian Grouped Project Category is **\$88.3 million** as identified in the recommended Resource Allocation. As individual projects are selected and funding is identified, they are listed in the TIP as grouped projects and may be advanced through administrative modification rather than a formal amendment. This approach provides flexibility to implement smaller bicycle and pedestrian improvements as priorities and opportunities emerge without requiring each project to be individually programmed in the LRTP.

Some priority bicycle improvements identified in the Lincoln Mobility Plan coincide with roadway projects included in the Fiscally Constrained Plan and are expected to be incorporated as those roadway projects are implemented.

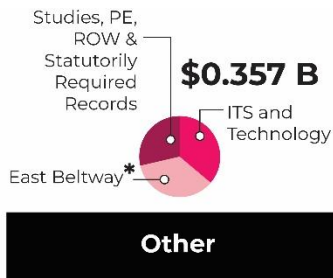
Table 27 identifies the Lincoln Mobility Plan bicycle projects that could be potentially associated with fiscally constrained roadway projects. Other bicycle and pedestrian investments will be identified and prioritized over time through implementation of the Lincoln Mobility Plan and other future planning and programming efforts.

Table 27. Bike Projects (from Lincoln Mobility Plan) to be Potentially Constructed with Lincoln Roadway Projects

Lincoln Fiscally Constrained Roadway Project IDs	Street Name	Roadway Project Description	Roadway Project Extents	Associated Bike Project IDs	Bike Project Extents
14	NW 48th St	2 lanes + intersection improvements	Adams Street to Cuming Street	697	W Holdrege St to Knight St
31	S 70th St	4 lanes + intersection improvements	Pine Lake Road to Yankee Hill Road	651	Yankee Hill Rd to Old Cheney Rd
41	N 48th St	4 lanes + intersection improvements	Adams Street to Superior Street	855	Benton St to Superior St
37	Cornhusker Hwy (US-6)	Intersection Improvements per Corridor Enhancement Plan	N 20th Street to N 33rd Street	751	N 20th St to N 29th St
130	N 14th St	Bridge replacements	Cornhusker Hwy (and N Antelope Valley Pkwy and Oak Creek)	543	Virginia St to Adams St
252	Fremont St	Roadway corridor improvements including intersection improvements	N 48th St to N 70th St	737	N 68th St to N 70th St
253	S 10th St	Roadway rehabilitation and intersection improvements	Van Dorn St to K St	728	H St to J St
255	R St	Roadway rehabilitation and intersection improvements	N 14th St to Antelope Valley Pkwy	515	Pinnacle Arena Dr to 16th St

Lincoln Fiscally Constrained Roadway Project IDs	Street Name	Roadway Project Description	Roadway Project Extents	Associated Bike Project IDs	Bike Project Extents
256	N 14th St	Roadway rehabilitation	Vine St to Salt Creek Roadway	514	Vine St to Salt Creek Rdwy
257	R St	Roadway rehabilitation	N 12th St to N 16th St	500	N 12th St to N 16th St
258	N 16th St, S 16th St	Roadway corridor improvements, including intersection improvements	F St to X St	504, 509	K St to R St, F St to K St
260	A St	Roadway rehabilitation and intersection improvements	Normal Blvd to S 40th St	832	Billy Wolff Trail to 48th St
264	Lake St/Sheridan Blvd	Roadway rehabilitation	Calvert St to South St	842	S 20th St to S 44th St
265	N 48th St, 48th St	Roadway rehabilitation	Cotner Blvd to O St	719, 772	M St to Leighton Ave, M St to Billy Wolff Trail
267	Touzalin Ave	Roadway corridor improvements	Adams St to Havelock Ave	691	Adams St to Havelock Ave
268	Havelock Ave	Roadway corridor improvements	Touzalin Ave to N 70th St	639	Touzalin Ave to N 84th St
272	N 27th St	Roadway corridor improvements	South St to O St	528	L St to R St
286	N 48th St	Bridge reconstruction and intersection improvements, conversion to 2+1, sidepath	Holdrege Ave to Leighton Ave	719	M St to Leighton Ave

Other Transportation Programs



These investments improve the efficiency of the transportation system, advance major regional initiatives, and ensure projects remain ready for implementation as funding opportunities arise.

The recommended funding strategy allocates approximately **\$357 million** to support technology, long-range project implementation, and essential transportation planning activities.

Intelligent Transportation Systems and Technology

Improvements include traffic signal modernization, connected transportation technologies, and other operational improvements that enhance safety, improve traffic flow, and maximize the performance of the existing transportation system.

The recommended funding allocates **\$130 million** to ITS and technology improvements.

East Beltway

The recommended funding allocates **\$126.1 million** to advance implementation of the East Beltway, including approximately **\$90 million** from Lancaster County, **\$17.5 million** from the City of Lincoln, and **\$18.2 million** from Keno/Gambling revenues.

An increased local commitment reflects growing regional support for the project and provides funding for continued corridor preservation, environmental review, design, and early implementation activities. Although the East Beltway is currently estimated to cost approximately **\$775 million**, these local investments demonstrate regional commitment and position the project to compete for future state and federal funding needed for construction.

Studies, Preliminary Engineering, Right-of-Way, and Statutorily Required Records

Recommended funding allocates **\$101.3 million** to this category.

Funding supports planning studies, project development, right-of-way activities, and other essential functions that ensure transportation projects remain ready for implementation as funding opportunities arise.

Future Congestion Levels

To understand how future transportation investments could affect travel in the Lincoln area, the Lincoln MPO uses its regional travel demand model to estimate future traffic patterns and travel behavior. The model helps forecast how people and goods are expected to move throughout Lancaster County based on projected population growth, employment trends, land use patterns, and transportation investments. The model evaluated conditions in the year 2050 compared various transportation scenarios to assess how they influence travel across the region.

For each scenario, the model estimated key performance measures, including:

- Vehicle Miles Traveled (VMT): Total number of miles traveled by vehicles within the region
- Vehicle Hours Traveled (VHT): Total amount of time people spend traveling on the roadway system
- Traffic volumes on major roadways
- Travel patterns across the transportation network
- Transit ridership and use of public transportation services (shown in **Figure 22**)

The travel model reflects current travel conditions and incorporates forecasts of future growth through 2050. By comparing results among scenarios, planners can better understand how different investments may affect congestion, travel times, and overall mobility.

Scenarios Evaluated

The travel demand model was initially developed for Year 2024 as a base model to calibrate and validate existing traffic conditions. Future year models using 2036 and 2050 population and employment forecasts were run using an “existing plus committed,” or “E+C” network, which includes the existing network plus future projects that have committed funding, but no other planned projects. A scenario was also run for the E+C network plus the future East Beltway to estimate the impacts of that significant regional connection on level of service and congestion in the Lincoln model area.

