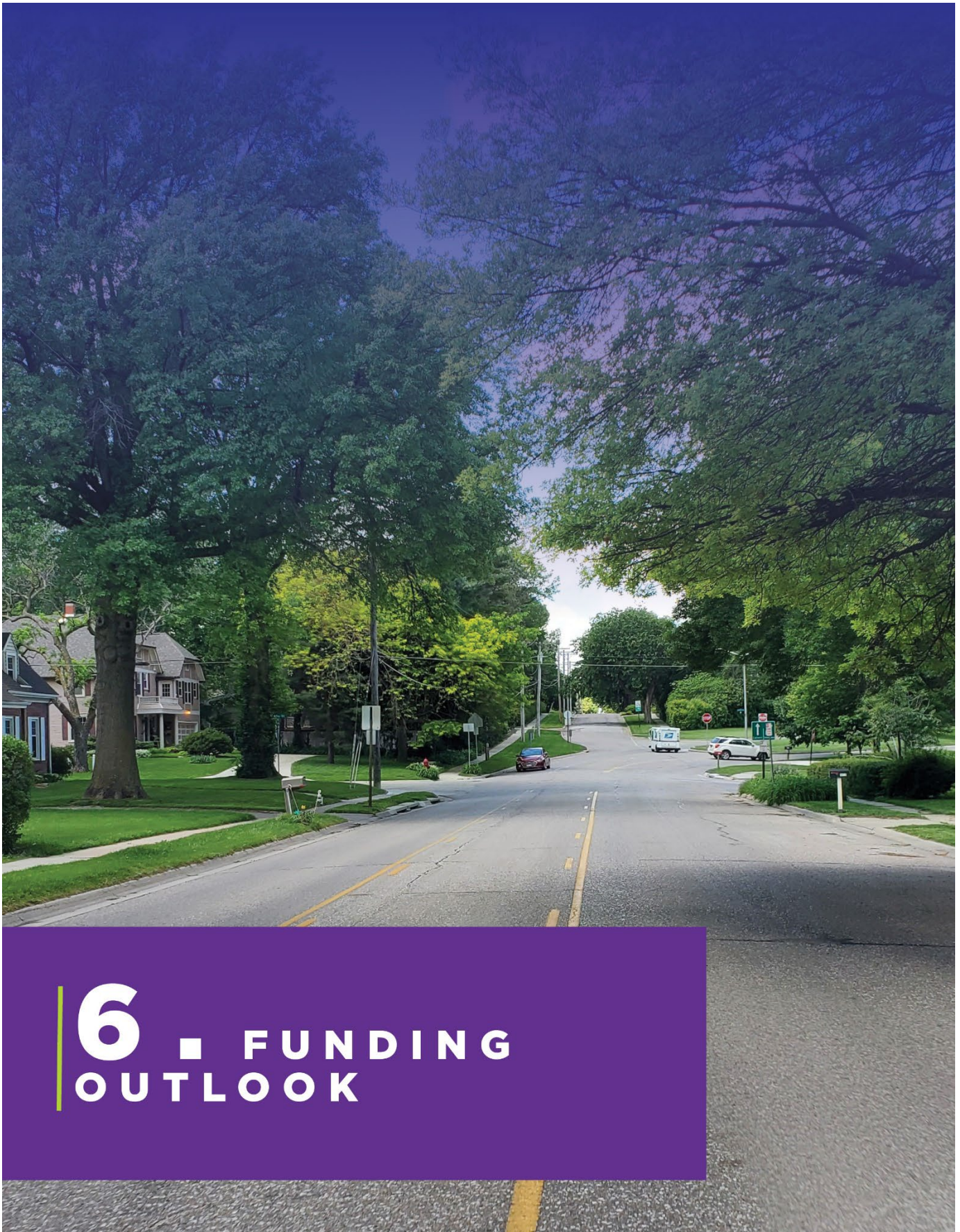




6 ■ FUNDING OUTLOOK

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

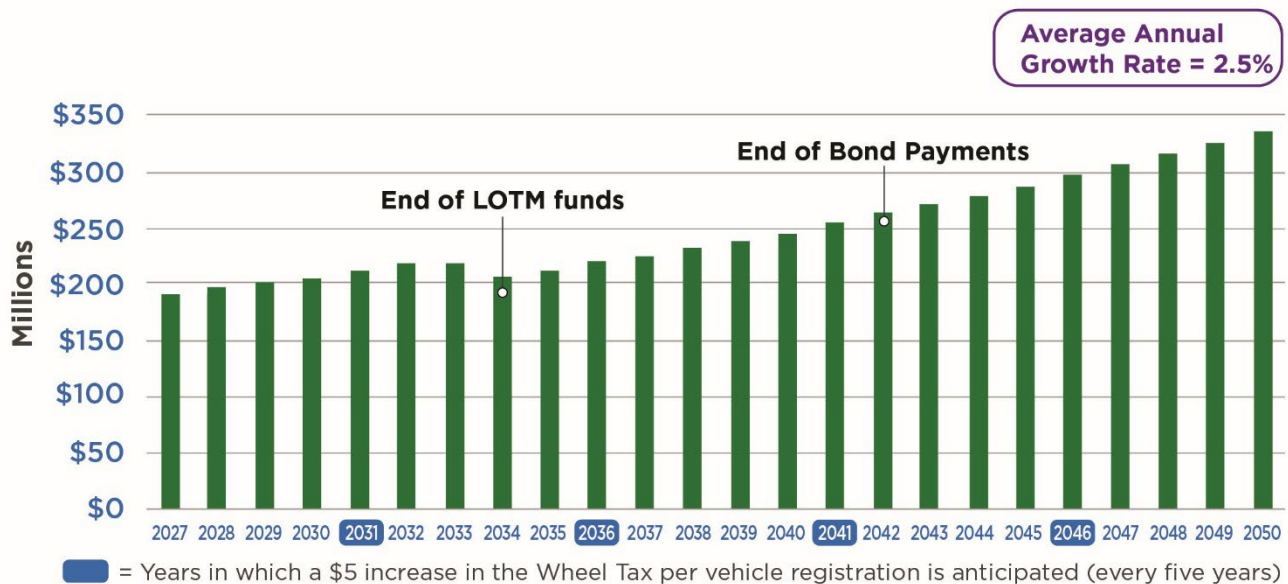
Revenue forecasts begin with a 2027 base year estimate for each local, state, and federal transportation funding source. An annual growth rate is then applied to each source based on historical trends and expected future performance, averaging approximately 2.5 percent per year. This process produces 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)

