1.0 Executive Summary

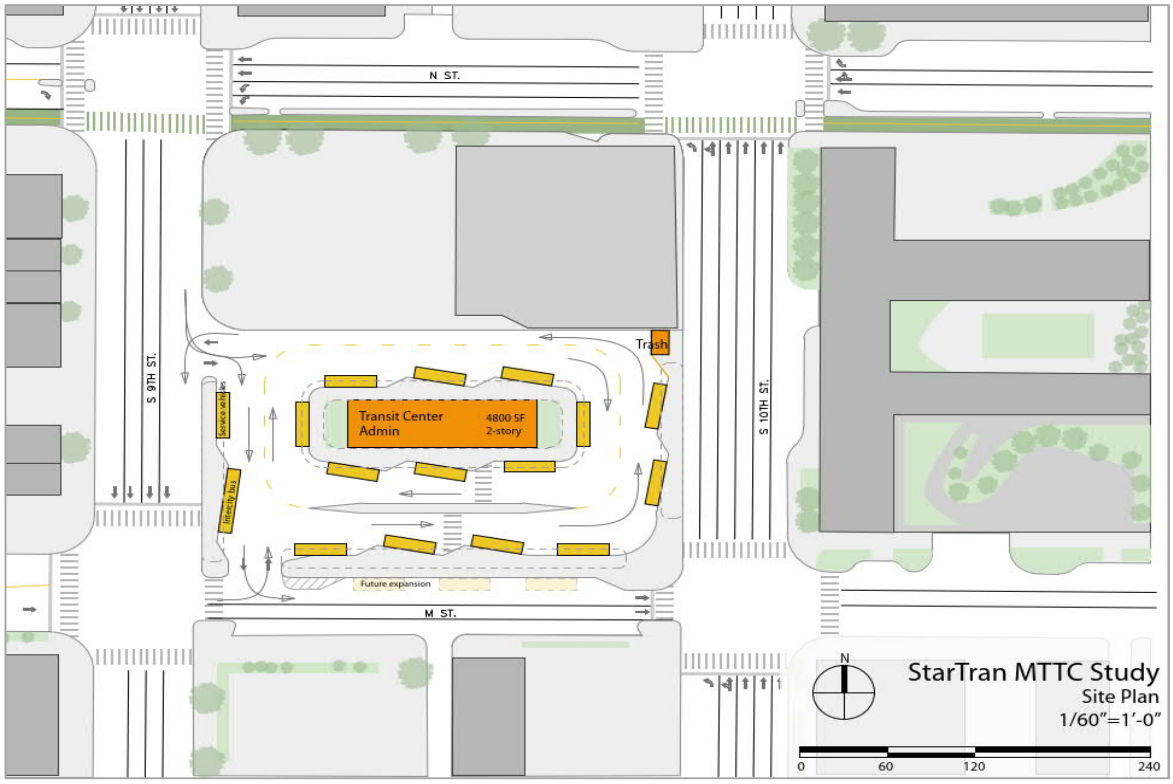
Beginning in the fall of 2019, StarTran conducted a six-month Multimodal Transit Transfer Center (MTTC) Feasibility and Concept Design Study to explore transfer improvements for the fixed-route bus system.

Today, the hub of StarTran's operations is centered around an on-street transfer facility located at 11th and N Streets adjacent to the Gold's Building. This location is undersized and does not provide an optimal layout for the safe and efficient transferring of passengers between routes. The Gold's location offers limited passenger amenities that would make waiting for the bus more comfortable, and the site limits future expansion of the transit system due to its size and configuration.

The MTTC Study reached out to the community for input to help guide a transparent process to develop a needs-based assessment to inform selection of the site and amenities. A key goal of the project was to improve mobility by integrating multiple transportation modes (buses, bikes, scooters, pedestrians, and others) and investigate potential economic development opportunities. Key priorities for transit users were the inclusion of climate controlled indoor waiting areas, covered boarding platforms, seating, and enhanced technology amenities (e.g. free public WI-FI, real-time next bus arrival information).

The MTTC Feasibility and Concept Design Study assessed multiple sites in downtown Lincoln and identified a preferred location for the new transfer facility on the southern half of 'Block 69' located along M Street, between 9th Street and 10th Street. A conceptual layout for this site is shown in Figure 1.

Figure 1: MTTC Conceptual Layout for Southern Half of Block 69



This location and layout configuration would allow up to 14 bus bays for fixed routes, allowing the transit system to expand the total number of routes in the future. Today, StarTran operates 12 fixed routes that

serve the transit center. This location would also accommodate one bus bay for a new intercity commuter route between Lincoln and Omaha that will begin service in the coming years. It is anticipated that M Street will be converted to two-way traffic in the future. When that change occurs, there is potential for an additional three bus bays along M Street if further transit center expansion were required.

A ground-floor, indoor, climate-controlled passenger waiting area with restrooms and information counter would be constructed on the center boarding island of the transit center. The waiting area, customer service, and restroom areas are estimated to be approximately 1,400 square feet. StarTran administrative offices would be constructed on the second floor, above the passenger waiting area. This area would have room for offices and meeting space and be approximately 3,400 square feet. The entire MTTC site is approximately 1.25 acres.

The total estimated Rough Order of Magnitude capital cost for this facility at this level of conceptual planning is $12,361,645. This cost will be further refined as more detailed planning and design are completed.

StarTran will be seeking federal funding opportunities through multiple sources to support the construction cost of the new MTTC including the US Department of Transportation's BUILD Program and others. BUILD funding would require a minimum 20 % local matching contribution.

Key Benefits of Block 69 Site and MTTC Conceptual Plan:

- Improves StarTran operational efficiency
- Locates majority of site on City-owned property
- Improves StarTran passenger safety
- Enhances passenger comfort, customer service, and convenience
- Consolidates StarTran administration with on-street operations
- Allows StarTran riders to transfer between all routes concurrently
- Requires minimal change to StarTran downtown route alignments
- Provides space for transit system future growth
- Enhances multimodal connectivity with adjacency to N Street Cycle Track
- Develops blighted property in Downtown
- Aligns with Downtown Master Plan

As part of this study a benefit-cost analysis was conducted. The results from this analysis showed a Benefit-Cost Ratio of 1.8, meaning the MTTC project would yield a highly positive rate of return for the investment in a new downtown transit center.

Following the conclusion of the MTTC Feasibility and Concept Design Study, StarTran will continue its efforts to secure federal funds needed to make this plan a reality. In the months and years to come, StarTran will need to further advance this project for more detailed design, engineering, and evaluation of any environmental impacts in coordination with partners at the Federal Transit Administration and other State of Nebraska agencies. The MTTC is a critical piece of transportation infrastructure that is needed to support the future of multimodal transportation in the greater Lincoln metro area.