



Lincoln Metropolitan Planning Organization

County-City Building
555 South 10th Street - Suite 213
Lincoln, Nebraska 68508
(402) 441-7491

To: Officials Committee Members
From: Elizabeth Elliott, Technical Committee Chair
Subject: Officials Committee Meeting

Date: February 24, 2021
Time: 2:00 p.m. – 3:00 p.m.
Place: Council Chambers, County-City Building

Meeting Agenda:

Roll call and acknowledge the “Nebraska Open Meeting Act”

1. [Review and action](#) on draft minutes of the November 16, 2020 Officials Committee meeting
2. [Review and action](#) on amendment to the MPO Management Plan
3. [Review and action](#) on revisions to the FY 2021-2024 Transportation Improvement Program
 - a. Add the 148th Street and Holdrege Street intersection project, which programs federal funding for Preliminary Engineering, ROW, Utilities, Construction and Construction Engineering phases.
4. [Report](#) on the development and review schedule for FY 2022-2025 Transportation Improvement Program
5. [Report](#) on the 2050 Long Range Transportation Plan
6. Other topics for discussion

ACCOMMODATION NOTICE

The City of Lincoln complies with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973 guidelines. Ensuring the public’s access to and participating in public meetings is a priority for the City of Lincoln. In the event you are in need of a reasonable accommodation in order to attend or participate in a public meeting conducted by the City of Lincoln, please contact the Director of Equity and Diversity, Lincoln Commission on Human Rights, at 402 441-7624 as soon as possible before the scheduled meeting date in order to make your request.

MEETING RECORD

Advanced public notice of the Officials Committee meeting was posted on the County-City bulletin board and the Planning Department's website.

NAME OF GROUP: OFFICIALS COMMITTEE MEETING

DATE, TIME AND PLACE OF MEETING: November 16, 2020, 10:45 a.m., City Council Chambers, County-City Building, 555 S. 10th Street, Lincoln, NE

MEMBERS AND OTHERS IN ATTENDANCE: James Michael Bowers, Sean Flowerday, Ryan Huff, Richard Meginnis and Rick Vest; Mayor Leirion Gaylor Baird appeared online via © Zoom Video Communications. David Cary, Paul Barnes, Allan Zafft and Teresa McKinstry Pam Dingman, County Engineer; and Elizabeth Elliott, Director of Lincoln Transportation and Utilities.

Vice Chair Rick Vest called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.

ELECTION OF COMMITTEE OFFICERS:

Vice Chair Vest called for nominations for Chair and Vice Chair. Meginnis nominated Vest as Chair and Bowers for Vice Chair, seconded by Flowerday and carried 5-0: Bowers, Flowerday, Huff, Meginnis and Vest voting 'yes'.

Chair Vest called for a motion approving the minutes of the regular meeting held May 1, 2020. Motion for approval made by Meginnis, seconded by Bowers and carried 5-0: Bowers, Flowerday, Huff, Meginnis and Vest voting 'yes'.

REVIEW AND ACTION ON REVISIONS TO FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP); a) BEAL SLOUGH TRAIL-REVISE THE PROGRAMMING FOR ROW, CONSTRUCTION AND CONSTRUCTION ENGINEERING PHASES AND UPDATE BUDGET TO REFLECT LATEST ESTIMATES, b) FLETCHER LANDMARK TRAIL-REVISE THE PROGRAMMING FOR PRELIMINARY ENGINEERING PHASE and c) TRANSPORTATION SYSTEM OPTIMIZATION (TSO) PROGRAM-REVISE THE TOTAL HIGHWAY SAFETY IMPROVEMENT PROGRAM FUNDING (FEDERAL SOURCE) AS A RESULT OF ADDING THE 84TH STREET AND US-6 INTERSECTION PROJECT AND OF REVISING THE PROGRAMMING FOR ROW, UTILITIES AND CONSTRUCTION/CONSTRUCTION ENGINEERING PHASES OF THE NORTH 27TH STREET PROJECT:

Allan Zafft stated these are revisions to the TIP. The funding is changing for some fiscal years. Fletcher Trail is revising the programming for the preliminary engineering phase. Beal Slough Trail

is revising the programming for the right-of-way, construction and construction engineering phases. The Transportation System Optimization Program is revising the total Highway Safety Improvement Program funding due to adding the 84th St. and US-6 intersection project and revising the programming for the phases of the N. 27th Street project. These proposed amendments appeared before the Technical Committee and did not receive any public comments.

ACTION:

Motion for approval of revisions to the FY 2021-2024 Transportation Improvement Program, (TIP); a) Beal Slough Trail-revise the programming for ROW, Construction and Construction Engineering Phases and update budget to reflect latest estimates, b) Fletcher Landmark Trail-revise the programming for Preliminary Engineering Phase and c) Transportation System Optimization (TSO) Program-revise the total Highway Safety Improvement Program funding (federal source) as a result of adding the 84th Street and US-6 intersection project and of revising the programming for ROW, Utilities and Construction/Construction Engineering phases of the North 27th Street project, made by Meginnis, seconded by Flowerday and carried 5-0: Bowers, Flowerday, Huff, Meginnis and Vest voting 'yes'.

Meginnis inquired if this will speed up the trail. Zafft replied yes, the funding years are changing. Right-of-way takes a while to acquire.

REVIEW AND ACTION ON REVISIONS TO THE LINCOLN MPO 2040 LONG RANGE PLAN – 2016 UPDATE (LRTP); a) FLETCHER AVENUE, N. 84TH STREET TO N. 98TH STREET-CHANGE THE PROJECT LIMITS (TERMINI):

Zafft stated this is for an amendment to the current LRTP. This proposed revision is to extend the limits of the project from 98th St. to 148th St. A corridor study indicated the ADT (average daily trips) will be over the limits for gravel in 2025.

ACTION:

Motion for approval of revisions to the Lincoln MPO 2040 Long Range Transportation Plan-2016 Update; a) Fletcher Avenue, N. 84th Street to N. 98th Street-change the project limits (termini), made by Meginnis, seconded by Flowerday and carried 5-0: Bowers, Flowerday, Huff, Meginnis and Vest voting 'yes'.

REVIEW AND ACTION ON AMENDMENT TO THE MPO MANAGEMENT PLAN:

Zafft stated this proposed amendment is to the bylaws for Technical Committee and Officials Committee. There have been some changes since the last time this document was reviewed. It cleans up some language such as NDOR (Nebraska Dept. of Roads) to NDOT (Nebraska Dept. of

Transportation), Public Works and Utilities to Lincoln Transportation and Utilities, items such as those. Substantiative changes were outlined in his report. One change is the Technical Committee position of City Engineer/Railroad Transportation Safety District will be separated to two positions for Technical Committee. Another proposed change is regarding when the Technical Committee meets. The bylaws say monthly. We are suggesting the text be changed to quarterly or as necessary.

ACTION:

Meginnis moved approval of the MPO Management Plan, seconded by Flowerday.

Meginnis made a motion for an amendment on page nine of the Management Plan, 3.3 Technical Committee, to keep Voting Members bullet number four, as it is currently written for Lincoln City Engineer/RTSD and not amend the language to separate that bullet into two positions, seconded by Bowers.

Zafft noted this amendment would also affect the number of members needed for a quorum. The language currently says eight members are needed for a quorum. Page two of Appendix E, Bylaws of The Technical Committee, Article III. Meetings, Section 3. Quorum and Voting, A. proposed a text change for the quorum to nine members. This proposed language would be stricken. The existing language will remain, and the quorum would remain at eight.

Mayor Gaylor Baird would like clarification on the purpose of Meginnis's amendment.

Meginnis responded that his purpose is, he doesn't think the City Engineer and Lincoln Transportation and Utilities is heavily represented at this point. He believes other members to the Technical Committee will be added in the future and believes this should be revisited at that time. Zafft agreed. He believes Waverly and Hickman will be added in the future. This proposed amendment will also affect Page two of Appendix E, Bylaws of The Technical Committee, Article IV. Amendment of Article, Section 1. How Amended, majority vote will remain at eight votes.

Meginnis amended his motion for amendment, for changes to page nine of the Management Plan, 3.3 Technical Committee, to keep Voting Members bullet number four, as it is currently written for Lincoln City Engineer/RTSD; page two of Appendix E, Bylaws of The Technical Committee, Article III. Meetings, Section 3. Quorum and Voting, A. retain existing language that states eight voting members shall constitute a quorum; and page two of Appendix E, Bylaws of The Technical Committee, Article IV. Amendment of Article, Section 1. How Amended, majority vote will remain at eight votes, seconded by Flowerday. Motion for approval of amendment carried 4-0: Bowers, Flowerday, Meginnis and Vest voting 'yes'; Huff abstaining.

Motion for approval of the MPO Management Plan as amended carried 5-0: Bowers, Flowerday, Huff, Meginnis and Vest voting 'yes'.

REVIEW AND ACTION ON THE MPO FEDERAL PERFORMANCE MEASURES AND TARGETS; a) FHWA SAFETY PERFORMANCE MEASURES AND TARGETS, b) FHWA INFRASTRUCTURE CONDITION PERFORMANCE MEASURES AND TARGETS, c) FHWA SYSTEM PERFORMANCE MEASURES AND TARGETS and d) FTA TRANSIT SAFETY PERFORMANCE MEASURES AND TARGETS:

Zafft stated that these are performance measures and targets that need to be adopted. This supports the NDOT and StarTran targets. The Lincoln MPO is agreeing to a plan and program projects that contributes towards the accomplishment of these performance targets. There is no penalty if these targets are not met. The City has already been doing many of these targets.

ACTION:

Meginnis made a motion for approval of the MPO Federal Performance Measures and Targets; a) FHWA Safety Performance Measures and Targets, b) FHWA Infrastructure Condition Performance Measures and Targets, c) FHWA System Performance Measure and Targets and d) FTA Transit Safety Performance Measures and Targets, seconded by Bowers.

Meginnis inquired if the State of Nebraska has adopted the federal highway targets. Huff stated this was adopted by the State. He noted that some states evaluate things differently. This creates uniformity. The MPO sets the measures. The feds set a penalty if the measures aren't met. We make sure we use data to inform decision making, and we constantly look at the data. The State of Nebraska does this and supports the MPO's with data. The FHWA (Federal Highway Administration) has penalties, the MPO does not. The State is comfortable with the proposed language. Zafft added that the majority of MPO's adopt the state targets.

Motion for approval carried 5-0: Bowers, Flowerday, Huff, Meginnis and Vest voting 'yes'.

REPORT ON THE 2050 LONG RANGE TRANSPORTATION PLAN (LRTP):

Zafft presented a Power Point. The 2050 LRTP is the update to the current LRTP. This was officially kicked off in late March. Felsberg Holt & Ullevig (FHU) is assisting with the update. This is one of the most important documents to the MPO. We consider transportation improvements and how they affect land use. This must be updated every five years. We have to address at least a 20-year plan horizon. We have to do this in consultation with other agencies such as Federal Highway Administration and Nebraska Dept. of Transportation. There are performance measures and targets. These help us address our funding that meet the needs of the system. It must be fiscally constrained. It can't be a wish list. There are milestones to this update. Public engagement

has been ongoing. We hope to have this completed by the end of next year. Various focus groups and subcommittees have been involved. Staff recently finished the draft LRTP goals. The current LRTP has seven goals. The updated plan will have eight. Innovation Technology was added to Mobility and System Reliability. Transportation Equity was an added goal. There is a public engagement plan. Phase 1 public engagement included a number of things such as a public meeting, online survey, website and focus groups. Input was gathered from the public. We had more than 235 survey responses. 95% identified as residents. One question asked was how easy travel is, in and around Lincoln. This was also asked to the general public, five years ago. Perception has improved for bike and car but declined for pedestrian the most. Transit continues to be perceived as the most difficult. He is encouraged the goals seem to represent the community overall. Zafft reviewed various graphs and information from Phase 1 of public input. The focus groups ranked their top strategies to address goals. Over 230 were listed. The public identified potential projects as well. The public engagement summary will be ready next week. At the end of December will be the development of project lists. The Comprehensive Plan Community Committee will give input on the Project Prioritization Evaluation Criteria. Revenue forecasts will be in January 2021, along with the objectives and performance measures. February 2021 will be Phase 2 of public engagement.

Meginnis would like to tentatively set a date for the next meeting of Officials Committee. Zafft would suggest February 2021, perhaps the first Monday in February. Paul Barnes believes it depends on the advancement of the public material and information from the consultant. Staff will look at the January/February 2021 timeframe. Vest encouraged early February for the next meeting.

There being no further business, the meeting was adjourned at 11:40 a.m.