Two 2050 scenarios defined as part of the LRTP development process were run, including the “Transit-Friendly” (TF) and “Invest in Growth” (IG) scenario. The TF scenario’s roadway network uses different transit network assumptions, including additional routes and increased frequencies as noted in the **Illustrative Plan Transit** section. The TF scenario provides a sensitivity test to assess the performance of transit routes and potential new service. The IG scenario was functionally equivalent to the Fiscally Constrained Plan scenario because the only differences between those two scenarios consisted of non-modellable projects such as intersection geometry and paving.

Modeling Results

Travel demand is projected to increase as Lincoln and Lancaster County grow. As shown in **Table 28**, daily VMT is projected to increase from approximately 6.4 million miles in 2024 to about 8.1 million miles by 2050. Daily VHT is projected to increase from approximately 169,000 hours to 212,000 hours. Differences in regionwide VMT and VHT among the 2050 scenarios are relatively small, indicating that the primary effects of the scenarios are more localized and are better illustrated through changes in traffic volumes and roadway Level of Service (LOS).

Appendix D includes the full travel demand modeling documentation.

Table 28. Daily VMT and VHT

Scenario	Daily VMT (weekday)*	Daily VHT (weekday)*
2024	6,410,000	169,000
2036 E+C	7,030,000	185,000
2050 E+C	8,070,000	212,000
2050 E+C plus East Beltway	8,130,000	211,000
2050 Transit Scenario	8,070,000	212,000
2050 Invest in Growth	8,080,000	212,000

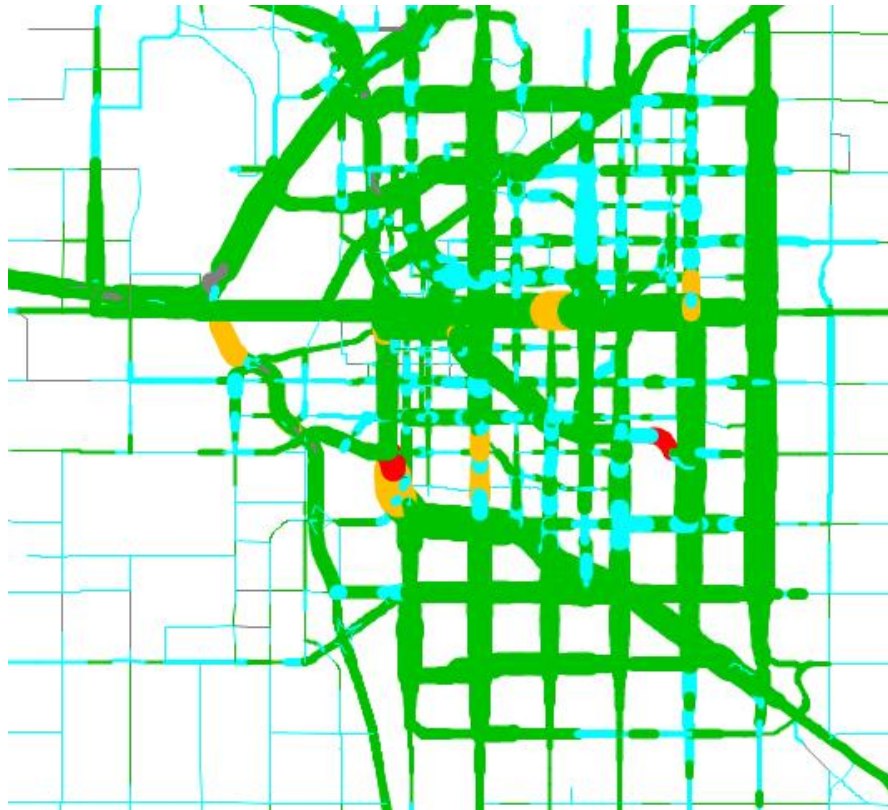
* - VMT and VHT are rounded to the nearest 1,000

Figure 20 and **Figure 21** illustrate LOS under the modeled scenarios. LOS describes roadway operating conditions using letter grades from A through F. LOS A through C generally represent free-flowing to stable conditions, LOS D and E represent increasingly congested conditions approaching or exceeding capacity, and LOS F represents heavily congested conditions with demand exceeding available roadway capacity. The maps illustrate how congestion is expected to change as the region grows and how the different transportation networks affect conditions on individual corridors.

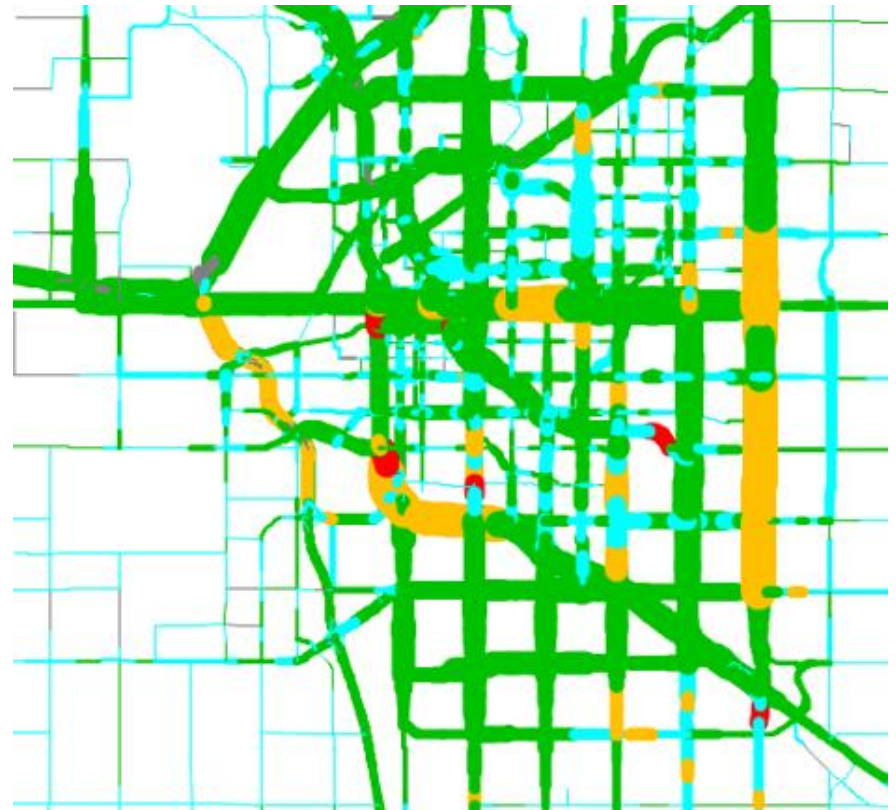
Figure 20. Level of Service by Scenario*

Green=LOS A-C Yellow=LOS D-E Red=LOS F Blue=no actual or estimated* count data

2024 (Scenario 1)