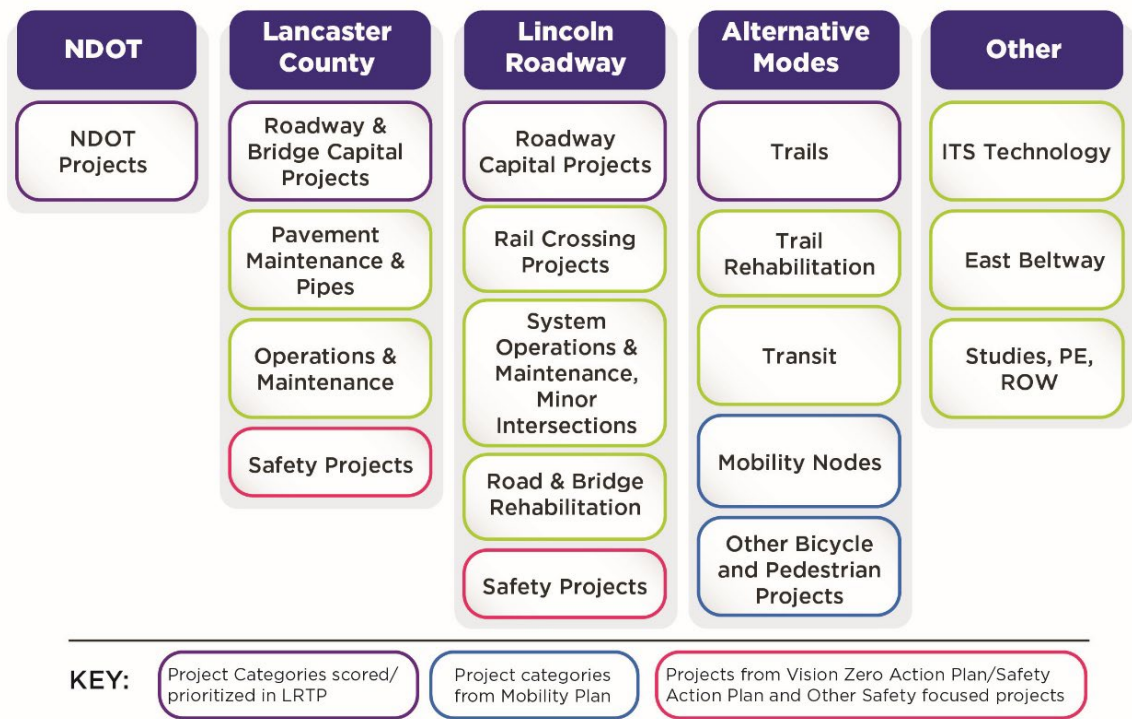
Fiscal Year	Transportation Alternatives Set Aside (Federal)	Lower Platte South Natural Resources District (NRD)	Impact Fees (Lincoln)	Private Contributions	Gambling and Keno Funds	General Revenues - Trails (Lincoln)	General Revenues - Sidewalk Repairs (Lincoln)	Total
2031	\$1.1	\$0.08	\$0.07	\$0.10	\$0.02	\$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 L RTP 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 L RTP, 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.