ISSUE

VOTE: Amendment to the MPO Management Plan

BACKGROUND

The MPO Management Plan is an outline of the Lincoln Metropolitan Planning Organization (MPO), its organizational structure and related responsibilities, as well as the procedures used to carry out the federally-mandated transportation planning process in the Lincoln region. The MPO Management Plan also provides an overview of how other agencies are involved in the regional planning process and a brief description of the federal transportation planning requirements and guidelines. This document is located at:

<https://www.lincoln.ne.gov/files/sharedassets/public/planning/mpo/key-documents/mgmtplan.pdf>

The proposed amendment entails the following revisions to the MPO Management Plan:

- Change the Lincoln City Engineer/RTSD of the Technical Committee from one voting member to two separate voting members (page 9). The titles of these voting members change to the following:
 - Modify “Lincoln City Engineer” to “Lincoln Transportation & Utilities Assistant Director of Transportation (City Engineer)”
 - Modify “RTSD” to “RTSD Executive Director”
- Add one voting member from the City of Hickman to the Technical Committee (page 9). The City Administrator will serve as the voting member for the City of Hickman.
- Add one voting member from the City of Waverly to the Technical Committee (page 9). The City Administrator will serve as the voting members for the City of Waverly.
- Change the quorum for a Technical Committee meeting in the Bylaws of the Technical Committee (Appendix E – Article III. Meetings, Section 3. Quorum and Voting, A.) to the following:
 - Modify “The presence of eight (8) voting members (or appointed representatives, as provided in Article I - Section 3) shall constitute a quorum.” to “The presence of a simple majority of voting members (or appointed representatives, as provided in Article I - Section 3) shall constitute a quorum.”
- Change the voting for a Technical Committee meeting in the Bylaws of the Technical Committee (Appendix E – Article III. Meetings, Section 3. Quorum and Voting, A.) to the following:
 - Modify “When a quorum is present at any meeting, the vote of a simple majority of the voting members present shall decide questions brought before the Committee; however, no measure shall be passed with less than five (5) affirmative votes by voting members of the Committee.” to “ When a quorum is present at any meeting, the vote of a simple majority of the voting members present shall decide questions brought before the Committee; however, no measure shall be passed with less than a simple majority of affirmative votes by present voting members of the Committee.”
- Change the majority vote of the entire voting membership of the Technical Committee at a meeting to amend the bylaw articles in the Bylaws of the Technical Committee (Appendix E – Article IV. Amendment of Article, Section I. How Amended) to the following:

- Modify “These articles may be amended by a majority vote (eight votes) of the entire voting membership of the Technical Committee at a meeting called for such a purpose.” to “ These articles may be amended by a majority vote of the entire voting membership of the Technical Committee at a meeting called for such a purpose.”

Enclosed is the MPO Management Plan (See Exhibit A of Resolution 2021-1) that shows the revisions of the proposed amendment.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The Technical Committee recommended approval of the proposed amendment on February 3, 2021.

RECOMMENDATION

Approve the amendment to the MPO Management Plan.

STAFF CONTACT

Allan Zafft



Lincoln Metropolitan Planning Organization

County-City Building
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Lincoln, Nebraska 68508
(402) 441-7491

**Lincoln MPO Resolution: 2021-1
FOR THE PURPOSE OF ADOPTING THE
LINCOLN MPO MANAGEMENT PLAN AMENDMENT**

WHEREAS, the Lincoln Metropolitan Planning Organization (Lincoln MPO) is the designated Metropolitan Planning Organization (MPO) responsible for undertaking the transportation planning process for the Lincoln Metropolitan Transportation Management Area (TMA), in accordance with 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR Part 450; and

WHEREAS, the Lincoln MPO adopted the Lincoln MPO Management on September 24, 2009, which is a document that presents an outline of the Lincoln MPO, its organizational structure and related responsibilities, as well as the procedures used to carry out the federally-mandated transportation planning process in the Lincoln region; and

WHEREAS, the Lincoln MPO has prepared an amendment to the Lincoln MPO Management Plan that makes revisions to this document as identified in Exhibit A; and

WHEREAS, the amendment has been reviewed and recommended for adoption by the Technical Committee of the MPO, and now requires adoption from the Officials Committee of the MPO;

NOW, THEREFORE, BE IT RESOLVED that the Lincoln Metropolitan Planning Organization Officials Committee adopts the amendment to the Lincoln MPO Management Plan.

Approved by a vote of the MPO Officials Committee and signed this 24th day of February, 2021.

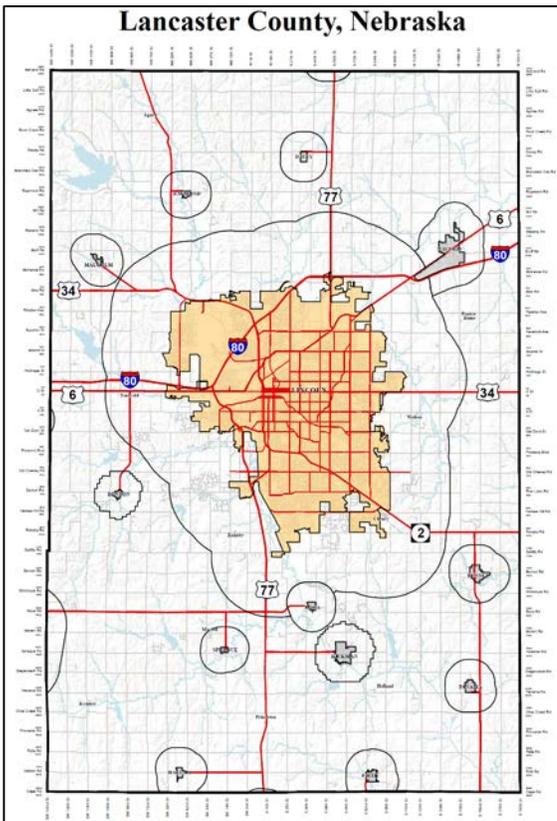
Lincoln MPO Officials Committee Chair

ATTEST

Elizabeth Elliott, City of Lincoln Transportation & Utilities Director
Lincoln MPO Technical Advisory Committee Chair

EXHIBIT A

Lincoln Metropolitan Planning Organization



Management Plan

Adopted on September 24, 2009
Amended November 16, 2020

Commented [ASZ1]: Change to "Amended February 24, 2021"



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555 S. 10th Street, Suite 213
Lincoln, NE 68508
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lincoln.ne.gov (search: metropolitan)

Lincoln MPO Members

- City of Lincoln
- Lancaster County
- State of Nebraska
- Lincoln Airport Authority
- RTSD
- StarTran
- FTA
- FHWA



U.S. Department of Transportation Federal Highway Administration

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.”

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- A. Designation of City of Lincoln as the Lincoln MPO**
- B. MPO Memorandum of Understanding**
- C. Memorandum of Agreement**
- D. Bylaws of the Officials Committee**
- E. Bylaws of the Technical Committee**

I.0 Introduction

I.1 About this MPO Management Plan Document

This document presents an outline of the Lincoln Metropolitan Planning Organization (MPO), its organizational structure and related responsibilities, as well as the procedures used to carry out the federally-mandated transportation planning process in the Lincoln region. This MPO Management Plan document also provides an overview of how other agencies are involved in the regional planning process and a brief description of the federal transportation planning requirements and guidelines.

The MPO planning process requires regular updating to account for changing regulations for transportation planning, advancing technology, urban growth, and revised Federal, state, regional and local involvement. Given this, the MPO Management Plan document replaces the document known as the “Operations Plan” that was previously adopted by the Lincoln Metropolitan Planning Organization. Also, this MPO Management Plan document may be amended at any time by a majority vote of the MPO Officials Committee membership. Amendments must be presented in writing at an Officials Committee meeting for consideration, and adopted at a subsequent meeting.

I.2 MPO Transportation Planning

Metropolitan transportation planning is the process of examining travel and transportation issues and needs in metropolitan areas. It includes a demographic analysis of the community in question, as well as an examination of travel patterns and trends. The planning process includes an analysis of alternatives to meet projected future demands, and for providing a safe and efficient transportation system that meets mobility needs while not creating adverse impacts to the environment.

The 1962 Federal Aid Highway Act required states and local governments to conduct cooperative, comprehensive, and continuing transportation planning (“3-C Planning Process”) to develop metropolitan area transportation plans and programs in order to receive federal funds for transportation system improvements.

Subsequently in 1973, an amendment to the 1962 act further required the governor of each state, with local concurrence, to designate a Metropolitan Planning Organization (MPO) for every urbanized area with a population of 50,000 or greater to coordinate area wide transportation planning. Over successive authorization cycles, Congress has added and revised substantive content expected from the 3-C process.

The Clean Air Act Amendments (CAAA) of 1990 and the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 changed how MPOs conducted transportation planning. MPOs were now required to provide leadership in defining a regional vision, selecting projects, promoting multi-modal transportation and improving air quality. The most recent

Figure 1 3-C Planning Process

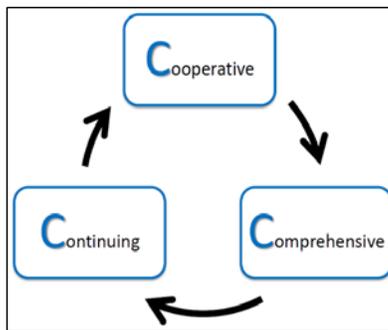
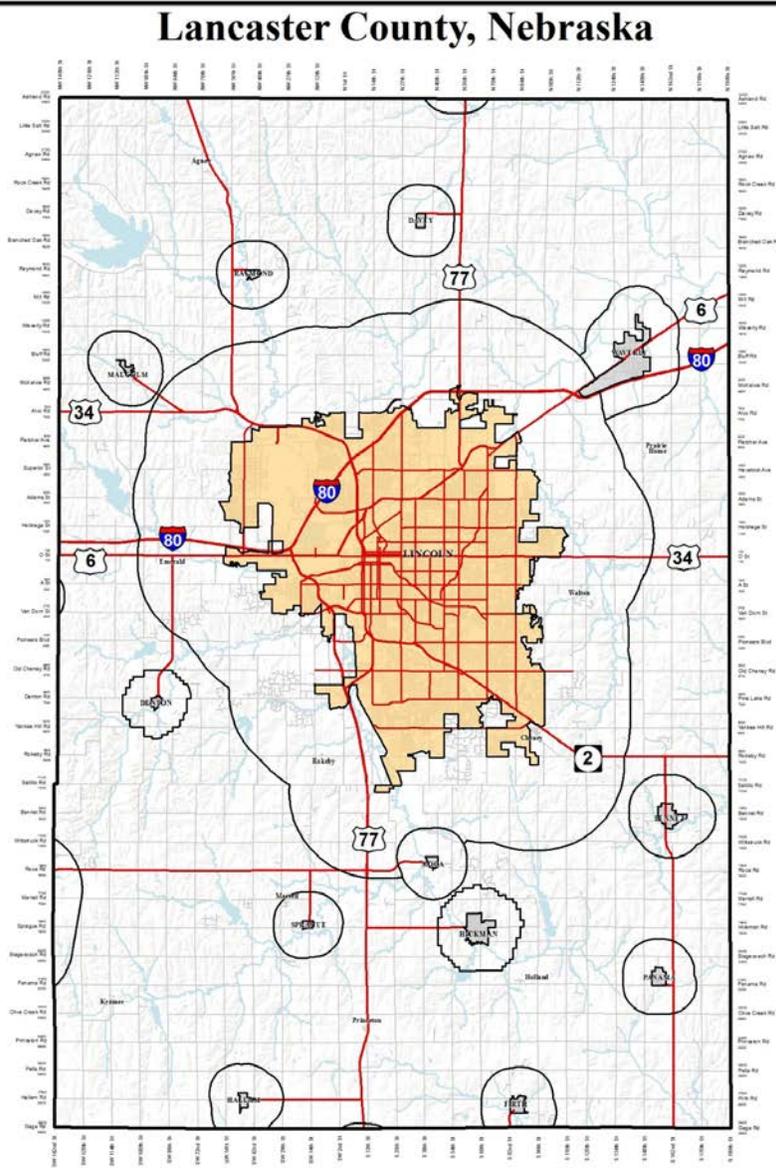


Figure 2 Lincoln MPO Metropolitan Planning Area Map



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transportation act, the Fixing America's Surface Transportation (FAST) Act as signed into law on December 4, 2015 which authorizes surface transportation programs and continues these basic planning requirements. This new federal transportation legislation defines eight specific planning factors to be considered when developing transportation plans and programs in a metropolitan area. The metropolitan planning process will continue to provide for consideration of projects and strategies that will:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 2. Increase the safety of the transportation system for motorized and non-motorized users.
 3. Increase the security of the transportation system for motorized and non-motorized users.
 4. Increase the accessibility and mobility options available to people and for freight.
 5. Protect and enhance the environment, promote energy conservation, and improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
 7. Promote efficient system management and operation.
 8. Emphasize the preservation of the existing transportation system.
 9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
 10. Enhance travel and tourism.
-

Transportation planning in metropolitan areas is a collaborative process, led by the MPO and other key stakeholders in the regional transportation system. The process is designed to foster involvement by all interested parties, such as the business community, community groups, environmental organizations, and the general public through a proactive public participation process conducted by the MPO in coordination with state transportation departments and transit operators. Significant emphasis is placed on broadening participation in transportation planning.

