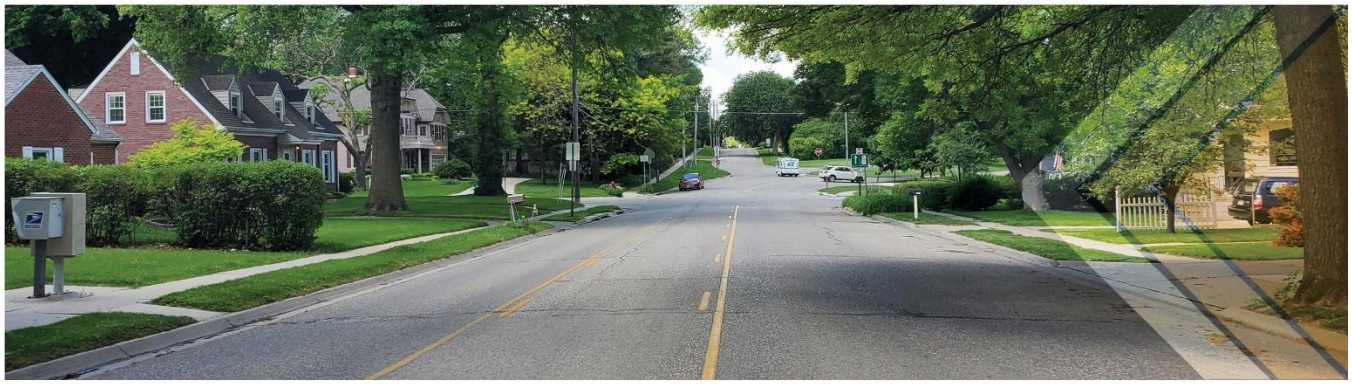
PLAN forward

2050 Long Range Transportation Plan
2026 Update





DRAFT
Public Review
September/October 2026

LINCOLN MPO
METROPOLITAN PLANNING ORGANIZATION

FELSBURG HOLT & ULLEVIG

U.S.Department of Transportation
Federal Highway Administration

Required Credit/Disclaimer Statement

"The preparation of the document was financed in part with funding from the United States Department of Transportation (USDOT) and administered by the Nebraska Department of Transportation (NDOT). The opinions, findings, and conclusions expressed in this publication are those of the authors and do not necessarily represent USDOT, or NDOT."

Acknowledgements

The Lincoln Metropolitan Planning Organization would like to acknowledge the following who provided input in the development of the Lincoln MPO LRTP 2026 Update.

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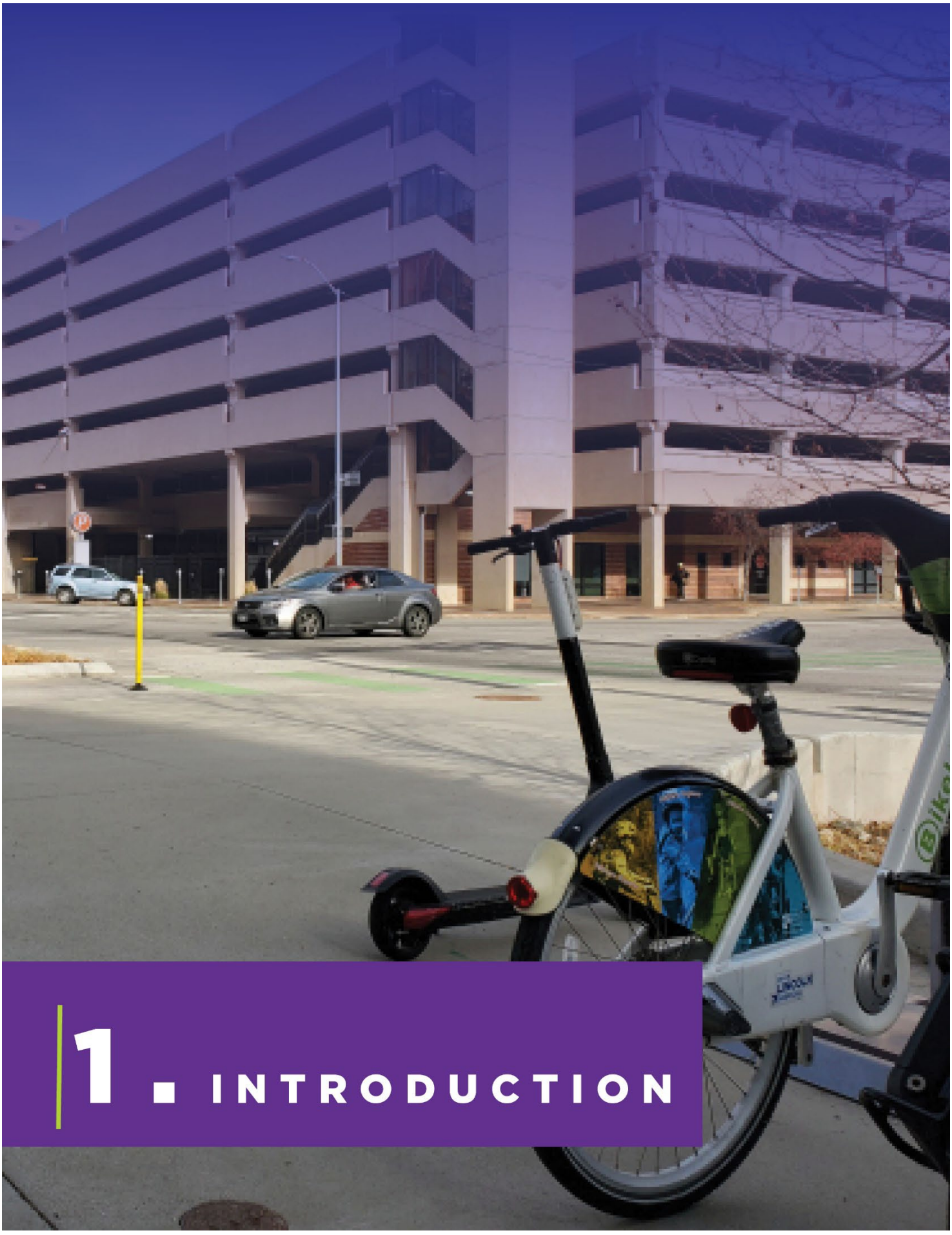
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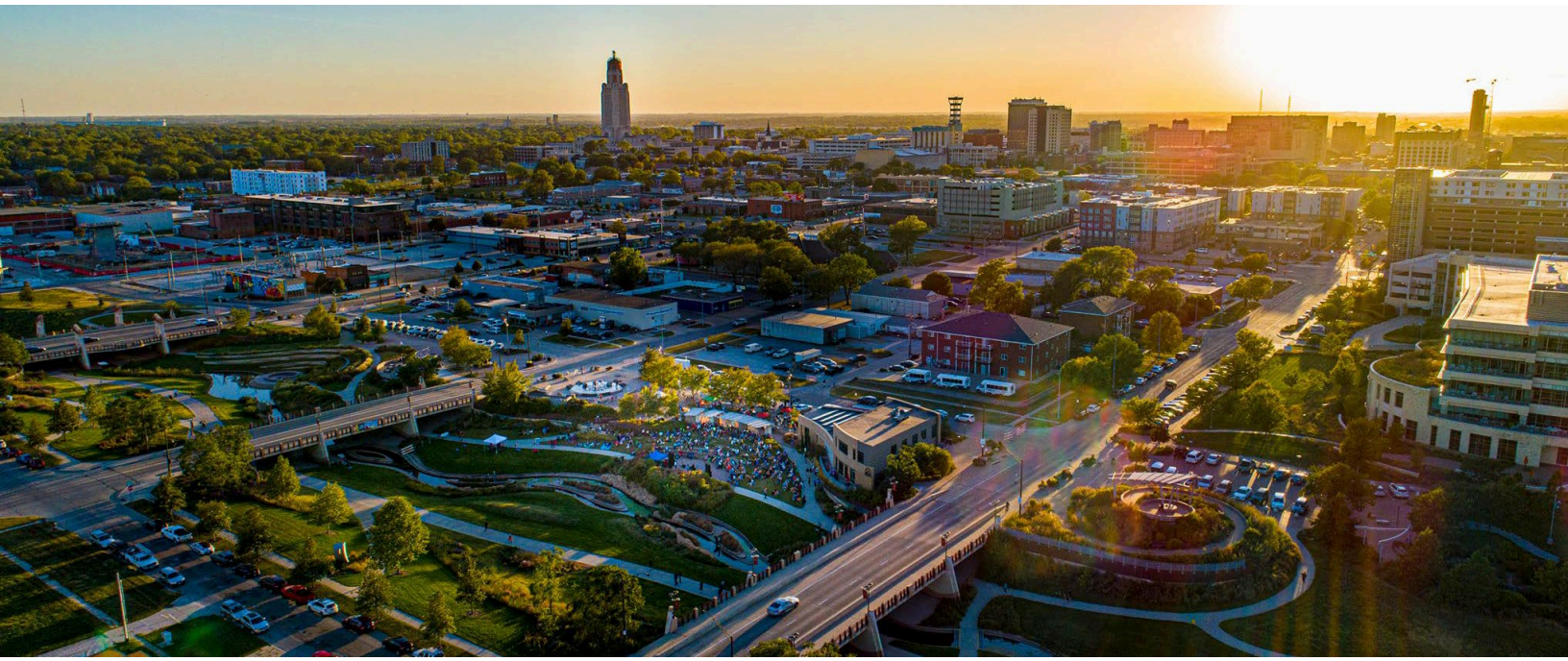
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1. INTRODUCTION



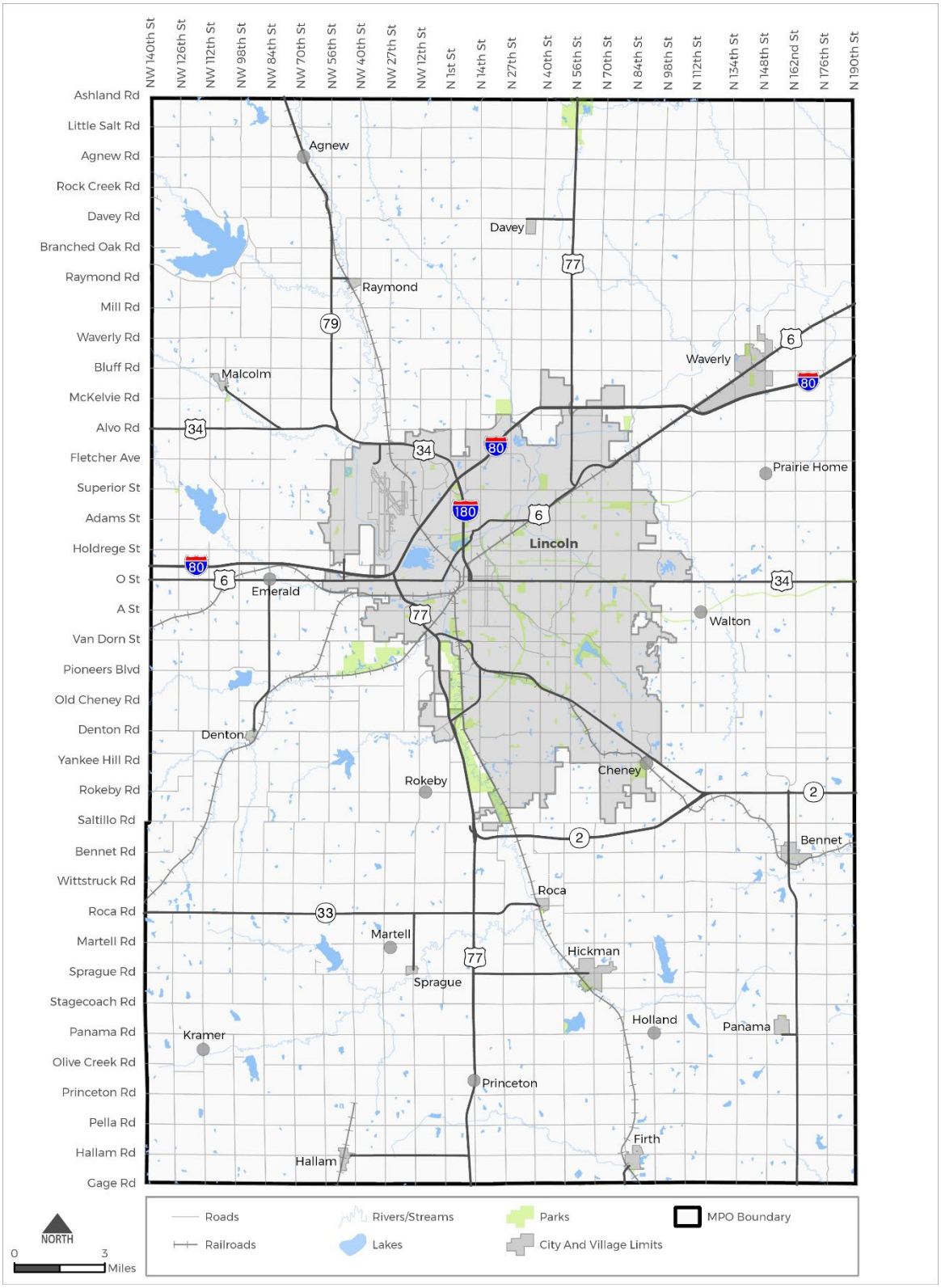
1. Introduction

The 2050 Lincoln Metropolitan Planning Organization Long Range Transportation Plan (Lincoln MPO LRTP) establishes the vision, priorities, and investment strategy for the region's multimodal transportation system through 2050. The plan was developed through a collaborative partnership among the City of Lincoln; Lancaster County and the Cities of Lancaster County outside Lincoln; Nebraska Department of Transportation (NDOT); and other local, state, and federal agencies. The plan combines technical analysis, public input, and agency collaboration to identify transportation priorities, investment strategies, and implementation recommendations for the Lincoln metropolitan area.

The LRTP meets all federal planning requirements and establishes the goals, objectives, and investment strategies to meet the community's vision for the system. Federal regulations require MPOs to update their LRTPs at least every five years, providing an opportunity to reflect changing conditions, coordinate with other planning efforts, reassess community priorities, and respond to evolving travel patterns, development trends, and transportation needs. This update ensures that the plan remains relevant, fiscally constrained, and aligned with in the region's vision for the future.

The LRTP covers the transportation systems of the jurisdictions located within the Lincoln Metropolitan Planning Area (MPA), shown on **Figure 1**, which encompasses all of Lancaster County, Nebraska. The LRTP considers the interdependent nature of the metropolitan area's multimodal transportation systems by addressing the region's roadway, transit, bicycle, and pedestrian modes in a combined effort. According to U.S. Census estimates, Lincoln's population reached 294,856 in 2024—reflecting a 3.9 percent increase since the 2019 figure used in the Lincoln MPO's 2050 LRTP adopted in 2021. Meanwhile, Lancaster County experienced a growth of approximately 4.3 percent, bringing its estimated population to 326,696.

Figure 1. Lincoln Metropolitan Planning Area



Metropolitan Planning Organization

The Lincoln MPO is responsible for transportation planning in Lincoln and Lancaster County. The MPO is a policy-making board of local government and transportation authority representatives who review transportation issues and develop transportation plans and programs for the metropolitan area. The MPO works to ensure that the directives of federal regulations are incorporated into transportation planning and operations in the County. This organization provides the forum for cooperative decision-making and involvement of principal City and County elected officials. Although these individuals come to the table with multiple, and sometimes competing perspectives, they work together to establish local and regional priorities for the transportation improvements eligible to use state and federal funds. To support the decision-making process, the MPO Officials Committee relies on other committees and staff, such as the MPO Technical Committee, as well as active participation from interested community members, concerned business representatives, interest groups and other voices in the community. The MPO is also responsible for preparing the Transportation Improvement Program (TIP) and the Unified Planning Work Program (UPWP). These two documents are short-term coordination and communication resources that help implement LRTP goals.

Reason for Planning

The Lincoln MPO Region will see many changes between now and 2050. Shifting demographics, employment patterns, and technologies will create challenges in providing transportation services and facilities. The coordinated planning effort between the LRTP and PlanForward strengthens the connection between land use and transportation decisions. Lincoln and Lancaster County continue to face significant financial challenges in the construction of new transportation facilities and the care and maintenance of an expanding and aging system. Technology changes and increasing demands for alternative transportation options present new challenges and opportunities to ensure that the transportation system serves the needs of all people.

PlanForward anticipates a community of complete neighborhoods with housing options in various settings and walkable, bikeable and transit access to commercial centers and entertainment. This approach supports improved access for all transportation modes in existing neighborhoods, safer connections for all users, and development of new neighborhoods with Complete Streets and accessible amenities. As Lincoln and Lancaster County continue to grow over the coming decades, demand for new and expanded transportation infrastructure will increase alongside the need to maintain and modernize the existing system.

Meeting these needs will become increasingly challenging as infrastructure ages and construction costs continue to rise. Traditional transportation funding sources are not keeping pace with the cost of maintaining, replacing, and expanding the transportation network. Factors contributing to this funding gap include increased vehicle fuel efficiency, gas-tax revenues that have not kept pace with inflation and evolving vehicle technologies, rising project costs, and limited growth in available federal and state resources. This LRTP Update responds to these challenges by making the most of existing infrastructure; strategically investing in transportation improvements that support community growth; and expanding safe and reliable options for walking, biking, rolling, transit, and other forms of active transportation. These strategies can help Lincoln and Lancaster County maximize available resources while building a more connected, accessible, and resilient transportation network.

Compliance with Federal Regulations

The 2026 Lincoln MPO LRTP has been prepared under the direction of the MPO in accordance with applicable federal, state, and local transportation planning requirements and policies. The LRTP addresses the long-term transportation needs of the City of Lincoln and Lancaster County, while fulfilling federal requirements for metropolitan transportation planning.

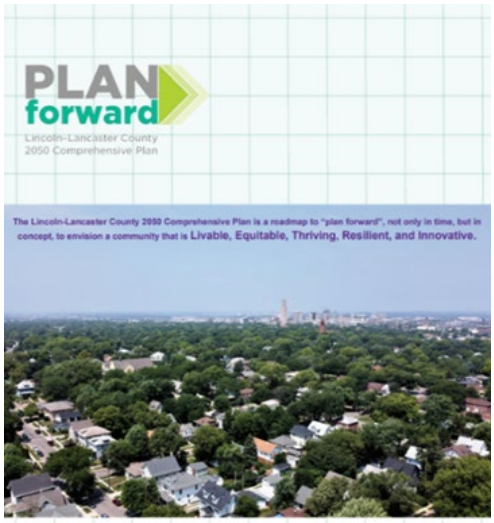
The update was completed within the federal planning framework established under Title 23 of the United States Code and the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law. Enacted in 2021, the IIJA continued and expanded on the metropolitan transportation planning requirements established through previous federal transportation legislation, including the FAST Act, MAP-21, SAFETEA-LU, TEA-21, and ISTEA. Federal transportation policy emphasizes a cooperative, continuous, and comprehensive approach to transportation planning that considers the movement of people and goods across all modes. Within this framework, metropolitan transportation planning addresses priorities such as safety, system performance and reliability, accessibility and mobility, freight movement, economic vitality, environmental considerations, system resilience, and connections between transportation investments and planned growth.

This LRTP Update carries these principles forward by establishing a long-term, multimodal framework for transportation investment in Lincoln and Lancaster County. The Update identifies strategies and investments to maintain and improve the existing transportation system, respond to anticipated growth and changing travel needs, improve safety and connectivity, and make the most effective use of available transportation resources.

Planning Context

The LRTP builds on a strong foundation of adopted plans, policies, and programs that guide transportation, land use, redevelopment, safety, and public investment across the community. This plan was developed concurrently with updates to the Lincoln-Lancaster County Comprehensive Plan and the Lincoln Mobility Plan to create an integrated approach to land use, transportation, and mobility planning. The Comprehensive Plan established the long-range vision, growth strategy, and population and employment forecasts that informed the LRTP's travel demand analysis, while the Lincoln Mobility Plan identified multimodal mobility needs and strategies. Together, these planning efforts provide a coordinated framework for guiding future transportation investments, mobility improvements, and land use decisions across Lincoln and Lancaster County.

PlanForward – 2050 Lincoln Comprehensive Plan



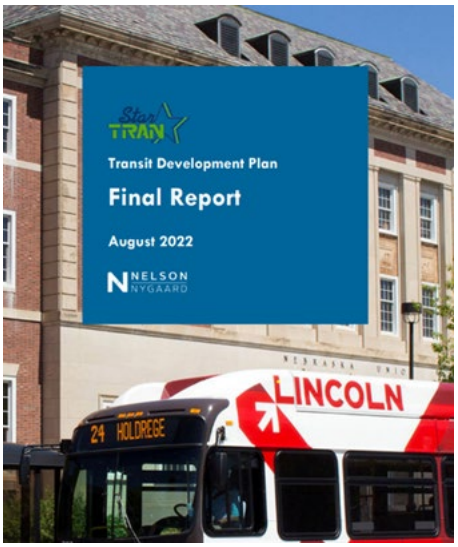
Lincoln's long-range comprehensive plan guides growth and development across land use, transportation, housing, utilities, parks, and community facilities. It emphasizes compact, connected growth patterns, complete transportation networks, and the integration of transportation and land use to support livable, walkable neighborhoods. It also establishes policies that encourage multimodal access to jobs and other community destinations.

Informed by **Plan Forward** 2050, the LRTP Update aligns transportation investments with planned growth areas and policy-driven development patterns. Incorporating these land use principles helps to ensure that regional transportation investments support sustainable community growth, create more connected and accessible places, and maximize the long-term efficiency and effectiveness of the transportation system.

StarTran Transit Development Plan (2022)

The **StarTran Transit Development Plan** (TDP) provides a roadmap for enhancing Lincoln's public transit system. It evaluates existing services, identifies unmet needs, and recommends strategies to improve service coverage, frequency, reliability, and rider experience. The TDP also addresses long-term transit investments and operational considerations.

The LRTP Update relies on the TDP to guide transit-related needs, projects, and policy considerations. The TDP informs transit capital investments, service assumptions, and multimodal connectivity strategies incorporated into the LRTP's funding strategy and performance measures.



Lincoln On-Street Bike Plan (2019)

The **Lincoln On-Street Bike Plan** provides a comprehensive set of infrastructure recommendations for enhancing the comfort and convenience of the on-street bicycle system for all bicyclists, including new designated facilities, intersection improvements, and wayfinding. The Lincoln On-Street Bike Plan built upon the 2013 Bicycle and Pedestrian Capital Plan, which was developed as a strategic objective from the City and County's then recently completed planning process. The plan uses transportation and land use data to inform considerations that could improve both connectivity and safety, as well as expand the active transportation network. The plan represents trails, sidepaths, crossings, and rural routes with paved shoulders.

Lincoln Mobility Plan (2026)

The LRTP Update uses the **Lincoln Mobility Plan** to inform regional bicycle network needs and investment priorities. Building on the City's previous bicycle planning efforts, the Lincoln Mobility Plan outlines a connected network of on-street and off-street facilities designed to improve mobility, safety, and access for bicyclists of all ages and abilities. The plan also establishes implementation priorities and investment strategies to guide future project development. Incorporating the Mobility Plan into the LRTP helps to ensure that bicycle infrastructure is integrated into multimodal transportation planning and long-range regional investment decisions.

Safe Streets Lincoln and Lincoln Vision Zero Action Plan (2026)

A local initiative, **Safe Streets Lincoln**, is part of the national Vision Zero campaign to eliminate traffic fatalities and reduce serious injuries. The Safe Streets Lincoln initiative and national Vision Zero concept prioritize traffic safety and consider it a public health issue. The Vision Zero strategy acknowledges that many factors contribute to safe mobility—including street design, speeds, behaviors, technology, and policies—and that traffic safety is a shared responsibility. A community-driven initiative committed to greater traffic safety, Safe Streets Lincoln uses a comprehensive approach to identify strategies and projects to keep all road users safe. The **Vision Zero Action Plan** project began in 2025 to create a comprehensive document with a safety goal of eliminating all roadway fatalities and reducing serious injury crashes by 60 percent by 2045 on all locally maintained streets. City Council approved the plan on March 16, 2026.

The LRTP Update supports Vision Zero by embedding safety as a primary evaluation criterion during project prioritization. Safety considerations are incorporated throughout the plan's recommendations and reinforce Lincoln's commitment to a transportation system where serious injuries and fatalities are not an acceptable outcome.

Other Plans

Lincoln Area Redevelopment Plans

A redevelopment plan analyzes existing conditions in a designated area, including land use, zoning, recreational facilities and trails, transportation, public utilities, and historic significance. The City of Lincoln has adopted 31 area redevelopment plans, which provide more detailed guidance for redevelopment within specific areas of the community and are developed in coordination with the Comprehensive Plan. The City also uses these redevelopment plans to apply a policy for designating areas of blight and substandard condition. These terms are defined within Community Development Law so that financing methods, such as Tax Increment Financing (TIF), can be used to support redevelopment and associated infrastructure needs.

For the LRTP Update, the **Lincoln Area Redevelopment Plans** help identify areas where transportation improvements can advance both mobility and economic development goals. Integrating redevelopment priorities into the LRTP supports strategic investment decisions and ensures that regional funding complements local revitalization efforts.

Lincoln School Zone Standards

The **Lincoln School Zone Standards** establish design and operational guidance to improve safety and accessibility around schools. These standards address traffic calming, signage, crossings, sidewalks, and other treatments that reduce conflicts between vehicles and students walking or biking to school. These standards inform the LRTP Update by reinforcing priorities for vulnerable users and highlighting areas where transportation investments can support safer routes to school. Incorporating school access considerations not only strengthens the safety of the recommendations but also enhances overall mobility for all users.

These standards also inform the management of Lincoln's **Safe Routes to School** (SRTS) program. SRTS is a multi-year initiative to enhance safety at more than 80 Lincoln schools by improving the safety and function of school zones and walking routes to and from schools.

Plan Big: UNL's Campus and Landscape Master Plan (2013)

University of Nebraska-Lincoln's (UNL's) 2013 Master Plan, **Plan Big**, provides a framework for growth to ensure the creation of the highest quality campus learning and research environments to help the university achieve its goals and mission. It guides physical development, circulation, and open spaces across the university's campuses. It also prioritizes walkability, bikeability, transit connectivity, and campus-community integration. The LRTP recognizes UNL as a major activity center and travel generator. Coordination with the campus master plan helps to ensure seamless bicycle, pedestrian, and transit connectivity between the university and its surrounding neighborhoods.

Lincoln Parks and Recreation 10-Year Facilities Plan

Updated in 2023, the **10-Year Facilities Plan** guides the preparation of the Parks & Recreation Department's Capital Improvement Program (CIP). It prioritizes needs and organizes projects by four quadrants with estimates of new infrastructure, as well as continuous need to repair/replace/renew existing facilities. The plan identifies projects that involve a capital fundraising campaign in partnership with the Lincoln Parks Foundation and summarizes estimated costs by district and priority ranking.

The LRTP Update acknowledges the role of shared-use trails and park connections within the regional transportation system. Aligning trail planning with transportation investment supports multimodal travel, health outcomes, and system connectivity.

Lincoln Bicycle Facility Design Manual

The **Lincoln On-Street Bike Plan** was produced in 2019 with a bike facility design guide to support facility selection, parameters, and considerations for intersections and conflict zone treatments. In 2024, Lincoln Transportation and Utilities (LTU) began reviewing the bike facility design guidance to improve how bike facility design standards are organized and to make them easier for developers and City forces to implement. The review was intended to improve how bicycle facilities are addressed with existing procedures for roadway design, right-

of-way, and traffic operations. The review included interdepartmental discussions about wayfinding and the interconnected nature of park trails, off-street trails, and trails co-located within street right-of-way.

Lincoln Climate Action Plan

The **Lincoln Climate Action Plan** establishes a framework for reducing greenhouse gas emissions while strengthening the community's resilience to changing climate conditions. The plan identifies flooding, drought, extreme heat, severe precipitation, and other climate-related risks that may affect Lincoln's residents, economy, and infrastructure. Transportation is an important component of this effort, with strategies focused on reducing transportation-related emissions, expanding mobility choices, supporting compact development, and increasing the resilience of transportation infrastructure. The LRTP supports these goals by considering how long-range transportation investments can reduce environmental impacts and improve the transportation system's ability to withstand and recover from disruptions. Coordination with the Climate Action Plan also reinforces investments in multimodal transportation, efficient land use and infrastructure, and a transportation network that is prepared for changing environmental conditions.

Lincoln: An Age-Friendly Community Action Plan

The **Lincoln: An Age-Friendly Community Three-Year Action Plan** provides a roadmap for making Lincoln more accessible, connected, and supportive for older adults, while improving livability for residents of all ages. Developed as part of Lincoln's participation in the AARP Network of Age-Friendly States and Communities, the plan focuses on priorities including transportation, accessible housing, and opportunities for social connection that support independence and quality of life. The LRTP considers transportation needs when planning for accessibility, mobility choice, and connections to essential destinations.

Subarea and Downtown Plans

Lincoln's subarea plans provide more detailed guidance for the future of individual neighborhoods and districts, translating the broader goals of the Comprehensive Plan into area-specific recommendations for land use, housing, transportation, economic development, infrastructure, and placemaking. Recent plans include the **Belmont and University Place Subarea Plans**, along with the **North 33rd and Cornhusker Subarea Plan**, **South Haymarket Neighborhood Plan**, and **Downtown Master Plan**. Adopted subarea plans become part of the Lincoln-Lancaster County Comprehensive Plan and provide greater detail about the intended future of these areas.

The **Downtown Master Plan** provides more focused guidance for Lincoln's urban core, building on significant public and private investment in Downtown and the Haymarket. The plan addresses transportation and mobility alongside development, public spaces, streetscapes, and the distinct character of Downtown's neighborhoods and activity areas.

The LRTP incorporates transportation needs and planned improvements identified through these area-specific planning efforts. Doing so helps ensure that regional transportation investments respond to local conditions and support planned development and redevelopment.

Purpose and Approach

The LRTP and this update look ahead to the year 2050. Shifts in demographics, employment patterns, and emerging technologies will provide both challenges and opportunities for delivering transportation facilities and services. By aligning the LRTP with the Lincoln-Lancaster Comprehensive Plan 2026 Update, the Safe Streets Lincoln Vision Zero Action Plan, and other strategic planning efforts, this undertaking helps strengthen the critical link between transportation and land use decisions.

The City of Lincoln and Lancaster County face significant financial challenges in maintaining and expanding the transportation system. Meeting the growing demand for alternative transportation options will require innovative solutions to ensure that the network serves all users.

As the population grows, demand for transportation infrastructure will rise. Aging facilities, escalating construction costs, and the need for sustainable, resilient systems strain available funding. To address these challenges, the LRTP focuses on maximizing the efficiency of the current system while prioritizing strategic investments to foster a transportation network that emphasizes active mobility, accessibility, and reliable commuting options. Continued community dialogue and regular updates to this plan will be essential to meet the community's long-term transportation goals.

This update refreshes the content and analysis, while keeping the 2050 planning horizon. Generally, LRTPs are updated every five years. This document builds on the strong foundation of past planning and refines the goals to meet the needs of today and the next generation. The fundamental objectives of this update include:

- Clarifying what has changed since the last plan update
- Reinforcing the priorities that remain important to the community
- Incorporating community voices and lived experiences into how and where we invest

By aligning this LRTP Update with other planning efforts, the City has established a cohesive vision for safety, accessibility, and resiliency. Completing this planning in tandem amplifies the shared objectives and ensures consistency in performance measures, public involvement strategies, and prioritized next steps.

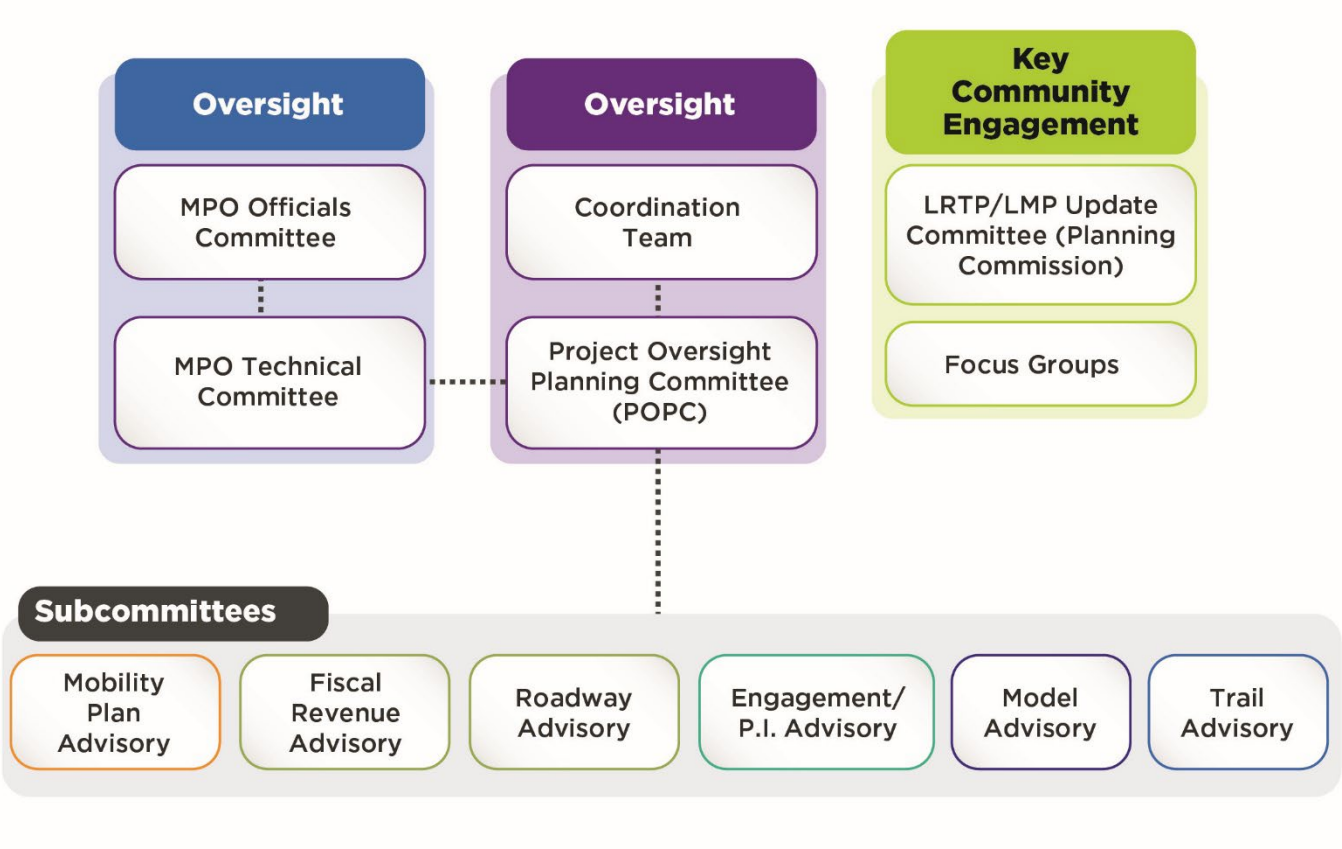
Project Governance

The LRTP Update was guided by a structured governance framework designed to ensure collaboration and accountability across the plan's focus areas. At the core was the **Coordination Team**, which included project consultants and MPO staff. This team served as the central hub for coordination among other stakeholders. The **MPO Officials Committee** and **MPO Technical Committee** provided general oversight and comments throughout the planning process. The project team also engaged with key stakeholders through the **Planning Commission**, as well as through conversations with **Focus Groups**.

Helping to support the strategic direction of the planning efforts was the **Project Oversight Planning Committee (POPC)**, which convened throughout the process to review the project's progress, provide overarching policy guidance, and validate key decisions along the way. The POPC was informed by a collection of advisory subcommittees—**Mobility Plan Advisory Subcommittee, Funding Advisory Subcommittee, Model Advisory Subcommittee, Community Engagement Advisory Subcommittee, Roadway Advisory Subcommittee,** and **Trail Advisory Subcommittee.** These groups helped ensure that the final recommendations of the LRTP Update reflected the priorities of the community, were technically feasible, and were aligned with fiscal realities.

Figure 2 shows the committee structure for the LRTP, together with key community engagement and collaboration.

Figure 2. LRTP Committee Structure



Public Engagement

The public agency and stakeholder input process began in the fall of 2025 with a project kickoff meeting to confirm project goals and objectives and to identify critical concerns.

In addition to the public outreach described in **Chapter 3**, the LRTP Update process was completed in coordination with the following entities:

- Lincoln-Lancaster County Planning and Development Services Department
- Lincoln Transportation and Utilities (LTU): Transportation, StarTran
- Lancaster County Engineer's Office
- Lincoln Parks & Recreation Department
- Lincoln-Lancaster County Health Department
- Lincoln Urban Development Department
- Nebraska Department of Transportation (NDOT)
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Lincoln MPO Technical and Officials Committees
- Lower Platte South Natural Resources District (LPS-NRD)
- Cities and other communities of Lancaster County (outside City of Lincoln):
  - Bennet
  - Davey
  - Denton
  - Firth
  - Hallam
  - Hickman
  - Malcolm
  - Panama
  - Raymond
  - Roca
  - Sprague
  - Waverly

Three Phases of Public Engagement

- **Listening and Discovery (Fall 2025)**: To understand how people currently travel, identify barriers and needs, and raise awareness of the planning effort
- **Priorities and Tradeoffs (Winter 2025 - Spring 2026)**: To share draft goals and strategies; to gather input on priorities for investment and tradeoffs across the transportation system
- **Draft Plan Review (Fall 2026)**: To share draft plan recommendations, report back on community input, and gather feedback from the community and stakeholders before adoption



2. VISION, GOALS, AND PERFORMANCE MEASURES



2. Vision, Goals, and Performance Measures

The Vision

The vision for transportation in Lincoln and Lancaster County is a safe, efficient, and sustainable system that expands mobility choices, strengthens community connections, and enhances quality of life and economic vitality.

