



## Lincoln Metropolitan Planning Organization

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

**To:** Officials Committee Members  
**From:** David Cary, Technical Committee Chair  
**Subject:** Officials Committee Meeting

**Date:** February 24, 2023  
**Time:** 3:00 p.m. – 4:30 p.m.  
**Place:** City Council Chambers, County-City Building

### Meeting Agenda:

*Roll call and acknowledge the “Nebraska Open Meeting Act”*

1. Review and action on the draft minutes of the [November 29, 2022](#) Officials Committee meeting
2. [Election of committee officers](#). According to the Bylaws, committee officers consist of a Chairman and Vice-Chairman that are elected annually from the members of the committee.
3. Consent Agenda
  - a. Review and action on revisions to the [FY 2023-2026 Transportation Improvement Program \(TIP\)](#)
    - i. [State of Nebraska Department of Transportation program](#):
      1. I-80: Pleasant Dale - NW 56th Street – Reprogram Const/CE phase from FY 2023-24 to FY 2022-23
    - ii. [City of Lincoln Transportation and Utilities program](#):
      1. Transportation System Preservation
        - i. South 56th Street, Spruce Street to Van Dorn Street - Pavement Repair Project – Reprogram PE phase from Prior Fiscal Years to FY 2022-2023 and reprogram Const/CE phase from FY 2022-2023 to FY 2023-2024
        - ii. 1st Street & Cornhusker - Traffic Signal Replacement – Reprogram ROW phase from Prior Fiscal Years to FY 2022-2023 and reprogram Utilities and Const/CE phases from FY 2022-2023 to FY 2023-2024

- iii. 9th & A St., 9th & D St., 10th & A St., 10th & D St. - Traffic Signal Replacement – Reprogram Const/CE phase from FY 2023-2024 to FY 2025-2026
  - iv. Preventative Maintenance Bridge Package – Reprogram Const/CE phase from FY 2022-2023 to FY 2023-2024
- 2. Transportation System Optimization
  - i. Adams Street, 36th to 49th - Pavement Repair Project – Reprogram ROW phase from Prior Fiscal Years to FY 2022-2023 and reprogram Const/CE phase from FY 2022-2023 to FY 2023-2024
  - ii. Cotner Boulevard, O Street to Starr Street – Reprogram ROW phase from FY 2022-2023 to FY 2023-2024
- 4. Items removed from Consent Agenda
- 5. [Report](#) on amendment to the MPO Management Plan
- 6. [Review and action](#) on 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
  - d. FTA Transit Asset Management Performance Measures and Targets
  - e. FTA Transit Safety Performance Measures and Targets
- 7. Review and action on revisions to the [FY 2023-2026 Transportation Improvement Program \(TIP\)](#)
  - a. [Pedestrian, Bike & Trails program](#):
    - i. Waterford Trail – Combine projects 4 and 5 for Phases 1 and 2 and program federal funds
    - ii. B Street Bicycle Boulevard – Add project and program federal funds
- 8. [Report](#) on the development and review schedule for FY 2024-2027 Transportation Improvement Program
- 9. Briefing on the 2021 MPO Annual Transportation System Performance Report
- 10. Other topics for discussion
- 11. Public Comment

Anyone wishing to address the committee on a matter not on this agenda, and not planned to appear on a future agenda, may do so.

#### 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 Lincoln Commission on Human Rights at 402-441-7624, or the City Ombudsman at 402-441-7511, 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.*

<b>NAME OF GROUP:</b>	OFFICIALS COMMITTEE MEETING
<b>DATE, TIME AND PLACE OF MEETING:</b>	November 29, 2022, 3:00 p.m., City Council Chambers, County-City Building, 555 S. 10 <sup>th</sup> Street, Lincoln, NE
<b>MEMBERS AND OTHERS IN ATTENDANCE:</b>	Mayor Leirion Gaylor Baird, Ryan Huff, Deb Schorr, Tammy Ward and Christa Yoakum; (Tom Beckius absent). Paul Barnes, David Cary, Rachel Christopher and Teresa McKinstry of the Planning Department; Pam Dingman, Lancaster County Engineer; Maggie Stuckey-Ross, Director of Parks and Recreation; Elizabeth Elliott, Director of Transportation and Utilities; Brian Praeuner of StarTran; Chad Lay of Lincoln Airport Authority; Stephanie Rouse of the Planning Department appeared via Zoom Video Communications ©; and other interested parties.

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

Ward then called for a motion approving the minutes of the regular meeting held September 29, 2022. Motion for approval made by Yoakum, seconded by Mayor Gaylor Baird and carried 4-0: Mayor Gaylor Baird, Huff, Ward and Yoakum voting 'yes'; Schorr abstaining; Beckius absent.

### **AUTHORIZE USE OF A CONSENT AGENDA AND ADOPT THE CONSENT AGENDA PROCEDURES**

#### **PUBLIC HEARING:**

**November 10, 2022**

Members present: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum; Beckius absent.

Rachel Christopher stated this item is to adopt a Consent Agenda process and procedures. MPO (Metropolitan Planning Organization) staff felt this was a good idea given that the agenda was going to be large and potentially upcoming agendas as well. This will allow everyone to focus more on those items that merit additional discussion. Items that are more minor changes to the same projects could be on the Consent Agenda. New projects or major changes would not be on Consent. She noted the proposed procedures. The Chair will introduce the Consent Agenda, the Clerk will read it into the record and then the Consent Agenda will be voted on in total. Any item to be removed from the Consent Agenda will be removed and have a separate public hearing. The Technical Committee adopted the same procedures. She believed it helped the meeting to go a little quicker and smoother. She wanted to touch on the structure. There are a number of TIP (Transportation Improvement Program) amendments on the agenda today. Some are on Consent, some will have a separate discussion.

## **ACTION:**

Schorr moved approval to authorize the use of a Consent Agenda and adopt the Consent Agenda procedures, seconded by Yoakum and carried 5-0: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum voting 'yes'; Beckius absent.

## **CONSENT AGENDA**

### **PUBLIC HEARING:**

**November 10, 2022**

Members present: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum; Beckius absent.

**The Consent Agenda consisted of the following items:**

- a. Review and action on revisions to the FY 2023-2026 Transportation Improvement Program (TIP)**
  - i. State of Nebraska Department of Transportation program**
    - 1. I-80 Barrier, Lincoln - Move project to Under Contract section**
    - 2. S-55J - (Raymond Spur Bridge) - Delete project and combine with Project No. 16 for N-79 (US-34 - Raymond Rd.)**
    - 3. N-79 (US-34 - Raymond Rd.) - Add scope and funding from deleted Project No. 5, S-55J (Raymond Spur Bridge)**
  - ii. Lancaster County Engineering Program**
    - 1. Arbor Road Bridge Replacement - Increase funds for Fiscal Year 2022-2023, reprogram ROW/Utilities phase from Cost Beyond to FY 2025-2026, and increase funds in Cost Beyond**
  - iii. City of Lincoln Transportation and Utilities program:**
    - 1. Transportation System Preservation**
      - a. N. 84th Street & College Park - Traffic Signal Replacement - Add ROW/Utilities phase and funding**
      - b. 66th St./Cotner Blvd./Adams St. - Traffic Signal Replacement - Reprogram ROW phase from Prior Fiscal Years to FY 2022-2023 and increase funding**
      - c. Cornhusker Highway, 39th to L-55X - Reprogram PE phase from Prior Fiscal Years to FY 2022-2023, and Const/CE phase from FY 2023-2024 to 2025-2026**
      - d. 48th & Calvert and 56th & Calvert - Increase Prior Fiscal Year funds, decrease funds and reprogram ROW phase from FY 2022-2023 to FY 2023-2024 and decrease funds, and increase Const/CE funds**
    - 2. Transportation System Optimization**
      - a. A Street, 6th to 17th - Reprogram PE phase from Prior Fiscal Years to FY 2022-2023 and reprogram Const/CE phase from FY 2024-2025 to FY 2025-2026**

- b. Pilot - Hyperflow Software Tool - Add project and program federal funds
  - 3. West A, West of Coddington to west City Limits - Add funds to construction phase and reprogram funds from Prior Fiscal Years to FY 2022-2023 and 2023-2024
- iv. City of Lincoln StarTran Program
  - 1. Purchase 22 Paratransit Vehicles - Update project description and increase funds for FY 2022-2023
  - 2. Building Renovations/Improvements - Increase funds and reprogram project from Prior Fiscal Years to FY 2022-2023
  - 3. Fast Fuel Compressed Natural Gas Station - Add description for temporary fueling station and program federal funds
  - 4. Maintenance Facility Construction/Relocation - Add project from 2022-2025 TIP and reprogram funding from Prior Fiscal Years in Current TIP to FY 2022-2023
- v. Pedestrian, Bike and Trails program
  - 1. Beal Slough Trail Project - Increase funds and reprogram ROW/Utilities phase from Prior Fiscal Years to FY 2022-2023 and reprogram Construction/CE phase from FY 2022-2023 to FY 2023-2024

**ACTION:**

Schorr moved approval of the Consent Agenda, seconded by Yoakum and carried 5-0: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum voting 'yes'; Beckius absent.

**REVIEW AND ACTION ON REVISIONS TO THE LINCOLN MPO 2050 LONG RANGE TRANSPORTATION PLAN (LRTP); A) N. 14<sup>TH</sup> STREET (ALVO ROAD TO ASHLAND ROAD) – MOVE PROJECT FROM THE ILLUSTRATIVE PLAN TO THE FISCALLY CONSTRAINED PLAN AND EXPAND THE PROJECT LIMITS UNDER THE LANCASTER COUNTY RURAL ROADS PROJECTS LISTINGS, B) PROJECT 102 (N. 98<sup>TH</sup> STREET, HOLDREGE STREET TO US-6) – ADJUST COST ALLOCATION FOR PROJECT IN 2050 UNDER THE LANCASTER COUNTY RURAL ROADS PROJECTS FISCALLY CONSTRAINED PLAN**

**PUBLIC HEARING:**

**November 10, 2022**

Members present: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum; Beckius absent.

Christopher stated that this item was proposed by County Engineering to add a new project to the fiscally constrained list for N. 14<sup>th</sup> Street. This project is a safety project that would be funded through the systemic safety program based on the criteria for rural roads and block grant funds. \$12 million is the cost of the project. There are several segments of construction that are currently on the illustrative list. These would be removed from that list since they are funded. In keeping with adding this to the fiscally constrained list, staff needed to remove funding elsewhere on the list. Lancaster County has elected to reduce the funding percentage for their last ranked project on the list which is N. 98<sup>th</sup> Street from Holdrege Street to US-6. She noted that the N. 98<sup>th</sup> Street project being reduced is not anticipated until 2050. This was recommended for approval by the Technical Committee.

Pam Dingman stated this is a new program by NDOT (Nebraska Department of Transportation). There is a new online submittal process. County Engineer sent in the paperwork for N. 14<sup>th</sup> Street and by noon the same day, they had an approved project. There are a lot of these roads that are paved corridors with more than 1,000 cars a day and the travel lane is eleven feet wide or less. That doesn't meet modern standards. We can prevent accidents and save lives. As the City grows, these roads will be closer to meeting modern urbanized standards. To be able to go from waiting three to four years to securing funds, to a couple of hours, is a huge success.

**ACTION:**

Yoakum moved approval of revisions to the Lincoln MPO 2050 Long Range Transportation Plan, a) N. 14<sup>th</sup> Street (Alvo Road to Ashland Road) – move project from the Illustrative Plan to the Fiscally Constrained Plan and expand the project limits under the Lancaster County Rural Roads Projects listings, and b) Project 102 (N. 98<sup>th</sup> Street, Holdrege Street to US-6) – adjust cost allocation for project in 2050 under the Lancaster County Rural Roads Projects Fiscally Constrained Plan, seconded by Schorr and carried 5-0: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum voting 'yes'; Beckius absent.