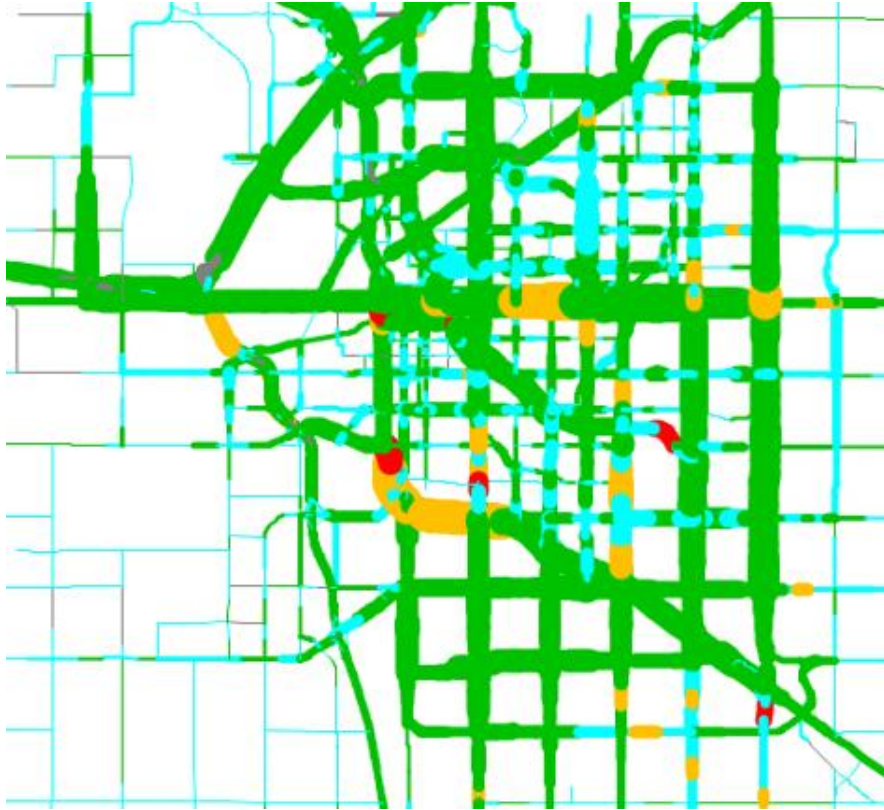


2050 E+C (Scenario 2)



*National Highway Cooperative Research Program adjusted volumes for Scenarios 1-4

2050 E+C + East Beltway (Scenario 3)



2050 Transit Improvements (Scenario 4)

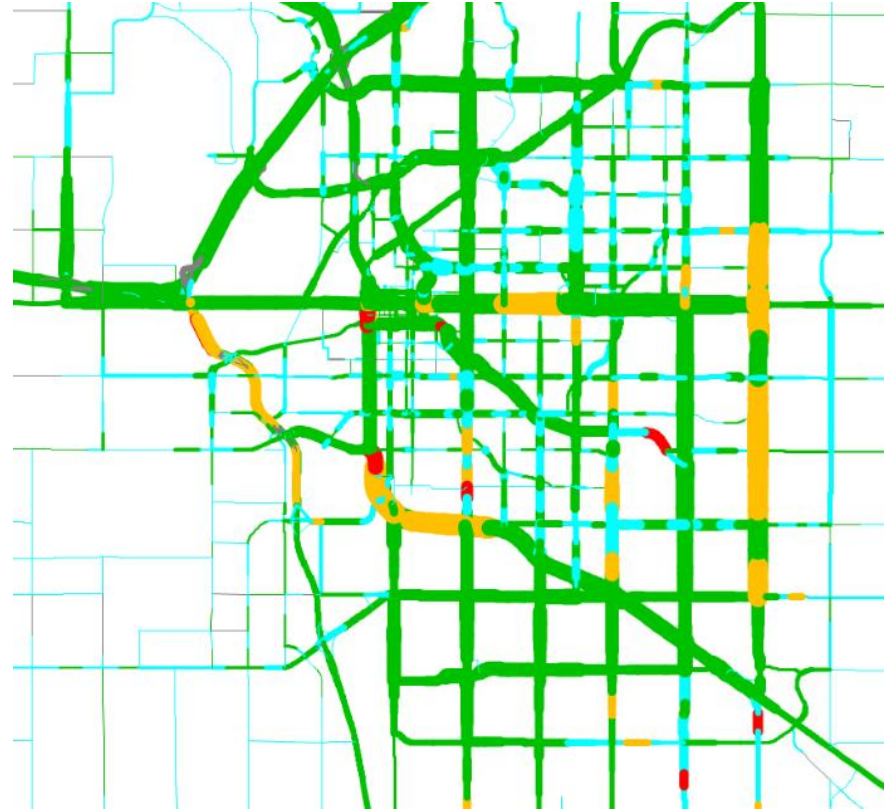
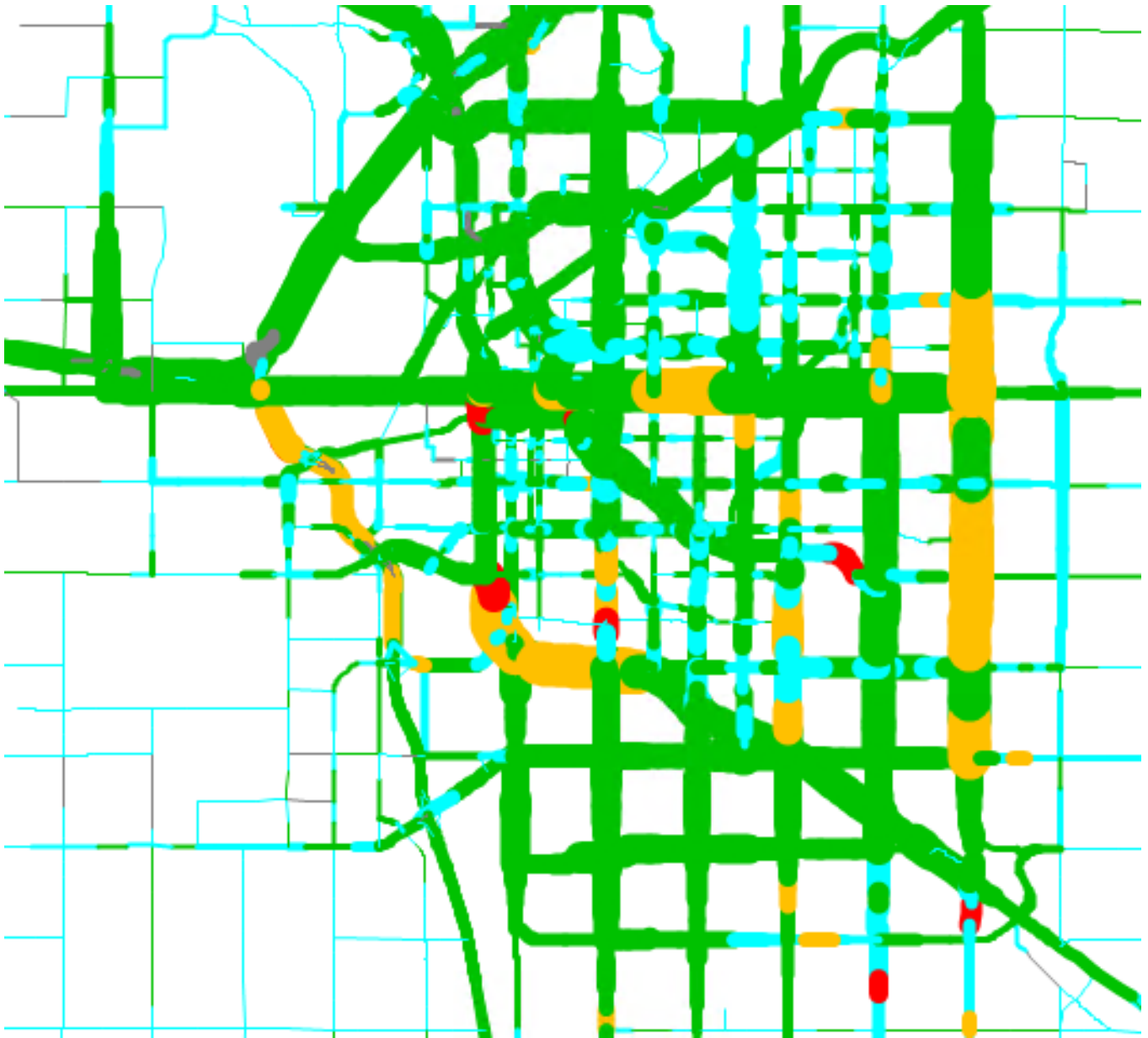