Guided by this vision, the plan focuses on maintaining a reliable system, improving resilience and mobility, and offering travel options that foster a healthy, livable urban environment. The system should prioritize safety and security, foster economic growth, promote environmental stewardship, and ensure access for all users.

Through cost-effective and collaborative funding strategies, this plan will deliver a transportation network that meets the needs of the community today, while preparing for the challenges and opportunities of tomorrow.

Goals

The LRTP goals establish the desired outcomes for the region's transportation system and provide the foundation for evaluating needs, prioritizing projects, and guiding future investments. The goals are generally consistent with the previous LRTP, providing continuity in the region's long-term transportation priorities, with targeted updates to reflect community and stakeholder feedback and evolving transportation needs.



Maintenance: A well-maintained transportation system



Mobility & System Reliability: An efficient, reliable, resilient, and well-connected transportation system that leverages innovation and technology for moving people and freight



Livability & Travel Choice: A multimodal system that provides convenient and affordable travel options to support a more compact, healthy, livable urban environment.



Safety & Security: A safe and secure transportation system.



Economic Vitality: A transportation system that promotes economic vitality and sustainable growth for residents and businesses.



Environmental Sustainability: A transportation system that minimizes negative impacts on and strives to enhance the natural, cultural, and built environment.



Funding & Cost Effectiveness: Collaboration in funding transportation projects that maximize user benefits and local funds while embracing innovative approaches.



Access & Opportunity: A multimodal transportation system that expands access to opportunities and enhances connections for communities with limited transportation options.

Performance Measures

Performance-based planning provides a structured framework for the LRTP, ensuring that limited resources are used effectively. Community transportation values are embedded throughout the plan's goals, objectives, performance measures, and evaluation criteria. Together, these elements guide the identification of high-priority projects.

Goals and objectives form the foundation of this approach. The goals outline the desired long-term outcomes, while the associated objectives provide specific, measurable steps to achieve them. The system-level performance measures are tied to these objectives to enable ongoing evaluation of progress.

The Lincoln MPO first introduced performance measures in the 2040 LRTP. Since then, federal rulemakings for FHWA and FTA performance measures have been finalized, along with guidance for establishing targets. The performance measures included in the 2050 LRTP align with federal requirements, while reflecting local priorities, strengthening the connection to PlanForward 2050, the Lincoln-Lancaster County Comprehensive Plan.

Effective performance measures typically share several key characteristics:

Available Data: Measures are often influenced by continuous availability of data.
Trackable Over Time: Measures should be based on consistently tracked data that can be compared on a regular basis.
Relation to Goals: In performance-based planning, performance measures should track progress toward stated goals and objectives.
Storytelling Potential: Measures should be meaningful and help to weave a storyline around system performance. They can be an effective communication tool for requesting funds and garnering public support.

FHWA defines Transportation Performance Management (TPM) as a strategic approach that uses system data to inform investment and policy decisions aimed at achieving national performance goals. As part of TPM, NDOT and Lincoln MPO established targets within the planning and programming process. These targets address key areas such as safety, state of good repair (SGR), and system performance.

The Lincoln MPO adopted NDOT's performance targets in 2025 and 2026. StarTran establishes and monitors State of Good Repair (SGR) performance targets to support effective transit asset management and long-term investment planning. This plan includes an inventory of capital assets, condition assessments, decision-support tools, and investment prioritization.

In 2026, the Lincoln MPO adopted StarTran's performance measure targets, as documented in the StarTran 2025 Agency Safety Plan, which aligns with FTA's National Public Transportation Safety Plan. Performance measures support planning, policy development, investment prioritization, and progress tracking.

The Lincoln MPO and StarTran annually evaluate and report on system performance and trends. For each performance measure, current and historical data are used to assess existing conditions and track long-term trends to provide insight into projects, strategies, and policies needed to meet established targets. Specific targets are maintained for each measure, along with a defined desired trend of change (increase, decrease, or maintain) to guide decision-making and monitor progress over time.

Desired Trends Key:

Increase	
Decrease	
Maintain	



Maintenance

As the transportation system continues to age, increased investment is needed to maintain and preserve existing infrastructure. Many street networks constructed in the 1950s, 1960s, and 1970s have reached a point where significant reinvestment is necessary. Nebraska's climate further accelerates deterioration. Freeze-thaw cycles and wide temperature fluctuations place ongoing stress on roadway systems.

At the same time, funding for maintenance and operations often competes with investments in new infrastructure. Deferring maintenance to prioritize short-term needs can lead to substantially higher costs over time. Additionally, constructing new roadways expands the system and introduces future maintenance obligations as those assets age.

Goal: A well-maintained transportation system.

Objectives

- Maintain streets, sidewalks, trails, transit fleet, and amenities to a state of good repair to maximize the value of Lincoln and Lancaster County transportation assets.

System Performance Measures	Desired Trend
1. **Percent of pavement Good/Poor for Interstate/Non-Interstate National Highway System (NHS)** (FHWA Performance Target: ≥ 50% Good Condition and ≤ 5% Poor Condition Interstate; ≥ 40% Good Condition and ≤ 10% Poor Condition Non-Interstate)	↗
2. **Percent of NHS bridges Good/Poor** (FHWA Performance Target: ≥ 40% Good Condition and ≤ 10% Poor Condition)	↗
3. **Percent of rolling stock (revenue vehicles) exceeding Useful Life Benchmark (ULB)** (FTA Performance Target: ≤ 0% Bus, ≤ 22% Cutaway, ≤ 0% Minivan, and ≤0% Paratransit Van)	→
4. **Percent of equipment (non-revenue vehicles) exceeding ULB** (FTA Performance Target: ≤ 0% Automobile and 50% Other Support Vehicle)	→
5. **Percent of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale** (FTA Performance Target: 0%)	↘
6. **Percent of streets rehabilitated** (City Performance Target: ≥ 5% Arterial and ≥ 3% Residential Annually)	↗
7. **Square feet of sidewalks repaired** (City Performance Target: ≥ $1 Million Annually for Sidewalk System Repair)	↗
8. **Number of traffic poles and signals replaced annually** (City Performance Target: Replace 8-12 Annually that are ≥ 30 Years Old)	→
9. **Bridge Condition Inventory by Good/Fair/Poor** (Performance Target: ≥ % (TBD) Good Condition and ≤ % (TBD) Poor Condition for City/County)	↗



Mobility and System Reliability

An efficient transportation system enables people to travel between destinations as directly as possible to minimize travel time, distance, and delays caused by congestion. Innovation and emerging technologies can play a key role in supporting these efficiencies. A high-performing system also provides users with reliable access to multiple transportation modes, allowing them to select options that best meet their needs. As reliability improves, tolerance for unexpected delays declines, as such disruptions can have more significant impacts than the routine congestion experienced in daily travel.

Goal: An efficient, reliable, resilient, and well-connected transportation system that leverages innovation and technology for moving people and freight.

Objectives

- Optimize the efficiency of the transportation network.
- Improve the performance and reliability of the transportation system.

System Performance Measures	Desired Trend
10. Percent of person miles-traveled that are reliable for Interstate/non-Interstate NHS (FHWA Performance Target: ≥ 96.0% Interstate and ≥ 85.0% Non-Interstate)	→
11. Truck Travel Time Reliability Index (FHWA Performance Target: ≤ 1.25)	→
12. Transit on-time performance (City Performance Target: ≥ 85% On-Time Performance Annually)	↗
13. Annual number of retimed signalized intersections based on current signal timing needs and changes in traffic flow	→



Livability and Travel Choice

Lincoln consistently ranks as a highly livable city and one of the best places to live in the country. Transportation options including walking, biking, transit, and driving play a critical role in maintaining and enhancing residents' quality of life and overall health. Community members of all ages have expressed a strong preference for walkable environments that provide convenient access to jobs, education, shopping, and community destinations. **Chapter 3** addresses Public Engagement, and **Appendix B** includes summaries of public input. Connectivity across the transportation network is essential to support seamless transitions between modes. In addition, higher-density land use patterns that encourage alternative modes of travel can help maximize the efficiency and longevity of existing infrastructure.

Goal: A multimodal system that provides convenient and affordable travel options to support a more compact, healthy, livable urban environment.

Objectives

- Improve the quality of alternative transportation options (transit, biking, walking).
- Accommodate all travel modes on Lincoln's street network.

System Performance Measures	Desired Trend
14. Miles of trails, sidewalks, and on-street bike facilities (City/County Performance Target: Increase miles of trails, sidewalks, and on-street bike facilities)	
15. Annual transit ridership per capita (City/County Performance Target: ≥ Match or exceed annual transit growth rate with annual growth rate of city population, as measured by the ACS)	
16. Percent of transit supportive areas served (City/County Performance Target: Provide Service to ≥ 90% of Transit Supportive Areas Annually)	
17. Percent of household income spent on transportation (Source: H+T Index)	
18. Average cost of transit service to the user	

Safety and Security

The safety and security of the transportation system for both motorized and nonmotorized users are of paramount importance. All transportation improvements should be designed with these priorities in mind. Strategies such as enhancing visibility, managing access, and separating incompatible modes through buffers or grade separations can help reduce conflicts and improve user comfort. Security features at key locations, including bus stops and trailhead facilities, further enhance user safety and confidence.

At the national level, the federal government has advanced the Vision Zero approach to traffic safety, which aims to eliminate fatalities and serious injuries on the transportation system. This principle is reflected in the Lincoln MPO's transportation goals and in the Lincoln Vision Zero Action Plan.

Goal: A safe and secure transportation system.

Objectives

- Reduce fatal, injury, and total crash rates for vehicles, bicyclists, and pedestrians.
- Improve personal security for transportation system users.

System Performance Measures	Desired Trend
19. **Number and rate of fatalities** (FHWA Performance Target: ≤ 235 Fatalities and ≤ 1.120 Fatalities per 100 million Vehicle Miles Traveled)	
20. **Number and rate of serious injuries** (FHWA Performance Target: ≤ ,183 Serious Injuries and ≤ 5.357 Serious Injuries per 100 million Vehicle Miles Traveled)	
21. **Number of non-motorized fatalities and serious injuries, including vulnerable road users such as pedestrians and cyclists** (FHWA Performance Target: ≤ 113)	
22. **Number and rate of major events** (FTA Performance Target: Fixed Route ≤ 0.67 Major Events and ≤ 0.04 Major Events per 100,000 Vehicle Revenue Miles. Demand Response: 0 Major Events and 0 Major Events per VRM)	
23. **Number and rate of collisions:** (FTA Performance Target: Fixed Route: ≤ 0.67 collisions, ≤ 0.04 Collisions per 100,000 Vehicle Revenue Miles; 0 Pedestrian and 0.4 Vehicular Collisions per 100,000 Vehicle Revenue Miles. Demand Response: 0 Collisions and 0 Collisions per VRM)	
24. **Number and rate of fatalities** (FTA Performance Target: Fixed Route: 0 Fatalities and 0 Fatalities per 100,000 Vehicle Revenue Miles. Demand Response: 0 Fatalities and 0 Fatalities per VRM)	
25. **Transit worker fatality rate** (FTA Performance Target: Fixed Route: 0 fatalities per 100,000 Vehicle Revenue Miles. Demand Response: 0 Fatalities and 0 Fatalities per VRM)	

System Performance Measures	Desired Trend
26. Number of injuries and injury rate (FTA Performance Target: Fixed Route: ≤ 5.33 Injuries and ≤ 0.29 injuries per 100,000 Vehicle Revenue Miles. Demand Response: 2.67 Injuries and 0.39 Injuries per VRM)	
27. Transit worker injury rate (FTA Performance Target: Fixed Route: ≤ 0.67 Injuries per 100,000 Vehicle Revenue Miles. Demand Response: 0.04 Injuries per VRM)	
28. Number and rate of assaults on transit workers (FTA Performance Target: Fixed Route: ≤ 2 Assaults and ≤ 0.26 Assaults per 100,000 Vehicle Revenue Miles. Demand Response: 0 Assaults and 0 Assaults per VRM)	
29. Mean (or average) revenue miles of service between major mechanical failures (FTA Performance Target: Fixed Route: Increase from Baseline of 5,298. Demand Response: Increase from Baseline of 25,577)	



Economic Vitality

Economic vitality depends on a wide range of factors beyond transportation infrastructure alone, including a competitive cost of doing business, reliable and integrated technology, a skilled and educated workforce, market-ready goods, diverse housing options, high-quality schools, and sound fiscal management, among other intangible qualities. A well-functioning transportation system—encompassing transit, roadway, freight, air, rail, and nonmotorized modes, all integrated with land use—plays a vital role in supporting these conditions and fostering a strong, resilient economy.

Goal: A transportation system that promotes economic vitality and sustainable growth for residents and businesses.

Objectives

- Reduce the cost of transportation for system users.
- Improve the economic competitiveness of the region by enhancing the transportation system.
- Improve the operations of the existing freight transportation system.

System Performance Measures	Desired Trend
30. Travel time to work (City Performance Target: ≥ 60% Commute 20 Minutes or Less)	→
31. Number of potential stops on primary truck routes (City Performance Target: Decrease from baseline of 83)	↘
32. Exposure rating of railroad at-grade crossings (City/County Performance Target: Reduce number of crossings with ≥ exposure rating from baseline of 12)	↘



Environmental Sustainability

Stewardship of the natural, cultural, and built environments was a priority under the Bipartisan Infrastructure Law and continues to be for the Lincoln MPO. With fossil fuels being finite and their use contributing to environmental impacts—including greenhouse gas emissions, particulate matter, and ground-level ozone (smog)—there is a clear need to transition toward a more efficient, low-carbon transportation system.

Transportation improvements in undeveloped areas can also affect natural resources, such as waterways, landscapes, and tree cover. Wherever feasible, these impacts should be avoided or minimized through thoughtful planning and design. Effective stewardship also involves preserving existing community character and ensuring that traditionally underrepresented populations—including minority and low-income communities—are protected from disproportionate impacts.

Goal: A transportation system that minimizes negative impacts on and strives to enhance the natural, cultural, and built environment.

Objectives

- Maintain compliance with national ambient air quality standards.
- Reduce fossil fuel consumption by providing access to alternative modes and fuels.
- Avoid, minimize, and mitigate environmental impacts of transportation projects to the extent reasonably practical.

System Performance Measures	Desired Trend
33. Percent of Non-SOV Travel (FHWA Performance Target: Establish Benchmark in 2027)	
34. Number of EV registrations	
35. Number of publicly available EV charging stations	
36. Number of alternatively fueled vehicles (AFVs) in fleet (City/County Performance Target: Increase from baseline of 292)	

Funding and Cost Effectiveness

Public funding for transportation infrastructure, both locally and nationally, continues to fall short of identified needs. In response, public and private stakeholders have emphasized the importance of investing available resources as efficiently as possible and identifying new funding sources to expand active transportation networks. A successful transportation system relies on collaboration among public agencies, private partners, and nonprofit organizations working toward shared objectives. The Lincoln MPO and its members actively pursue innovative funding strategies to advance high-priority projects and support a balanced, multimodal transportation network.

Goal: Collaboration in funding transportation projects that maximize user benefits and local funding and embrace innovative funding approaches.

Objectives

- Make the best use of public financial resources.
- Decrease the gap between funding needed to achieve LRTP goals and currently available funding.

System Performance Measures	Desired Trend
37. Annual value of grant or outside funding secured for transportation projects	



Access and Opportunity

A well-connected transportation system provides people with access to jobs, education, healthcare, shopping, and other essential destinations. However, access to transportation options is not the same for everyone. Lower-income households, older adults, youth, people with disabilities, and households without access to a vehicle may face greater transportation barriers and rely more heavily on transit, walking, bicycling, or other travel options. Improving the availability, quality, and connectivity of these options can expand access to opportunities and help ensure the transportation system serves the needs of the entire community.

Goal: A multimodal transportation system that expands access to opportunities and enhances connections for communities with limited transportation options.

Objectives

- Reduce disparities in transportation network availability and quality for the most underserved and overburdened populations, particularly those with limited transportation options.

System Performance Measures	Desired Trend
38. Transit service frequency across communities with varying levels of transportation options (City Performance Target: Maintain consistent distribution of transit service)	→
39. Access to on-street bike lanes and trails across communities with varying levels of transportation options (City Performance Target: Expand the distribution of on-street bike lanes and trails in areas with fewer transportation options)	↗
40. Average travel time to work across communities with varying levels of transportation options (City Performance Target: Maintain similar travel times to work among all community index categories)	→
41. Roadway condition rating across communities with varying levels of transportation options (City Performance Target: Improve and maintain comparable roadway conditions among all community index categories)	↗



3. PUBLIC ENGAGEMENT

3. Public Engagement

Public involvement played a key role in shaping both the Lincoln MPO LRTP and the Lincoln Mobility Plan. Broad-based, inclusive community outreach efforts for this plan encouraged active participation in identifying the vision, goals, and needs of the region. The Lincoln MPO reached out to stakeholders across the region through online surveys and engagement opportunities, open houses, pop-up events, and focus groups. The City of Lincoln and Lancaster County participated extensively in the development of this plan, as did NDOT and many community-based organizations and advocacy groups representing the diverse interests of Lincoln and Lancaster County.

Purpose

All engagement strategies used during this planning process were centered on the following goals:

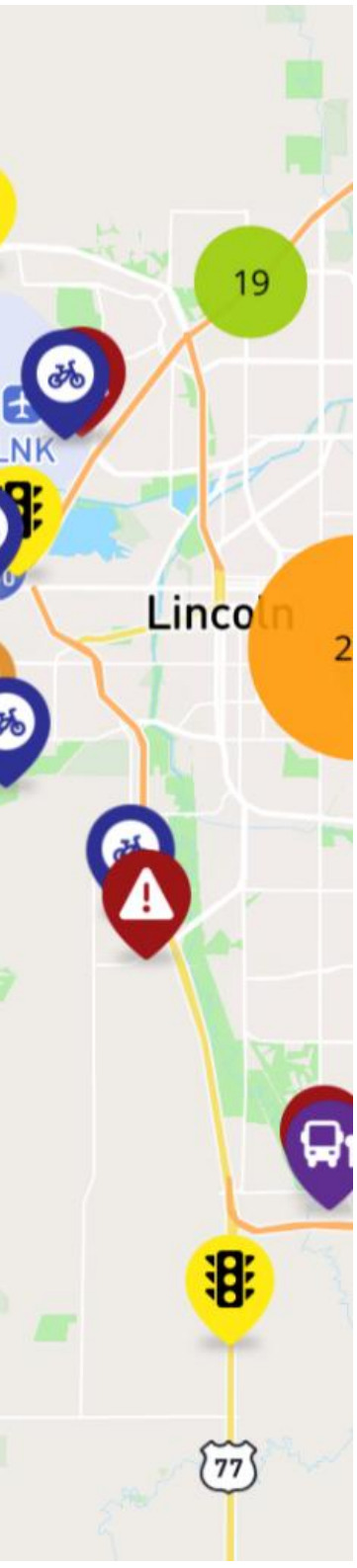
- **Build awareness and transparency through the planning process:** Clearly communicate the purpose, timeline, and decision-making steps so that the public understands how input shapes outcomes.
- **Use public input as a foundation for both the 2050 LRTP 2026 Update and the Lincoln Mobility Plan:** Ensure that community feedback is not only collected but used to influence the priorities, strategies, and recommendations throughout the planning process.
- **Reach historically underrepresented communities and incorporate lived experience:** Use targeted outreach and culturally appropriate engagement methods to highlight voices that have traditionally been excluded, integrating their unique perspectives into the final solutions.
- **Connect engagement activities to meaningful outcomes and plan recommendations:** Demonstrate how participation leads to tangible outcomes by linking feedback directly to performance measures and final recommendations.
- **Support long-term community buy-in and understanding:** Foster trust and a sense of ownership by crafting an engagement process that is accessible and ongoing, creating a shared vision that lives beyond the plan's development and adoption.

Three Phases of Public Engagement

- **Listening and Discovery** (Fall 2025): To understand how people currently travel, identify barriers and needs, new trends and concerns, and raise awareness of the planning effort.
- **Priorities and Tradeoffs** (Winter 2025- Spring 2026): To share draft goals and strategies; inform the public of project findings and gather input on priorities for investment and tradeoffs across the transportation system.
- **Draft Plan Review** (Fall 2026): To share the draft plan recommendations, report back on community input, and gather feedback from the community and stakeholders prior to adoption.

Approach

The major public involvement activities during the three phases of engagement are described as follows:



Project Website: The project website, initially published in fall 2025, provided basic information about the concurrent planning efforts, including project contacts, public meeting materials, and opportunities to provide feedback and ask questions.

Interactive Comment Mapping: The project team used Social Pinpoint's interactive commenting map to collect feedback throughout the project. The map allowed initial comments within the themes of safety, traffic, bicycle, pedestrian, transit, land use, and general/other. Later, feedback was collected on proposed needed facilities.

Project Survey: The project team developed an online survey to collect feedback on how the community uses the current transportation system and what improvements they would like to see in the future.

Pop-up Events: The project team held nine pop-up events across two phases, with seven occurring in the first phase. Pop-up events were distributed geographically across Lincoln and two were held in greater Lancaster County.

Committee/Stakeholder Meetings: Input from the project committees encompassed a broad array of departments, organizations, and agencies. Input was gathered through formal meetings or through topic-specific discussions or information requests.

Focus Groups: These meetings included representatives from community-based organizations, subject matter experts, transit users, and transit service providers across the region.

Direct Mail and Email The public was invited to provide their email address to remain informed during the LRTP update process. The project team also conducted direct mailings to key departments, stakeholders, and the general public during each of the three public engagement phases.

Dissemination of Information Informational kiosks were set up in several Lincoln City Libraries and the Air Park Community Center. Flyers were posted online, made available in various Lincoln City Libraries, translated into five languages other than English, and requested for distribution by University of Nebraska-Lincoln staff, Aging Partners, and other organizations.

Social Media: The project leveraged the City's social media channels to promote the virtual feedback period and public meetings. Lancaster County and the surrounding Cities outside Lincoln also provided social media posts to disseminate information about the LRTP process. Facebook, Instagram, and LinkedIn platforms were used throughout the public engagement phases.

Videos: Videos developed during Phases 2 and 3 of the public engagement process provided a concise overview of the LRTP process and its importance, key issues and themes, recommended projects and policies, and next steps.

Open Houses: The project team held open house events for the project. These large events provided the public with the opportunity to review detailed information and interact with the project team. Translators for four languages (Spanish, Chinese, Arabic, and Vietnamese) were available for non-English speaking attendees. Open House events were held at the following locations:

- Phase 1 - Culler Middle School, October 23, 2025
- Phase 2 – Lincoln Commercial Club, May 19, 2026
- Phase 3 – Gere Branch Library, September 22, 2026

Recurring Themes

Across the engagement process, several themes emerged consistently in feedback from residents, stakeholders, and community partners. While participants expressed a range of perspectives on transportation needs and priorities, common interests centered on creating a safer, more connected, reliable, and accessible transportation system.

- **Safety:** Public input consistently emphasized the need for a safer transportation system, with improvements to intersections, crossings, roadway design, and operations to better protect all users.
- **Active Transportation Connectivity**: Community members expressed strong support for expanding and connecting sidewalk, trail, and bicycle networks to provide safe and convenient access to destinations throughout Lincoln and Lancaster County. Residents cited “Trails and Biking” as what they liked best about Lincoln’s transportation system.
- **Transit and Mobility Choice:** Participants highlighted the importance of reliable transit service and expanded mobility options that provide residents with more ways to travel throughout the region.
- **System Reliability and Maintenance:** Maintaining and improving existing transportation infrastructure emerged as a priority, with attention to roadway conditions, congestion, and overall system performance. While maintenance of the system remains a critical priority, it received less focus than in past plans, when it ranked as the top concern. This change likely reflects the success of increased local investment in recent years, including “Lincoln on the Move.”
- **Growth and Accessibility:** Residents emphasized the need for transportation investments that not only support growth but also improve access to housing, jobs, services, and community destinations.
- **Multimodal Transportation:** Engagement participants supported a balanced transportation system that accommodates walking, bicycling, transit, freight movement, and automobile travel while strengthening connections between modes.
- **Funding and Implementation:** Stakeholders stressed the importance of strategic investment decisions, project prioritization, and coordinated implementation to maximize the long-term benefits of limited transportation funding.

Phase 1: Listening and Discovery

Phase 1 of the Lincoln MPO's LRTP update and the Lincoln Mobility Plan's development focused on understanding how people travel today, identifying barriers and needs, and validating the region's long-term transportation goals. Engagement used a combination of online tools, in-person events such as pop-up events at local gatherings, stakeholder and committee outreach, coordinated communications efforts, and open houses.

Phase 1 Engagement (At-a-Glance)

- **2,089** page views
- **953** unique visitors
- **700** total contributions
- **163** contributors
- **434** map posts
- **236** quick poll responses
- **1,023** engagements in total
- **95** attendees at the public Open House
- **298** community members engaged

Engagement Takeaways

Responses from the public highlighted the interest in providing improved access and opportunity. Participants consistently identified transportation options for people of all ages and abilities as a top goal and priority. Moreover, these responses were fairly consistent regardless of the input location or format.

Quality opportunities for **biking and walking** are top of mind for the community. Residents are proud of the regional trail system and eager to see trails and bikeways connect seamlessly to neighborhoods, parks, schools, and downtown. Respondents specifically identified missing links, uncomfortable on-street routes, and rail crossings that act as barriers to multimodal accessibility. However, participants also expressed excitement about recent improvements to the bicycle and pedestrian infrastructure. A call for greater **pedestrian and bicycle safety** was also heard l. Residents flagged crossings near schools, parks, and local shops that experience fast moving traffic, have poor sight lines, and lack sufficient crosswalks. **Sidewalks** were also an area of emphasis for respondents as they noted locations where sidewalks are too narrow, deteriorating, or often blocked by vegetation or e-scooters not in use. Unfortunately, some community members even shared stories of near misses at certain intersections, emphasizing the need to address these issues facing non-motorists.



Beyond active mobility, many comments addressed **traffic operations, street design**, and **road conditions** throughout the community. Participants noted locations with congestion, complicated intersections, or perceived speeding. Some referenced existing or potential roundabouts, turn lanes, or interchange designs. Others focused on pavement quality, potholes, gravel roads within city limits, and bridge or roadway projects that seem unfinished or overdue.

Transit and **regional connectivity** also emerged as strong areas of emphasis. While some residents focused on localized issues (access to transit stops, hours or services, limited route options, etc.), others chose to comment on larger-scale ideas such as adding transit hubs, bus rapid transit corridors, shuttle or commuter service to nearby communities, and future rail connections.

Although there was considerable input regarding road conditions and congestion, these topics were brought up less frequently than during previous LRTP updates. This decline could reflect recent investments in roadway maintenance, such as the "Lincoln on the Move" sales tax initiative that devotes a 1/4-cent of sales tax revenues toward roadway projects.

In addition, other recent changes noted by stakeholders and respondents since the last LRTP update include:

- The South Beltway (State Highway 2) was completed, shifting traffic patterns, although significant freight traffic continues to use Nebraska Parkway (old Highway 2).
- Use of e-bikes and scooters has increased rapidly.
- Transportation funding has grown, although future funding levels are increasingly uncertain, reflective of a shift in federal transportation priorities over the last five years.
- In-person work has increased, although workplace flexibility remains more common than in the past.
- Concerns about speeding and distracted or inattentive driving have increased the emphasis on transportation safety.
- Roundabout implementation has continued throughout the community.

Focus Group Discussions

To inform the updates to the 2050 LRTP and Comprehensive Plan, as well as development of the Lincoln Mobility Plan, the project team conducted a series of focus group discussions with stakeholders representing business, development, housing, health, education, transportation, advocacy, and neighborhood interests. More than 200 individuals were invited to participate in 10 facilitated sessions held in October and November 2025, providing valuable insights on transportation challenges, opportunities, and priorities across Lincoln and Lancaster County. Input from these discussions shaped the plans' goals, strategies, and recommendations. The 10 groups represented the following interest areas:



- Business Community
- Development Community
- Active Mobility
- Freight Interests
- Transit and Human Services
- Neighborhoods
- Housing/Affordable Housing
- Government and Education
- Healthy Living and Environmental
- Advocacy Groups

Community Evolution

Participants were asked to share ideas that represent how they see the community evolving. They shared perspectives to expand how the planning process may consider transportation and priorities for the future. Perspectives focused on the following areas:



Rapid Growth and Geographic Expansion: Lincoln's population growth is driving development on the eastern and northwestern edges, while the South Beltway is shaping growth and creating demand for housing and infrastructure on the fringe. Downtown is seeing increases in density and multifamily housing.



Housing Challenges and Shifting Patterns: Housing supply and affordability remain major concerns with affordable housing concentrated on the outskirts, while downtown is trending toward higher-density apartments. Rising costs, aging housing stock, and homelessness are pressing issues, alongside demand for rural development.



Transportation and Mobility Transformation: Transportation options are diversifying with more flexible transit systems, increased rideshare use, and non-traditional options like scooters and e-bikes to match the community's evolving needs. Aging populations require better medical and accessible transit, while infrastructure faces strain from heavier traffic, faster travelers, and mixed vehicle types. Desire for flexible and remote work options can make transit staffing challenging and complex.



Infrastructure and Funding Pressures: Funding constraints make it challenging to meet growing needs for transportation, housing, and green space preservation. Upgrades to infrastructure and inter-jurisdictional coordination are critical to keep pace with the community's growth.



Cultural and Economic Shifts: Economic drivers and new developments are shaping activity patterns, while return-to-office trends, cultural shifts, rising costs, and sustainability concerns influence the frequency and methods used for travel.

Changes Needed

The project team posed a question to all focus groups: What ONE (or two) word describes what you want most to change about transportation? The word cloud to the right represents the range of inputs and the strength of the sentiments provided by the groups.



Successes and Opportunities

Focus group discussions provided participants an opportunity to reflect on what is working with the current transportation system in the community. The participants were also asked to identify challenges or barriers to transportation in the community.

Table 1. Successes and Opportunities of the Lincoln Transportation System

Successes	Opportunities
Public Transit (StarTran and Multimodal Access)	Transit Access and Reliability
Trails, Cycling, and Pedestrian Infrastructure	Active Transportation Safety and Infrastructure
Roadway and Traffic Management	Funding for Growth and Development
Parking and Accessibility	Safety, Education, and Accessibility for All
Leadership, Vision, and Community Collaboration	Freight and Emerging Technology Integration

Priorities

The project team provided focus group participants with a handout to help them name and describe the goals of this planning effort. After the team explained how goals are useful for the planning process and considering projects and programs, participants were asked to reflect on the list and discuss which goals best represent what is most important to them.

Top 3 Priorities Identified by Focus Groups

1. **Access and Opportunity**: Ensure access to jobs, services, and resources for all residents.
2. **Safety and Security**: Foster a transportation system that protects users and promotes community confidence.
3. **Mobility and System Reliability**: Deliver a transportation system that is dependable, efficient, and supports seamless travel across modes.

Phase 2: Priorities and Tradeoffs

Phase 2 engagement focused on sharing draft transportation recommendations and gathering feedback on proposed roadway, transit, trail, bicycle, pedestrian, and mobility investments. Community members were invited to review recommended projects, learn about mobility concepts and future development patterns, and provide input on transportation funding priorities.

Public input collected during Phase 2 informed the final project prioritization process. Community preferences represent one component of the evaluation framework, alongside factors such as project readiness, funding availability, system performance, and long-term feasibility.

Phase 2 Engagement (At-a-Glance)

- **1,274** page views
- **996** unique visitors
- **575** total contributions
- **194** contributors
- **831** document downloads
- Visitors included **14 Spanish, 5 Arabic, 1 Somali, and 1 Vietnamese** language users

Continued Outreach

Community members had multiple opportunities to review the draft recommendations and engage directly with project staff. Engagement included a public Open House, pop-up events at UNL and Mahoney Park, and continued promotion through community events, partner organizations, project email updates, and agency communication channels.



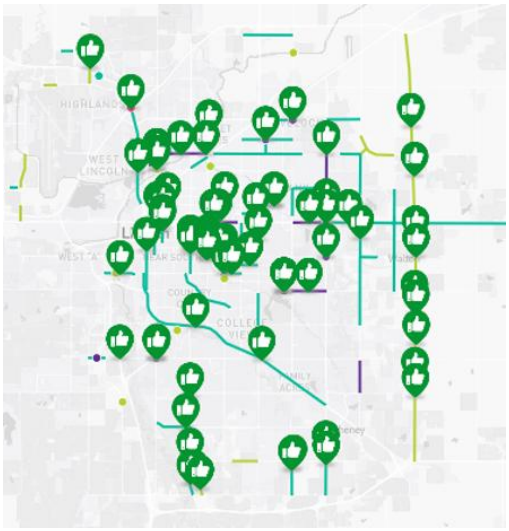
Previous and new focus group participants were contacted again through email. New participants had the opportunity to attend an overview of previous engagement. All were invited to submit input on potential changes to the way transportation is funded to address challenges identified during the first discussions.

Approximately 60 participants attended the Phase 2 Open House. Attendees were given the opportunity to review and rank priority projects for roadways and trails in the City of Lincoln and Lancaster County. A funding exercise described below asked attendees to prioritize future transportation investments across various project types.

Preliminary Recommended Projects

As part of Phase 2 engagement, participants reviewed draft recommendations for Lincoln Roadway, Lancaster County Roadway, Trail, and Bicycle-Pedestrian projects. Participants also used an online Funding Priorities tool to indicate how they would prioritize available transportation funding across different types of improvements. The public input was reviewed by the project team and utilized in project evaluation.

Lincoln Roadway Projects



Participants reviewed the draft roadway recommendations and identified the projects they were most eager to see advanced. The map to the right shows the locations of the draft roadway projects and where participants placed "likes" to indicate the projects they most wanted to see advanced. The East Beltway emerged as the top priority, followed by improvements to key corridors and intersections, including O Street, Nebraska Parkway, A Street, S 56th Street, and the 14th/Warlick/Old Cheney area.

Overall, participants showed a strong preference for projects that enhance connectivity along major routes, reduce congestion, improve operations at critical intersections, and support growth in developing areas of the community.

Lancaster County Roadway Projects

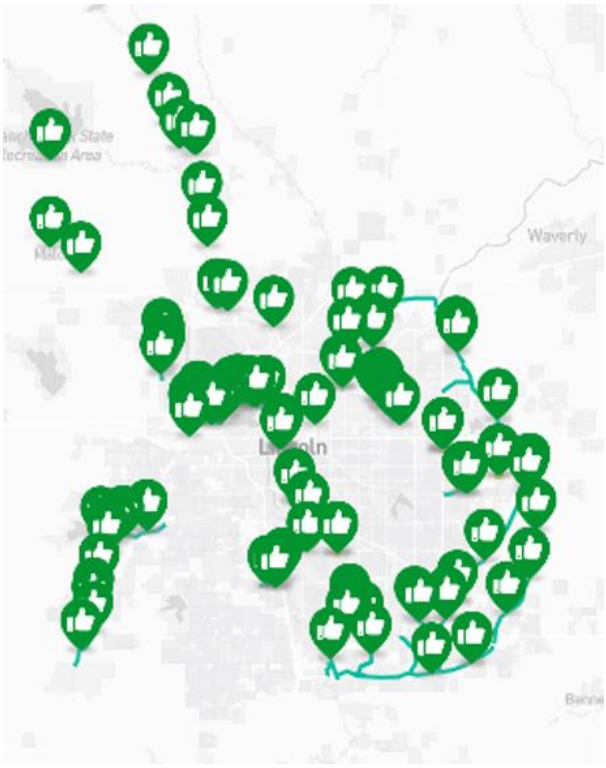


Participants also reviewed draft transportation recommendations across Lancaster County and identified the projects they were most eager to see advanced. The map to the right shows the locations of the draft roadway projects and where participants placed "likes" to indicate the projects they most wanted to see advanced. The intersection of S 68th Street and Martell Road received the strongest support, followed by improvements along the N 148th Street corridor, as well as several bridge projects throughout the county.

Overall, participants favored projects that strengthen connectivity along key county corridors, improve intersection safety, and maintain critical transportation infrastructure. The strong level of support for bridge improvements highlights the importance of preserving vital connections across Lancaster County.