**REVIEW AND ACTION ON REVISIONS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**a. Lancaster County Engineering Program; i) N. 14<sup>th</sup> Street (Alvo Road to Ashland Road) – add project and program federal funds**

**PUBLIC HEARING:**

**November 10, 2022**

Members present: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum; Beckius absent.

Christopher stated that this will add the N. 14<sup>th</sup> Street project to the TIP. She stated that the cost is \$12 million federal funds. This was recommended for approval by the Technical Committee.

**ACTION:**

Yoakum moved approval of revisions to the FY 2023-2026 Transportation Improvement Program, a) Lancaster County Engineering Program, i) N. 14<sup>th</sup> Street (Alvo Road to Ashland Road) – add project and program federal funds, seconded by Schorr and carried 5-0: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum voting 'yes'; Beckius absent.

**REVIEW AND ACTION ON REVISIONS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**b. City of Lincoln Transportation and Utilities Program; i) Transportation System Optimization 1) US-34 and S. 84<sup>th</sup> Street/Russwood Parkway Intersection Improvements – add project and program federal funds, 2) S. 70<sup>th</sup> and Nebraska Parkway (Highway 2) Intersection Improvements – add project and program federal funds**

**PUBLIC HEARING:**

**November 10, 2022**

Members present: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum; Beckius absent.

City of Lincoln Transportation and Utilities Program

Christopher stated this will add two new projects under the Transportation System Optimization. These two projects are funded through the HSIP program for intersection improvements. This was recommended for approval by the Technical Committee.

**ACTION:**

Schorr moved approval of revisions to the FY 2023-2026 Transportation Improvement Program, b) City of Lincoln Transportation and Utilities Program, i) Transportation System Optimization, 1) US-34 and S. 84<sup>th</sup> Street/Russwood Parkway Intersection Improvements – add project and program federal funds, and 2) S. 70<sup>th</sup> and Nebraska Parkway (Highway 2) Intersection Improvements – add project and program federal funds, seconded by Mayor Gaylor Baird and carried 5-0: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum voting ‘yes’; Beckius absent.

**REVIEW AND ACTION ON REVISIONS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**c. City of Lincoln StarTran Program; i) Multimodal Transportation Center – update project description, funding and schedule to reflect RAISE grant award and add new funding source for OF (In-Kind Local Match)**

**PUBLIC HEARING:**

**November 10, 2022**

Members present: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum; Beckius absent.

Christopher stated this revision is for the addition of the Multimodal Transportation Center. This is shown for a total cost of around \$32 million. It is already an existing project in the TIP. The project will be amended to reflect the RAISE grant that was awarded and add the new funding source for In-Kind Local Match. This was recommended for approval by the Technical Committee.

**ACTION:**

Mayor Gaylor Baird moved approval of revisions to the FY 2023-2026 Transportation Improvement Program, c) City of Lincoln StarTran Program, i) Multimodal Transportation Center – update project description, funding and schedule to reflect RAISE grant award and add new funding source for OF (In-



Kind Local Match), seconded by Schorr and carried 5-0: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum voting 'yes'; Beckius absent.

**REVIEW AND ACTION ON REVISIONS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**d. Lincoln Airport Program; i) Interlocal Agreement for Minimum Revenue Guarantee – add project and program federal funds, ii) Terminal Building – HVAC Cooling Tower Reconstruction – add project and program federal funds**

**PUBLIC HEARING:**

**November 10, 2022**

Members present: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum; Beckius absent.

Christopher stated this is for the addition of two project listings for the airport. It will add an Interlocal Agreement. This is an agreement for City and County joint funds towards the minimum revenue guarantee with a goal of attracting new airport service to the airport. The agreement will go through the end of calendar year 2026. The next is the Terminal Building cooling tower reconstruction for a cost of \$1 million. That will use airport improvement funds through the FAA (Federal Aviation Administration). This was recommended for approval by the Technical Committee.

Mayor Gaylor Baird inquired if the funds have to be expended before the four year timeframe. Christopher responded that to her knowledge, it can be used in any of the four years. Paul Barnes added that staff would rely on the exact agreements. This revision will reflect the federal dollars being programmed, so it is in the TIP. Staff is working with the NDOT under the impression that placing it this way, gives the flexibility to use the funding in any of the fiscal years. Mayor Gaylor Baird noted there are time restrictions on the American Rescue Plan funds. Chad Lay believes all those considerations are articulated.

**ACTION:**

Yoakum moved approval of revisions to the FY 2023-2026 Transportation Improvement Program, d) Lincoln Airport Program, i) Interlocal Agreement for Minimum Revenue Guarantee – add project and program federal funds, and ii) Terminal Building – HVAC Cooling Tower Reconstruction – add project and program federal funds, seconded by Schorr and carried 5-0: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum voting 'yes'; Beckius absent.

**BRIEFING ON AIRPORT MASTER PLAN:**

Chad Lay is the Director of Planning and Development for the Lincoln Airport. They are doing an update to the Lincoln Airport Master Plan. He wanted to talk about what the airport consists of. The Airport Authority currently controls under 5,000 acres. In addition to commercial air service, there is a wide range of aviation activities. Duncan Aviation and Atlantic Aviation provide services. There are also flight schools. Two different guard bases use the facilities at the airport. Outside aviation on the west side of the airfield, the airport owns and maintains an industrial park. The master plan is the big picture and intended to look at all the activities and come up with the long range infrastructure plan. The master plan is required by the FAA. Before the FAA invests funds, they want to make sure there is a good long range plan. The last

master plan was about ten years ago. The process was started in 2020. Phase 1 is assessing the current condition of the airport and facility requirements. Draft materials, committee meetings and public workshops are held. It was difficult to develop the long range forecast during COVID. Phase 2 is developing multiple alternatives. That is the core of the actual work in the master plan process. Stakeholders were met with. The consultant is reviewing all the information and coming up with a recommended concept. Once they have the concept, they will do some vetting and send it to the FAA for concurrence. He showed a map of the airfield. There are three runways. The shortest is just under 6,000 feet, one is 9,000 feet and one is around 13,000 feet. This was a legacy piece of infrastructure leftover from when the Air Guard was at the airport. The runway names are compass settings. Historic enplanements are used for the forecast. He showed a breakdown of the forecast summary and the data that is used. He showed the type of aircraft that can be used at the airport. There are many different needs for the different categories of aircraft. He pointed out the safety areas. He showed a list of the different airside facility requirements. Even taxiways have to be vetted. One of the big hurdles that needed to be addressed was that of the primary runway. That is a piece of runway that was left over from the Air Force days. They were aware the pavement was starting to deteriorate. Trying to address that is dependent on what the FAA will fund. They did a lot of assessment and survey. A thorough job was done and it came back that the concrete had some issues. Rehab didn't turn out to be a good use of funds. The runway needed to be reconstructed. The current commercial fleet doesn't justify maintaining the runway length and width. That didn't surprise them. The real issue comes that the guard refueling would be heavily impacted. The FAA doesn't take military activities into consideration. The news noted there have been some conversations with the Air Refueling Wing. They have taken some initial steps to come up with joint funding for a runway. The Guard has a vested interest in maintaining the runway at its current length. If there wasn't a joint funded program, he pointed out the FAA justified portion and it would fall short. As part of that, alternatives were developed. One of the last things to look at, usually there are some things that aren't up to the current design standards. They are looking to clean up some taxiways and make sure that all is up to the current design standards. Regarding the Terminal Building, they look at the number of planings and passengers. They use that to justify a twenty year terminal development and expansion to current air services. They have a fairly significant improvement project currently ongoing. There is some expansion going on. For the long range plan, they show a vision if service continues to grow, what the long range expansion would look like. The airport is aggressively trying to attract new air service to Lincoln, Nebraska. The community is certainly large enough to warrant it. In the current environment now with pilot shortages and coming out of the pandemic, this is proving to be difficult. He believes it is helpful to have available resources that they have. It can be a process that requires some patience. One of the primary ways they are trying to enhance is to grow leisure travel. Business travel is coming back, but not to pre-pandemic levels. Also, leisure service is a service that Lincoln hasn't had for a while. We believe this will attract new customers to the Lincoln Airport. He is in the process of trying to finalize the master plan.

Schorr made a motion to adjourn, seconded by Yoakum and carried 5-0: Mayor Gaylor Baird, Huff, Schorr, Ward and Yoakum voting 'yes'; Beckius absent.

There being no further business, the meeting was adjourned at 3:55 p.m.

<https://linclanc.sharepoint.com/sites/PlanningDept-MPO/Shared Documents/MPO/Officials Committee/Minutes/2021-2022/112922.docx>

**ISSUE**

VOTE: Election of the Officials Committee Officers

**BACKGROUND**

The Chair and Vice-Chair serve as the officers of the Officials Committee for the Lincoln Metropolitan Planning Organization (MPO). Article II of the Officials Committee bylaws specifies that 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.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

None.

**RECOMMENDATION**

Nominate and elect the Officials Committee Officers.

**STAFF CONTACT**

David Cary  
[dcary@lincoln.ne.gov](mailto:dcary@lincoln.ne.gov)  
402-441-7491

Rachel Christopher  
[rchristopher@lincoln.ne.gov](mailto:rchristopher@lincoln.ne.gov)  
402-441-7603

**ISSUE**

VOTE: Amendment No. 3 to the FY 2023-2026 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 2023-2026 TIP was adopted by the MPO Officials Committee on May 12, 2022.

The proposed Amendment No. 3 to the FY 2023-2026 TIP includes the following revisions to the State of Nebraska Department of Transportation program:

- I-80: Pleasant Dale - NW 56th Street – Reprogram Const/CE phase from FY 2023-24 to FY 2022-23.

This amendment will update the associated summary tables and figures in the TIP.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

The Technical Committee recommended approval of this amendment at their meeting on January 26<sup>th</sup>, 2023.

**RECOMMENDATION**

Approval of the consent agenda.

**STAFF CONTACT**

Rachel Christopher  
[rchristopher@lincoln.ne.gov](mailto:rchristopher@lincoln.ne.gov)  
402-441-7603

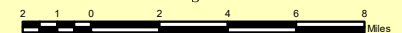
**Lincoln Metropolitan Planning Organization**  
**Transportation Improvement Program**