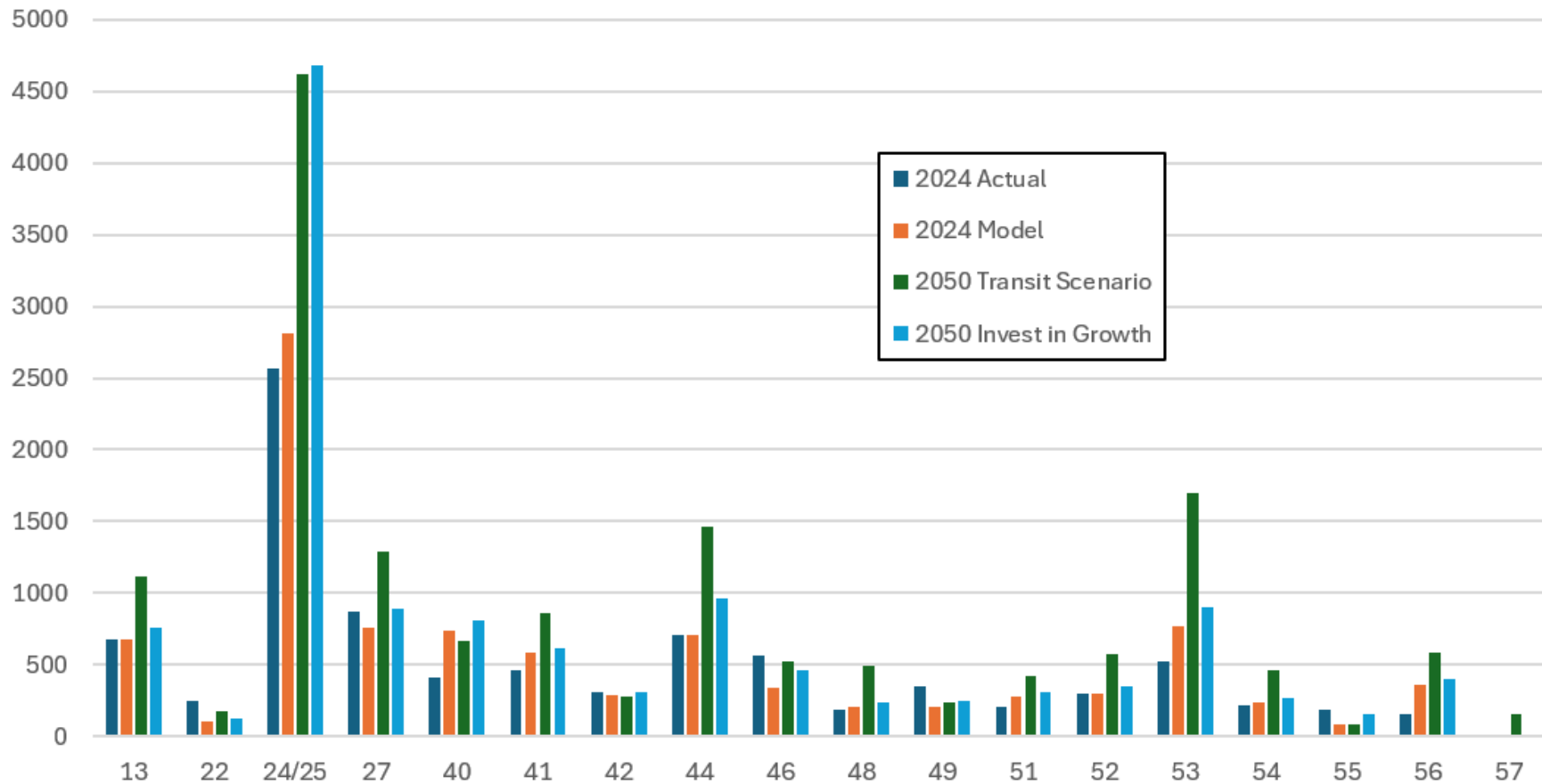
Figure 21. 2050 Fiscally Constrained LRTP (Scenario 5)

Green=LOS A-C Yellow=LOS D-E Red=LOS F Blue=no actual or estimated* count data



The Transit-Friendly scenario also tested the effect of additional transit routes and increased service frequencies. As shown in **Figure 22**, modeled transit ridership generally increases under the 2050 scenarios, with the Transit-Friendly scenario producing the largest increases on several routes. Route 24/25 remains the system's highest-ridership route, while Routes 13, 27, 41, 44, 52, 53, 54, and 56 also show notable ridership growth under the Transit-Friendly scenario. The Invest in Growth scenario generally results in more modest ridership increases. These results illustrate where enhanced transit service could generate additional ridership and help inform future service planning; they do not represent a commitment to specific future routes or service levels.

Figure 22. Daily Transit Ridership by Route



Air Quality

The projects and decisions contained within the Lincoln MPO 2050 LRTP Update can influence local air quality. The project team assessed estimated vehicle emissions of selected air pollutants typically associated with mobile transportation sources for the LRTP.

Because Lincoln/Lancaster County is currently in attainment, or unclassifiable, for National Ambient Air Quality Standards (NAAQS) under the Clean Air Act, meaning that levels of pollutants do not exceed limits, the air quality evaluation was performed for informational, planning, and stewardship purposes, not for regulatory compliance. For example, the City of Lincoln Climate Action Plan has an “80 by 50” goal to reduce net greenhouse gas (GHG) emissions 80 percent by the year 2050. The LRTP can inform on the progress being made toward that goal in the transportation sector.