Trail Projects

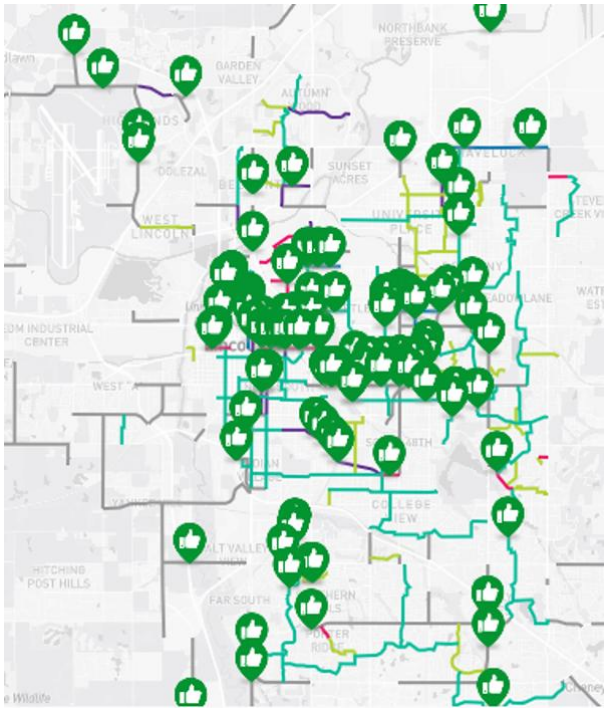
Trail recommendations generated some of the strongest engagement and support of any project category during Phase 2. The map to the right shows the locations of the draft trail projects and where participants placed "likes" to indicate the projects they most wanted to see advanced. The Greenway Corridor Trail/Haines Branch project received the highest level of support, followed by improvements to the Oak Creek, Chris Beutler, Deadman's Run, and Cardwell Branch trails.



Overall, participants expressed strong interest in expanding and better connecting Lincoln's trail network. Projects that close gaps, extend existing routes, and improve connections among neighborhoods, parks, schools, and key destinations received the greatest support. This feedback aligns closely with that from the transportation funding activity, in which trail investments ranked as the top priority among all transportation categories. Together, these findings indicate that trail connectivity and expansion remain key priorities for the community.

Bicycle-Pedestrian Projects

Specific to the Lincoln Mobility Plan, participants reviewed draft bicycle and pedestrian recommendations and identified the projects they were most eager to see advanced. The map to the right shows the locations of the draft bicycle and pedestrian projects and where participants placed "likes" to prioritize projects. (crossed this out to avoid repetition). The Burnham Street connection between Van Dorn Park and S 17th Street received the highest level of support, followed by improvements along A Street, Pioneers Boulevard, 13th Street, R Street, and corridors including Cotner Boulevard and N 48th Street.



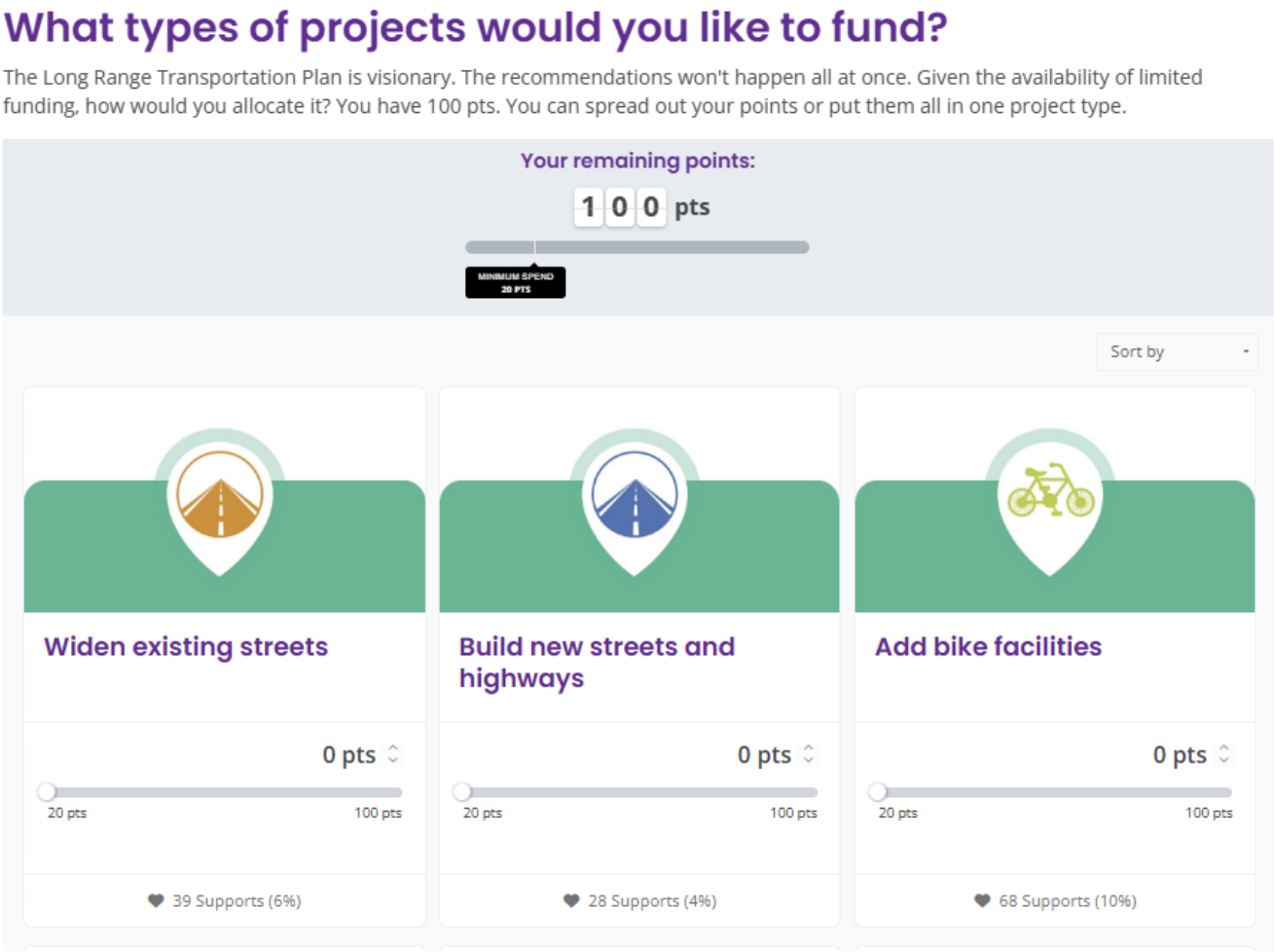
Overall, participants showed strong interest in projects that enhance connectivity among neighborhoods, trails, schools, parks, and key community destinations. Many of the highest-rated projects focus on closing gaps in the existing network and creating safer, more comfortable routes for people walking and bicycling.

These results align with feedback gathered throughout the planning process, as well as the transportation funding activity, where bicycle facilities and sidewalk improvements ranked among the community's top investment priorities. Together, these findings reinforce the importance of expanding safe, connected options for walking and cycling across the community.

Funding Priorities

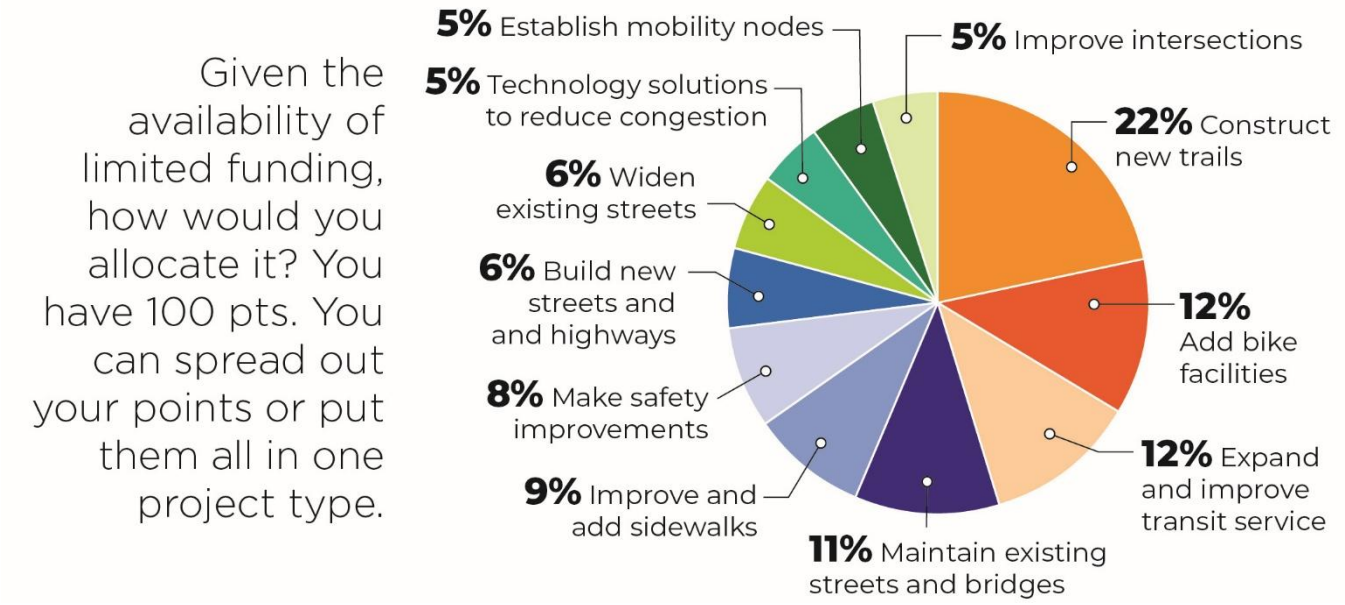
Participants were asked how they would prioritize transportation investments across a range of transportation needs and improvements (**Figure 3**), with results reflected in **Figure 4**. The exercise included voting at the Open House, which was replicated through an online engagement activity that attracted 575 unique contributors between May 19 and June 7, 2025.

Figure 3. Funding Priorities Tool



Results showed the strongest support for expanding transportation options, particularly trails, bicycle facilities, and transit service. Participants also placed a high priority on maintaining existing infrastructure and improving safety, while roadway expansion projects generally received lower levels of support.

Figure 4. Community Input on Funding Priorities



Overall, the results suggest that the community places a high value on expanding transportation choices, improving safety, and maintaining existing infrastructure while placing less emphasis on roadway capacity expansion. These priorities provide important context for evaluating LRTP funding scenarios and project investment strategies.

Engagement Takeaways

Participants generally expressed strong support for transportation investments that enhance safety, expand travel options, and improve connections across neighborhoods and the broader region. **Safety** emerged as a central theme throughout the feedback, with many participants raising concerns about intersection operations, crossing conditions, speeding, and roadway design. There was a clear emphasis on creating safer environments for all users, including people walking, biking, rolling, and driving.

Participants had the opportunity to review and rank all of the proposed roadway, trail, and on-street active transportation projects, or to suggest other projects not on the project list. Participant comments provided a critical step in the planning process. The project team reviewed the input and included it in the project scoring.

A significant portion of feedback focused on the need to expand and improve **active transportation networks**. Community members frequently highlighted gaps in sidewalks and trails, the need for better bicycle facilities, and the importance of safer crossings, especially along major roadways. Several comments underscored the value of a more complete and connected network that links neighborhoods with schools, parks, and key destinations.

Transit improvements were also a recurring topic. Participants expressed interest in expanding transit services in growing areas, strengthening connections between destinations, and providing a more reliable, convenient transportation system.

Several participants also connected transportation investments to **broader community development goals**. Feedback emphasized the importance of supporting walkable neighborhoods, mixed-use activity centers, and development patterns that promote accessibility while preserving quality of life. Transportation was widely viewed as a key factor in shaping future growth.

A smaller set of comments focused on project delivery, maintenance, and communication. Participants expressed interest in understanding how projects are prioritized, how funding decisions are made, and how transportation investments relate to long-term community goals.

Phase 3: Draft Plan Review

This section will include comments received during public review of the draft plan for a 30-day period.

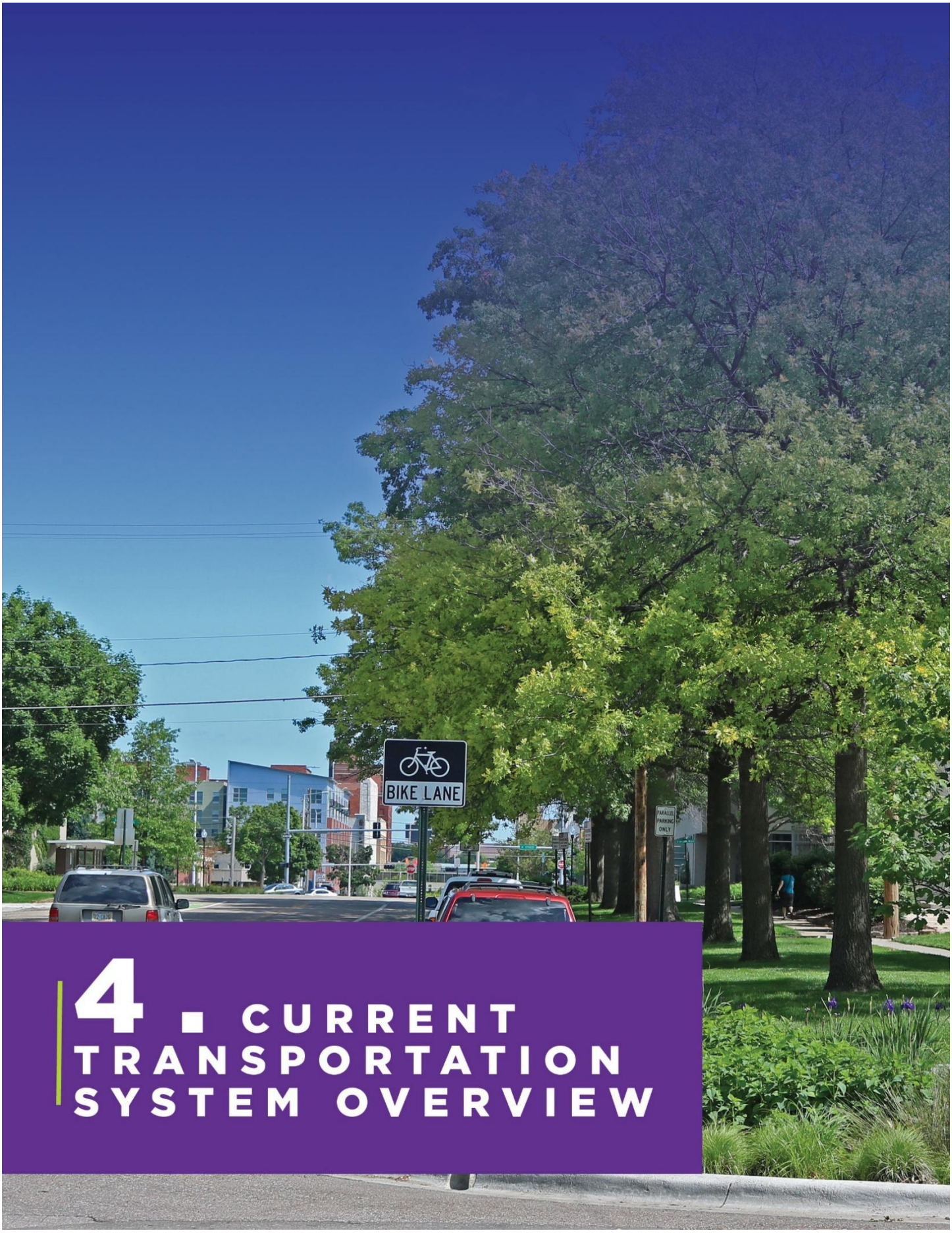
Takeaways and Next Steps

Following the conclusion of Phase 3, a summary of the takeaways from all LRTP public engagement will be provided.

Additional opportunities for public comment will be continue to be available during the public hearing processes as the LRTP moves through formal review and adoption.

The LRTP will have public hearing and action at the Planning Commission on October 28, 2026, alongside the Lincoln Mobility Plan. The City Council and County Board will be briefed on the LRTP in November as part of their briefings on the Lincoln-Lancaster County Comprehensive Plan Update. Public hearing and action at the MPO Technical Committee for both the LRTP and Mobility Plan is scheduled for November 4, 2026. Public hearing and action at the MPO Officials Committee is scheduled for December 8, 2026.

The deadline for adoption of the 2050 Long Range Transportation Update is 5 years from adoption of the previous update, or December 15, 2026. If approved, copies of the LRTP will be provided to NDOT, FHWA, and FTA.



4. CURRENT TRANSPORTATION SYSTEM OVERVIEW

4. Current Transportation System Overview

A comprehensive overview of Lincoln and Lancaster County's transportation network provides valuable insight into how mobility supports the region today. The Baseline Report captures the current state of the multimodal system—encompassing roads, bicycle infrastructure, pedestrian facilities, transit, freight, and rail—and outlines future conditions shaped by expected growth within the Lincoln Metropolitan Planning Area (MPA). It assesses both existing infrastructure and anticipated developments and summarizes emerging transportation challenges.

Land Use and Demographics

Understanding a transportation system begins with a close look at land use and demographic trends. These elements help predict travel behaviors and guide decisions on where new or enhanced infrastructure may be needed. Housing and employment are the primary land use categories used to project travel demand, while demographic factors, such as age, income, and ability types, offer insights into the diverse transportation needs of people across the region.

Housing density and infill development play a critical role in shaping the community's transportation infrastructure needs. A land use strategy that focuses on infill offers an advantage for building a more resilient, sustainable community by leveraging existing infrastructure and reducing the cost of putting in new systems. In contrast, continued edge growth requires new infrastructure, which can drive up the overall expenses over time. Preferably, the community should take a balanced approach.

Prioritizing infill, when feasible, not only alleviates financial pressures but also supports smarter, more efficient land use. A stronger focus on infill development promotes higher urban densities, which reduces vehicle miles traveled and encourages walking, biking, and transit use. When combined with compact edge growth, this approach puts housing closer to jobs and amenities, eases pressure on emergency services, and helps preserve Lancaster County's rural character.

The connection between land use and transportation is reflected in Lincoln's Comprehensive Plan. The following policy recommendations indicate support for development that facilitates transportation choices and is mobility oriented, with relevant Comprehensive Plan policies noted (*e.g.,* "P65", etc.):

- **Managing Growth (P65)**: Program new construction that supports growth areas and increased corridor density for residential and commercial growth as city limits expand, in support of the PlanForward growth scenario.
- **Congestion Management (P66)**: Encourage infill and mixed-use development that aligns with the PlanForward growth scenario.
- **Safety (P76)**: Study and recommend policies that prioritize walkability and safety near mobility nodes, employment centers, commercial corridors, and high-density residential areas.

Population and employment trends further influence Lincoln's transportation needs. Where people live and work shape the demand for infrastructure and services across all travel modes. Lincoln's population reached 294,750 in 2023, a 1.95 percent increase since 2019, while Lancaster County grew by 2.4 percent to 326,716.

Table 2 summarizes the forecasted growth for residential, commercial, and school enrollments. The forecasts were developed by Lincoln-Lancaster County Planning and Development Services staff and then used in the travel forecasting process. Overall, households are forecast to increase by 23 percent by 2050, with a 20 percent growth in anticipated commercial development (square footage) and a 47 percent increase in total enrollment (K-12 and college/university).

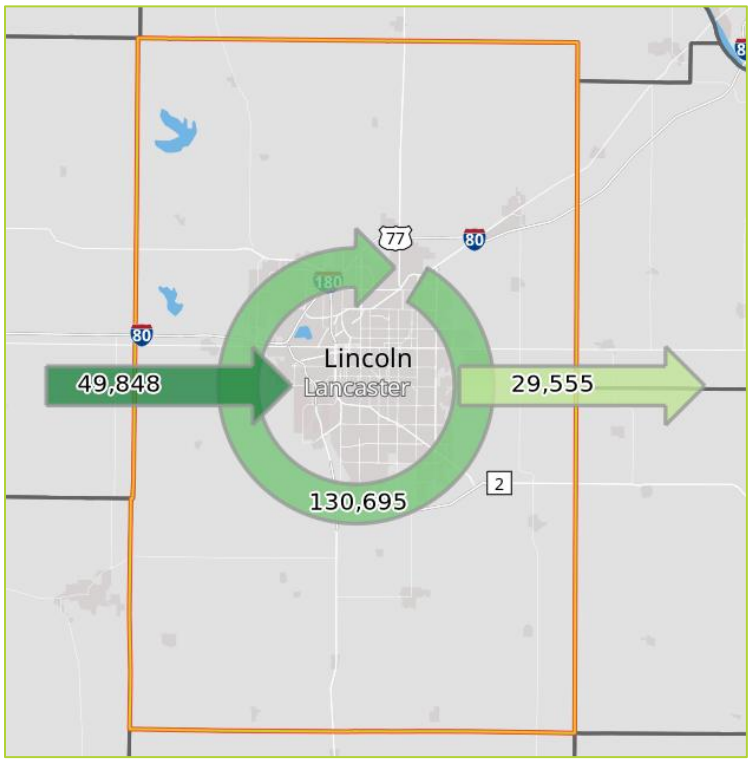
Table 2. Future Population and Employment Forecasts

Year	Households			Commercial (ksf)				School Enrollment	
	Single	Multi	Total	Retail	Office	Service	Industr.	K-12	College / Univ.
2024	93,424	45,330	140,551	13,719	16,853	21,926	18,840	49,057	37,165
2036	96,241	55,638	153,739	13,916	17,873	22,234	19,898	62,222	46,162
2050	103,132	69,333	172,466	15,263	20,436	23,629	22,572	74,411	52,241
Overall Growth									
2024-36	3%	23%	9%	1%	6%	1%	6%	27%	24%
2024-50	10%	53%	23%	11%	21%	8%	20%	52%	41%

Transportation planning should also ensure accessibility for all residents, especially for those who experience mobility challenges. Lincoln and Lancaster County include communities with limited transportation options, including low-income households, older adults, youth, people with disabilities, and households without access to a personal vehicle. During the planning process, the project team prioritized actions that will improve accessibility rather than contributing to barriers and reinforcing disparities.

Travel Patterns and Trends

Lancaster County functions as a regional employment hub. In 2023, there were nearly 50,000 commuters from outside the county each day, while about 29,500 residents traveled elsewhere for work. Approximately 130,700 residents both live and work within the county. More than 81 percent of employed residents work within the county, a figure that has remained stable since 2010, underscoring the need for coordinated transportation and land use planning to support a connected workforce.



Commute Times

Lincoln residents average 18.3 minutes per trip. The countywide average is 18.9 minutes—8 minutes shorter than the national average!

Commute Distances

In 2023, 67.2% of residents worked within 10 miles of home; 23.6% traveled 25 miles or more, mostly toward Omaha, Grand Island, Hastings, or Kearney.

Source: U.S. Census Bureau OntheMap, 2023, and American Community Survey – 2023 5-Year Average Tables S0801

Affordability extends beyond housing costs. While the U.S. Department of Housing and Urban Development (HUD) defines affordable housing as costing less than 30 percent of household income, transportation is typically the second largest expense. The Housing and Transportation (H+T) Index combines both costs, setting a benchmark of no more than 45 percent of gross household income. In Lincoln, the average household spends about 23 percent of its income on housing, which falls within HUD's affordability threshold. Transportation expenses in Lincoln account for approximately 19 percent of the average household income, roughly 4 percent higher than what is generally considered to be affordable. When combined with housing costs, this total burden rises to 42 percent of total household income.

The American Community Survey (ACS) asks respondents to report their primary mode of transportation to work. In Lancaster County, traveling alone, known as Single Occupancy Vehicle (SOV) is overwhelmingly the most common choice, with 76.1 percent of residents commuting alone by car. Within the City of Lincoln, this figure is slightly lower at 75.7 percent, reflecting a modest shift toward alternative modes. While transit usage in Lincoln is (significantly) lower than national levels, the city shows notably higher rates of active transportation, such as

walking and bicycling than national levels, highlighting a growing interest in healthier, more sustainable commuting options.

Table 3 presents a detailed comparison among Lincoln, Lancaster County, and the United States. While single-occupancy vehicle (SOV) commuting is the dominant mode of travel, an estimated 2.4 percent of households have no access to a personal vehicle. Households with limited or no access to a personal vehicle are more dependent on public transit, well-connected multimodal infrastructure, and complete streets that are safe and supportive of biking, walking, and other alternative modes of transportation.

Table 3. Commuter Mode Split

Commuting Method	Lincoln	Lancaster County (Countywide)	National
Drove alone (SOV)	75.7%	76.1%	70.2%
Carpooled	8.6%	8.4%	8.5%
Public Transportation (excluding taxicabs)	0.9%	0.8%	3.5%
Walked	3.2%	3.0%	2.4%
Bicycled	0.9%	0.8%	0.4%
Other	0.8%	0.7%	1.5%
Worked at Home	10.0%	10.1%	13.5%

Source: American Community Survey – 2023 5-Year Average Table S0801

Roads and Bridges

The Lincoln MPO is served by a widespread and diverse network of streets and highways, ranging from high-capacity roadways that accommodate thousands of vehicles each hour to quieter residential streets. Essential to the regional economy, this transportation system enables the efficient movement of goods throughout the city and county. In rural areas, the roadway network connects smaller communities where many commuters to Lincoln live. It also provides vital access for agricultural producers to reach key transportation hubs, thereby supporting the distribution of commodities across the region and into global markets.

The City of Lincoln and Lancaster County make significant investments in infrastructure to support a more resilient and connected future. As the demand for transportation infrastructure has increased, the maintenance of roadways has become even more vital.

Lincoln's roadway network spans nearly 200 million square feet of paved surfaces, requiring strategic, ongoing maintenance to ensure long-term performance and safety. The City of Lincoln's "Lincoln on the Move" initiative is funded by a ¼ cent sales tax that began in October 2019. In May 2025, voters supported a second round of Lincoln on the Move, continuing the initiative through 2033

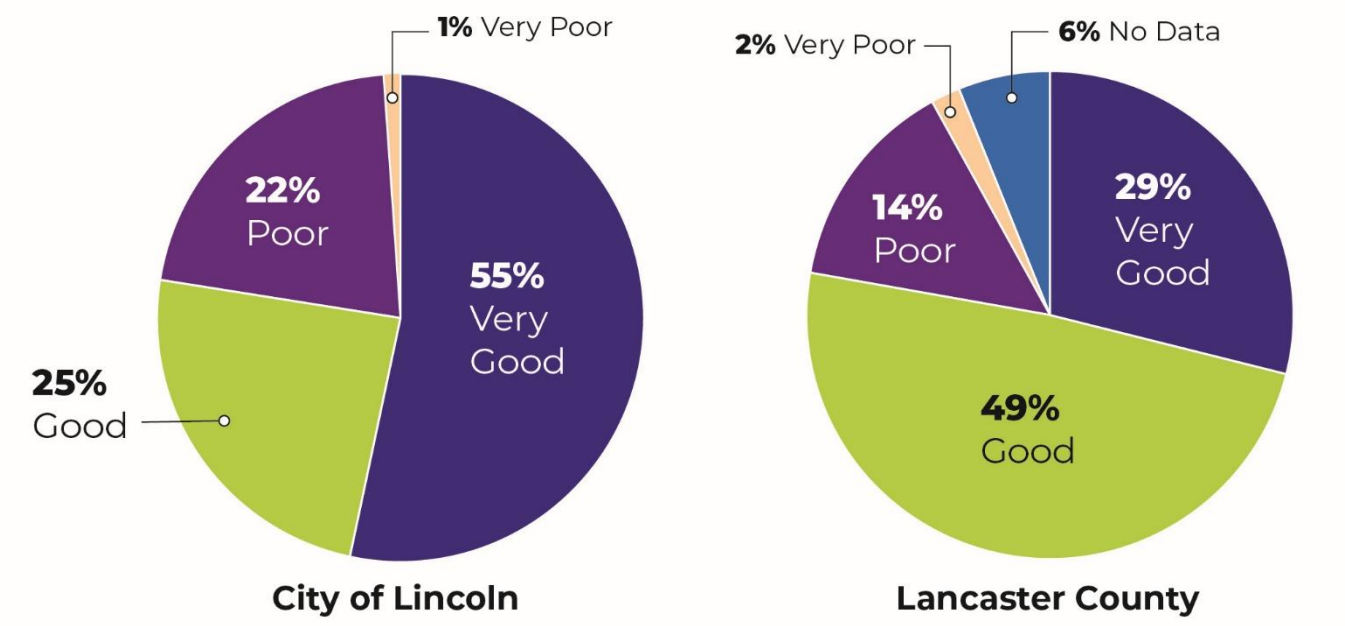
Designed to improve the city's street infrastructure, this program has generated more than $100 million in its first six years, with 73.5 percent of the funds dedicated to repairing and rehabilitating existing streets. The

remaining funds support RTSD and growth-related projects, such as new roads in expanding neighborhoods, and the N 33rd Street and Cornhusker Highway project.

The initiative has received strong support with city officials emphasizing its role in enhancing safety, economic development, and overall quality of life. The percentage of Lincoln roadways that are rated “good” or “very good” is 80 percent, which marks a dramatic 35 percent improvement from 2018, when only 45 percent of roadways were rated “good” or “very good.” Similarly, the roads in Lancaster County are in excellent condition with 78 percent of County roads rated “good” or “very good.”

Figure 5 displays surface conditions by percentage for 2025, for both Lincoln and Lancaster County.

Figure 5. Roadway Surface Conditions by Percent (2025)



The City of Lincoln, Lancaster County, and NDOT assess bridge conditions using data from the National Bridge Inspection Program. Per federal guidelines, all bridges must be inspected at least once every 24 months and given a rating of Good, Fair, or Poor based on the conditions of key structural components (the deck, superstructure, and substructure or culvert). A bridge is classified as Good if all major components receive condition ratings of 7 or higher out of 9. If any of the components are rated 4 or lower, the bridge is considered Poor. Bridges that fall between these thresholds, typically with ratings of 5 or 6, are categorized as Fair.

Table 4 presents the current bridge condition ratings for the 163 bridges in Lincoln and 673 bridges in Lancaster County.

Table 4. Bridge Conditions

Condition Rating	Lincoln (163)	Lancaster County (673)
Good	60.1%	57.5%
Fair	35.0%	38.8%
Poor	4.9%	3.7%

Source: LTU, Lancaster County, NDOT

The City of Lincoln operates a comprehensive traffic count program, collecting volume data from more than 1,350 locations across the network. These data, combined with the most recent traffic counts from Lancaster County and NDOT, help the City assess current traffic conditions and inform the regional travel demand model. Understanding how well roadways can handle traffic is critical for assessing future transportation needs.

Roadway capacity is dependent on several factors, including the number of lanes, signal timing, turn lanes, medians, and on-street parking. Factors such as intersections and driveways can also decrease capacity by creating additional slowdowns and stops.

For long-range planning, capacity is evaluated based on the classification of the roadway and the surrounding area (urban vs. suburban). Comparing current traffic volumes with planning-level capacities (using volume-to-capacity ratios, or V/C ratios) helps identify where congestion may occur.

Table 5 shows the congestion levels over time with the following notes:

- 2024 represents the base year, reflecting existing roadway conditions and travel patterns at the time the model was developed
- 2035 E+C and 2050 E+C represent future year scenarios that assume existing (E) plus committed (C) transportation projects, including planned roadway improvements and funded network changes, along with forecasted growth in population, employment, and travel demand for each horizon year

Table 5. Congestion Levels Over Time

	Uncongested (V/C less than 0.8)	Congesting (V/C between 0.8 and 0.9)	Congested (V/C greater than 0.9)
2024	829 miles (99%)	5.2 miles (0.6%)	3.0 miles (0.4%)
2035 E+C	824 miles (98.2%)	9.4 miles (1.1%)	5.7 miles (0.4%)
2050 E+C	814 miles (97.0%)	14.5 miles (1.7%)	10.3 miles (1.2%)

Source: Lincoln MPO Travel Demand Model daily factor for calculating Level of Service (LOS). Appendix D describes the methodology.

Active Mobility

Promoting active transportation, including walking and biking, is a critical aspect of a well-balanced transportation system that meets the needs of all users. Communities that invest in safe, convenient, and comfortable active transportation options often experience improved public health and enhanced quality of life.

Over the past several years, the City of Lincoln has made meaningful strides in strengthening the active transportation network. Building on the progress of the 2013 Lincoln MPO Bicycle and Pedestrian Capital Plan and the 2019 Lincoln On-Street Bike Plan, in 2025 Lincoln initiated development of a Mobility Plan focused on advancing strategies to improve active mobility infrastructure.

The City of Lincoln introduced BikeLNK in 2018 as the city's official bikeshare system to expand access to active and sustainable transportation options. The system provides both standard pedal bikes and electric-assist bikes (e-bikes), accessible at docking stations located throughout the city. In 2020, e-bikes were introduced as a pilot to promote active commuting and recreation. Within its first two years, BikeLNK logged nearly 80,000 trips and 160,000 miles. On March 21, 2022, the Lincoln City Council approved a permanent e-scooter program, ScooterLNK, after a successful 16-month pilot program.

From October 4, 2023, through October 4, 2024, e-scooter users in Lincoln made 106,296 trips averaging 0.96 miles per trip.

The League of American Bicyclists recognized the City of Lincoln as a Silver level Bicycle Friendly Community in 2019. In 2018, *Bicycle Magazine* further recognized the city's cycling culture by naming it one of the Best Bike Cities in the United States. In the 2026 PeopleForBikes City Ratings, Lincoln was selected as one of the "Cities to Watch."

The city has a long tradition of supporting bicycle travel, not only for recreation but also for transportation. Lincoln strives to be a bicycle-friendly community where cycling is safe, convenient, and accessible for all users. Lincoln's regional bike network is anchored by 272 miles of commuter and recreational trails, with 95 percent of city households located within a mile of at least one trail. An additional 135 miles of on-street bike routes extend connectivity across the city, including Nebraska's first protected lane: the N Street Cycle Track.

Most of the existing bike routes are low-stress facilities. However, several intersect with more stressful streets with no traffic control, which can make crossings difficult and act as a deterrent to otherwise potentially interested bicyclists. Some routes have also fallen into disrepair and need maintenance due to missing signage, poor pavement conditions, overhanging branches etc., which can further limit bicycle mobility.

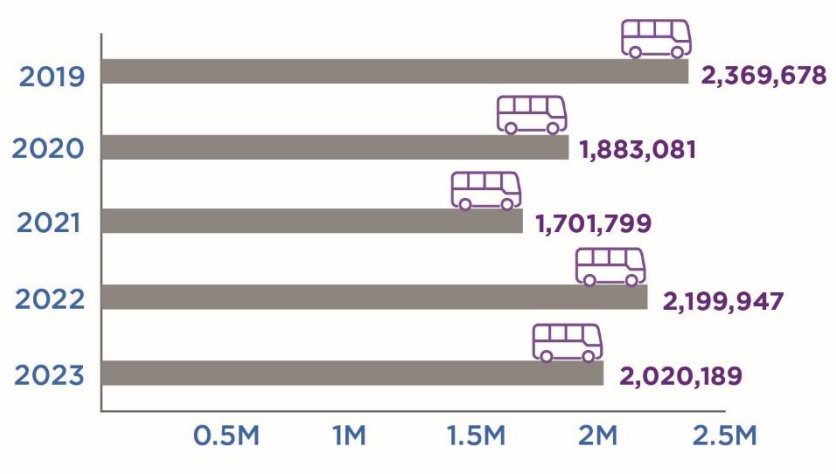
Riding bicycles is prohibited on sidewalks in some commercial areas of Lincoln because of the higher number of pedestrians. Because of these restrictions, the city needs to provide safe on-street infrastructure for bicycle and scooter traffic to ensure that the active transportation network is connected and accessible.

Due to Lincoln's development policies, sidewalks line both sides of nearly all local, collector, and arterial streets. This robust system, spanning nearly 1,500 miles, is supported by an expansive trail network. However, cracked and uneven sidewalks can hinder mobility, especially for individuals with disabilities. Older neighborhoods generally face greater issues, with factors like sidewalk width, proximity to traffic, damage from tree roots, and frequent curb cuts affecting accessibility. Approximately $3 million is dedicated annually for sidewalk repairs.

Transit

StarTran, the City of Lincoln's public transit division, operates 14 fixed bus routes. In 2022, StarTran covered approximately 87 percent of transit-supportive areas. In 2020, StarTran introduced VanLNK, an on-demand van service that allows travelers to request rides via an app for $5 per trip. Additionally, paratransit services are available for $2.50 to serve riders who experience disabilities. Rural transit routes, operated by Lancaster County and managed by Aging Partners, run to and from the north and south portions of the county on alternating weekdays. Despite declines in transit usage across the country, StarTran saw more than 2 million riders in 2023, as indicated in **Figure 6**.

Figure 6. StarTran Ridership



Source: StarTran, 2023

Intermodal Connections and Freight

Growing national interest in transportation alternatives has elevated the need for integration across travel modes. In Lancaster County, approximately 6 percent of households do not have access to a motor vehicle and instead depend on a combination of transit, walking, biking, and ride share services. This reliance underscores the importance of designing a transportation network that supports seamless intermodal connections.

Trucks account for nearly 80 percent of all freight moved by tonnage and more than 75 percent of total freight value.

Even among households with vehicle access, more residents are choosing non-automobile options for short trips. As Lincoln continues to modernize its transportation system, strengthening coordination among these modes is critical to offering a competitive alternative to private vehicle use. Mobility nodes represent a promising strategy for achieving this integration.

Lincoln and Lancaster County's economic vitality also depends on the ability of manufacturers, retailers, and distributors to move goods efficiently throughout the region. A high-performing transportation system is essential for these industries to operate effectively. Even residents without direct ties to the freight sector benefit from reliable goods movement every day, highlighting the broader economic importance of maintaining smooth and dependable freight operations.