1.3 Background of the Lincoln MPO and the Memorandum of Agreement

The City of Lincoln is the federally recognized Metropolitan Planning Organization (MPO) for the Lincoln Metropolitan Area serving Lincoln and Lancaster County. The purpose of the Lincoln MPO is to conduct transportation planning and decision-making for the Lincoln planning area.

On March 22, 1974, the Lincoln MPO was established to guide the transportation planning process in the Lincoln urbanized area and to coordinate transportation planning activities with transportation-related agencies within Lancaster County (see Appendix A). This was supported by a "Memorandum of Understanding" (MOU) between the City, County and State agreeing to cooperate to carry out this task which was adopted on November 23, 1977 (see Appendix B).

The current Memorandum of Agreement (MOA) between the Lincoln MPO, the City of Lincoln StarTran Bus Service (StarTran), and Nebraska Department of Transportation (NDOT) was adopted

on April 30, 2018 to update the previous MOA. The current MOA defines the specific roles and responsibilities of the MPO, StarTran, and NDOT for metropolitan transportation planning and programming, to implement the required statutes and regulations, and to ensure that a cooperative transportation planning and programming process is established between the MPO, StarTran, and NDOT in the metropolitan planning area (see Appendix C).

The Metropolitan Planning Area (MPA) is the geographic area in which the metropolitan transportation planning process must be carried out. The boundaries of the MPA are determined by agreement between the Governor and the MPO. The Lincoln MPO Metropolitan Planning Area is identified as all of Lancaster County as shown in Figure 2.

Areas with populations greater than 200,000 are designated Transportation Management Areas (TMAs). The 2000 Census identified the Lincoln Urban Area as having a population of 225,581, and accordingly, the Secretary of Transportation designated the Lincoln MPO as a TMA. This classification qualifies the Lincoln MPO for specific shares of federal funds, but along with this, it establishes additional administrative and planning requirements in the transportation planning process. These additional planning activities relate primarily to the development of a congestion management process, project selection, public involvement and the MPO certification process.

2.0 Required MPO Planning Documents

The Lincoln MPO provides a forum for cooperative decision-making among responsible state and local officials, StarTran, and the general public. With this comes the responsibility to develop and maintain various planning documents that are required of each MPO including:

- Long Range Transportation Plan (LRTP)
- Transportation Improvement Program (TIP)
- Unified Planning Work Program (UPWP)
- Public Participation Plan
- Congestion Management Process
- Annual Listing of Obligated Projects
- Certification of the MPO
- Other Planning Documents as Required

MPO plans and programs must consider all transportation modes and support community development and social goals. MPO plans and documents also must ensure the planning area's compliance with federal regulations affecting transportation decisions, such as the Clean Air Act Amendments of 1990 (CAAA) and the latest federal transportation legislation. In meeting federal requirements, the MPO maintains the eligibility of member agencies and StarTran for federal transportation funds for planning, capital improvements, and operations.

The MPO generates other planning documents and reports in addition to those described in this document, and engages in many other activities such as transportation data collection, safety promotion, and specific transportation planning efforts and projects. The primary purpose of these numerous MPO transportation planning activities is to support the monitoring and development of the LRTP and the TIP.

2.1 Long Range Transportation Plan (LRTP)

The Lincoln MPO's Long Range Transportation Plan (LRTP) extends out a minimum of 20 years and acts as the official guide for the expenditure of federal and state transportation funds that are expected to be available in Lincoln and Lancaster County. According to federal requirements, the scope or life of the Metropolitan Transportation Plan is to cover a minimum 20-year forecast period at the time of plan adoption. Current regulations require the MPO to update long range transportation plans at a minimum every five years in order to accurately re-assess existing and projected travel conditions and needed improvements based on current population and socioeconomic data. The projects listed in the LRTP are intended to reflect the community's values and visions for improving the overall transportation system while maintaining fiscal constraint. Lincoln's LRTP is also the Mobility and Transportation chapter of the Lincoln-Lancaster County Comprehensive Plan. The Lincoln-Lancaster County Comprehensive Plan is reviewed annually to ensure updated data is available and the Plan remains current. The LRTP is reviewed during this Comprehensive Plan Annual Review.

2.2 Transportation Improvement Program (TIP)

The TIP is an intermediate range planning document that is prepared annually and reflects the transportation expenditures programmed over the next four years. Project information is provided in the TIP such as the general project description and cost, the funding source and funding year. The TIP contains information on a wide range of transportation projects including pedestrian and bicycle facilities, trails projects, transit improvements and operations, transportation related planning studies, Airport Authority and Railroad Transportation Safety District activities, and state, county and city road improvements. The TIP draws on priorities identified in the adopted Long Range Transportation Plan to select projects to receive state and federal funding over the next four years. The TIP is used to develop, maintain and update the scheduling of improvements and ensure consistency with the capital improvement programs of the City of Lincoln, Lancaster County and the State (STIP).

2.3 Unified Planning Work Program (UPWP)

On an annual basis the Lincoln MPO prepares a Unified Planning Work Program (UPWP), in cooperation with other transportation agencies, to describe all metropolitan transportation planning activities anticipated within the planning area during the upcoming fiscal year. The UPWP is a short term planning tool that is used to define specific annual goals and work efforts to be performed or managed by the MPO staff. Most of the planning activities outlined in the UPWP are required by state and federal laws in order to support the MPO process. In addition, the UPWP outlines the annual budget for the planning activities of the MPO. Since the UPWP essentially serves as the master regional transportation planning funding application, it emphasizes documentation of planning activities to be performed with funds provided to the MPO by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and requires approval by both the FHWA and FTA.

2.4 Public Participation Plan

The Lincoln MPO's Public Participation Plan is a proactive process which seeks to provide complete information, timely public notice, and early and continuous public access to key decisions in the metropolitan transportation planning process. This involves evaluating and updating, as necessary, the MPO's Public Participation Plan to meet the community's needs and federal regulations which have increased the emphasis on providing opportunities for environmental justice with interested parties

to comment on the content of the MPO's Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP).

2.5 Congestion Management Process

The most recent federal transportation legislation, which was passed by Congress in 2012, requires there be a process that provides for effective management and operation of the transportation system to address travel needs within a metropolitan planning area serving a Transportation Management Area (TMA). As a designated TMA, the Lincoln MPO must meet this requirement by establishing a Congestion Management Process (CMP) to serve as a practical tool for the transportation planning staff and decision makers to identify and implement strategies that enhance the mobility of people and goods. This is to be a systematic process that provides information on transportation system performance and alternative strategies to provide for effective management and operation of the transportation system.

2.6 Annual Listing of Obligated Projects

On an annual basis, the State of Nebraska, StarTran, and the MPO must cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which federal funds were obligated in the preceding program year. The listing shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years. The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria for the TIP.

2.7 Certification

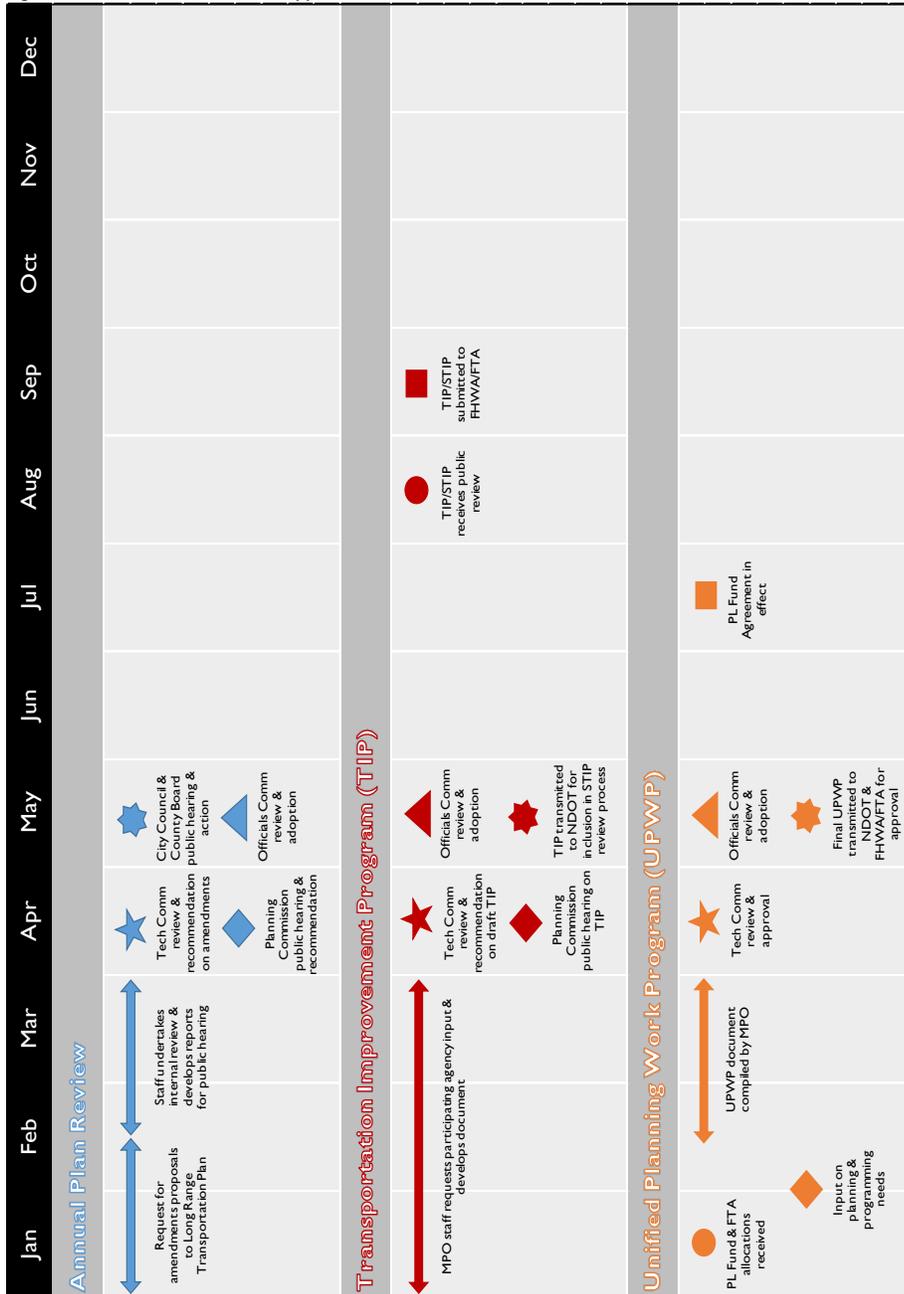
A self-review and evaluation of the transportation planning process for the Lincoln MPO is conducted each year assessing its compliance with applicable federal metropolitan planning laws and regulations. A report is prepared, reviewed and acted upon by the MPO's Technical and Officials Committees regarding this compliance evaluation on the transportation planning process.

As a designated Transportation Management Area (TMA), the Lincoln MPO is also required to participate in a detailed review of the transportation planning process for the entire MPO planning area involving all participating agencies on a four year cycle. Federal representatives interview staff associated with the transportation planning process and hold a public hearing to solicit feedback from the public. The focus is to determine if the planning process meets the federal regulations governing the development of transportation plans and programs for metropolitan areas.

2.8 Other Planning Documents as Required

The MPO is responsible for other planning and programmatic efforts that help meet the transportation planning needs of the region. When other efforts are needed, the MPO provides administrative assistance and develops documents as required.

Figure 3 MPO Annual Document Approval Process

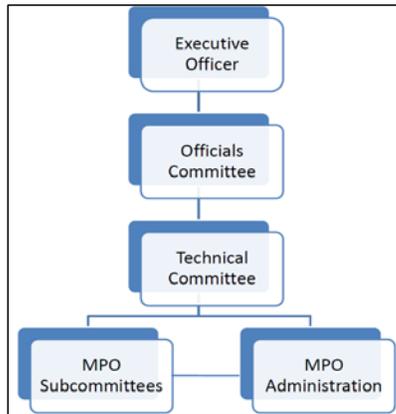


3.0 Organization and Administration

3.1 Organizational Structure

The Mayor of the City of Lincoln is the Executive Officer of the Lincoln MPO. Under the Mayor, the MPO functions through a committee structure comprised of an Officials Committee, a Technical Committee, a number of subcommittees, and MPO administrative staff.