**Nebraska**  
**Dept of Transportation**  
**FY 2023 - 2026**



- INTERCHANGE/BRIDGE
- ROAD IMPROVEMENT
- FUTURE SERVICE LIMIT

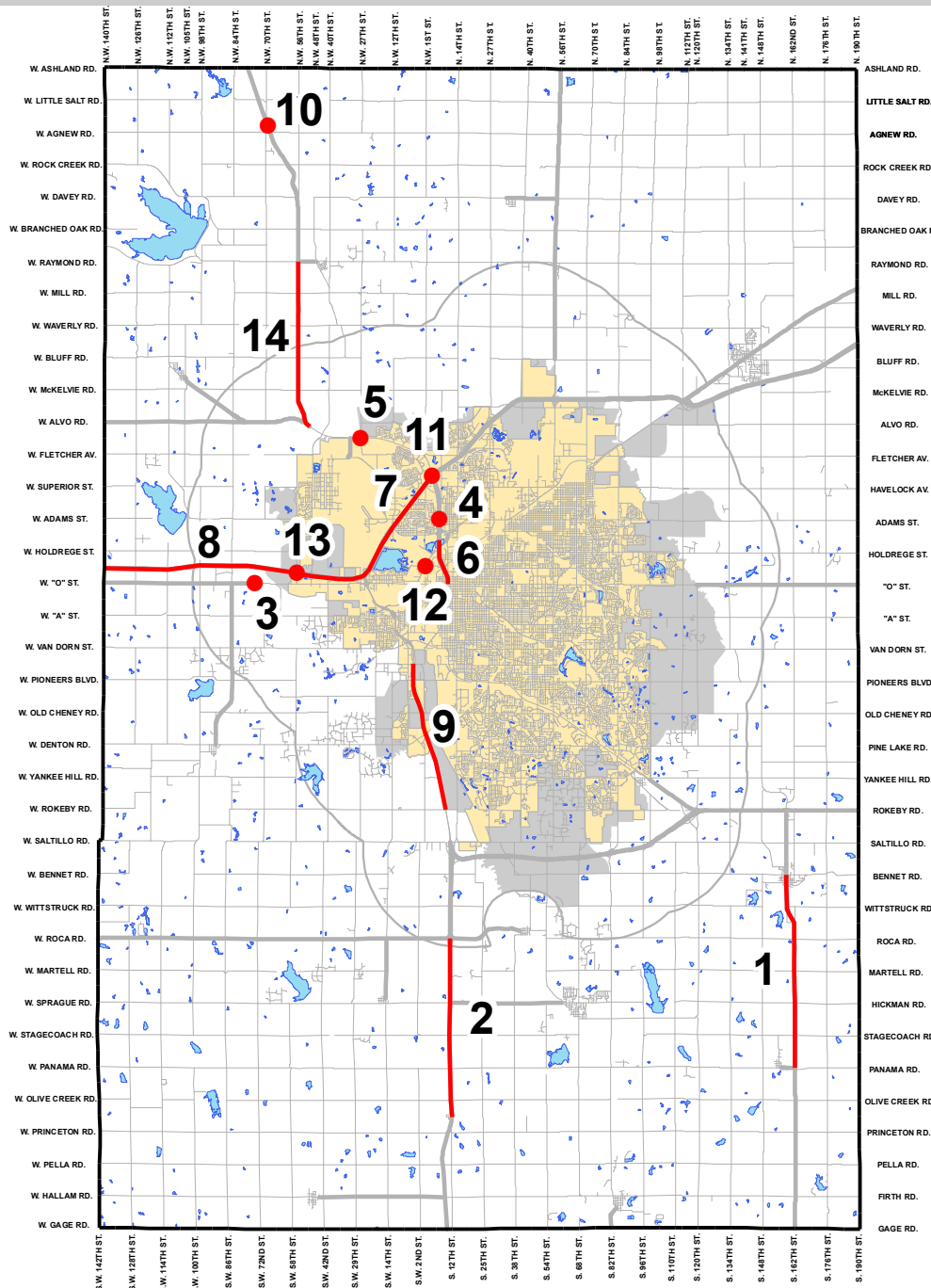
- #1 N-43, N-41 to Bennet
- #2 US-77, Princeton to N-33
- #3 US-6, Emerald East Culverts
- #4 I-180, Adams St Bridge
- #5 US-34, Lincoln West Bridges
- #6 I-180, Cornhusker South
- #7 I-80, Airpark to I-180
- #8 I-80, Pleasant Dale to NW 56th St.
- #9 US-77, Lincoln West Beltway
- #10 N-79, Agnew North Bridges
- #11 I-180, I-180 Bridges over I-80
- #12 US-6, Sun Valley Blvd over UPRR
- #13 I-80, I-80 Bridges over NW 56th St.
- #14 N-79, US-34 to Raymond Rd



Lincoln's Future Service Limit Shown as Grey

**Consult the detailed project descriptions  
 and funding summary for further information.**

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2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM					AGENCY: State of Nebraska DIVISION: Department of Transportation						
PROJ NO (Map)	PROJECT (Location) (Distance) (Improvement Description)				PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)						
					PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS
					PRIOR FISCAL YEARS FS	2022-23 FS	2023-24 FS	2024-25 FS	2025-26 FS		
8 <b>Amend</b> (Modify)	I-80 7.6 Miles PE				1,160.0 NE	1.0 NE					
	Pleasant Dale - NW 56th Street ROW					13,425.0 NE					
	6-lane concrete pavement replacement/reconstruction, bridge Const/CE					114,624.0 NH-AC(NE)					
	repair/replace mainline and overhead structures, culvert, guardrail, Const/CE										
	interchange & ramp reconstruction Const/CE										
	C.N. 12591	NH-80-8(103)	TOTAL		1,160.0	128,050.0	0.0	0.0	0.0	0.0	129,210.0
<b>Amendment Description:</b> Reprogram Const/CE phase from FY 2023-24 to FY 2022-23. <input type="checkbox"/> New <input type="checkbox"/> Deleted <input checked="" type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope											

**FEDERAL FUNDS**  
NH (NHPP - National Highway Performance Program)

**STATE FUNDS**  
NE (State Revenue / Aids)  
NH-AC (NE) (State Revenue / Aids (Advanced Construction))

**ISSUE**

VOTE: Amendment No. 3 to the FY 2023-2026 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 2023-2026 TIP was adopted by the MPO Officials Committee on May 12, 2022.

The proposed Amendment No. 3 to the FY 2023-2026 TIP includes the following revisions to the City of Lincoln Transportation and Utilities program:

**Transportation System Preservation**

- South 56th Street, Spruce Street to Van Dorn Street - Pavement Repair Project – Reprogram PE phase from Prior Fiscal Years to FY 2022-2023 and reprogram Const/CE phase from FY 2022-2023 to FY 2023-2024.
- 1st Street & Cornhusker - Traffic Signal Replacement – Reprogram ROW phase from Prior Fiscal Years to FY 2022-2023 and reprogram Utilities and Const/CE phases from FY 2022-2023 to FY 2023-2024.
- 9th & A St., 9th & D St., 10th & A St., 10th & D St. - Traffic Signal Replacement – Reprogram Const/CE phase from FY 2023-2024 to FY 2025-2026.
- Preventative Maintenance Bridge Package – Reprogram Const/CE phase from FY 2022-2023 to FY 2023-2024.

**Transportation System Optimization**

- Adams Street, 36th to 49th - Pavement Repair Project – Reprogram ROW phase from Prior Fiscal Years to FY 2022-2023 and reprogram Const/CE phase from FY 2022-2023 to FY 2023-2024.
- Cotner Boulevard, O Street to Starr Street – Reprogram ROW phase from FY 2022-2023 to FY 2023-2024.

This amendment will update the associated summary tables and figures in the TIP.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

The Technical Committee recommended approval of this amendment at their meeting on January 26<sup>th</sup>, 2023.

**RECOMMENDATION**

Approval of the consent agenda.

**STAFF CONTACT**

Rachel Christopher  
[rchristopher@lincoln.ne.gov](mailto:rchristopher@lincoln.ne.gov)  
402-441-7603

# Lincoln Metropolitan Planning Organization Transportation Improvement Program

Transportation and Utilities  
FY 2023 - 2026



## City-Wide Projects:

- #1 Transportation System Preservation (TSP)
  - a. S 56th St, Spruce St to Van Dorn (Pavement Repair)
  - b. Randolph St, Capital Parkway to 40th St (Rehab)
  - c. 1st St & Cornhusker (Signal)
  - d. 9th & A St, 9th & D St, 10th & A St, 10th & D St (Signal)
  - e. N 84th St & College Park (Signal)
  - f. 66th St/Cotner Blvd/Adams St (Signal)
  - g. Cornhusker Highway, 39th to L-55X
  - h. Preventative Maintenance Bridge Package
  - i. 48th & Calvert and 56th & Calvert
- #2 Transportation System Optimization (TSO)
  - a. A Street, 40th to 56th
  - b. Adams St, 36th to 49th
  - c. 84th St and US-6, Intersection Improvements
  - d. Cotner Boulevard, O Street to Starr Street
  - e. A Street, 6th to 17th Street
  - g. US 34 and S 84th Street, Intersection Improvements
  - h. S 70th St and Neb Pkwy, Intersection Improvements
- #3 Transportation System Growth
- #4 Transportation Livable Neighborhoods
- #5 Transportation Sidewalk Program
- ▲ **TSP/TSO Projects**
- #6 Lincoln East Beltway
- #7 14th/Warlick/Old Cheney Road (On Hold)
- #8 West "A" Street from Coddington west to City Limits
- #9 S. 40th Street from Yankee Hill to Rokeby

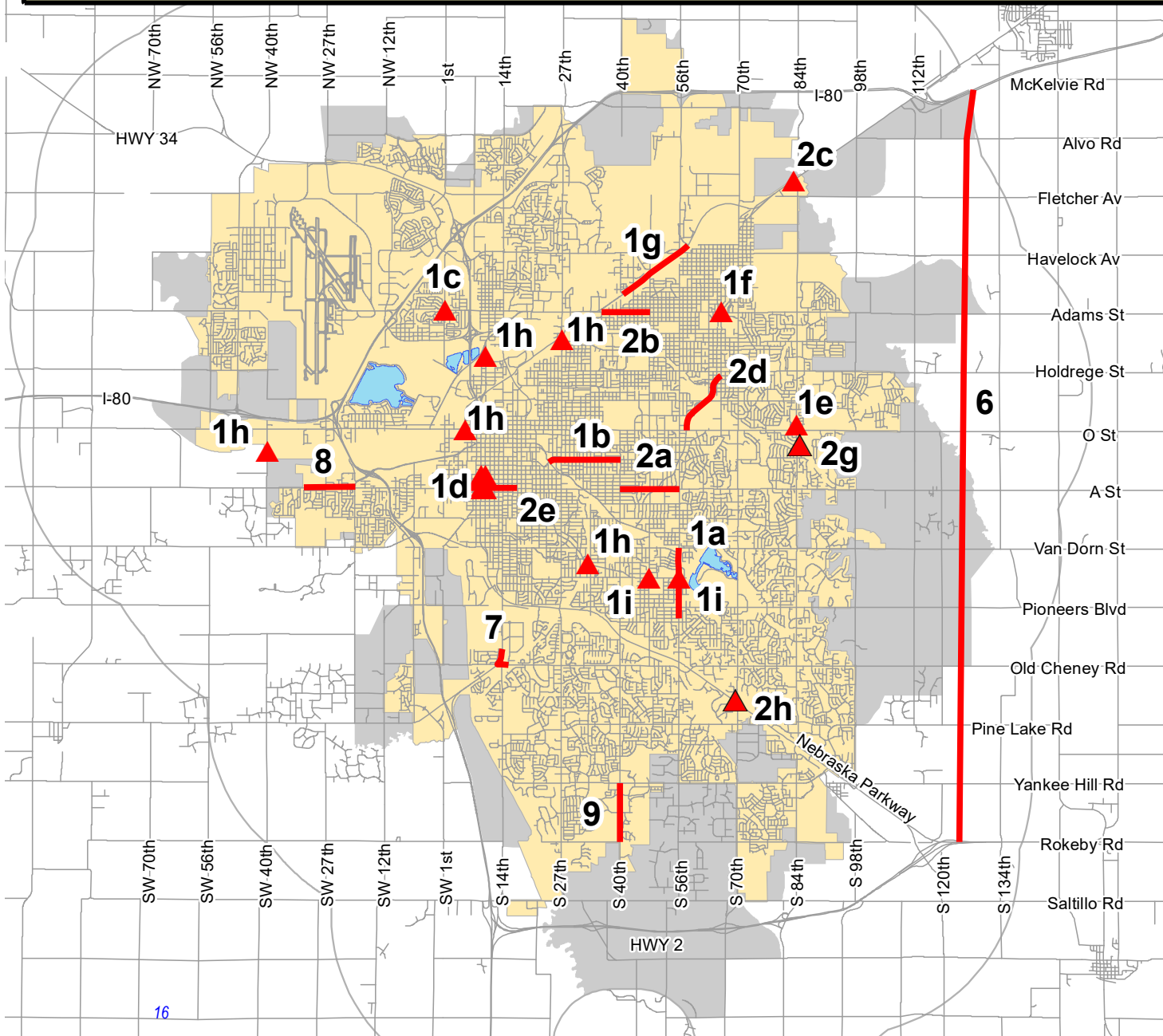
## Project Locations



1 0.5 0 1 2 3 4 Miles

Lincoln's Future Service Limit Shown as Grey

Consult the detailed project descriptions and funding summary for further information.