Freight movement in Lancaster County is expected to remain heavily dependent on trucking through 2045. Truck freight is projected to increase slightly from 78.6 percent of tonnage in 2023 to 79.2 percent in 2045, while its share of freight value is expected to grow from 76.8 percent to 77.9 percent. This dominance reflects the region's

strategic location along major highway corridors and the importance of truck transportation for serving local businesses, industries, and consumers.

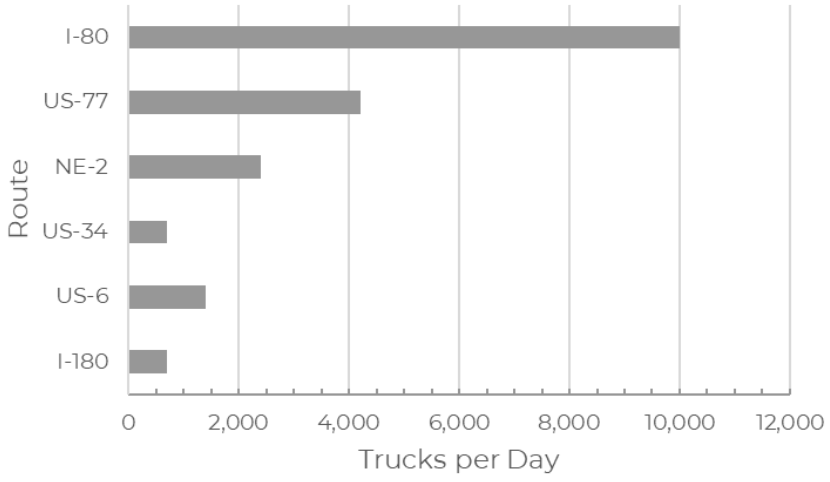
Rail remains the second-largest freight mode, carrying approximately 14.2 percent of freight tonnage and 18.1 percent of freight value in 2023. The higher share of value relative to tonnage highlights rail's continued role in transporting significant quantities of agricultural products, manufactured goods, and other commodities within the regional freight network.

By 2045, rail's share is projected to remain relatively stable, at 13.9 percent of tonnage and 17.9 percent of value.

Pipeline, air, and other modes collectively account for a relatively small share of freight activity. Pipeline transportation represents about 4 percent of tonnage, while air freight moves less than 1 percent of total tonnage but carries a larger share of freight value due to the movement of high-value, time-sensitive goods. Although these modes represent a minor portion of overall freight volumes, they provide important support to specialized sectors of the regional economy.

Overall, forecasts indicate that the modal composition of freight movement will remain largely unchanged through 2045, with trucking continuing to serve as the backbone of the freight transportation system. This trend underscores the ongoing importance of maintaining and investing in roadway infrastructure to support future freight demand while preserving efficient rail connections that contribute to regional economic competitiveness. As shown in **Figure 7**, current truck volumes are concentrated along several of the region's major highway corridors, particularly those providing connections to Interstate 80.

Figure 7. 2024 Truck Volumes on Major Corridors (AADT)



Locations:

I-80 West of Hwy. 77 West Junction

US-77 South of I-80

NE-2 East of Nebraska Pkwy. Junction

US-34 North of I-80

US-6 From 84th Street to I-80 Junction

I-180 North of Cornhusker Hwy

Source: NDOT Average Annual Daily Traffic Flow Portal

Rail

Rail is a key component of Lincoln and Lancaster County's transportation system, supporting the movement of freight and connecting local businesses and industries to regional and national markets. The cargo mix is dominated by coal and agricultural products, along with manufacturing shipments. BNSF's Hobson Yard, just west of downtown, acts as a critical hub for fueling, inspections, and switching, while the Havelock Shops in northeast Lincoln are a key site for freight car repair.

Four railroads serve the City of Lincoln and Lancaster County: BNSF; Union Pacific (UPRR); Omaha, Lincoln and Beatrice Railway (OL&B); and Omaha Public Power District (OPPD).

Despite the economic importance of rail, many at-grade crossings pose safety risks and cause delays for street network users. For example, the crossings at 33rd Street and Cornhusker Road (Highway 6) / 35th and Adams Streets has an exposure rating (roadway average annual daily traffic times the number of trains per day) of 935,000, which greatly exceeds the NDOT threshold of 50,000 for grade separation funding. The project has received Federal Railroad Administration funding of nearly $67 million for a significant project that will address these safety issues. In total, 17 crossings exceed the threshold, 12 of which surpass an exposure rating of 100,000.

To address these concerns, the Lincoln/Lancaster County Railroad Transportation Safety District (RTSD) works to identify problem crossing locations, priorities, and solutions. Through its efforts and because of consolidation and grade separation, at-grade crossings in Lancaster County have dropped from 210 in 1970 to 120 today.

Aviation

The Lincoln Airport is the major air facility servicing Lincoln, Lancaster County, and the region. It provides an important transportation link to national and international markets. It is in the northwestern part of Lincoln, with access provided by Interstate and State highways. Smaller private airports and airfields are also located throughout the county.

Electric Vehicles

Nationally, electric vehicle adoption has grown exponentially, from just over 200,000 in 2018 to more than 1.25 million in 2024.

Technological advancements in transportation such as electric and alternative fuel vehicles, advanced vehicle automation, and smart infrastructure have grown substantially in recent years.

Per the U.S. Department of Energy Office of Energy Efficiency and Renewable Energy, Nebraska had 6,920 electric vehicle registrations in 2023. The City of Lincoln has 55 public charging stations as of 2025 and has made significant efforts to expand their EV charging network. StarTran more than doubled its number of electric buses from 4 to 10 between 2020 and 2021, now making up approximately 10 percent of the fleet. By the end of 2026, StarTran's entire fleet of buses will consist of alternative fuel vehicles (AFVs), with the count of buses using compressed natural gas (CNG) increasing to 57. A new charging station was also built in 2020 to support this transition toward AFVs for public transit.

Advanced Vehicle Technology

Automated vehicles (AVs) offer promising possibilities for the future of transportation. Using advanced technologies, AVs can partially or fully operate without human drivers, thereby enhancing safety, efficiency, and mobility. Major automakers and tech leaders like Google and Tesla are actively working to develop and test AV models, some of which are already available with limited autonomous capabilities.

In 2018, Nebraska passed legislation allowing the use of AVs for personal travel, ride-hailing services, and public transit, laying the groundwork for broader adoption across the state.

Safety

Safety is a top priority locally, across the state, and across the country. Federal regulations require each state to develop and implement a comprehensive highway transportation safety plan. Nebraska's Strategic Highway Safety Plan, updated in 2023, identifies key focus areas that need ongoing or new safety programs.

A local initiative, Safe Streets Lincoln, aligns with the national Vision Zero campaign to eliminate traffic fatalities. As part of this project, the City worked with consultants to develop a comprehensive Vision Zero Action Plan, with a safety goal of eliminating all roadway fatalities and reducing serious injury crashes by 60 percent by Year 2045 on all locally maintained streets. Vision Zero acknowledges that many factors contribute to safe mobility, including street design, speeds, behaviors, technology, and policies. Through this initiative, Safe Streets Lincoln sets clear goals to achieve the shared vision of safer streets for all road users.

State crash data collected over the six-year period between 2019 and 2024 show that there were approximately 32,000 crashes in the City of Lincoln and 4,000 crashes in Lancaster County, an average of roughly 6,000 cashes per year.

Between 2019 and 2024, the average number of killed or seriously injured (KSI) crashes per 100,000 population was 38 KSI crashes per year in Lincoln city limits and 102 KSI crashes per year in Lancaster County. In that same timeframe, there were 672 KSI crashes and more than 10,000 minor or possible injury crashes in the city of Lincoln, and there were 194 KSI crashes and just over 1,100 minor or possible injury crashes in Lancaster County. All other crashes were property damage only (PDO).

Crash data analysis performed during development of the City of Lincoln's Vision Zero Action Plan helped identify patterns to consider when screening potential future planning improvements. The analysis used crash history and estimated daily traffic volumes at each intersection to establish crash rates. Taking this approach provided a measure for rating how well each intersection performed from a safety perspective with reference to similar intersections. A critical crash rate is determined by the average crash rate for similar intersections and results in a threshold value for comparison. The method also controls against low volume intersection bias.

Per the Statewide Crash Data, 1,218 of the 7,326 intersections exceed the critical crash rate threshold.

As part of the City of Lincoln's Vision Zero Action Plan development, High Injury Networks (HINs) and High Risk Network (HRNs) were created for the city's intersections and roadways. The facilities included in the HINs

represent the roadway segments and intersections where KSI crashes occur most often, while the HRN identifies locations that exhibit characteristics associated with an elevated risk of severe crashes, regardless of whether a significant crash history has already been observed. Both networks were incorporated into project evaluation to help prioritize improvements that address existing safety concerns and proactively reduce future crash risk. **Figure 8** and **Figure 9** show the HIN roadway segments and intersection locations, respectively.

Tier 1 roadway segments and intersections represent the top 10 percent of segments within the HIN based on injury score, while Tier 2 includes the remaining roadway segments and intersections identified as part of the HIN.

Figure 8. High Injury Network Roadway Segments

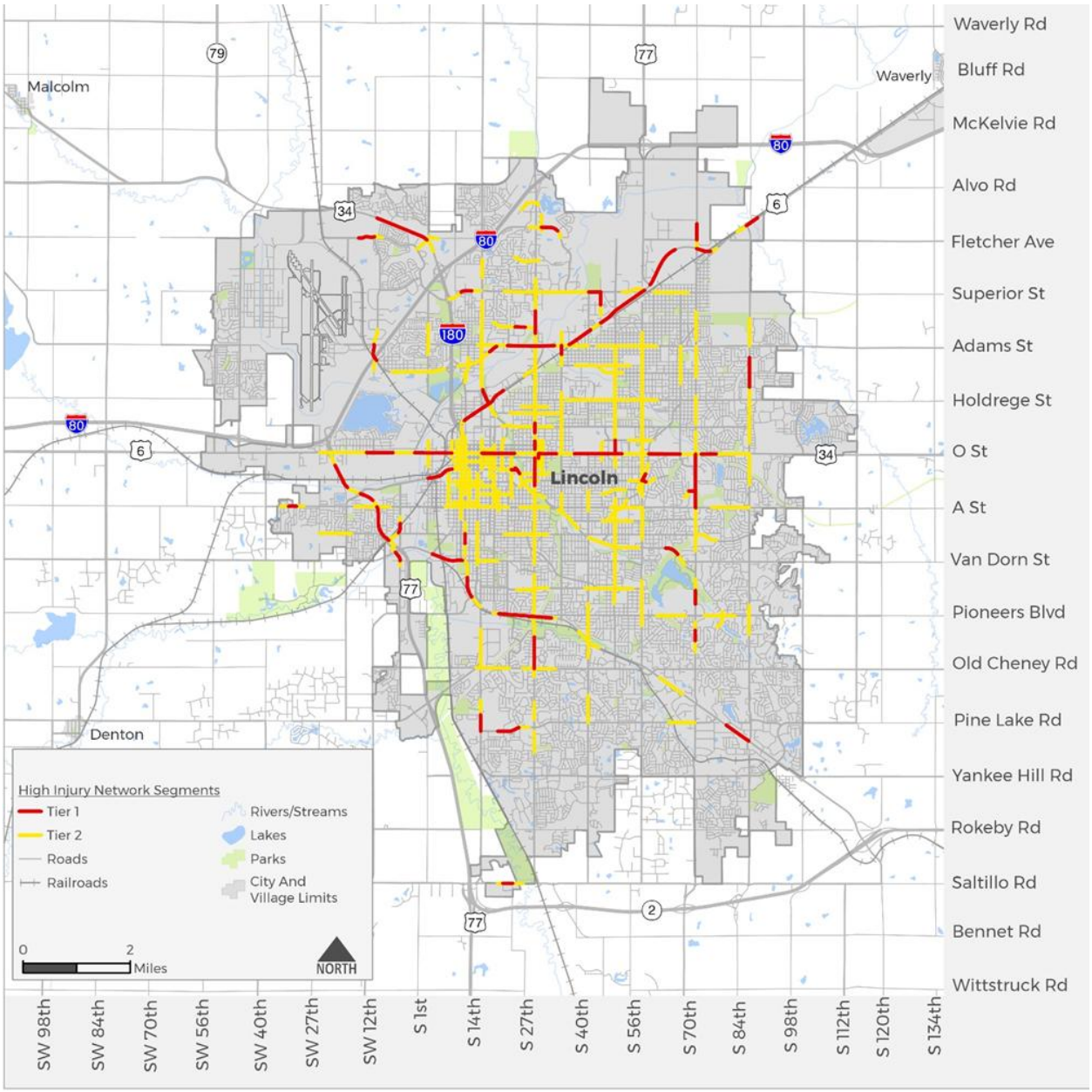
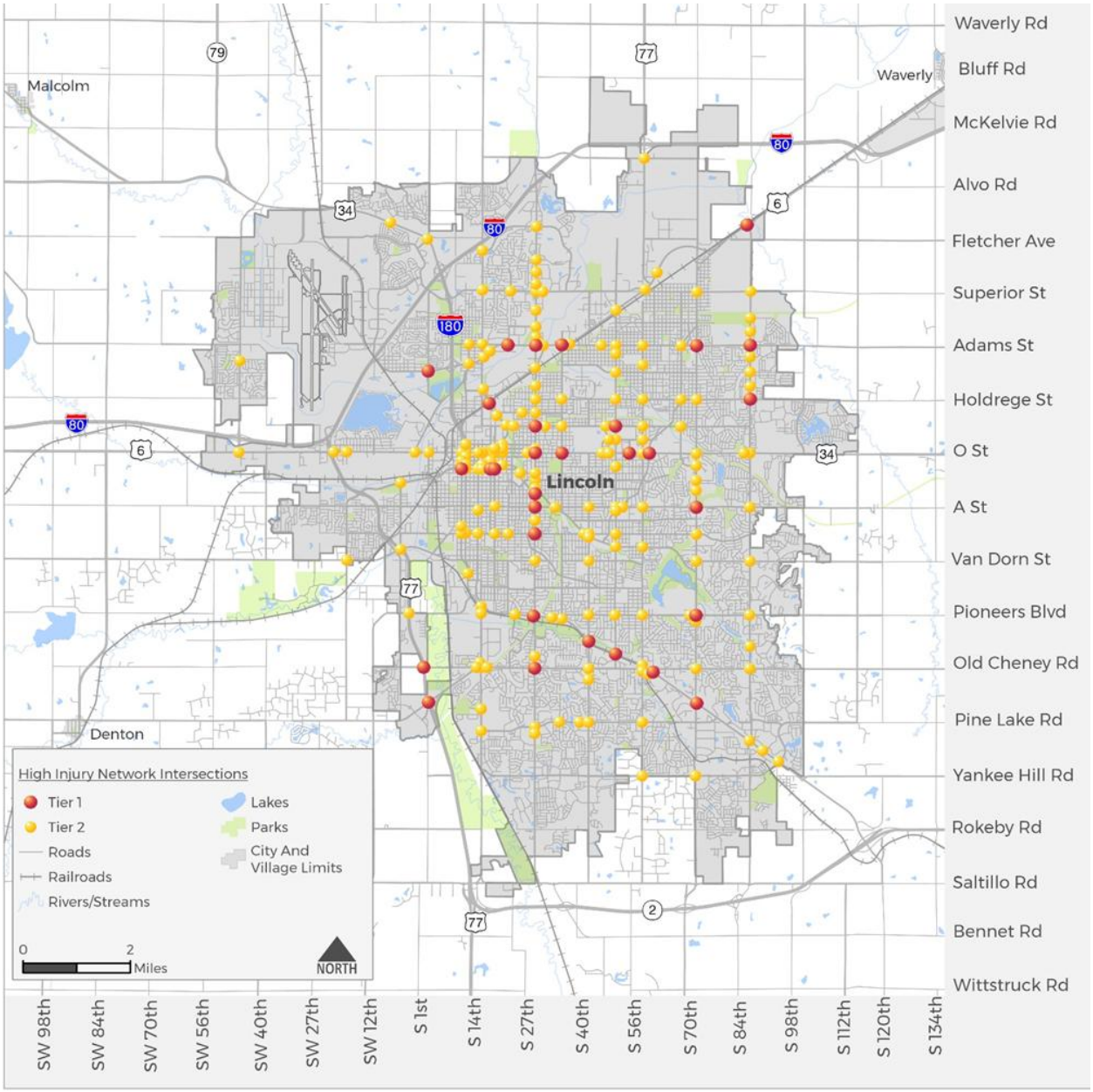


Figure 9. High Injury Network Intersection Locations



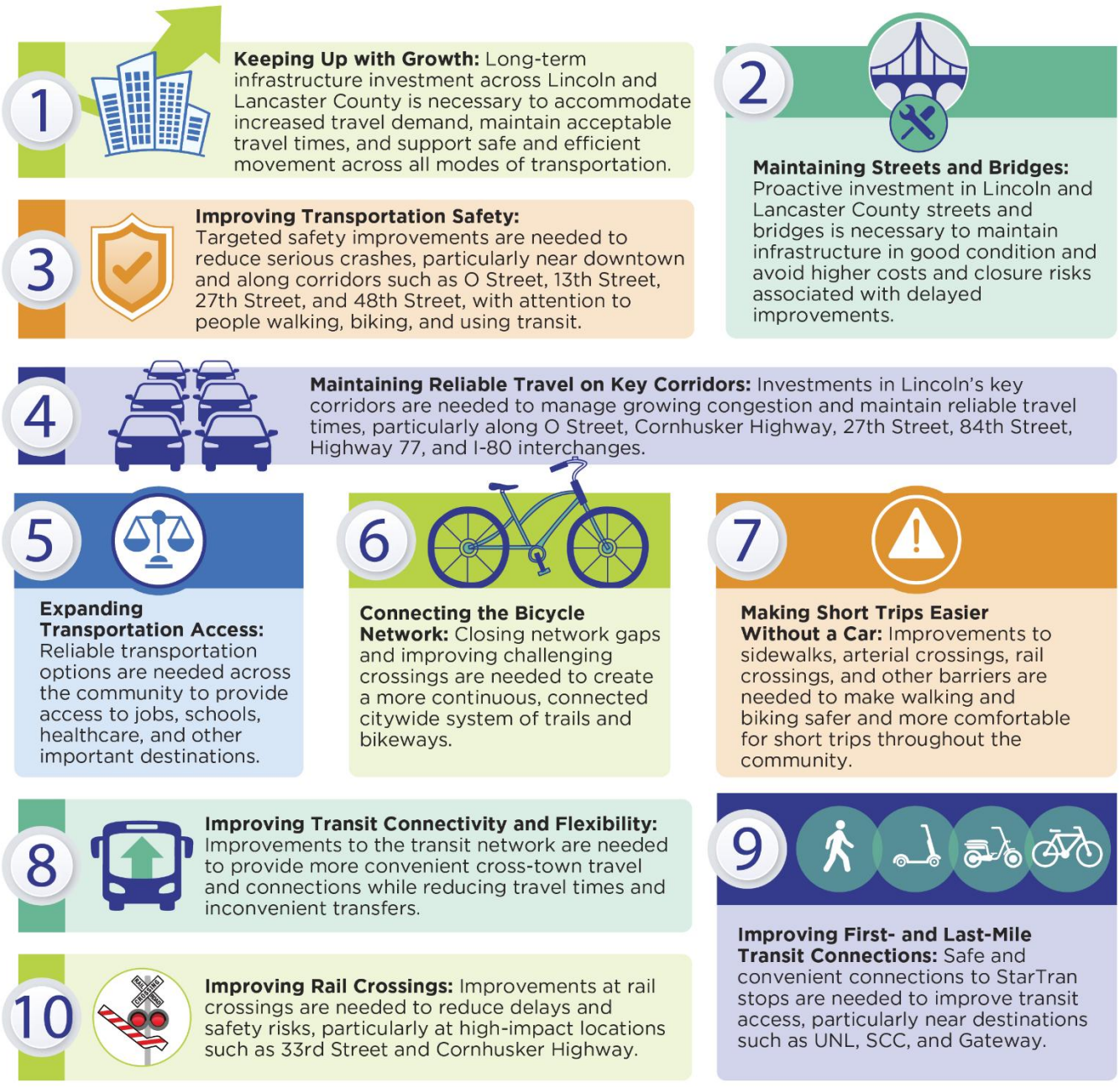


5. FUTURE NEEDS ASSESSMENT

5. Future Needs Assessment

Transportation Challenges

The LRTP is grounded in an understanding of the transportation challenges facing Lincoln and Lancaster County today and those expected to emerge over the next 25 years. Together, these challenges shaped the plan's goals, investment priorities, and recommendations. Key challenges include:



Project Needs

The LRTP identifies the transportation investments needed to support Lincoln and Lancaster County through 2050. These needs include both specific capital projects that can be evaluated and prioritized through the LRTP and ongoing programs that are addressed through broader funding allocations.

The project prioritization process (detailed in **Chapter 7**) focuses on four categories for which specific projects have been identified: Lincoln roadway projects, Lancaster County roadway projects, NDOT projects, and trail projects. Within each category, some projects are already committed through the Transportation Improvement Program (TIP), while additional projects represent longer-term needs considered through the LRTP.

Public Input Helped Define Project Needs

Community input helped inform the projects considered through the LRTP. During Phase 1 engagement, participants identified transportation challenges, locations of concern, and ideas for potential improvements throughout Lincoln and Lancaster County. The Roadway and Trail Subcommittees reviewed this input alongside technical analysis and previously identified projects to determine whether additional project needs should be considered in the LRTP. This process helped ensure that the project list reflects not only technical transportation needs but also issues and opportunities identified by the people who use the system every day.

Other important transportation needs—such as operations and maintenance, roadway and bridge rehabilitation, safety programs, transit, bicycle and pedestrian improvements, Intelligent Transportation Systems (ITS) and technology, and planning and engineering activities—are treated as programmatic funding categories rather than individual projects prioritized through the LRTP. Many of these needs are recurring, evolve over time, or are identified and prioritized through more detailed planning and programming processes. In particular, the Lincoln Mobility Plan and Safe Streets Lincoln – Vision Zero Action Plan provide a more detailed assessment of the community's multimodal and transportation safety needs and establish projects, strategies, and priorities that are carried forward into the LRTP.

In addition to the four prioritized project categories, the East Beltway represents a major long-term regional transportation need and is considered separately because of its scale and multiagency nature. **Table 6** summarizes the committed and additional project needs identified.

Together, these projects represent approximately $2.8 billion in identified capital needs in today's dollars, before accounting for construction cost escalation over the planning horizon.

Table 6. Summary of LRTP Identified Project Needs

Project Category	Committed Projects	Committed Cost	Additional Identified Projects	Additional Need	Total Identified Need
Lincoln Roadway Projects	25	$266 M	104	$970 M	$1,236 M
Lancaster County Roadway Projects	13	$61 M	69	$203 M	$264 M
NDOT Projects	2	$224 M	4	$212 M	$436 M
East Beltway	NA	NA	1	$775 M	$775 M
Trail Projects	4	$5 M	37	$71 M	$76 M
Total	**44**	**$556 M**	**215**	**$2,231 M**	**$2,787 M**

Note: Costs are shown in today's dollars and are rounded. East Beltway costs represent the current estimated total project need and are shown separately from the LRTP project prioritization categories. Programmatic needs such as operations and maintenance, rehabilitation, transit, safety, ITS and technology, and other ongoing programs are not included in this table.

The following subsections summarize the major capital project needs identified directly through the LRTP, followed by the multimodal and safety needs established through the Lincoln Mobility Plan and Vision Zero Action Plan.

The project costs presented in this chapter are generally expressed in today's dollars to provide a consistent basis for comparing identified needs. Because projects will be implemented over many years, however, their actual construction costs will increase over time. The **Construction Cost Inflation section** (at the end of this chapter) describes how year-of-expenditure costs are used to account for future construction cost inflation.

Lincoln Roadway Projects

Lincoln's roadway network will require continued investment to address existing transportation needs, improve safety and system performance, replace aging infrastructure, and accommodate future growth. The LRTP begins with 24 committed Lincoln roadway projects included in the TIP, representing approximately $275 million in investment.

Beyond these committed investments, the LRTP identifies 106 additional Lincoln roadway projects with an estimated cost of approximately $1 billion in today's dollars. These projects represent the broader set of roadway capital needs that may be considered for implementation through 2050.

The identified needs include a diverse range of improvements, including intersection improvements, corridor improvements, new roadway segments, and bridge replacements. Together, these projects are intended to address needs throughout the city rather than focusing solely on roadway expansion. They provide opportunities to improve safety and reliability, modernize existing infrastructure, address bottlenecks, improve multimodal connections, and provide the transportation infrastructure necessary to support planned growth.

Applying the Congestion Management Process

The LRTP used the Lincoln MPO's Congestion Management Process (CMP) to identify potential gaps in the roadway project needs and to consider the most appropriate strategies for addressing future congestion. The CMP provides a systematic approach for identifying congestion, evaluating potential solutions, and incorporating effective strategies into the regional transportation planning process.

As part of the LRTP, 2050 Existing + Committed traffic forecasts and volume-to-capacity ratios (as described in **Chapter 7**) were reviewed to identify corridor segments expected to experience congestion where no improvement was already identified. The Roadway Subcommittee then reviewed these locations to determine an appropriate response. Rather than assuming additional roadway capacity was needed at every location, the Subcommittee considered a range of strategies consistent with the CMP, including traffic signal timing and operational improvements, mobility nodes and multimodal strategies identified in the Lincoln Mobility Plan, intersection improvements, and other targeted roadway improvements. Where additional infrastructure was determined to be appropriate, new projects were added to the LRTP project needs.

This approach helps to ensure that the roadway needs identified in the LRTP not only respond to anticipated congestion but consider operational and multimodal solutions alongside traditional roadway improvements.

Lancaster County Roadway Projects

Lancaster County's transportation needs reflect the important role of the rural roadway network in connecting communities, supporting agricultural activity, providing access to growing areas, and connecting residents and businesses with Lincoln and the broader regional transportation system.

The TIP includes 13 committed Lancaster County roadway projects totaling approximately $61 million. In addition to these committed investments, the LRTP identifies 69 additional County roadway projects with an estimated cost of approximately $203 million in today's dollars.

Identified projects include roadway paving, intersection and corridor improvements, and bridge replacements. These improvements address a combination of existing infrastructure needs and future transportation demands across the county.

Nebraska Department of Transportation Projects

State highways and Interstate facilities are a critical part of the Lincoln metropolitan transportation system, carrying regional and statewide traffic while providing important connections for people and freight. The LRTP, therefore, incorporates transportation investments identified by NDOT in addition to locally identified projects.

Two major NDOT projects are already committed: the I-80 widening project and the West Beltway, representing approximately **$224 millio**n in committed investment. Beyond these projects, NDOT has identified **four** additional projects totaling approximately **$212 million** in today's dollars for consideration over the LRTP planning horizon.

These investments focus on preserving the performance of the state highway system while making strategic improvements to important Interstate and U.S. Highway corridors. Collectively, they will help maintain regional mobility, improve safety, and support the long-term performance of the state transportation system within the Lincoln metropolitan area.

Trail Projects

Lincoln and Lancaster County's trail system is an important component of the regional transportation network, providing connections for walking, bicycling, recreation, and access to destinations throughout the community. Continued investment is needed both to complete planned extensions of the trail system and to improve connectivity among existing trails, neighborhoods, activity centers, and other transportation facilities.

The LRTP includes **4** committed trail projects totaling approximately **$5.2 million**. Beyond those committed projects, **37** additional trail projects have been identified, representing approximately **$71.2 million** in needs in today's dollars.

This plan proposes a future trails network radiating in all directions from the existing trail network toward other Lancaster County communities. Waverly would be linked by a trail running along Salt Creek around the northern, eastern, and southern corporate limits at approximately 84th and Havelock Streets. The Prairie Corridor on Haines Branch will connect southwest Lincoln to Denton and regional destinations such as Conestoga Lake and Spring Creek Prairie. So also, the towns of Sprague, Hickman, and Bennet can connect to the trail network on the south just as Malcom, Raymond, and Davey on the north. By capitalizing on the rising demand for active transportation, ecotourism, and accessibility of electric pedal assistance bicycles, these trails can provide a key function and support additional mode split for transportation throughout the county.

These projects form the pool of trail expansion needs considered through the LRTP prioritization process. Trail rehabilitation is also an important long-term need, but it is addressed separately as a programmatic funding category because rehabilitation priorities will continue to evolve as facilities age and conditions change. Taking this approach allows the LRTP to identify and prioritize major trail expansion projects while maintaining a dedicated source of funding for preservation of the existing system.

East Beltway

The East Beltway is a major long-term transportation need intended to provide a new north-south connection on the east side of the Lincoln metropolitan area. The proposed corridor would connect the South Beltway (Nebraska Highway 2) with I-80 to provide an additional route for regional travel, support continued growth on the east side of the metropolitan area, and improve the overall connectivity and resiliency of the regional roadway network.

The East Beltway is estimated to cost approximately $775 million in today's dollars, making it one of the largest transportation investments identified in the LRTP. Given the scale of the project, implementation will require a long-term, multi-agency approach and would likely occur in phases such as planning, design, right-of-way, construction, and funding decisions advance. Unlike the Lincoln, Lancaster County, NDOT, and trail project categories, the East Beltway is not part of the LRTP project prioritization process. Instead, it is identified separately as a regionally significant long-term investment.

Lincoln Mobility Plan Needs

The Lincoln Mobility Plan, developed in coordination with the LRTP, provides a more detailed assessment of multimodal transportation needs within the city of Lincoln. The plan establishes a long-term vision for a connected, low-stress transportation network that makes walking, bicycling, rolling, and transit more practical for everyday trips. It considers these modes as an integrated system, with particular emphasis on connections among the on-street bicycle network, trails, transit, neighborhoods, and key destinations.

A major need identified in the Mobility Plan is the completion of a safe and connected bicycle network. Analysis of bicycle demand, existing facilities, public input, and connections to destinations was used to identify gaps and barriers in the existing system.

The Mobility Plan identifies **207** recommended on-street multimodal projects that together create a comprehensive future on-street bicycle network. Recommendations include bicycle boulevards, bike lanes, protected or separated facilities, sidepaths, safer arterial crossings, and other improvements that connect neighborhoods to trails, schools, parks, employment, transit, and other destinations.

The Mobility Plan also identifies future locations for **35** mobility nodes at strategic points throughout Lincoln, as shown in **Figure 10**. Mobility nodes are intended to improve connections between transportation modes and include amenities such as transit facilities, bicycle and scooter connections, shelters, lighting, wayfinding, bicycle parking, and real-time transit information. The plan identifies two types of nodes:

- **Growth Mobility Nodes:** These link multimodal transportation with future development or redevelopment opportunities.
- **Intermodal Mobility Nodes:** These focus primarily on connections among transit, bicycling, walking, and other travel modes.

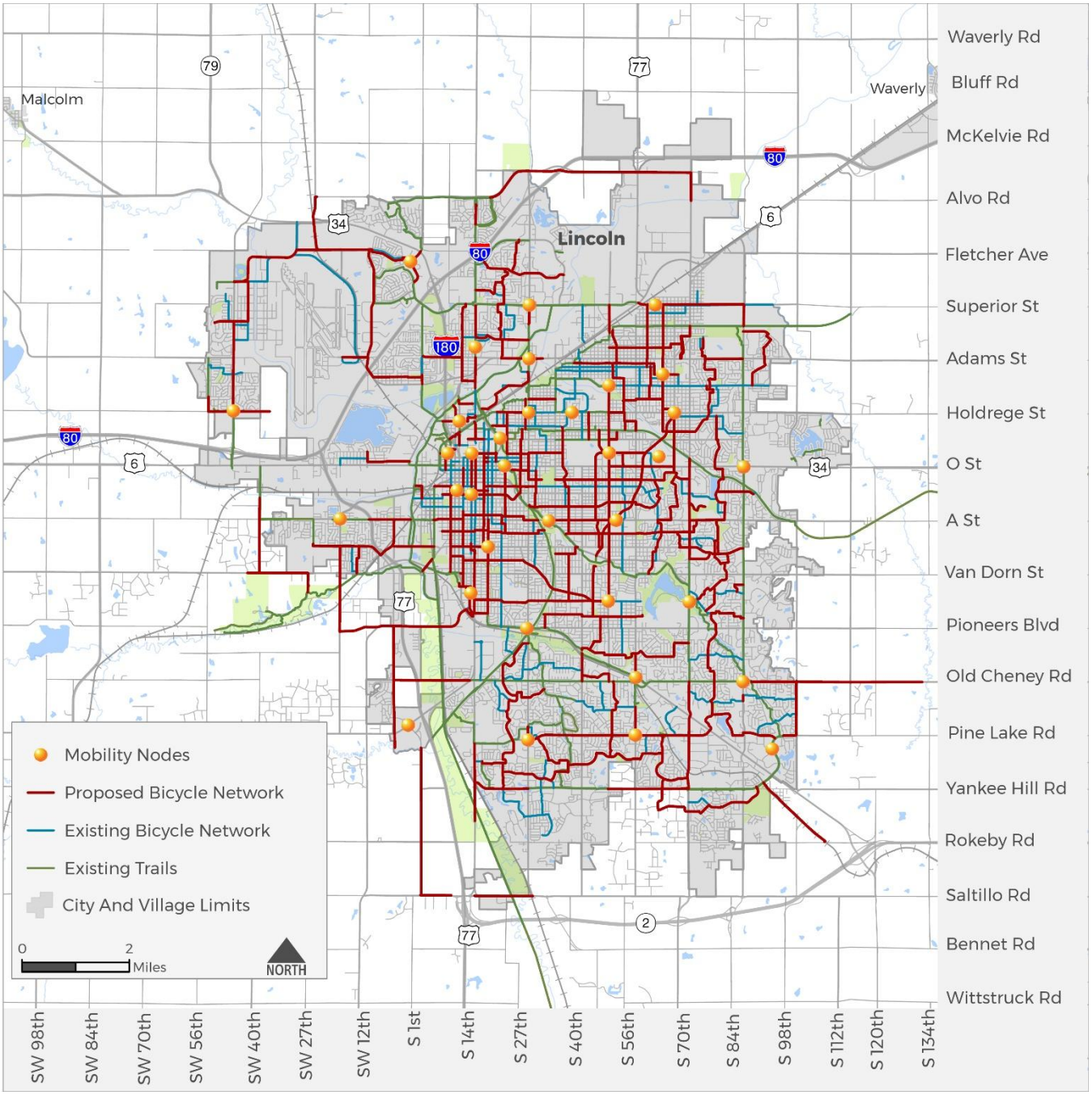
The recommended node locations are distributed throughout the city and are intended to work together with bicycle, trail, and transit connections as a citywide network.

The Mobility Plan also includes recommendations based on the interrelatedness of transportation and land use. Mobility Oriented Design, or "MOD," is development that provides enhanced access and relates to nearby trails and transit facilities. MOD works where some or all of these features are within proximity to nearby housing:

- Multi-use trails
- On-street bicycle-pedestrian facilities
- Bus stops
- Compact, walkable land use
- Mixed-use development

Implementation of these needs will occur incrementally through dedicated bicycle and pedestrian funding, mobility node investments, roadway reconstruction and rehabilitation projects, development and redevelopment, and other opportunities. The Mobility Plan specifically emphasizes integrating multimodal improvements into already planned transportation and infrastructure projects, where possible, to accelerate implementation and use available resources efficiently.

Figure 10. Mobility Plan Bicycle Network and Mobility Nodes



Safe Streets Lincoln – Vision Zero Action Plan Needs

The Safe Streets Lincoln – Vision Zero Action Plan (VZAP) establishes Lincoln's comprehensive approach to reducing fatal and serious-injury crashes. The plan sets a goal to eliminate roadway fatalities and reduce serious injuries by 60 percent by 2045. Using a data-driven Safe System approach, the VZAP recognizes that serious crashes are preventable and that roadway design, speeds, user behavior, technology, and policy all contribute to transportation safety.

The **VZAP** identifies where the **greatest** safety needs are concentrated by **analyzing crash history** and **developing a High Injury Network**, including a specific focus on vulnerable road users such as people walking and bicycling. The analysis identifies **priority corridors and locations** where future transportation investments can have the **greatest impact** on fatal and serious-injury crashes. The VZAP also identifies **priority safety projects and systemwide strategies** that can be incorporated into roadway, bicycle, pedestrian, and other transportation investments.

Needs identified through the VZAP include targeted improvements at high-crash corridors and intersections, safer pedestrian and bicycle crossings, speed management, intersection and roadway design changes, and systemic application of proven safety countermeasures. Implementation also extends beyond individual capital projects to policies, operations, education, data collection, and other strategies that embed safety into transportation decision-making. The VZAP, therefore, provides the basis for the LRTP's dedicated Safety Projects funding category, while also informing roadway and multimodal projects throughout the Fiscally Constrained Plan.

The VZAP and Mobility Plan were developed in close coordination. The VZAP's High Injury Network and Vulnerable Road User High Injury Network were incorporated into the LRTP's evaluation of Lincoln Roadway Projects. VZAP recommendations were reviewed as LRTP projects were developed to help align investments in safety and multimodal connectivity.