Figure 4 MPO Organizational Structure



3.2 Officials Committee

The Lincoln MPO Officials Committee functions as the policy making arm of the MPO. The Officials Committee membership consists of elected officials representing the City of Lincoln, Lancaster County and the State of Nebraska. The Committee is comprised of six voting members and two non-voting members. The voting members review and act upon transportation related programs and studies recommended by the MPO Technical Committee. Reviews and recommendations by the Officials Committee are to be in compliance with the established planning process and the policies of the general purpose governments and agencies which they represent. The non-voting members represent the federal transportation agencies for the region and provide policy guidance to the Committee.

The Officials Committee is comprised of the following elected officials who represent the governmental bodies which make policy decisions in the Lincoln MPO:

Voting Members:

- Mayor, City of Lincoln
- County Board of Commissioners Chair, Lancaster County
- County Board of Commissioners Vice Chair, Lancaster County
- City Council Chair, City of Lincoln
- City Council Vice Chair, City of Lincoln
- Director, Nebraska Department of Transportation

Non-Voting:

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)

Secretary:

- MPO Administrator (Director, Lincoln-Lancaster County Planning Department)

The Officials Committee holds meetings on a quarterly basis and is subject to call additional meetings as circumstances warrant. The meetings are posted and open to the public and are held at such time and place as generally convenient to the membership. (See Appendix C for Bylaws of the Officials Committee.)

3.3 Technical Committee

The Lincoln MPO Technical Committee provides detailed analysis of transportation related topics in support of the transportation decision-making process. The Technical Committee is made up of representatives of various professional transportation and related planning disciplines which review the effects of transportation plans and programs on social, economic, and environmental factors in conformance with appropriate federal regulations.

The Technical Committee serves as the administrative and technical staff to implement the plans and policies of the Lincoln MPO and proposes, develops and/or reviews transportation related programs, studies and proposals. The Committee conducts the work necessary to produce and amend the Long Range Transportation Plan. Short-term planning documents developed and reviewed by the Technical Committee include the Unified Planning Work Program, Transportation Improvement Program, and the annual Certification report, among other implementation documents. The Technical Committee makes recommendations to the Officials Committee on proposed programs, studies and documents.

The Technical Committee shall be constituted of the following members:

Voting Members:

- Lincoln-Lancaster County Planning Director, Tri-Chair
- Lincoln Transportation & Utilities Director, Tri-Chair
- Lancaster County Engineer, Tri-Chair
- Lincoln City Engineer/ RTSD
- Planning Department Principal Planner
- Lancaster County Assistant County Engineer
- Lincoln Transportation & Utilities Assistant City Engineer
- Planning Department Multi-Modal Transportation Planner
- Urban Development Department Director
- Lincoln-Lancaster County Health Department Air Quality Supervisor
- Lincoln Parks and Recreation Director
- StarTran Transit Manager
- Lincoln Airport Authority Executive Director
- NDOT District I Engineer
- NDOT Planning and Project Development Manager

Non-Voting Members:

- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Chairperson, Pedestrian and Bicycle Advisory Committee
- District General Manager, Lower Platte South Natural Resources District

Staff Administrator:

- MPO Transportation Planner

The Committee is organized through a Tri-Chair leadership in which the Lincoln-Lancaster County Planning Director, the Lincoln Transportation & Utilities Director, and the Lancaster County Engineer each serve one year terms as Chair on a rotating basis. It is anticipated, when necessary, that expert advice and guidance may be sought from other contributing agencies such as law enforcement agencies, educational institutions, and, if necessary, private consulting organizations, depending upon staff availability and budgetary considerations, to conduct transportation planning activities.

Commented [ASZ1]: Add one voting member from the City of Hickman to the Technical Committee. The City Administrator will serve as the voting member for the City of Hickman.

Commented [ASZ2]: Add one voting member from the City of Waverly to the Technical Committee. The City Administrator will serve as the voting members for the City of Waverly.

Commented [ASZ3]: Change to the following two separate voting members:

- Lincoln Transportation & Utilities Assistant Director of Transportation (City Engineer)
- RTSD Executive Director

The Technical Committee holds meetings on a quarterly basis and is subject to call as circumstances warrant. The meetings are open to the public and will be held at such time and place as generally convenient to the membership. (See Appendix D for Bylaws of the Technical Committee.)

3.4 Planning Commission

The Lincoln/Lancaster County Planning Commission plays an important role in the MPO transportation planning process. Advertised public hearings before the Planning Commission are part of the formal adoption of the MPO LRTP. In addition, the Planning Commission reviews the TIP for conformance with the LRTP. After public hearings are held, the Planning Commission forwards the MPO documents to the Officials Committee for approval.

3.5 MPO Subcommittees

A number of subcommittees are in place to assist the MPO in meeting the requirements of the transportation planning process and in developing required documents for the MPO. The subcommittees are described in detail below. Meetings of the MPO subcommittees are to be held quarterly, or additionally as needed, and regular updates of meeting proceedings and work activities are provided to the Technical Committee.

3.5.1. MPO Administration Committee

Lead Agency:

- Planning Department

Membership:

- Planning Department
- Transportation & Utilities-Engineering Services
- StarTran
- County Engineer
- NDOT

Work Items:

- Unified Planning Work Program (UPWP)
- Annual Certification Review
- Federal Certification
- Public Participation Plan/Environmental Justice (Natural resource agency involvement and citizen engagement efforts including issue identification, review of involvement process effectiveness, idea development, polling, focus groups, ad-hoc committees, etc.)
- Regulation Review

Meetings:

- Subject to call as circumstances arise.

Reporting:

- Updates of meetings and work efforts provided regularly at Technical Committee meetings.
-

3.5.2. Programming and Funding Committee

Lead Agency:

- Planning Department

Membership:

- Planning Department
- Transportation & Utilities-Engineering Services
- StarTran
- Parks & Recreation
- Urban Development
- County Engineer
- NDOT
- Other agencies as appropriate

Work Items:

- Transportation Improvement Program (TIP)
- Project status and funding updates on City/County/State projects
- Funding and program review (Job Access and Reverse Commute, Elderly Individuals and Individuals with Disabilities, New Freedom, Transportation Alternative Program, Safety Projects, STP, RTSD, FTA projects, FAA projects, etc.)

Meetings:

- Subject to call as circumstances arise.

Reporting:

- Updates of meetings and work efforts provided regularly at Technical Committee meetings.
-

3.5.3. System Management and Operations Committee

Lead Agency:

- Transportation & Utilities-Engineering Services

Membership:

- Transportation & Utilities-Engineering Services
- Planning Department
- County Engineer
- NDOT
- Health Department

Work Items:

- Congestion Management Process
- Intelligent Transportation Systems
- Safety and Security
- Crash Study
- Vehicle Occupancy
- Freight
- Street System Condition Inventory
- Air Quality

Meetings:

- Subject to call as circumstances arise.

Reporting:

- Updates of meetings and work efforts provided regularly at Technical Committee meetings.
-

3.5.4. Multi-Modal Committee

Lead Agency:

- Planning Department

Membership:

- Planning Department
- Transportation & Utilities-Engineering Services
- StarTran
- Parks & Recreation
- NDOT
- Health Department
- Lower Platte South Natural Resources District

Work Items:

- Transit System
- Multi-Use Trails
- Bicycle System
- Pedestrian System
- Transportation Alternative Program
- ADA Transition Plan for Right-of-Way Facilities
- Meetings:
- Subject to call as circumstances arise.

Reporting:

- Updates of meetings and work efforts provided regularly at Technical Committee meetings.
-

3.5.5. Special Studies and Projects Committee

Lead Agency:

- Variable

Membership:

- Ad Hoc/Standing

Work Items:

- LRTP
- Functional Classification
- Traffic Model
- Environmental and Natural Resource Issues
- Other Studies/ Projects

Meetings:

- Subject to call as circumstances arise.

Reporting:

- Updates of meetings and work efforts provided at Technical Committee meetings.
-

3.6 MPO Administration

Administration of MPO activities is the responsibility of the Lincoln-Lancaster County Planning Department. The Planning Director is the MPO Administrator. The MPO Administrator, with direction from the Mayor of the City of Lincoln and the MPO Officials Committee, is responsible for on-going coordination, direction, and supervision of the Lincoln MPO transportation planning process. This responsibility includes supervision of MPO staff, coordination of transportation planning activities in the Lincoln area, and compliance with federal transportation legislation and other regulations and requirements for metropolitan planning.

Staff members from the Planning Department support the MPO administration function. A Transportation Planner position functions as the MPO Staff Administrator. Staff from various city and county departments assist Planning Department staff in meeting the demands of the MPO administration duties. Participating agency staff are involved in the MPO process through project planning, modeling work, plan review efforts, and committee membership.

3.7 MPO Meetings

Meetings of the Technical Committee are scheduled every two months. Officials Committee meetings are scheduled as needed, but are to be held at least four times each year to set policy guidelines, review transportation planning activities, and act on MPO transportation planning documents and programs. Meetings of the Officials Committee and the Technical Committee are subject to the Nebraska Open Meetings Act.

Subcommittee meetings are held on a quarterly basis or additionally as circumstances require. Regular updates on work efforts and meeting proceedings are provided at Technical Committee meetings.

Interagency staff coordination is achieved on an informal and as-needed basis, with work schedules and meetings being established by mutual agreement as required to accomplish planning, programming and implementation schedules.

The MPO Administrator and staff are responsible for scheduling and coordinating meetings, preparing meeting agendas, recording proceedings of meetings and the dissemination of proceedings. The Administrator distributes meeting notices and agendas at least one (1) week in advance of scheduled meetings.

Note: Federal Transit Administration (FTA) was previously known as the Urban Mass Transportation Administration (UMTA) created by the Urban Mass Transportation Act of 1964. The name of the agency was changed to the Federal Transit Administration in 1991, and references to the "Urban Mass Transportation Act" were changed to the "Federal Transit Act" (Federal Transit Act Amendments of 1991).

Lincoln Metropolitan Planning Organization

Appendix A:

Designation of City of Lincoln as the Lincoln MPO



City of Lincoln Nebraska

OFFICE OF THE
MAYOR

SAM SCHWARTZKOPF
MAYOR

February 12, 1974

Honorable J. James Exon
Governor of Nebraska
State Capitol Building
Lincoln, Nebraska 68509

Attention: Robert Kuzelka

Dear Governor Exon:

The City of Lincoln had earlier received your letter of January 9, relating to the designation of the City of Lincoln as the Metropolitan Planning Agency for the Standard Metropolitan Statistical Area of Lancaster County. In that letter you indicated that one of the prerequisites was the recognition of that and acceptance of that by the City of Lincoln.

In accordance with your letter, I am sending herewith a certified copy of the Resolution passed by the City Council and approved by me.

Should you require additional information, we will be glad to respond.

Sincerely,

Sam Schwartzkopf
Mayor

SS/DEB/11e

Enc.

RESOLUTION NO. A- 60652

BE IT RESOLVED by the City Council of the City of Lincoln, Nebraska:

That said City hereby accepts the action of the Governor of the State of Nebraska in designating the City of Lincoln as the Metropolitan Planning Agency for the Standard Metropolitan Statistical Area of Lancaster County pursuant to the provisions of Section 112 of the Federal Highway Act of 1973.

BE IT FURTHER RESOLVED that the City of Lincoln hereby recognizes that it will become the sole recipient for funds under Section 112 of the Federal Highway Act of 1973, Section 9 of the Urban Mass Transportation Act of 1964, as amended, and where applicable, Section 13 of the Airport and Airway Development Act of 1970, as amended.

Introduced by

W. Richard Parks

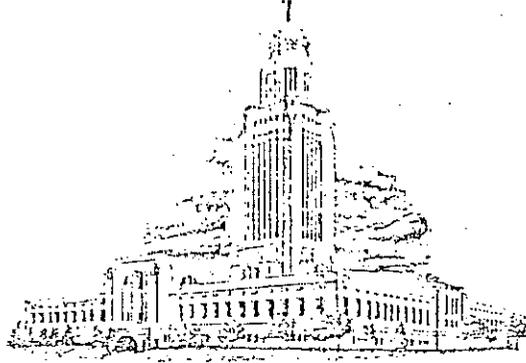
Approved as to Form & Legality:

Richard R. Wood
City Attorney

ADOPTED

JAN 21 1974

By City Council



RECEIVED
MAY 8 - 1974
MAYOR'S OFFICE

STATE OF NEBRASKA

1974 MAY 8

Honorable Sam Schwartzkopf, Mayor
City of Lincoln
555 South 10th
Lincoln, Nebraska 68508

Dear Mayor Schwartzkopf:

In accordance with my recommendation of March 22, 1974 to the Region VII Intermodal Planning Group (IPG), City of Lincoln has been designated the metropolitan transportation planning agency for the Lincoln Metropolitan Area.

Enclosed is a copy of the notification from the Chairman of the IPG regarding this action.

Sincerely,

A handwritten signature in dark ink, appearing to read "J. James Exon".