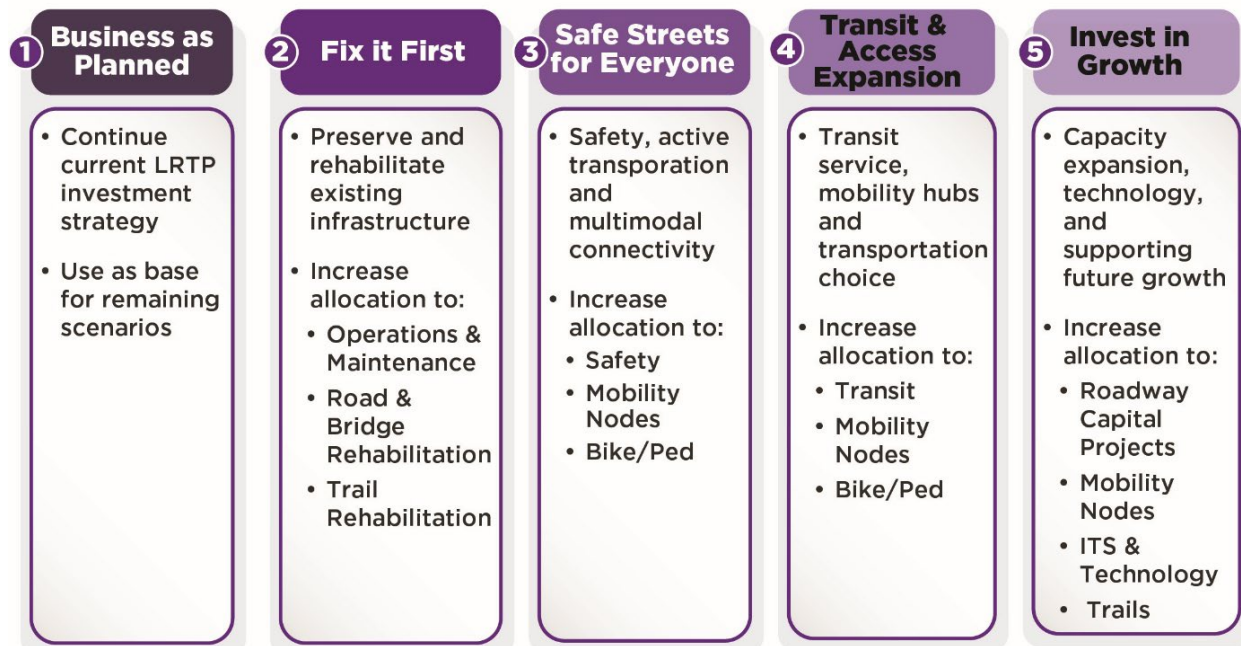
After funding the County's identified roadway capital project needs using all committed/restricted County revenues and a portion of flexible County revenues, approximately **\$90.43 million** in flexible County revenues remains available. For purposes of evaluating all funding scenarios, these remaining 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.