2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: City of Lincoln		DIVISION: Transportation and Utilities			
PROJ NO  (Map)	PROJECT  (Location & Distance)  (Improvement Description)  (Control Number)    (Project Number)    (Work Phase)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)							
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS	
		PRIOR FISCAL YEARS	FS	2022-23	FS	2023-24			FS
1 Amend (Modify)	<b>Transportation System Preservation</b> This program component focuses on preservation of transportation system assets including program delivery, repair and rehabilitation of streets, intersections, traffic signals, bridges, facilities and structures in the public street right-of-way. Projects include concrete repairs, asphalt mill & overlay, surface treatments, signal structures and equipment replacement, bridge/structure work, facility improvements and other transportation preservation & rehabilitation efforts.	All phases	502.9 LN	215.2 LN	1,331.6 LN	1,140.0 LN	831.8 LN		
		All phases	0.0 STIC	0.0 STIC	0.0 STIC	0.0 STIC	0.0 STIC		
		All phases	2,011.7 LC	864.8 LC	5,266.2 LC	4,560.0 LC	3,327.2 LC		
		All phases	0.0 HS	0.0 HS	0.0 HS	0.0 HS	0.0 HS		
		All phases	0.0 CV	0.0 CV	1,058.2 CV	0.0 CV	0.0 CV		
		See Appendix	TOTAL	2,514.6	1,080.0	7,656.0	5,700.0	4,159.0	0.0
	2 Amend (Modify)	<b>Transportation System Optimization</b> This program component focuses on optimization of transportation system assets including program delivery, intersection improvements, signal system optimization, street capacity (widening), structures within the built environment, turn lanes, complete streets concepts and technology enhancements. Federal funds will be requested where applicable and matched with City funds to maximize the number of locations where enhancements can be made. Projects include new intersection modifications (turn lanes, roundabouts) new signal system hardware, adding lanes to existing streets, access improvements, bike & ped improvements, signing, safety projects and transportation system management infrastructure. Intersection improvements not yet decided.	All phases	1,174.6 LN	1,265.1 LN	2,110.2 LN	770.1 LN	2,687.6 LN	
All phases			0.0 STIC	79.0 STIC	21.0 STIC	0.0 STIC	0.0 STIC		
All phases			1,458.5 LC	1,690.3 LC	5,960.9 LC	0.0 LC	9,556.4 LC		
All phases			0.0 HS	165.2 HS	4,553.0 HS	5,991.5 HS	5,991.5 HS		
All phases			0.0 CV	0.0 CV	1,256.7 CV	0.0 CV	0.0 CV		
See Appendix			TOTAL	2,633.1	3,199.6	13,901.8	6,761.6	18,235.5	0.0

#### FEDERAL FUNDS

LC (STPG-Urbanized Areas > 200,000, Lincoln)  
 HS (HSIP-Highway Safety Improvement Program)  
 DPU (SAFETEA-LU Priority Project Funds)  
 CV (Coronavirus Response and Relief Supplemental Appropriations Act, 2021)  
 STIC (State Transportation Innovation Council)

#### STATE FUNDS

NE (State Funds)

#### LOCAL FUNDS

GR (General Revenue ) [city funds]  
 LOTM (Lincoln on the Move 1/4 cent sales tax)  
 LC-AC (LN) (Advanced Construction - City of Lincoln funds)  
 LN (City of Lincoln Funds)  
 RT (Railroad Transportation Safety District)  
 SC (Street Construction Funds) [federal, state & local funds]  
 SN (Snow Removal Funds) [city funds]

2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM						AGENCY:		City of Lincoln Transportation and Utilities - APPENDIX						
PROJ NO (Map)	PROJECT (Location & Distance) (Improvement Description)  APPENDIX (Project Number) (Work Phase)					PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)								
						PRIORITY PROJECTS							COST BEYOND PROGRAM	TOTAL PROJECT COSTS
						PRIOR FISCAL YEARS	FS	2022-23	FS	2023-24	FS	2024-25		
1	Transportation System Preservation													
Amend (Modify)	a. South 56th Street, Spruce Street to Van Dorn Street - Pavement Repair Project													
	Rehabilitation may include pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. Approximately 1.2 miles.					PE	212.0	LC						
						PE	53.0	LN						
						ROW			20.0	LC				
						ROW			5.0	LN				
						Const/CE					477.4	LC		
						Const/CE					1,058.2	CV		
						Const/CE					119.4	LN		
	C.N. 13433	LCLC-5241(7)	TOTAL	265.0	25.0	1,655.0	0.0	0.0	0.0	1,945.0				
Amendment Description: Reprogram PE phase from Prior Fiscal Years to FY 2022-2023 and reprogram Const/CE phase from FY 2022-2023 to FY 2023-2024.														
<input type="checkbox"/> New <input type="checkbox"/> Deleted <input checked="" type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope														
Amend (Modify)	c. 1st Street & Cornhusker - Traffic Signal Replacement													
	This project may include reconstruction of the existing traffic signal at the intersection and pavement improvements to improve traffic operations at this intersection. All construction is expected to be within the existing right-of-way.					PE	144.1	LC						
						PE	36.0	LN						
						ROW			4.0	LC				
						ROW			1.0	LN				
						Utilities					15.0	LN		
						Const/CE					624.0	LC		
						Const/CE					156.0	LN		
	C.N. 13435	LCLC-5213(3)	TOTAL	180.1	5.0	795.0	0.0	0.0	0.0	980.1				
Amendment Description: Reprogram ROW phase from Prior Fiscal Years to FY 2022-2023 and reprogram Utilities and Const/CE phases from FY 2022-2023 to FY 2023-2024.														
<input type="checkbox"/> New <input type="checkbox"/> Deleted <input checked="" type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope														
Amend (Modify)	d. 9th & A St., 9th & D St., 10th & A St., 10th & D St. - Traffic Signal Replacement													
	This project may include replacing the traffic signal poles, new conduit and cable around the intersections, replacing vehicle detection as needed, and upgrades to pedestrian infrastructure and curb ramps. All construction is expected to be within the existing right-of-way.					PE	220.0	LC						
						PE	55.0	LN						
						ROW/Utilities			28.0	LC				
						ROW/Utilities			7.0	LN				
						Const/CE						1,056.0	LC	
						Const/CE					264.0	LN		
	C.N. 13436	LCLC-5261(1)	TOTAL	275.0	35.0	0.0	0.0	1,320.0	0.0	1,630.0				
	Amendment Description: Reprogram Const/CE phase from FY 2023-2024 to FY 2025-2026.													
<input type="checkbox"/> New <input type="checkbox"/> Deleted <input checked="" type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope														

2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM					AGENCY:	City of Lincoln								
					DIVISION:	Transportation and Utilities - APPENDIX								
PROJ NO  (Map)	PROJECT  (Location & Distance)  (Improvement Description)	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)												
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS						
		PRIOR FISCAL YEARS	FS	2022-23	FS	2023-24			FS	2024-25	FS	2025-26	FS	
	APPENDIX	(Project Number)	(Work Phase)											
Amend (Modify)	h. Preventative Maintenance Bridge Package  Preventative maintenance package may include bridges such as Harris Overpass, N 27th viaduct, SW 40th viaduct, Penny Bridges, and 10th & Salt Creek.  <div>C.N. 13491    LCLC-55(188)</div> <b>Amendment Description:</b> Reprogram Const/CE phase from FY 2022-2023 to FY 2023-2024. <div><input type="checkbox"/> New   <input type="checkbox"/> Deleted   <input checked="" type="checkbox"/> Schedule   <input type="checkbox"/> Budget   <input type="checkbox"/> Scope</div>			PE	488.8	LC								
				PE	122.2	LN								
				Const/CE				3,271.2	LC					
				Const/CE				817.8	LN					
				TOTAL	611.0		0.0	4,089.0		0.0	0.0	0.0	4,700.0	
Amend (Modify)	b. Adams Street, 36th to 49th - Pavement Repair Project  Project improvements may include widening, pavement rehabilitation, curb ramp reconstruction and utility adjustments. This project may remove a pedestrian signal at 46th. Approximately 1.0 mile.  <div>C.N. 13440    LCLC-5250(4)</div> <b>Amendment Description:</b> Reprogram ROW phase from Prior Fiscal Years to FY 2022-2023 and reprogram Const/CE phase from FY 2022-2023 to FY 2023-2024. <div><input type="checkbox"/> New   <input type="checkbox"/> Deleted   <input checked="" type="checkbox"/> Schedule   <input type="checkbox"/> Budget   <input type="checkbox"/> Scope</div>			PE	288.0	LC								
				PE	72.0	LN								
				ROW			20.0	LC						
				ROW			5.0	LN						
				Const/CE				1,114.6	LC					
Const/CE				1,256.7	CV									
Const/CE				278.7	LN									
TOTAL	360.0		25.0	2,650.0		0.0	0.0	0.0	3,035.0					
Amend (Modify)	d. Cotner Boulevard, O Street to Starr Street  Rehabilitation may include widening, pavement repair, mill and overlay, curb ramp reconstruction and utility adjustments. This project may include intersection improvements at Starr and Holdrege. Approximately 0.8 miles.  <div>C.N. 13498    LCLC-5237(4)</div> <b>Amendment Description:</b> Reprogram ROW phase from FY 2022-2023 to FY 2023-2024. <div><input type="checkbox"/> New   <input type="checkbox"/> Deleted   <input checked="" type="checkbox"/> Schedule   <input type="checkbox"/> Budget   <input type="checkbox"/> Scope</div>			PE	770.5	LC								
				PE	192.6	LN								
				ROW			200.0	LC						
				ROW			50.0	LN						
				Const/CE				4,366.3	LC					
Const/CE				1,091.6	LN									
TOTAL	963.1		0.0	5,707.9		0.0	0.0	0.0	6,671.0					

**ISSUE**

ISSUE: 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. The Management Plan was last updated in February 2021. This document is located at:

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

The 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. The requirement for an additional Officials Committee meeting for amendments is proposed to be changed as noted in the list of revisions below.

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

- Page 1 – Eliminate the requirement that amendments to the plan must be presented in writing at an Officials Committee meeting for consideration, and adopted at a subsequent Officials Committee meeting. An additional meeting draws out the timeframe for adoption of amendments and is not deemed to be necessary. The proposed process would continue to involve a recommendation made by the Technical Committee first, then both hearing and action taking place at the subsequent Officials Committee meeting.
- Page 1 – Allow non-substantive changes to the Management Plan to be made administratively. Examples of non-substantive changes would be corrections or revising the titles of committee members.
- Pages 1-3 and 6 – Update background information and references to federal transportation bills to reflect passage of the Bipartisan Infrastructure Law in 2021.
- Page 8 – Officials Committee Voting Members: Currently, the voting members include the Chairs and Vice-Chairs of the Lancaster County Board of Commissioners and the Lincoln City Council. This would be changed to allow voluntary appointment of any two members of each body to serve on the Officials Committee for a minimum term of 2 years. This will allow those with a particular interest in transportation to serve on the committee, allow longer-term members to become more familiar with MPO business, and avoid long-term appointed representatives serving in a member's place.
- Page 9 – Technical Committee Voting Members: Change the title of voting member from "StarTran Manager" to "LTU Assistant Director of Transit".
- Appendix D – Bylaws of the Officials Committee
  - Article 1, Section 3 – Membership: Add text stating that "The appointment of any representative shall be temporary and is not intended to replace a Committee member

for the duration of their term. New Committee members shall be approved through either the City Council or County Board nomination process.”

- Article III, Section 2 – Notice of Meetings: Change “mailed” to “sent electronically”.
- Appendix E – Bylaws of the Technical Committee
  - Article III, Section 2 – Notice of Meetings: Change “mailed” to “sent electronically”.

Enclosed is the MPO Management Plan showing the proposed revisions.

#### **BUDGET CONSIDERATIONS**

None.

#### **COMMITTEE ACTION**

The Technical Committee recommended approval of this amendment at their meeting on January 26, 2023.