Construction Cost Inflation

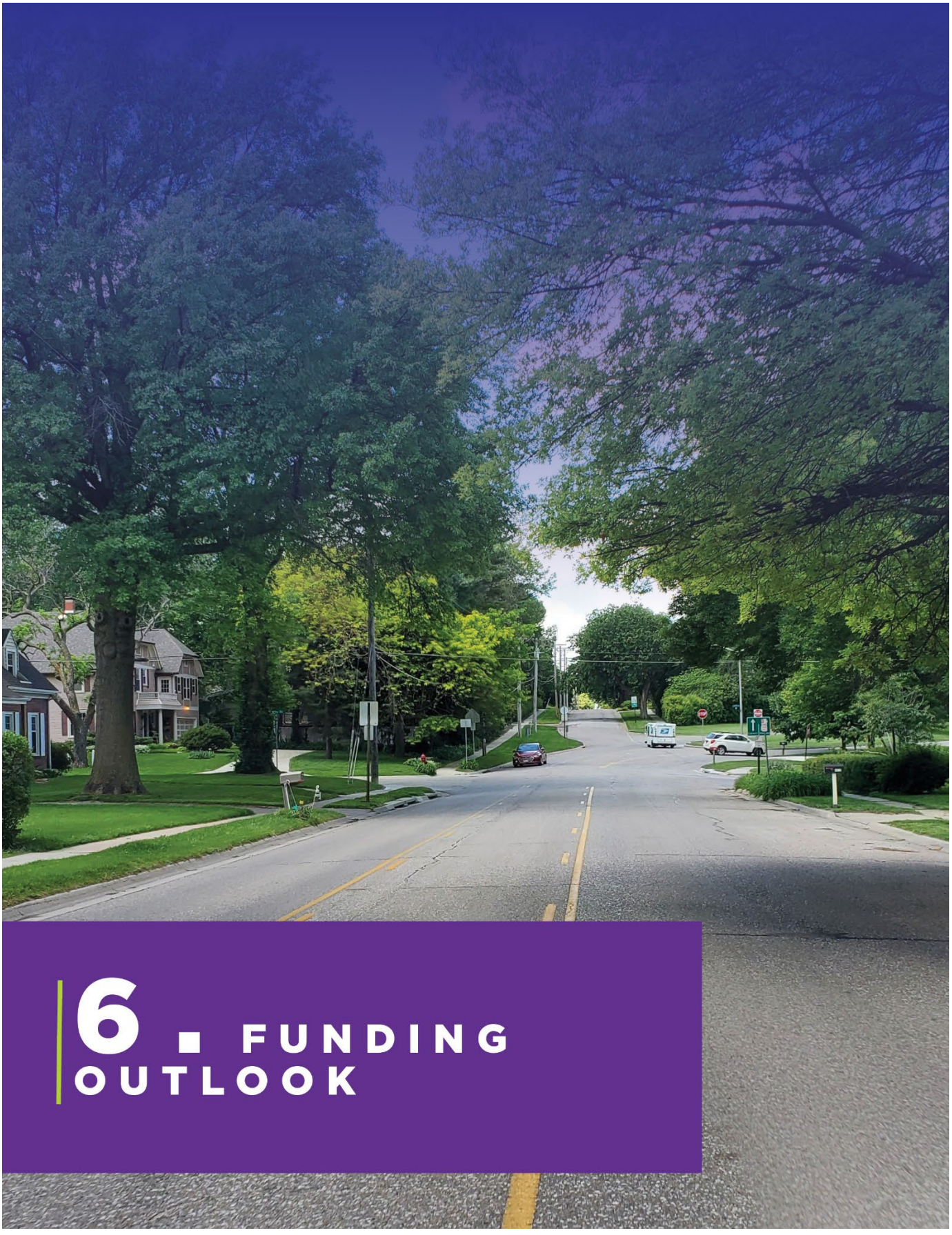
The costs presented for many of the identified project needs are expressed in today's dollars, but transportation projects included in the LRTP will be constructed over a planning horizon extending to 2050. A project estimate today will cost more if it is constructed several years—or decades—from now. As a result, comparing today's project costs directly with future revenues would overstate the amount of transportation investment that those revenues can actually purchase.

To provide a realistic assessment of what can be funded, the LRTP converts project estimates to year-of-expenditure (YOE) costs. YOE costs account for the anticipated increase in construction costs between the present day and the year in which a project is expected to be implemented. This means that projects programmed later in the planning horizon carry a higher estimated cost than the same project would if constructed today.

Applying inflation to individual projects is an important part of developing the Fiscally Constrained Plan. As projects are prioritized into future implementation periods, their costs are escalated to the anticipated YOE. Consequently, the total YOE cost of the prioritized projects is greater than the sum of their costs expressed in today's dollars. For example, Lancaster County's approximately **$203 million** in identified roadway capital needs increases to approximately **$315 million** after accounting for the anticipated timing of those investments and construction cost escalation.

Using YOE costs ensures that the LRTP compares future revenues with future costs consistently and provides a more realistic picture of what the region can afford through 2050. These adjusted costs form the basis for the fiscal constraint and funding strategy described in the following sections.

For this LRTP, construction costs are assumed to increase by **5 percent** annually in 2027 and 2028, followed by a long-term annual escalation rate of **3 percent** from 2029 through 2050. These assumptions were developed in consultation with the Funding and Revenue Subcommittee and reflect a moderation in construction cost growth compared with the unusually rapid escalation experienced during development of the previous LRTP.



6. FUNDING OUTLOOK

6. Funding Outlook

The Lincoln MPO LRTP is guided by a long-term funding framework that balances projected revenues, system needs, and community priorities. While significant funding is expected through 2050, resources are limited relative to the scale of identified needs. A large share of available funding is committed to maintaining and operating the existing transportation system, with a considerably smaller portion available for new projects and strategic investments. The LRTP must carefully balance preservation, safety, mobility, and system expansion. To support informed decision-making, multiple funding scenarios were evaluated to understand the tradeoffs associated with different investment strategies. This chapter outlines these scenarios, along with the results of public and committee input.

Revenue Forecasts

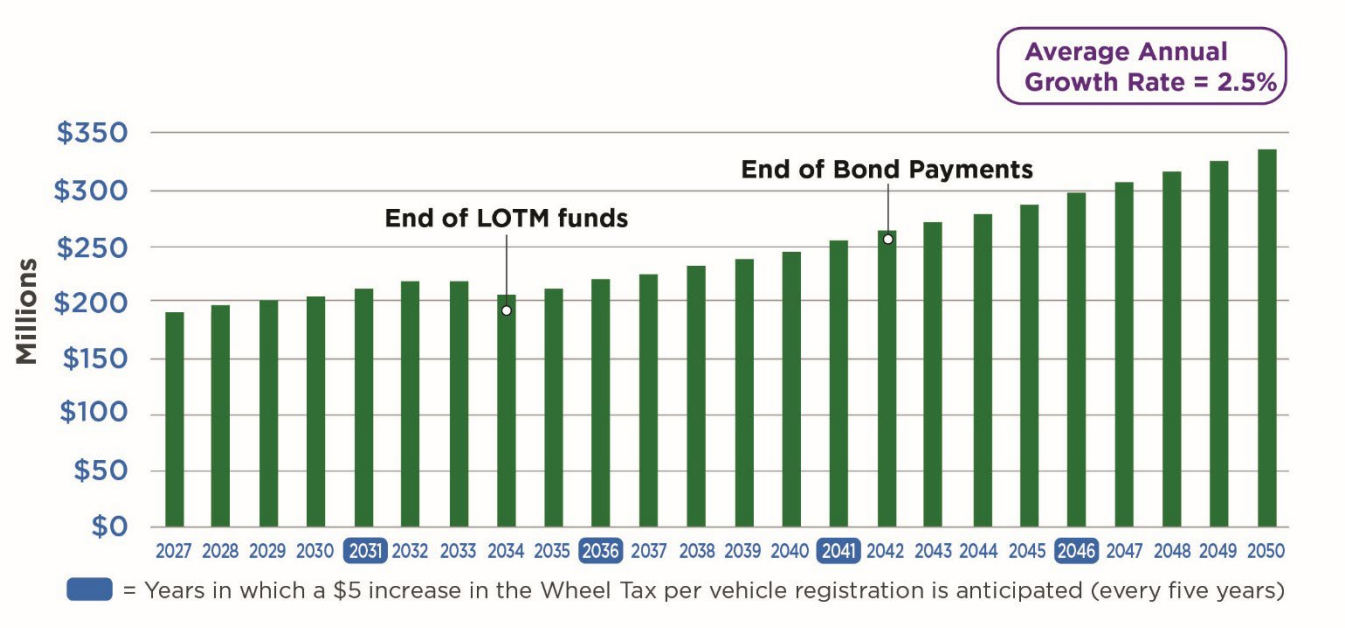
Revenue forecasts begin with a 2027 base year estimate for each local, state, and federal transportation funding source. An annual growth rate is then applied to each source based on historical trends and expected future performance, averaging approximately 2.5 percent per year. This process produces 24 years of forecasted revenues from 2027 through 2050, totaling approximately $5.9 billion. Because the first four years (2027–2030) are already committed through the TIP and other programmed investments, the LRTP focuses on allocating approximately $5.15 billion in revenues available between 2031 and 2050, as detailed in **Table 7**.

Table 7. Revenue Forecasts

Category	Revenue Forecasts
TIP/CIP Commitments (2027-2030) [Estimated]	$791,960,000
Roadway/Flexible (2031-2050)	$4,352,580,000
Transit (2031-2050)	$727,940,000
Trails (2031-2050)	$72,610,000
Total (24 Years)	**$5,945,100,000**
20-Year Total to Be Allocated in LRTP (2031-2050)	**$5,153,130,000**

The forecasts also account for periodic changes in specific funding sources, including assumed wheel tax increases, expiration of “Lincoln on the Move” funding, and completion of bond repayment obligations, as shown in **Figure 11**. Compared to the previous LRTP, higher base year revenues and more moderate construction cost inflation improve the purchasing power of anticipated revenues over the life of the plan.

Figure 11. Revenue Growth Over Time ($M)



Nebraska Department of Transportation Highways Program

The following subsections describe the funding available for NDOT's Highways Program, with details provided in **Table 8**.

Federal Funds

NDOT's Highways Program is funded in part by federal funds, including the Surface Transportation Block Grant (STBG) Program, National Highway Performance Program (NHPP), and Highway Safety Improvement Program (HSIP) funds. An estimated $322.23 million of federal funds can be expected through 2050 for the State's program.

State Funds

State funds are used for preliminary engineering and when a local match is required for NDOT's Highways Program. An estimated $174.18 million of state funds are anticipated through 2050.

Table 8. Nebraska Department of Transportation Highways Program Funding ($M)

Fiscal Year	Federal Funds	State Funds	Total
2031	$10.82	$5.85	$16.67
2032	$11.25	$6.08	$17.34
2033	$11.70	$6.33	$18.03
2034	$12.17	$6.58	$18.75
2035	$12.66	$6.84	$19.50
2036	$13.17	$7.12	$20.28
2037	$13.69	$7.40	$21.09
2038	$14.24	$7.70	$21.94
2039	$14.81	$8.01	$22.81
2040	$15.40	$8.33	$23.73
2041	$16.02	$8.66	$24.68
2042	$16.66	$9.00	$25.66
2043	$17.33	$9.36	$26.69
2044	$18.02	$9.74	$27.76
2045	$18.74	$10.13	$28.87
2046	$19.49	$10.53	$30.02
2047	$20.27	$10.96	$31.22
2048	$21.08	$11.39	$32.47
2049	$21.92	$11.85	$33.77
2050	$22.80	$12.32	$35.12
TOTAL	**$322.23**	**$174.18**	**$496.41**

Rural Roads Program

The Rural Roads Program covers areas of Lancaster County outside the Lincoln city limits. Federal, state, and local funding sources available for the Rural Roads Program total approximately **$1.5 billion** and are detailed in **Table 9** on page 64 and described in the following subsections.

Surface Transportation Block Grant Program

A federal funding source designated by formula for urbanized areas with a population of more than 200,000, STBG provides resources for eligible transportation projects. These funds can be used anywhere within the Lincoln Metropolitan Planning Area (Lancaster County).

Based on historic STBG funding levels and growth over time, an estimated **$284.96 million** in total STBG funds can be reasonably expected over the 20-year period from 2031 through 2050.

As described in the **Flexible Funding** section, the 2050 LRTP recommended a 70 percent (Lincoln)/30 percent (Lancaster County) split of STBG funds. Consistent with the previous LRTP, this update recommends maintaining the 70 percent (Lincoln)/30 percent (Lancaster County) allocation of STBG funds. This allocation provides

predictability for long-range project planning, reflects the region's travel demand and population distribution, and supports coordinated implementation of regional transportation priorities. The Lancaster County share (an estimated **$85.49 million**) is typically directed toward improvements in fringe and developing areas, including roadways through areas that may eventually be annexed into the City of Lincoln, while also supporting critical transportation needs in rural Lancaster County.

Highway Safety Improvement Program

HSIP is a core federal-aid program with the purpose of reducing traffic fatalities and serious injuries on public roads, including non-State-owned roads. An estimated **$118.33 million** of HSIP funds can be expected for the Rural Roads Program from 2031 through 2050, generally requiring a 10 percent local match.

Directed Funding (Earmarks)

Directed federal funding, or earmarks, provides funding for specific transportation projects designated through the federal appropriations process. Unlike formula-based programs, such as STBG and HSIP, these funds are tied to designated projects and, therefore, are not considered flexible revenues. Based on anticipated funding levels, approximately **$75.69 million** in directed federal funding is included in the Rural Roads Program revenue forecast from 2031 through 2050.

Highway Allocation Funds

Highway Allocation Funds are state revenues distributed to Lancaster County through a funding formula and are used primarily to support operations and maintenance of the rural road system. This funding source also includes Lancaster County's share of Build Nebraska Act revenues, which dedicate a portion of statewide sales tax revenue to transportation.

Based on the revenue forecast, approximately **$587.5 million** in Highway Allocation Funds, including Build Nebraska Act revenues, is anticipated for the Rural Roads Program from 2031 through 2050.

Federal Funds Purchase Program

The Federal Funds Purchase Program (FFPP) allows NDOT to purchase federal transportation funds available to local agencies in exchange for state funds. This option provides Lancaster County greater flexibility to tailor projects to local needs and streamline project delivery. Lancaster County uses FFPP funds for bridges and highways, with approximately **$18.75 million** anticipated for the Rural Roads Program from 2031 through 2050.

General Revenues (Lancaster County)

Lancaster County's general revenues include property tax, sales tax, and other local funding sources used to support County operations. A portion of these revenues supports the Rural Roads Program, including roadway and bridge improvements, pavement maintenance and drainage, and operations and maintenance. General revenues also provide local matching funds for other transportation funding sources.

Based on 2024–2026 funding levels, approximately **$577.9 million** in County general revenues is anticipated for the Rural Roads Program from 2031 through 2050.

Keno/Gambling Funds

Lancaster County dedicates a portion of Keno/Gambling revenues to support the East Beltway. These funds provide a local contribution toward advancing this major regional project, including activities such as corridor preservation and other pre-construction needs. Approximately **$36.3 million** in Keno/Gambling funds is anticipated from 2031 through 2050.

County Bridge Matching Funds

County Bridge Matching Funds represent local revenues set aside to provide the required match for state funding used to repair and replace eligible bridges in Lancaster County. Approximately **$7.57 million** in local matching funds is anticipated from 2031 through 2050, helping leverage state resources to address priority bridge needs.

Table 9. Rural Roads Program Funding ($M)

Fiscal Year	Federal Revenue			State Revenue		Local Revenue			Total
	STBG	HSIP	Directed Funding (Earmarks)	Highway Allocation	FFPP	General Revenues	Keno/ Gambling	County Bridge Matching Funds	
2031	$2.87	$5.02	$3.21	$15.97	$0.70	$19.76	$1.35	$0.32	$49.20
2032	$2.99	$5.10	$3.26	$16.93	$0.72	$20.49	$1.39	$0.33	$51.21
2033	$3.11	$5.19	$3.32	$17.94	$0.74	$21.25	$1.43	$0.33	$53.31
2034	$3.23	$5.28	$3.38	$19.02	$0.76	$22.05	$1.48	$0.34	$55.54
2035	$3.36	$5.37	$3.43	$20.16	$0.79	$22.88	$1.52	$0.34	$57.85
2036	$3.49	$5.46	$3.49	$21.37	$0.81	$23.75	$1.57	$0.35	$60.29
2037	$3.63	$5.55	$3.55	$22.65	$0.83	$24.65	$1.61	$0.36	$62.83
2038	$3.78	$5.65	$3.61	$24.01	$0.86	$25.59	$1.66	$0.36	$65.52
2039	$3.93	$5.74	$3.67	$25.45	$0.88	$26.58	$1.71	$0.37	$68.33
2040	$4.09	$5.84	$3.74	$26.98	$0.91	$27.60	$1.76	$0.37	$71.29
2041	$4.25	$5.94	$3.80	$28.60	$0.94	$28.67	$1.82	$0.38	$74.40
2042	$4.42	$6.04	$3.86	$30.32	$0.97	$29.79	$1.87	$0.39	$77.66
2043	$4.60	$6.14	$3.93	$32.14	$0.99	$30.95	$1.93	$0.39	$81.07
2044	$4.78	$6.25	$4.00	$34.06	$1.02	$32.17	$1.98	$0.40	$84.66
2045	$4.97	$6.35	$4.06	$36.11	$1.06	$33.44	$2.04	$0.41	$88.44
2046	$5.17	$6.46	$4.13	$38.27	$1.09	$34.76	$2.10	$0.41	$92.39
2047	$5.38	$6.57	$4.20	$40.57	$1.12	$36.15	$2.17	$0.42	$96.58
2048	$5.59	$6.68	$4.27	$43.00	$1.15	$37.60	$2.23	$0.43	$100.95
2049	$5.82	$6.80	$4.35	$45.58	$1.19	$39.11	$2.30	$0.43	$105.58
2050	$6.05	$6.91	$4.42	$48.32	$1.22	$40.69	$2.37	$0.44	$110.42
TOTAL	**$85.49**	**$118.33**	**$75.69**	**$587.48**	**$18.75**	**$577.92**	**$36.29**	**$7.57**	$1,507.52

Urban Roads Program

The Urban Roads Program covers transportation investments within the city of Lincoln. Federal, state, and local revenues support a range of needs, including roadway construction and rehabilitation, operations and maintenance, safety improvements, bridges, bicycle and pedestrian facilities, and other transportation investments. The following subsections describe funding sources available to the Urban Roads Program, with funding sources summarized in **Table 10** on page 67.

Approximately **$2.22 billion** in Urban Roads Program revenue is forecast between 2031 and 2050.

Surface Transportation Block Grant Program

As described for the Rural Roads Program, the STBG Program is a flexible federal funding source available for various eligible transportation improvements. Consistent with the recommended 70 percent Lincoln/30 percent Lancaster County allocation, Lincoln's share is estimated to provide approximately **$199.47 million** for the Urban Roads Program from 2031 through 2050.

Highway Safety Improvement Program

The HSIP is a federal-aid program focused on reducing traffic fatalities and serious injuries on public roads. These funds support implementation of eligible safety improvements and require a local match. Approximately **$103.44 million** in HSIP funding is anticipated for the Urban Roads Program from 2031 through 2050.

Directed Funding (Earmarks)

Directed federal funding, or earmarks, provides funding for specific transportation projects designated through the federal appropriations process. Unlike formula-based federal programs, these funds are tied to designated projects and are, therefore, not considered flexible revenues. Approximately **$58.79 million** in directed federal funding is included in the Urban Roads Program forecast from 2031 through 2050.

Highway Allocation Funds

Highway Allocation Funds, state revenues distributed to the City of Lincoln, may be used for a broad range of transportation purposes, including roadway construction and rehabilitation, intersections, bridges, sidewalks and bicycle facilities, safety and operational improvements, and project development activities. The City also uses Highway Allocation Funds to repay previously issued transportation bonds. The revenue forecast, therefore, reflects the amount available to the Urban Roads Program after scheduled bond payments, rather than the City's gross Highway Allocation revenue.

Approximately **$892.71 million** in net Highway Allocation Funds is forecast from 2031 through 2050.

Federal Funds Purchase Program

The FFPP allows NDOT to purchase federal transportation funds available to local agencies in exchange for state funds. This option provides greater flexibility in project delivery by allowing state funds to be used in place of federal funds. Lincoln uses FFPP funding for bridge projects. Approximately **$3.0 million** in FFPP funding is anticipated from 2031 through 2050.

City Wheel Tax

Providing a significant source of local transportation funding, the Street Improvement Vehicle Tax, also known as the City Wheel Tax, is generated through a tax on vehicles registered within Lincoln's corporate limits. Portions of the revenue are dedicated to residential street rehabilitation and roadway construction, while remaining revenues may support other eligible street improvements, maintenance, capital projects, and debt service. The forecast also assumes periodic adjustments to the Wheel Tax over the planning horizon. Approximately **$605.21 million** in Wheel Tax revenue is anticipated from 2031 through 2050.

Lincoln on the Move

Lincoln on the Move (LOTM) is the City's voter-approved ¼-cent sales tax dedicated to street improvements. Revenues support rehabilitation of existing arterial and neighborhood streets, growth-related roadway projects, and joint projects with the Railroad Transportation Safety District. The current LOTM authorization extends into the early years of the LRTP planning horizon; the revenue forecast assumes the sales tax expires after its current authorization and will not be renewed.

Approximately **$62.11 million** in LOTM revenue is included between 2031 and its assumed expiration in September 2033.

Arterial Street Impact Fees

Arterial Street Impact Fees are assessed on new development to help fund transportation infrastructure needed to accommodate growth. Because these revenues are tied to development, they are used for eligible arterial street improvements associated with growth and are generally subject to geographic and other requirements governing where the fees are collected and spent. Approximately **$65.88 million** in Arterial Street Impact Fee revenue is anticipated from 2031 through 2050.

General Revenues (Lincoln)

Approximately **$225.88 million** in City general revenues is anticipated for the Urban Roads Program from 2031 through 2050.

Lincoln's general revenues include property tax, sales tax, and other local revenues available to support City services. A portion of these revenues is transferred to transportation programs and may be used for capital projects, operations, rehabilitation, and other eligible transportation needs.

Table 10. Urban Roads Program Funding ($M)

Fiscal Year	Federal Revenue			State Revenue		Local Revenue				Total
	STBG	HSIP	Directed Funding (Earmarks)	Highway Allocation	FFPP	Wheel Tax	LOTM	Impact Fees	General Revenues	
2031	$6.70	$4.39	$2.49	$39.48	$0.15	$24.00	$21.98	$3.00	$6.83	$109.02
2032	$6.97	$4.46	$2.53	$39.92	$0.15	$24.36	$22.64	$3.00	$7.17	$111.20
2033	$7.25	$4.54	$2.58	$40.34	$0.15	$24.72	$17.49	$3.00	$7.53	$107.60
2034	$7.54	$4.61	$2.62	$40.76	$0.15	$25.09	NA	$3.04	$7.91	$91.72
2035	$7.84	$4.69	$2.67	$41.20	$0.15	$25.47	NA	$3.07	$8.30	$93.39
2036	$8.15	$4.77	$2.71	$41.63	$0.15	$27.32	NA	$3.11	$8.72	$96.56
2037	$8.48	$4.85	$2.76	$42.07	$0.15	$27.73	NA	$3.15	$9.15	$98.34
2038	$8.81	$4.94	$2.80	$42.51	$0.15	$28.15	NA	$3.18	$9.61	$100.15
2039	$9.17	$5.02	$2.85	$42.95	$0.15	$28.57	NA	$3.22	$10.09	$102.02
2040	$9.53	$5.10	$2.90	$43.40	$0.15	$29.00	NA	$3.26	$10.60	$103.94
2041	$9.92	$5.19	$2.95	$44.92	$0.15	$31.02	NA	$3.30	$11.13	$108.58
2042	$10.31	$5.28	$3.00	$45.38	$0.15	$31.49	NA	$3.34	$11.68	$110.63
2043	$10.72	$5.37	$3.05	$46.84	$0.15	$31.96	NA	$3.38	$12.27	$113.74
2044	$11.15	$5.46	$3.10	$47.31	$0.15	$32.44	NA	$3.42	$12.88	$115.91
2045	$11.60	$5.55	$3.16	$47.79	$0.15	$32.92	NA	$3.46	$13.53	$118.16
2046	$12.06	$5.65	$3.21	$48.26	$0.15	$35.13	NA	$3.50	$14.20	$122.16
2047	$12.55	$5.74	$3.26	$48.75	$0.15	$35.65	NA	$3.55	$14.91	$124.56
2048	$13.05	$5.84	$3.32	$49.23	$0.15	$36.19	NA	$3.59	$15.66	$127.03
2049	$13.57	$5.94	$3.38	$49.73	$0.15	$36.73	NA	$3.63	$16.44	$129.57
2050	$14.11	$6.04	$3.43	$50.22	$0.15	$37.28	NA	$3.67	$17.26	$132.16
TOTAL	**$199.47**	**$103.44**	**$58.79**	**$892.71**	**$3.00**	**$605.21**	**$62.11**	**$65.88**	**$225.88**	$2,216.49

Rail Crossing Program

Railroad Transportation Safety District

A countywide public entity with property-taxing authority, the Railroad Transportation Safety District (RTSD) provides funding to reduce conflicts between roadway users and railroads throughout Lincoln and Lancaster County. RTSD revenues support both capital projects, such as grade separations and other railroad crossing improvements, and ongoing operations and preventive maintenance (Resurfacing, Restoration, and Rehabilitation, or 3R) associated with these investments. From 2031 through 2050, approximately **$124.93 million** is forecast for RTSD capital projects and **$7.23 million** for operations and maintenance, for a total of approximately **$132.16 million** in Railroad Crossing Program funding, as shown in **Table 11**.

Table 11. Railroad Crossing Program Funds ($M)

Fiscal Year	RTSD Capital	RTSD Operations & Maintenance	Total
2031	$5.14	$0.30	$5.44
2032	$5.24	$0.30	$5.55
2033	$5.35	$0.31	$5.66
2034	$5.46	$0.32	$5.77
2035	$5.57	$0.32	$5.89
2036	$5.68	$0.33	$6.01
2037	$5.79	$0.34	$6.13
2038	$5.91	$0.34	$6.25
2039	$6.02	$0.35	$6.37
2040	$6.14	$0.36	$6.50
2041	$6.27	$0.36	$6.63
2042	$6.39	$0.37	$6.76
2043	$6.52	$0.38	$6.90
2044	$6.65	$0.39	$7.04
2045	$6.78	$0.39	$7.18
2046	$6.92	$0.40	$7.32
2047	$7.06	$0.41	$7.47
2048	$7.20	$0.42	$7.62
2049	$7.34	$0.43	$7.77
2050	$7.4	$0.43	$7.92
TOTAL	**$124.93**	**$7.23**	**$132.16**

Transit Program

The Transit Program combines federal, state, and local revenues to support StarTran operations, capital improvements, fleet replacement, passenger amenities, and other transit investments. Funding sources are described in the following subsections and summarized in **Table 12** on the following page.

Approximately **$727.94 million** in transit revenue is forecast from 2031 through 2050.

Federal Transit Administration 5307, 5339 Funds

FTA Section 5307 Urbanized Area Formula and Section 5339 Bus and Bus Facilities funds provide federal assistance for eligible transit capital and operating needs. These programs support investments such as vehicle replacement, transit facilities, equipment, and other improvements needed to maintain and operate the transit system. Approximately **$161.47 million** in FTA 5307 and 5339 funding is anticipated from 2031 through 2050.

Federal Transit Administration 5310 Funds

The FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program provides funding to improve transportation for older adults and people with disabilities. NDOT administers the program within the Lincoln urban area, with funding awarded to eligible projects and incorporated into the TIP. Approximately **$10.06 million** in Section 5310 funding is anticipated from 2031 through 2050.

Federal Transit Administration 5311 Funds

The FTA Section 5311 Formula Grants for Rural Areas Program provides federal assistance for public transportation serving rural areas. Funding may be used for eligible capital, planning, and operating expenses, with Lancaster County typically serving as the local applicant. Approximately **$2.02 million** in Section 5311 funding is anticipated from 2031 through 2050.

State Transit Funds

State Transit Funds provide state assistance for eligible public transportation operations and capital expenditures. The LRTP assumes this funding source will continue at approximately its current level, providing an estimated **$12.4 million** from 2031 through 2050.

Fares, Advertising, UNL Contract

Local transit revenues include passenger fares, advertising and other miscellaneous revenues, and funding provided through the University of Nebraska–Lincoln contract for transit service. Together, these sources help offset the cost of providing transit service and are forecast to contribute approximately **$88.35 million** from 2031 through 2050.

General Revenues (Lincoln)

Approximately **$453.64 million** in City general revenues is forecast for transit from 2031 through 2050.

The City's general revenues provide the largest local contribution to StarTran and support the ongoing operation of the transit system. The forecast assumes continued City support consistent with anticipated growth in general revenues.

Table 12. Transit Program Funds ($M)

Fiscal Year	Federal Revenue			State Revenue	Local Revenue		Total
	FTA 5307, 5339 Funds	FTA 5310 Funds	FTA 5311 Funds	State Transit Funds	Fares, Advertising, UNL Contract	General Revenues (Lincoln)	
2031	$6.85	$0.43	$0.09	$0.62	$3.82	$16.88	$28.68
2032	$6.96	$0.43	$0.09	$0.62	$3.88	$17.39	$29.37
2033	$7.08	$0.44	$0.09	$0.62	$3.94	$17.91	$30.08
2034	$7.20	$0.45	$0.09	$0.62	$4.00	$18.45	$30.80
2035	$7.32	$0.46	$0.09	$0.62	$4.06	$19.00	$31.55
2036	$7.45	$0.46	$0.09	$0.62	$4.12	$19.57	$32.31
2037	$7.58	$0.47	$0.09	$0.62	$4.18	$20.16	$33.10
2038	$7.70	$0.48	$0.10	$0.62	$4.24	$20.76	$33.90
2039	$7.83	$0.49	$0.10	$0.62	$4.30	$21.39	$34.73
2040	$7.97	$0.50	$0.10	$0.62	$4.37	$22.03	$35.58
2041	$8.10	$0.50	$0.10	$0.62	$4.43	$22.69	$36.45
2042	$8.24	$0.51	$0.10	$0.62	$4.50	$23.37	$37.35
2043	$8.38	$0.52	$0.10	$0.62	$4.57	$24.07	$38.27
2044	$8.52	$0.53	$0.11	$0.62	$4.64	$24.79	$39.21
2045	$8.67	$0.54	$0.11	$0.62	$4.71	$25.54	$40.18
2046	$8.82	$0.55	$0.11	$0.62	$4.78	$26.30	$41.18
2047	$8.97	$0.56	$0.11	$0.62	$4.85	$27.09	$42.20
2048	$9.12	$0.57	$0.11	$0.62	$4.92	$27.90	$43.25
2049	$9.27	$0.58	$0.12	$0.62	$5.00	$28.74	$44.32
2050	$9.43	$0.59	$0.12	$0.62	$5.07	$29.60	$45.43
TOTAL	**$161.47**	**$10.06**	**$2.02**	**$12.40**	**$88.35**	**$453.64**	**$727.94**

Trails, Bicycle, and Pedestrian Program

The Trails, Bicycle, and Pedestrian Program combines federal and local funding sources to support construction and rehabilitation of trails, sidewalks, and other bicycle and pedestrian improvements. These revenues may be supplemented by other transportation funding sources when bicycle and pedestrian improvements are incorporated into larger roadway projects. The following subsections describe funding sources, with details presented in **Table 13**.

Approximately **$72.6 million** in dedicated program revenue is forecast from 2031 through 2050.

Transportation Alternatives Set Aside

The Transportation Alternatives Set Aside provides federal funding for eligible bicycle, pedestrian, trail, and other transportation-related improvements. A 20 percent local match is typically required. This funding source is expected to continue to play an important role in expanding the community's active transportation network, with approximately **$34.84 million** anticipated from 2031 through 2050.

Lower Platte South Natural Resources District

The Lower Platte South Natural Resources District (NRD) provides funding to support development of the local multiuse trail system, particularly where trails complement regional drainage systems and natural areas. Approximately **$1.96 million** in NRD funding is anticipated from 2031 through 2050.

Impact Fees

The City of Lincoln collects impact fees from new development to help fund trail infrastructure needed to serve growing areas. These revenues are generally used within the districts where they are collected and may also provide local matching funds for federal trail investments. Approximately **$1.47 million** in trail impact fee revenue is anticipated from 2031 through 2050.

Private Contributions

Private contributions have historically supplemented public funding for development of Lincoln's trail system. Based on anticipated contribution levels, approximately **$2.36 million** in private funding is included in the Trails, Bicycle, and Pedestrian Program forecast from 2031 through 2050.

Keno/Gambling Funds

The City dedicates a portion of Keno/Gambling revenues to bicycle and pedestrian investments. Approximately **$0.47 million** in Keno/Gambling funding is anticipated from 2031 through 2050.

General Revenues (Lincoln)

Together, all sources provide approximately **$31.51 million** in City general revenues for trail and sidewalk improvements.

Lincoln's general revenues provide local funding for trail and sidewalk improvements. Approximately **$1.51 million** is forecast for trails from 2031 through 2050. In addition, the revenue forecast includes a dedicated **$1.5 million** annually for sidewalk repairs, totaling approximately **$30.0 million** over the 20-year period.

Table 13. Trails, Bicycle and Pedestrian Program Funds ($M)

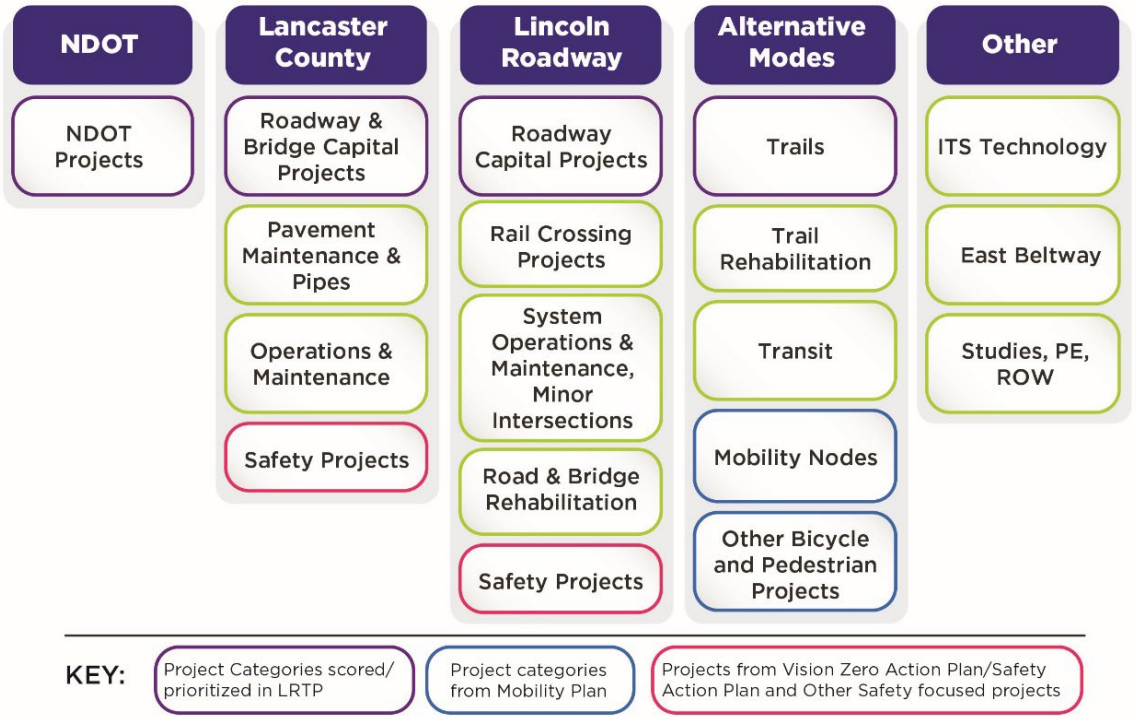
Fiscal Year	Transportation Alternatives Set Aside (Federal)	Lower Platte South Natural Resources District (NRD)	Impact Fees (Lincoln)	Private Contributions	Gambling and Keno Funds	General Revenues - Trails (Lincoln)	General Revenues - Sidewalk Repairs (Lincoln)	Total
2031	$1.1	$0.08	$0.07	$0.10	$0.02	$0.06	$1.50	$3.00
2032	$1.22	$0.09	$0.07	$0.11	$0.02	$0.06	$1.50	$3.06
2033	$1.27	$0.09	$0.07	$0.11	$0.02	$0.06	$1.50	$3.11
2034	$1.32	$0.09	$0.07	$0.11	$0.02	$0.06	$1.50	$3.16
2035	$1.37	$0.09	$0.07	$0.11	$0.02	$0.06	$1.50	$3.22
2036	$1.42	$0.09	$0.07	$0.11	$0.02	$0.07	$1.50	$3.28
2037	$1.48	$0.09	$0.07	$0.11	$0.02	$0.07	$1.50	$3.35
2038	$1.54	$0.09	$0.07	$0.11	$0.02	$0.07	$1.50	$3.41
2039	$1.60	$0.10	$0.07	$0.12	$0.02	$0.07	$1.50	$3.48
2040	$1.67	$0.10	$0.07	$0.12	$0.02	$0.07	$1.50	$3.55
2041	$1.73	$0.10	$0.07	$0.12	$0.02	$0.08	$1.50	$3.62
2042	$1.80	$0.10	$0.07	$0.12	$0.02	$0.08	$1.50	$3.70
2043	$1.87	$0.10	$0.08	$0.12	$0.02	$0.08	$1.50	$3.78
2044	$1.95	$0.10	$0.08	$0.12	$0.02	$0.08	$1.50	$3.86
2045	$2.03	$0.10	$0.08	$0.12	$0.02	$0.09	$1.50	$3.94
2046	$2.11	$0.11	$0.08	$0.13	$0.03	$0.09	$1.50	$4.03
2047	$2.19	$0.11	$0.08	$0.13	$0.03	$0.09	$1.50	$4.12
2048	$2.28	$0.11	$0.08	$0.13	$0.03	$0.09	$1.50	$4.22
2049	$2.37	$0.11	$0.08	$0.13	$0.03	$0.10	$1.50	$4.31
2050	$2.46	$0.11	$0.08	$0.13	$0.03	$0.10	$1.50	$4.42
TOTAL	**$34.84**	**$1.96**	**$1.47**	**$2.36**	**$0.47**	**$1.51**	**$30.00**	**$72.61**

Resource Allocation

Project Categories

Revenue forecasts are allocated across project categories that reflect the community's transportation priorities and the investments required to maintain, operate, improve, and expand the system, as shown in **Figure 12**. These categories are structured to align with existing planning efforts and funding programs, ensuring that both ongoing needs and future priorities are addressed.