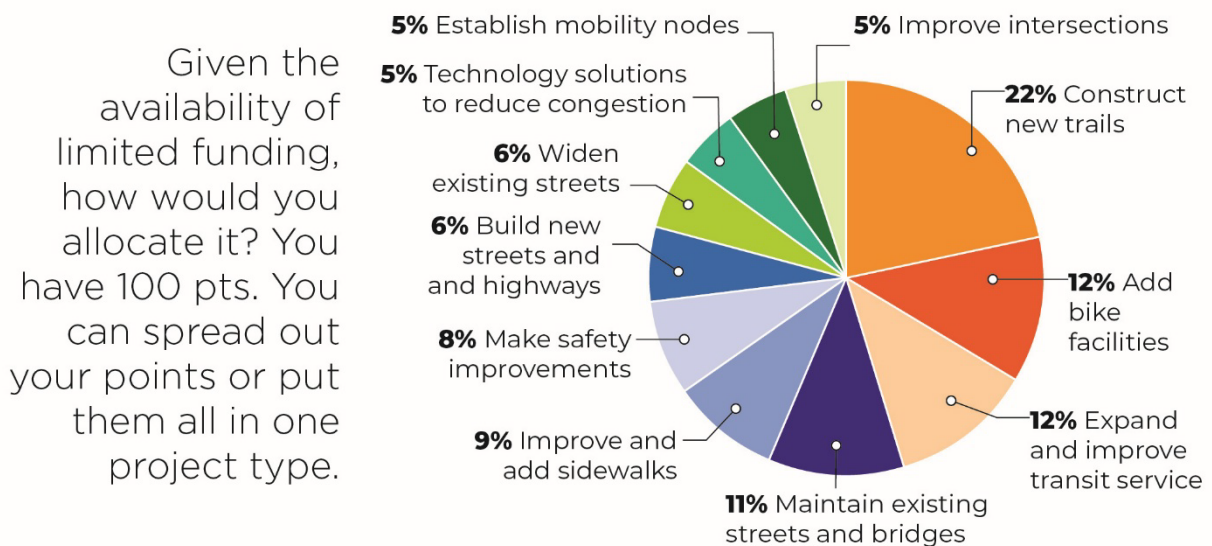
- **All scenarios have value:** All scenarios captured important transportation priorities; none fully captured the community's needs and aspirations.
- **A balanced approach is preferred:** Members preferred a hybrid approach that balances investments across multiple objectives.
- **Incremental increases 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.

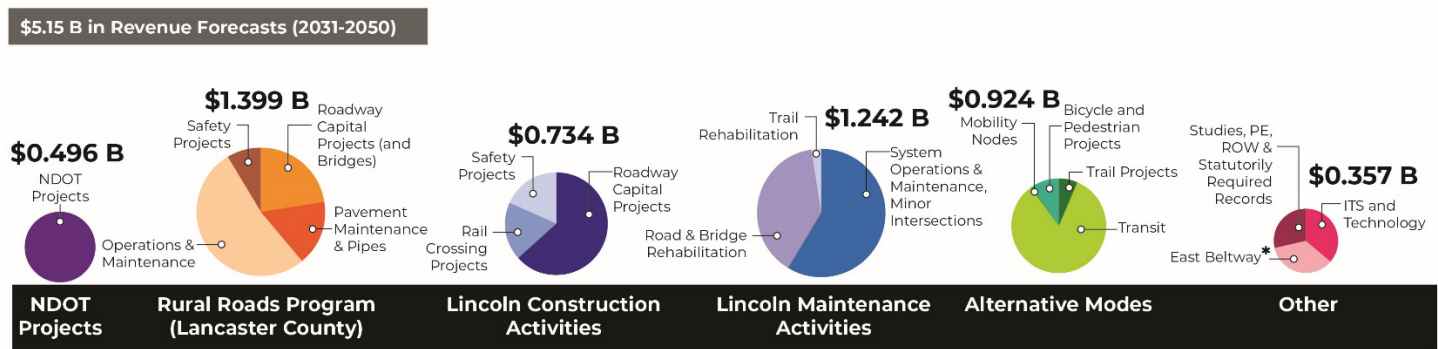
Beyond the recommended funding allocations, the LRTP proposes two key policy recommendations, detailed in **Chapter 8**, to strengthen implementation of the plan:

- **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.