J. James Exon
Governor

Lincoln Metropolitan Planning Organization

Appendix B:

MPO Memorandum of Understanding

Memorandum of Understanding

between

The City of Lincoln, Nebraska (hereinafter referred to as "City"), Lancaster County, Nebraska (hereinafter referred to as "County"), Lincoln City-Lancaster County Planning Commission, and the State of Nebraska, Department of Roads (hereinafter referred to as "State") (all hereinafter referred to as "Agencies") in cooperation with the United States Department of Transportation, Federal Highway Administration (hereinafter referred to as "FHWA") and Urban Mass Transportation Administration (hereinafter referred to as "UMTA")

Concerning

Transportation planning for the metropolitan urban area of Lincoln-Lancaster County, Nebraska.

WHEREAS, on February 24, 1959, the City and the County entered into an agreement for the purpose of establishment, operation, and maintenance of the Lincoln City-Lancaster County Planning and Zoning Commission, the name of which has been changed to the Lincoln City-Lancaster County Planning Commission; and

WHEREAS, the February 24, 1959 Interlocal Agreement states that "all financial and contractual transactions shall be handled by the City after approval by the Board of Commissioners" of the county; and

WHEREAS, on March 22, 1974, the Governor of the State of Nebraska designated the City of Lincoln as the Metropolitan Planning Organization for the purposes of 23 U.S.C.104 (f)(3) and section 9 of the UMT Act of 1964, as amended, (49 U.S.C. 1607a); and

WHEREAS, the Lincoln City-Lancaster County Planning Commission was designated as the Areawide A-95 Clearinghouse; and

WHEREAS, the Lincoln City-Lancaster County Planning Commission is involved in the planning function for the City of Lincoln and Lancaster County, but serves as agency of those two special purpose local governments without independent financial and contractual responsibility; and

WHEREAS, the Federal Highway Act of 1962 requires that a continuing, comprehensive transportation planning process be carried on cooperatively between state and local governments in urban areas of over 50,000 population; and

WHEREAS, the Urban Mass Transportation Act of 1964, requires that each urbanized area have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

WHEREAS, the above specified agencies have had a past history of cooperative and coordinated effort concerning various aspects of transportation planning; and

WHEREAS, the City, the County, the Lincoln City-Lancaster County Planning Commission, the State, the FHWA, and the UMTA wish to assure continuity in the cooperative, comprehensive and coordinated urban transportation planning process for the Lincoln Metropolitan Area,

NOW, THEREFORE, be it resolved;

that the City, the County, the Lincoln City-Lancaster County Planning Commission, and the State, in cooperation with the FHWA and the UMTA do and hereby approve and enter into this MEMORANDUM OF UNDERSTANDING on urban transportation planning;

that the agencies as specified herein will proceed in full accord with the provisions for the transportation planning process as is provided in 23 United State Code 134, and Sections 3(a)(2), 4(a), 5(g)(1), and 5(1) of the Urban Mass Transportation Act of 1964, as amended, and as documented in the OPERATIONS PLAN for continuing transportation planning in the Lincoln metropolitan area, dated June 15, 1971, or as amended, recognizing the planning function and areawide clearinghouse responsibilities of the Lincoln City-Lancaster County Planning Commission and its establishment as an agency

of the City of Lincoln and of Lancaster County as above set forth.

IN WITNESS WHEREOF, each of the parties hereto have caused this Agreement to be executed and delivered by their respective duly authorized officers as of the dates indicated below.

EXECUTED by the County of Lancaster County, Nebraska, on this _____ day of Nov 8, 1977.

COUNTY OF LANCASTER, NEBRASKA
a political subdivision of the
State of Nebraska,

ATTEST:

Carl S Hartman

County Clerk

H. Bruce [Signature]

Chairman, Lancaster County Board
of Commissioners

APPROVED AS TO FORM
AND LEGALITY:
THIS 8th DAY OF Nov, 1977
Michael S. Heaven
County Attorney
LANCASTER COUNTY ATTORNEY

EXECUTED by the City of Lincoln, Nebraska on this 16th day of November, 1977.

CITY OF LINCOLN, NEBRASKA
a municipal corporation

ATTEST:

Paul Maher

City Clerk - De Ann

Helen Boosalis

Helen Boosalis, Mayor

Approved as to Form and Legality:

Wesley L Kerik

Wesley L Kerik
City Attorney

EXECUTED by the Lincoln City-Lancaster County Planning Commission on
this 19th day of October, 1977.

LINCOLN CITY-LANCASTER COUNTY
PLANNING COMMISSION

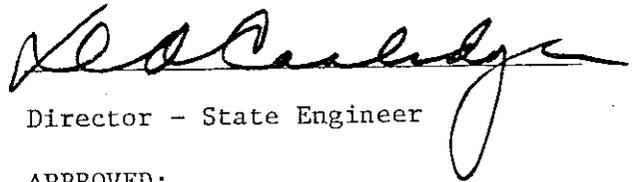
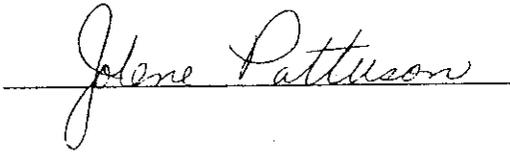


Chairman, Lincoln City-Lancaster
County Planning Commission

EXECUTED by the State of Nebraska Department of Roads on this 23 day
of Nov, 1977.

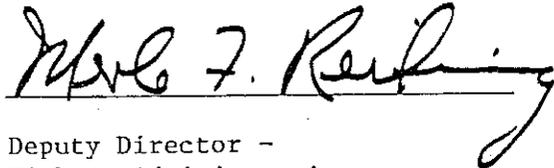
STATE OF NEBRASKA
DEPARTMENT OF ROADS

ATTEST:



Director - State Engineer

RECOMMENDED:



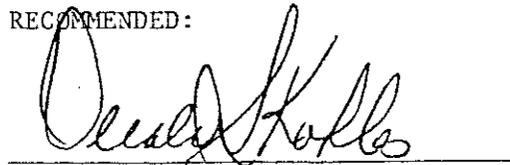
Deputy Director -
Highway Administration

APPROVED:



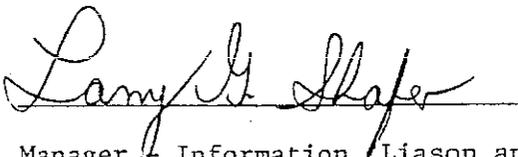
Deputy State Engineer -
Engineering Services

RECOMMENDED:



Engineer - Planning Division

RECOMMENDED:



Manager Information, Liason and
Agreement Services Division

RESOLUTION NO. A- 64435

01 WHEREAS, on May 25, 1965, the City of Lincoln, Nebraska,
02 the County of Lancaster, Nebraska, and the Nebraska Department of
03 Roads in cooperation with the United States Department of Commerce,
04 Bureau of Public Roads (presently known as the United States
05 Department of Transportation, Federal Highway Administration)
06 entered into a "Memorandum of Understanding" as required by the
07 Federal Aid Highway Act of 1962; and

08 WHEREAS, the above-named agencies and governments
09 entered into an updated Memorandum of Understanding in May, 1972;
10 and

11 WHEREAS, it is necessary that a current and updated
12 memorandum of understanding be entered into between the City of
13 Lincoln, the County of Lancaster, Nebraska, the Lincoln City-
14 Lancaster County Planning Commission, and the State of Nebraska,
15 Department of Roads, in cooperation with the United States Department
16 of Transportation, Federal Highway Administration and Urban Mass
17 Transportation Administration.

18 NOW, THEREFORE, BE IT RESOLVED by the City Council of
19 the City of Lincoln, Nebraska:

20 That the attached "Memorandum of Understanding" between
21 the City of Lincoln, Lancaster County, Lincoln City-Lancaster
22 County Planning Commission, and the State of Nebraska, Department
23 of Roads, in cooperation with the United States Department of
24 Transportation, Federal Highway Administration and Urban Mass
25 Transportation Administration providing for continuity in the
26 cooperative, comprehensive, and coordinated urban transportation
27 planning process for the Lincoln Metropolitan Area is hereby
28 approved, and the Mayor is authorized to execute the same on
29 behalf of the City of Lincoln.

APPROVED

NOV 13 1977

Introduced by:

Charles D. Humble

Approved as to Form and Legality: Staff Review Completed:

Charles D. Humble
City Attorney

[Signature]
Administrative Director

Vote: AYES: Cook, Hampton, Robinson,
Scherer, Sikyta; NAYS: None;
ABSENT: Baker, Jeambey

BY VIRTUE OF THE AUTHORITY VESTED IN ME by the Charter of the City of Lincoln, Nebraska:

The attached Memorandum of Understanding between the City, Lancaster County, Lincoln City-Lancaster County Planning Commission, and the State of Nebraska, Department of Roads in cooperation with the United States Department of Transportation, Federal Highway Administration and Urban Mass Transportation Administration, providing for continuity in the cooperative, comprehensive, and coordinated urban transportation planning process for the Lincoln Metropolitan Area is hereby approved, and I have executed said Memorandum of Understanding on behalf of the City of Lincoln.

The City Clerk is directed to retain an executed copy of this Memorandum of Understanding on file in the records of her office, and the Planning Director shall cause executed copies to be distributed to the appropriate governments and agencies.

Dated this 15 day of November, 1977.

Helen G. Boosalis

Helen G. Boosalis, Mayor

Approved as to Form and Legality:

Christ *Whegan L. Kerst*

City Attorney

Staff Review Completed:
[Signature]

Administrative Director

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF LANCASTER COUNTY, NEBRASKA.

In the Matter of the Execution
of Memorandum of Understanding

RESOLUTION NO. 3245

WHEREAS, on May 25, 1965, the City of Lincoln, Nebraska, the County of Lancaster, Nebraska, and the Nebraska Department of Roads in cooperation with the United States Department of Commerce, Bureau of Public Roads (presently known as the United States Department of Transportation, Federal Highway Administration) entered into a "Memorandum of Understanding" as required by the Federal Aid Highway Act of 1962, and

WHEREAS, the above named agencies and governments entered into an updated Memorandum of Understanding in May, 1972, and

WHEREAS, it is necessary that a current and updated memorandum of understanding be entered into between the City of Lincoln, Nebraska, the County of Lancaster, Nebraska, the Lincoln City-Lancaster County Planning Commission, and the State of Nebraska, Department of Roads, in cooperation with the United States Department of Transportation, Federal Highway Administration and Urban Mass Transportation Administration.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Lancaster County, Nebraska:

That the attached "Memorandum of Understanding" between the City, Lancaster County, Lincoln City-Lancaster County Planning Commission, and the State of Nebraska, Department of Roads, in cooperation with the United States Department of Transportation, Federal Highway Administration and Urban Mass Transportation Administration, providing for continuity in the cooperative, comprehensive, and coordinated urban transportation planning process for the Lincoln Metropolitan Area is hereby approved, and that the Chairman of the Board of County Commissioners of Lancaster County, Nebraska, is authorized to execute the same.

Approved as to Form
this 5th day of APR, 1977
THIS 5th day of APR, 1977
Michael J. Heaney
LANCASTER COUNTY ATTORNEY

BY THE BOARD OF COUNTY COMMISSIONERS
OF LANCASTER COUNTY, NEBRASKA
H. B. ...
John E. ...
Ken ...

Lincoln Metropolitan Planning Organization

Appendix C:

Memorandum of Agreement

**MEMORANDUM OF AGREEMENT FOR
TRANSPORTATION PLANNING AND PROGRAMMING**

**BY AND BETWEEN THE
LINCOLN METROPOLITAN PLANNING ORGANIZATION,
CITY OF LINCOLN STARTRAN BUS SERVICE,
AND
NEBRASKA DEPARTMENT OF TRANSPORTATION**

THIS MEMORANDUM OF AGREEMENT (MOA) is between the Nebraska Department of Transportation ("State"), the Lincoln Metropolitan Planning Organization ("MPO"), and the City of Lincoln Transit Agency, StarTran Bus Service (StarTran) collectively referred to as "Parties."

WITNESSETH:

WHEREAS, pursuant to various statutes, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have established regulations which call for each metropolitan area to have a continuing, cooperative, and comprehensive transportation planning process that considers all transportation modes and supports metropolitan community development as a requirement for obtaining federal transportation funds; and

WHEREAS, federal statutes and regulation require each state to have a statewide transportation planning process that is fully coordinated with the metropolitan transportation planning process; and

WHEREAS, the purpose of this Memorandum of Agreement is to fulfill the requirements of 23 C.F.R. 450.314 Metropolitan Planning Agreements; and cooperatively outlines the responsibilities of the Parties in carrying out the Metropolitan Transportation Planning process.