Figure 12. Project Categories



Flexible Funding

The 2050 LRTP forecasts approximately **$5.95 billion** in transportation revenue through 2050. Approximately two-thirds of this funding is either committed to specific projects and ongoing programs or restricted by federal, state, or local funding requirements. In addition, the first four years of the plan (2027–2030) are programmed through the MPO's adopted TIP, leaving approximately **$1.91 billion** in flexible funding available to support new transportation investments between 2031 and 2050.

Consistent with the previous Lincoln LRTP, the plan recommends maintaining the existing 70 percent (Lincoln)/ 30 percent (Lancaster County) allocation of STBG funds. This approach provides federal funding for priority projects within the urban area, supports improvements in developing areas expected to be annexed into the city, and maintains funding for critical transportation improvements in rural Lancaster County.

Of the available flexible funding, approximately **$1.62 billion** is allocated to projects within the city of Lincoln, while approximately **$285 million** is available for Lancaster County projects.

Lancaster County

Lancaster County has identified approximately **$203.4 million** in roadway capital project needs beyond the projects committed in the TIP.

When adjusted to YOE costs using the construction cost escalation assumptions described previously, the total cost of these projects increases to approximately **$315 million**. Based on the forecasted revenues available to the County, all identified roadway capital projects can be fully funded within the LRTP planning horizon by 2050.

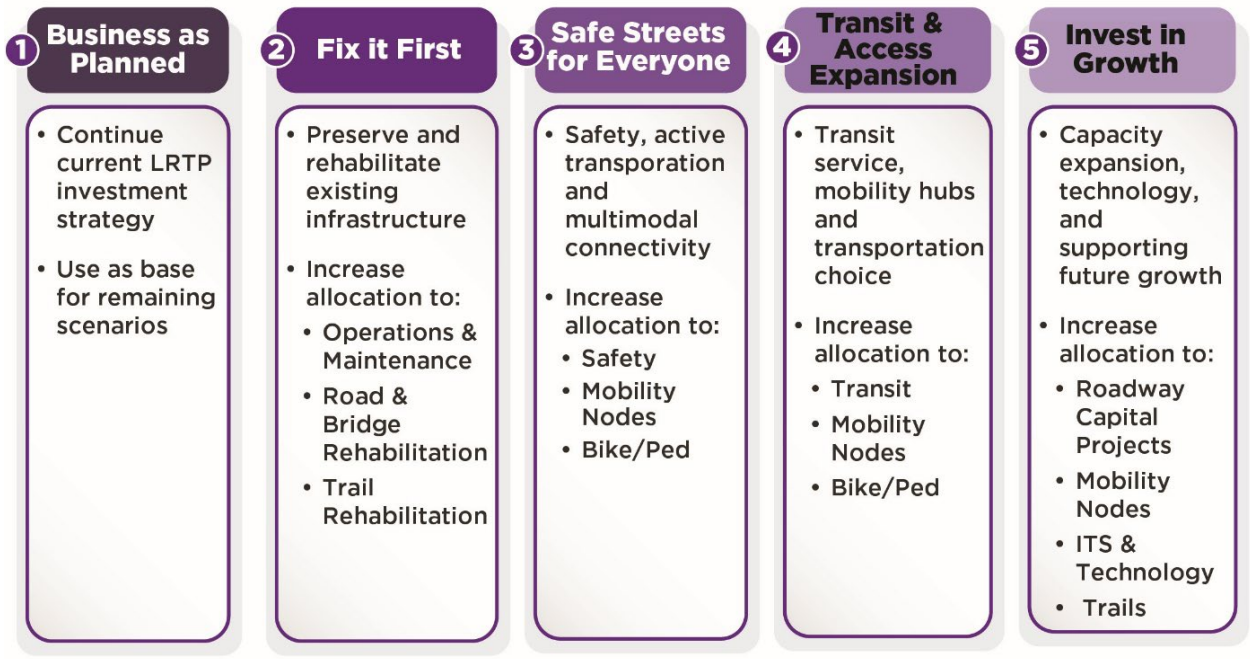
After funding the County's identified roadway capital project needs using all committed/restricted County revenues and a portion of flexible County revenues, approximately **$90.43 million** in flexible County revenues remains available. For purposes of evaluating all funding scenarios, these remaining funds are assumed to provide a local contribution toward the East Beltway, reflecting Lancaster County's continued commitment to advancing this regionally significant project.

City of Lincoln

To evaluate potential investment strategies for Lincoln's approximately **$1.6 billion** in flexible revenues, five funding scenarios were developed and compared, as shown in **Figure 13**. The scenarios use the current investment approach as a baseline "Business as Planned" and explore how modest shifts in funding priorities could influence long-term transportation outcomes.

Rather than fundamentally changing the overall distribution of funding, the scenarios reallocate approximately **$200 million** (about 12 percent of Lincoln's flexible funding) to emphasize various transportation priorities. The scenarios explore the tradeoffs associated with placing greater emphasis on preservation and rehabilitation; safety, active transportation, and multimodal connectivity; transit and transportation choice; or roadway capacity, technology, and investments that support future growth.

Figure 13. Lincoln Flexible Funding Scenarios



Funding scenarios were presented to both the Funding Subcommittee and the Project Oversight Planning Committee for discussion and feedback. The following common themes emerged from those conversations.

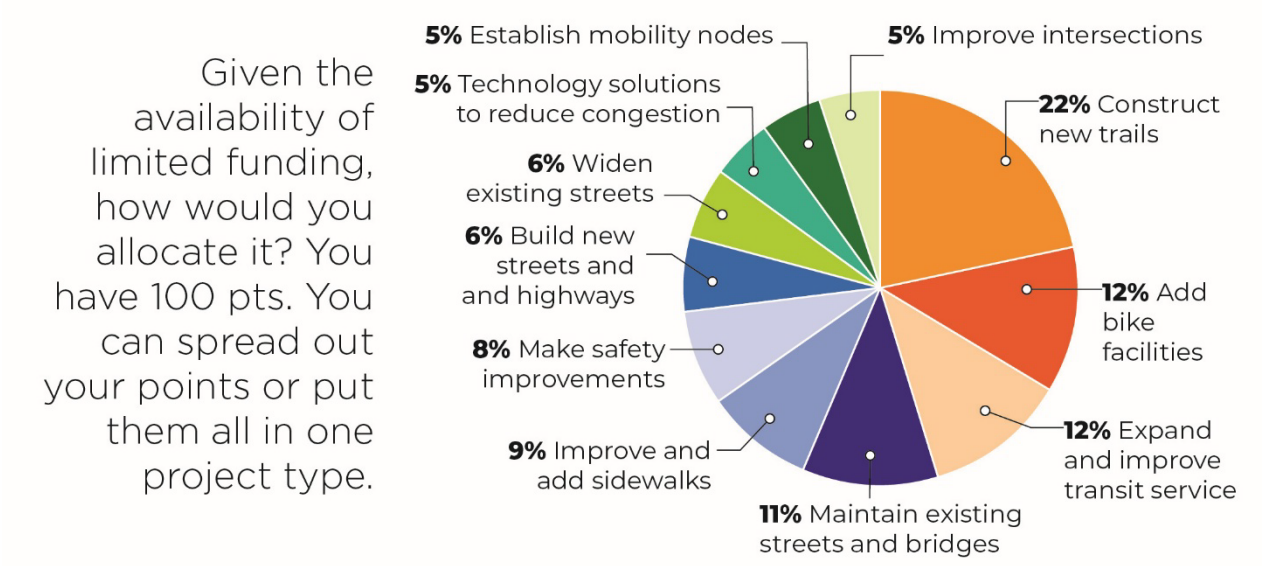
- **All scenarios have value**: All scenarios captured important transportation priorities; none fully captured the community's needs and aspirations.
- **A balanced approach is preferred**: Members preferred a hybrid approach that balances investments across multiple objectives.
- **Incremental increases in key priority areas**: There was support for increased investment in safety, infrastructure rehabilitations, and transit while avoiding reductions in other program areas.
- **Recognition of funding constraints and tradeoffs**: Funding is limited relative to needs; prioritization is essential.
- **Additional support for the East Beltway**: Members expressed interest in allocating more funds toward the East Beltway due to its importance as a long-term regional investment.

Community Input

The LRTP team conducted a public meeting on May 19, 2026, with approximately 60 participants, along with an online engagement effort that drew 575 unique contributors between May 19 and June 7, 2026. Participants were asked to prioritize transportation investments across a range of system needs and improvement areas.

Overall, the feedback highlighted a community priority for improving transportation choice, safety, and system preservation. Community insight provided important context for shaping and evaluating the LRTP funding scenarios. The recommended funding strategy considers these priorities alongside technical analysis, identified transportation needs, existing commitments, funding restrictions, and long-term system responsibilities.

Figure 14. Community Input on Funding Priorities



Funding Strategy

The evaluation of available revenues, funding constraints, transportation needs, and alternative funding scenarios demonstrates that no single investment priority can address the full range of needs facing Lincoln and Lancaster County.

Because transportation needs continue to outpace available funding, the strategy balances system preservation, safety, mobility, and targeted system expansion within anticipated revenues. It recognizes the importance of maintaining and operating the existing transportation system, while making strategic, incremental shifts in flexible funding to improve safety, expand travel options, and support future growth. The recommended funding strategy includes:

Based on scenario evaluation and input from the LRTP committees and community, the recommended funding strategy takes a balanced approach—maintaining the core investment framework, while making targeted adjustments to address emerging and higher-priority needs.

- Continued emphasis on preservation through investment in roadway, bridge, and trail rehabilitation to protect existing infrastructure.
- Incremental increases in funding for safety to address high-crash locations and improve safety for all transportation users.
- Expanded investment in multimodal transportation, including transit, trails, bicycle and pedestrian projects, and the new mobility node program identified in the Lincoln Mobility Plan.
- Continued support for strategic roadway improvements, including key capital projects, operational improvements, and regional mobility initiatives.
- Positioning the East Beltway for future implementation through increased local investment from both Lincoln and Lancaster County, both demonstrating regional commitment and leveraging future state and federal funding opportunities.

Recommended Funding Plan

Using input from the Funding Subcommittee, the Project Oversight Planning Committee, and the MPO Technical Committee Tri-Chairs, the LRTP team developed a hybrid funding scenario that preserves the overall framework of the Business as Planned Scenario, while incorporating targeted investments to reflect committee priorities. Rather than significantly shifting funding away from any single program area, this Recommended Funding Plan reallocates a modest portion of Lincoln's flexible funds to provide incremental increases across key investment categories.

Compared to the Business as Planned Scenario, the Recommended Funding Plan includes additional funding for:

- **Safety Projects (+$30 million)** to support implementation of the VZAP and other safety-focused initiatives.
- **Trail Projects (+$10 million) and Trail Rehabilitation (+$10 million)** to improve both expansion and maintenance of the trail system.
- **Transit (+$16 million)** to support expanding transportation choices.
- **Mobility Nodes (+$1.63 million) and Other Bicycle and Pedestrian Projects (+$10 million)** to strengthen multimodal connectivity.
- **East Beltway (+$10 million),** to provide additional Lincoln funding combined with the previously mentioned County funding allocated toward this important regional investment.

To accommodate these increases, funding for ITS and technology is reduced relative to the Business as Planned Scenario. The LRTP team worked closely with LTU to refine long-term technology funding needs. While the Recommended Funding Plan represents a notable reduction from the Business as Planned Scenario, it is considered sufficient to meet projected ITS and technology needs through 2050.

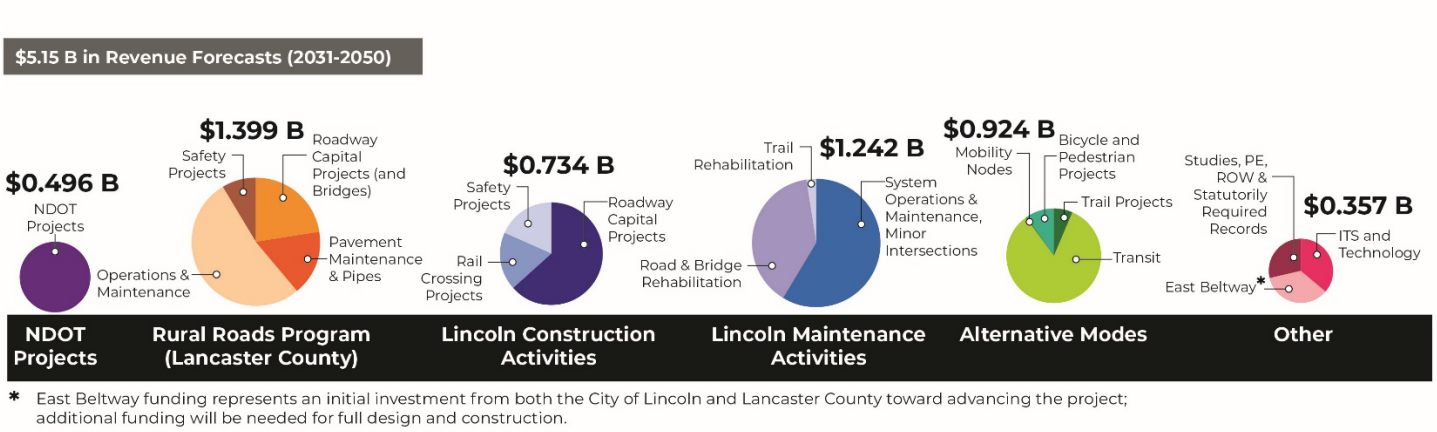
Beyond the recommended funding allocations, the LRTP proposes two key policy recommendations, detailed in **Chapter 8**, to strengthen implementation of the plan:

- **Implement a Complete Streets Funding Policy for Roadway Capital Projects:** A minimum of 3 percent of the total street improvement Project cost shall be allocated to the installation of new multimodal infrastructure within the Project limits. The percentage calculation may be calculated, if necessary, as an average across projects annually or during the five (5) years following adoption of the LRTP. Eligible multimodal infrastructure includes, but is not limited to, sidewalks, shared-use paths, bicycle lanes, separated bicycle facilities, pedestrian crossings, curb ramps, pedestrian refuge islands, traffic control devices that improve pedestrian or bicycle safety, transit stops and passenger amenities, and other facilities that improve access and mobility for pedestrians, bicyclists, or transit users. Expenditures for the repair, replacement, or reconstruction of existing multimodal infrastructure shall not count toward this minimum requirement unless they result in the addition of new multimodal facilities or a measurable increase in multimodal capacity, connectivity, or accessibility.
- **Establish an Annual Bicycle and Pedestrian Project Funding Pool:** Establish a dedicated annual funding program for standalone bicycle and pedestrian projects not directly tied to roadway capital improvements. This program would provide a predictable source of funding for smaller-scale projects that improve safety, connectivity, and accessibility.

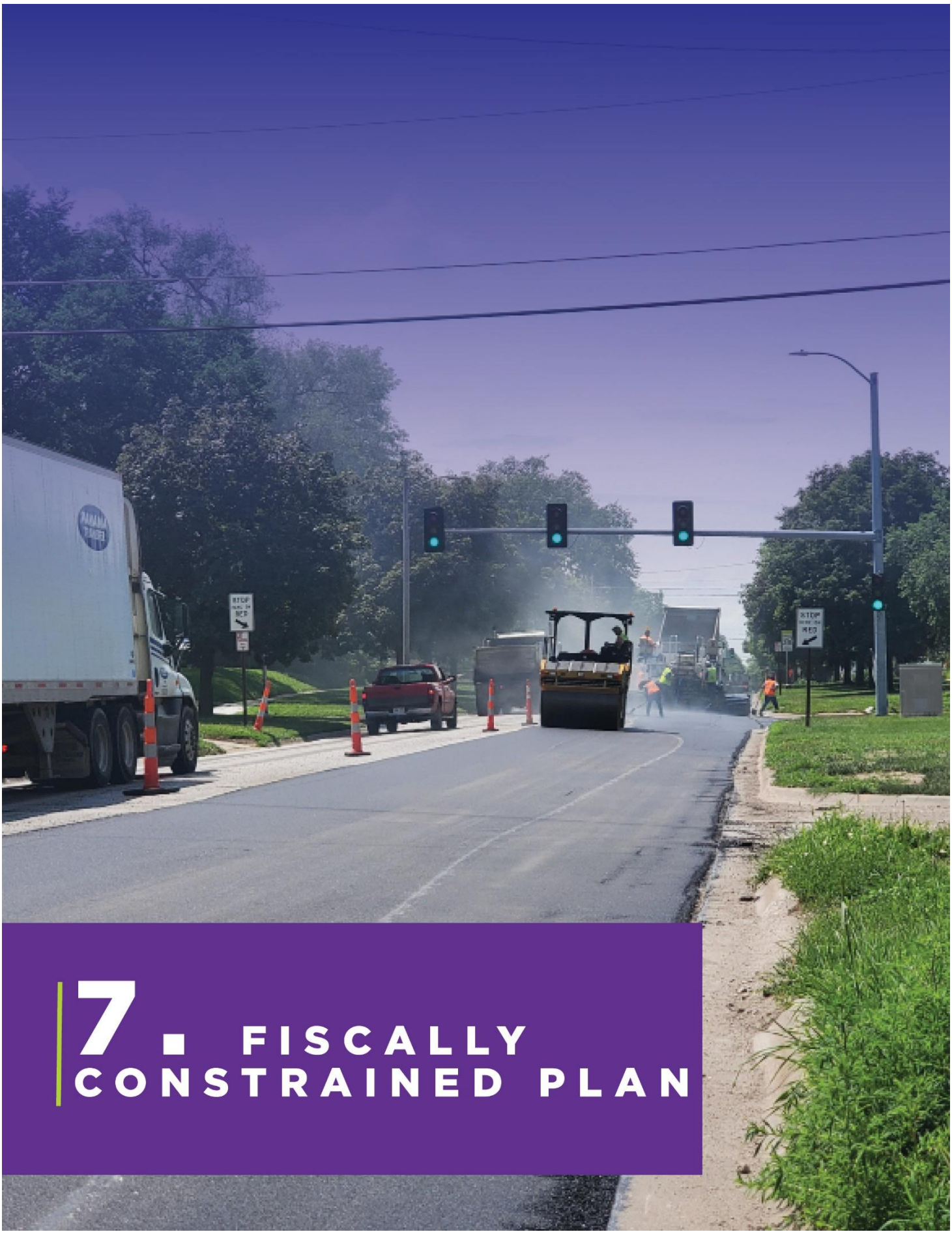
The resulting Recommended Funding Plan allocates approximately **$5.15 billion** in anticipated transportation revenues across the major investment areas shown on **Figure 15.**

The plan maintains substantial investment in operating, maintaining, and rehabilitating the existing transportation system, while also funding priority roadway and bridge projects, safety improvements, transit and other multimodal investments, and long-term regional priorities. **Figure 15** illustrates how these investments are distributed across NDOT, Lancaster County, Lincoln construction and maintenance activities, alternative modes, and other transportation programs over the 2031–2050 planning period.

Figure 15. Recommended Funding Allocation



* East Beltway funding represents an initial investment from both the City of Lincoln and Lancaster County toward advancing the project; additional funding will be needed for full design and construction.



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)

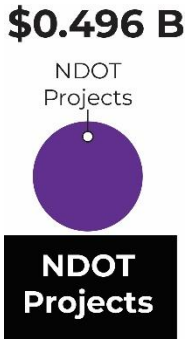
Goal/Criterion	Lincoln Roadway Projects	Lancaster County Roadway Projects	Trail Projects
Maintenance	17	16	0
Mobility & System Reliability	11	10	11
Livability & Travel Choice	12	11	18
Safety & Security	14	14	16
Economic Vitality	9	10	7
Access & Opportunity	14	15	17
Environmental Sustainability	8	8	15
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 LRTP within the Fiscally Constrained Plan.

NDOT Highways Program



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 LRTP process, shown in **Figure 16**.

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.

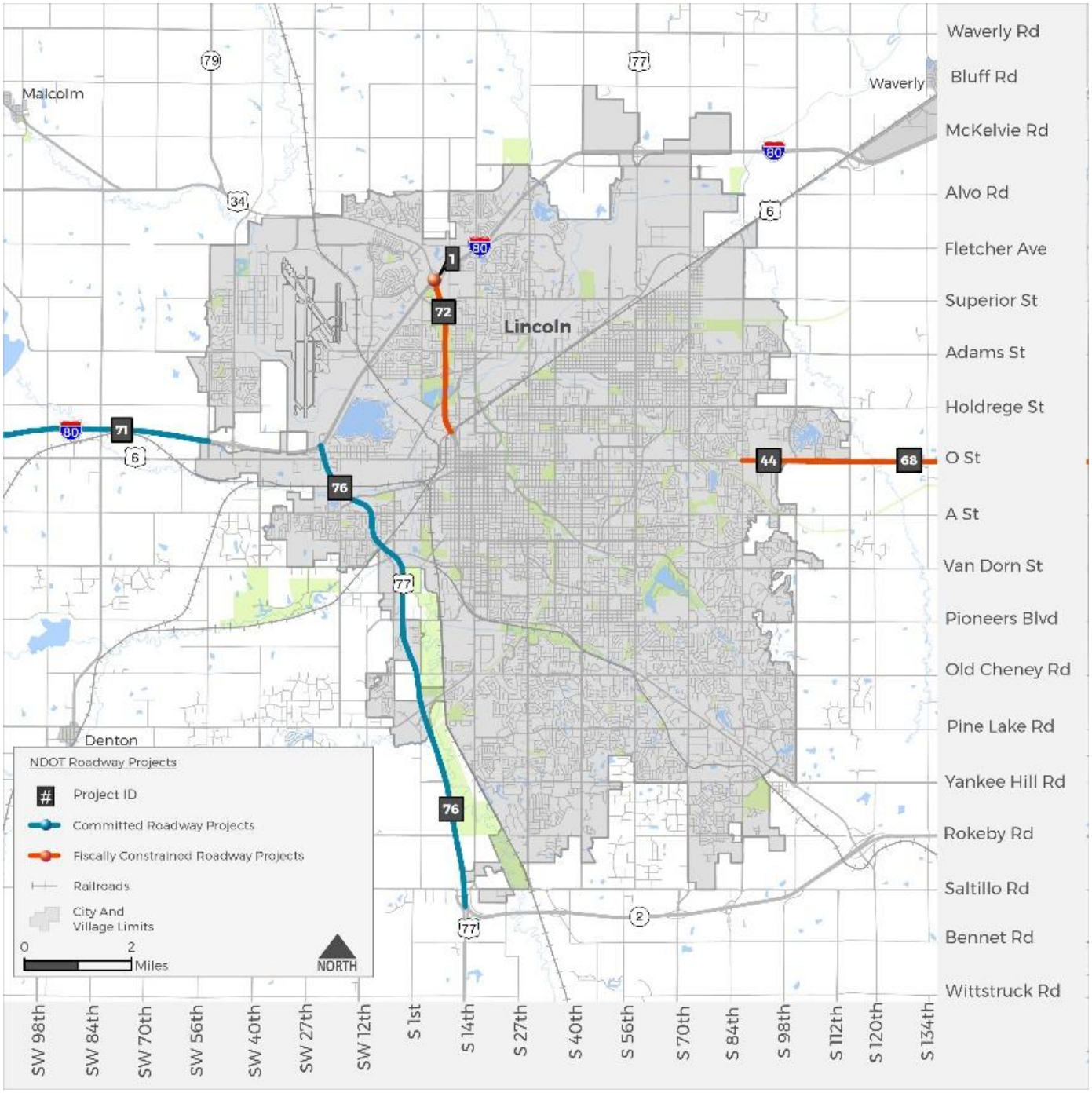
Year of Expenditure Costs

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 LRTP 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.

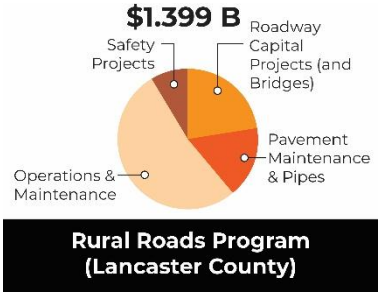
Table 18. Nebraska Department of Transportation Fiscally Constrained Projects

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



Rural Roads Program (Lancaster County)

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 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.

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.

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

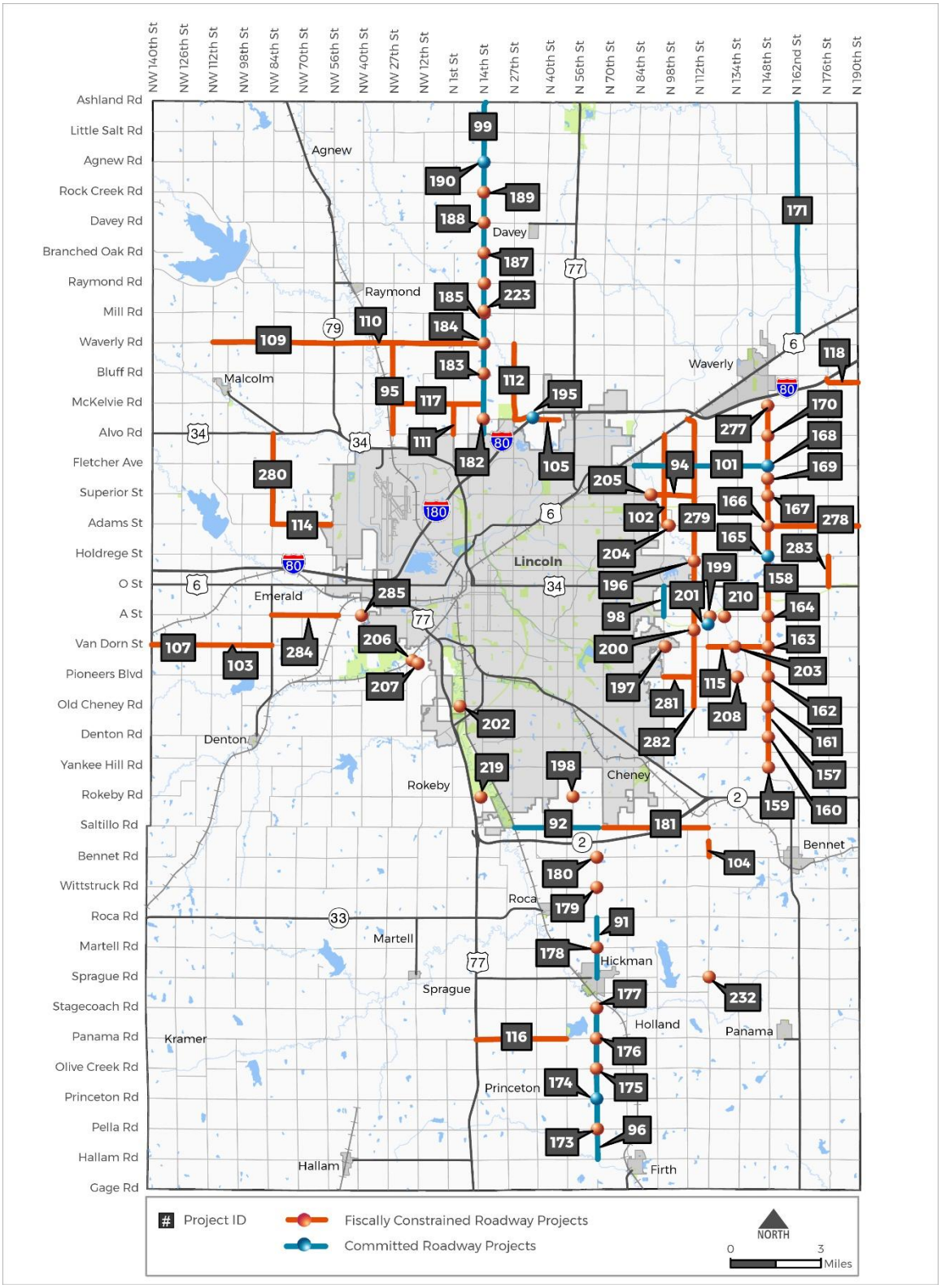


Table 20. Lancaster County Fiscally Constrained Projects

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 to1/2 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

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

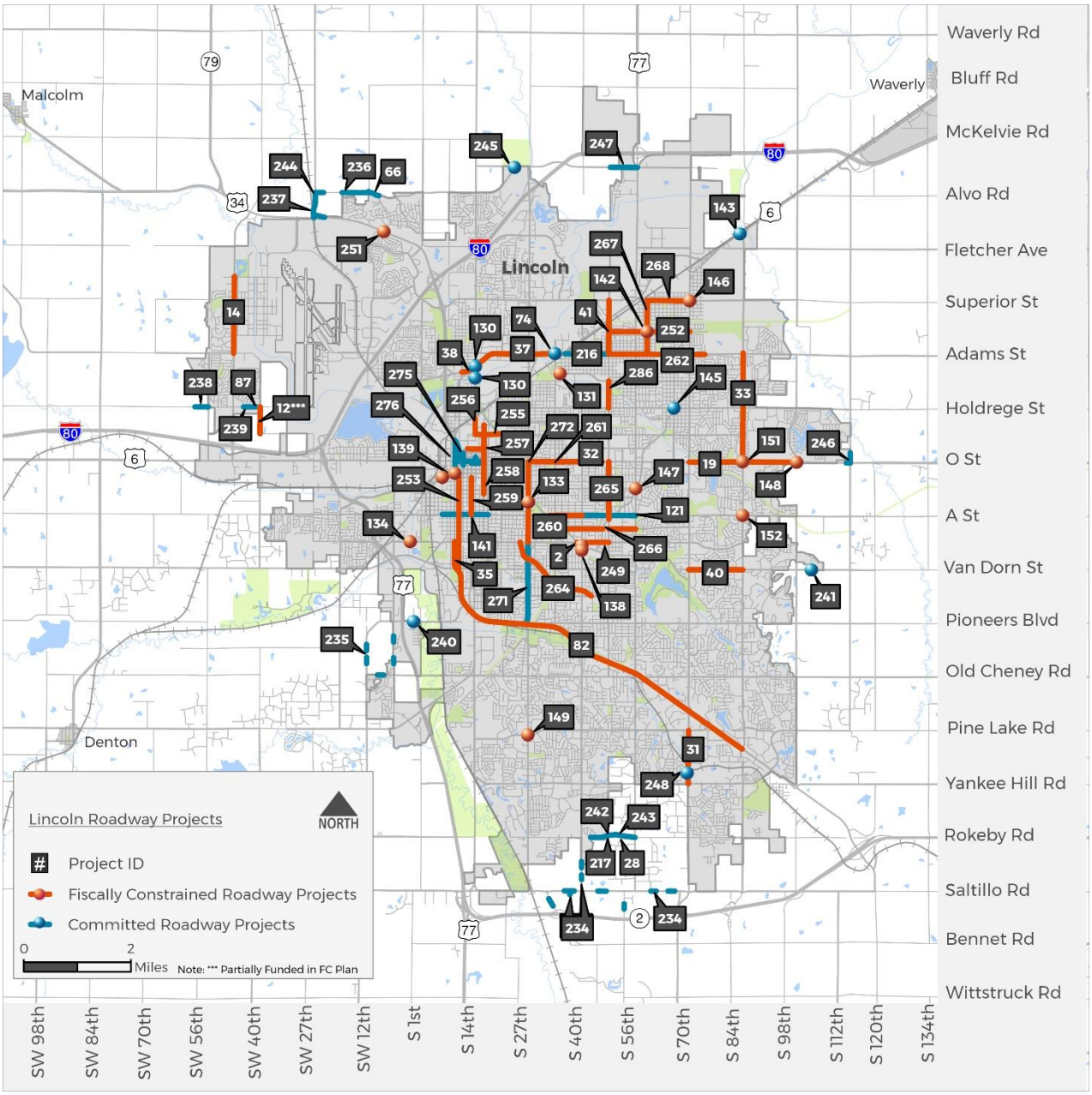


Table 22. Lincoln Fiscally Constrained Roadway Projects

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 98th 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 Cuming 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.

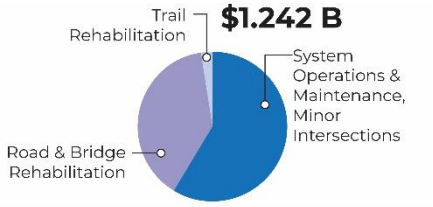
The plan provides **$134.2 million** for improvements at railroad crossings, where train activity can create safety concerns, traffic delays, and barriers to connectivity.

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

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, 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.

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.

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

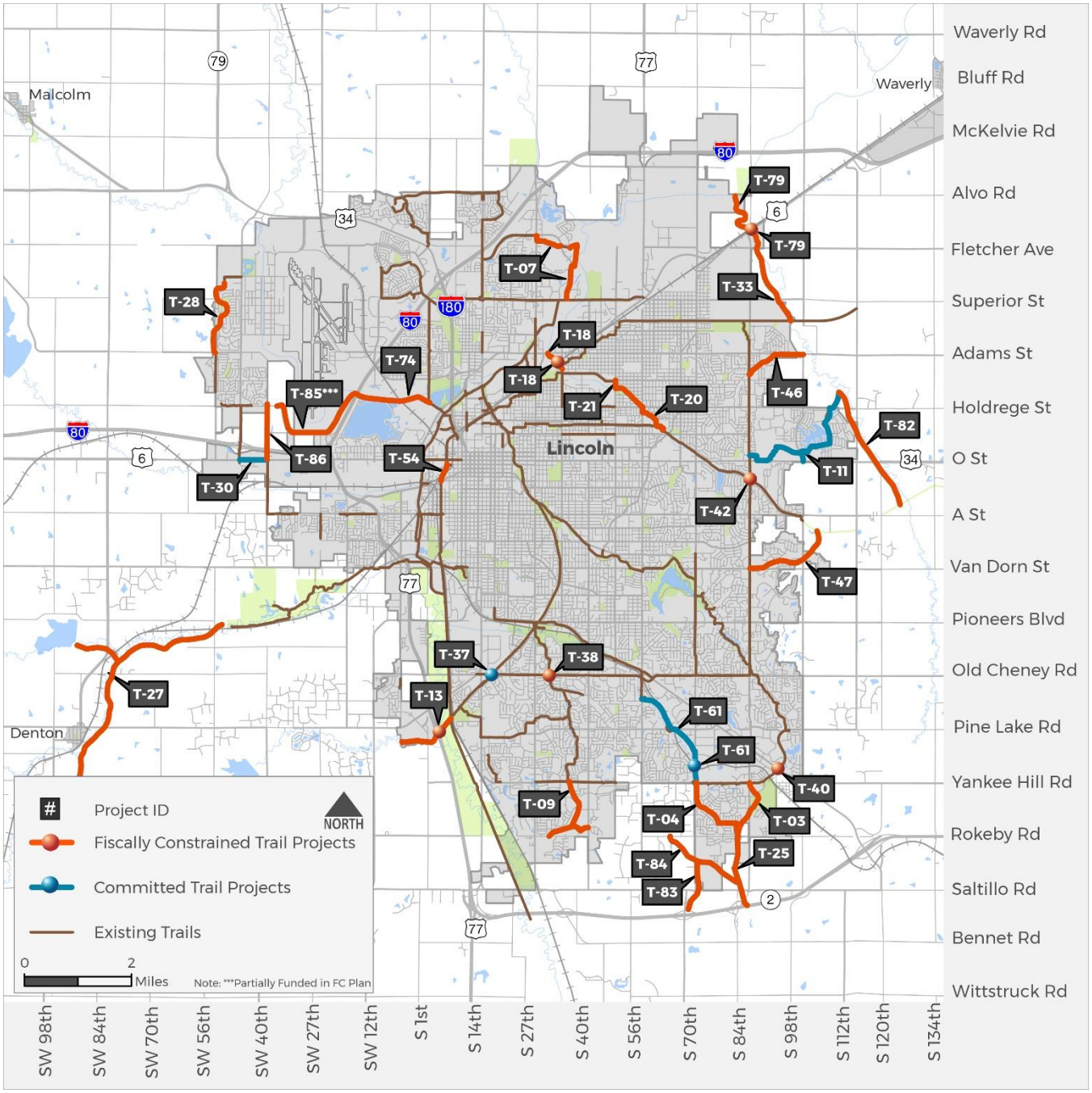


Table 25. Fiscally Constrained Trail Projects

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 27th 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.