The air quality evaluation was based on traffic data developed through the MPO’s regional travel demand model. US Environmental Protection Agency (EPA) Motor Vehicle Emission Simulator (MOVES) version 4 software was used to develop pollutant emission inventories for the modeled roadway networks. The evaluation used MOVES4 rather than MOVES5 because MOVES5 incorporated federal vehicle rules and associated electric-vehicle assumptions scheduled to be rescinded at the time of the analysis. MOVES4 remained within EPA’s applicable grace period and provided a more appropriate basis for comparison with the previous LRTP air quality analysis.

Evaluation Overview

The evaluation for air pollution emissions included five traffic situations covering the entire MPO area:

- 2024 current conditions
- “Existing plus committed” conditions (projects already programmed in the first six years but without any new planned projects)
- (E+C) for 2036
- (E+C) for 2050
- Future fiscally constrained (FC) road network recommended in the 2050 LRTP Update

The evaluation examined **four** air pollutants of concern commonly associated with motor vehicles:

- **Particulate matter 2.5 microns** or smaller in diameter (PM_{2.5})
- Two precursor pollutants for ozone (volatile organic compounds [VOC] and oxides of nitrogen [NO_x])
- Overall GHGs expressed as carbon dioxide (CO₂) equivalent

Air pollutant emissions data for each situation, for the entire traffic model network, were calculated using MOVES4.

The examined air pollutants are of concern for several reasons:

- **Particulate Matter:** PM_{2.5}, a complex mix of very small solid particles and liquid droplets, is a concern because it can be inhaled deeply into the lungs and can interfere with lung function or lead to other health effects. PM_{2.5} can aggravate asthma, diminish lung capacity, and cause lung or heart problems. Particulate matter can also cause haze. Sources of particulate matter include smoke, diesel engine exhaust, and road dust. Particulate matter can be a localized concern near sources or can cause regional

concerns through dispersion. This evaluation included PM_{2.5} emissions from tailpipes, brake wear, and tire wear.

- **Ozone and Precursors:** A strong oxidizing agent, ozone can damage cells in lungs and vegetation and can cause eye irritation and coughing. Ozone is not emitted directly; rather, it is formed by chemical reactions between other precursor pollutants in the atmosphere. VOC and NO_x in the presence of sunlight and certain weather conditions can form ground-level ozone. So, ozone concentrations can be affected through the concentrations of the precursor pollutants. Automotive sources of ozone precursors include vehicle exhaust and evaporative fuel emissions, including vapors released during vehicle refueling. Ozone is a regional concern because it takes time for ozone to form and the pollutants can drift some distance in that time. Ozone generally is most problematic in summer. Combined with GHG emissions and climate change, warmer temperatures in the future may lead to higher ozone concentrations.
- **Greenhouse gases:** CO₂ is the largest component of vehicle GHG emissions. Other prominent transportation-related GHGs include methane and nitrous oxide. Human-generated GHG emissions can contribute to climate change through the burning of fossil fuels and other activities. For this evaluation, MOVES4 estimates vehicle GHG emissions as CO₂-equivalent (CO₂e) emissions based on CO₂, methane, and nitrous oxide.

MOVES4 Modeling

MOVES4 was used to estimate vehicle air pollutant emissions for the four air pollutants described previously. The results consisted of total daily emissions per pollutant for a weekday in May, for the five traffic situations described previously.

MOVES4 requires a considerable amount of technical data for input to generate these results. Some of the needed data can be difficult and costly to develop specifically for a region/locality, so it is often not readily available. The MPO has developed data for VMT and average vehicle speeds for the road networks through the traffic models, which were used in MOVES4 modeling. However, because other input data were not available locally, the necessary inputs were derived from the MOVES4 national dataset. “Default scale” MOVES4 runs for Lancaster County provided data on vehicle mix and source type population, which describe the types and numbers of vehicles operating in the region and are used to estimate emissions associated with different vehicle categories. MOVES4 national data were also used for inputs such as fuel types and weather conditions.

Because several inputs rely on national default data rather than locally developed data, the air quality evaluation is intended to illustrate general regional trends rather than precise emissions estimates. Changes to these inputs would affect the results to some extent.

Pollutant Emissions Results

The estimated total daily emissions from the MPO's modeled road network and MOVES4 was calculated to illustrate general trends. Results are provided in **Table 29**. Note that emission amounts under different modeling assumptions (for example, time of year, temperature, day of week, etc.) would differ.

Table 29. Total Estimated Emissions (tons per day)

Pollutant	2024	2036 E+C	2050 E+C	2050 FC
PM _{2.5}	0.12	0.07	0.07	0.07
NOx	3.60	1.27	0.98	0.98
VOC	2.29	1.29	1.08	1.08
GHGs as CO ₂ e	3,283	2,606	2,610	2,610
L RTP Daily VMT (miles)	6,411,929	7,033,479	8,082,242	8,080,172

For PM_{2.5}, NOx, and VOC, total emissions in 2050 are calculated to be lower than in 2024, even with more VMT (**Table 29**). Cleaner vehicles with lower emission factors will be important improvements in the near term (to 2036). Beyond 2036, the gains from cleaner traditional vehicles will lessen. Future years are expected to see lower emission rates due to federal emission regulations and improvements in vehicle technologies. As older vehicles are replaced with newer ones, lower emissions are expected. Because of this, total vehicle emissions in future years may be lower, even with more vehicles and VMT. GHG emissions are expected to be slightly higher in 2050 than in 2036. The expected growth in VMT will outweigh the expected reduction in GHG emission rates.

Compared with the previous 2050 LRTP air quality analysis, the updated analysis generally estimates lower horizon-year emissions, although the results vary by pollutant, as shown in **Table 30**. The updated travel model forecasts approximately 1.1 million fewer daily vehicle miles traveled in 2036 and approximately 1.8 million fewer daily VMT in 2050. This contributes to lower estimated GHG emissions and lower NOx emissions. PM_{2.5} estimates are generally unchanged, while VOC estimates are higher in the updated analysis.

Table 30. Comparison with Previous 2050 LRTP Air Quality Analysis (tons per day)

Pollutant	2024	2036 E+C	2050 E+C	2050 FC
PM _{2.5}	0.00	0.00	-0.01	-0.01
NOx	-0.70	-0.83	-1.32	-1.32
VOC	1.77	1.13	0.92	0.92
GHGs as CO ₂ e	42	-658	-1,108	-1,090
L RTP Daily VMT (miles)	191,929	-1,145,521	-1,786,758	-1,754,828

Note: Values represent the updated analysis minus the corresponding results from the previous LRTP analysis. Negative values indicate lower estimates in the updated analysis.

Two primary factors affected the change in predicted emissions since the previous LRTP and air quality analysis: updates to the MOVES model and updated travel models. The update from MOVES3 to MOVES4 primarily affected NOx, VOC, and GHG emissions rates and assumed higher EV adoption forecasts. The updated travel model forecasted fewer VMT in 2036 and 2050 than the previous LRTP, which directly reduces emissions.