WHEREAS, federal regulations establish a coordinated statewide and MPO transportation planning process that includes the development of a transportation plan addressing no less than a twenty-year planning horizon as of the effective date of the transportation plan for the metropolitan planning organization; and

WHEREAS, MPO is responsible for the Metropolitan Transportation Plan within the Metropolitan Planning Area (MPA) which includes the county of Lancaster, Nebraska; and

WHEREAS, the purpose of this MOA is to define the specific roles and responsibilities of MPO and State for metropolitan transportation planning and programming, to implement these statutes and regulations, and to ensure that a cooperative transportation planning and programming process is established between MPO and State in the MPA; and

WHEREAS, MPO is empowered to make and adopt a Regional Plan for the physical development of the territory within its geographic area, including transportation and land use plans, and nothing contained in this MOA shall be construed to abrogate or delete the exercise of statutory powers and duties of local boards or commissions and limit their ability under state and federal law to review and take action on all matters within the scope of its statutory responsibilities; and

WHEREAS, State is responsible for formulating the general policy and planning the statewide transportation system including: the management, construction and maintenance of public highways in Nebraska; for adopting a statewide transportation plan, Statewide Transportation Improvement Program and annual budgets for the construction, maintenance and operation of the state highway system; and nothing contained in this MOA shall be construed to abrogate or delete the exercise of State's statutory powers and duties as the appropriate state agency under state and federal law to review and take action on all matters within the scope of its statutory responsibilities; and

WHEREAS, Nebraska statutes have authorized State to implement policy and direction, enter into contracts and agreements with other government unit, and to take other actions as may be necessary to comply with federal laws and regulations; and

WHEREAS, MPO is the designated Transportation Management Agency (TMA) pursuant to 23 USC 134 and 49 USC 5303 et seq. and continues to carry out its responsibilities in accordance with 23 CFR 450; and

WHEREAS, it is the desire and intent of the Parties to fulfill the pertinent federal requirements for MPO pursuant to this MOA, while recognizing, and preserving the policies and statutory responsibilities of State under its enabling legislation; and

WHEREAS, federal regulations require that the metropolitan transportation planning and programming process considers all modes of transportation and provides for consideration of projects, strategies and services consistent with metropolitan and local goals; and

WHEREAS, the current federal law governing surface transportation infrastructure planning and investments called the Fixing America's Surface Transportation Act (FAST Act). Public Law No. 114-94 requires a performance-based approach for the Metropolitan Transportation Planning Process, and for transportation decision-making; and

WHEREAS, successful implementation of MPO's comprehensive plans and programs requires the continuing cooperative effort of local, regional, and state governments.

NOW THEREFORE, in consideration of these facts, the Parties agree as follows:

The original MOA agreement between the MPO and the State on April 10, 2013 and the most recent agreement on May 16, 2017, between the Parties is hereby terminated and superseded in its entirety by this MOA.

SECTION 1. DURATION OF THIS AGREEMENT

- 1.1 *Effective Date* – This Agreement is effective when executed by the Parties.
- 1.2 *Identifying Date* – For convenience, this Agreement's identifying date will be the date State signed the Agreement.
- 1.3 *Duration* – The duration of this Agreement will be from the effective date until a new federal highway transportation law is enacted that supersedes the current federal highway transportation law (i.e., the FAST Act), unless otherwise terminated by mutual consent of the Parties hereto, or as otherwise provided in this Agreement.

SECTION 2. PARTIES

The Parties hereby agree to carry out and actively participate in the continuing, cooperative and comprehensive metropolitan transportation planning and programming process in accordance with applicable federal and state law and regulations. Further, the Parties agree to cooperate to establish effective mechanisms to meet the needs of the metropolitan transportation planning and programming process, including providing for public involvement in regional and state transportation planning.

SECTION 3. PURPOSE

- 3.1 This MOA is established to define the specific roles and responsibilities of the Parties for metropolitan transportation planning and programming within the MPA boundaries of the MPO. This MOA is also established to provide for the development of financial plans that support the Metropolitan Transportation Plan and the Metropolitan TIP; and the development of the annual listing of obligated projects, pursuant to 23 CFR 450.314.
- 3.2 The Parties hereby agree to carry out and actively participate in the continuing, cooperative, and comprehensive metropolitan transportation planning and programming process in accordance with applicable federal and state law and regulations.
- 3.3 The Parties agree that metropolitan transportation planning and programming processes leading to the development and adoption of Metropolitan Transportation Plan and Transportation Improvement Programs (TIP) may change in order to respond to changes

in the law, restructuring within their respective organizations, or to reflect prior experience and local process.

SECTION 4. APPLICABILITY

This MOA applies to the continuing, cooperative, and comprehensive metropolitan transportation planning and programming process required for MPO by 23 U.S.C. Section 134, and 4 U.S.C. 5303, et seq. and as implemented by the applicable regulations in order for the region to qualify for federal transportation funds and meet regional transportation planning requirements.

SECTION 5. FEDERAL FAST ACT REQUIREMENTS

The Parties recognize that the work to be accomplished under this MOA must be in compliance with Fixing America's Surface Transportation Act (FAST Act) Public Law No. 114-94, which requires a performance-based approach for the Metropolitan Transportation Planning Process, and for transportation decision-making. The metropolitan transportation planning and programming process considers all modes of transportation and provides for consideration of projects, strategies and services consistent with metropolitan and local goals that will:

1. Support the economic vitality of the metropolitan area; especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
10. Enhance travel and tourism

SECTION 6. PARTICIPANT RESPONSIBILITIES

- 6.1 MPO, in cooperation with State and the operators of publicly owned transit services, is responsible for operation and maintenance of the metropolitan transportation planning and programming process within the MPA boundaries of the MPO. This responsibility includes preparing and adopting, in a manner consistent with the MOA, all required transportation plans, transportation improvement programs and documents of the metropolitan transportation planning and programming process.
- 6.2 The Parties to this MOA agree to actively participate in the metropolitan transportation planning and programming process, to cooperate to establish effective mechanisms to meet the needs of the metropolitan transportation planning and programming process and to fulfill commitments established pursuant to this MOA. While it is recognized that the Parties are ultimately bound by the actions of their respective agencies, they commit to present within their organizations the recommendations resulting from the metropolitan transportation planning and programming process.
- 6.3 MPO is the agency responsible for comprehensive metropolitan planning and programming. In carrying out its duties and responsibilities within its boundaries, MPO and Transit Agency will cooperatively participate in carrying out the metropolitan transportation planning process. The Parties agree that the responsibilities will include:
1. Coordination of public involvement for local, regional and statewide transportation plans
 2. Communicate with each other of any new or revised federal policies, regulations, planning factors, and other guidance that may affect statewide and/or metropolitan transportation planning and programming.
 3. Transit Agency shall update the Transit Section of the Unified Planning Work Program and forward it to the Lincoln MPO. Estimates of Transit Planning funds shall be developed in cooperation with State.
 4. Transit Agency shall annually review the Certification of Planning Process as presented by the MPO and make updates as necessary.
 5. Transit Agency will actively participate in the Metropolitan Transportation Plan.
 6. For purposes of developing the Transportation Improvement Program (TIP), Transit Agency and MPO will cooperatively develop estimates of funds that are reasonably expected to be available to support program implementation.
 7. For purposes of developing the Program of Projects Transit Agency shall utilize its own public process to publish these projects.

SECTION 7. PARTICIPATION IN THE PLANNING PROCESS

- 7.1 MPO has a technical advisory committee to address transportation and transportation-related issues. State will maintain membership on, and will cooperatively participate in, this committee. Any changes to the status of State's role in MPO's technical advisory committees will be made in consultation with State. Cooperation, or cooperative participation, means that State will actively participate on MPO's technical advisory committee; will provide adequate opportunity for the other to review and comment on draft transportation plans, transportation improvement programs and related documents; and will provide constructive comments in a timely manner so they may be evaluated and acted upon.
- 7.2 To facilitate coordination in carrying out the metropolitan transportation planning and programming process, MPO and State will cooperatively develop mechanisms and procedures to carry out the tasks needed to develop the metropolitan transportation planning and programming products required of MPO. MPO and State will meet at least annually to discuss the metropolitan transportation planning and programming process carried out in MPO's transportation planning region, and will address:
1. The events of the past year, including any successes or failures between the participants in carrying out a continuing, cooperative, and comprehensive transportation planning and programming process and the terms of this MOA;
 2. Issues relating to the coming year's planning program; and
 3. Other relevant matters.
- 7.3 The Parties hereby agree to conduct the metropolitan transportation planning process in an open manner such that members of the public, local entities, other transportation providers, and other interested parties can fully participate. The Parties agree to take appropriate actions to ensure public participation through means identified in MPO's public involvement procedures.

SECTION 8. ORGANIZATION OF PLANNING PROCESS

The MPO Officials Committee and Technical Advisory Committee Structure

1. Officials Committee

The Officials Committee of the MPO, as prescribed in its Bylaws, is the policy body for the MPO transportation planning region. The Officials Committee maintains a staff to support its activities. The Officials Committee may, from time to time, by appropriate resolution, appoint such committees, task forces, study

groups, working groups, or other ad hoc or formal groups as it deems expedient to provide advice, recommendations, or technical expertise to further the principles and purposes of MPO in its role as the Metropolitan Planning Organization and Transportation Management Agency. MPO retains at its discretion all rights to define, limit, or terminate the activities of such groups without necessitating a change to this MOA. State has one vote on the Officials Committee.

The MPO's Management Plan defines the purpose, composition, and operating characteristics of the Officials Committee and its advisory committees. The following advisory committees and staff structure currently provide advice and recommendations to the MPO Officials Committee regarding Metropolitan Planning Organization and Transportation Management Agency matters and responsibilities.

2. Technical Advisory Committee

The purpose of the MPO Technical Advisory Committee (TAC) is to provide technical advice and to recommend appropriate courses of action to the MPO Officials Committee and MPO staff on current and emerging transportation issues, goals, plans, and programs affecting MPO. The advice and recommendations address at least the:

- Unified Planning Work Program;
- Transportation Improvement Program;
- Metropolitan Transportation Plan;
- Policies and programs as may be directed by MPO.

State has two votes on the TAC.

SECTION 9. GENERAL RESPONSIBILITIES

9.1 The Parties recognize that State has a continuing duty of planning transportation systems of statewide significance, identifying potential transportation issues and concerns of statewide interest, and reconciling conflicts between MTPs and transportation improvement programs. In carrying out its duties, State will partner with MPO on activities within the MPA of the MPO.

- 9.2 Parties recognize that MPO is the agency responsible for comprehensive metropolitan transportation planning and programming for MPO pursuant to federal law. In carrying out its duties and responsibilities within its MPA, MPO will cooperatively participate in activities with State.
- 9.3 MPO and State will, as appropriate, coordinate public involvement for statewide transportation plans and transportation improvement programs.
- 9.4 MPO and State each will, in a timely manner, inform and seek comment from the other party on proposed new or revised policies, goals and strategies within their purview. Each party will also inform the other of new or revised federal policies, regulations, planning factors listed in 23 CFR 450.206, and other guidance that may affect statewide and/or metropolitan transportation planning and programming.
- 9.5 State will coordinate its project prioritization and programming process with MPO's MTP and TIP development processes to ensure that the state highway system projects State recommends or selects for implementation in the MPO area are consistent with MPO priorities.

SECTION 10. UNIFIED PLANNING WORK PROGRAM (UPWP)

- 10.1 The primary purpose of the UPWP is to provide guidance in the management of work by the staff of MPO and serve as the basis for MPO's one-year transportation planning program. MPO's UPWP is developed in cooperation with local entities, State, and FHWA/FTA. Annually State will prepare an agreement with MPO, defining terms and conditions for the use of federal planning funds, along with the latest estimate of planning funds available, which is based on funding levels provided by FHWA and FTA. Upon approval, the UPWP for MPO is submitted to State for review and to FHWA/FTA for approval. Upon State and FHWA/FTA approval of MPO's UPWP, the planning monies are available for MPO's use for the various planning activities enumerated in the UPWP. Amendments to the UPWP will be subject to review and approval by the funding agencies. As a basis for review of the UPWP amendment requests, each party will submit reasons for changes, scope of work revisions, and funding information. MPO will require the same information from sub-grantees, if any.
- 10.2 State will review and comment upon draft UPWP's and UPWP amendments to determine eligibility of proposed expenditures. State will also review and comment upon UPWP progress, UPWP funding, status of expenditures, and reports as appropriate. MPO shall submit invoices on a quarterly basis at a minimum. However, payments will

not be made more often than once each thirty days. The State upon receipt of the proper invoices will make every reasonable effort to provide payment to MPO within thirty calendar days.

SECTION 11. CERTIFICATION OF THE PLANNING PROCESS

Federal regulations require MPO and State to certify that the metropolitan and statewide transportation planning process conforms with all applicable requirements of federal laws. MPO and State will annually certify to FHWA and FTA that the metropolitan transportation planning and programming process is addressing the major issues facing MPO, and is being conducted in accordance with all applicable requirements.