MMTC plans for bus bays with covered waiting areas and wayfinding signage
Source: City of Lincoln Transportation & Utilities – StarTran

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.

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.

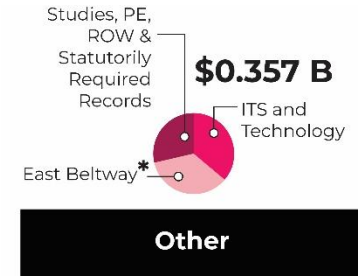
Table 27 identifies the Lincoln Mobility Plan bicycle projects that could be potentially associated with fiscally constrained roadway projects. Other bicycle and pedestrian investments will be identified and prioritized over time through implementation of the Lincoln Mobility Plan and other future planning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

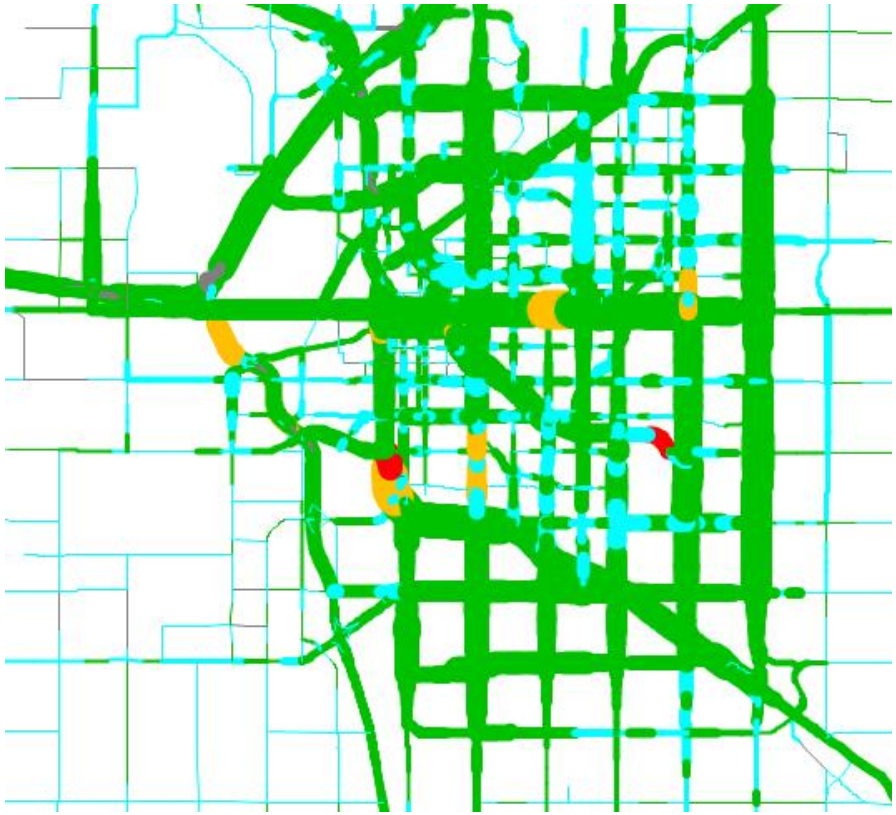
* - VMT and VHT are rounded to the nearest 1,000

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.

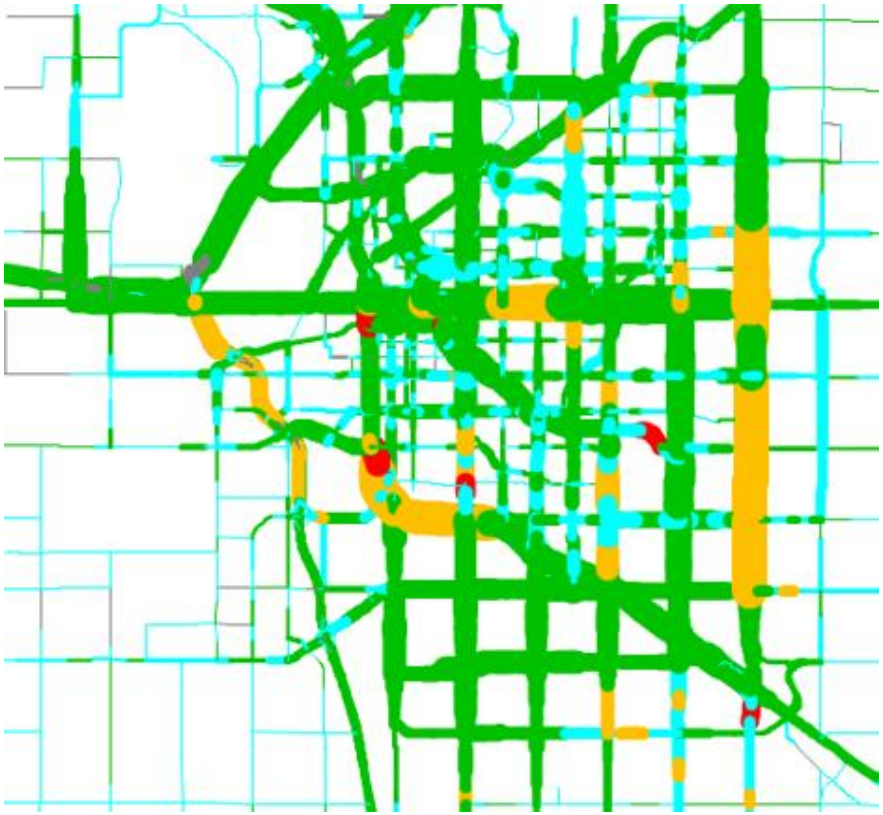
Figure 20. Level of Service by Scenario*

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

2024 (Scenario 1)

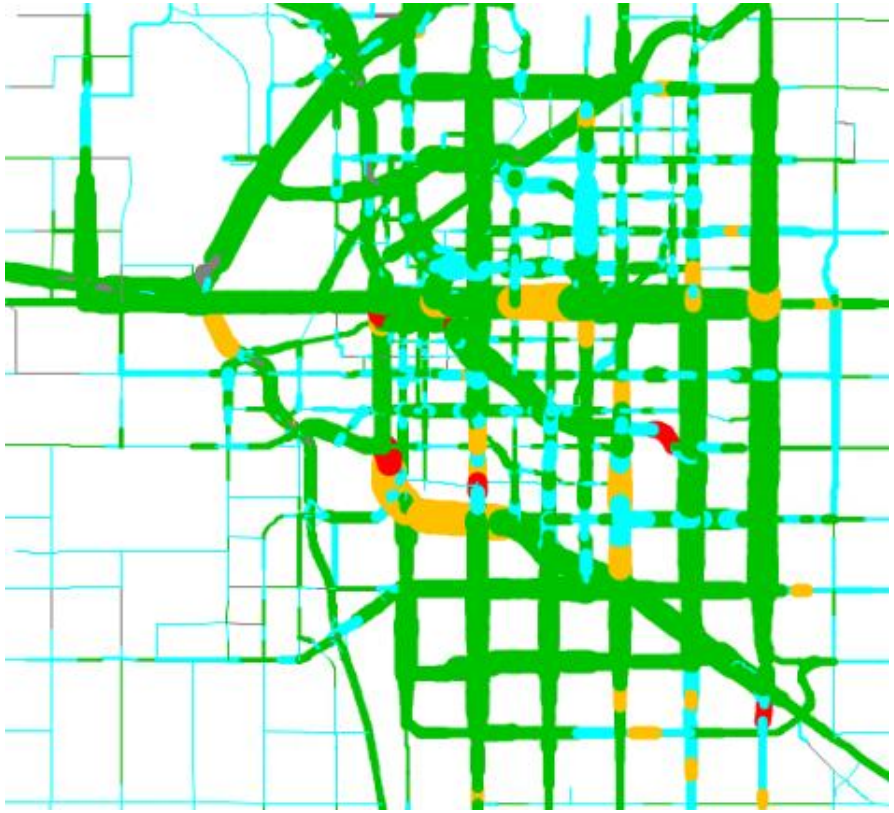


2050 E+C (Scenario 2)



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

2050 E+C + East Beltway (Scenario 3)



2050 Transit Improvements (Scenario 4)

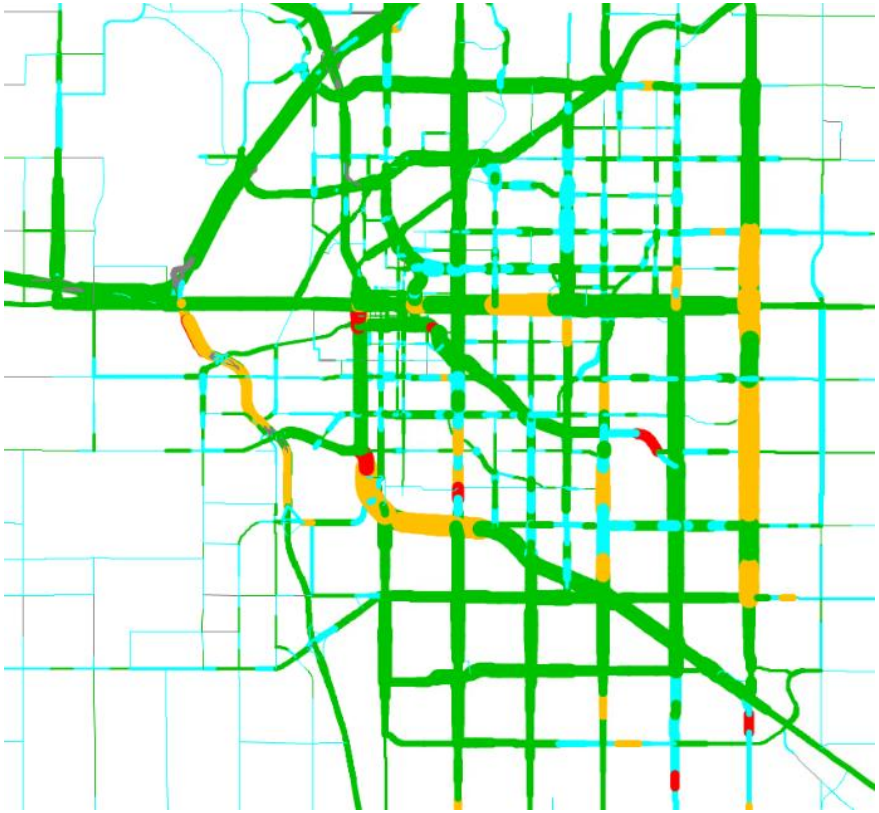
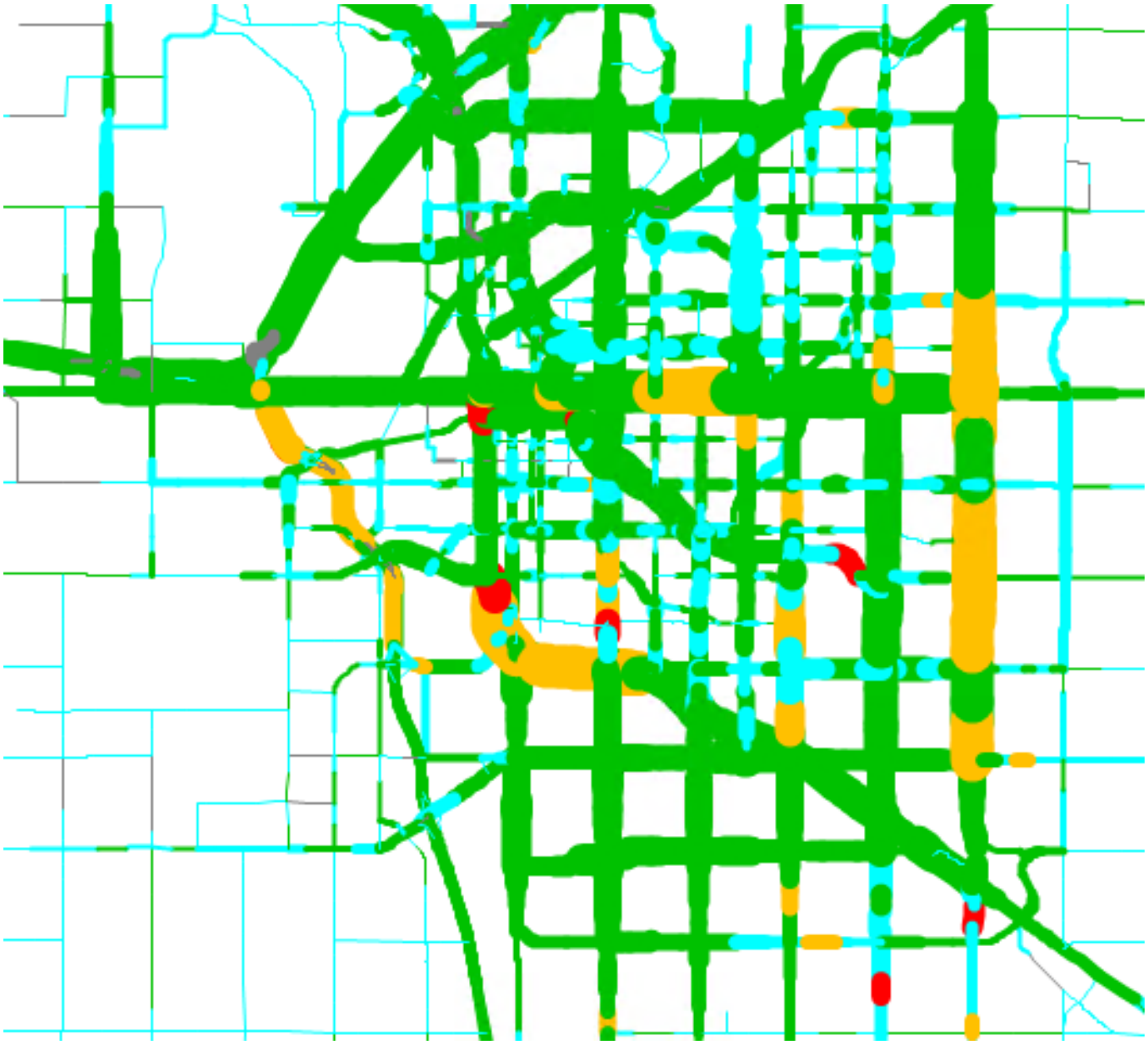


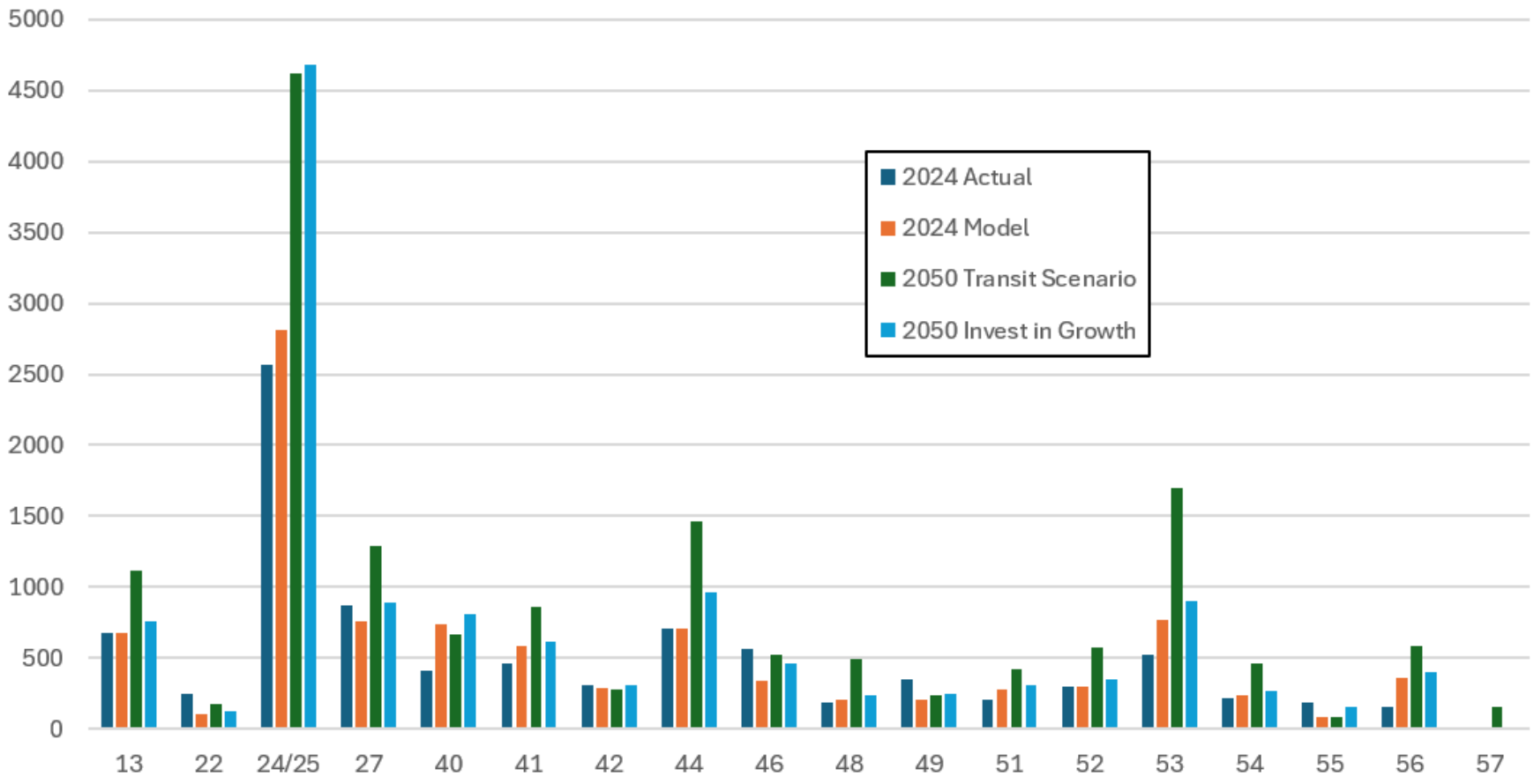
Figure 21. 2050 Fiscally Constrained LRTP (Scenario 5)

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 [**NOx**])
- Overall GHGs expressed as carbon dioxide **(CO_2) 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 NOx 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**: CO_2 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 CO_2-equivalent (CO_2e) emissions based on CO_2, 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_2e	3,283	2,606	2,610	2,610
LRTP 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_2e	42	-658	-1,108	-1,090
LRTP 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

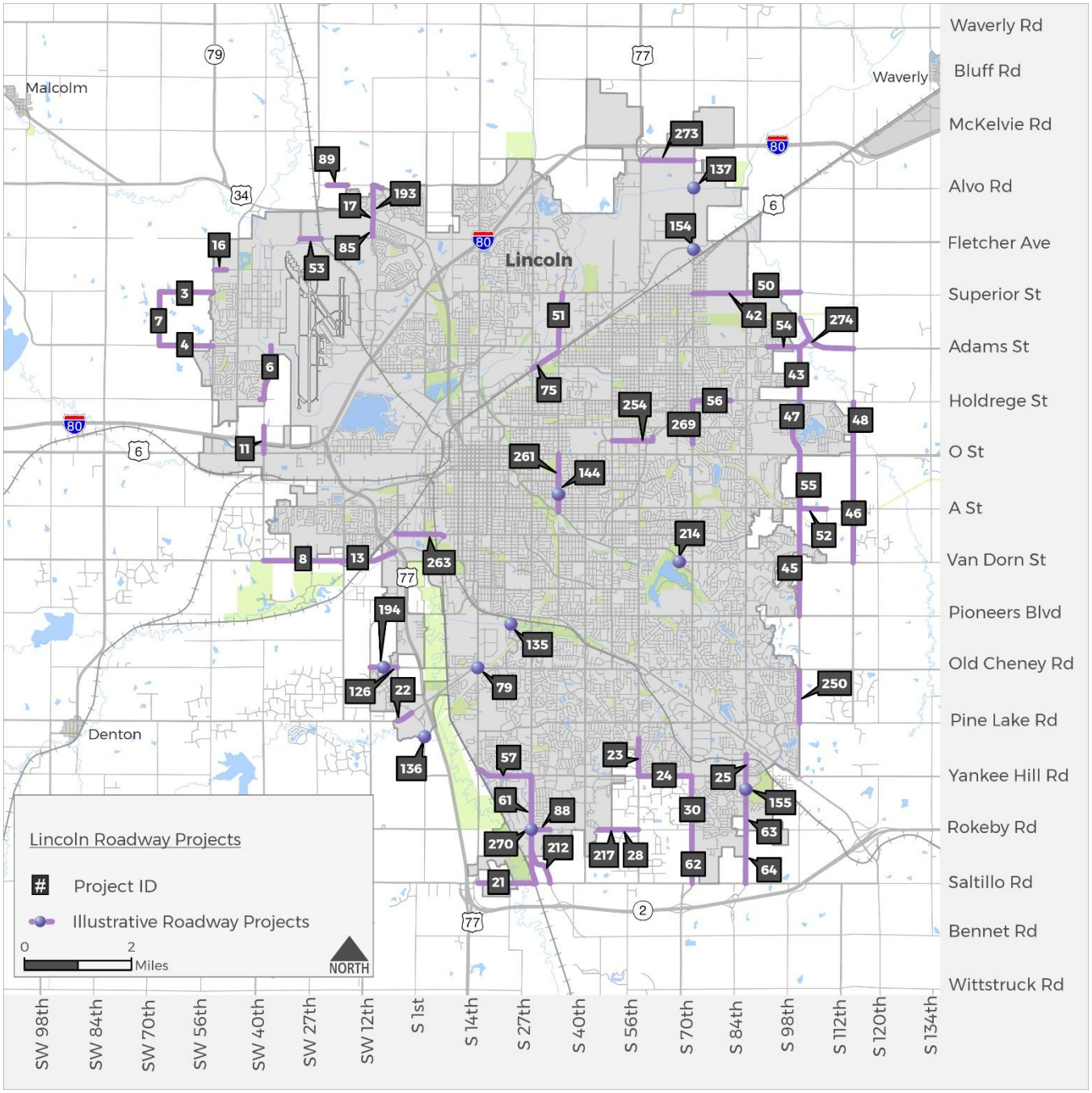
ID	Street Name	Limits	Description	Project Cost (2026$)
79	S 14th Street/ Warlick/Old Cheney	14th/Warlick/Old Cheney	Intersection improvements	$35,300,000
144	S 33rd Street	D Street	Remove existing traffic signal and construct mini roundabout	$1,300,000
269	N 70th Street	Eastborough to Holdrege	Roadway 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

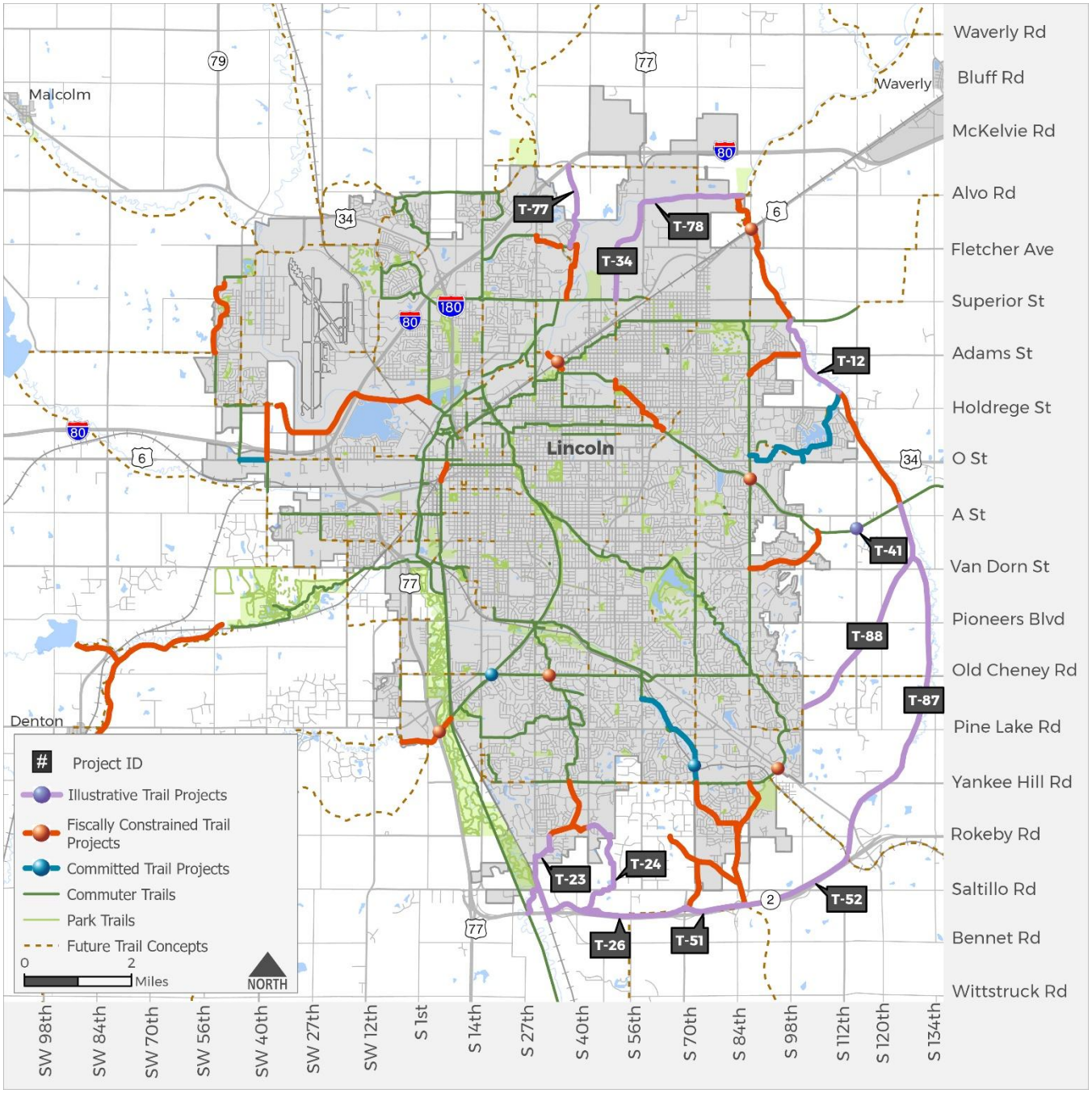
The Illustrative Plan also includes **12 trail projects** that are not included in the Fiscally Constrained Plan. These projects represent additional opportunities to expand the trail network, close gaps, and improve connections between neighborhoods, destinations, and the broader multimodal transportation 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

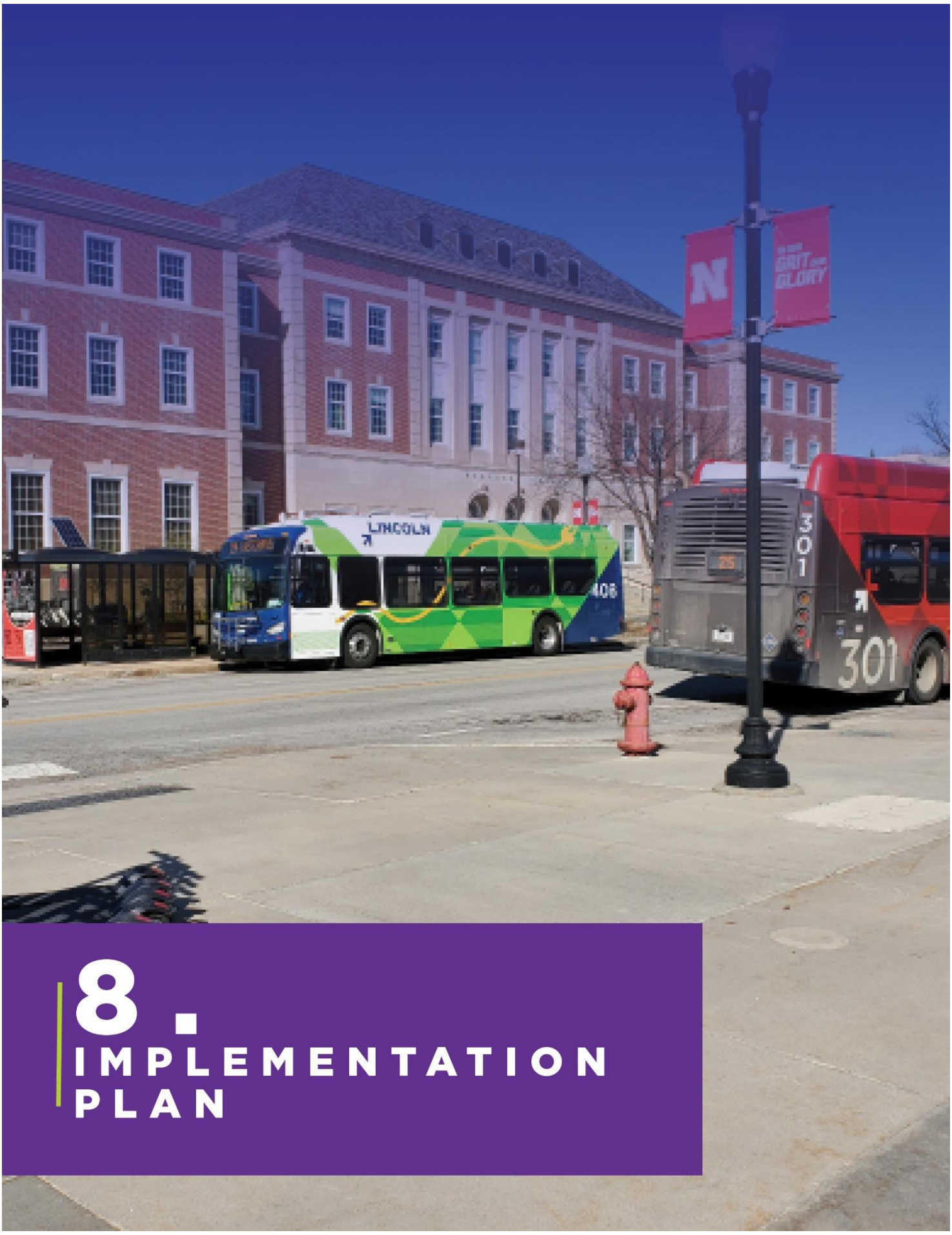


Transit

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.



8. IMPLEMENTATION PLAN

8. Implementation Plan

The LRTP establishes a long-term framework for addressing the transportation needs identified in **Chapter 5**, investing the revenues forecast in **Chapter 6**, and advancing the projects and programs included in the Fiscally Constrained Plan in **Chapter 7**. Implementation is the next step to turn the long-range priorities into transportation investments, policies, programs, and coordinated actions over time.

Implementing the LRTP will require more than constructing the individual projects identified in the Fiscally Constrained Plan. The plan will guide ongoing decisions about system preservation, safety, multimodal transportation, operations, future growth, and regional mobility, while providing the flexibility to respond to changing conditions and emerging opportunities. Many of these decisions will occur through the TIP, local Capital Improvement Programs (CIPs), annual funding and programming decisions, project development and design, development review, corridor and subarea planning, and daily operations and maintenance.

This chapter describes the policies, partnerships, programming processes, and implementation actions needed to carry the LRTP forward. It begins by reaffirming the plan's investment strategy and then identifies the transportation policies and action steps that should guide future decisions. It also defines agency roles and responsibilities, describes the relationship between the LRTP and the TIP and other adopted plans, addresses environmental mitigation and plan amendments, and establishes an approach for tracking progress over time.

Implementation will also require close coordination with the other plans that helped shape the LRTP. The Lincoln Mobility Plan provides more detailed direction for active transportation, mobility nodes, and multimodal connectivity, while the Safe Streets Lincoln – Vision Zero Action Plan guides safety investments and strategies. The Comprehensive Plan, Transit Development Plan, Climate Action Plan, Congestion Management Process, and other adopted plans provide additional direction for land use, transit, sustainability, system operations, and related community priorities. The LRTP provides the regional investment framework through which many of these recommendations can be advanced.

Transportation Investment Policies

The vision for transportation in Lincoln and Lancaster County is a safe, efficient, and sustainable transportation system that enhances quality of life, supports community livability, and promotes economic vitality. To help achieve this vision, the policies and action steps developed through public and stakeholder engagement are intended to guide implementation of the LRTP and support the Comprehensive Plan.

The policies are designed to be applied across all transportation modes and serve as the foundation for future planning, investment, and decision-making. While many action steps advance multiple policies, each is generally organized under the policy it most directly supports. In some cases, action steps are included under more than one policy to reflect their broader contribution to the transportation system.

Access and Opportunity

POLICY RECOMMENDATION: Prioritize transportation systems that facilitate freedom of movement for all community members, including communities with limited transportation options.



Transportation plays a critical role in connecting people to employment, education, healthcare, services, recreation, and other daily destinations. As Lincoln and Lancaster County continue to grow, maintaining and expanding a transportation network that supports travel options will help residents access opportunities and participate fully in community life. Providing reliable transportation choices can increase mobility, strengthen economic vitality, and improve access to destinations throughout the region.

Supporting freedom of movement also requires identifying and reducing barriers that can limit access to the transportation network. Physical barriers such as missing sidewalk connections, inaccessible crossings, and gaps in bicycle or transit facilities can make travel difficult for some users. Other challenges may include limited transit service availability, scheduling constraints, or language barriers that affect residents' ability to obtain transportation information and services. Transportation agencies and partner organizations should work to address these obstacles while using public engagement approaches that seek broad and representative participation. Outreach efforts should use various engagement methods, accessible formats, multilingual communication where appropriate, and partnerships with community organizations to ensure that transportation planning reflects the needs and experiences of people who rely on various transportation options. By expanding barriers and improving connectivity, the region can support greater access and opportunity for all residents.

Action Steps

- Expand and maintain infrastructure for all modes of transportation serving populations with limited transportation options.
- Remove physical, temporal, and language barriers to using the transportation network.
- Use public engagement methods that strive for representative input and full involvement of communities with limited transportation options.

Transportation and the Future

POLICY RECOMMENDATION:
Incorporate environmental stewardship, sustainability, and resiliency into transportation decisions, design, and investments, while considering impacts to all transportation users.



Maintaining clean air, protecting natural resources, and building resilience to changing environmental conditions are essential to the community's long-term quality of life. While Lincoln and Lancaster County currently meet federal air quality standards, transportation remains a significant source of greenhouse gas emissions. The Lincoln Climate Action Plan identifies transportation as a key area for reducing emissions and advancing the community's goal of a more sustainable and resilient future.

Transportation and land use decisions should work together to reduce dependence on single-occupancy vehicle travel, support cleaner transportation technologies, and expand access to walking, bicycling, and transit. Investments in multimodal transportation and sustainable infrastructure can improve environmental outcomes, while enhancing access to parks, natural areas, cultural destinations, and other community amenities. Transportation projects should also incorporate practices that protect water quality, reduce environmental impacts, improve corridor aesthetics, and strengthen the long-term resilience and cost-effectiveness of public infrastructure. By aligning transportation investments with the goals of the Lincoln Climate Action Plan, the community can reduce emissions, adapt to future environmental challenges, and create a healthier, more connected, and more sustainable transportation system for future generations.

Action Steps

- Support the Lincoln Climate Action Plan to build a decarbonized, efficient, and resilient transportation system.
- Expand electric charging stations with public access.
- Electrify the remaining municipal fleet with electric vehicles and charging stations.
- Coordinate with businesses to ensure workplaces have adequate facilities for active commuters. Incentivize active/sustainable commuting. Establish a Guaranteed Ride Home (GRH) program.
- Design transportation infrastructure to limit stormwater runoff and incorporate green design elements, where feasible.
- Dedicate parking areas for carpool, vanpool, and shared micromobility vehicles in municipal garages.

Complete Streets

POLICY RECOMMENDATION: Plan, design, build, and maintain streets to provide travel mode choice and to accommodate people of all ages and abilities.



A minimum of three percent of the total street improvement Project cost shall be allocated to the installation of new multimodal infrastructure within the Project limits. The percentage calculation may be calculated, if necessary, as an average across projects annually or during the five (5) years following adoption of the LRTP. Eligible multimodal infrastructure includes, but is not limited to, sidewalks, shared-use paths, bicycle lanes, separated bicycle facilities, pedestrian crossings, curb ramps, pedestrian refuge islands, traffic control devices that improve pedestrian or bicycle safety (such as traffic calming measures for bicycle boulevards), transit stops and passenger amenities, and other facilities that improve access and mobility for pedestrians, bicyclists, or transit users. Expenditures for the repair, replacement, or reconstruction of existing multimodal infrastructure shall not count toward this minimum requirement unless they result in the addition of new multimodal facilities or a measurable increase in multimodal capacity, connectivity, or accessibility.

5-Year Priority Action Step

- **Implement and track the 3 percent multimodal investment requirement for street improvement projects, with progress evaluated annually and over the first five years following LRTP adoption.**

Action Steps

- Expand the Complete Streets Program by ordinance to include a Complete Streets Plan, procedures, guidelines, and project review process.
- Establish department policy statements affirming the value of Complete Streets and the structural and non-structural design elements that will achieve the objectives of Complete Streets when making program and project review decisions within the traveled way and right-of-way.
- Publish an annual Complete Streets Report that includes a record of projects that were reviewed, summarizes any design standards that conflicted with best practices, and lists exceptions that were approved from adopted design standards.
- Add safe and accessible connections to transit, multiuse trails, sidewalks, and bicycle facilities.
- Complete demonstration projects based on advisory input from the Complete Streets Committee to accomplish Complete Streets objectives and gain public input by implementing lower cost solutions that address identified infrastructure challenges.
- Incorporate green infrastructure into Complete Streets, where feasible.
- Identify supplemental funding sources for Complete Streets projects.