Access and Community Considerations

Providing access to transportation opportunities is an important consideration in the LRTP planning and project evaluation process. Consistent with the Access & Opportunity goal, the plan considers transportation conditions and access for communities with limited transportation options, including low-income households, older adults, youth, people with disabilities, and zero-vehicle households. Public and stakeholder input emphasized the importance of considering the needs of transportation access burdened populations, such as facilitating connections to social services and key destinations.

The Fiscally Constrained Plan includes investments intended to improve transportation access throughout the community, including continued transit service, expansion of the trail and bicycle and pedestrian networks. A new area of emphasis in this LRTP update, mobility nodes and connecting corridors, is intended to enhance accessibility and mobility for multimodal trips. Safety and roadway improvements also improve connectivity and system reliability for multiple travel modes. These investments provide additional transportation choices and help connect people to jobs, education, services, and other destinations.

As individual projects advance toward implementation, applicable federal and state environmental, civil rights, accessibility, and public involvement requirements will be addressed through project development and environmental review.

Illustrative Plan

The LRTP identifies transportation needs that extend beyond the projects that can be implemented within anticipated revenues through 2050. These projects are included in the Illustrative Plan to document longer-term transportation needs and preserve a comprehensive picture of potential future improvements. The Illustrative Plan includes unfunded projects in two categories: Lincoln Roadway Projects and Trail Projects.

Projects included in the **Illustrative Plan** are not part of the Fiscally Constrained Plan and **do not** have funding identified within the LRTP planning horizon. As transportation needs, priorities, project costs, and available resources change over time, illustrative projects **may be reconsidered** through future LRTP updates or other transportation planning and programming processes.

Lincoln Roadway Projects

Following the project prioritization and fiscal constraint process, **66 Lincoln roadway projects** remain outside the Fiscally Constrained Plan and are included in the Illustrative Plan. These projects represent additional roadway, intersection, bridge, and system improvements identified through the LRTP planning process but that cannot be accommodated within anticipated funding through 2050.

Table 31 lists the illustrative Lincoln roadway projects in priority order, while **Figure 23** shows a map of the projects. Their inclusion in the Illustrative Plan documents these longer-term needs for consideration as conditions and priorities evolve.

Table 31. Illustrative Plan (Unfunded) Lincoln Roadway Projects

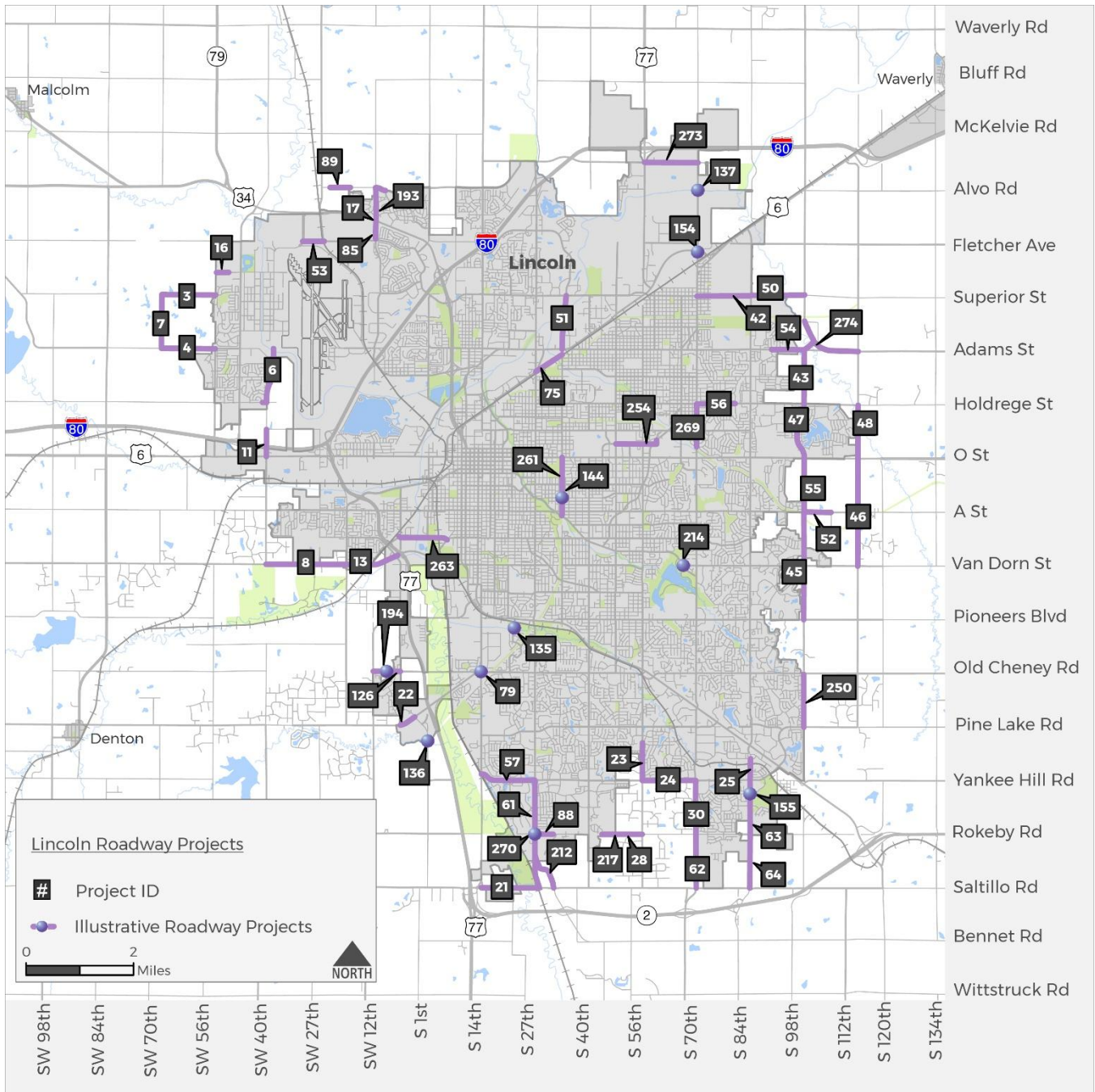
ID	Street Name	Limits	Description	Project Cost (2026\$)
79	S 14th Street/ Warlick/Old Cheney	14th/Warlick/Old Cheney	Intersection improvements	\$35,300,000
144	S 33rd Street	D Street	Remove existing traffic signal and construct mini roundabout	\$1,300,000
269	N 70th Street	Eastborough to Holdrege	Roadway corridor improvements	\$4,300,000
254	R Street	N 48th to east of Cotner	Roadway corridor improvements	\$6,000,000
214	Normal Boulevard	Van Dorn Street	Intersection improvements	\$1,000,000
263	South Street	Folsom St to Park Blvd	Roadway corridor reconstruction	\$10,000,000
56	Holdrege Street	N 70th Street to N 80th Street	4 lanes + intersection improvements	\$13,400,000
155	S 84th Street	Yankee Woods Drive	Roundabout	\$3,700,000
61	S 27th Street	Yankee Hill Road to Saltillo Road	2 lane realignment + int. impr.	\$18,900,000
54	Adams Street	N 90th Street to N 98th Street	2 lanes + intersection improvements	\$5,800,000
135	Southwood Drive	Beal Slough	Bridge replacement	\$2,900,000
136	S 1st Street	Cardwell Branch Salt Creek	Bridge replacement	\$1,100,000
42	Havelock Avenue	N 70th Street to N 84th Street	2 lanes + intersection improvements	\$9,400,000
24	Yankee Hill Road	S 56th Street to S 70th Street	2 lanes + intersection improvements	\$9,200,000
261	33rd Street	Normal Blvd to O St	Roadway rehabilitation and intersection improvements	\$5,300,000
23	S 56th Street	Thompson Creek Boulevard to Yankee Hill Road	4 lanes + intersection improvements	\$13,100,000
57	Yankee Hill Road	S 14th Street to S 27th Street	Additional 2 lanes	\$9,600,000
47	N 98th Street	Holdrege Street to O Street	Additional 2 lanes	\$10,000,000
25	S 84th Street	Amber Hill Road to Yankee Hill Road	4 lanes + intersection improvements	\$7,600,000

