Advisory Committee members present: Janet Goodwin Banks, Dan Carpenter, Dan Marvin, Todd Ogden, Jennifer Brinkman, Chad Blahak, Kellee Van Bruggen, Mike DeKalb, Don Herz & Charlie Schroeder

StarTran & WSP: Mike Davis, Brian Praeuner, Jared Gulbranson and Michelle Winkelmann

Meeting Introduction:

Mike Davis welcomed the group, gave opening remarks and Advisory Committee did introductions.

Jared Gulbranson presented an overview of the study and purpose then started presentation discussing specifics about the project that included review of key tasks and deliverables, overall project schedule, examples of peer city transit centers, summary of existing conditions and discussion of draft goals for the MTTC project.

Goals and Objectives:

Draft goals and objectives presented were well received by the committee.

Draft Goals MTTC project presented:

1. MTTC to reflect needs of StarTran passengers, stakeholders and the greater Lincoln community
2. The new MTTC facility will be designed with sustainable best practices, and examine opportunities for formal LEED Certification
3. The new MTTC facility should accommodate multiple mobility services that include, but not limited to; buses, pedestrians, cyclists, electric scooters, Transportation Network Companies (i.e. Uber/Lyft), Inter-City Commuter Bus, Bus Rapid Transit, Autonomous Vehicles
4. Improve safety, comfort and convenience for StarTran passengers
5. MTTC should improve StarTran operational efficiency and reliability
6. The MTTC feasibility study will investigate opportunities for mixed-use, joint development or other forms of Transit Oriented Development
7. The new MTTC should be flexible and adaptable as infrastructure and passenger needs evolve in the coming years
8. A new MTTC should provide equitable access for users of all ages and abilities to multiple mobility options that will improve availability for opportunities across the City of Lincoln
9. The MTTC plan should be developed to attract federal capital funds and meet requirements of those funding programs
Two modifications were requested to the draft goals. First, Goal #2 to add LEED certification or LEED equivalent, as full LEED certification can be costly. MTTC could realize many of the same sustainability benefits without taking on the full cost of the LEED certification process. Second, Goal #9 to widen potential source of funding opportunities to include local and state funding sources.

**Revised MTTC Goals:**

1. MTTC to reflect needs of StarTran passengers, stakeholders and the greater Lincoln community
2. The new MTTC facility will be designed with sustainable best practices, and examine opportunities for formal LEED Certification or LEED equivalence
3. The new MTTC facility should accommodate multiple mobility services that include, but not limited to; buses, pedestrians, cyclists, electric scooters, Transportation Network Companies (i.e. Uber/Lyft), Inter-City Commuter Bus, Bus Rapid Transit, Autonomous Vehicles
4. Improve safety, comfort and convenience for StarTran passengers
5. MTTC should improve StarTran operational efficiency and reliability
6. The MTTC feasibility study will investigate opportunities for mixed-use, joint development or other forms of Transit Oriented Development
7. The new MTTC should be flexible and adaptable as infrastructure and passenger needs evolve in the coming years
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9. The MTTC plan should be developed to attract local, state, and/or federal capital funds and meet requirements of those funding programs

**Peer Transit Center Review:**

Jared gave examples of different peer system transit center facilities that could provide important lessons learned from other communities. There were different levels of facilities from basic amenities to higher level amenities. For example, the Springfield, MO facility cost about $5.1 Million (not in today’s dollars) while the DART facility was about $20 Million, built in 2011.

Peers that were presented included:

- **DART, Central Station - Des Moines Iowa (2011)**
  - 80/20 federal/local funding split
  - Construction cost $21M ($2011)
  - 1.5 acre site
  - Pulse operation, accommodating 16 buses
  - 2nd floor office space and community room
  - Ground floor, leasable space, bike share, bike rental
  - LEED Platinum facility (sustainable)
- **Springfield, MO Downtown Transit Center (2016)**
  - 80/20 federal/local funding split
• Sioux City, IA Martin Luther King Jr. Transit Center (2003)
  o Construction cost $11.6M ($2003)
  o Pulse operation, accommodating 10 routes
  o Includes 472 parking spaces
  o Ventilation for exhaust and bird mitigation was required for enclosed facility

The committee leaned toward a high level MTTC with several amenities such as the DART facility and recommended the MTTC plan ‘aim high’ as the study progresses.

Question was raised does the MMTC need to be located in downtown area? And how important is locating the MTTC to the bus garage/maintenance? Mike Davis answered the MTTC and bus garage are important to locate in close proximity to save on operating costs.

Another question raised if facility was not near downtown could shuttle service be put in to take people to their downtown destinations much like it operates in downtown Denver with the 15th Street transit mall service? Response was depending on operations budget and to make the service convenient. If a bus rider takes a bus to the MTTC and has to transfer to a shuttle to reach their destination that type of service is inconvenient for the rider. Best practice is to limit the times bus riders make transfers to make trips as seamless as possible.

Mixed use was important in the design of a MTTC. Specific items mentioned by the committee included bicycle, pedestrian, affordable housing, coffee shop or other retail integrated into the MTTC. Parking would be beneficial as well. Discussion was also had concerning the aesthetics of a future MTTC and that it fit the character on surrounding downtown architecture.

Much discussion centered on incorporating a library with the MTTC since the City of Lincoln is looking for a new location for downtown library.

MTTC should be multi-story, not just a 1 level stand-alone bus transfer station – have many uses. Discussion was also had about potential for integrating StarTran administrative offices into the future MTTC.

The committee liked the proposed location of 9-10th, M-N location for a MTTC. Accessibility for buses and the ability to make safe and easy turns into the new MTTC should be an important factor as a site is considered. One way streets have an impact on routing buses to certain sites.

Other needs for the new transit center included, incorporation of Transportation Network Companies (TNCs) (i.e. Uber/Lyft), taxi providers, autonomous vehicle shuttles, facilities to add in on-route charging for future electric buses, indoor waiting areas, public restrooms, free public Wi-Fi, real-time next bus arrival information, and staffed customer service counter

Public Engagement Effort:

Jared provided an overview of the MTTC study’s public and stakeholder engagement effort. For the first round of engagement the study team has published and online survey to gauge transit rider and overall
community wants, needs and priorities for goals and amenities that should be included in a new transit center. Study team members were spending the morning and even rush hours on November 12th at the 11th and N Street transit center speaking with StarTran riders and handing out information to encourage StarTran riders to take the survey and provide their input in the study process.

The second round of community engagement would take place in the early spring timeframe and give the community more refined concepts for the MTTC to provide feedback before the study is finalized.

Jared provided committee members web links and encouraged them to assist in spreading the survey to their constituents as well to get a very broad range of thoughts and input from the Lincoln community.

Next Meeting:

January, 2020. Details on exact date, time and location will be determined in the coming weeks.