Transportation and Managing Growth

POLICY RECOMMENDATION:
Integrate land use and transportation decisions to ensure transportation infrastructure can support travel demands associated with growth.



Lincoln is expected to add approximately 48,000 households by 2050, creating both opportunities and challenges for transportation planning. Accommodating this growth will require strategic investments that serve existing residents, while supporting future development. Infill development can maximize the value of existing infrastructure, support transit and active transportation, reduce travel distances, and create more connected communities. At the same time, continued growth at the community's edges will require targeted investments to expand and connect the transportation network.

Transportation and land use decisions should be coordinated to provide safe, reliable, and efficient access to jobs, services, schools, parks, and other community destinations. As the community grows, new developments should incorporate multimodal transportation options to expand travel choice, improve connectivity, and optimize the long-term performance of the transportation system.

Action Steps

- Increase multimodal connections within and between all neighborhoods and commercial centers.
- Support transportation options near infill development projects by developing mobility nodes as recommended in the Lincoln Mobility Plan.
- Continue roadway project coordination between the City of Lincoln and Lancaster County so that roadways within Lincoln growth Tiers 1 and 2 are in good condition and meet design standards when transferred to the City.
- Implement Access Management Policy on internal transportation routes (e.g., State highways and City arterials) to support efficient access to adjacent businesses and external transportation connectors (such as interstates and freeways) to minimize disruption to future land uses.
- Program new construction that supports growth areas and increased corridor density for residential and commercial growth as city limits expand in support of the PlanForward growth scenario.
- Identify supplemental funding sources for Complete Streets projects.

Congestion Management

POLICY RECOMMENDATION: Manage an efficient and reliable multimodal transportation network.



Transportation congestion occurs when travel demand exceeds available system capacity, resulting in delays, reduced reliability, and increased emissions. Effective congestion management improves the efficiency of the multimodal transportation network and helps people and goods move more reliably throughout the region.

Congestion can vary by time of day, location, and special events, requiring a range of operational and infrastructure solutions. Through its Congestion Management Process, the Lincoln MPO identifies congestion challenges and prioritizes strategies that optimize system performance, improve reliability, and maximize the value of existing transportation investments.

Action Steps

- Implement the Congestion Management Process by programming multimodal transportation projects, traffic signal coordination, and other Process recommendations.
- Encourage infill and mixed-use development that aligns with the PlanForward growth scenario.

Transportation and Economic Health

POLICY RECOMMENDATION: Foster economic health through transportation investments that improve access to education, employment, and services and reduce transportation costs.



A well-connected multimodal transportation network supports economic prosperity for both the community and individual households. Reliable transportation infrastructure provides access to jobs, education, services, and cultural opportunities, while helping businesses attract employees, move goods, and grow. Lincoln and Lancaster County support economic development through coordinated transportation investments and strong partnerships with the private sector.

As technology continues to influence how people work, learn, and conduct business, investments in transportation and digital infrastructure will play an increasingly important role. Transportation decisions should support innovation, expand opportunity, and ensure that economic benefits are shared throughout the community.

5-Year Priority Action Step

- **Seek funding opportunities to implement conversion of identified Downtown streets to two-way traffic.**

Action Steps

- Provide well-maintained infrastructure for all modes of transportation that support existing businesses and services inside the city.
- Encourage redevelopment that adds a mix of uses that diversify the economic potential and access to jobs within neighborhoods.
- Continue to eliminate or reduce minimum parking requirements where land use and active transportation infrastructure plans support zero or limited vehicle households and businesses.

Transit

POLICY RECOMMENDATION: Enhance the community's public transportation operations to support the local economy and expand travel choice.



StarTran seeks to maximize available resources by providing efficient, reliable, and accessible transit service that meets the community's mobility needs. Together with Lancaster County Public Rural Transit, the transit network provides broad access to destinations throughout the region and serves a critical role for transit-dependent populations.

Service levels, frequencies, and coverage remain important considerations as the community continues to evaluate how best to meet evolving travel needs. Expanded transit use can reduce household transportation costs; improve access to jobs, education, and services; and support broader environmental and mobility goals. Future transit investments and operational decisions should be guided by community priorities, coordinated regional planning efforts, and opportunities to increase ridership, connectivity, and system efficiency.

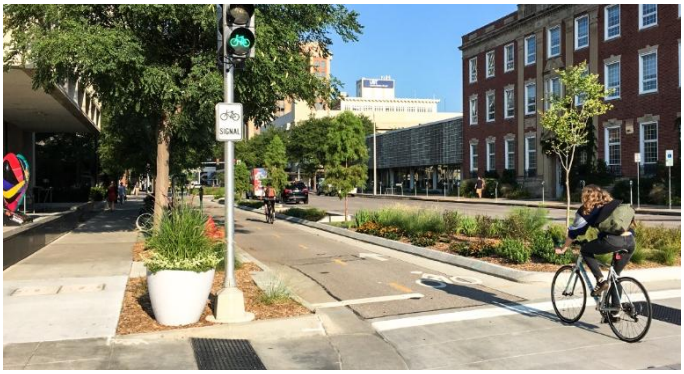
Action Steps

- Incorporate more paratransit, flex route, and demand-response support; advanced technology integration; and off-peak service hours where feasible.
- Broaden transit development public input and validate priorities, alternatives, and plans with diverse stakeholders.
- Improve the transit experience by reducing the distance between the transit stop and traveler's destination (known as first/last mile connections) and by adding amenities at transit stops as recommended by the Lincoln Mobility Plan.
- Use decision support tools recommended by StarTran's Transit Asset Management Plan (TAMP) to optimize lifecycle planning of capital public transportation assets.

Active Transportation

POLICY: Support Active Transportation through implementation of recommendations in the Lincoln Mobility Plan.

RECOMMENDATION: Improve and expand sidewalks, on-street bicycle facilities, and the trail network to enhance safety, comfort, connectivity, and travel choice for users of all ages, abilities, and income levels.



Active transportation plays an important role in creating a connected, healthy, and accessible community. Walking, bicycling, rolling, and shared mobility options expand transportation choice, provide affordable travel opportunities, and connect residents to jobs, schools, parks, services, transit, and other destinations throughout the region.

Investments in sidewalks, trails, bicycle facilities, crossings, and shared mobility programs support a transportation network that serves people of all ages and abilities. Lincoln's trail system, bicycle network, and shared mobility services provide both transportation and recreation benefits. Safe and connected active transportation facilities can reduce reliance on personal vehicles, improve public health, reduce congestion and emissions, and strengthen access to transit by addressing first/last mile travel needs.

Developed alongside this LRTP update, the Lincoln Mobility Plan provides a framework for expanding active transportation opportunities throughout the city. Together, these plans support a more connected transportation system that increases mobility choice, improves access to opportunity, and enhances quality of life for current and future residents.

5-Year Priority Action Step

- **Establish and maintain a dedicated annual funding pool for standalone bicycle and pedestrian projects that improve safety, close network gaps, and strengthen multimodal connectivity.**
- **Develop planning tools to support implementation of Mobility Oriented Development (MOD).**

Action Steps

- Build on the existing trail and on-street bicycle and pedestrian network by focusing on first/last mile connections; critical gaps in connectivity; facilitation of multimodal connections; high-risk corridors and intersections; overcoming major physical barriers such as arterial roadways and rail crossings; transitions from on-street facilities to trails.
- Maintain and upgrade existing facilities.
- Include natural resources in active transportation planning to the greatest extent possible.
- Establish mobility nodes to support multimodal travel. Use the redevelopment node concept from the Comprehensive Plan to establish mobility nodes in existing city areas. Prioritize transit routes and bicycle routes to provide connections to key destinations (schools, employment centers, parks, healthcare facilities). Integrate mobility nodes into areas of new growth. Use mobility nodes to facilitate transit use and Mobility Oriented Development (MOD), i.e., compact and walkable. Use street typologies to plan effective connections between mobility nodes. Incorporate cultural resources into mobility node planning and advance placemaking.
- Invest in sidewalks to improve the pedestrian environment and support MOD.
- Integrate shared mobility/micromobility options, e.g., bike, scooter, into MOD and incentivize such integration.
- Incorporate wayfinding and sustainable lighting into pedestrian facilities.
- Consider how emerging technologies such as e-bikes, e-scooters, and other micromobility devices might interact with and be used on the transportation network.
- Support driver education and awareness campaigns to increase tolerance and consideration for vulnerable road users and to educate about the risks of speeding, as well as driving distracted, preoccupied, emotionally upset, or fatigued.
- Support walking and bicycling education for elementary, middle, and high school students, including content on electric/electric assist micromobility devices.
- Enhance connectivity for bicycle and pedestrian travel by prioritizing low-stress facilities, e.g., bicycle boulevards.
- Align efforts with programs and policies that support active transportation, such as Complete Green Streets, development and redevelopment regulations, and design standards.
- Coordinate with other departments to optimize resources and integrate active transportation improvements into street resurfacing and reconstruction projects, utility upgrades and infrastructure projects, redevelopment projects, and streetscape enhancements.
- Partner with business improvement districts and institutions (e.g., universities) to plan for maintenance of bicycle and pedestrian facilities and connections. View active transportation facilities as opportunities for placemaking and economic development.
- Incorporate cultural and natural resources within the network of active transportation corridors.

Public Right-of-Way and Access

POLICY RECOMMENDATION: Manage public right-of-way and access to balance multimodal mobility needs and protect the value of adjacent property.



Public spaces within transportation corridors can enhance both individual travel experiences and community identity. Elements such as landscaping, public art, pedestrian-scale lighting, and wayfinding help create attractive, welcoming, and navigable environments. The public right-of-way can also serve multiple functions, accommodating utilities, stormwater management, shared-use paths, and transit facilities alongside transportation needs. Transportation design standards provide the framework for coordinating these uses, while flexible design approaches should be leveraged to maximize the value, functionality, and character of public spaces.

Action Steps

- Monitor the relative cost-benefit analysis of programmatic roadway design standards for sidewalks, stormwater management, lane sizes, trails, culverts, and right-of-way widths currently required.
- Study right-of-way needs for future major roads, as shown in the Comprehensive Plan, and recommend adjustments based on study findings.
- Encourage flexible and performance-based geometric design processes and best practices that address challenges to transportation agencies created by funding and right-of-way constraints.
- Require public and private development to abide by required design standards and make flexible decisions based on the value of investment.
- Review and update access management standards to support an efficient transportation network that is safe for active transportation users as well.
- Preserve or provide adequate right-of-way space for healthy street trees and separation between vehicles and pedestrians.
- Consider strategies that reduce the negative impacts of transportation projects on existing neighborhoods.

Freight

POLICY RECOMMENDATION: Preserve and enhance the efficiency of the freight system to support the local, regional, and national economy.



Freight transportation is essential to the region's economy, supporting jobs, businesses, and the movement of goods that sustain daily life. A reliable, efficient, and safe freight network strengthens economic competitiveness and attracts investment.

Freight movement relies on an integrated system of roadways, traffic operations, rail corridors, pipelines, and air transportation facilities. Prioritizing freight movement on freeways and major highways improves reliability while reducing congestion and conflicts on local streets. Transportation planning will continue to support coordination of a future East Beltway to enhance regional mobility and efficient movement of freight.

Action Steps

- Maintain a network of truck routes that provides for the safe, efficient, and reliable delivery of goods.
- Continue to support the Railroad Transportation Safety District (RTSD) in reducing the number of conflicts between traffic and railroads, improving railroad crossings, and implementing quiet zones.
- Continue corridor preservation, funding, and planning for the East Beltway.
- Coordinate with State and County partners to consider expansion of freight parking and electric refueling.
- Implement the East Beltway Sinking Fund from City and County sources recommended in the LRTP and track other potential financing sources such as the NDOT Regional Infrastructure Accelerators (RIA) grant.
- Support the freight demands associated with Lincoln Airport-based distribution with quality roadway infrastructure.

Advanced Mobility

POLICY RECOMMENDATION: Support the orderly deployment of advanced mobility technologies that preserve and enhance the safety of all road users.



Advances in technology will continue to shape mobility options and travel behavior. Emerging technologies, including autonomous vehicles, connected transportation systems, and drone delivery, have the potential to improve the safety, efficiency, and reliability of the transportation network. Investments in transportation technology and operations can further enhance system performance and user experience.

As these technologies evolve, the community will prioritize safety and accessibility outcomes when evaluating and implementing new mobility solutions. While the long-term effects on travel demand and vehicle miles traveled (VMT) remain uncertain, trends such as telecommuting and flexible work arrangements will continue to influence transportation needs. Technology investments should support community goals and deliver broad public benefits through a safer, more efficient, and more accessible transportation system.

5-Year Priority Action Step

- **Study parking and development strategies that reimagine the use of public spaces for automated vehicles and the incremental replacement of on-street parking with curbside drop-off and pick-up areas.**

Action Steps

- Develop strategies to accommodate future advanced mobility options and vehicle technologies such as for the Delivery Economy and vehicle communication (V2X).
- Revise rules and regulations that currently prohibit or deter advanced mobility technologies.
- Study opportunities to capture the value of autonomous vehicles to distribute the cost across all community members.

Transportation Partnerships

POLICY RECOMMENDATION: Seek partnerships with both public and private entities to finance mutually beneficial transportation projects.



Effective multimodal transportation planning and implementation depend on strong coordination among public agencies and community partners working toward the shared vision of the LRTP. The City of Lincoln, Lancaster County, and the State of Nebraska play critical roles in developing, operating, and maintaining the roadway and bridge network. Integrating a transit system coordinated by StarTran and trail development supported by the Lower Platte South Natural Resources District expands mobility options to create a more connected and resilient transportation network. Community organizations can help share information and engage residents, while private development can leverage and enhance public transportation investments. These partnerships strengthen the region's ability to secure funding, align investments, and deliver a coordinated multimodal transportation system that supports community goals.

5-Year Priority Action Step

- **Scope projects to advance multiple adopted plans, whenever feasible, by including recommendations from the Vision Zero Action Plan, Lincoln Mobility Plan, and corridor and other planning studies.**
- **Bundle projects whenever possible.**

Action Steps

- Continue planning for development of the East Beltway to complete a freeway system that efficiently and safely moves regional and thru traffic without using arterial roadways.
- Support education campaigns that promote safe driving, sharing the road, and reducing car dependence to ensure safety and security for all users of the transportation system.
- Maintain proactive working relationships with railroad operators to facilitate effective processes for planning and constructing at-grade and grade separated crossing improvements.
- Leverage the University of Nebraska and the Nebraska Clean Cities and Communities Coalition for more opportunities to research safety, integrating active transportation, shared mobility, and advanced mobility.

Safety

POLICY RECOMMENDATION: Strive to eliminate transportation-related deaths and serious injuries.



Safety is a fundamental consideration in all transportation planning, design, operations, and investment decisions. Transportation-related fatalities and serious injuries have lasting impacts on individuals, families, and the community. Improving safety requires understanding the factors that contribute to crashes across all modes of travel and applying data-driven strategies to reduce risks.

The City of Lincoln, Lancaster County, and the State of Nebraska will continue to work collaboratively to improve the safety of roadways, intersections, railroad crossings, transit facilities, and active transportation networks. Through ongoing evaluation, design improvements, education, and targeted investments, transportation partners will strive to create a safer transportation system for all users.

5-Year Priority Action Step

- **Evaluate roadway width and design streets for slower speeds.**
- **Reference the Lincoln Vision Zero Action Plan and other safety plans during project scoping.**
- **Incorporate safety countermeasures where feasible.**
- **Prioritize projects that reduce fatal and serious injury crashes.**

Action Steps

- Prioritize the protection of vulnerable road users such as bicyclists and pedestrians.
- Generate community support to establish and reach specific goals for reducing transportation-related deaths and injuries.
- Prioritize transportation resources based on evidence of the greatest needs and impacts for safety.
- Support updates to state and local regulations that make the multimodal transportation network safer.
- Provide safety improvements for on-street bicyclists based on safety countermeasure best practices and available crash data as recommended in the Lincoln Vision Zero Action Plan and Lincoln Mobility Plan.
- Implement incident management planning to help the transportation system recover swiftly from incidents.
- Study and recommend policies that prioritize walkability and safety near mobility nodes, employment centers, commercial corridors, and high-density residential areas.
- Provide intersection crossings that are safe for bicyclists and pedestrians.
- Review crash history and systemic risk factors.
- Reanalyze access management during initial development of vacant properties or after substantial land use changes, as travel patterns change, and at the time of roadway widening or reconstruction to reduce trip delay and congestion, facilitate walking and biking, and enhance safety for all modes of transportation.

Transportation Maintenance

POLICY RECOMMENDATION: Optimize the maintenance of transportation infrastructure through data-driven asset management.



Transportation infrastructure is one of the largest public assets maintained by local agencies, making preservation and maintenance critical to community mobility and quality of life. Poorly maintained roadways, bridges, transit facilities, trails, traffic control devices, and sidewalks can increase costs, reduce safety, and create barriers to travel. Ongoing maintenance and replacement are necessary to keep the transportation system in a state of good repair, while new infrastructure investments add to future maintenance obligations. Prioritizing asset preservation and addressing deferred maintenance protects public investments and ensures reliable system performance.

Action Steps

- Continue to implement Lincoln on the Move rehabilitation projects; update and monitor the maintenance plan and funding parameters.
- Advance system preservation (e.g., filling potholes, repairs, and crack sealing) to extend the life of existing streets and program rehabilitation of major and residential streets annually with priority for resolving deferred maintenance throughout the community.
- Continue to strive for methods that use durable and resilient materials for all new construction and assets.
- Continue annual programming for the sidewalk replacement and rehabilitation program to meet the safety, access, and connectivity needs of residents within the city.
- Establish methods for trail segment evaluation to guide and program maintenance needs.

Transportation Funding

POLICY RECOMMENDATION: Seek innovative finance and funding methods to support continued investment in transportation infrastructure projects that benefit the community.



City, county, and state partners collaborate to fund and maintain the multimodal transportation network by leveraging federal, regional, and local resources, along with developer contributions, transit fare revenues, and private investment. Community members value a transportation system that is well maintained, safe, and capable of supporting continued growth and development. While available funding is strategically directed toward these priorities, projected revenues are insufficient to fully address identified multimodal transportation needs. To close this gap, the community must explore innovative funding approaches that maximize the impact of existing resources while identifying new and sustainable revenue sources.

5-Year Priority Action Step

- **Establish dedicated and sustainable funding sources for pedestrian and bicycle projects and programs.**
- **Implement and track the flexible funds recommended for allocation in the LRTP Preferred Fiscally-Constrained Scenario.**

Action Steps

- Implement the funding program and construct the committed and priority projects per the Fiscally Constrained Plan in the LRTP.
- Coordinate with state and federal agencies on developing new and updated transportation funding opportunities to meet transportation needs of the community.
- Capitalize on opportunities to leverage alternative funding sources, such as public-private partnerships, for roadway improvements and transit services.
- Coordinate with NDOT to program funding solutions for constructing the East Beltway.
- Continue to support the Railroad Transportation Safety District (RTSD) in its mission to reduce the number of conflicts between roadway traffic and railroads, improve safety for pedestrian and bicycle crossings, and study, design, and construct railroad crossing improvements that have the greatest economic and safety return on investment to the overall community.
- Maintain a quality transportation system in all areas of the community by distributing funding to those areas of greatest need.

Airport

POLICY RECOMMENDATION: Ensure the Lincoln Municipal Airport is efficient, accessible, and environmentally sound.



The Lincoln Airport is a key gateway to the region, meeting local air transportation needs while connecting residents, businesses, and visitors to destinations around the country. The airport's location supports a range of critical functions, including private aviation, industrial distribution, and national security operations. Efficient and accessible landside transportation infrastructure connects air travelers to personal vehicles, ride-sharing services, public transit, and active transportation networks, creating a seamless multimodal transportation system. Preserving and improving these connections is essential to sustaining economic competitiveness, expanding mobility options, and supporting the region's continued growth and prosperity.

Action Steps

- Support the development of landside transportation infrastructure as recommended by the Airport Master Plan.
- Improve multimodal access to the Lincoln Airport and business park campus.
- Maintain compatible land uses and zoning within the 60 DNL and 75 DNL noise contour lines.
- Continue to enforce zoning restrictions for building and structure height in the approach and turning zones.

Roles and Responsibilities

Implementation of the LRTP will require ongoing coordination among the Lincoln MPO, City of Lincoln, Lancaster County, NDOT, StarTran, local partners, and municipalities. While each agency has distinct responsibilities, the LRTP's success depends on collaboration during project identification, prioritization, funding, design, and construction.

Transportation projects should be developed through a coordinated process that considers recommendations from the Lincoln Mobility Plan, Transit Development Plan, Vision Zero Action Plans, Comprehensive Plan, corridor studies, and other adopted planning documents. Early and frequent coordination among agencies can identify opportunities to bundle projects to meet multiple community goals, leverage funding resources, and maximize public benefit, as indicated in **Table 33**.

Table 33. Agencies and Their Roles

Agency	Primary Role
Lincoln MPO	Regional transportation planning, LRTP implementation, performance monitoring, Transportation Improvement Program (TIP) administration, and STBG funding programming.
City of Lincoln and Lancaster County Planning & Development Department	Comprehensive planning, land use coordination, development review, mobility node implementation, corridor planning, and integration of transportation and land use decisions.
Lincoln Transportation and Utilities – Transportation	Delivery of urban transportation projects, traffic operations, Complete Streets implementation, Vision Zero implementation, roadway maintenance, and multimodal infrastructure development.
City of Lincoln Transportation and Utilities – StarTran	Transit service planning, operations, capital investment, and implementation of transit-related recommendations.
City of Lincoln Parks and Recreation Department	Planning, development, and maintenance of trails and recreational transportation facilities; coordination of greenway and trail connections.
City of Lincoln Urban Development Department	Neighborhood and focus area-level transportation planning, LRTP implementation, and coordination of transportation investments and funding in redevelopment areas.
City of Lincoln and Lancaster County Railroad Transportation Safety District	Funding and implementation of railroad safety related projects and performance monitoring.
Lancaster County Engineering	Delivery of rural transportation projects, roadway maintenance, bridge improvements, and coordination of transportation investments in unincorporated areas.
Lancaster County Public Rural Transit	Transit service planning, operations, and implementation of transit-related recommendations.

Agency	Primary Role
Lincoln Lancaster County Health Department	Public health education and air quality monitoring.
Lincoln Fire Department, Lincoln Police Department, Lancaster County Sherriff's Office, and other first responders	Emergency and traffic safety response.
Other Municipalities	Coordination of local transportation priorities, development review, and implementation of transportation improvements within municipal jurisdictions.
Nebraska Department of Transportation	Planning, funding, operation, and maintenance of the state highway system and coordination of state and regional transportation investments.
Lower Platte South Natural Resources District	Coordination of watershed management, recreation, trail initiatives, flood mitigation projects, and environmental stewardship efforts that affect transportation infrastructure.

To support implementation of the LRTP, participating agencies should:

- **Coordinate** early during project scoping and development to identify opportunities to advance multiple adopted plans through a single project.
- **Review** the Lincoln Mobility Plan, Transit Development Plan, recommended active transportation network, Vision Zero Action Plan, and corridor study recommendations during project development**.**
- **Identify** opportunities to bundle transportation, utility, park, drainage, and development projects to improve efficiency and reduce costs.
- **Align** funding strategies and project schedules to maximize available local, state, and federal funding resources.
- **Monitor** implementation progress and system performance through regular communication among agencies and MPO performance reporting.

Mitigating Impacts to Environmental, Social, and Cultural Resources

As part of the LRTP planning process, the LRTP team evaluated proposed transportation projects for potential environmental impacts. The evaluation informed project screening, alternative development, and consideration of environmental stewardship objectives during plan development. **Appendix H** provides additional information about the environmental evaluation process and resource-specific analyses.

Lincoln MPO and other implementing agencies are committed to avoiding, minimizing, and mitigating environmental impacts associated with transportation projects. As individual projects advance into design and environmental review, more detailed analyses will be completed to identify potential impacts and appropriate mitigation measures.

Resources that may require detailed evaluation during project development include wetlands, floodplains, streams and riparian corridors, threatened and endangered species habitat, tree resources, migratory birds, public parks and recreation areas, native prairie, and historic and cultural resources. Projects affecting these resources may require additional coordination, permitting, mitigation, or environmental review.

Transportation agencies will continue to coordinate closely with regulatory and resource agencies throughout project planning, design, and construction to identify environmental concerns early and implement appropriate mitigation strategies. This collaborative approach helps protect natural, cultural, and community resources while allowing the transportation system to be improved in a manner consistent with local, state, and federal requirements.

Mitigation strategies will be developed on a project-by-project basis in coordination with federal, state, and local resource agencies. Consistent with federal and state environmental regulations, agencies will seek to:

- Avoid impacts where practicable.
- Minimize unavoidable impacts through project design.
- Compensate for unavoidable impacts when required.
- Maintain compliance with applicable environmental permits, regulations, and agency requirements.

Key Mitigation Considerations

Common mitigation approaches that may be considered during project development include:

- Avoidance of sensitive environmental and cultural resources during project design
- Protection and restoration of wetlands, streams, floodplains, and native habitats
- Conservation measures for threatened and endangered species and migratory birds
- Replacement of vegetation and tree resources when removal is unavoidable
- Protection of parks, trails, recreational resources, and historic properties
- Stormwater management practices that improve water quality and reduce runoff impacts

Appendix H presents detailed resource-specific mitigation measures, permitting requirements, and agency coordination procedures.

Relationship to Transportation Improvement Program

The Lincoln MPO TIP identifies the prioritized list of federally funded and/or regionally significant transportation projects programmed for implementation over the next four years. The TIP supports all surface transportation modes, including highways, local streets, public transit, and bicycle and pedestrian facilities. Projects advance from the LRTP's Fiscally Constrained Plan into the TIP as funding and implementation schedules are established.

The TIP organizes many projects under two broad categories—**Transportation System Preservation** and **Transportation System Optimization**—that relate to several of the more detailed investment categories used in the LRTP.

System Preservation generally encompasses projects that maintain, rehabilitate, or replace existing transportation infrastructure, while **System Optimization** includes targeted improvements that enhance the safety, efficiency, reliability, and operation of the existing system. Together, these TIP categories provide an implementation framework for advancing many of the investments identified in the LRTP.

The TIP is updated annually and identifies funding sources for each project. The Lincoln MPO coordinates with NDOT to develop and approve highway, transit, and active transportation investments included in the program. Following adoption, the TIP may be amended or administratively modified to reflect changes in funding or project needs. All TIP revisions must remain consistent with the LRTP to maintain alignment with the region's long-term priorities.

Emerging and Advanced Transportation Technology

Transportation technology is evolving rapidly and will continue to influence how people and goods move and how transportation systems are planned, designed, operated, and maintained over the LRTP planning horizon. Advances in vehicle technology, communications, electrification, artificial intelligence, data analytics, and mobility services could create opportunities to improve the safety, mobility, accessibility, system reliability, and efficiency of transportation investments.

The timing and scale of these changes are difficult to predict, although there have been significant advances in automated vehicle technology due to increases in available computing power. Some technologies will develop incrementally, while others could experience more rapid adoption as costs decline, regulations evolve, infrastructure becomes available, and consumer preferences change. The LRTP, therefore, does not assume widespread adoption of any particular emerging technology. Instead, Lincoln should maintain a flexible approach that monitors emerging technologies, prepares for changes that appear increasingly likely, and invests where technology can demonstrably advance regional transportation goals.

Connected and Automated Transportation

Automated vehicle technology ranges from driver-assistance systems available today to highly automated vehicles capable of operating with limited or no human involvement under certain conditions. Potential applications include robotaxis, automated transit, and automated commercial vehicles.

Vehicle technology is progressing along two related but distinct paths: increased automation of the driving task and increased communication among vehicles and transportation infrastructure.

The long-term transportation effects of automation remain uncertain. Automated vehicles are likely to expand mobility for people who cannot or choose not to drive. More coordinated vehicle operations could also significantly improve roadway efficiency. Conversely, convenient automated travel and trips made by vehicles without passengers could increase vehicle miles traveled, congestion, and demand for passenger loading and curb space. Automation could also affect parking demand and the relationship among personal vehicles, transit, walking, and bicycling.

Connected vehicle and infrastructure technology may provide benefits independently of widespread vehicle automation. Vehicle-to-everything (V2X) communications can allow vehicles to exchange information with traffic signals, roadside infrastructure, other vehicles, and other transportation system users. Applications could include collision and hazard warnings, traffic signal information, emergency and transit vehicle priority, work-zone notifications, and improved traffic management.

Connected Corridors

A practical way to prepare for this future is by developing connected corridors. A connected corridor is not simply a roadway equipped with connected-vehicle radios. In practical terms, it is a corridor where transportation infrastructure, vehicles, agencies, and information systems are increasingly able to exchange timely and reliable information.

A connected corridor can build on infrastructure Lincoln already uses, such as traffic signals, detection systems, cameras, fiber communications, traffic management systems, transit systems, weather information, and work zone and incident data.

Better integration of these systems can improve operations today while creating a digital foundation for future V2X, automated vehicle, and artificial intelligence applications. For example, information about a crash, work zone, traffic signal, or hazardous roadway condition could be generated once and shared electronically among traffic management systems, emergency responders, navigation providers, connected vehicles, and travelers.

Connected Corridors is one of FHWA's Every Day Counts Round 8 initiatives for 2025-2026, reflecting current federal emphasis on standardized real-time transportation data, interoperability (*i.e.,* the ability of different vehicles and technologies to communicate and work together), and information exchange. Federal transportation programs may also provide opportunities to fund eligible planning, demonstration, and deployment activities related to connected transportation systems. Because federal programs and priorities

change, Lincoln should monitor USDOT and FHWA funding opportunities and position appropriate projects to compete for funding as it becomes available.

Lincoln should pursue connected corridors incrementally. As major corridors are reconstructed or traffic signal systems are modernized, the City can consider installing or preserving fiber and conduit, modernizing traffic controllers and detection, improving data collection and exchange, providing power and communications capacity for future equipment, and adopting interoperable standards. This approach can provide immediate operational benefits while reducing the cost of deploying future technologies.

Electrification, Intelligent Systems, and Emerging Mobility

Continued adoption of electric vehicles could increase demand for charging infrastructure for passenger vehicles, commercial fleets, buses, and other applications. Transportation planning can help identify where transportation and electrical infrastructure needs intersect, particularly along major corridors and at public, fleet, and transit facilities.

At the same time, advances in ITS, artificial intelligence, machine learning, computer vision, and transportation data analysis may provide significant near-term opportunities. Applications include traffic signal optimization, incident detection, traveler information, transit operations, safety analysis, infrastructure inspection, and predictive maintenance. These technologies can help the City of Lincoln obtain greater performance from existing infrastructure and provide enhanced information for transportation investment decisions.

Technology is also changing how transportation services are delivered. Microtransit, on-demand transportation, shared mobility, integrated trip planning and payment, real-time transit information, and eventually automated transit could complement traditional transit and provide additional options for first/last-mile travel and for people who do not have access to a personal vehicle.

Freight transportation may similarly be affected by vehicle automation, connectivity, electrification, and advances in logistics and delivery technology. Changes in freight transportation would be expected to have a large impact on the state of Nebraska, given the importance of the I-80 and rail corridors for regional, state, and interstate movement of goods.

As transportation systems become increasingly connected, cybersecurity, privacy, system reliability, data ownership, and technology obsolescence will become more important transportation planning considerations. Technology investments should incorporate cybersecurity and resilience and, where practical, use interoperable and open standards that preserve flexibility as technologies evolve.

Preparing Lincoln for Technology Change

Uncertainty about emerging technology does not mean that the City of Lincoln should wait for the future to become clear. Instead, the region should follow a “monitor, prepare, and invest approach.”

The City of Lincoln should monitor technological, regulatory, market, and federal policy developments and periodically reassess assumptions used in transportation forecasting and investment decisions. Lincoln should then prepare by making transportation infrastructure technology ready where doing so is practical and cost-

effective. Fiber, conduit, communications capacity, modern traffic controllers, electrical capacity, high-quality transportation data, cybersecurity, and flexible infrastructure can not only provide value today but preserve future options. Finally, the City of Lincoln should invest proactively when technologies address an identified transportation need and can demonstrably advance LRTP goals such as safety, mobility, accessibility, reliability, resilience, and cost effectiveness.

Doing so allows Lincoln to benefit from technological innovation without making long-range transportation decisions dependent on predictions about which technologies will ultimately succeed or how quickly they will be adopted. Future LRTP updates can incorporate new information as technologies mature and as their effects on travel behavior, roadway operations, transit, freight, safety, and infrastructure are better understood.

Relationship to Other Plans

The LRTP is **part of a broader, coordinated planning framework** that guides transportation, land use, mobility, safety, and community development decisions in Lincoln and Lancaster County. Rather than functioning as a standalone document, the LRTP **brings together priorities** established through other plans and planning processes and **translates them** into a long-term transportation investment framework. These relationships also help carry LRTP recommendations forward through more detailed planning, project development, programming, and implementation.

The **Lincoln-Lancaster County Comprehensive Plan (PlanForward)** establishes the community's overall vision for future growth, development, land use, and transportation. The LRTP supports that vision by identifying the transportation investments and policies needed to serve existing and future development and connect people with jobs, services, and other destinations.

The **Lincoln Mobility Plan**, developed concurrently with the LRTP, provides more detailed direction for creating a connected multimodal transportation system. The two plans share technical analysis, public engagement, and recommendations, with the Mobility Plan identifying priority bicycle facilities, mobility nodes, and other strategies and the LRTP establishing funding and implementation pathways for advancing those investments. The Mobility Plan also builds on other community planning efforts, including the StarTran Transit Development Plan, Lincoln Bike Plan, Safe Streets Lincoln, and PlanForward.

The **Safe Streets Lincoln – Vision Zero Action Plan** provides the framework for addressing fatal and serious-injury crashes. Its safety analysis, priority corridors, policies, and strategies inform LRTP project evaluation and the dedicated investment in safety projects, while also providing opportunities to incorporate safety improvements into roadway and multimodal projects. The Mobility Plan similarly calls for coordination between mobility and Vision Zero projects as they are implemented.

The MPO's **Congestion Management Process** (CMP) complements the LRTP by providing an ongoing, performance-based approach for identifying locations experiencing or expected to experience congestion and evaluating strategies to improve system performance. CMP findings inform LRTP needs and project development, including consideration of operational improvements, transportation system optimization, multimodal strategies, and targeted capacity improvements. As described in **Chapter 5**, the CMP was used during development of this LRTP to identify future congestion locations not already addressed by a planned project and to evaluate appropriate strategies for those locations.

The LRTP also supports implementation of the **Lincoln Climate Action Plan** by advancing transportation choices, system efficiency, multimodal connectivity, and other strategies that can reduce transportation-related environmental impacts and strengthen community resilience. The Mobility Plan similarly identifies the Climate Action Plan, redevelopment and subarea planning, Parks and Recreation Facilities Plan, and other community initiatives as opportunities to coordinate transportation and mobility investments.

Together, these plans and processes create an interconnected framework for transportation decision-making. The LRTP establishes the long-term regional priorities and funding framework, while the CMP and more focused plans provide the detailed strategies, projects, and implementation guidance needed to advance those priorities over time.

Amendment Process

Federal regulations require the LRTP to be updated every five years. Each update reexamines assumptions, needs, and priorities to reflect changes since the previous plan. Between updates, the LRTP may be updated through a formal amendment process. Because community conditions and growth patterns evolve, transportation needs and priorities may shift over time. For example, changes in development may accelerate the need for some projects while delaying others. Additionally, formal amendments may be required for updates to the goals, policies, or assumptions of PlanForward or the LRTP.

The MPO Technical Committee, Lincoln-Lancaster County Planning Commission, and MPO Officials Committee must review and approve all amendments. The amendment process must also adhere to the MPO's requirements for public engagement and information dissemination.

Changes to the Fiscally Constrained Plan must occur through the MPO amendment process, either as standalone actions or packaged as part of an annual review. For example, advancing a project may require reprioritizing or delaying projects of similar cost. Amendments affecting the first four years of the plan require particular attention to maintain consistency with the MPO's TIP.

Tracking Progress

To ensure the LRTP remains a living document, the MPO will monitor implementation progress through an annual performance reporting process. Each year, the MPO will evaluate key performance measures and implementation actions identified in the plan, using available data from local, regional, state, and federal sources. Performance measures will be organized around the plan's goals and objectives, allowing the MPO and its partners to assess whether the transportation system is advancing the community's long-term vision and desired outcomes. The MPO will summarize findings in an annual performance report and publicly accessible dashboard, providing a transparent overview of trends, accomplishments, and areas requiring additional attention.

The annual review will serve as a check-in point to identify emerging needs, changing conditions, and opportunities to refine implementation strategies. Rather than waiting for the next major plan update, the MPO will use performance data to inform project prioritization, guide investment decisions, and support ongoing coordination with member communities and stakeholders. This approach will help to ensure that transportation investments remain aligned with the LRTP's goals and continue to respond to community needs over time.