ID	Street Name	Limits	Description	Project Cost (2026\$)
48	N 112th Street	Holdrege Street to US-34	2 lanes + intersection improvements	\$9,400,000
21	Saltillo Road	S 14th Street to S 27th Street	2 lanes + intersection improvements, reconstruction to address flooding	\$10,200,000
50	Havelock Avenue	N 84th Street to N 98th Street	2 lanes + intersection improvements	\$9,400,000
3	W Superior Street	NW 70th Street to NW 56th Street	2 lanes + intersection improvements	\$9,400,000
154	Cornhusker Hwy (US-6)	N 70th Street / Railroad viaduct	Intersection/viaduct reconfiguration	\$13,400,000
63	S 84th Street	Yankee Hill Road to Rokeby Road	4 lanes + intersection improvements	\$18,700,000
270	S 27th Street	Rokeby Rd	Intersection improvements	\$6,700,000
137	N 70th Street	Salt Creek	Bridge replacement	\$4,000,000
75	Salt Creek Roadway	State Fair Park Dr to Cornhusker Hwy	6 lanes + intersection improvements	\$34,800,000
250	98th Street	Old Cheney Rd to Pine Lake Rd	Roundabout reconstruction	\$1,800,000
7	NW 70th Street	W Superior Street to W Adams Street	2 lanes + intersection improvements	\$9,400,000
30	S 70th Street	Yankee Hill Road to Rokeby Road	2 lanes + intersection improvements	\$18,700,000
62	S 70th Street	Rokeby Rd to Saltillo Rd	4 lanes + intersection improvements	\$18,700,000
43	N 98th Street	Adams Street to Holdrege Street	2 lanes + intersection improvements	\$9,400,000
16	W Cuming Street	NW 56th Street to NW 52nd Street	2 lanes + intersection improvements	\$2,100,000
45	S 98th Street	A Street to Pioneers Boulevard	4 lanes + intersection improvements	\$37,500,000
51	N 33rd Street	Cornhusker Hwy to Superior Street	4 lanes + int. impr. & bridge	\$26,800,000
22	W Denton Road	Amaranth Lane to S Folsom Street	2 additional lanes	\$2,900,000
55	S 98th Street	US-34 (O Street) to A St	4 lanes + intersection improvements	\$18,700,000

ID	Street Name	Limits	Description	Project Cost (2026\$)
194	W Old Cheney Road	SW 9th Street	Roundabout	\$1,200,000
8	W Van Dorn Street	SW 40th Street to Coddington Avenue	2 lanes + intersection improvements	\$14,100,000
13	W Van Dorn Street	Coddington Avenue to US-77	2 lanes + intersection improvements	\$9,200,000
85	NW 12th Street	Fletcher Avenue to Aster Road with overpass of US-34	2 lanes + Overpass	\$12,500,000
87	W Holdrege Street	1/4 mile east of Chitwood Lane to NW 40th Street	2 lanes + intersection improvements	\$2,600,000
193	NW 12th Street	W Alvo Road to Missoula Road	2 lanes + turn lanes	\$3,200,000
64	S 84th Street	Rokeby Road to Saltillo Road	4 lanes + intersection improvements	\$18,700,000
66	W Alvo Road	NW 12th Street to Tallgrass Parkway	2 lanes + intersection improvements	\$1,700,000
46	S 112th Street	US-34 to Van Dorn Street	2 lanes + intersection improvements	\$18,700,000
53	W Fletcher Avenue	NW 31st Street to NW 27th Street	2 lanes + intersection improvements	\$3,700,000
17	NW 12th Street	Aster Road to Missoula Road	2 lanes + turn lanes	\$3,100,000
273	Arbor Road	56th St to 70th St	Roadway reconstruction	\$19,000,000
88	Rokeby Road	S 27th Street to S 31st Street	2 lanes + intersection improvements	\$3,200,000
6	NW 38th Street	W Adams Street to W Holdrege Street	2 lanes + intersection improvements	\$9,600,000
89	W Alvo Road	East of Alvo Rd to NW 19th Street	2 lanes + intersection improvements	\$9,500,000
126	W Old Cheney Road	S Folsom Street to SW 12th Street	2 lanes with raised median	\$4,700,000
217	Rokeby Road	Snapdragon Road to S 48th Street	2 lanes + intersection improvements	\$13,800,000
11	NW 40th Street	W Vine Street to US-6, including I-80 Overpass	Overpass	\$15,100,000

ID	Street Name	Limits	Description	Project Cost (2026\$)
52	A Street	S 98th Street to 105th Street	2 lanes + intersection improvements	\$4,700,000
4	W Adams Street	NW 70th Street to NW 56th Street	2 lanes + intersection improvements	\$9,400,000
274	98th Street	Adams Street and 102nd St area	Roadway reconfiguration	\$40,000,000
212	27th Street Realignment	Saltillo Road to Rokeby Road	New two-lane road	\$27,000,000
28	Rokeby Road	S 48th Street to S 56th Street	2 lanes + intersection improvements	\$4,700,000