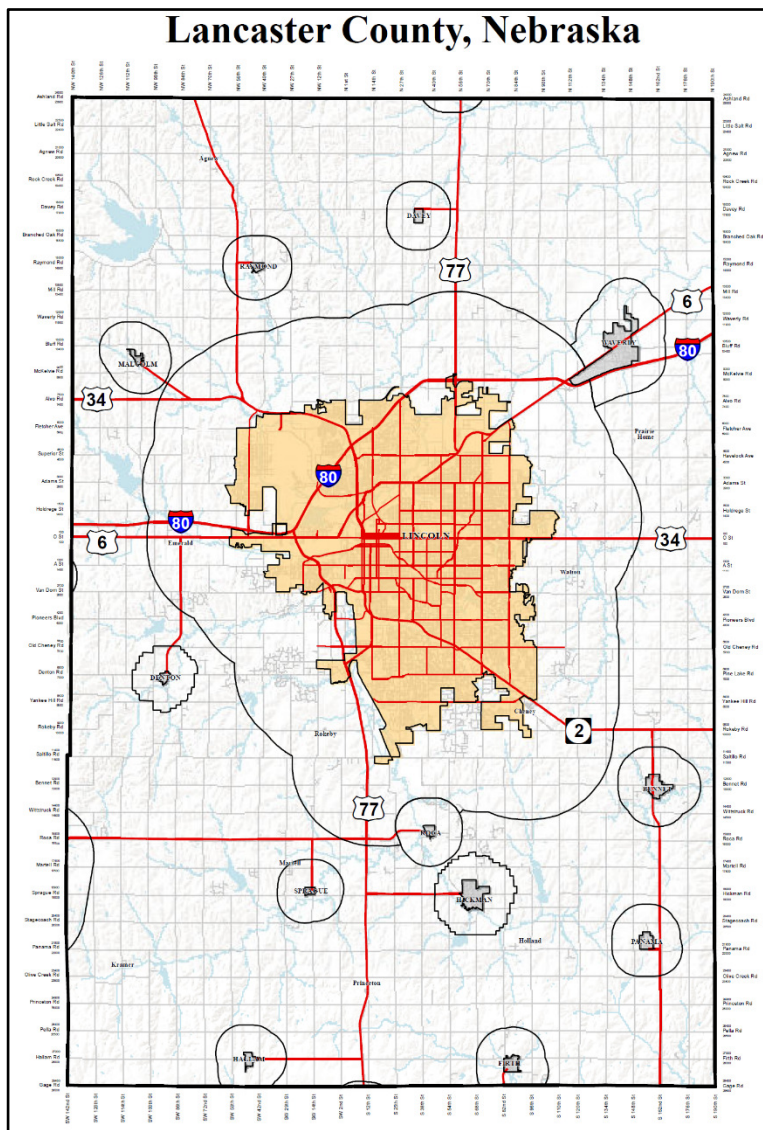
#### **RECOMMENDATION**

No recommended action at this time. Action will take place at the Officials Committee meeting on May 10, 2023.

#### **STAFF CONTACT**

Rachel Christopher  
[rchristopher@lincoln.ne.gov](mailto:rchristopher@lincoln.ne.gov)  
402-441-7603

# Lincoln Metropolitan Planning Organization



## Management Plan

Adopted on September 24, 2009  
Amended (New Amendment Date)



Lincoln Metropolitan Planning Organization  
555 S. 10th Street, Suite 213  
Lincoln, NE 68508  
402-441-7491  
[lincoln.ne.gov](http://lincoln.ne.gov) (search: metropolitan)

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## Appendices

### 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

## 1.0 Introduction

### 1.1 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.~~ Non-substantive corrections and revisions may be made administratively by staff, with subsequent notification of the Lincoln MPO Officials and Technical Committees, MPO Email List, and posting of the administrative revisions on the MPO website. The MPO Administrator shall keep a record of all such administrative revisions.

### 1.2 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

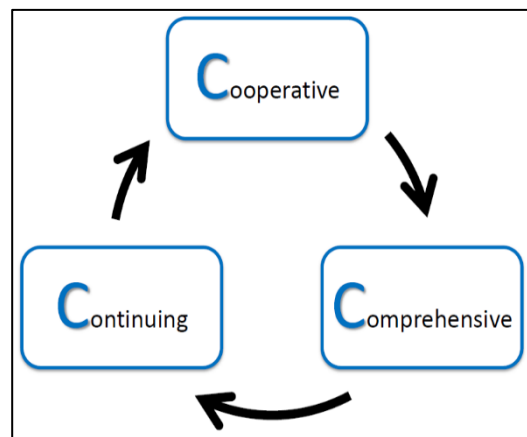
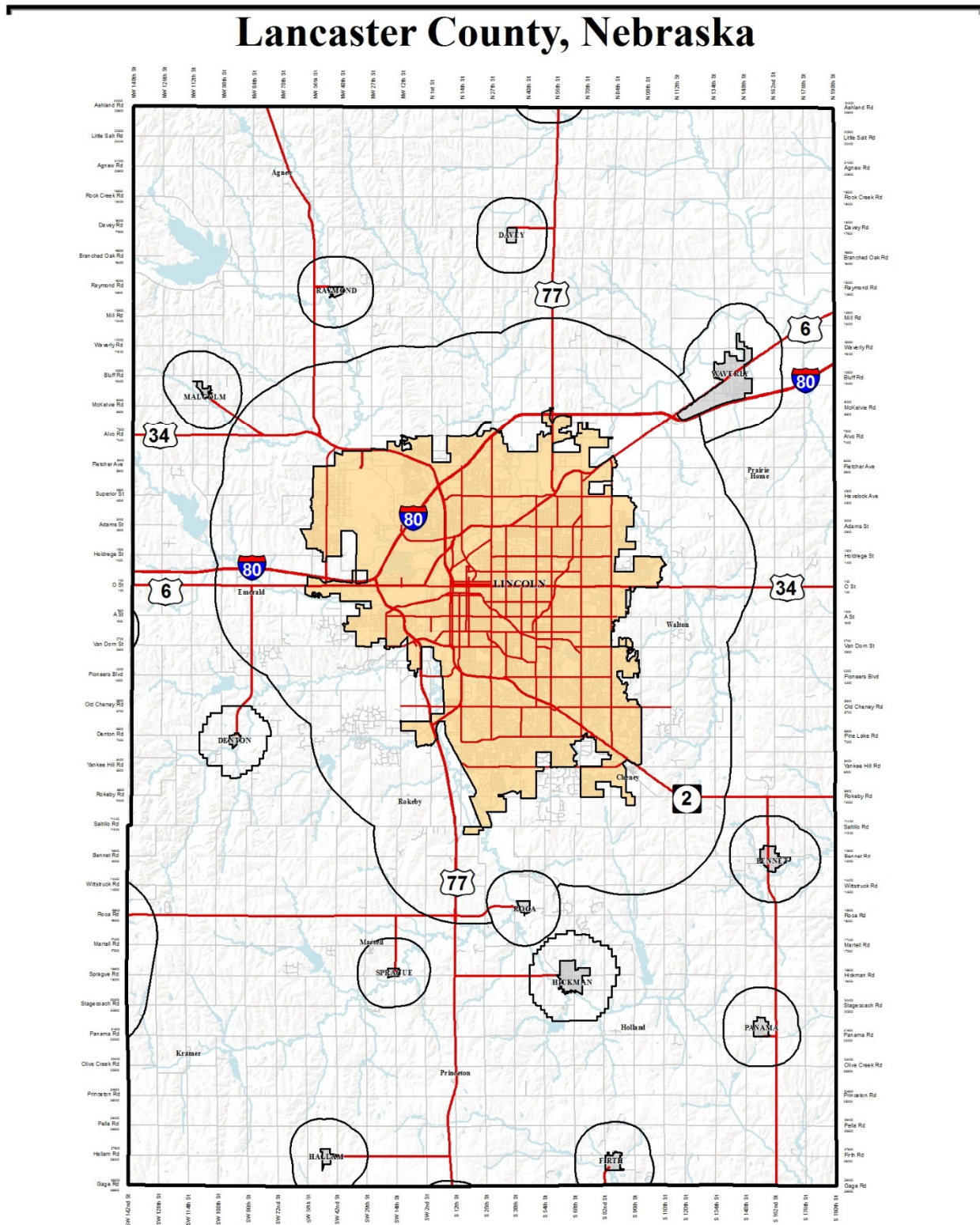




Figure 2 Lincoln MPO Metropolitan Planning Area Map



~~The transportation act, the Fixing America's Surface Transportation (FAST) Act~~most recent transportation act, the Infrastructure, Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), was signed into law on ~~December~~November 15, 2021+5. The BIL which authorizes new surface transportation infrastructure programs and continues these basic planning requirements with emphases on sustainability, resiliency, and equity. 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

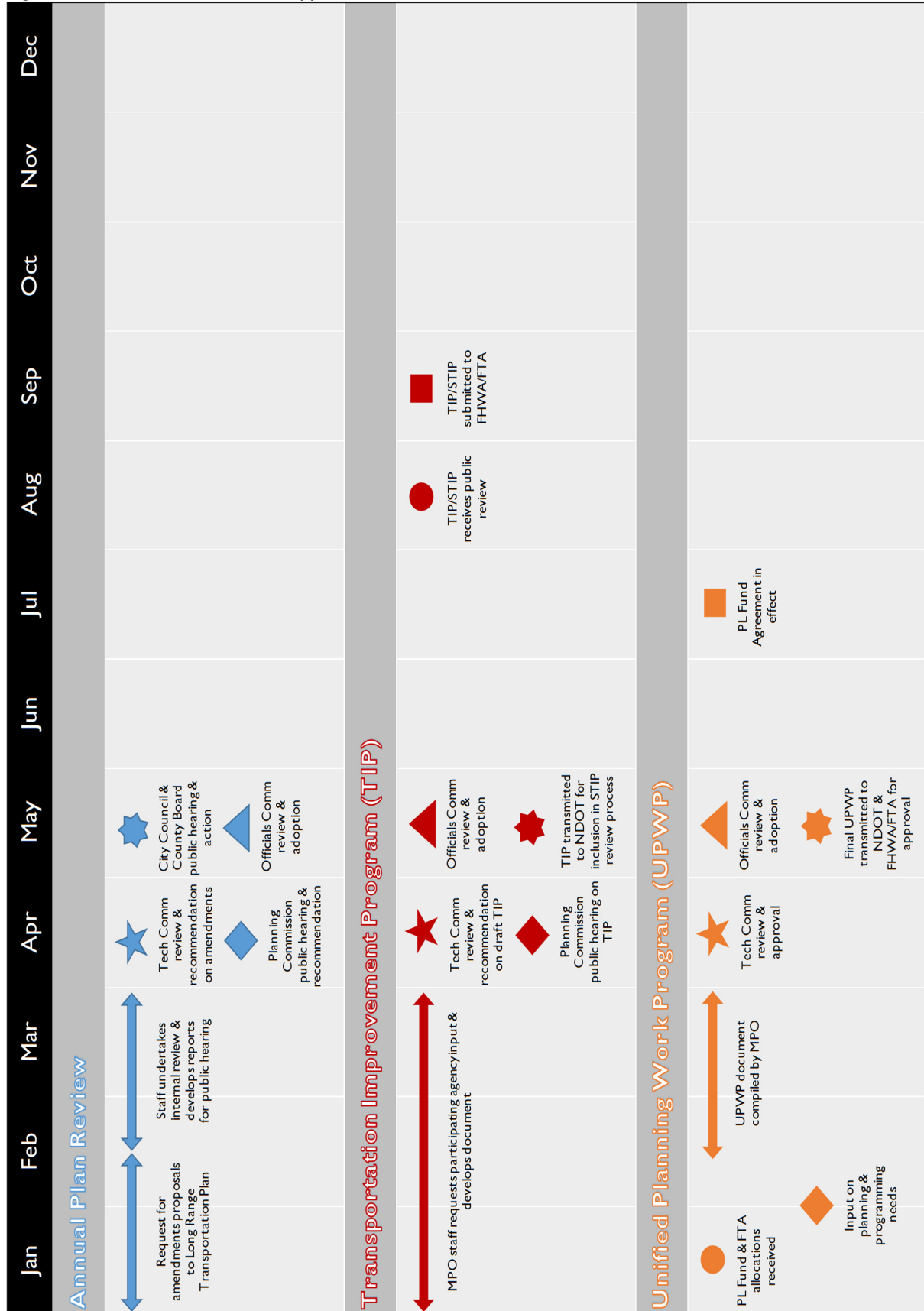
A self-review and evaluation of the transportation planning process for the Lincoln MPO is conducted each year assessing its compliance with applicable federal metropolitan planning laws and regulations. A report is prepared, reviewed and acted upon by the MPO's Technical and Officials Committees regarding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