SECTION 12. METROPOLITAN TRANSPORTATION PLAN(S)

- 12.1 MPO will review, update, and approve the Metropolitan Transportation Plan (MTP) at least every five years or as required by 23 CFR 450.324. MPO will develop the MTP in consultation with federal and state officials responsible for planning affected by transportation and it will serve as MPO's long-range transportation plan. MPO will develop the revenue projections for the MTP in cooperation with State consistent with resource allocation for federal and state transportation funds. MPO and State staff participates in the development of a recommendation of resource allocation. Such recommendation is considered for adoption by State for federal and state transportation funds. For the purpose of developing the MTP, the Parties shall cooperatively develop estimates of funds that will be available to support MTP implementation.
- 12.2 State will participate in the development of the MTP and will provide initial long-range estimates of available federal and state transportation funds for all funding categories. MPO will use these initial long-range funding estimates during the cooperative development of the final MTP funding levels. State will review and provide written comments, addressing fiscal constraint on the draft MTP in time for the comments to be evaluated and acted upon prior to the draft MTPs being released to the public for comment.
- 12.3 The Parties shall cooperatively develop all federal and state funded transportation projects on the state highway system in MPO's transportation management area for inclusion in MPO's long range transportation plan. The maintenance and operations program will be addressed in the MTP at the system level. Inclusion of the maintenance and operation program in the MTP will be considered a planning estimate, reasonably

expected to be available, but not a guarantee or specific commitment of maintenance dollars to be spent in the MPO.

- 12.4 MPO will develop the process and timeline for project prioritization and selection for each MTP. State will participate in the development, review and approval of the project prioritization and selection process. MPO will approve projects to be included in its MTP.
- 12.5 When amending a MTP, MPO will ensure fiscal constraint is maintained. State will review and comment on MTP amendments for fiscal constraint and transportation issues.
- 12.6 The Parties will report events that may significantly impact long range transportation plans as soon as they become known. These events or conditions include problems, delays, or adverse conditions that will materially affect the revenue, schedule or scope of a project. This disclosure will be accompanied by a statement of the action contemplated to resolve the situation.

SECTION 13. TRANSPORTATION IMPROVEMENT PROGRAMS

- 13.1 For the purpose of developing the Transportation Improvement Programs (TIP), the Parties will cooperatively develop estimates of funds that are reasonably expected to be available to support program implementation.
- 13.2 MPO will develop and approve its TIP as appropriate in coordination with the Statewide Transportation Improvement Program (STIP) and MTP. MPO will ensure its TIP is fiscally constrained and that projects in it are consistent with the MTP. MPO will develop the TIP financial plan in cooperation with State consistent with the approved resource allocation for processing federal aid projects.
- 13.3 MPO, in cooperation with State and the operators of publicly owned transit services, shall establish the TIP development schedule. State will participate in the development of the TIP and will provide initial estimates of available federal and state transportation funds for all funding categories. MPO will use these initial funding estimates during the cooperative development of the final TIP funding levels. State will review and provide comments, addressing fiscal constraints on the draft TIP in time for the comments to be evaluated and acted upon prior to the draft TIP being released to the public for comment. After the TIP is approved by MPO and Governor, State will amend the TIP into the STIP without modification. State will submit its amended STIP to FHWA and FTA for approval and provide copies to the MPO.

- 13.4 MPO and State shall cooperatively develop all federal and state funded transportation projects on the state highway system in MPO's transportation management area for inclusion in MPO's TIP. The maintenance and operations program will be addressed in the TIP at a system level. The maintenance and operations program will be considered a planning estimate, reasonably expected to be available, but not a guarantee or specific commitment of maintenance dollars to be spent in MPO.
- 13.5 MPO will develop the process and timeline for project prioritization and selection for each TIP. State will participate in the development, review and approval of the project prioritization and selection process.
- 13.6 When amending a TIP, MPO will ensure that consistency with the current MTP and fiscal constraint are maintained. State will review and comment on draft TIP amendments for consistency with the STIP and fiscal constraint.
- 13.7 The Parties will report events that might have significant impact on the TIP as soon as they become known. These events or conditions include problems, delays, or adverse conditions that will materially affect the revenue, schedule or scope of a project. This disclosure will be accompanied by a statement of the action contemplated to resolve the situation.
- 13.8 State, in cooperation with MPO, will ensure all contract scopes for all projects using federal funds carried out within the MPA boundaries of MPO are consistent with MPO's TIP. State will provide budget reports on all open projects using federal funds carried out within the MPA boundaries of MPO upon request.

SECTION 14. ANNUAL LISTING OF OBLIGATED PROJECTS

In cooperation with State and operators of publicly operated transit services, MPO will develop an annual listing of obligated highway and transit projects requiring federal dollars from the preceding program year. The listing shall be consistent with information contained in the TIP.

SECTION 15. CORRIDOR OR OTHER MAJOR STUDIES

- 15.1 MPO may be the lead agency to conduct regional, multi-jurisdictional corridor or feasibility studies for roadways on the state highway system on behalf of State after discussion with, and agreement by, State.

- 15.2 MPO is responsible for maintaining and updating the regional transportation model for the arterial roadways within MPO's urbanized area. State will provide existing traffic count information in the form of annual average daily traffic (AADT) volume for all state highways within MPO's urbanized area. This information shall be converted to average daily traffic (ADT) and used by MPO for model calibration and by State as data input for the bi-annually prepared traffic flow map. The regional transportation model shall be updated to include new census information that is developed and published every ten years by the Census Bureau. State shall review MPO's model as it is being developed or updated to ensure model performance and consistency is achieved. MPO and State shall work cooperatively in the development and application of the regional transportation model.
- 15.3 MPO and State will share in the traffic counting responsibilities for roadways within MPO's urbanized area. Generally, MPO will perform traffic counts for roadways off of the state highway system, and State will perform traffic counts for all roadways on the state highway system, including the interstate system. MPO and State agree that traffic counting services may be requested for roadways on the other entity's system. This service may be requested due to an entity's current staffing and workload conditions or in cases where deadlines require this level of cooperation. MPO and State agree to perform traffic counts in accordance with current FHWA traffic data collection guidance.
- 15.4 As appropriate, MPO will participate in other State transportation planning efforts within the MPO region. Additional transportation planning processes include but are not limited to:
- State's Public Hearing and Project Approval Process
 - State's Corridor Study Process
 - Updates/revisions to the State Highway Access Control Policy process
 - Project environmental reviews (Environmental Assessments, Environmental Impact Statements, Categorical Exclusions, etc.)

SECTION 16. PERFORMANCE MEASURES

- 16.1 The Parties agree to consult with State in the establishment of specific written provisions for developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward obtainment of critical outcomes for the region of the MPO, and the collection of data for State asset management plans, pursuant to 23 C.F.R. 450.314(h).
- 16.2 The Parties agree that the technical provisions for Performance Measures will be cooperatively developed and specified in the NDOT MPO Operating Manual.

SECTION 17. DISPUTE RESOLUTION

The Parties will make every attempt to resolve differences at the appropriate staff level and in a timely manner. Differences not resolved at the staff level will be addressed by MPO's executive director and State's Director. Policy issues not settled at the executive director and State's Director level will be taken to the FHWA/FTA level for resolution.

SECTION 18. AMENDMENT OR TERMINATION OF AGREEMENT

- 18.1 This MOA will be reviewed at least every four years. It may be amended, whenever deemed appropriate, by written agreement of both parties.
- 18.2 This MOA will be reviewed upon any revisions to applicable federal and state laws
- 18.3 Either party to this MOA may terminate it by a 60-day written notice to the other party. If this occurs, the Parties agree to consult further to determine whether the issues can be resolved and the agreement re-implemented in an amended form.

[Remainder of Page Intentionally Left Blank]

IN WITNESS WHEREOF, the Parties hereby execute this Agreement pursuant to lawful authority as of the date signed by each party.

EXECUTED by Lincoln Transit Bus Service this 19th day of April, 2018.

WITNESS:

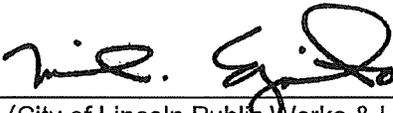
(STARTRAN)

(David Cary, Director)

(Miki Esposito, Director)



(Lincoln/Lancaster Planning Department)



(City of Lincoln Public Works & Utilities)

EXECUTED by MPO this 19th day of April, 2018

WITNESS:

LINCOLN METROPOLITAN PLANNING ORGANIZATION (MPO)

(David Cary, Director)

(Mayor Chris Beutler)



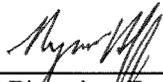
(Lincoln/Lancaster Planning Department)



(Executive Director)

EXECUTED by State this 30 day of April, 2018.

STATE OF NEBRASKA
DEPARTMENT OF TRANSPORTATION
Ryan Huff, P.E.



Intermodal Planning Engineer

Lincoln Metropolitan Planning Organization

Appendix D: **Bylaws of the Officials Committee**

Bylaws of the Officials Committee

for the Lincoln Metropolitan Planning Organization

Article I. Officials Committee

Section 1. Name

The name of this Committee shall be the Officials Committee.

Section 2. Purpose and Intent

The Officials Committee shall operate within the intent and purpose as outlined in the "Lincoln MPO: Management Plan" document.

Section 3. Membership

- A. The membership of this Committee shall be as outlined in the "Lincoln MPO: Management Plan" document. Any Committee member who will be absent from a meeting shall have the right to appoint a representative of the same affiliation to serve in place of that member.
- B. The membership of this Committee will be composed of both voting and nonvoting members. Nonvoting members serve in an advisory capacity and provide a liaison between the groups they are representing and the Officials Committee.

Article II. Organization

Section 1. Officers

The officers of this committee shall consist of Chair and Vice-Chair. The Chair and Vice-Chair shall be elected annually from the members of the Officials Committee with one officer position filled by a representative from the City of Lincoln and one officer position filled by a representative from Lancaster County.

Section 2. Secretary

The MPO Administrator, as identified in the "Lincoln MPO: Management Plan" document, shall serve as the Secretary of the Officials Committee.

Section 3. Duties

- A. The Chair shall preside at all meetings of the Officials Committee and may call special meetings when needed. When the Chair is absent, the Vice-Chair shall perform the duties of the Chair.
- B. The Secretary shall be responsible for keeping the records of the Committee, serve notice of meetings, and other duties as requested by the Committee.

Article III. Meetings

Section 1. Time of Meetings

The Officials Committee will hold meetings at least four times a year and be subject to call as circumstances arise. Meetings shall be held at such time and place as generally convenient to the membership.

Section 2. Notice of Meetings

The notice of meetings shall be mailed at least seven (7) days in advance of the meeting day, whenever practical. The agenda and other matters of business shall be mailed with the meeting notice whenever possible.

Section 3. Quorum and Voting

- A. A majority of the voting members of the Officials Committee shall constitute a quorum.
- B. Nonvoting members shall not vote on questions brought before the Officials Committee during Officials Committee meetings.
- C. Motions and/or seconds to motions may be made by any voting or nonvoting member of the Committee.

Section 4. Preparation and Distribution of Minutes

Minutes shall be prepared by the Secretary for each Officials Committee meeting and said minutes shall be forwarded to the Officials Committee for review and approval. A copy of the draft minutes shall be transmitted to the Chair of the Technical Committee in order to aid in maintaining communications between these committees.

Section 5. Committee Representation

In order to further the communications between the Officials Committee and other bodies which may review and/or act on Officials Committee recommendations and actions, a member of the Officials Committee or appropriate staff shall be appointed by the Chair or elected by the Committee membership to present Committee recommendations or actions, as necessary, to subsequent decision-making or review bodies at appropriate meetings of those bodies.

Article IV. Amendment of Article

Section 1. How Amended

These articles may be amended by a majority vote (four votes) of the entire voting membership of the Officials Committee at a meeting called for such a purpose.

Article V. Additional Bylaws

Roberts Rules of Order shall apply in all cases not specifically referred to in these Bylaws.

Adopted on September 24, 2009

Lincoln Metropolitan Planning Organization

Appendix E:

Bylaws of the Technical Committee

Bylaws of the Technical Committee for the Lincoln Metropolitan Planning Organization

Article I. Organization

Section 1. Name

The name of this Committee shall be the Technical Committee.

Section 2. Purpose and Intent

The Technical Committee shall operate within the intent and purpose as outlined in the “Lincoln MPO: Management Plan” document.

Section 3. Membership

- A. The membership of this Committee shall be as outlined in the “Lincoln MPO: Management Plan” document. Any Committee member who will be absent from a meeting shall have the right to appoint a representative of the same affiliation to serve in place of that member.
- B. The membership of this Committee will be composed of both voting and nonvoting members. Nonvoting members serve in an advisory capacity and provide a liaison between the groups they are representing and the Technical Committee.