Figure 23. Illustrative Plan (Unfunded) Lincoln Roadway Projects



Trail Projects

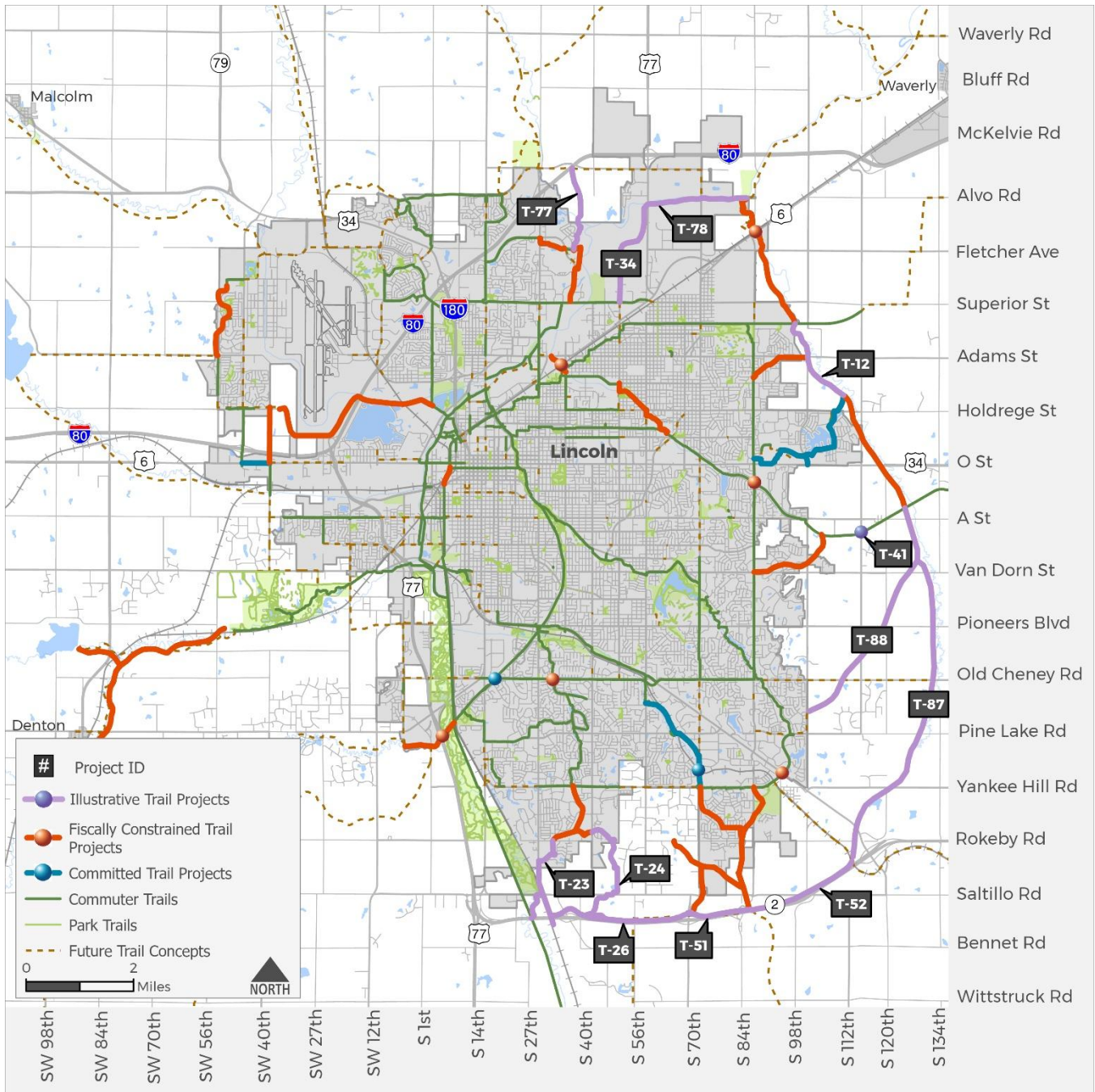
The Illustrative Plan also includes **12 trail projects** that are not included in the Fiscally Constrained Plan. These projects represent additional opportunities to expand the trail network, close gaps, and improve connections between neighborhoods, destinations, and the broader multimodal transportation system. The plan also identifies potential future trail corridors in Lancaster County; these conceptual corridors are shown in **Figure 24** but are not defined or prioritized as individual projects.

Table 32 lists the Illustrative Trail projects in priority order, while **Figure 24** shows a map of the projects. As with the roadway projects, their inclusion identifies longer-term needs that may be reconsidered through future planning and programming efforts.

Table 32. Illustrative Plan (Unfunded) Trail Projects

ID	Trail Name	Limits	Description	Project Cost (2026\$)
T-24	S 56th Street Connector	Rokeby Rd to South Beltway	New trail	\$1,600,000
T-23	S 27th Street Connector	Rokeby Rd to South Beltway	New trail	\$1,100,000
T-12	Stevens Creek	Murdock Trail to Waterford Trail	New trail	\$1,700,000
T-34	N 48th Street/Bike Park Trail	Superior St to N 56th St	New trail (includes a sidepath section)	\$1,200,000
T-88	Stevens Creek Tributary	S 98th Street to Stevens Creek	New trail	\$3,500,000
T-51	South Beltway Trail – Phase II	S 56th St to S 84th St	New trail	\$4,700,000
T-41	Mo Pac Trail	S 112th Street grade separated crossing	Grade separation	\$1,600,000
T-26	South Beltway Trail – Phase I	S 27th St to S 56th St	New trail	\$2,000,000
T-77	Little Salt Creek Trail	Arbor Rd to Landmark Fletcher	New trail	\$2,700,000
T-87	Stevens Creek	South Beltway to MoPac Trail	New trail	\$7,100,000
T-52	South Beltway Trail – Phase III	S 84th Street to Hwy 2	New trail	\$4,700,000
T-78	Salt Creek Trail	N 56th St to Stevens Creek	New trail	\$1,200,000

Figure 24. Illustrative Plan (Unfunded) Trail Projects



Transit

While the Fiscally Constrained scenario provides modest increases for transit service, most of the funding will be devoted to maintaining the status quo service and providing incremental service improvements as funding allows. The transportation planning process identified the following future priorities for StarTran, in general priority order, to provide more robust transit service in the Lincoln area, should funding allow:

- **Increase frequencies on fixed routes:** Transit frequency is critical to reliable mobility. Four routes in the StarTran system currently have only one-hour frequencies. Thirteen routes have half-hour frequencies. StarTran has identified these routes as priorities for future service improvements.
- **Add Sunday service:** StarTran currently does not provide fixed-route service on Sundays. Adding service on Sundays, even if reduced from service levels provided on weekdays, is a strong priority for StarTran.
- **Expand service areas:** Fixed routes should be expanded, particularly as Lincoln grows in future years along the peripheries of the city. Schools and other key destinations should be prioritized in the planning of future routes. Strong candidates for potential future expansion include:
 - North Lincoln to better serve the Fallbrook and Fletcher Avenue area
 - Southwest Lincoln to serve the Folsom Street area near the Highway 77 corridor
 - Far South Lincoln south of Yankee Hill Road, which is the endpoint of current service
 - East Lincoln beyond 84th Street

Additional considerations beyond fixed-route service, such as increases in paratransit and on-demand service, or additional transfer stations, could also be explored. The Transit Development Plan serves as StarTran's detailed long-range transit plan that provides a future vision and project concepts for the system.