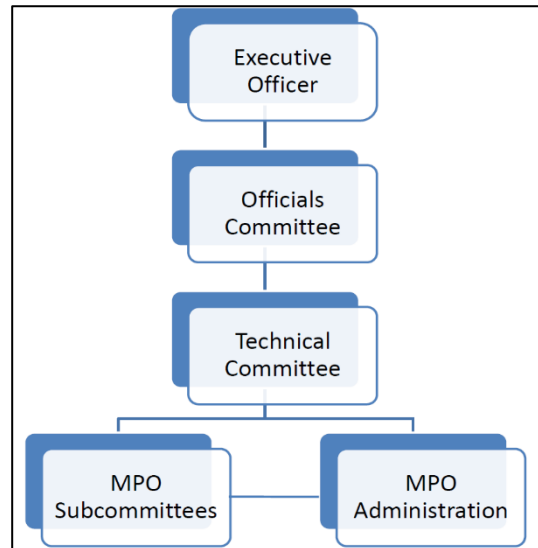


## 3.0 Organization and Administration

### 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
- Two members of the County Board of Commissioners ~~Chair~~, Lancaster County  
~~County Board of Commissioners Vice Chair, Lancaster County~~
- Two members of the 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 term of office of voting members from the County Board of Commissioners and Lincoln City Council shall be two years or until a successor is appointed and takes office. 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:

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#### Voting Members:

- Lincoln-Lancaster County Planning Director, Tri-Chair
- Lincoln Transportation & Utilities Director, Tri-Chair
- Lancaster County Engineer, Tri-Chair
- Lincoln Transportation & Utilities Assistant Director of Transportation - City Engineer
- Railroad Transportation Safety District (RTSD) Executive Director
- 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 Transportation & Utilities Assistant Director of Transit
- Lincoln Airport Authority Executive Director
- NDOT District I Engineer
- NDOT Planning and Project Development Manager
- Hickman City Administrator
- Waverly City Administrator

#### 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.

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

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##### **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**

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**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**

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**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**

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**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**

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**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

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

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## **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. The appointment of any representative shall be temporary and is not intended to replace a Committee member for the duration of their term. New Committee members shall be approved through either the City Council or County Board nomination process.
- 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-sent electronically~~ at least seven (7) days in advance of the meeting day, whenever practical. The agenda and other matters of business shall be ~~mailed-sent electronically~~ 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 and  
Amended on (New Amendment Date)**



# Lincoln Metropolitan Planning Organization

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## **Appendix E:**

### **Bylaws of the Technical Committee**

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

### **Section 3. Quorum and Voting**

- A. The presence of a simple majority of 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 a simple majority of 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.

### **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 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 (New Amendment Date)**

**ISSUE**

VOTE: MPO Federal Performance Measures and Targets

**BACKGROUND**

The current and previous federal transportation bills, the Bipartisan Infrastructure Law and the FAST Act, respectively, included a series of requirements for Transportation Performance Management (TPM). Since the passage of federal transportation bill MAP-21, USDOT has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. The Federal Highway Administration (FHWA) established performance measures for safety (PM1), infrastructure condition (PM2) and system performance (PM3). Federal Transit Administration (FTA) established performance measures for Transit Asset Management (TAM) and transit safety.

As part of TPM, each state DOT or public transportation agency and metropolitan planning organization (MPO) must adopt targets for the FHWA/FTA performance measures to strive for within the planning and programming process. The process for setting targets has been taking place since 2017. The state DOT or public transportation agency sets its targets first and the MPOs have 180 days from that time to adopt their targets. For each performance measure, an MPO is required to either 1) establish a regional target or 2) adopt the state DOT or public transportation agency target and therefore agree to plan and program projects that contribute toward meeting the target.

The targets for PM1 are revised and adopted annually. In December 2021, the Lincoln MPO adopted to support the NDOT safety performance targets for CY 2022. The 2022 calendar year is the latest adopted annual MPO safety performance targets. For the FHWA performance measures for infrastructure condition and system performance (PM2 and PM3), state DOTs and MPOs are required to establish 4-year targets. Additional coordination is required between state DOTs and MPOs if a State adjusts its 4-year target at the midpoint of the performance period. In November 2018, the Lincoln MPO adopted to support the NDOT infrastructure condition targets and system performance targets for CY 2018-2021. In November 2020, the Lincoln MPO adopted to support the adjustments to the NDOT established four-year period targets (2018-2021) for infrastructure condition and system performance. The proposed action would adopt the new revised 4-year targets for PM 2 and PM3.

Public transportation agencies and MPOs annually establish targets for the FTA TAM performance measures and safety performance measures. In November 2018, the Lincoln MPO adopted to support the StarTran TAM performance targets for Federal Fiscal Year (FFY) 2019 as established on January 1, 2017 and published in the StarTran Transit Asset Management Plan of September 27, 2018. The Lincoln MPO adopted to support the StarTran safety performance measures targets in November 2020, which are shown in its Public Transportation Agency Safety Plan of July 2020. The current performance measures, baselines and targets are established in the 2022 StarTran Transit Asset Management Plan and 2022 StarTran Public Transportation Agency Safety Plan.

Updates to the federal performance measures will be monitored by Lincoln MPO staff and changes or updates to the MPO targets will be reported to the Lincoln-Lancaster Planning Director and the MPO Technical Committee Tri-Chairs. Enclosed is a memo to the Tri-Chairs dated December 22, 2022 with an update by Lincoln MPO staff of the Lincoln MPO federal performance measures and targets. This

memo shows the changes and updates to performance targets set by NDOT and StarTran, and it provides an MPO staff recommendation on the MPO performance targets.

Lincoln MPO staff recommends that the Lincoln MPO support the NDOT performance targets for safety, infrastructure condition and system performance and the StarTran performance targets for Transit Asset Management and safety.

#### **POLICY CONSIDERATIONS**

With supporting the NDOT and StarTran targets, the Lincoln MPO is agreeing to plan and program projects in a manner that contributes towards the accomplishment of these performance targets. MPOs are required to include a narrative description of these performance measures in their LRTPs and TIPs. Both documents need to include narratives on the performance measures, either by the next major update or when the current LRTP or TIP gets amended.

#### **BUDGET CONSIDERATIONS**

It is important to note that the MPO is not at risk of losing funding if these performance measures targets are not met.

#### **COMMITTEE ACTION**

The Technical Committee recommended to support the NDOT performance targets for safety, infrastructure condition and system performance and the StarTran performance targets for Transit Asset Management and safety as the MPO targets on January 26, 2023.

#### **RECOMMENDATION**

Approve to support the NDOT performance targets for safety, infrastructure condition and system performance and the StarTran performance targets for Transit Asset Management and safety as the MPO targets.

#### **STAFF CONTACT**

Rachel Christopher  
[rchristopher@lincoln.ne.gov](mailto:rchristopher@lincoln.ne.gov)  
402-441-7603

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# MEMORANDUM

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**TO:** Lincoln MPO Technical Committee Tri-Chairs  
**FROM:** Rachel Christopher, Transportation Planner  
**SUBJECT:** Update on Lincoln MPO Federal Performance Measures and Targets  
**DATE:** December 22, 2022

The purpose of this memo is to update the Tri-Chairs of the Lincoln MPO Technical Committee regarding proposed support of targets for federal performance measures.

## Background Information

Since the passage of federal transportation bill MAP-21 in 2012, USDOT has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have established national performance measures in areas such as safety, infrastructure condition, congestion, system reliability, emissions, and freight movement. The current and previous federal transportation bills, the Bipartisan Infrastructure Law and the FAST Act, respectively, continued the series of requirements for Transportation Performance Management (TPM). TPM uses system information to make investment and policy decisions.

FHWA established the below performance measures with relating to safety, infrastructure condition, and system performance.

- Safety Performance Measures (PM1)
  - Number of fatalities
  - Rate of fatalities
  - Number of serious injuries
  - Rate of serious injuries
  - Number of non-motorized fatalities and serious injuries
- Infrastructure Performance Measures (PM2)
  - Percentage of pavements on the Interstate System in good condition
  - Percentage of pavements on the Interstate System in poor condition
  - Percentage of pavements on the non-Interstate National Highway System (NHS) in good condition
  - Percentage of pavements on the non-Interstate (NHS) in poor condition
  - Percentage of NHS bridges classified as in good condition
  - Percentage of NHS bridges classified as in poor condition
- System Performance Measures (PM3)
  - Percent of person-miles traveled on the Interstate System that are reliable
  - Percent of person-miles traveled on the non-Interstate NHS that are reliable
  - Truck Travel Time Reliability (TTTR) Index
  - Annual hours of peak hour excessive delay per capita\*

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Lincoln/Lancaster County Planning Department  
555 South 10<sup>th</sup> Street, Suite 213 – Lincoln, NE 68508  
Phone: 402-441-7491 – Fax: 402-441-6377

- Percent of non-single occupancy vehicle (non-SOV) travel\*
  - Total emissions reduction\*
- \*not applicable to Nebraska

FTA established the below performance measures with relating to transit asset management (TAM) and safety.

- TAM Performance Measures
    - Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)
    - Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB
    - Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale
    - Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile\*
  - Safety Performance Measures
    - Fatalities: Total number of reportable fatalities and rate per 100,000 VRM
    - Injuries: Total number of reportable injuries and rate per 100,000 VRM
    - Safety Events: Total number of reportable events and rate per 100,000 VRM
    - System Reliability: Mean (or average) revenue miles of service between major mechanical failures
- \*not applicable to Lincoln MPO

As part of TPM, each state DOT or public transportation agency and metropolitan planning organization (MPO) must adopt targets for the FHWA/FTA performance measures to strive for within the planning and programming process. The process for setting targets has been taking place since 2017. The state DOT or public transportation agency sets its targets first and the MPOs have 180 days from that time to adopt their targets. For each performance measure, an MPO is required to either 1) establish a regional target or 2) support the state DOT or public transportation agency target and therefore agree to plan and program projects that contribute toward meeting the target.

### **Lincoln MPO Actions**

State DOTs and MPOs annually establish targets for the FHWA safety performance measures (PM1). In December 2021, the Lincoln MPO adopted to support the NDOT safety performance targets for CY 2022. The 2022 calendar year is the latest adopted annual MPO safety performance targets.

For the FHWA performance measures for infrastructure condition and system performance (PM2 and PM3), state DOTs and MPOs are required to establish 4-year targets. Additional coordination is required between state DOTs and MPOs if a State adjusts its 4-year target at the midpoint of the performance period. In November 2018, the Lincoln MPO adopted to support the NDOT infrastructure condition targets and system performance targets for CY 2018-2021. In November 2020, the Lincoln MPO adopted to support the adjustments to the NDOT established four-year period targets (2018-2021) for infrastructure condition and system performance.



The Lincoln MPO will reflect adopted FHWA performance measure targets in the TIP on its annual cycle and the LRTP on its five-year cycle.