Article II. Officers

Section 1. Officers

The Technical Committee shall be organized by a Chair and Vice-Chair. The Chair position shall be filled by one of three “Tri-Chairs” consisting of the Director of the Lincoln Transportation & Utilities Department, the Director of Lincoln-Lancaster Planning Department, and the Lancaster County Engineer. Each Tri-Chair shall serve as Chair of the Technical Committee on a one-year revolving basis. The Vice-Chair shall be filled by the Tri-Chair that did not serve as the immediate past Chair.

Section 2. Duties of Officers

- A. Chair: Preside at all meetings of the Technical Committee and call special meetings as needed. Appoint special sub-committees from the membership as needed. Call for and receive reports from established subcommittees on a regular basis.
- B. In the absence of the Chair, the Vice-Chair will preside at meetings of the Technical Committee.

Article III. Meetings

Section 1. Time of Meetings

The Committee shall hold meetings on a quarterly basis, and shall hold additional meetings as needed. The Chair shall call meetings as required. The Chair may also cancel regular quarterly meetings when no items are scheduled for consideration.

Section 2. Notice of Meetings

The notice of meetings shall be mailed at least seven (7) days in advance of the meeting day, whenever practical. The agenda and other matters of business shall be mailed with the meeting notice whenever possible.

Section 3. Quorum and Voting

- A. The presence of eight (8) voting members (or appointed representatives, as provided in Article I - Section 3) shall constitute a quorum. When a quorum is present at any meeting, the vote of a simple majority of the voting members present shall decide questions brought before the Committee; however, no measure shall be passed with less than five (5) affirmative votes by voting members of the Committee.
- B. Nonvoting members shall not vote on questions brought before the Technical Committee during Technical Committee meetings. Nonvoting members, when appointed to participate in a Technical Committee sub-committee meeting, are afforded equal voting privileges as the other sub-committee members.
- C. Motions and/or seconds to motions may be made by any voting or non-voting member of the Committee, at both Committee and sub-committee meetings.

Commented [ASZ1]: Change to "The presence of a simple majority of voting members (or appointed representatives, as provided in Article I - Section 3) shall constitute a quorum."

Commented [ASZ2]: Change to "When a quorum is present at any meeting, the vote of a simple majority of the voting members present shall decide questions brought before the Committee; however, no measure shall be passed with less than a simple majority of affirmative votes by voting members of the Committee."

Section 4. Preparation and Distribution of Minutes

Minutes shall be prepared by the Chair of each Technical Committee meeting and said minutes shall be forwarded to the Committee for review and approval. A copy of the draft minutes shall be transmitted to the Chair of the Officials Committee in order to aid in maintaining communications between these committees.

Section 5. Meeting Participation

Interested citizens shall receive Technical Committee meeting agendas and draft minutes, provided by the Chair. A public comment period shall be held at each Committee meeting. The Chair shall have the authority to limit discussion from non-members of this Committee or take other action necessary in order to transact the business before the Committee.

Section 6. Committee Representation

In order to further the communications between the Technical Committee and other bodies which may review and/or act on Technical Committee recommendations, the Chair of the Technical Committee, or another member of the Technical Committee or designated staff, as appointed by the Chair, will present each Committee recommendation to subsequent decision-making or public bodies at appropriate meetings of those bodies.

Article IV. Amendment of Article

Section 1. How Amended

These articles may be amended by a majority vote (eight votes) of the entire voting membership of the Technical Committee at a meeting called for such a purpose.

Commented [ASZ3]: These articles may be amended by a majority vote of the entire voting membership of the Technical Committee at a meeting called for such a purpose."

Article V. Additional Bylaws

Roberts Rules of Order shall apply in all cases not specifically referred to in these Bylaws.

Adopted on September 24, 2009 and Amended on November 16, 2020

Commented [ASZ4]: Change to "Adopted on September 24, 2009 and Amended on November 16, 2020"

ISSUE

VOTE: Revisions (Amendment No. 2) to the FY 2021-2024 Transportation Improvement Program

BACKGROUND

The Transportation Improvement Program (TIP) is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next four year period. The Lincoln Metropolitan Planning Organization (MPO) amends the TIP to accommodate changes to projects in the TIP. The [FY 2021-2024 TIP](#) was adopted by the MPO Officials Committee on May 1, 2020.

The proposed Amendment No. 2 to the FY 2021-2024 TIP includes the following revision:

- 148th Street and Holdrege Street, Intersection Improvements – Add project and program federal funds

Details of the above revision are available for review on the Internet at:

https://www.lincoln.ne.gov/files/sharedassets/public/planning/mpo/tip/2021-2024/tip_2021_amd2.pdf

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

The Technical Committee recommended approval of the proposed Amendment No. 2 on February 3, 2021.

RECOMMENDATION

Approve Amendment No. 2 to the FY 2021-2024 Transportation Improvement Program.

STAFF CONTACT

Allan Zafft



**Lincoln MPO Resolution: 2021-2
FOR THE PURPOSE OF ADOPTING THE
TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT**

WHEREAS, the Lincoln Metropolitan Planning Organization (Lincoln MPO) is the designated Metropolitan Planning Organization (MPO) responsible for undertaking the transportation planning process for the Lincoln Metropolitan Transportation Management Area (TMA), in accordance with 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR Part 450; and

WHEREAS, the Lincoln MPO, pursuant to 23 CFR 450.326, adopted on May 1, 2020 a Transportation Improvement Program (TIP) for federal Fiscal Years (FY) 2021 through 2024; and

WHEREAS, the Lincoln MPO has prepared an amendment to the MPO FY 2021-2024 TIP that adds a Lancaster County Engineering project as identified in Exhibit A; and

WHEREAS, the project included in the amendment is consistent with the currently adopted MPO Long Range Transportation Plan, *2040 Long Range Transportation Plan - 2016 Update*; and

WHEREAS, the amendment has been reviewed and recommended for adoption by the Technical Committee of the MPO, and now requires adoption from the Officials Committee of the MPO;

NOW, THEREFORE, BE IT RESOLVED that the Lincoln Metropolitan Planning Organization Officials Committee adopts the amendment to the MPO FY 2021-2024 Transportation Improvement Program.

Approved by a vote of the MPO Officials Committee and signed this 24th day of February, 2021.

Lincoln MPO Officials Committee Chair

ATTEST

Elizabeth Elliott, City of Lincoln Transportation & Utilities Director
Lincoln MPO Technical Advisory Committee Chair

Exhibit A, page 1 of 1

2021-2024 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Lancaster County DIVISION: County Engineering								
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)						COST BEYOND PROGRAM	TOTAL PROJECT COSTS			
		(Control Number)	(Project Number)	(Work Phase)	PRIORITY PROJECTS							
				PRIOR FISCAL YEARS	FS	2020-21 FS	2021-22 FS	2022-23 FS	2023-24 FS			
Amend (Add)	148th Street and Holdrege Street Safety project to improve 148th Street and Holdrege Street intersection, which includes left-turn lanes on the north and southbound approaches.	0.0 Miles	PE			110.3 HS						
			PE			12.2 CO						
			ROW/Utilities				54.0 HS					
			ROW/Utilities				6.0 CO					
			Const/CE					468.5 HS				
			Const/CE					52.1 CO				
	Amendment Description: New project and program federal funds	TBD	TBD	TOTAL	0.0	122.5	60.0	520.5	0.0	0.0	703.0	
<input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope												
FUNDING SUMMARY												
FEDERAL FUNDS												
HS (HSIP - Highway Safety Improvement Program)					0.0	110.3	54.0	468.5		0.0		
LC (STP-Urbanized Areas > 200,000, Lincoln)					0.0	0.0	0.0	0.0		0.0		
SUB-TOTAL FEDERAL FUNDING					0.0	110.3	54.0	468.5		0.0	632.8	
STATE FUNDS												
					0.0	0.0	0.0	0.0				
SUB-TOTAL STATE FUNDING					0.0	0.0	0.0	0.0		0.0	0.0	
LOCAL FUNDS												
CO (Lancaster County)					0.0	12.2	6.0	52.1		0.0		
SUB-TOTAL LOCAL FUNDING					0.0	12.2	6.0	52.1		0.0	70.3	
TOTAL					0.0	122.5	60.0	520.5		0.0	703.0	

ISSUE

REPORT: Development of and review schedule for FY 2022-2025 Transportation Improvement Program

BACKGROUND

The Transportation Improvement Program (TIP) is the region's short-range program, identifying projects to receive federal funds and projects of regional significance to be implemented over the next four year period. The current TIP of the Lincoln Metropolitan Planning Organization (MPO) is the [FY 2021-2024 TIP](#), which was adopted by the MPO Officials Committee on May 1, 2020.

In Nebraska, metropolitan planning organizations are required to update their TIPs annually to add projects, reflect changes to current projects such as adjustments to project cost, and make administrative changes. The Lincoln MPO will be developing and adopting a TIP for FY 2022-2025. Enclosed is the development and review schedule for the Lincoln MPO FY 2022-2025 TIP.

Lincoln MPO staff will provide a report on the FY 2022-2025 TIP schedule at the February Officials Committee meeting.

BUDGET CONSIDERATIONS

None.

COMMITTEE ACTION

None.

RECOMMENDATION

None. Information only.

STAFF CONTACT

Allan Zafft

Lincoln MPO Transportation Improvement Program

Working Schedule for the FY 2022-25 Program

Date	Task
December 30	MPO sets schedule and requests input for TIP report
January 18	Agencies submit draft TIP project data to MPO
January 19-29	MPO compiles agency review of draft TIP
February 4	MPO Project Selection and Coordination Committee* reviews and coordinates proposed TIP projects and resolves programming conflicts
February 12	MPO Project Selection and Coordination Committee (follow up if needed)
February 22	MPO Project Selection and Coordination Committee (follow up if needed)
February 15-25	Draft TIP is finalized for public review (MPO staff works with individual agencies to finalize input)
February 26	Technical Committee draft TIP printed & posted for interagency review
March 4	MPO Project Selection and Coordination Committee finalizes the proposed TIP and forward to Planning Commission for public hearing
March 17	Planning Commission briefing on the proposed TIP
March 31	Planning Commission holds a <u>Public Hearing</u> on the TIP
April 1-7	TIP public review documented for Technical and Officials Committees
April 19	MPO Technical Committee Finalizes Draft TIP and forward to the MPO Officials Committee for Review/Adoption
April 23	Technical Committee findings documented for Officials Committee
May 19	Officials Committee Reviews/Adopts TIP
May 26	TIP sent to NDOT to be included in STIP
August	NDOT public comment period for TIP/STIP
September	TIP/STIP submitted to FTA/FHWA

* This committee is also known as the MPO Programming and Funding Committee (a subcommittee to the MPO Technical Committee) as specified in the Lincoln MPO Management Plan.

February 15, 2021

ISSUE

REPORT: 2050 Long Range Transportation Plan

BACKGROUND

As the Lincoln region's federally designated metropolitan planning organization (MPO), the Lincoln MPO is required to develop and maintain a long range transportation plan (LRTP) for transportation investments with a minimum 20-year plan horizon. The LRTP serves as a blueprint for managing the area's transportation system. The current LRTP, [2040 Long Range Transportation Plan - 2016 Update](#), was adopted in January of 2017.

In accordance with federal law, the Lincoln MPO is required to update the LRTP every five years. The next LRTP will be due by January of 2022. The next LRTP will be known as the [2050 Long Range Transportation Plan \(2050 LRTP\)](#).

In the fall of 2019, the Lincoln MPO initiated the process to develop the 2050 LRTP by preparing and releasing a Request for Proposals (RFP) to retain a consultant firm to provide professional services for updating the MPO Travel Demand Model and LRTP. A Notice to Proceed was issued to Felsburg Holt & Ullevig (FHU) in late March 2020.

In September-October 2020, the 2050 LRTP kicked off phase one of public outreach that consisted of focus groups, virtual meeting, and online survey with a focus on gaining input about the draft LRTP goals, modes of travel and transportation challenges.

Lincoln MPO staff will provide a report on the 2050 LRTP at the February Officials Committee meeting.

POLICY CONSIDERATIONS

The plan identifies needs and transportation revenues that the metropolitan region expects to receive for approximately three decades. The current LRTP contains:

- **Vision and goals:** a set of goals to represent the community's vision for Lincoln and Lancaster County's transportation system.
- **Needs assessment:** a snapshot of the existing transportation system.
- **Transportation programs and projects:** regional transportation investments that help accomplish the goals.

Once adopted, goals and strategies identified in the 2050 LRTP will guide transportation investments within our region in future years.

COMMITTEE ACTION

The MPO Project Oversight Planning Committee, a subcommittee of the MPO Technical Committee providing technical expertise and input during the LRTP planning process, has met in April, May, July, September, and November in 2020 and January 2021.

RECOMMENDATION

None. Information only.

STAFF CONTACT

Allan Zafft