Public transportation agencies and MPOs annually establish targets for the FTA TAM performance measures and safety performance measures. In November 2018, the Lincoln MPO adopted to support the StarTran TAM performance targets for Federal Fiscal Year (FFY) 2019 as established on January 1, 2017 and published in the StarTran Transit Asset Management Plan of September 27, 2018. The Lincoln MPO adopted to support the StarTran safety performance measures targets in November 2020, which are shown in its Public Transportation Agency Safety Plan of July 2020. The target for each performance measure was established as a trend rather than a specific numeric value. Across each measure, the target is to demonstrate an incremental improvement over an established baseline calculated from a recent five-year experience in each category. Current baselines were set as the averages of the performance measures from 2015 to 2019. StarTran will seek annual improvements over this baseline from 2020 through 2024. The current performance measures, baselines and targets are established in the 2022 StarTran Transit Asset Management Plan and 2022 StarTran Public Transportation Agency Safety Plan.

If StarTran updates its TAM and safety performance measures targets annually, the Lincoln MPO will adopt to support new TAM targets and safety performance measures when it updates the TIP on its annual cycle and the LRTP on its five-year cycle.

### **NDOT Performance Measure Targets**

This section provides a report on the NDOT established performance measure targets to date.

Table 1 shows the NDOT annual targets for safety (PM1) from calendar years 2019 through 2023. NDOT submitted their proposed safety target for 2019-2023 to FHWA in August 2022, which are based on 5-year rolling averages. At the NDOT-MPO Performance Measure Target coordination meeting on June 16, 2022, NDOT staff provided an update of whether NDOT has met or made significant progress toward meeting safety targets for 2020 and 2021, and they presented the possible safety targets for 2023. NDOT met all safety targets for 2020 except the serious injury rate; however, the serious injury rate was better than the 5-year rolling average baseline. NDOT met the targets for 2021 for number and rate of fatalities. Serious injury data for 2021 is not yet available as of the publication of this memo.

<b>Table 1: NDOT Targets for Safety (PM1)</b>					
<b>Performance Measures</b>	<b>Target 2015-2019</b>	<b>Target 2016-2020</b>	<b>Target 2017-2021</b>	<b>Target 2018-2022</b>	<b>Target 2019-2023</b>
Number of fatalities	239.0	239.0	241.0	249.0	254.0
Rate of fatalities	1.180	1.140	1.130	1.270	1.300
Number of serious injuries	1,540.0	1,442.0	1,408.0	1,358.0	1,319.0
Rate of serious injuries	7.500	6.803	6.507	6.323	6.044
Number of non-motorized fatalities and serious injuries	140.0	133.0	126.6	121.4	117.8

Table 2 shows the NDOT 4-year targets for infrastructure condition (PM2) for a performance period of 2022 to 2025. The actual values in 2020 and 2021 have met the targets as shown in Table 2.

<b>Table 2: NDOT Targets for Infrastructure Condition (PM2)</b>				
<b>Performance Measures</b>	<b>4-Year Target</b>	<b>Statewide - Actual</b>		
		<b>2019</b>	<b>2020</b>	<b>2021</b>
% of pavements on the Interstate System in good condition	≥65%	80.3%	81.1%	77.5%
% of pavements on the Interstate System in poor condition	≤5%	0.1%	0.0%	0.1%
% of pavements on the non-Interstate NHS in good condition	≥40%	58.4%	56.5%	56.0%
% of pavements on the non-Interstate (NHS) in poor condition	≤10%	1.7%	2.2%	2.3%
% of NHS bridges classified as in good condition	≥55%	58.3%	57.0%	56.6%
% of NHS bridges classified as in poor condition	≤10%	1.8%	1.7%	1.9%

Table 3 shows the NDOT targets for system performance (PM3) for a performance period of 2022 to 2025 along with the analysis values for statewide and the Lincoln MPO from 2019 through 2021.

<b>Table 3: NDOT Targets for System Performance (PM3)</b>							
<b>Performance Measures</b>	<b>4-Year Target</b>	<b>Statewide - Analysis</b>			<b>Lincoln MPO - Analysis</b>		
		<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
% of person-miles traveled on the Interstate System that are reliable	98.5%	97.4%	100.0%	98.8%	100.0%	100.0%	100.0%
% of person-miles traveled on the non-Interstate NHS that are reliable	92.0%	91.3%	96.1%	96.2%	90.0%	95.7%	91.8%
Truck Travel Time Reliability Index	1.20	1.15	1.10	1.14	1.18	1.16	1.38

## StarTran Performance Measure Targets

This section provides a report on the StarTran established performance measure targets to date.

Table 4 shows the StarTran annual targets for TAM for fiscal years 2021 through 2023. For FY 2021, the actual values for the rolling stock: paratransit category and the equipment: non-revenue service vehicle category (automobile) are above the target values. For FY 2022, the actual values for the rolling stock: paratransit category and the equipment: non-revenue service vehicle category (automobile) meet and fall below the target values, respectively, whereas the equipment: non-revenue service vehicle category (other support vehicle) category no longer meets the target value.

Table 4 - StarTran Targets for TAM							
Asset Category	Asset Class	ULB*	FY 2021 Targets	FY 2022 Targets	FY 2023 Targets	FY 2021 Actual	FY 2022 Actual
Rolling Stock: FR Bus	Bus	15 years	25% of fleet exceeds ULB	25%	4.5%	7%	4.5%
Rolling Stock: SR Paratransit	Paratransit Van	6 years	25% of fleet exceeds ULB	25%	25%	29%	25%
Equipment: Non-Revenue Service Vehicle	Automobile	10 years	10% of fleet exceeds ULB	10%	0%	33%	0%
Equipment: Non-Revenue Service Vehicle	Other Support Vehicle	15-20 years	0% of fleet exceeds ULB	0%	50%	0%	50%
Facility: StarTran Administration, Bus Storage, and Maintenance	Admin & Maint	40 years	No more than 0% of StarTran owned facilities rated less than 3.0 on FTA TERM scale	0%	0%	0%	0%
Facility: Parking Facilities	Admin & Maint	40 years	No more than 0% of StarTran owned facilities rated less than 3.0 on FTA TERM scale	0%	0%	0%	0%

\* ULB – Useful Life Benchmark

Table 5 and Table 6 show the StarTran safety performance baseline and targets for fixed route and paratransit (handi-van). StarTran will seek annual improvements over a 2015-2019 baseline from 2020 through 2024. For 2021, the majority of the values for fixed route have not met the targets, and the majority of the values for paratransit have met the targets.

Table 5: StarTran Targets for Fixed Route - 2020-2024				
Performance Category		2015-2019 Baseline	Target	2021 Value
Fatalities	Total	0	0	0
	Rate per 100,000 VRM	0	0	0
Injuries (Minor/Major)	Total	2.6	Reduction from baseline	1
	Rate per 100,000 VRM	0.16	Reduction from baseline	.065
Safety Events (Minor/Major)	Total	1.4	Reduction from baseline	1
	Rate per 100,000 VRM	0.09	Reduction from baseline	.065
System Reliability (Minor/Major)	VRM Between Failures (Total)	4,000	Increase from baseline	3,717

Table 6: StarTran Targets for Paratransit (Handi-Van) - 2020-2024				
Performance Category		2015-2019 Baseline	Target	2021 Value
Fatalities	Total	0	0	0
	Rate per 100,000 VRM	0	0	0
Injuries (Minor/Major)	Total	0	0	0
	Rate per 100,000 VRM	0	0	0
Safety Events (Minor/Major)	Total	0	0	0
	Rate per 100,000 VRM	0	0	0
System Reliability (Minor/Major)	VRM Between Failures (Total)	14,200	Increase from baseline	16,710

### MPO Staff Recommendation

Lincoln MPO staff recommends support of the below MPO targets for the FHWA/FTA performance measures.

- FHWA Safety Performance Measures (PM1) – Support the annual NDOT targets
- FHWA Infrastructure Condition Performance Measures (PM2) – Support the NDOT four-year targets
- FHWA System Performance Measures (PM3) – Support the NDOT four-year targets
- FTA TAM Performance Measures – Support the annual StarTran targets
- FTA Safety Performance Measures – Support the annual StarTran targets

With supporting the NDOT and StarTran performance measure targets, the Lincoln MPO is agreeing to plan and program projects in a manner that contributes towards the accomplishment of these targets. The MPO Technical Committee is scheduled to meet on January 26, 2023 and the meeting agenda includes the review and action on MPO targets for FHWA safety, infrastructure, and system performance measures and for FTA TAM and safety performance measures.

## ISSUE

VOTE: Amendment No. 3 to the FY 2023-2026 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 2023-2026 TIP was adopted by the MPO Officials Committee on May 12, 2022.

The Transportation Alternatives (TA) Set-Aside of the Surface Transportation Block Grant (STBG) program was established under the Fixing America's Surface Transportation Act (FAST Act) to fund a variety of alternative transportation projects. The Bipartisan Infrastructure Law (BIL) continues the TA Set-aside from the STBG program. Eligible uses of the set-aside funds include a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school, vegetation management, and environmental mitigation.

Funding under the BIL provides for the reservation of funds apportioned to a State to carry out TA Set-Aside each fiscal year. The Lincoln MPO receives a sub-allocation of these funds to carry out project programming within the Metropolitan Planning Area (Lancaster County). The following revisions to the TIP are the result of recommended programming from a Call for Applications conducted in August and September 2022 for the MPO's apportioned TA funds for the five Federal Fiscal Years 2022-2026 under the BIL.

The total estimated TA-Set Aside funds to be apportioned to the Lincoln MPO for Fiscal Years 2022 through 2026 is approximately \$2,878,100. For this call for applications, the MPO applied an obligation authority of 95% of apportionment, or approximately \$2,734,200. This dollar figure represents the programmable amount that will be projected into future years.

The Lincoln MPO selects and prioritizes projects to utilize this funding in an annual program of projects and may consider a project requesting more than one year of funding. Two submittals were received:

The **Lincoln Waterford Trail Project** will extend northeasterly from N. 84th Street and College Park Road to N. 104th Street and Holdrege Street. This is a ten-foot-wide concrete trail with the project length of newly constructed trail extending a total of 2.2 miles. The trail begins with a connection to the existing trail at the southeast corner of 84th Street and College Park Road. It continues east on College Park Road and along the west and north sides of Southeast Community College. The trail then continues through Waterford Estates to reach the future park at Robinson Elementary School before terminating at 104th and Holdrege Streets. The target to begin construction is in May 2026.

The **Lincoln B Street Bicycle Boulevard Project** will be located on B Street from S. 11th to S. 26th Streets, S. 26th Street from A to B Streets, and A Street from S. 26th to S. 27th Streets. It will include pavement markings, identification and wayfinding signage, bump outs at 11th and 12th Streets, and an 8 foot wide sidepath on the north side of A Street from 26th to 27th Streets. TA funding with a local match would be used along with Community Development Block Grant (CBDG) funds provided through the Urban Development Department. The current target to begin construction is in September 2024.

The MPO Programming and Funding Subcommittee met on November 15, 2022 to review the submittals and make a recommendation to the MPO Technical and Officials Committees. Once project eligibility was

established, subcommittee members scored each project against the eight [goals of the Long Range Transportation Plan \(LRTP\)](#). A summary of the scoring is provided below. The MPO Programming and Funding Subcommittee agreed to recommend approval of both submittals for programming of MPO Transportation Alternatives funds.

#### *Evaluation Scale*

- 1 – Does not meet the goal*
- 2 – Somewhat meets the goal*
- 3 – Meets the goal*
- 4 – Exceeds the goal*
- 5 – Significantly exceeds the goal*

Average Scores from Subcommittee Members out of 40 Possible Points:

Waterford Trail Project = 30.7 Points

B Street Bicycle Boulevard Project = 31.7 Points

<b>LRTP Goal #</b>		<b>Waterford Trail Project</b>	<b>B Street Bicycle Boulevard Project</b>
		<i>Average score from 1 to 5 points</i>	<i>Average score from 1 to 5 points</i>
<b>1</b>	How well does this project support a well-maintained transportation system?	3.4	3.4
<b>2</b>	How well does this project contribute to an efficient, reliable, and well-connected transportation system that leverages innovation and technology?	3.7	3.7
<b>3</b>	Does this project provide multimodal travel mode options to support a more compact, livable urban environment?	3.7	4.1
<b>4</b>	How well does this project support a safe and secure transportation system?	4.6	4.0
<b>5</b>	How well does this project support economic vitality for residents and businesses?	3.6	3.6
<b>6</b>	How well does this project enhance the natural, cultural, and built environment?	4.0	4.1
<b>7</b>	How well does this project maximize user benefits?	4.3	4.2
<b>8</b>	How well does this project promote equitable access to transportation?	3.4	4.6

The proposed Amendment No. 3 to the FY 2023-2026 TIP includes the following revisions to the Pedestrian, Bike and Trails program:

- Waterford Trail – Combine projects 4 and 5 for Phases 1 and 2 and program federal funds.
- B Street Bicycle Boulevard – Add project and program federal funds.

This amendment will update the associated summary tables and figures in the TIP.

**BUDGET CONSIDERATIONS**

Both proposals can be accommodated within a fiscally constrained plan for Transportation Alternatives funds in the Lincoln MPO FY 2023-26 Transportation Improvement Program (TIP).

**COMMITTEE ACTION**

The MPO Programming and Funding Committee met on November 15, 2022 and recommended approval of Transportation Alternatives funding for the Waterford Trail project and the B Street Bicycle Boulevard project. The Technical Committee recommended approval of this amendment at their meeting on January 26<sup>th</sup>, 2023.

**RECOMMENDATION**

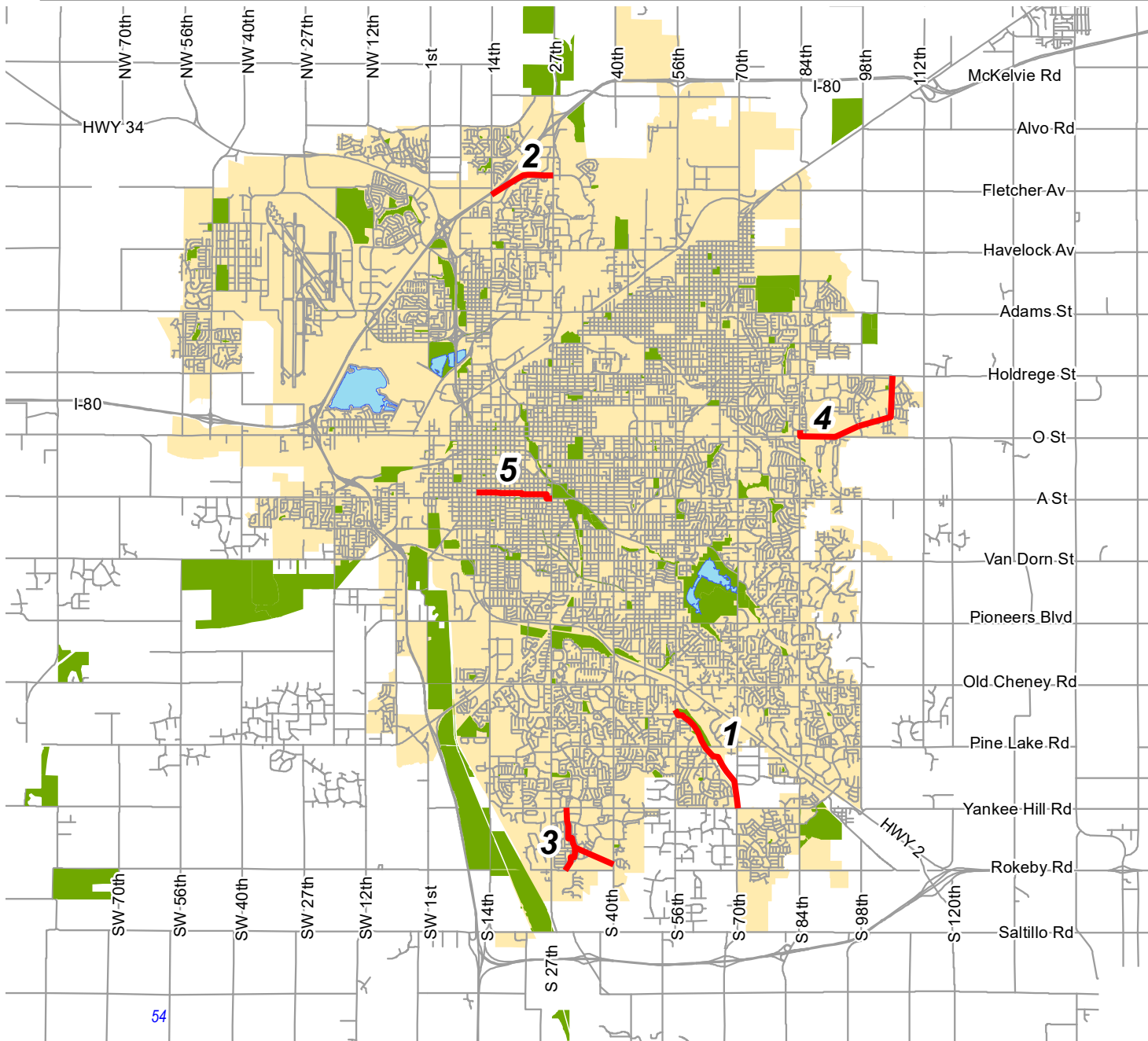
Approve the above items in Amendment No. 3 to the FY 2023-2026 Transportation Improvement Program.



**STAFF CONTACT**

Rachel Christopher  
[rchristopher@lincoln.ne.gov](mailto:rchristopher@lincoln.ne.gov)  
402-441-7603

**Lincoln Metropolitan Planning Organization  
Transportation Improvement Program**

**Ped, Bike and Trails  
FY 2023 - 2026**



-  Trail Projects
-  Existing Parks

- #1 Beal Slough Trail Project**
- #2 Fletcher Landmark Trail**
- #3 Wilderness Hills Trail**
- #4 Waterford Trail**
- #5 B Street Bicycle Boulevard**



Lower Platte South  
Natural Resources District



**Consult the detailed project descriptions  
and funding summary for further information.**



2023-2026 LINCOLN CITY/LANCASTER COUNTY, NEBRASKA TRANSPORTATION IMPROVEMENT PROGRAM				AGENCY: Pedestrian, Bike & Trails DIVISION: Planning Area Projects				
PROJ NO  (Map)	PROJECT  (Location & Distance)  (Improvement Description)  <div>(Control Number)    (Project Number)    (Work Phase)</div>	PROGRAMMED EXPENDITURES & FUNDING SOURCES (FS) (000's)						
		PRIORITY PROJECTS					COST BEYOND PROGRAM	TOTAL PROJECT COSTS
		PRIOR FISCAL YEARS FS	2022-23 FS	2023-24 FS	2024-25 FS	2025-26 FS		
	<u>City of Lincoln Parks &amp; Recreation Department</u>							
4  Amend  (Modify)	<b>Waterford Trail Phase 1</b> Starting with a trail connection at 84th St. Trail at 84th St. and College Park Rd, this new 10' wide trail will generally extend NE through Southeast Community College and Waterford Estates until reaching its terminus at 104th St. and Holdrege St.  Amendment Description: Combine with Project 5 for Waterford Trail Phase 2, increase cost estimates and program federal funds. <input type="checkbox"/> New <input type="checkbox"/> Deleted <input checked="" type="checkbox"/> Schedule <input checked="" type="checkbox"/> Budget <input checked="" type="checkbox"/> Scope	PE PE ROW/Utilities ROW/Utilities Const/CE Const/CE TOTAL	  80.0 OF 20.0 LN    0.0	  278.3 TA 69.6 LN 20.0 OF 20.0 OF 760.0 OF 400.0 OF 347.9	   347.8 TA 86.9 LN  434.7	    1,567.8 TA 391.9 LN 1,959.7	     0.0	     2,742.3
5  Amend  (Remove)	<b>Waterford Trail Phase 2</b> Beginning at 84th Street and College Park east across the Southeast Community College campus to the corner of 98th and Boathouse Road, approximately 1 mile  Amendment Description: Combine with Project 4 for Waterford Trail Phase 1. <input type="checkbox"/> New <input checked="" type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope	PE PE ROW Utilities Construction CE TOTAL	     0.0	     0.0	    80.0 OF 20.0 LN  400.0 100.0 OF 900.0	    20.0 OF 20.0 OF 760.0 OF 100.0 OF 900.0	     0.0	     1,000.0
5  Amend  (Add)	<u>City of Lincoln/Lancaster County Planning Department</u>  <b>B Street Bicycle Boulevard</b> Bicycle boulevard pavement markings and signage on B Street from 11th to 26th Street and 26th Street from A to B Streets, bump outs at 11th and 12th Streets, and a sidepath on A Street from 26th to 27th Streets.  Amendment Description: Add project and program federal funds. <input checked="" type="checkbox"/> New <input type="checkbox"/> Deleted <input type="checkbox"/> Schedule <input type="checkbox"/> Budget <input type="checkbox"/> Scope	PE PE Const/CE Const/CE Const/CE TOTAL	     0.0	    24.2 LN 50.4 CDBG  74.6	    289.8 CDBG 130.9 TA 26.6 LN 447.3	     0.0	     0.0	     521.9

#### FEDERAL FUNDS

TA (STPG-TA - Transportation Alternatives Program)

CDBG (Community Development Block Grant Program)

#### LOCAL FUNDS

LN (City of Lincoln Funds)

OF (Other Funds)

**ISSUE**

REPORT: Development of and review schedule for FY 2024-2027 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 2023-2026 TIP](#), which was adopted by the MPO Officials Committee on May 12, 2022.

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 2024-2027. Enclosed is the development and review schedule for the Lincoln MPO FY 2024-2027 TIP.

Lincoln MPO staff will provide a report on the FY 2024-2027 TIP schedule at the February Officials Committee meeting.

**BUDGET CONSIDERATIONS**

None.

**COMMITTEE ACTION**

The Technical Committee recommended approval of this amendment at their meeting on January 26<sup>th</sup>, 2023.

**RECOMMENDATION**

None. Information only.

**STAFF CONTACT**

Rachel Christopher  
[rchristopher@lincoln.ne.gov](mailto:rchristopher@lincoln.ne.gov)  
402-441-7603

## Lincoln MPO Transportation Improvement Program

### Working Schedule for the FY 2024-27 Program

Date	Task
December 14	<b>MPO sets schedule and requests input for TIP report</b>
January 17	Agencies submit draft TIP project data to MPO
January 18-27	MPO compiles agency review of draft TIP
February 1	<b>MPO Programming and Funding Committee</b> reviews and coordinates proposed TIP projects and resolves programming conflicts
February 7	<b>MPO Programming and Funding Committee</b> (follow up as needed)
February 8-23	Draft TIP is finalized for public review (MPO staff works with individual agencies to finalize input)
February 24	Technical Committee draft TIP posted for interagency review
March 1	<b>MPO Programming and Funding Committee finalizes the proposed TIP and forward to Technical Committee for review/action and Planning Commission for public hearing</b>
April 19	<b>Planning Commission <u>briefing</u> on the proposed TIP</b>
April 13	<b>MPO Technical Committee Finalizes Draft TIP and forward to the MPO Officials Committee for Review/Adoption</b>
May 3	<b>Planning Commission holds a <u>Public Hearing</u> on the TIP</b>
May 10	<b>Officials Committee Reviews/Adopts TIP</b>
May – 3 <sup>rd</sup> week	<b>TIP sent to NDOT to be included in STIP</b>
August	NDOT public comment period for TIP/STIP
September	TIP/STIP submitted to FTA/FHWA

December 9, 2022

[https://linclanc.sharepoint.com/sites/PlanningDept-MPO/Shared Documents/MPO/TIP/FY 2024 Draft/TIP Schedule\\_2024-27.docx](https://linclanc.sharepoint.com/sites/PlanningDept-MPO/Shared Documents/MPO/TIP/FY 2024 Draft/TIP Schedule_2024-27.docx)